

Planning and Design Report

Westdell Development Corporation

1725-1731 Richmond Street
London, Ontario



April 10, 2024



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1.0 INTRODUCTION

This Planning and Design Report has been prepared in support of an application for a Zoning By-law Amendment to permit the development of two mixed-use towers at 1725-1731 Richmond Street (the “subject lands”). The proposed development will consist of one 22-storey tower with ground floor commercial office space and 159 residential units above; and one 20-storey tower ground floor commercial and office uses and 178 residential units above.

Pre-consultation discussions were held with the City of London in February and September 2023 to confirm the scope of the application and Zoning By-law Amendment submission requirements. A draft Site Plan has been prepared and submitted in support of the application, depicting the location of the proposed buildings, amenity spaces, and general site characteristics. A Public Open House was held in March 2024 to provide information to the public on the proposed application and receive comments.

The proponent, Westdell Development Corporation (“Westdell”) intends to redevelop the broader parcel, known as the Hyland Centre, which includes the subject lands, to accommodate a range and mix of uses, including high-density residential uses, which align with the City’s vision to create a complete mixed-use community centred around public transportation for the Masonville area. The proposed development will provide exceptional site design that meets the standards set out in the London Plan with thoughtful parking considerations, elevated amenity areas, and active street frontages. The present Zoning By-law Amendment application represents the second and third phases of development, with additional phases planned over the next 20-40 years.

SUMMARY

This report concludes that the proposed development and associated Zoning By-law Amendment are appropriate and desirable for the following reasons:

- The proposed Zoning By-law Amendment is consistent with both the 2020 Provincial Policy Statement and the London Plan;
- The proposed development meets the purpose and intent of the “*Transit Village*” Place Type policies in the London Plan and the “*Mixed-Use High-Rise Area*” policies of the Masonville Secondary Plan. The proposed Zoning By-law Amendment will permit an appropriate density and building height given the proximity to higher-order roads; frequent public transit; full municipal services; and, commercial and entertainment uses;
- The proposed development provides a high-quality design along all public streets and internal driveways;
- Appropriate separation and transitional elements are provided between the proposed apartment buildings and the existing development in the area. The proposed façade designs will support compatibility along all yards, and are modern and contemporary;

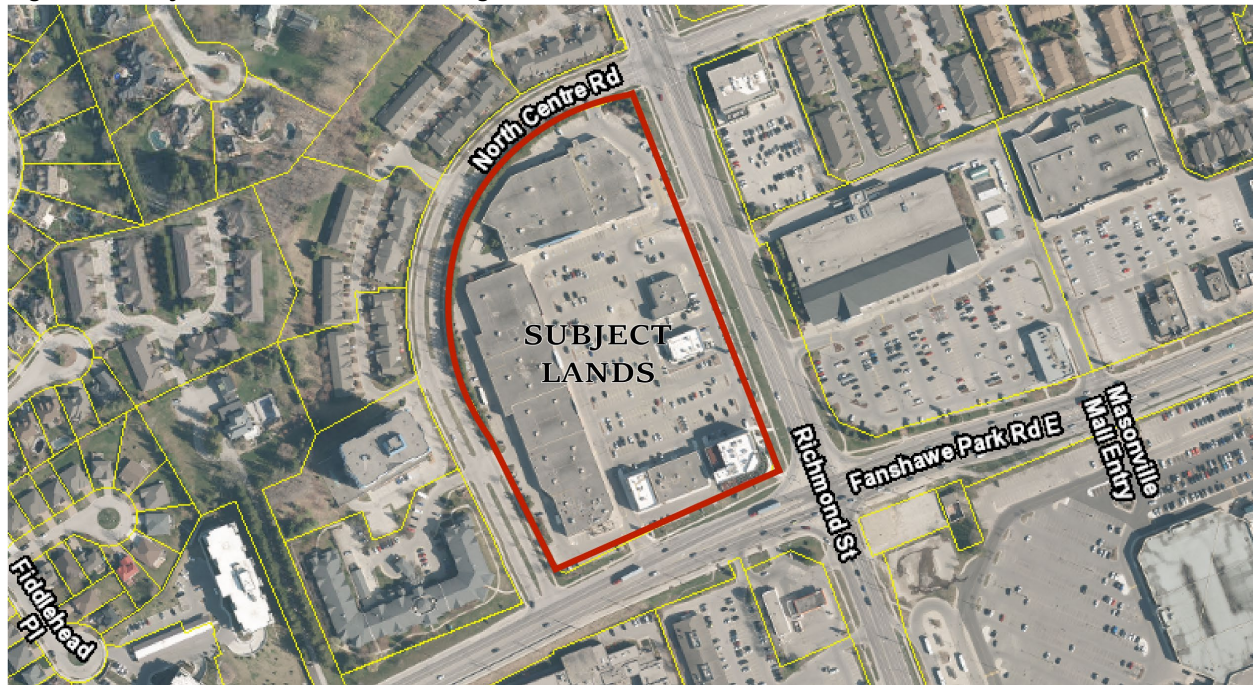
- The site layout will provide definition to the public realm and contribute to an active pedestrian-oriented design; and,
- The proposed towers meet the planned objective and function of the neighbourhood, and are compatible with existing and future uses.

2.0 SUBJECT LANDS

2.1 SITE DESCRIPTION

The subject lands consist of an irregular-shaped parcel with an area of approximately 4.6ha (11.37ac) located at the northwest corner of the intersection of Richmond Street and Fanshawe Park Road West (Figure 1).

Figure 1 – Subject Lands and Surrounding Uses



The subject lands have approximately 277m of frontage on Richmond Street, 169m of frontage on Fanshawe Park Road West, and 400m of frontage on North Centre Road. The southeast quadrant of the subject lands, close to the intersection of Richmond Street and Fanshawe Park Road, has recently been redeveloped with the aforementioned three-storey building, providing a stronger street presence than the remainder of the subject lands (Figure 1A, following page). The remainder of the subject lands are presently occupied by a number of commercial and office buildings, ranging from one- to three-storeys in height, with central shared surface parking (Figures 1B-D, following page).

Figure 1A – Subject Lands from intersection of Richmond and Fanshawe Park Road (Google Streetview)

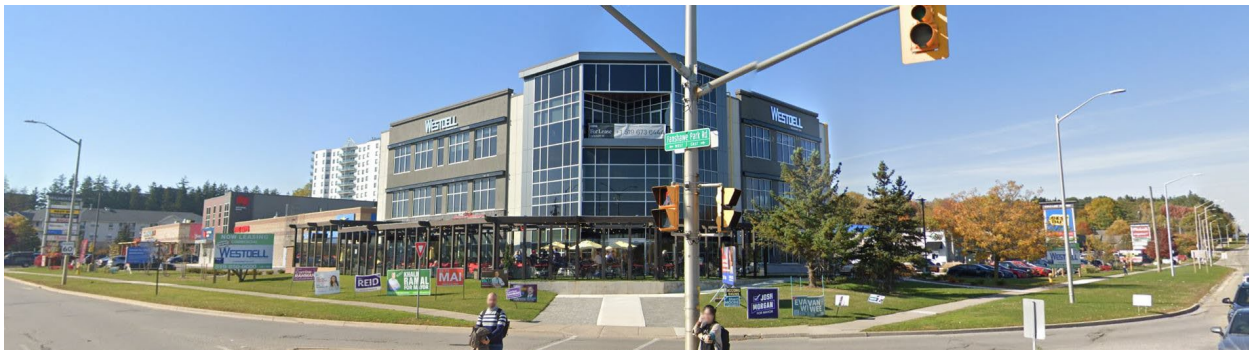


Figure 1B – General location of proposed Tower 2 on subject lands, looking west (Google Streetview)



Figure 1C – General location of proposed Towers 1 and 3 on subject lands, looking west (Google Streetview)



Figure 1D – Subject lands from corner of North Centre Road and Fanshawe Park Road, looking northeast (Google Streetview)

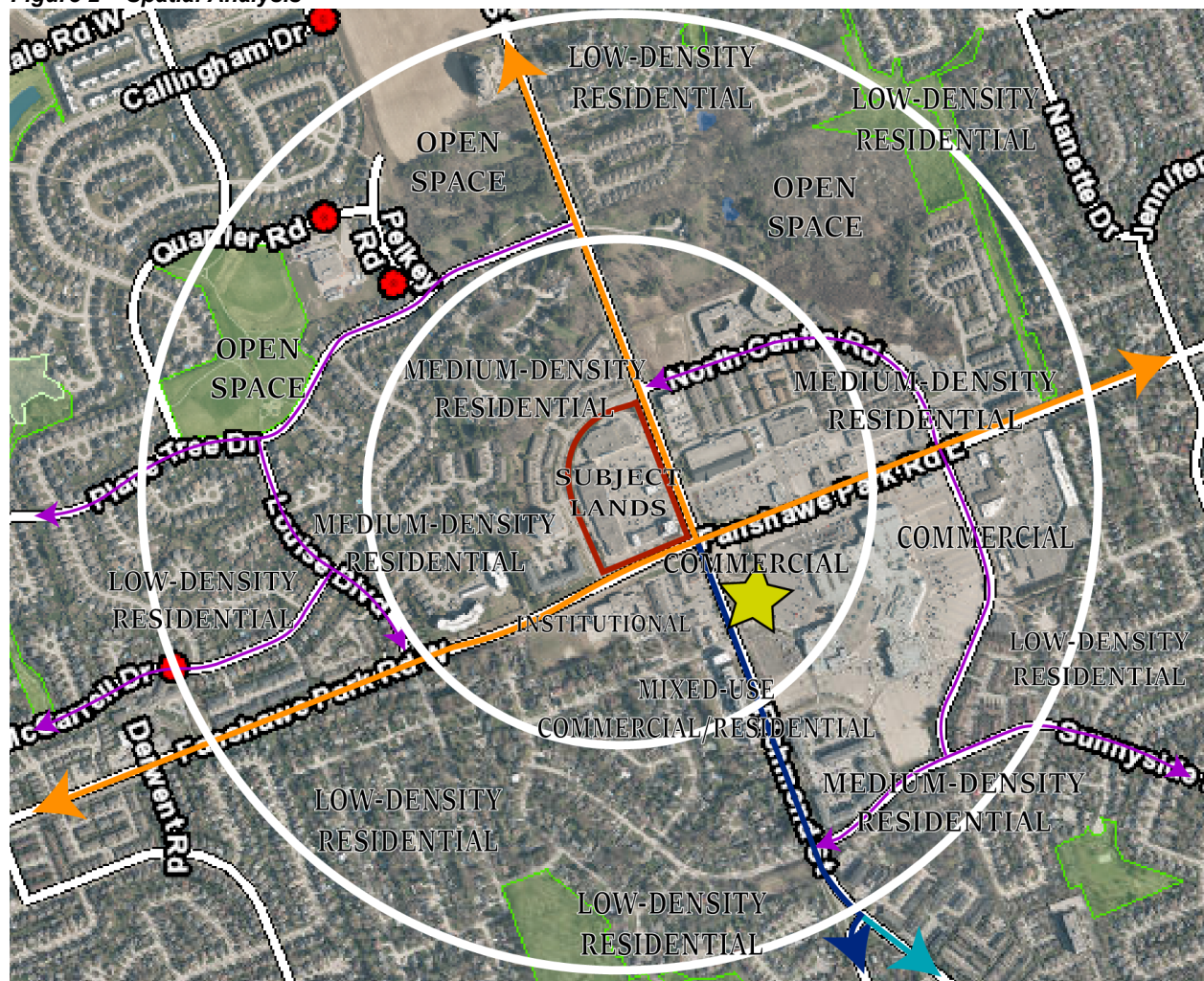


2.2 SPATIAL ANALYSIS AND NEIGHBOURHOOD CHARACTER

Figure 2 below shows the subject lands, notable features and land uses within 400m and 800m radii. The two radii represent walking distances of approximately 5 and 10 minutes, respectively, although due to sidewalk networks and other barriers, the radii may not represent true walking

times. Road designations in the London Plan are depicted as follows: “Urban Thoroughfare” as orange; “Rapid Transit Boulevard” as dark blue; “Civic Boulevard” as light blue; and “Neighbourhood Connector” as purple. Furthermore, the Masonville Place Transit Station is identified by the yellow star.

