

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: City of London
1364-1408 Hyde Park Road
File Number: OZ-9635, Ward 7

Date: September 18, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of the City of London relating to the property located at 1364-1408 Hyde Park Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 26, 2023 to amend the Official Plan, The London Plan, to create a new specific policy area for the subject lands within the Neighbourhoods Place Type;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on September 26, 2023 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, to change the zoning of the subject property **FROM** an Urban Reserve (UR3) Zone, **TO** a Special Provision R9 Residential (R9-7(_)) and Open Space (OS1 and OS5) Zones.
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issue through the site plan process:
 - i) Include short-term public bicycle parking in the development.

Executive Summary

Summary of Request

The applicant has requested an amendment to The London Plan to add a Specific Policy Area to the Neighbourhoods Place Type.

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from an Urban Reserve (UR3) zone to a Special Provision R9 Residential (R9-7(_)) zone and Open Space (OS1 and OS5) zones.

Staff are recommending approval of the requested amendment to The London Plan and related Zoning Bylaw amendment.

Purpose and the Effect of Recommended Action

The recommended action will permit the development of two apartment buildings to a total of 140 units, 17 townhouse units and the establishment of two open space zone.

Rationale of Recommended Action

1. The recommended amendment is consistent with the *PPS 2020*;
2. The recommended amendment conforms to *The London Plan*, including, but not limited to the Neighbourhoods Place Type and Our Tools; and
3. The recommended amendment facilitates the development of housing on a greenfield site within a residential area.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Housing and Homelessness**, by supporting faster/ streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.
- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.
- **Climate Action and Sustainable Growth** by ensuring waterways, wetlands, watersheds, and natural areas are protected and enhanced.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None

1.2 Planning History

None

1.3 Property Description and Location

The project site is currently vacant/undeveloped but is of suitable size to support the development of various housing types. Lands to the south and west will be preserved as open space in the long-term, serving as a neighbourhood park and stormwater management block. The stream in the southwest corner of the site will also be protected. Properties to the northwest of the site are comprised of single-detached dwellings. The property to the north of the site is currently undeveloped, but is planned for a low-rise apartment building.

The Hyde Park Planning District is an actively developing community within the City of London. The Hyde Park Planning District had a population of approximately 8,170 people at the time of the latest census (2016). The land use pattern within 800 metres of the project site is diverse, consisting of residential neighbourhoods, shopping areas, schools, businesses (commercial and commercial industrial uses), and parks. Large portions of the area are still developing and there are multiple active and recently approved development applications in the vicinity of the site. The intersection of Gainsborough Road and Hyde Park Road is the historic focus of economic/commercial activity for the Hyde Park area. The project site is situated just south of this “Main Street” business area. Most of the housing stock in the Hyde Park area has been built since 1993. The proportion of single detached housing is significantly higher in the Hyde Park area than City-wide with 80% of occupied dwellings being single detached in 2016 (vs. 50% city-wide). Conversely, the number of apartment dwellings as a proportion of the community housing stock is much lower than the City-wide average.

Site Statistics:

- Current Land Use: vacant (greenfield)
- Frontage: 133.0m
- Depth: 101.5m
- Area: 1.35ha
- Shape: regular
- Located within the Urban Growth Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Vacant – future 4-storey apartment building

- East: Vacant – Zoned BDC2 and UR3 within the Main Street place type.
- South: Stormwater management pond
- West: Local Park (Cantebury)

Existing Planning Information:

- Existing London Plan Place Type: Neighbourhoods
- Existing Zoning: Urban Reserve (UR3)

Additional site information and context is provided in Appendix “C”.

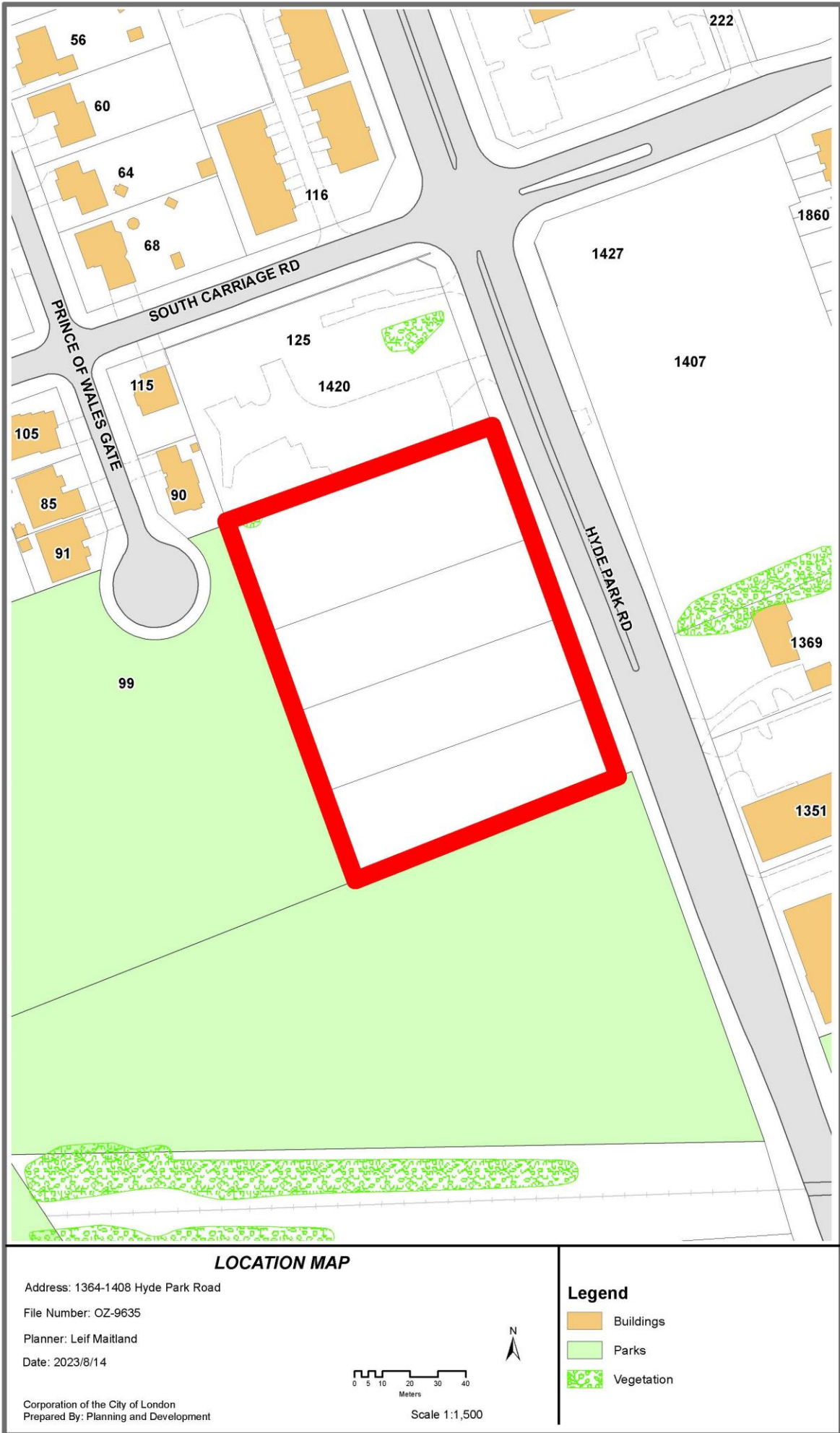


Figure 1- Topographic map of 1364-1408 Hyde Park Road and surrounding lands

2.0 Discussion and Considerations

2.1 Development Proposal

The concept envisions two mid-rise apartment buildings on the site. Building “A” consists of 60 units and Building “B” consists of 80 units, totaling 140 apartment units. The concept plan also envisions the development of a block of 17, 2-storey townhouses on the northwest portion of the site, fronting onto the adjacent Canterbury Park. A total of 92 surface parking stalls will be provided (0.5 stalls per unit for apartments and 1 per unit for townhouses). Vehicular circulation is provided via a new access driveway from Hyde Park Road and the site design includes internal turnarounds, lay-bys and dedicated garbage/loading stalls. The concept also provides for parkland dedication along the south property line and naturalized buffers from the regulated watercourse.

The proposed development includes the following features:

- Land use: residential and open space
- Form: apartment and townhouses
- Height: 3 storey (12m), 6 storey (21m) and 7 storey (24m) portions.
- Residential units: 157
- Density: 132 uph
- Building coverage: 28.5%
- Parking spaces: 40 underground / 92 surface
- Landscape open space: 44%

Additional information on the development proposal is provided in Appendix “C”.



Figure 2 - Conceptual Site Plan (July 2023)

Additional plans and drawings of the development proposal are provided in Appendix “C”.

2.2 Requested Amendment(s)

The applicant has requested to add a Specific Policy to the Neighbourhoods Place Type in The London Plan, and to Map 7: Specific Policy Areas to facilitate the above noted development proposal, specifically to permit a seven-storey height.

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from an Urban Reserve (UR3) Zone, TO a Special Provision R9 Residential (R9-7(_)) and Open Space (OS1 and OS5) Zones to create a developable parcel.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Regulation (Zone)	Requested	Proposed
Additional permitted uses	Cluster townhouses	Cluster townhouses; cluster stacked townhouses;
Front yard setback	2.0m	2.0m (except for portions that abut the OS5 Zone, in which case the required setback is 0.0m)

Regulation (Zone)	Requested	Proposed
Interior Side yard setback	North: 2.8m South: 3.0m	North: 2.0 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0metres when the wall of a unit contains windows to habitable rooms. South: 2.0m (except for portions that abut the OS5 Zone, in which case the required setback is 0.0m)
Rear yard setback	2.0m	2.0m
Height	Within 55m of South Zone Boundary: 24.0m Within 40m of Hyde Park Road, beyond 55m of the South Zone Boundary: 21.0m Remaining Lands within the Zone: 12.0m	Within 55m of South Zone Boundary: 24.0m Within 40m of Hyde Park Road, beyond 55m of the South Zone Boundary: 21.0m Remaining Lands within the Zone: 12.0m
Parking		0.3 spaces per apartment unit
Additional Regulations:		Notwithstanding any provisions of the by-law to the contrary, the zoning regulations shall be applied to the limits of the proposed R9-7() Zone Boundary even in the event of further subdivision of these lands.