Figure 2 – Spatial Analysis



The subject lands are located at the intersection of two “Urban Thoroughfare” streets, also denoted as “Main Street” roads, at a specified intersection for a Major Transit Station (Masonville). Richmond Street and Fanshawe Park Road both provide multiple vehicular lanes in each direction, and improvements to the intersection are underway to provide transit-specific lanes in both directions. Pedestrian sidewalks are provided on both streets at the intersection, and on North Centre Road.

The subject lands have direct access to London Transit Commission bus routes #19 (Downtown – Stoney Creek) and #34 (Masonville Place – Alumni Hall / Natural Science). The subject lands have convenient access to numerous bus routes at Masonville Place, including: #13 (Masonville

Place – White Oaks Mall); #16 (Masonville Place – Pond Mills); #25 (Fanshawe College – Masonville Place); and #90 (Express Masonville Place – White Oaks Mall).

400m Radius

Areas within the 400m radius are primarily comprised of a mix of commercial and medium-density residential uses. In the immediate vicinity of the subject lands, medium-density residential uses are located to the north and west, in the form of townhouses and a 13-storey apartment building. Commercial uses are located to the south and east, in a similar form to those commercial uses occupying the subject lands.

Lands to the north of the subject property are primarily occupied by a two-storey townhouse development (Figure 2A), with few single-detached dwellings near the northerly extent of the 400m radius. These dwellings feature similar characteristics, including a modest setback from the public right-of-way, abundant private outdoor amenity space, and landscape elements including trees and fences, to contribute overall to a uniform suburban character.

Figure 2A – Townhouses north of subject lands on North Centre Road (Google Streetview)



Lands to the west have a more urban residential character compared to those residential uses to the north of the subject lands. A 13-storey apartment building (The Chantry) is located directly to the west, across North Centre Road, which introduces the first high-density residential use closest to the subject lands in the neighbourhood (Figure 2B, following page). Low-rise apartment buildings (Masonville Manor Retirement Residence, North Point Lofts) front Fanshawe Park Road west of the subject lands, and act as gateways to the low-density single-detached dwellings interior to the neighbourhood in the westerly extent of the 400m radius (Figure 2C, following page).

Figure 2B – The Chantry apartment building west of subject lands on North Centre Road (Google Streetview)



Figure 2C – Masonville Manor west of subject lands on North Centre Road (Google Streetview)



A variety of commercial, institutional, and residential uses are located to the south of the subject lands (Figure 2D, following page). A low-rise commercial plaza with a gas station is located immediately to the south of the subject lands. The Masonville Public School is also located to the south of Fanshawe Park Road. Residential uses are located interior to the neighbourhood, and are typically in the form of single-detached dwellings of one- to two-storeys in height. Along Richmond Street, a 6-storey mixed-use apartment building with ground floor commercial uses (Masonville Yards) defines the corridor.

Figure 2D – Lands south of subject lands, looking south from Fanshawe Park Road (Google Streetview)



At the southeast corner of the intersection of Richmond Street and Fanshawe Park Road is the Masonville Place Transit Station, which connects the subject lands to other areas within the study area and beyond. The Masonville Place Shopping Centre occupies the lands further to the southeast. Lands to the east are primarily comprised of commercial uses. These buildings are typically one-storey in height, with ample surface parking for vehicles provided in the front yard, similar to the character of the existing buildings on the subject lands. Some medium-density residential uses in the form of townhouses are located north of the commercial uses at the Richmond Street/Fanshawe Park Road intersection.

800m Radius

Lands within an 800m radius are comprised of a mix of commercial and residential uses in a range of forms and densities, with some open space uses. The northern extent of the study area is generally characterized by open spaces: some of which is used for cultivated fields, and some of which is forested, private property (Gibbons Lodge). At the northerly boundary of the 800m study area a range of residential uses are found, including a 12-storey apartment building (Richmond Hill Apartments) located on the east side of Richmond Street; and low-density residential development in the form of single-detached dwellings on the west side of Richmond Street.

The westerly extent of the 800m radius is generally comprised of low-rise, low-density residential development, institutional uses, and open space. The low-density residential neighbourhood is characterized by single-detached dwellings, featuring large front yard setbacks, front yard vehicular parking, and wide, boulevard-style sidewalks. St. Catherine of Siena Catholic Elementary School and Plane Tree Park are located central to the surrounding low-density neighbourhood to provide accessible neighbourhood uses and amenity areas.

Lands to the south in the 800m radius are generally residential in nature, with a range of low- to medium-density residential uses located along the Richmond Street corridor and primarily low-density dwellings located interior to the neighbourhood. Typically, medium-density residential

uses including apartment buildings and townhouse developments are located on either side of Richmond Street travelling south towards the Downtown core. Interior to the neighbourhood, low-rise low-density uses in the form of single-detached dwellings are common.

Similar to land use patterns to the west, the easterly extent of the 800m radius is comprised of a mix of commercial and residential uses. Commercial uses are centred around the Fanshawe Park Road right-of-way, and are of the same single-storey plaza form as those uses occupying the subject lands. Residential uses located near the Masonville Place Transit Station and higher-order roads in the 800m radius are generally medium-density uses, in the form of townhouses. Single-detached dwellings become more prominent towards the easterly extent of the 800m radius.

2.3 DESIGN GOALS AND OBJECTIVES

The subject lands are located in one of the highest-intensity areas of the City, and are well-served by roads, public transit, amenities, recreational facilities, utilities, and other public services. The lands are within walking distance to a variety of higher-order commercial establishments to serve the daily needs of residents, including financial institutions, grocery stores, personal service establishments, restaurants and retailers. The surrounding area is characterized by land uses that are compatible with a high-density mixed-use development. The subject lands are large enough to accommodate multiple high-density mixed-use development forms while providing appropriate pedestrian and vehicular infrastructure.

The design goals of the subject lands will seek to provide a form of intensification that makes efficient use of the lands that are contemplated under the current policy and regulatory framework; compatible with, and complementary to, existing and planned development in the area; and, appropriate for available services, infrastructure, and transportation facilities. Appropriate design standards will result in compatibility with adjacent lands and the surrounding neighbourhood, specifically addressing matters such as siting, scaling, massing, and the pedestrian realm. Entrances, ground-level retail and other active features along the public interface should establish a clear pedestrian focus. Landscape treatments should be used wherever possible to enhance the area and limit impacts of hardscaping on the subject lands. A site design that will enhance the streetscape and achieve a pedestrian-friendly environment, especially along Richmond Street and North Centre Road, should be provided. Ensuring parking and service areas are well-screened and incorporated into the building design where possible will contribute to a pedestrian-oriented environment.

Noting that the subject lands are planned to accommodate significant building height and intensity, any proposed development should provide a highly urbanized and intensive form of development that makes efficient use of land.

3.0 PROPOSED DEVELOPMENT

3.1 SITE DESIGN

Westdell proposes to redevelop the subject lands for a mix of uses, including residential and commercial uses, in the form of two high-rise towers (herein after referred to as Tower 2 and Tower 3) (Figure 3).

Figure 3 – Rendering of Proposed Development



Note that Tower 1 was the subject of a previous Zoning By-law Amendment and is not subject to this application, however, Tower 1 will have implications for the development of Tower 3. The site design is structured to address the street and interact with the existing and proposed developments on the subject lands. The conceptual Site Master Plan (Figure 4, following page) provides details relating to the overall development of the subject lands, including the building coverage, site circulation, parking, and landscaping. Figures 4A and 4B on the following pages provide details relating to the specific areas being developed for Towers 2 and 3, respectively.