2.3 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report. Comments from the Heritage Planner on the file indicated that given archaeological clearance had not, as of the writing of this report, been received and as such a holding provision was recommended. Additional comments received were minor in nature and detailed internal and agency comments are included in Appendix “D” of this report.

2.4 Public Engagement

On July 20, 2023, Notice of Application was sent to 50 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 20, 2023. The planning consultants, Siv-ik, also provided 85 post cards through a door-to-door handout and 2 posters in the nearest apartment building on July 19, 2023 in advance of the August 2, 2023 community meeting held where participants were informed of the City process. On July 30, 2023 an article was published in the London Free Press entitled “Affordable housing may rise on city-owned land in Hyde Park” which noted that the City was seeking consultation on the proposal. A “Planning Application” sign was also placed on the site.

As of August 21, 2023, twenty unique responses were provided to staff regarding the file. Of those responses, 6 indicated they were in favour of the proposal and 13 indicated they were opposed.

As the London Free Press article’s focus on the potential for the site to develop with affordable housing, the most common concern raised by respondents related to the affordability of the site with 7 respondents indicated they were concerned about a lack

of affordable housing in the area or that the proposal would not be affordable. Four respondents indicated that they were concerned that the housing would be affordable, with 3 respondents noting that they didn't wish to see visible indicators of poverty and one directly presuming that such poverty would bring crime. This is similar to two respondents who indicated they were opposed to the proposal as it would bring down the cost of their house in a potential future sale.

In terms of the scale of housing provided respondents were split with five seeing the proposal as an appropriate or necessary amount of housing, while five found the number of units proposed excessive for the location.

Eight respondents indicated concerns that the development would negatively impact wildlife. This is contrary to prior work completed which found no vulnerable species on the lands and the inclusion of increased open space in the proposal. Five respondents saw the proposal (which increases open space) as a reduction in park space to which they were opposed. One respondent opined, in contradiction to the others on this topic, that an apartment development on the site would reduce pressures on the natural environment when compared to less-dense and more land intensive forms of development.

Traffic and transit were referenced by respondents with seven believing that this development would unreasonably increase the traffic on already busy Hyde Park Road. Respondents were split as to whether the development would support and play well with existing public transit options or whether transit options were insufficient at this location, and therefore a reason not to proceed with the proposal.

Full public comment details are included in Appendix "E" of this report.

2.5 Policy Context

The Planning Act and the Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS 2020) includes specific policy guidance on housing and residential intensification in settlement areas which are matters of provincial interest. It sets out four main objectives:

1. To encourage the development of a range of housing types and tenures that meet the diverse needs of Ontario's population.
2. To encourage the development of housing in a way that is efficient, compact, and environmentally sustainable.
3. To encourage the development of housing that is accessible and affordable for all Ontarians.
4. To encourage the development of housing in a way that supports healthy and livable communities

The London Plan, 2016

The London Plan (TLP) includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.

7. The degree to which the proposal fits within its existing and planned context.

The proposal through the provision of housing in an area dedicated to residential development shows broad conformity with Provincial goals. It takes advantage of available municipal services and, as proposed directs is more significant impacts away from existing development towards higher order streets. The proposal fits seamlessly within the existing and planned context. Staff are of the opinion that all the above criteria have been satisfied as detailed below.

4.0 Key Issues and Considerations

4.1 Specific Policy Area

The London Plan includes conditions for evaluating the appropriateness of Specific Area Policies where the applicable place type policies would not accurately reflect the intent of City Council with respect to a specific site or area (TLP 1729-1734).

The following conditions apply when considering a new Specific Area Policy:

1. The proposal meets all other policies of the Plan beyond those that the specific policy identifies.

The proposed site specific Policy only alters the upper maximum height for a portion of the overall site and sets defined, site-specific, performance measures which provide an additional level of urban design control (and housing mix) beyond the basic policies of the plan. Adherence to this site specific policy will ensure that all other policies of the plan are met.

2. The proposed policy does not have an adverse impact on the integrity of the place type policies or other relevant parts of this Plan.

The proposed policy is a minor adjustment to the form of the building at the southern edge of the place type in a unique context (3-public frontages). This neither challenges the integrity of the place type locally nor does it provide a precedent for place type degradation at other locations.

3. The proposed use is sufficiently unique and distinctive such that it does not establish an argument for a similar exception on other properties in the area.

Given the size and configuration of the lot assembly along with the specific nature of surrounding uses (i.e., it is bounded by a neighbourhood park, stormwater management facility and major road), there are limited (if any) sites in the Neighbourhoods Place Type which would exhibit all of these characteristics. This represents a sufficiently unique situation.

4. The proposed use cannot be reasonably altered to conform to the policies of the place type.

Given the nature of site adjacencies and the opportunity this site presents for residential intensification, it would be unreasonable to apply the existing upper-maximum through a strict lens. The proposed combination of minor additional added height in the south portion, with the requirement for lower forms to be developed in the northwest (more sensitive portion) would produce a better, lower-impact design outcome.

5. The proposed policy is in the public interest and represents good planning.

To implement the City's objective of providing for a diversity of housing forms on large sites, securing built form that achieves fit and transition with the surrounding existing/planned context, and best addressing the special/unique characteristics of this site in particular (which possesses three public frontages), a site-specific special policy is being proposed which would establish minor increased building height permissions on the south portion, while also establishing site-specific design performance measures

and requirements for housing forms, to produce an optimal built form outcome tailored to the site itself. Staff are of the opinion that all the above conditions have been met and that a specific area policy is appropriate for the lands.

The proposed policy provided by the applicant would read:

For the lands in the Neighbourhoods Place Type located at 1364, 1376, 1390 & 1408 Hyde Park Road, apartment building(s) shall be permitted to extend to an upper maximum height of 7-storeys. The policies for Zoning to the Upper Maximum shall continue to apply. Any portion of a building permitted to increase to 7-storeys shall be located within 55 metres of the shared property line with the adjacent Park/SWM block to the south of the site, such that the enhanced height/massing is oriented in a manner that minimizes impacts on adjacent land uses and frames the adjacent public realm. In order to be eligible for the increased height, the lands shall be zoned in a comprehensive manner that includes requirements for portions of the site to be developed at heights below the upper-maximum and enables multiple housing forms.

Staff are of the opinion that this policy language effectively guides development on the site, noting the context and specificities required and as such recommend it for approval.

4.2 Establishing the Residential Zone and Open Space Zones

The lands are currently zoned Urban Reserve (UR3) a zone for lands “which are primarily undeveloped for urban uses” and “to provide for future comprehensive development on those lands.” As such a new residential zone would be needed to facilitate future development as contemplated by the zone.

The London Plan provides guidance on the goals and direction an applied zone should achieve at this site as part of the Neighbourhoods Place Type. Goals such as “creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, and vibrant, interesting communities;” and direction including “properties fronting onto major streets may allow for a broader range of uses and more intense forms” (919). Given the subject lands front onto Hyde Park the range of development contemplated by Table 10 of the plan for the site includes low-rise forms, such as townhomes, through to low-rise apartments.

The application proposes a Residential R9 Zone (R9-7) with special provisions. This base zone which “provides for and regulates a wide range of medium and higher density residential developments in the form of apartment buildings”. This zone without special provision would implement the Neighbourhoods Place type permission for apartment buildings with the height established separately through special provision to ensure appropriate scale.

The applicant has also proposed a portion of the land be zone OS5 within 15m of the Van Horik Drain which runs through the southeast corner of the lands. The conservation authority have indicated “**no objections** to the proposed” further noting that the 15m is the standard for such situations. The OS5 zone would prevent all development in that zone, while a further buffer (un-zoned) will continue to require that any future development adjacent (within the R9 zone) would require conservation authority review.

The applicant has indicated that they are voluntarily providing a park space along the southern portion of the property which is to be zoned OS1 and dedicated to the City for Parks purposes. It should be noted that this is not a requirement; however, it does support Parks purposes by providing a wider access to Hyde Park specifically, and increasing the park size more generally, and as such the re-zoning and subsequent dedication are supported by Parks. Although this process does not dedicate the lands (dedication is not a requirement for affordable housing developments), the OS1 zoning will ensure that a rezoning is needed for the space to be used for any other purpose and

will facilitate the dedication of the lands.

Staff have no issues with the layout of the proposed zones noting that additional regulations provided through the special provisions are required.

4.3 Additional Permitted Uses

The applicant has requested two additional permitted uses for the site to be included in the Residential R9 Zone, namely cluster townhouses and cluster stacked townhouses. Both of these uses are contemplated by Table 10 of the London Plan as appropriate for the subject lands given its frontage on a Civic Boulevard. In the concept provided these would be located in the north west corner of the site adjacent to the park to the west and the parking lot of the future low-rise apartment building to the north. This is also the corner closest to existing low-rise development. Staff have no objection to the inclusion of these uses to allow for flexibility and a less-intense form of development on the site in combination with the intensity provided along Hyde Park.

4.3 Special Provisions for Setbacks

The application proposes a number of setback related special provisions. Specifically the request is for 2.0m setbacks along all frontages with exceptions for the OS5 zone where the request setback is 0.0m or 6.0m where the end wall of a unit contains windows to habitable rooms.

The request for a 2.0m setback along all property limits is a reduction from the standard Residential R9 provisions. The Residential R9 Zone was developed as a suburban form with the presumption at the time that more urban developments would necessitate a commercial component and be zoned something like Business District Commercial. The 2.0m setback for the front yard allows the development to maintain the street wall established by the zoning to the immediate north and increase the usable amenity space within the centre of the site. Applying the setback along the South and West allows the property to be close enough to the park space to provide a natural border and reduces dead space that could otherwise function as amenity for future residents. Finally, the implementation of 2.0m setback along the north is sufficient for hedging type plantings while further special provisions (described below) would add additional privacy protections for residents of the development and to its north.

The 0.0m setback request along the OS5 zone is a specific response to the angular path of the drain and its associated zone. The setback is based on the assumption that the building would not run along the zone line but approach it at a point. Site plan has suggested a further setback at this location to ensure construction activities don't encroach which the Conservation Authority notes is a concern to be addressed at site plan through their permitting process. Given the Conservation Authority further note that short-term encroachments may be permitted and they have "no objections" to the proposal the setback is acceptable with the applicant forewarned that future design considerations will need to be thoroughly reviewed in this area.

The 6.0m setback for habitable rooms is a standard setback for zones which provide for townhouses. This setback is to address overlook and privacy concerns. It is appropriate for the concept given the inclusion of townhouse permissions in the request and also provides guidance to the low-rise apartments on the site.

The setback special provision setbacks are recommended as requested through the application.

4.4 Special Provisions for Height

With regards to height, Table 11 of the London Plan provides guidance for the heights applied through Zoning to lands within the Neighbourhoods Place Type. Table 11 would indicate that for the subject lands a minimum of 2-storeys is required and an upper maximum of 6-storeys would be permitted without amendment. Given the specific policy area which requires that the land be "zoned in a comprehensive manner that includes requirements for portions of the site to be developed at heights below the

upper-maximum and enables multiple housing forms,” additional special provisions are required to implement the policy.

The special provisions request that the permitted heights be:

- Within 55m of South Zone Boundary: 24.0m
- Within 40m of Hyde Park Road, beyond 55m of the South Zone Boundary: 21.0m
- Remaining Lands within the Zone: 12.0m

Or as shown visually.

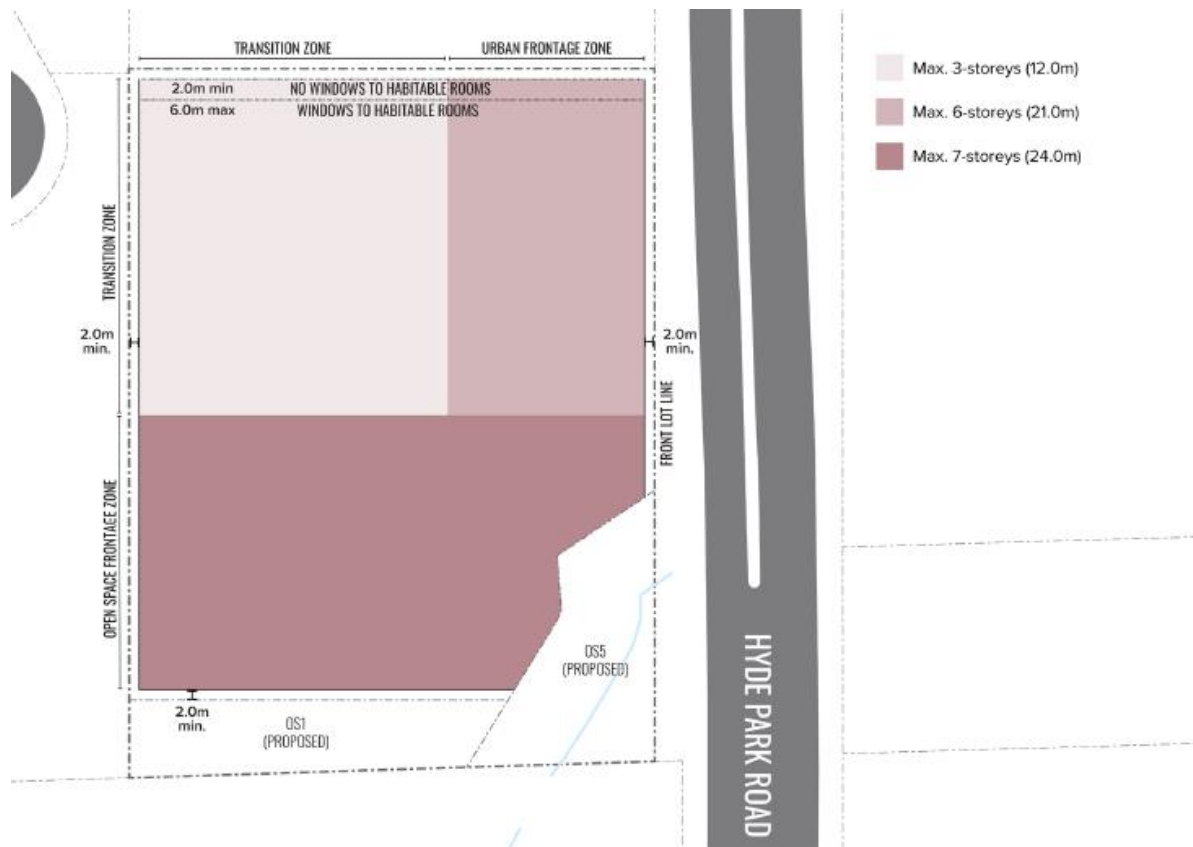


Figure 4 – Diagram of Height Regulations Proposed (July 2023)

This approach limits the location of the seven storey (24.0m) permissions to the southern half of the site. It clarifies that the 6-storey (21.0m) permissions are, within the northern half of the site, directed to the Hyde Park Road frontage in accordance with urban design goals. The approach also limits the height in the north west corner of the site, closest to existing low rise residential (12.0m) height. This comprehensive approach responds appropriately to the context and implements the policy framework in place.

4.5 Additional Special Provisions

There are two additional special provisions requested for a reduced parking standard and to address future subdivision of the lands.

As noted above, the development as directed by City purposes may be used for affordable housing. In recent affordable housing developments significantly reduced parking standards have been implemented (0.2 per apartment and lower) without incident. This allows the property to develop with increased amenity space should the programming require that. It is notable in this case that the site design can accommodate the required 0.5 parking per apartment and 1 parking per townhouse required by an unamended by-law and as such the request for a reduction does not indicate in this instance an attempt to over develop the site. The concept also demonstrates that should the southern building be developed at 1 parking space per unit, this can be accommodated through underground parking. As such, the reduced parking requirement request is not inappropriate.

The applicant has requested a final additional provision be added to avoid future planning applications in cases where the project is phased amongst different owners. The requested text would read:

Notwithstanding any provisions of the by-law to the contrary, the zoning regulations shall be applied to the limits of the proposed R9-7() Zone boundary even in the event of further subdivision of these lands.

This regulation has the effect of preventing minor variances and other applications under cases of split ownership. It does not otherwise directly alter the concept or provide future limitations on the development. As such, in the spirit of avoiding unnecessary over officiousness the regulation is appropriate.

Conclusion

The recommendation is for approval of the requested amendments to permit the development of medium-density development for the vacant lands on Hyde Park Road. The development responds to the context by directing the density away from existing low-rise residential while also providing additional open space lands through the design.

The applicant has requested an Official Plan Amendment for 7-storeys in the southern portion of the site. The applicant has requested the property is zoned R9 Residential R9 (R9-7()) with special provisions to facilitate development and Open Space (OS1 & OS5) to dedicate park space at a future date and protect the drainage feature. These amendments are recommended for approval.

The recommended action is consistent with the PPS 2020, conforms to The London Plan and will permit 157 residential units while protecting natural features and increasing the functionality of the adjacent park.

Prepared by: Leif Maitland,
Development Lead, Municipal Housing Development

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

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

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

Copy: Britt O'Hagan, Manager, Current Development
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Appendix A – Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. C.P.-XXXX-

A by-law to amend the Official Plan, The
London Plan for the City of London, 2016
relating to 1364-1408 Hyde Park Road

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) or 17(27.1) of the *Planning Act, R.S.O. 1990*, c.P.13.

PASSED in Open Council on September 26, 2023 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – September 26, 2023
Second Reading – September 26, 2023
Third Reading – September 26, 2023

AMENDMENT NO.
to the
OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy to the Specific Policies for the Neighbourhoods Place Type and add the subject lands to Map 7 – Specific Policy Areas - of the City of London to permit a seven-storey apartment building on the subject lands.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1364-1408 Hyde Park Road in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment would allow for an apartment building seven-storeys in height as it is contextually appropriate.

D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

1. Specific Policies for the Neighbourhoods Place Type of Official Plan, The London Plan, for the City of London is amended by adding the following:

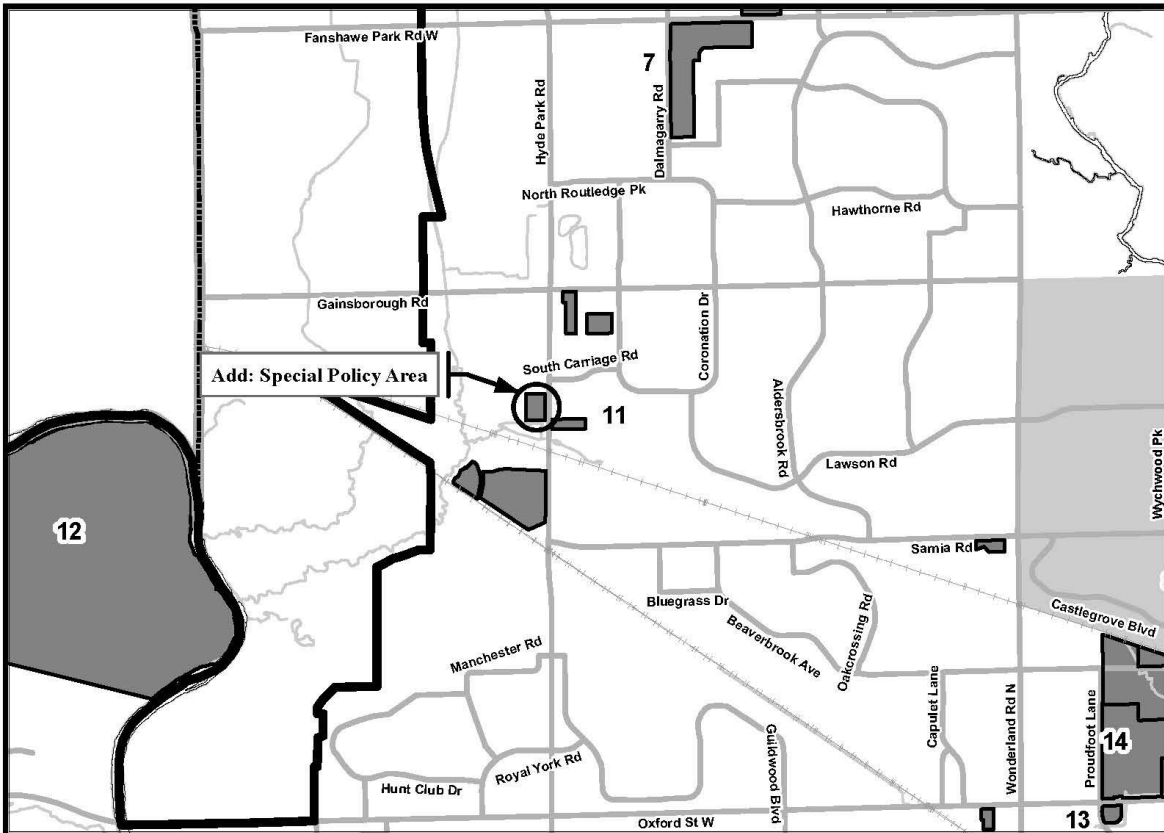
() 1364-1408 Hyde Park Road

For the lands in the Neighbourhoods Place Type located at 1364, 1376, 1390 & 1408 Hyde Park Road, apartment building(s) shall be permitted to extend to an upper maximum height of 7-storeys. The policies for Zoning to the Upper Maximum shall continue to apply. Any portion of a building permitted to increase to 7-storeys shall be located within 55 metres of the shared property line with the adjacent Park/SWM block to the south of the site, such that the enhanced height/massing is oriented in a manner that minimizes impacts on adjacent land uses and frames the adjacent public realm. In order to be eligible for the increased height, the lands shall be zoned in a comprehensive manner that includes requirements for portions of the site to be developed at heights below the upper-maximum and enables multiple housing forms.

2. Map 7 - Specific Policy Areas, to the Official Plan, The London Plan, for the City of London Planning Area is amended by adding a Specific Policy Area for the lands located at 1364-1408 Hyde Park Road in the City of London, as indicated on "Schedule 1" attached hereto.

"Schedule 1"





AMENDMENT NO:



LEGEND

-  Specific Policies
-  Rapid Transit and Urban Corridor Specific-Segment Policies
-  Near Campus Neighbourhood
-  Secondary Plans

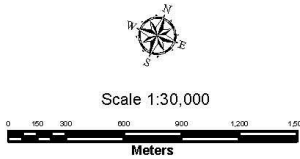
BASE MAP FEATURES

-  Streets (See Map 3)
-  Railways
-  Urban Growth Boundary
-  Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

SCHEDULE #
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: OZ-9635
PLANNER: LM
TECHNICIAN: JI
DATE: 8/14/2023

Appendix B – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1364-
1408 Hyde Park Road

WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1364-1408 Hyde Park Road as shown on the attached map **FROM** a Urban Reserve (UR3) Zone **TO** a Holding Special Provision Residential R9 (h-18*R9-7(_)) Zone and Open Space (OS1 and OS5) Zones.
2. Section Number 13.4 of the Residential R9 Zone is amended by adding the following Special Provisions:

R9-7() 1364-1408 Hyde Park Road

a. Regulations

1. Additional permitted uses:
Cluster townhouses; cluster stacked townhouses;
2. Front yard setback:
2.0m (except for portions that abut the OS5 Zone, in which case the required setback is 0.0m)
3. Interior Side yard setback:
North: 2.0 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0metres when the wall of a unit contains windows to habitable rooms.

South: 2.0m (except for portions that abut the OS5 Zone, in which case the required setback is 0.0m)
4. Rear yard setback:
2.0m
5. Height:
Within 55m of South Zone Boundary: 24.0m

Within 40m of Hyde Park Road, beyond 55m of the South Zone Boundary: 21.0m

Remaining Lands within the Zone: 12.0m
6. Parking:
0.3 spaces per apartment unit

7. Additional Regulations:

Notwithstanding any provisions of the by-law to the contrary, the zoning regulations shall be applied to the limits of the proposed R9-7() Zone Boundary even in the event of further subdivision of these lands.

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

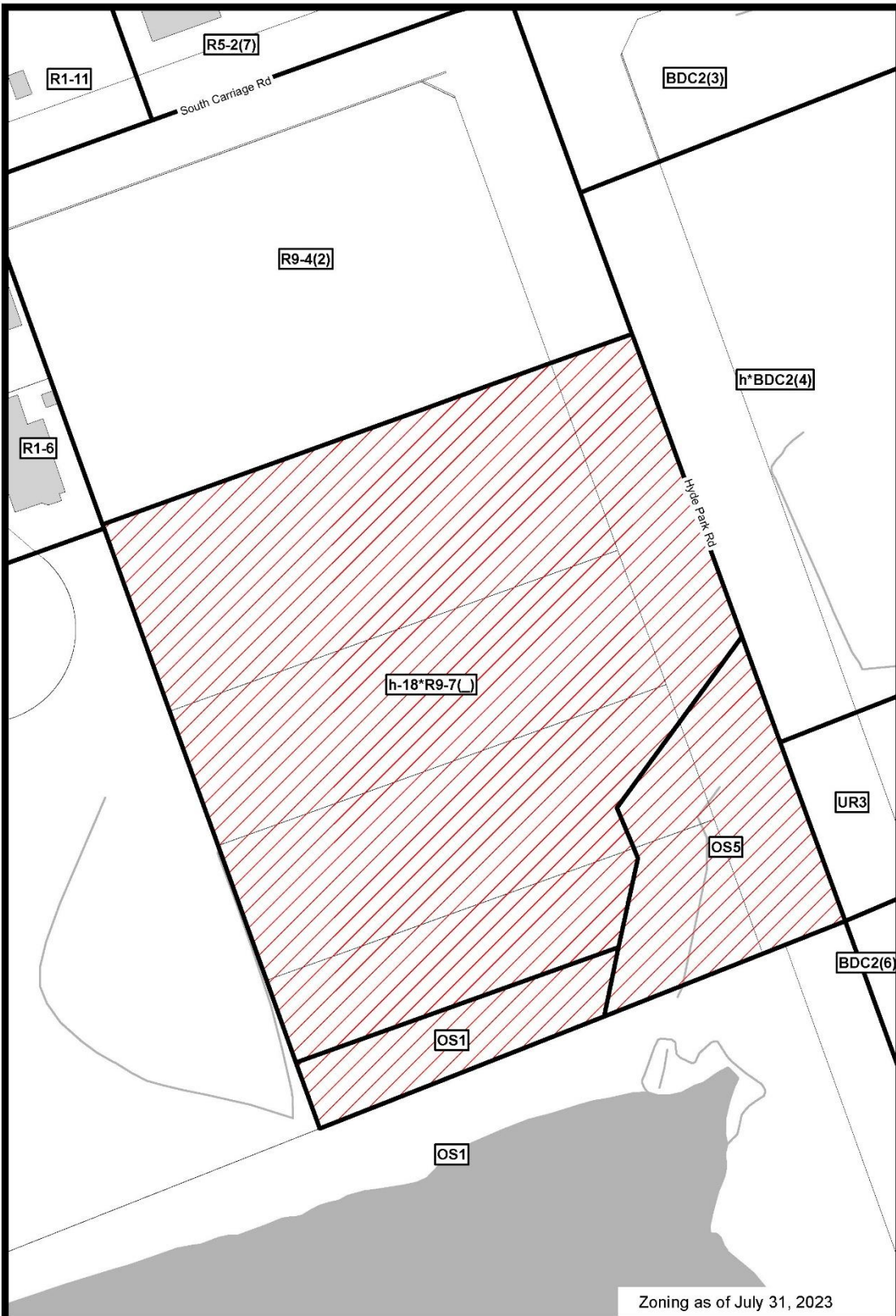
PASSED in Open Council on September 26, 2023 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor


Michael Schulthess
City Clerk

First Reading – September 26, 2023
Second Reading – September 26, 2023
Third Reading – September 26, 2023

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




File Number: OZ-9635
Planner: LM
Date Prepared: 2023/8/14
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE 

1:1,000

0 5 10 20 30 40 Meters



Appendix C - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Vacant (undeveloped)
Frontage	134m
Depth	102m
Area	1.16 ha
Shape	Rectangular
Within Built Area Boundary	No
Within Primary Transit Area	No

Surrounding Land Uses

North	Future four-storey apartment, currently vacant
East	Main Street Place Type, currently vacant
South	Stormwater management pond
West	Cantebury Park

Proximity to Nearest Amenities

Major Intersection	Hyde Park Road and Gainsborough Road, 540m
Dedicated cycling infrastructure	Hyde Park Road, 0m
London Transit stop	2405 Hyde Park Rd at South Carriage, 105m
Public open space	Cantebury Park, 0m
Commercial area/use	Hyde Park Commercial Corridor, across the road
Food store	Grocery Zone, 530m
Primary school	St. John C.E.S., 475m
Community/recreation amenity	Cantebury Park, 0m

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods
Current Special Policies	None
Current Zoning	UR3

Requested Designation and Zone

Requested Place Type	Place Type, Street Classification
Requested Special Policies	Permission for 7-storeys
Requested Zoning	R9-7(), OS1 7 OS5

Requested Special Provisions

Regulation (Zone)	Required	Proposed
Front yard setback	2.0m	2.0m (except for portions that abut the OS5 Zone, in which case the required setback is 0.0m)
Interior Side yard setback	North: 2.8m South: 3.0m	North: 2.0 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0metres when the wall of a unit contains windows to habitable rooms. South: 2.0m (except for portions that abut the OS5 Zone, in which case the required setback is 0.0m)

Regulation (Zone)	Required	Proposed
Read yard setback	2.0m	2.0m
Height	Within 55m of South Zone Boundary: 24.0m Within 40m of Hyde Park Road, beyond 55m of the South Zone Boundary: 21.0m Remaining Lands within the Zone: 12.0m	Within 55m of South Zone Boundary: 24.0m Within 40m of Hyde Park Road, beyond 55m of the South Zone Boundary: 21.0m Remaining Lands within the Zone: 12.0m
Parking		0.3 spaces per apartment unit
Additional Regulations:		Notwithstanding any provisions of the by-law to the contrary, the zoning regulations shall be applied to the limits of the proposed R9-7() Zone Boundary even in the event of further subdivision of these lands.