Figure 4 – Conceptual Master Site Plan

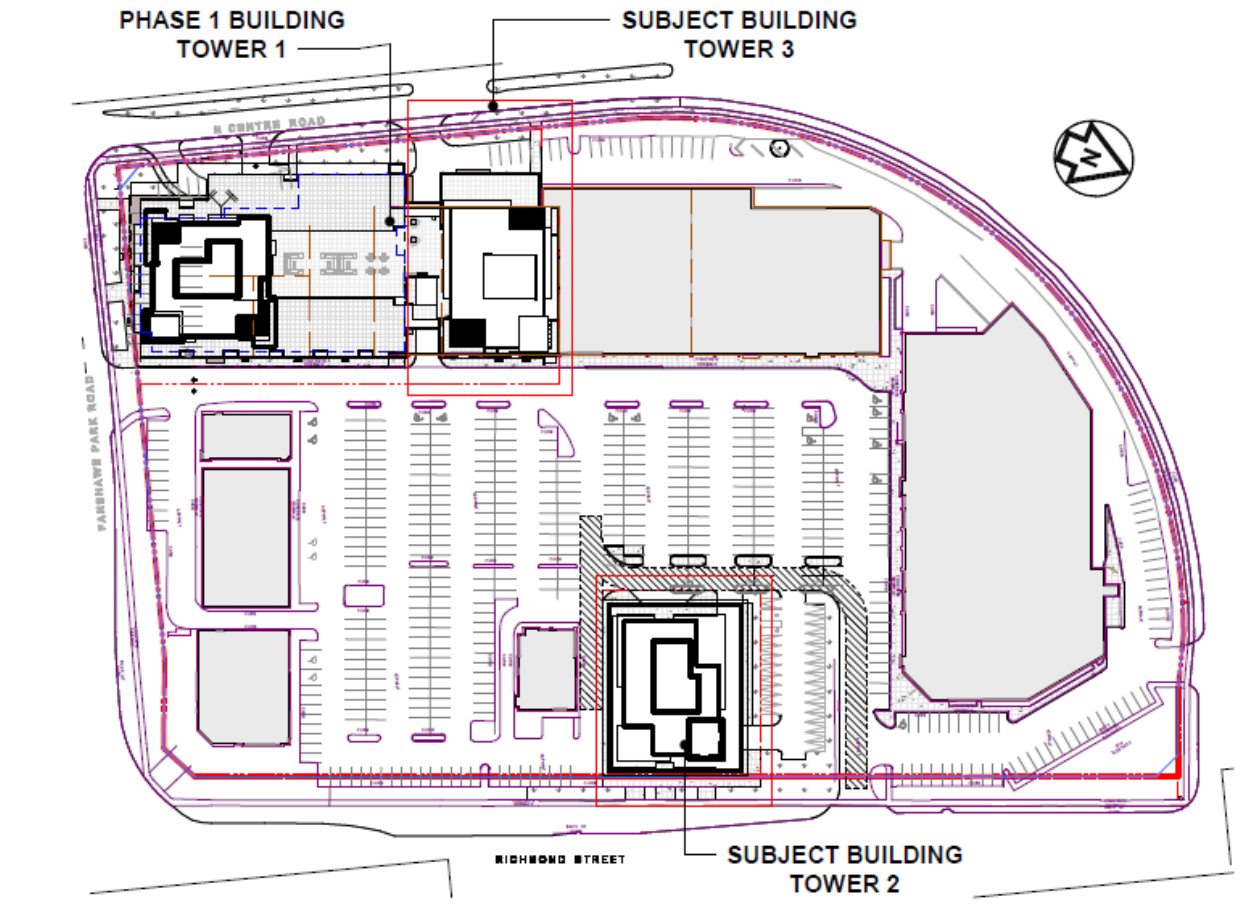


Figure 4A – Tower 2 Site Plan

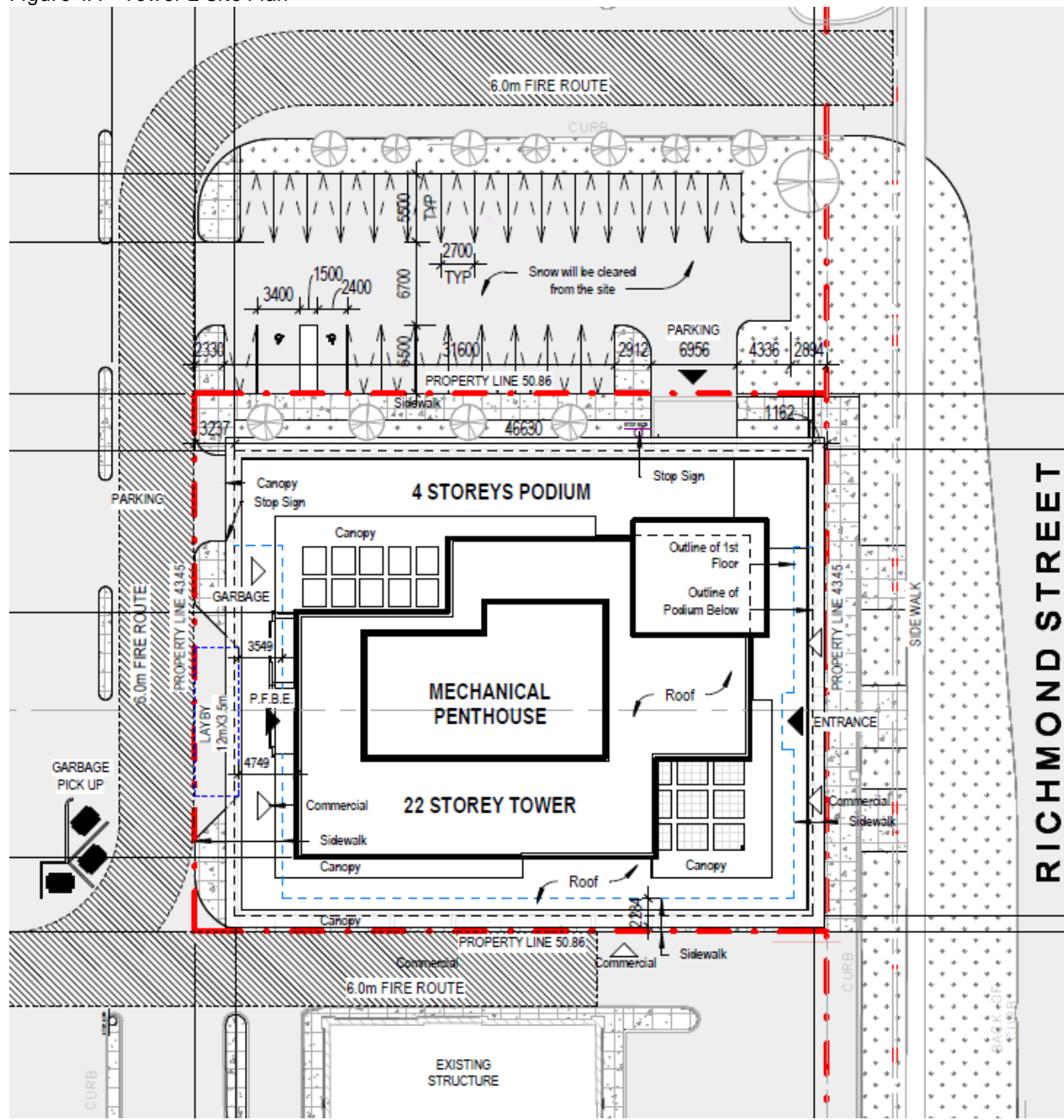
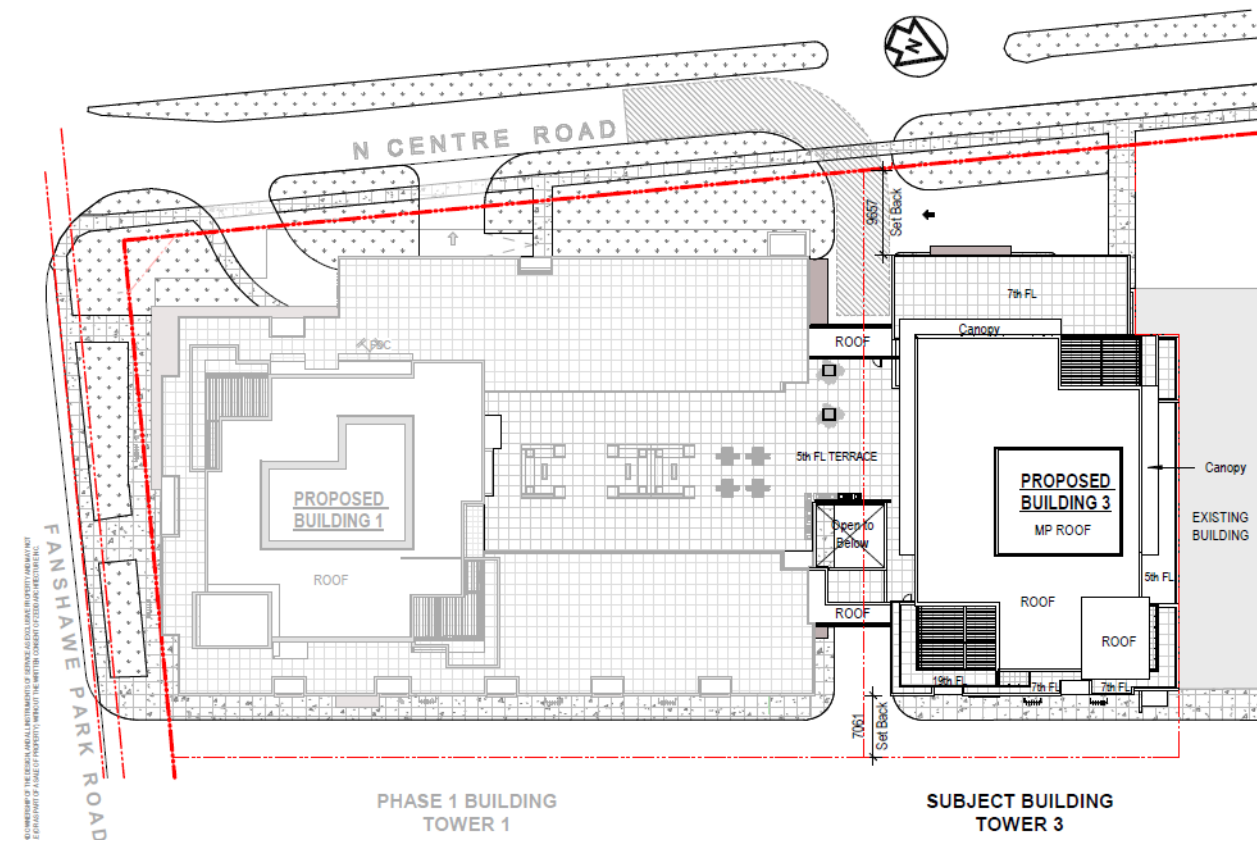


Figure 4B – Tower 3 Site Plan



The primary public interface on Richmond Street will be defined by Tower 2, the 22-storey mixed-use apartment building with 159 residential units. The building will provide a strong street presence, contributing to an active frontage and acting as a gateway to the subject lands from the north. Massing and active ground-level uses (i.e. commercial uses, residential lobby) will effectively highlight and add definition to the Richmond Street frontage (Figure 5, following pages). Parking will be provided both underground (2 levels) and above-ground within the podium (3 levels), which will significantly reduce visual impacts from the public realm. Vehicular access will be provided to Tower 2 via the existing internal drive aisles within the commercial plaza, and parking and loading spaces will be accessed internal to the site (north) (Figure 6, following pages).

Figure 5 – Rendering of Tower 2 (facing west from Richmond Street)



Figure 6 – Rendering of Tower 2 (facing southwest from Richmond Street)



Sidewalks are proposed around the entirety of Tower 2 to connect the ground floor retail areas and the residential lobby to Richmond Street and the rest of the subject lands to facilitate safe pedestrian movement (Figure 7, following page). The primary pedestrian entrance for residents will be located along Richmond Street, with a secondary entrance connecting internally from the main lobby to the existing surface parking area (west). Ground level retail units will each have a separate entrance, addressing Richmond Street and the subject lands (south), further supporting

an active frontage and enhancing the public interface (Figure 8). Outdoor amenity areas are provided above-grade, with private balconies for residential units, and terraces at the 5th, 21st and 22nd-storeys.

Figure 7 – Surface Rendering of Tower 2 (facing west from Richmond Street)



Figure 8 – Surface Rendering of Tower 2 (facing northeast from site interior)



Tower 3, the proposed 20-storey mixed-use apartment building with 178 residential units, will address North Centre Road, effectively creating a continuous street wall in conjunction with Tower 1 (Figure 9). Like Tower 2, Tower 3 will define the street and provide active ground floor uses to define the public interface. Parking areas will be provided both underground (2 levels) and above-ground within the podium (3 levels) to reduce hardscaping and visual impacts. However, dwelling units located on the perimeter of the podium will completely shield the internal parking from public view. This approach will provide a more traditional building interface with dwelling units facing outwards (Figure 10, following page). Access to the parking in Tower 3 will be provided via connections through parking areas in Tower 1. A lay-by area is provided adjacent to North Centre Road for convenient vehicular maneuvering.

Figure 9 – Renderings of Tower 3 (right) and Tower 1 (left) (facing southwest from site interior)



Figure 10 – Rendering of Tower 1 (right) and Tower 3 (left) (facing northwest from Fanshawe Park Road)



The primary pedestrian entrance for residents is to be provided along the North Centre Road frontage, whereas the primary pedestrian entrance to the at-grade commercial space is to be provided internal to the subject lands (east) to ensure compatibility with adjacent uses (Figure 11). Pedestrian sidewalks will be provided around the base of the tower to provide connections to the public sidewalk on North Centre Road and to the rest of the subject lands. Amenity space will be provided above-grade with private balconies for most residential units, a shared courtyard with Tower 1 at the 5th-storey, and terraces at the 7th and 19th- storeys.

Figure 11 – Surface Rendering of Tower 3 (facing west from site interior)



Site-specific details, including landscape elements, refuse areas, and lighting, will be refined and developed in consultation with City Staff during site plan approval discussions.

3.2 BUILT FORM, MASSING AND ARTICULATION

The proposed mixed-use apartment buildings will be massed and articulated to:

- Enhance and add definition along public frontages;
- Limit perceptions of building height;
- Provide effective screening of parking areas; and;
- Activate the public realm at the ground level.

Tower 2, proposed along the eastern property boundary abutting Richmond Street, will provide an open and inviting ground level catering to pedestrian movement through the incorporation of ground level commercial uses and extensive use of transparent glazing. The building design will incorporate a variety of features to balance sustainability and a desirable appearance, including: a highly visible recessed entrance addressing Richmond Street; a projecting podium which shields parking areas from public view; and a 5.0m setback from the podium to the tower. Façade treatments will be provided based on combined sustainability and appearance for the proposed development.

The proposed massing for Tower 2 effectively provides for a distinct base, middle and top of the building. Distinct entrance features are proposed to highlight pedestrian entrances to key commercial and residential areas. A podium overhang is proposed to further enhance the pedestrian realm, supported by a minimal building setback along Richmond Street and a significant setback to the tower. A three-level podium containing residential parking above the ground floor will consist of a unique pattern of architectural materials and treatments. The projecting podium will create a distinct base of the building to emphasize the pedestrian realm and simultaneously eliminate, or significantly reduce, visual impacts of vehicular parking from the street. The roof of the podium will serve as an outdoor amenity area for residents, thereby activating the podium from the top and bottom. Notably, the proposed design of the parking structure segment of the building will provide an exceptional opportunity to create a visually striking building façade at this highly visible location along Richmond Street, as no windows or traditional floor plan is required in this section of the building.