C. Development Proposal Summary

Development Overview

It is important to note that the development concept provided is at this time not finalized given architecture has not yet been procured by the applicant.

The preliminary concept envisions two mid-rise apartment buildings on the site. Building "A" consists of 60 units and Building "B" consists of 80 units, totaling 140 apartment units. The concept plan also envisions the development of a block of 17, 2-storey townhouses on the northwest portion of the site, fronting onto the adjacent Canterbury Park. A total of 92 surface parking stalls will be provided (0.5 stalls per unit for apartments and 1 per unit for townhouses). Vehicular circulation is provided via a new access driveway from Hyde Park Road and the site design includes internal turnarounds, lay-bys and dedicated garbage/loading stalls. The concept also provides for parkland dedication along the south property line and naturalized buffers from the regulated watercourse.

Proposal Statistics

Land use	Residential
Form	2 apartment buildings and 3 blocks of townhouses
Height	6 and 7 storey (21 and 24m) apartments 2 storey townhouses (12m)
Residential units	157
Density	136
Building coverage	28.5%
Landscape open space	44%
New use being added to the local community	No

Mobility

Parking spaces	132 (40 underground)
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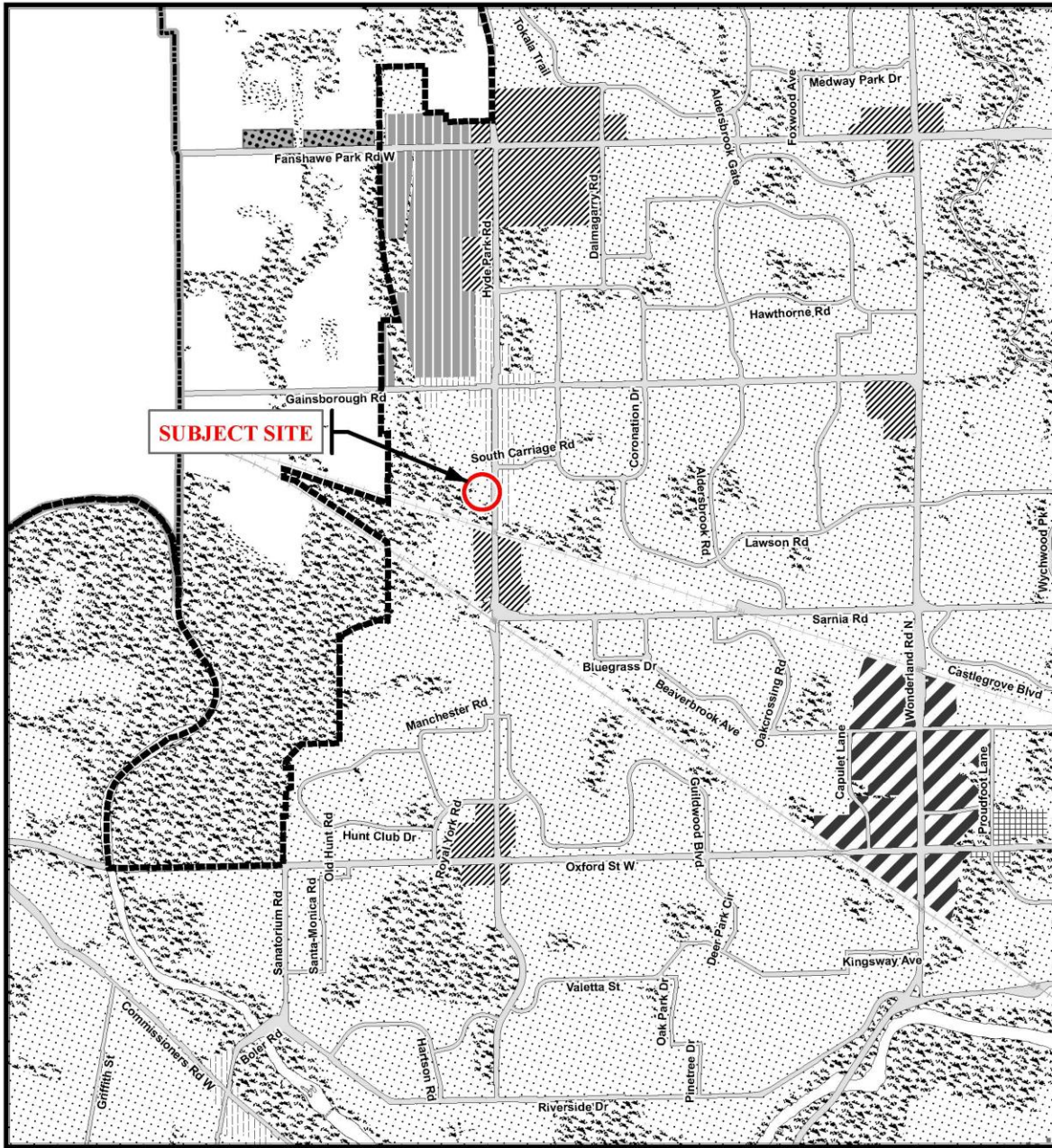
Vehicle parking ratio	0.84 Spaces per unit
Completes gaps in the public sidewalk	No
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	Yes (details to be arranged with Parks)

Environmental Impact

Tree removals	TBD
Tree plantings	TBD
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	Yes
Existing structures repurposed or reused	NA
Green building features	TBD



Figure 5 - Perspective View of the Concept from the North East



Legend

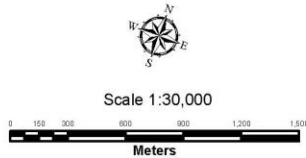
- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management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

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

**CITY OF LONDON
Official Plan**

**LONDON PLAN MAP 1
- PLACE TYPES -**

PREPARED BY: Planning & Development



File Number: OZ-9635

Planner: LM

Technician: JI

Date: 2023/8/14

Project Location: \\cfile1\giswork\Planning\Projects\p_officialplan\workconsol\00\excerpts_LondonPlan\mxd\OZ-9636_Map1_PlaceTypes.mxd



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: UR3

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

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

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

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

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

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

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

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

OZ-9635

LM

MAP PREPARED:

2023/8/14

Jl

1:1,500

0 5 10 20 30 40

Meters

Appendix D – Internal and Agency Comments

Heritage: The Stage 1-2 Archaeological Assessment for 1364 Hyde Park Road has been completed, however it has not yet been accepted by the Ministry of Citizenship and Multiculturalism. In order to clear the property of archaeological potential we'll require the Ministry's acceptance letter to confirm the assessment has met provincial standards.

Until the acceptance letter has been received I recommend that the h-18 holding provision be applied.

UTRCA: As indicated, the subject lands **are** regulated by the UTRCA due to a riverine flooding hazard associated with the Van Horik Drain. UTRCA staff has had previous discussions with the applicant to review requirements for development on these lands. Consistent with those discussions, the applicant has implemented a 15 metre setback from the on-site watercourse known as the Van Horik Drain. This 15m setback represents a generic flood hazard, from which an additional 15m regulation limit applies, as per the attached mapping.

The concept plan proposes to re-zone the 15m setback from the Van Horick Drain to Open Space (OS5), whereas the remainder of the lands will be zoned for development. The UTRCA has **no objections** to the proposed Zoning By-law Amendment.

Currently, the concept plan identifies the proposed 'Building B' to be abutting the proposed *Open Space OS5* zone line/15m setback from the Van Horik Drain. Please be advised that additional information may be requested during the site plan process to ensure any construction activities or short-term encroachment will not negatively impact the watercourse. Please refer to our comments provided on December 14, 2022, in relation to Site Plan Consultation (SPC22-204).

We would like to remind the applicant that written approval from the UTRCA is required prior to undertaking any works within the regulated area, including but not limited to site alteration, grading or development.

Urban Design: The proposed development is located within the Neighbourhoods Place Type along Hyde Park Road, a Civic Boulevard. The subject site abuts the Green Space Place Type to the south and west. Retain the underground parking facility in subsequent submissions of the proposed development.

The applicant attended the July 2023 Urban Design Peer Review Panel (UDPRP). The applicant is to forward the following information to the Planner and Urban Designer:

- Applicant response to the UDPRP memo.
- Updated drawings to reflect the revisions made to address UDPRP comments.

Items to be addressed at zoning:

- Urban Design recommends that the step-backs proposed above the 4th storey by the applicant be reflected in the site-specific zoning for the subject site.

Items to be addressed at site plan:

- Urban Design is supportive of the 2.0m wide pedestrian connection provide from Hyde Park Road to Canterbury Park.
- To enhance this pedestrian connection and view terminus, screen any parking visible from Hyde Park Road or Canterbury Park with enhanced all-season landscaping.
- Provide all-season planters and tree planting as part of the landscape plan. Provide pedestrian amenities such as street furniture along Hyde Park Road to promote accessibility, walkability, and wayfinding.

- Consider integrating the parking ramp entrance into the ground floor level of the proposed built form to provide additional communal amenity space for the anticipated number of residents. TLP, 275, 295
- Incorporate porch patios or courtyard spaces that spill out into the setback along Hyde Park Road and the active Green Space edges to further activate the space and provide additional amenity space for residents. TLP, 255.
- Provide direct walkway access from the main entrance and any ground floor units along the active edges to a public sidewalk or walkway.
- Use lockable (from the exterior and interior) swing doors for any private residential ground floor units facing the public street to encourage walkability, activate the streetscape, and provide direct access to the units from the sidewalk.
- Design the ground floor residential units to be raised slightly (maximum of 0.9m) to avoid headlight glare and provide privacy for any at grade residential units.
- For weather protection, provide awnings and canopies above the entrances.
- Ensure that the development is “future ready” (TLP, 729).
- Once parking requirements have been achieved, consider including charging stations for ebikes.
- Ensure that the screening for any mechanical equipment is clearly outlined in the elevations and cohesively integrated into the massing.