The middle of the building is defined by the residential tower, which incorporates projections and recessions to provide visual interest. The slender tower, with a floor plate of approximately 942m², will incorporate a high degree of glazing on all sides, as well as projecting balconies to encourage “eyes on the street”. A diverse palate of materials, consisting of painted concrete, architectural panelling, painted spandrel, and transparent glazing, will be incorporated to effectively break up visual massing and add interest to the tower.

The top of Tower 2 is defined by terraces on the southeast and northwest corners of the tower, as well as strategically designed parapets along the roof. These combined elements will screen the mechanical penthouse from view on the ground and will break up massing of the overall tower. Overall, the proposed scale and massing of Tower 2 is generally reflective of contemporary best practices with consideration for sustainability and affordability in the design and relates well to the existing built form standards of the area.

Tower 3, proposed along the western property boundary abutting North Centre Road, will effectively be integrated with the previously approved Tower 1. Similar design elements will be carried through the building design to maintain the character of the proposed development, including highly active ground floor uses; a high degree of transparent glazing; rhythmic recessing of the built form, and a stepback from the podium to the tower.

The most notable difference between Towers 2 and 3 is that Tower 3 will provide dwelling units within the podium of the building, wrapping around a central core of parking on each level. As opposed to Tower 2, Tower 3 will provide a more traditional apartment building exterior on all levels and is more reflective of the low- and high-rise apartment buildings across the street on the west side of North Centre Road.

The proposed design provides distinction between the base, middle and top of the high-rise building. A 6-storey podium projects above the ground level to create a human-scale environment at the street. The ground floor of the podium contains active commercial uses, facing the existing commercial uses on the east side of the proposed building, and a residential lobby on the west side near existing residential uses. The podium of Tower 3 connects with the podium of Tower 1 to consolidate parking areas and provide a shared rooftop courtyard. The podium design includes recessed balconies and glazing along active frontages to enhance the public realm.

The middle of Tower 3, defined by the tower with a floor plate of approximately 1,000m², features projecting balconies and architectural articulations. The slender tower utilizes a variety of architectural treatments and includes a high degree of fenestration to provide visual interest and reduce massing perception.

The top of the tower features projecting parapets at varying elevations, and includes a terrace, to delineate the rooftop. The mechanical penthouse is integrated into the building design, and hidden from view on the ground level due to the parapets. Overall, the proposed scale and massing of the tower is appropriate for the neighbourhood as it currently exists, and as the neighbourhood is planned for.

3.3 ARCHITECTURAL TREATMENT

The conceptual material palette for the proposed apartment buildings consists of high-quality, durable materials that balance sustainability and functionality with visual appearance and cost.

Materials will be used strategically to reinforce massing and articulation, provide visual interest, and define entrances and openings. A diverse colour scheme will be used to provide variety between the two proposed apartment buildings, while balancing continuity with the previously approved mixed-use apartment (Tower 1).

Fenestration will be provided in a uniform pattern along all facades of the proposed apartment buildings, which will support a defined rhythm that breaks down perceptions of mass and contributes to a street-oriented function and appearance. At ground level, a high proportion of glazing and other architectural detailing will be used to emphasize openings and enhance the pedestrian realm. The podium design of each mixed-use apartment will create a human-scale environment conducive to efficient pedestrian movement. Overall, the buildings make use of a high proportion of vision glass across all building elevations (Figures 12-15).

Figure 12 – Tower 2 Elevations (north and east)



Figure 13 – Tower 2 Elevations (south and west)

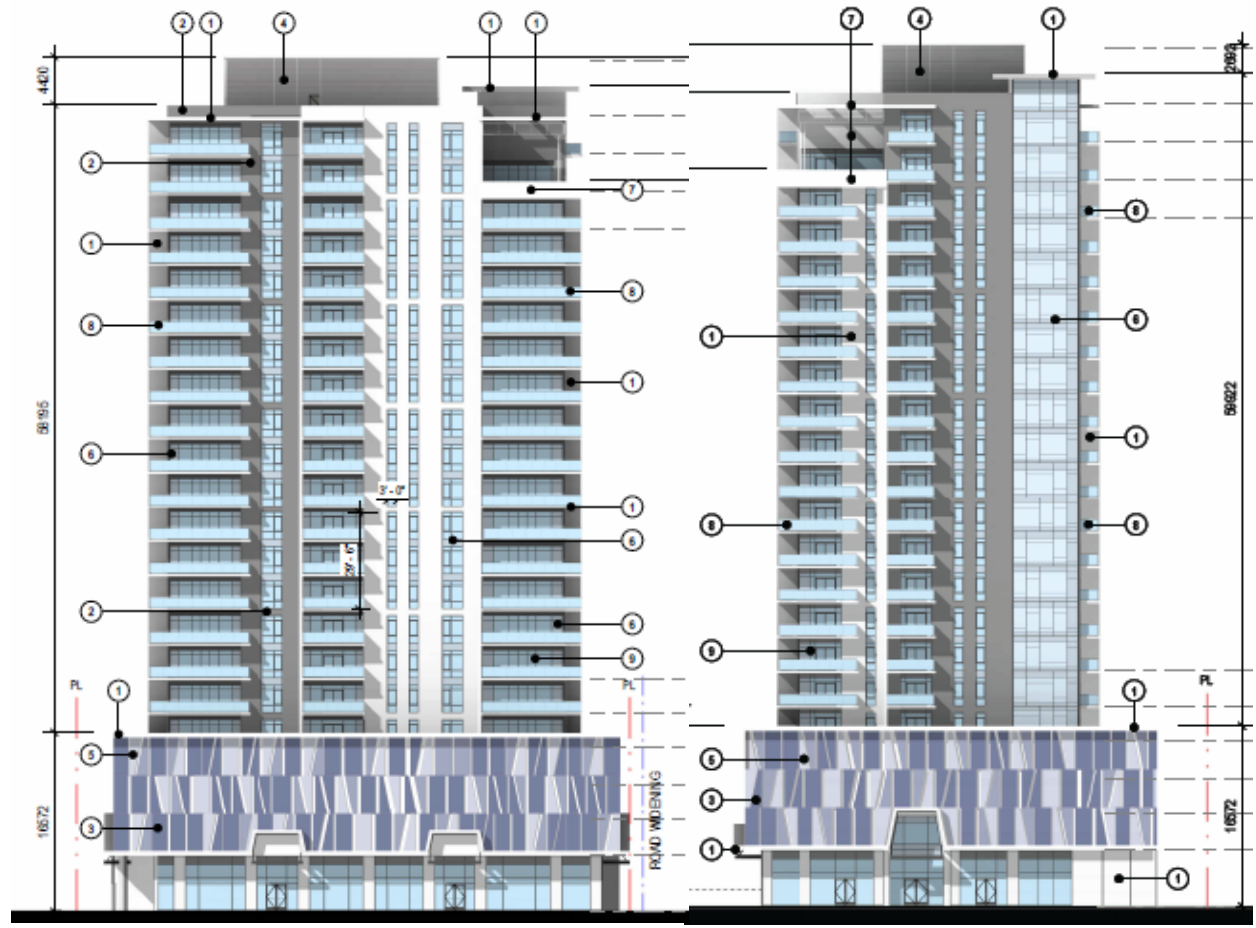


Figure 14 – Tower 3 Elevations (north and east)

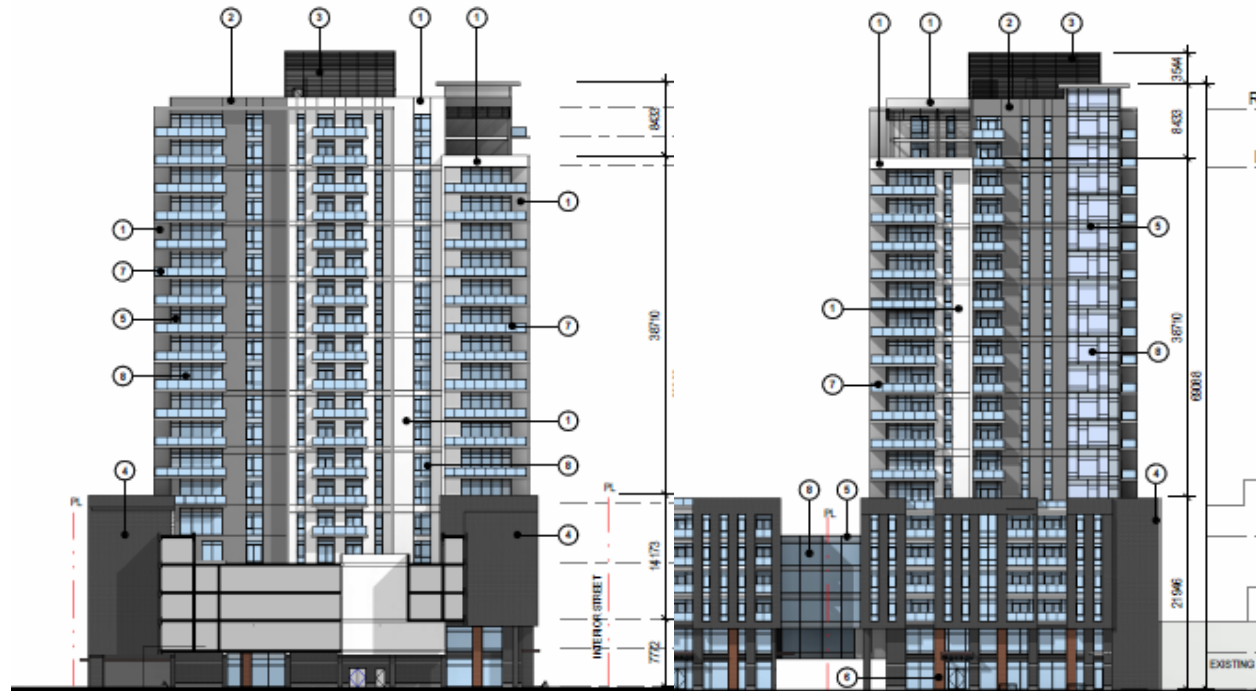
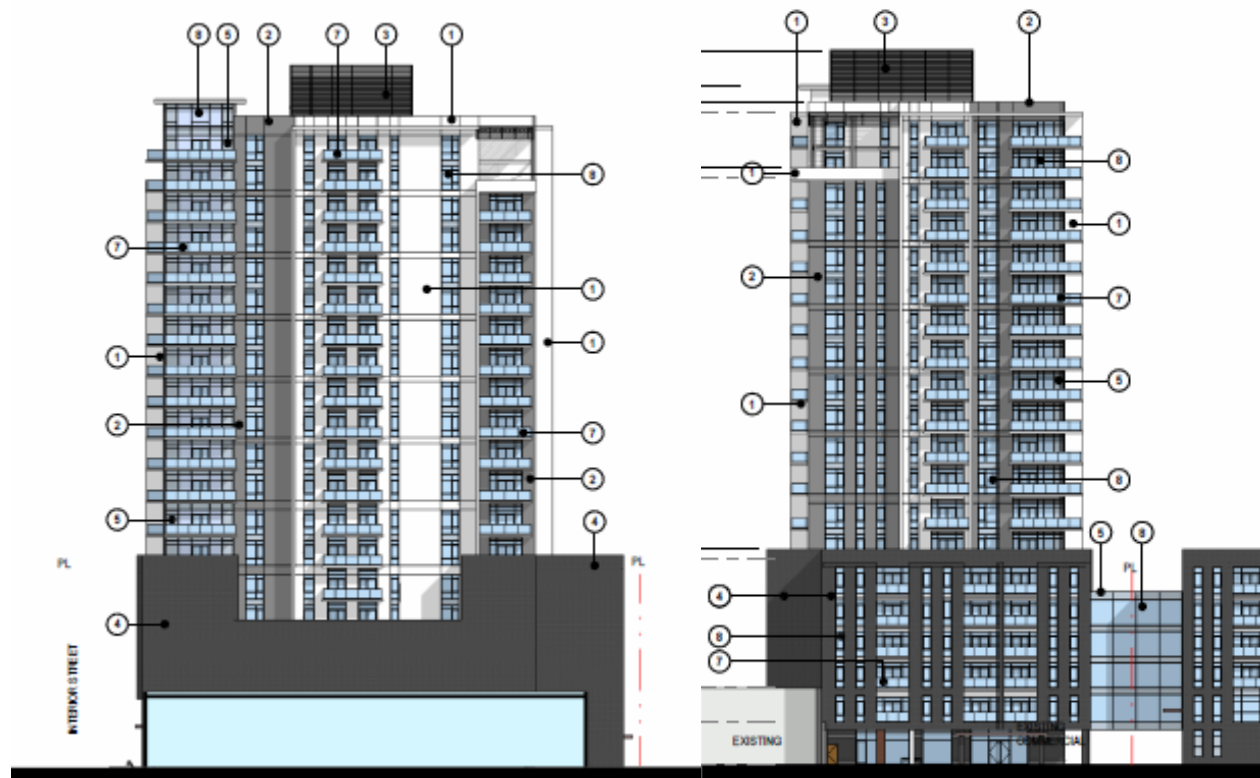


Figure 15 – Tower 3 Elevations (south and west)



Private outdoor amenity areas will be provided in the form of balconies for residential units in both proposed buildings, and public above-grade amenity spaces will be provided to contribute to an overall orderly and cohesive appearance for the entire development. Indoor communal amenity areas are provided within the podium of both buildings, and at the top level of Tower 2.

Overall, this material and architectural strategy will contribute to a strong character and image that is suitable for the proposed development. Detailed building elevations will be refined in coordination with City staff as part of future Site Plan and Building Permit applications.

3.4 SERVICING

Functional servicing requirements for the proposed development consist of lighting, loading and refuse. A photometric plan demonstrating lighting intensities is to be provided during the Site Plan Approval process. Generally, no light is permitted to spill onto adjacent properties.

The loading requirements for the proposed Tower 2 building will be accommodated in the proposed lay-by space, accessed from internal driveways on the west side of the building away from the active Richmond Street frontage. Tower 3 proposes a loading space accessed from North Centre Road to a lay-by area. These spaces will provide an area for moving trucks, delivery

vehicles, and passenger pick-up / drop-off to avoid disruptions to vehicular or pedestrian traffic flows within the site and on public rights-of-way.

Tower 2 proposes a garbage room on the ground floor within the building, where bins can be rolled out using the moving corridor to an easily accessible location on collection days. The garbage room for Tower 3 will be located with direct access to an internal connection from the site to North Centre Road, and bins will be placed at an appropriate location on collection days. The internal location of refuse areas will effectively eliminate adverse visual and odour impacts on adjacent commercial uses and neighbouring properties.

Municipal servicing, including water, sanitary, and stormwater, are discussed later in this report. Generally, the proposed development will make use of full municipal services.

3.5 PUBLIC REALM

The proposed development will enhance both the Richmond Street frontage and the North Centre Road frontage of the subject lands through high-quality building design and pedestrian-friendly elements.

Tower 2 is situated close to Richmond Street, effectively creating a landmark entrance to the subject lands from the north and east and contributing to a sense of enclosure to the street. Prominent active commercial uses front Richmond Street, and face south towards Fanshawe Park Road to define the ground level. A high proportion of transparent glazing will be provided for the ground floor commercial units and residential lobbies. Landscaping features will be incorporated along Richmond Street to enhance the pedestrian realm and contribute to the overall visual appearance of the subject lands.

Tower 3 maintains the street wall along North Centre Road, almost acting as an extension of Tower 1. The public realm on North Centre Road will be defined by the residential lobby on the ground floor, which features transparent glazing and a podium overhang to provide emphasis on the street and create a comfortable pedestrian environment. Landscaping features will be located along this frontage to further establish a desirable pedestrian environment. Commercial uses oriented internal to the site also feature significant amounts of transparent glazing to activate the public realm.

Overall, the public realm in the vicinity of the subject lands will be defined, enhanced, and be made extremely pedestrian-oriented as a result of the proposed towers.

4.0 PROPOSED ZONING BY-LAW AMENDMENT

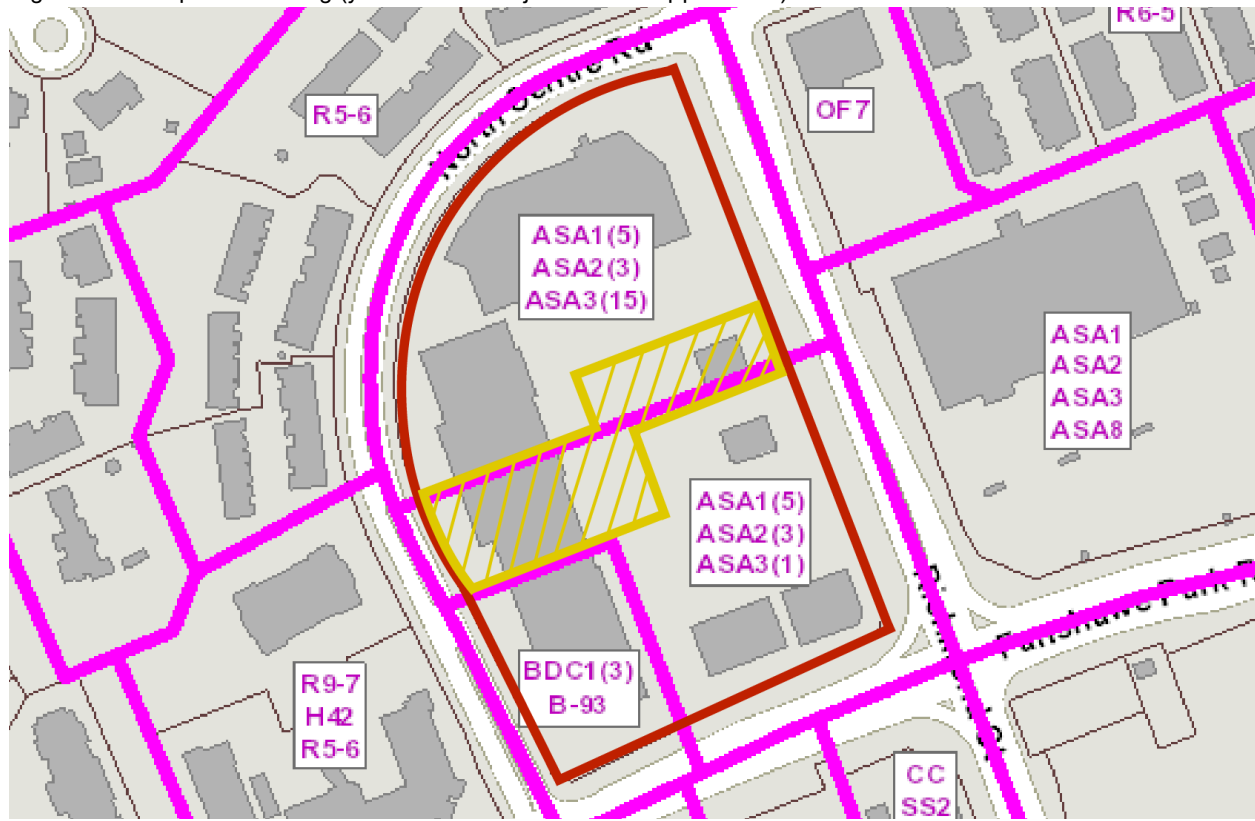
A Zoning By-law Amendment ('ZBA') to re-zone the subject lands from "Associated Shopping Area (ASA1(5)), (ASA2(3)), (ASA3(1)), (ASA3(15))" to a site-specific "Business District Commercial (BDC1(_))" is required. The re-zoning would permit the proposed mixed commercial and residential uses in the form of apartment buildings on the subject lands, and the site-specific provisions would address the unique requirements of the proposed development.

The following Special Provisions are requested:

- A maximum height of 22-stories (80.0m); and,
- A maximum density of 310 units per hectare.

Figure 16 denotes the area subject to the proposed Zoning By-Law Amendment.

Figure 16 – Proposed Zoning (yellow area subject to ZBA application)



5.0 CURRENT POLICY AND REGULATORY FRAMEWORK

The following sections of this Justification Report provide analysis of the proposed development and ZBA application with respect to applicable policy and regulatory documents, including the Provincial Policy Statement (2020), the London Plan (2016), the Masonville Secondary Plan (2021) and the City of London Zoning By-law (Z.-1).

5.1 PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement (PPS) is issued under Section 3 of the *Planning Act* and “provides policy direction on matters of provincial interest related to land use planning and development.” In accordance with Section 3 of the *Planning Act*, all decisions affecting land use planning matters shall be consistent with the PPS. The proposed development is consistent with the PPS, including the following applicable policies:

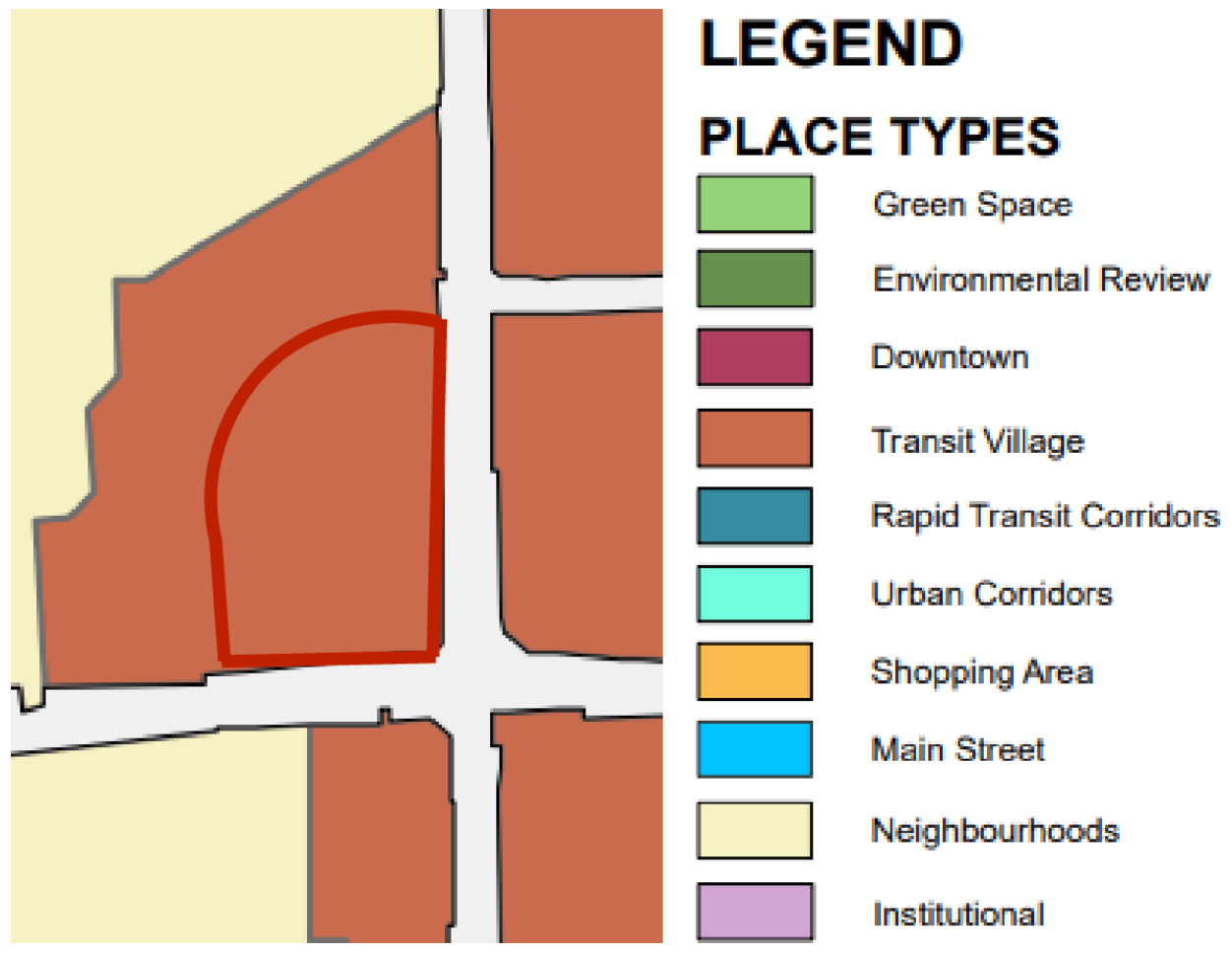
- The proposal to redevelop existing single-storey commercial buildings for high-density mixed-use apartment buildings will efficiently utilize land and existing municipal services to provide a range of residential units in a compact built form, without causing environmental or public health concerns (Policies 1.1.1 a-c; 1.1.3.4);
- The proposed development will intensify the subject lands and promote public transportation use to optimize transit investments and minimize land consumption (Policies 1.1.1 e, i; 1.4.3 b);
- The proposed high-density mixed-use apartments represent an efficient use of land, infrastructure, and public service facilities, promote sustainable development, support active and public transportation by redeveloping and intensifying the subject lands to provide a range of commercial and residential uses at an appropriate location (Policy 1.1.3.2);
- The development for two mixed-use apartment buildings with commercial and residential units is an appropriate mix of employment and residential uses, providing a compact development that supports a liveable, walkable, and resilient community (Policies 1.3.1 a, d); and,
- The proposal can be serviced through municipal services, and will require minimal expansion to these services to accommodate the redevelopment of the subject lands. Furthermore, the proposed development will provide intensification at a location where public transportation is existing to make efficient use of the transit system (Policies 1.6.6.2; 1.6.7).