Engineering and Environmental Services: The City of London’s Environmental and Engineering Services Department offers the following comments with respect to the application:

The following items are to be considered during a future development application stage:

Transportation:

- A TMP is required for any work in the City ROW, including any servicing, restoration, proposed construction, etc. To be reviewed as part of a PAW submission;
- Provide Engineering Plans showing existing infrastructure, include utility poles/boxes, fire hydrants, light standards, etc.;
- Proposed access must meet minimum clearance requirement of 1.5m from any infrastructure and 2.0m from communication boxes;
- As per Site Plan control by-law and City’s Access Management Guideline (AMG) minimum 6.7m width, and 6.0m curb radii is required.
- TIA has been approved by Transportation. The recommendations shall be implemented at the site plan stage:
 - Recommend that U-turns be prohibited at the south end of the median with the installation of a “No U-Turns” (RB-16) sign.

Water:

- Water is available to the subject site via the municipal 450mm watermain on Hyde Park Rd, this is a high-level water main.
- A water servicing brief will be required addressing domestic water demands, fire protection and water quality.
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
- Further comments to be provided during site plan application

Wastewater:

- The municipal sanitary sewer available is the 450mm diameter sewer on Hyde Park Road, city drawing no. 26822 shows a 200mm diameter PDC stub to the

subject lands. The applicant's engineer is to provide the maximum intended population and peak flow from the proposed development.

- The subject lands were not included as part of the Hyde Park Sanitary area plan and design sheet for the fronting sewer and if approved, a note should be added to the block on the area plan to reflect the added population for future tracking purposes.

Stormwater:

Specific comments for this site:

- The site is an Area of UTRCA and therefore the Applicant is to engage as early as possible with UTRCA to confirm any requirements/approvals for this site.
- As per Drainage Area Plan 19211, the site at C=0.65 is tributary to the existing 1800 mm storm sewer on Hyde Park Road. The applicant should be aware that any future changes to the C-value will require the applicant to demonstrate sufficient capacity in this pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- The subject lands are located in the Stanton Drain Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Stanton Drain Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- The number of proposed parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 80% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators or any LID filtration/infiltration devices.
- The proposed land use of a Multi-family residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010.
- To manage stormwater runoff quantity and quality, the applicant's consulting engineer may consider implementing infiltration devices in the parking area in the form of "Green Parking" zones as part of the landscaping design.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. Please note that the installation of monitoring wells may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100-year event and safely convey the 250-year storm event.
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Stanton Drain Subwatersheds:

- The subject lands are located in the Stanton Dain Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Stanton Drain

Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.

- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained, and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Ministry of Transportation: MTO has no requirement for this application.

London Hydro: London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

Site Plan:

- Consider the future ownership strategy of the parcel and whether the apartments and townhouses will continue to be held under one ownership or as separate properties/condos. The proposed provision to consider the zoning regulations across the entirety of the zone instead of property boundaries could mitigate future zoning issues if new property lines are created. However, it could create potential issues if there isn't a coordinated approach to development – we don't want to create a situation where the last phase to develop has to make up a significant percentage of landscaped open space or is left with a limited amount of density.
- A 3m landscaped island is required in the row of parking between spaces 7 and 22 (there are 16 uninterrupted spaces)
- Ensure the paratransit laybys are a minimum of 3.5m x 12.0m per the Site Plan Control By-law.
- A minimum 1.0m building setback should be provided from the proposed OS5 zone line to ensure construction activity and building footings do not encroach into the watercourse buffer.
- There is a black line around the parking area to the west of Building B – in this renders this appears to be fencing, but the site plan notes a ramp down. If underground parking is contemplated, please provide an underground parking plan and identify the extent of the foundation in hatched linework on the site plan.

Parks: Matters for OPA/ZBA

- None.

Matters for Site Plan

- The Parks Long Range Planning and Design section supports the proposed development, including the location and configuration of open space lands to provide an improved connection to City parkland west of the subject site. Dedication of the parkland will be finalized at Site Plan Approval.
- The City will require fencing as per SPO-4.8, or an approved alternative, abutting the open space lands.

Landscape: No comments

Appendix E – Public Engagement

Community Meeting Feedback

The consultant team hosted two Zoom webinars to provide a live forum to share information directly with community members and to facilitate a Q&A with the project team. These webinars were held on December 14, 2022 and on August 2, 2023.

Participants raised concerns about traffic safety and congestion. Specifically, it was identified that the right-in-right out entrance proposed on the site could cause traffic safety concerns at the intersection of Hyde Park and South Carriage due to anticipated U-turn movements. Additional concerns about increased parking on adjacent streets were also identified.

Participants also asked the project team questions regarding property management, tenant mix, anticipated rent prices and potential for use of the site as a community centre. Clarification regarding the height of the proposed townhouses was also requested.

Direct Responses Received

Hello,

I'm writing today concerning the proposed development of the Hyde Park and South Carriage Rd corner.

First, I'd like to state my disappointment for this not being public knowledge (no signs) advising people who live in this area of these proposed changes. This seems very sneaky and in no way transparent.

Did you not learn anything by the outcry of people who were against the building of the McDonalds across the street? Perhaps you did and that is why it is secret.

The homes in this area are well over a million dollars and you want to compliment the area by adding affordable housing?? What will this do to our property values??

Hyde Park is VERY busy as is. How are you planning on managing all the additional traffic? Additionally, what about the protected land with the wildlife? Although you're not building on this land, it WILL impact the animals. There is far too much building happening in this city.

I'm fully against this building and am very disappointed that this has not been made public. I feel terrible for those homes directly behind it. How tragic for them to have these beautiful home and properties to only be impeded on by this development.

Crime is way up in this neighborhood. Ppl are constantly having their cars and property damaged or broken in to. The same for businesses. What are your plans to address this? More ppl crammed into building will do nothing to help this or help the neighborhood. Many ppl are considering leaving.

Very disappointed in all who think this is ok.

Concerned Hyde park owner

Brandy Straub

August 11, 2023

Dear Leif and members of council.

I am a resident of the Canterbury Subdivision. I take pride in the ownership of my home. I've worked extremely hard to be able to afford a house in this subdivision as well as being able to afford the taxes levied for living here. I purchased this home knowing that I would be close to nature as well as knowing the park area was zoned as UR3 (agricultural, passive recreation and conservation).

I feel very disheartened with the city for not notifying the residents of the subdivision with the requested zoning change. I understand only residents within 120 m were to be notified and looking at the map that is not many residents since the vast perimeter of the property is vacant land. There is more notification sent to residents for storm water upgrades and illegal skaters on the pond. It is further disheartening when we are not told the intended use of the property only "affordable housing". I've seen first hand what happens in these locations where pride of ownership is not a priority of the occupants. I could name a few of the sites the city struggles to deal with but I don't feel that is appropriate as you are all aware. Having said that, this property is a lifetime investment and not being given the opportunity to speak out and protect this investment and only finding out because of a Facebook post is deplorable. I feel this was done in haste with the sole objection to slip this past residents during the busy summer months.

There are two property parcels to be developed and the numbers and buildings simply aren't sustainable.

I am further aware the schools in this area are over capacity, the land is currently a wet land that is essential for the environment to filter our ground water. I believe there are plenty of other locations to infill to allow the residents of Hyde Park the luxury of living by a green space as was the initial zoning purpose. If all the potential buildings are developed this will become a traffic nightmare and extremely unsafe not to mention too congested.

Regards,
Laurie Legg

August 11, 2023

Hello

My name is Nejla and I have lived in London all my life, I am also living in Hyde Park. My issues are of concern for this project because development can be good. However, I have noticed all newer builds lack proper parking. My building in Hyde Park is considered "new". We have no parking. They bribe tenants to give up parking. Based off the image this is going to cause more parking concerns. I notice big buildings with tiny units rising in this area and always far too close to main roads lacking privacy and proper transportation for bikes, buses and even emergency vehicles which diminish a potential need to expanding roads.

I also feel that we severely lack parks in this area. It is far apart and aside from a fake pond and some grass it doesn't cultivate a social environment. There are no seating areas like park benches or picnic tables. No parking so you can drive to a park and at least make the effort.

I grew up in pond mills. The vast difference between the areas is tremendous.

The ponds have docks to appreciate the waters. Here ponds are fenced with no reason but to collect mosquitos.

This would be better to remain a park as this is a terribly small space. I oppose these terrible buildings that don't provide familial spacing for people with kids. Lack of parking.

Not to mention the unaffordable price they will have. Even if it is a rental.

I oppose this proposal.

Nejla Skapur
August 11, 2023

Re: File OZ-9635

Proposal to change zoning 1364 – 1408 Hyde Park Rd

I will start out by saying that I am shocked that the city did not inform the taxpayers that live in the subdivision that this proposal most effects. We have previously been notified of other proposed changes for along Hyde Park Rd. It appears this zoning change is trying to be done quickly without ensuring the public is informed.

The current zoning is UR3 permitting agricultural, passive recreational uses and conservation uses.

The city is in need of more recreational spaces to keep up with demand in the ever-growing area of Hyde Park. Asking to re-zone an area where the park could be expanded to include an additional soccer field or baseball diamond, skate board area or splash pad, under the current zoning to put up high-density housing, does not make sense. If we are going to develop this land, we should use it for what it was initially intended for.

This area is already home to many animals, birds and beavers. Building on this land would disrupt the habitat of these species.

In addition, the Hyde Park community does not have many of the services required to add 280 households

- The schools in the area are already over capacity, and there are currently no plans for new schools
- There is limited public transportation in the area – you cannot get to many parts of London easily from Hyde Park. (ie to get to UWO, it takes 45 mint to 1 hour via bus)
- The current park which is sized for a 80-90 household sub-division therefore, it will need to be expanded if you plan to triple the households using the park.