Based on the above analysis, the proposed mixed-use commercial and residential development is consistent with the applicable policies of the PPS.

5.2 THE LONDON PLAN, 2016

The London Plan provides a policy framework which encourages the development of vibrant, healthy, safe and fulfilling neighbourhoods, attractive mobility alternatives, and affordable housing for those in need. The proposed development is located within one of the four “*Transit Village*” Place Type areas, at the intersection of “*Urban Thoroughfare*” streets, also denoted “*Main Streets*” as identified in the London Plan (Figure 17).

Figure 17 – London Plan Map 1 - Place Types Excerpt (subject lands outlined in red)



It is noted that while the London Plan provides policies for this area, the more specific policies of the Masonville Secondary Plan take precedence over the more general policies of the London Plan. Those more specific policies are analyzed in Section 5.3 of this report. Additionally, the policies of the “*Main Street*” street classification are generally the same as those policies which apply to the “*Urban Thoroughfare*” streets in the “*Transit Village*” Place Type, and as such, will not be discussed specifically.

The following analysis confirms that the proposed development is consistent with the policies of the London Plan:

Policy 80

Residential intensification will play a large role in achieving our goals for growing “inward and upward”. Intensification will be supported, subject to the policies of this Plan, in the following forms:

- 4. Infill development of vacant and underutilized lots; and,*
- 6. Redevelopment, at a higher than existing density, on developed lands.*

The proposal seeks to redevelop existing single-storey commercial uses for high-density mixed-use apartments. The proposal reflects an intensity that is appropriate and desirable for the subject lands considering the access to public transit and availability of municipal services, and represents the desired direction of growth.

Policy 86

Subject to the Place Type, City Design, Our Tools and other relevant policies of this Plan the most intense forms of development will be directed to the Downtown, Transit Villages, and at station locations along the Rapid Transit Corridors, where they can be most effective in meeting multiple objectives of this Plan.

The subject lands are located within the “Transit Village” Place Type, and as such, are an appropriate location for highly intensive commercial and residential uses.

Policy 154

Through our urban regeneration efforts we will:

- 2. Maximize the value returned on the investment made in civic infrastructure.*
- 8. Facilitate intensification within our urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the existing neighbourhood.*
- 9. Expand the City’s range of housing choices and create opportunities for affordable housing in London through the regeneration of urban neighbourhoods.*

The intensity of the proposed development supports a high return on investment relating to civic infrastructure, including transit and utilities. The proposal will contribute to regeneration through thoughtfully designed built forms that balance increased intensity with compatibility of the existing built context. The proposed residential development will increase the range of housing units available by providing a mix of dwelling sizes in a location that can support high-density development.

Policy 197

The built form will be designed to have a sense of place and character consistent with the planned vision of the Place Type by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.

The proposed development is designed to contribute to a sense of place and character by providing:

- A thoughtful interface along public roads defined by buildings addressing the street and active ground level uses;
- Parking provided below- and above-grade in visually appealing structures maintains a strong pedestrian realm at the street and creates visual interest;
- Contemporary building designs featuring slender towers with significant setbacks from the podium and a high degree of fenestration maintain a human-oriented environment; and,
- Strategically orienting commercial and residential uses towards compatible uses to integrate the proposed towers with the existing neighbourhood.

Policy 199

All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this plan provide further guidance for such proposals.

This report provides a detailed assessment of the neighbourhood's character and discusses how the proposed development responds to existing conditions.

Policy 221

The design of streetscapes will support the planned vision for the place type and will contribute to character and a sense of place. The parameters for street character are defined in Table 6 – Street Classification Design Features of the Mobility chapter of this Plan.

The proposed site layout contributes positively to adjacent streetscapes and existing commercial uses within the plaza, supporting a distinct sense of place and neighbourhood character. The proposed apartment buildings engage with the adjacent street by orienting commercial and residential entrances towards compatible uses in the public realm.

Policy 235

Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods.

The proposed development incorporates landscaping features where possible along road frontages and between parking areas to add comfort, highlight pedestrian areas, and improve the aesthetic quality of the development. The proposed redevelopment of an area that is dominated by surface parking will be a welcome addition to the streetscape.

Policy 242

Public spaces will be designed to support the planned vision of the place type by enhancing views and vistas, providing places to meet and gather, and establishing connections.

The proposed development provides above-grade amenity spaces specifically designed to be utilized by the residents of the towers, which will provide areas to meet and gather with desirable views and vistas.

Policy 252

The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.

The apartment buildings front onto public rights-of-way, with the taller of the two towers located adjacent to the higher-order road (Richmond Street) and the shorter of the towers adjacent to North Centre Road, providing an appropriate transition to the lower-density neighbourhood to the west. The exterior design of the buildings addresses public rights-of-way, and internally to the subject lands, where appropriate, to ensure compatibility with exiting uses.

Policy 255

Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.

The proposed development includes a network of sidewalks around and internal to the site to provide appropriate connections to external uses, building entrances, parking areas, and refuse / loading spaces. Pedestrian entrances to commercial and residential uses are clearly visible and accessible from the public sidewalk and from the interior of the subject lands, creating a pedestrian-oriented streetscape. The proposed site design supports safe and efficient movement for all modes of transportation by providing a clear and appropriate degree of separation between pedestrians, cyclists, and vehicles.

Policy 259

Buildings should be sited with minimal setbacks from public rights-of-way and public spaces to create a street wall / edge and establish a sense of enclosure and comfortable pedestrian environment.

The proposed building along Richmond Street (Tower 2) has a minimal setback to the right-of-way to create a street wall and create a comfortable pedestrian environment while promoting visibility of the ground floor commercial uses. The proposed building along North Centre Road (Tower 3) is in line with the street line established by Tower 1, continuing the street wall and establishing a sense of enclosure on the lower-order street.

Policy 266

Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.

Loading and garbage collection areas for Tower 2 are located together on the west side of the apartment building, interior to the site and adjacent to the parking entrance in order to limit visual impacts from Richmond Street and avoid interfering with pedestrian connections. Tower 3 proposes a garbage collection area on the south side of the building, also interior to the site, and an area for loading on the west side of the building, directly accessible from the proposed lay-by area. These areas are strategically located away from prominent pedestrian access points to the residential lobby and the commercial uses proposed at-grade to reduce visual prominence and conflicts with pedestrian and vehicular traffic.

Rooftop mechanical units for both buildings will be contained in enclosed rooms to be shielded from public view. Overall, the loading, refuse and service areas are appropriately located and effectively screened from public view.

Policy 268

Sites shall be designed to provide a direct, comfortable and safe connection from the principal building entrance to the public sidewalk.

The site design provides direct, barrier-free access from the public sidewalk to both of the proposed mixed-use apartment buildings from the principal residential and commercial entrances. Secondary entrances to the residential portion of the buildings are proposed interior to the site to provide adequate connectivity. Primary building entrances address the respective public right-of-way to establish safe and legible routes for pedestrian access to the buildings. To further enhance the principal entrance, a high proportion of vision glass and strong architectural details are incorporated.

Policy 270

The location, configuration, and size of parking areas will be designed to support the planned vision of the place type and enhance the experience of pedestrians, transit-users, cyclists and drivers.

Parking areas are provided for both buildings in both underground and above ground structures. This parking strategy supports a pedestrian-friendly ground level which meets the goals of the "Transit Village" Place Type. The configuration and size of parking areas accommodates anticipated vehicular parking requirements for the proposed development, but recognizes that vehicles may not be required for some residents, thereby encouraging transit use.

Policy 273

Parking structures should be integrated into the design of buildings to ensure public realm is not negatively affected. Structured parking will be screened.

The proposed structured parking areas for Towers 2 and 3 are integrated into the building design in unique ways. The structured parking in Tower 2 is elevated above the ground level and is screened from public view using a variety of opaque architectural treatments, turning a functional aspect of the building into a highly visible and aesthetically pleasing streetscape feature. The structured parking for Tower 3 is also elevated above the ground floor, however, the parking areas are integrated into the building design with dwelling units on the east and west sides of the podium. This will completely conceal the structured parking from the outside, further enhancing the public realm.

Policy 274

Opportunities for sharing and consolidating parking to meet parking demand will be encouraged in the Downtown, Transit Village and Shopping Area Place Types, and in transit station areas and commercial areas along Urban Corridors. Where sharing of parking occurs through a development agreement, a reduction in on-site parking requirements may be accommodated.

The proposed commercial units are able to share the existing surface parking provided by the existing commercial plaza, which does not operate near maximum capacity at this time. This shared surface parking will be sufficient to meet projected demand. Notably, the subject lands are exempt from minimum parking standards in the Zoning By-Law, further encouraging active transportation and transit usage.

Policy 280

Adequate bicycle parking facilities will be required for all development to encourage cycling as a viable form of transportation. Covered and secure forms of bicycle parking should be incorporated into multi-residential, large-scale commercial or retail, institutional, and recreational developments.

The proposed apartment buildings incorporate multiple storage rooms to accommodate long-term bicycle storage room located on the parking levels, and short-term storage racks will be provided adjacent to both the primary and secondary entrances.

Policy 286

Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.

The proposed building design for both towers promotes human-scale relationships by providing covered, prominent main entrances; a high degree of vision glazing and ground-floor commercial

units; and appropriate massing to minimize perceptions of bulk, including a setback. Specific building design features may be further refined through the Site Plan Approval process.

Policy 288

Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.

The proposed site design provides a strong and desirable interface along both public rights-of-way, including a building location close to public streets; appropriate building setbacks, attractive building facades; and thoughtful pedestrian entrances to add definition to public spaces.

Policy 289

High and mid-rise building should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted:

- 1. The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting and the use of materials that reinforce a human scale.*
- 2. The middle should be visually cohesive with, but distinct from, the base and top.*
- 3. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.*

The design of the proposed apartment buildings meets this policy, in the following ways:

- The ground level is designed with prominent entrances for at-grade commercial units and residential lobbies, and a large proportion of vision glazing provided views to and from ground-level units. A lobby area is provided in each building which connects the primary entrance and the secondary entrance with the lay-by space, and pedestrian sidewalks to the public realm. The podium projects over the ground level to create a safe, pedestrian-friendly environment at an appropriate scale. Overall, these features establish a human-scale façade with active frontages;
- The middle of both buildings is defined by slender towers (each with floor plates not more than 1,000m²) with a setback from the podium. Patterns in massing and fenestration are maintained through the upper part of the buildings. Projecting balconies and variations in architectural materials are incorporated to provide a cohesive yet distinct appearance; and,
- The building tops are defined by parapets along the roof at varying heights which hides all mechanical equipment from pedestrian view. Overall, this contemporary design will provide variation between the base, middle and top of the two buildings.

Policy 291

Principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access.

The proposed towers provide active ground level along all frontages consisting of well-defined entrances, strategically located commercial units, and a high proportion of vision glazing addressing the public realm. These features collectively will encourage active, pedestrian-oriented frontages.

Policy 292

High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce wind impacts.

Tower 2 has a 4-storey podium with a 5.0m tower setback from the podium edge to the base of the tower along the Richmond Street frontage to reduce the apparent height and mass of the building and enforce a human-scale environment at street level. The slender footprint of the tower is intended to limit effects of shadowing and wind. Tower 3 has a 6-storey podium with a large 9.1m setback from the podium edge to the base of the Tower along North Centre Road. Similarly to Tower 2, the slender tower footprint reduces effects of shadowing and wind on adjacent properties.

Policy 295

Residential and mixed-use buildings should include outdoor amenity spaces.

The proposed towers both include private outdoor amenity space in the form of balconies for most residential units. Tower 2 provides terraces on the 5th, 21st and 22nd floors for residential use. Tower 3 connects to a courtyard area shared with Tower 1 at the 5th floor, and provides terraces on the 7th and 19th floors.

Policy 298

Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context.

Tower 2, proposed along Richmond Street, is adjacent to existing low-rise commercial developments, which are planned for future high-density mixed-use development as set out in the Masonville Secondary Plan. The podium height provides a compatible transition from the proposed building to the adjacent buildings, and the tower does not impact redevelopment potential for the neighbouring lands. Generally, commercial uses are not sensitive to visual impacts from high-rise apartment buildings.

Tower 3, with a podium height of 6-storeys and a tower height of 20-storeys, effectively provides a step-down in height, scale and intensity from the subject lands to the existing lower-density residential neighbourhood on the north and west sides of North Centre Road. The proposed podium height provides a comfortable transition, being a similar height and mass to the residential

dwellings west of North Centre Road, while the tower height provides a comfortable transition to the proposed towers on the subject lands. Overall, the site design contributes to the planned high-density context of the area while respecting the existing neighbourhood character.

Policy 302

Materials should be selected for their scale, texture, quality, durability, and consistency within their context.

The proposed material palette consists of durable, cost-effective materials that are generally in keeping with the newer buildings in the neighbourhood. The proposed apartment buildings will effectively utilize glass, concrete and metal to provide a sustainable and functional design that is visually appealing and appropriate for the neighbourhood.

Policy 811

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

- 1. A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses;*
- 2. Mixed-use buildings will be encouraged; and,*
- 3. Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade.*

The proposed development consists of two mixed-use buildings with residential and commercial uses, which are permitted within the “Transit Village” Place Type. The commercial uses are located on the ground floor of both buildings, fronting the street and other active commercial uses within the existing commercial plaza, where appropriate, to activate the subject lands and maintain compatibility with adjacent land uses.

Policy 813.1

Buildings within the Transit Village Place Type will be a minimum of either two storeys or eight metres in height, and will not exceed 15 storeys in height. High-rise buildings up to 22 storeys may be permitted in conformity with the Our Tools policies of this Plan.

As discussed later in this report, the proposed building heights of 22-storeys and 20-storeys are contemplated for the subject lands.

Policy 814

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

- 2. High-quality architectural design will be encouraged;*

3. *Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation;*
7. *The base of all buildings will be designed to establish and support a high-quality pedestrian environment;*
9. *Massing and architecture within the Transit Village should provide for articulated facades and rooflines, accented main entry points, and generous use of glazing and other façade treatments along sidewalk areas such as weather protection features to support a quality pedestrian environment; and,*
11. *Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged.*

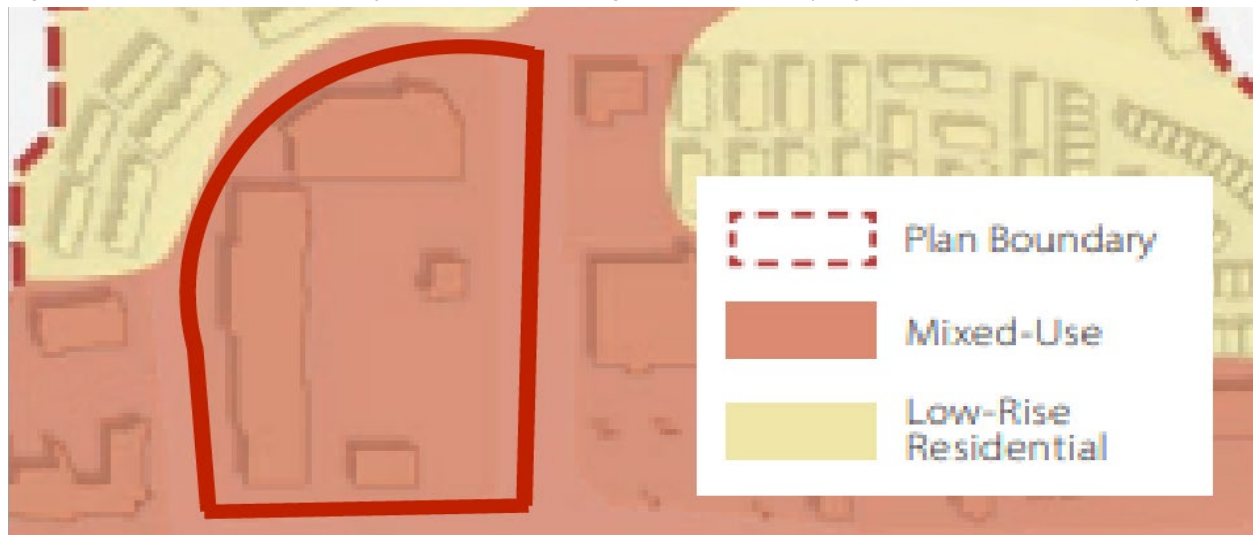
The proposed high-rise mixed-use apartment buildings have been designed in a contemporary and thoughtful manner. The podiums of both buildings have clearly defined pedestrian entrances, projecting upper levels which create weather protection features above pedestrian entrances, and a high degree of glazing at the ground level. The building facades are highly articulated, and will create a sense of place within the “*Transit Village*”. Existing surface parking areas are located interior to the site, with new underground and structured parking provided within the proposed apartment buildings in a thoughtful and discrete manner.

This analysis confirms that the proposed high-rise mixed-use development is consistent with the intent and goals of the applicable policies of the London Plan. More detailed analysis of the specific policies of the Masonville Secondary Plan is provided in the next section of this report.

5.3 MASONVILLE SECONDARY PLAN, 2021

The Masonville Secondary Plan was adopted by City Council in 2021 to establish a vision, principles, and detailed policies for the Masonville area that creates a vibrant, connected and mixed-use community. The subject lands are designated “*High-Rise, Mixed-Use*” in the Masonville Secondary Plan (Figure 18, following page).

Figure 18 – Masonville Secondary Plan Land Use Designations Excerpt (subject lands outlined in red)



The proposed development is consistent with the applicable policies of the Masonville Secondary Plan, as follows:

Policy 3.1.2 ix)

New high-rise multi-unit residential developments shall include indoor and outdoor communal amenity spaces for residents.

Tower 2 provides indoor amenity space on the 5th floor, and outdoor amenity areas at the 5th, 21st and 22nd floors. Tower 3 has dedicated indoor amenity areas on the 5th and 6th floors, as well as outdoor amenity spaces on the 5th, 7th and 19th floors accessible to residents.

Policy 3.1.4 iv)

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.

Parking is provided both underground and in above-ground structured parking for the proposed mixed-use buildings. The structured parking for Tower 2 is integrated into the podium, with creative architectural treatments used to reduce visual impact of the parking area. The structured parking for Tower 3 is also located in the building's podium, however, dwelling units wrap the parking area on the east and west sides of the building along facades which face public spaces.

Policy 3.1.4 viii)

Joint access to adjacent parking lots (above or below ground) on adjoining properties should be established where feasible.

Towers 1 and 3 are proposed to have joint access to above and below ground parking areas within the buildings. Appropriate pedestrian connections are also incorporated into this design. Remaining surface parking on the larger parcel as a whole will continue to provide surface parking for commercial uses.

Policy 4.2.1

- 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.*

As discussed previously in this report, the proposed mixed-use buildings incorporate commercial units on the ground floor, with residential units above. This mix of uses will contribute to a vibrant, mixed-use community.

Policy 4.4.1

The lands fronting the intersection of Richmond Street and Fanshawe Park Road, and the future streets surrounding the Transit Station are identified 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 uses are those uses that encourage regular and frequent movement to and from building entrances that activate the streetscape with high volumes of people.

Tower 2 provides commercial units at-grade which directly face Richmond Street, and commercial units which face south towards the Richmond Street/Fanshawe Park Road intersection to promote pedestrian movements and create a commercial focal point that is highly visible and accessible by pedestrians.

Policy 4.4.3

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

Tower 3 provides a combination of active commercial and residential uses on the ground floor. The commercial uses are oriented towards the existing commercial uses in the plaza (east), and the residential uses are oriented towards the existing residential neighbourhood (west) to ensure compatibility with adjacent lands.

Policy 5.2

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.

The proposed towers are located within the High-Rise Area, and will provide a high level of intensification to the subject lands. Tower 2, fronting Richmond Street, is proposed to be 22-storeys in height; and Tower 3, fronting North Centre Road, is proposed to be 20-storeys in height. Notably, Tower 3 steps down from Tower 1 towards the existing low-rise residential uses on North Centre Road to provide a transition between built forms. The proposed development essentially fulfills the planned function of this area of the subject lands for a high-intensity development.

Policy 6.2

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

- ii) high-rise buildings should have a minimum 5m setback at the third, fourth, or fifth storey 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 have a maximum tower floorplate 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;*
- v) towers shall not have any blank facades;*
- vii) high-rise buildings should have a minimum separation distance of 25 metres between towers; and,*
- viii) all portions of high-rise buildings above the street wall setback should be 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 centreline of any public or private street, to protect and preserve the development potential of adjacent properties.*

Both towers in the proposed development provide a setback above the podium to create a pedestrian-scale environment on the ground and offer above-grade amenity space for resident use. Multiple terraces on both towers contribute to mitigation of shadowing and wind impacts at the street, and provide additional outdoor amenity space for residents. The floorplates of the

towers are slender, being not more than 1,000m² and meet the recommended 1:1.5 ratio to further minimize shadowing and visual impacts.

There are no blank facades proposed for either tower, particularly at the ground level where a high degree of vision glazing is incorporated. Proposed Towers 2 and 3 have a significant separation distance, and Towers 1 and 3 also have a greater separation distance than 25 metres to ensure there are no undue impacts due to the proximity of the towers. Additionally, both proposed towers have a significant setback from the property line, so as to not impede the development potential of the subject lands or any adjacent properties in the future.

Policy 6.5

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 facades increases activity and encourages passive surveillance which will, in turn, help the Masonville Secondary Plan area evolve into a walkable, pedestrian-friendly neighbourhood.

- 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; and,*
- ix) *Glazing should be transparent and maximized for non-residential uses located on the ground floor.*

The proposed mixed-use towers provide a high degree of vision glazing and architectural treatments that effectively create an attractive frontage on all facades. Ground floor commercial units in Tower 2 are accessible from Richmond Street, with loading areas provided interior to the site. Tower 3 has ground floor commercial space interior to the site, which is compatible with the existing commercial plaza and considerate of existing residential uses to the west, which will interface with residential units on the west side of the building.

Policy 6.5.1

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.