Also, the traffic on Hyde Park is already very busy, trying to have another 280 households trying to turn into a driveway off Hyde Park would only add to the issues. And speaking of vehicles, the plan does not appear to have enough parking spaces for 280 of households. Due to the lack of public transportation, households will need a vehicle to live here.

London is building a rapid transit system, should council not be looking to build high density housing where the new households can take advantage of this great new transit system, vs adding high density housing in areas not services by rapid transit and therefore likely adding to the number of cars on the road.

I would urge my council representative to vote against the proposed zoning changes and encourage other council members to do so as well.

Yours truly,

David Killinger
August 11, 2023

Hi

I wanted to voice my concern over the density of this project on such a small parcel of land. I use the trail system behind and it is filled with animals and vegetation. I would hate for these areas to be ruined or over crowded for the natural habitat. Please concenter making this low density housing so as to not ruin the natural habitat.

Best regards

Jennifer Omstead
August 11, 2023

Hello

Please conserve this wetland as conservation space. Birds and insects as well as turtles and wildlife need to be protected as their numbers are drastically declining. This used to be part of a beautiful meadow where our family birdwatched.

Hyde park has changed so much. Please leave some natural habitat. Groomed parks do not support wildlife.

Bev Jay
August 11, 2023

I object to the proposed zoning changes to 1364-1408 Hyde Park Road for the following reasons:

- 1) The destruction of green space that houses deer, foxes, geese, turtles and supports the City of London Beaver Pilot project. When asked about the environmental and wildlife impact of the proposed changes, the City has responded that the application did not require an ecological assessment due to prior due diligence. The due diligence was not available to the public. Is this information available under the freedom of information legislation?
- 2) The proposed housing will force traffic into the South Carriage subdivision since there will be no ability for residents to turn left from Hyde Park Road into the proposed development. Automobiles will utilize South Carriage for parking beside the 'London Family' memorial as well as parking near the parkette to access the back of the proposed development. This already occurs in a limited way when there are soccer games in the park. There is no proposed neighbourhood calming measures nor are there any sidewalks for the increase in foot traffic on South Carriage. This will be a safety issue. This issue was not addressed in the traffic study.
- 3) There was no discussion relating to the impact on the flood plain given the disappearance of green space.
- 4) The proposed development on Hyde Park does not align with the senior government's strategy to boost housing density around major transportation hubs. Is the City receiving any provincial or federal funding for this development?

I would like the opportunity to speak to the City Committee and be made aware of decisions made by the City of London with respect to this development.

Regards,

Robert Wood
August 11, 2023

Good evening Leif,

I am reaching out to share my feedback on the multi-unit development for 1364-1408 Hyde Park Road. I use the multi-use path there almost daily while cycling, walking, or running, and am strongly opposed to this development.

First, this area is currently an amazing ecosystem, with storm ponds on the east and west sides of Hyde Park Road. Here lives a large population of beavers, which was a city-led project a few years ago. There are migratory waterfowl, great blue herons, dozens of bird species, turtles, rabbits, deer, and many other animals that make that field and ponds home.

Second, while I am very supportive of affordable housing, this small space is not the place for 2 highrises and townhouses. Traffic is already overwhelming in the area, these paths and their beauty are enjoyed by many Londoners, and we can't afford to lose a habitat like this in the Forest City. There have to be dozens of areas that could support such a development that are not currently natural habitats for so many species. This development is not in keeping with the area, since the large highrises are not directly on Hyde Park Road but set back on S. Carriage.

Lastly, I am also gravely concerned that these units will not contribute to an affordable housing pool in the city. The rent in the surrounding apartments and condos is astronomical. In planning such developments here or elsewhere, I'd like to know what the city will do to cap the rent and how rental applications will be processed, in order to make it reachable and a priority for those who deserve housing. We don't simply need more housing, we need housing that is geared to those who cannot afford \$1700+ rent a month.

I ask that you would please reconsider this planning application.

Sincerely,
Angela Beye

August 11, 2023

I'm writing to ask you to help stop the plan to build affordable housing in our high end neighbourhood. It's bad enough that all the plants and trees are being demolished to improve the water/reservoirs in our area they now want to take away more green space to build more housing at the edge of a park. I'm concerned about how this will impact the area and the park. We already have tents set up in the south end of the park by the railroad. I'm concerned with what will end up in our playground. I'd prefer to see the park improved to bring more appeal to the area. Hyde Park road is very busy and the traffic is loud and fast. We do not need more traffic or buildings going up in this area. We have 4 already planned with this affordable housing being 5 and possibly 6. When will it stop?

Why can't we have some green space? This is the forest city and we are stripping it of all the natural land and filling it with buildings and properties. Let's preserve this green space and make it more user friendly with paths and trees and park benches. I'd be happy to see a small wet pad put in. Stop the multiplication of buildings going up all around us.

This is not the place for affordable housing.

Tanya Zorzan
August 12, 2023

To whom it may concern,

I understand there was a time limit on responding to the new development proposed in Hyde park by the tracks.

I live in the area and only just heard of this. I use Canterbury park daily to walk my dog. I was both sad and upset to receive written notice about the storm sewer work knowing it would mess with the wildlife living there. When my kids were younger I volunteered with them to plant trees in the park with the local Scout troop. Reforest London was there last fall planting trees as well. All that work recently and in the past has been mostly bulldozed down. So sad really for a place that calls itself the forest city.

What it seems now is that the timing of the storm sewer upgrade was designed all along to accommodate the proposed housing development. There are drawings which suggests to me that the public consultation is merely a formality or better yet an afterthought to the process.

Public transportation in the area is inadequate with only 1 bus on Hyde park road to NE London or downtown. It is more than an hour bus ride to lhsc on commissioners. I know because I've taken the bus to work when I've had no vehicle. The food bank would be an all day trip. Plus even more people means traffic on Hyde park Rd will be even busier and noisier. We've already had one mass fatality in that area. Thus traffic control will need indepth consideration. I hope the planning committee will consider this.

I would also hope that the infrastructure needed for the development in terms of social services, grass cutting, snow removal, garbage etc is already determined to be adequate. Otherwise the area will become substandard to the look and feel of our community which has tried so hard to maintain its quality!

Barb Wilson
August 13, 2023

Hello Leif

Below is a list of reasons why I am objecting to an affordable housing project at 1364-1408 Hyde Park Road:

1. Services? The one and only bus route is every half an hour to downtown. Therefore a connecting bus will be needed to access any social services. Put the affordable housing project at Sherwood Forest Mall where the Community Resources centre, library, drug store, grocery store, Goodwill are all located.
2. Jobs? the bus only goes to the Real Canadian Superstore, Walmart and Masonville. Part-time, minimum wage jobs.
3. Schools? Sir Arthur Currie is full and closed to this neighbourhood. Children are bussed across the City to Knollwood Park Public school 45 minutes away. What's the plan for 200+ more school children?
4. Safety? Cars travel at 80 km/hr all day, everyday on Hyde Park Road. I can't imagine putting a high-rise full of children anywhere near Hyde Park Road.
6. Green space/park? Gone. The have-not neighbourhood will lose the one and only City perk we have - Cantebury park.

Green space - east of Hyde Park Road between Sarnia Road and Fanshawe Park Road, there are six ponds and three large parks. West of Hyde Park Road between Sarnia Road and Fanshawe there is ONE park and two ponds. And the City wants to pave this park over and build housing.

Maryanne Harkins
August 5, 2023

To whom It May Concern

This letter is to express my concern regarding the rezoning of the parcel of city owned land on Hyde Park Rd (1364-1408).

As per conversations with city officials, it was explained to me that this parcel of land is presently zoned light industrial/commercial and a rezoning would change it to residential.

I have lived in this area for 32 years and have seen it grow from a small rural hamlet to where it is today. Mr. Smolarek's comment that building the 60 unit 6 storey and 80 unit 7 storey apartment building with 17 townhouses also included in this area is in keeping with the neighbourhood. I would vehemently disagree.

The area has across the street from this proposed parcel of land has 3 high rises. One with privately owned condos and the other two with rental units. A third is presently under construction. The area around these high rises is surrounded by privately owned townhouses and privately owned homes. All of these are in an area/parcel of land that is much larger than what Mr. Smolarek and the City want to rezone.

The parcel of land on Hyde Park Rd., is not big enough to accommodate the proposed buildings. This area does not support such high density accommodations. My understanding is that some of the accommodations will be "affordable housing". My concern with the "affordable housing" is, who is going to make sure the conditions of these "affordable units" are maintained. We have all seen the ruin of the "affordable housing" complexes in London.

This neighborhood is now safe and family oriented. The park at South Carriage and Hyde Park Rd, where you want to back these residential units on to, is frequented daily by families and people out walking and carrying out different sporting activities. Let us keep our park area safe and clean.

I am not in favour of rezoning this parcel of land. I do not feel that such high density living in such a small area is beneficial to the neighbourhood. Mr. Smolarek and the City are not looking at the big picture.

Sincerely
Carla Martin
August 11, 2023

Aanii Leif Maitland & Councillor Rahman,

Chi miigwetch for your input on File OZ-9653 which is the proposed development at 1364-1408 Hyde Park Road.

Today, I am writing in support of the proposed amendment after reading of the plan in the London Free Press and having the opportunity to review the application on the City of London's website. Using municipal land for housing development, more specifically affordable housing is an excellent and much needed approach that would help London meet both provincial targets for housing as well as those within our municipal housing and homelessness strategy. The proposed site is ideal for the density proposed as it's a large lot, lies within a transit corridor and is close to various amenities such as grocery and department stores. I am grateful to see such a proposal as we are in desperate need of affordable housing in this city. I hope this proposal is just the first of many.

Please feel free to share this email as part of the public agenda as it pertains to the item.

Chi miigwetch,

Frances Elizabeth Moore

August 2, 2023

Dear Leif Maitland and Councillor Rahman,

Thank you for the request for input on File OZ-9653, the proposed development at 1364-1408 Hyde Park Road.