The majority of the frontages at the ground level of Tower 2 are active, and are anticipated to generate pedestrian traffic regularly. Loading areas are discretely located away from primary commercial and residential entrances, and do not create large expanses of blank walls.

Tower 3 provides commercial space on the ground level facing interior to the site, similar to the existing condition of the subject lands. Tower 3 locates active residential uses, including the main lobby, near, and facing, other residential uses to ensure compatibility with the neighbourhood. Due to the location of the proposed tower, there are no blank facades visible from the street.

Given the analysis above, the proposed Zoning By-Law Amendment and development will help fulfill the planned function of the subject lands as set out in the policies of the Masonville Secondary Plan and will be a positive addition to the neighbourhood.

5.4 CITY OF LONDON Z.-1 ZONING BY-LAW

The subject lands are currently zoned “Associated Shopping Area (ASA1(5)), (ASA2(3)), (ASA3(1)), (ASA3(15))” in the City of London Z.-1 Zoning By-law (Figure 18). A range of commercial uses are permitted in the current zoning of the subject lands; however, residential uses are not permitted. A ZBA is required to rezone the subject lands in order to permit high-rise, mixed-use development in the form of high-rise apartment buildings. Furthermore, site-specific provisions are requested to capture the extent of the proposed development.

Figure 18 – Zoning By-law Excerpt (subject lands outlined in red)

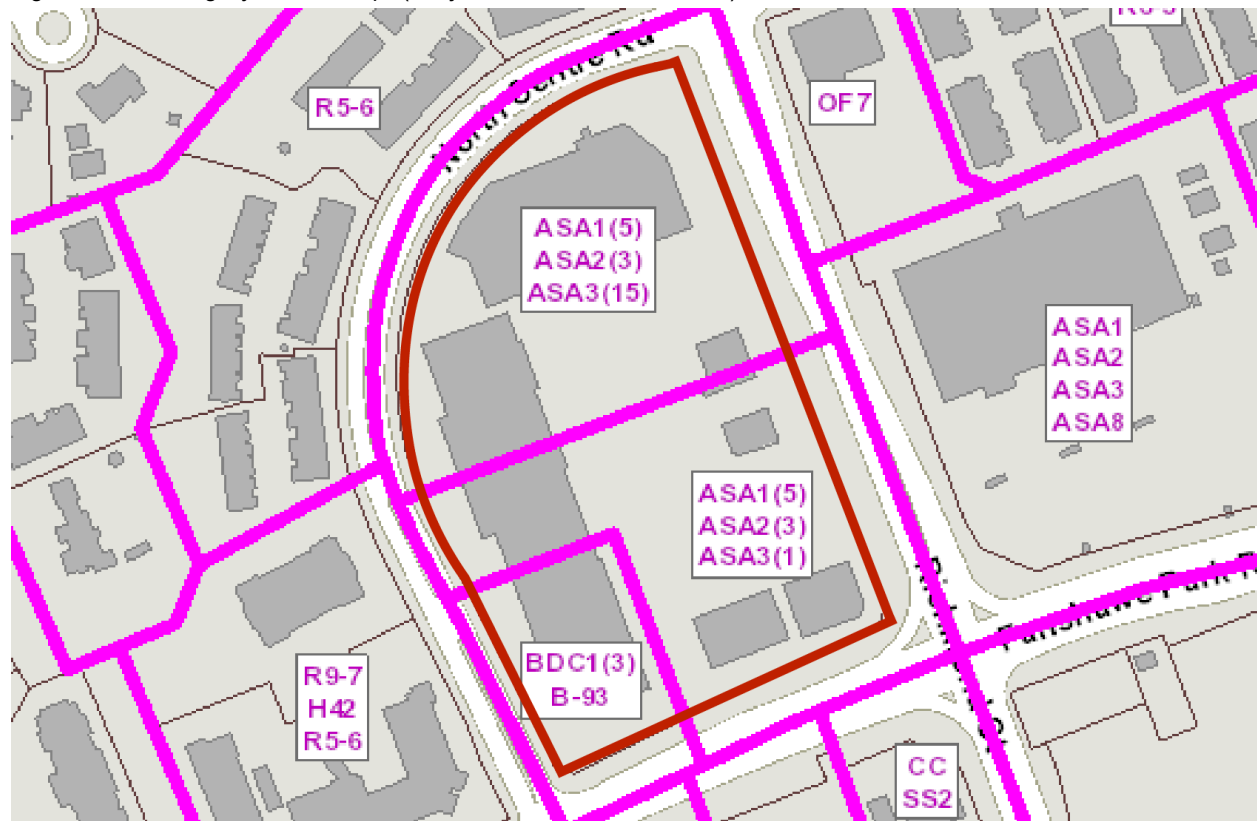


Table 1 below provides a comparison of the regulations for the “*Business District Commercial (BDC1(_))*” zone with the proposed regulations for the development. Note that the zoning below identifies the combined regulations for Towers 2 and 3, with Richmond Street being the front lot line.

Table 1 – Zoning Comparison

Provision	Required “BDC1” Zone	Proposed “BDC1()” Zone	Shown on Plans
Lot Area (min.)	N/A	N/A	0.87ha
Lot Frontage (min.)	12.0m	12.0m	155.9m
Front and Exterior Yard Depth (min.)	0.0m	0.0m	1.0m (Front) / 9.5m (Exterior)
Front Yard Depth (max.)	3.0m	3.0m	3.0m
Rear and Interior Yard Depth (min.)	3.0m plus 1.2m for each 3.0m of building height or part thereof above the first 3.0m abutting Residential zone; 0.0m abutting non-Residential zone	3.0m plus 1.2m for each 3.0m of building height or part thereof above the first 3.0m abutting Residential zone; 0.0m abutting non-Residential zone	N/A
Lot Coverage (max.)	70%	70%	36%
Height (max.)	12.0m	<i>22-storeys (80.0m)</i>	22-storeys (80.0m)
Density (max.)	N/A	<i>310 UPH</i>	306 UPH

Generally, the zone regulations proposed in the “*BDC1()*” zone are standard, except for specific regulations relating to density and height, as discussed below:

Density

The proposed combined density of the development of Towers 2 and 3 is 306UPH, however, for flexibility, a maximum density of 310UPH is proposed. There is no maximum standard density defined in the base zone, as this is to be established through a ZBA application. This report concludes that the subject lands are an appropriate location for increased residential and commercial density as they have direct access to a Major Transit Station area, commercial facilities, higher-order roads, entertainment areas, and institutions. The subject lands are intended to accommodate a high mixed-use density over time as the Masonville neighbourhood develops, and the proposal meets both the current and future planning goals for the area. The proposed site design seeks to promote pedestrian activity and limit impacts of increased density on adjacent parcels through thoughtful architectural design. Overall, the proposed development effectively leverages the proposed density to meet the intent and objectives of the London Plan and the Masonville Secondary Plan, and contributes positively to the existing neighbourhood.

Building Height

The proposed building heights for Towers 2 and 3 are 22-storeys (80.0m) and 20-storeys (69.0m), respectively; whereas the maximum building height permitted in the “BDC1” zone is 12.0m. The analysis in this report concludes that the buildings with increased height and intensity are appropriate and desirable as a result of the following: land use designations considers intensification of up to 22-storeys (80.0m); land use context that is compatible with appropriately-scaled development; availability of municipal services and public transit routes; and, stepbacks above the podium maintain a pedestrian-scale environment at the street level. The proposed design will limit negative impacts resulting from the proposed height by: providing appropriate massing and transitional elements; maintaining separation between towers; providing compatible elevations that are sensitive to adjacent land uses; and, providing landscape buffering where possible along the public frontage.

Based on the above, the requested “BDC1()” zone is an appropriate implementing zone for the proposed development and associated ZBA. The requested amendments are consistent with the objectives of the Provincial Policy Statement, and in conformity with applicable policies in the London Plan and Masonville Secondary Plan.

6.0 SUPPORTING SUBMISSION MATERIALS

This Planning and Design Report relies in part on the supporting materials as outlined below. The supporting submission materials were prepared in accordance with the submission requirements identified in Records of Pre-Application Consultation, dated February 13, 2023 (Tower 2) and September 13, 2023 (Tower 3). It is acknowledged that further updates to the submitted supporting materials may be required through the Site Plan Approval process.

Traffic Impact Study

Traffic Impact Studies for Towers 2 and 3 were completed by R.C. Spencer and Associates, dated August 2023 and April 2024, respectively, in support of the ZBA application. The purpose of the studies was to identify and assess potential impacts resulting from the proposed mixed-use towers on area traffic operations. The assessments concluded that the proposed infill development will add less than one net trip per minute to the road network, and it is anticipated that the proposed mixed-use redevelopment, paired with area walkability and nearby transit options, will result in even lower net “motor vehicle” trips; the proposed parking supply is sufficient to meet anticipated demand; and that the proposed development will not adversely impact traffic operations in the area utilizing the existing road network.

Site Servicing Brief

Site Servicing Briefs were completed by Strik, Baldinelli, Moniz Ltd. (“SBM”) in March 2024 to address preliminary functional servicing requirements for the proposed mixed-use development. As a result of the increased intensity of the development proposal, infrastructure on the subject lands is required to be upsized to meet anticipated sanitary and water flow requirements for the current proposal, as well as future redevelopment of the subject lands. The existing municipal infrastructure on Fanshawe Park Road is sufficient to handle the increased flows resulting from the redevelopment of the subject lands.

Stormwater quality controls consist of flow-restricted rooftop drains, catch basins, and catch basin manholes. It is assumed that the existing oil-grit separator has capacity to handle the anticipated flow rate to match post-development flows. Stormwater flow management is to be controlled through rooftop catchment areas on both towers, and major overland flows are proposed to be directed into the Richmond Street and Fanshawe Park Road rights-of-way, as is the current condition.

Notably, the site servicing strategy includes consideration of a master servicing plan, which anticipates further redevelopment of the subject lands. The servicing strategies proposed for Towers 2 and 3 are sufficient for the current proposal, and will not pose a conflict with redevelopment of the site in the future.

Acoustic Assessment

An Acoustic Assessment, prepared by Akoustik Engineering Limited, dated February 2024, analyzed potential noise impacts on the proposed development. The report concluded that anticipated acoustic levels from adjacent road traffic will exceed MECP noise limits in certain outdoor living areas (OLAs). As such, it is recommended that warning clauses must be implemented in the development agreement. The assessment also recommends the provision for the installation of central air conditioning, and that building components including exterior walls, windows and doors should be designed to have sufficient Sound Transmission Class rating to meet indoor noise guidelines. Overall, with the implementation of these recommendations, the proposed development meets the acceptable noise level requirements.

7.0 CONCLUSIONS

Given the findings of this report and the supporting materials, it is concluded that the subject lands are well-suited for the proposed mixed-use development. The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement, and in conformity with the London Plan and the Masonville Secondary Plan. The Zoning By-law Amendment will facilitate redevelopment consisting of two high-rise mixed-use towers which are not permitted under the current zoning. The proposed development generally complies with the City of London Z.-1 Zoning By-law provisions for “*Business District Commercial (BDC1)*” zones with some site-specific provisions required.

The form, scale and massing of the proposed towers are appropriate to implement the planned function of the subject lands as set out in the Masonville Secondary Plan. Appropriate setbacks, transitions, stepbacks, and site layout will be provided to ensure compatibility with the existing adjacent uses, as well as future redevelopment of the subject lands. The appearance and sustainability of the proposed development is enhanced with active commercial uses at-grade, modern and contemporary architectural treatments; underground and structured podium parking hidden from public view; and elevated outdoor amenity areas contribute to an overall pedestrian-friendly development.

The subject lands are intended for mixed-use commercial and residential development that is intended to be intense and transit supportive. The proposed compact form of development will contribute a variety of commercial and residential units consistent with the planned character of the neighbourhood, while being sensitive to existing commercial and residential uses in the surrounding area. The proposed development will support active and public transportation use, and overall, will be a meaningfully positive addition to the Masonville area.