I'm writing in support of this proposed amendment after reading about the plan in the London Free Press and reviewing the application in the City's website. Using municipal land to spur housing development more generally, and affordable housing more specifically, is an excellent approach to both meet provincial targets for housing as well as our municipal housing and homelessness strategy. I am encouraged by the density proposed as we need intensification if we are going to meet our targets within the existing municipal boundaries. This site is ideal for this density as it is a large lot, is on a good transit corridor, and is close to commercial amenities such as groceries and department stores.

I am inspired by the City of London showing leadership in developing the housing we need and hope to see more of these proposals going forward.

This email may be shared in the public agenda on this item.

Tia Brown
August 1, 2023

Dear Leif Maitland and Councillor Rahman,

Thank you for the request for input on File OZ-9653, the proposed development at 1364-1408 Hyde Park Road.

I'm writing in support of this proposed amendment after reading about the plan in the London Free Press and reviewing the application in the City's website. Using municipal land to spur housing development more generally, and affordable housing more specifically, is an excellent approach to both meet provincial targets for housing as well as our municipal housing and homelessness strategy. I am encouraged by the density proposed as we need intensification if we are going to meet our targets within the existing municipal boundaries. This site is ideal for this density as it is a large lot, is on a good transit corridor, and is close to commercial amenities such as groceries and department stores.

I am inspired by the City of London showing leadership in developing the housing we need and hope to see more of these proposals going forward.

This email may be shared in the public agenda on this item.

Abe Oudshoorn, RN, PhD
July 31, 2023

Dear Leif,

I hope this email finds you well. I am a resident of the area and I am writing to provide my wholehearted support for the proposed planning application at 1364-1408 Hyde Park Road that includes the development of 140 apartment units and 17 townhouse units in our community. I believe this project aligns perfectly with the city's needs and values, and I would like to highlight several key aspects that make it an excellent addition to our neighborhood.

First and foremost, I commend the inclusion of apartment buildings alongside townhouses on the land. This mixed-use development allows for a diverse range of housing options, catering to various needs within our community. In particular, the emphasis on affordable housing in this project is of utmost importance, as it addresses a pressing demand within our city. Additionally, it fulfills London's plan to build up and out by increasing density within the municipal boundaries.

Furthermore, the incorporation of two open space zones, one along the existing park access and the other accommodating the stream feature, demonstrates a commendable commitment to preserving green space and maintaining the natural environment. Such open spaces not only promote a healthier lifestyle for residents but also contribute to the overall ecological balance of our city.

Another aspect that deserves praise is the focus on active transportation. As our community grows, it is vital to promote alternative and sustainable transportation options. By emphasizing active transportation in the planning of this development, you are fostering a sense of community, reducing traffic congestion, and creating a more livable and pedestrian-friendly neighborhood. I noted in the planning and design brief there was mention of including bicycle parking and I just wanted to emphasize that I hope both long-term, and short-term bicycle parking is included within that.

I believe this project holds significant potential to enhance the overall quality of life in our city. By providing a diverse range of housing options, preserving green spaces, and promoting active transportation, it embodies the principles we should embrace in sustainable urban planning.

I urge you to consider my feedback and lend your support to this project. I genuinely believe it will make a positive and lasting impact on our community and aligns perfectly with the values we cherish.

Thank you for your time and consideration.

Kind regards,

- Justin H. Mulder
July 31, 2023

Hello Councillor Rahman,

I own a house in your ward right near where this development is planned (on Coronation Dr), we actually spoke while you were campaigning.

I'm sure there are a lot of people that are going to complain about this project, but please be in favour of it. Our city needs more affordable housing anywhere we can get it and this seems like a great option for it.

Thanks,

Alex Jones-Chick

July 31, 2023

Hello,

I am sure you are receiving plenty of opposition to this (and every other rezoning application) so I would like to express my support for the requested zoning and official plan amendments. As a renter I would be happy to see a greater supply of housing. The scale appears to be appropriate given its location along an arterial road that is close to stores and schools.

Anthony Liu

July 31, 2023

Hello,

I was unsure where or who to send my feedback to, so if this is the wrong place I would ask that you forward it to the appropriate individuals.

I'm writing concerning the proposal to rezone the area of 1364-1408 Hyde Park Road. This area is currently open space in a part of the city that has been largely built up in the last several years.

i would be lying if I said I didn't have some bias towards this part of my neighborhood. Like I said, it's one of the last untouched areas in the Hyde Park area, and Canterbury Park, which is a part of the land that is proposed for development, is one of the only spaces where you can go and feel like you aren't in the city anymore. there is nature that surrounds that area, and it's calm and peaceful, and beautiful, and my it makes my blood boil to think that you all [the City, developers and whoever else] are willing to take away that beauty in the name of more buildings.

Now with that out of the way, the plan itself I take issue with. The current proposal is for a six-story apartment building, a seven-story apartment building, and townhomes. I think the main question here is why in the world would you let someone build apartment buildings that are that tall on that land. Seven stories? Do you not realize that the neighborhood that borders that land is residential? Seven stories would mean that people would lose all privacy. Also, that many units mean more people, which that area CAN NOT handle!

In the Free Press article that I read tonight, you all are quoted as saying that this parcel of land is a good place for affordable housing because of its proximity to transit and shopping. My question is are ya sure? There is one bus that operates on Hyde Park - the 31, it goes up to Walmart and down to the superstore, and there is a peavy mart across the street from the parcel of land. Don't you think that low-income individuals should be offered housing in areas that has better transit services and more variety for their basic needs? I most certainly would, which is why this land should be left untouched and this proposal put somewhere else, in a more high-density area with established transportation and services. Don't you all want to build up Masonville? Or what about the already-established areas out in Fox Field? To me it would make more sense to do seven-story apartment buildings there =, then it would to do it here.

Also, let's chat about the environmental impact that a project like this would have. This parcel of land, the park itself, and the trail, which I affectionately refer to as the Hyde Park Trail, are home to different species of wildlife and plants that call this area home. With the city being all concerned about climate change I'm surprised that you all would be so willing to encroach, and in some cases, destroy natural ecosystems just so you can have some affordable housing.

Lastly, one of the things that I find most troubling about this proposal is the plain and simple fact that you all are so willing to put high-density housing in an area that should be left untouched in remembrance of the Afzal family. That family was killed right down the road from the proposed site. There is a memorial on the corner of that street now. In my opinion, that entire parcel of land from the corner of Hyde Park and South Carriage all the way up to the pond should be left untouched in honor of them. Last year people fought a Mc Donalds that was supposed to go in across the street from the memorial because of the threat of vehicle traffic, so why in the world would you allow high-density housing, with all of the people and vehicle traffic that it brings, in an area that should be left at peace?

In closing, it's no secret I'm against this development. I think I've made my views pretty clear, but I have one thing left to say. You all seem to think that this mass development plan is the greatest thing since sliced bread, but it's not. You're building up parts of this city that aren't set for the type of growth that we're seeing. Roads, water, sewers and the rest can't handle all of the development that is going on. Have you tried to get around this city lately? It's horrible. So I would urge you to tap the breaks on all of your development plans, including this one and seriously look at if certain areas can handle heavy development. I can tell you most certainly that this proposal is highly unwanted in this area, and this type of affordable housing would be better suited to an area around Masonville or up around the existing apartment buildings at Hyde Park and Fanshawe.

Regan Alward

July 30, 2023

Dear Leif Maitland and Corrine Rahman

We have lived at 93 South Carriage Road for 22 years. The community surrounding this area has changed dramatically during this time, especially over the past 10 years. Hyde Park Road is a very busy road especially in the morning and from 3:30 to 6:30 pm. We have witnessed lots of residential building of all kinds, single homes, townhomes and now apartment buildings. It seems any empty lot could be available for development! We had heard about an apartment building right at the corner, behind the 'Our London Family' memorial, at South Carriage Road and Hyde Park Road, but we were quite surprised to find out about further proposals for buildings at 1364, 1376, 1390 and 1408 Hyde Park Road. Our concern is not for these further buildings but we have a huge concern for the **single entrance and exit** off of Hyde Park Road! This is only a right handed exit and entrance, if someone is traveling north on Hyde Park Road, how are they to have vehicle access to this parking lot? Is a left turn at South Carriage, then a turn around on South Carriage, to go south on Hyde Park Road, is this what everyone will need to do to have access?? This will be very cumbersome and awkward especially during peak travel times when it is busy. There is a median at the light at South Carriage and Hyde Park on Hyde Park Road, so you can only turn right into this single access road at these addresses! Traffic congestion will be a huge problem especially with the addition of 180 new units.

We would like to know how the city plans to address this issue.

Sincerely yours,

Janice and Bill Thompson

July 26, 2023

Via phone:

Upgrade to the Canterbury Park are needed

Transportation improvement at South Carriage are needed to accommodate for traffic.

Brett Hill

August 3, 2023

Appendix E – Urban Design Peer Review Panel

Address of Development Site: 1364, 1376, 1390, and 1408 Hyde Park Road

Date of Panel Meeting: 07-19-2023

Comment:
The panel commends the proponent for provision of a clearly illustrated design package. The development and built form design strategy are very clearly explained.
Applicant Response:
Acknowledged, thank you.

Comment:
It is understood that the site plan and associated building design materials are conceptual. Provided the specific character of the development is to be determined, the panel recommends the proposed development be reviewed again at the Site Plan Approval stage and the submission include detailed building plans, elevations, and landscape plans.
Applicant Response:
Noted. Once detailed building plans, elevations, and landscape plans have been prepared for the site plan process, they will be circulated to the Panel for further review and comment.

Comment:
The urban design analysis presented is thorough. The intended edge conditions illustrated in the package should be adhered to and be articulated in the OPA and/or ZBA. If possible, the zoning by-law should establish clear targets to reflect the desirable edge conditions. For example, minimum rate (percentage) for active built frontage.
Applicant Response:
We will work with City staff to explore this further. While we agree that the concept for the site should maximize the amount of built and active frontage along the public-facing edges. There needs to be a balanced approach as this is not an urban context and 3 of the 4 edges are public facing. At this time, given that the proposed building forms are conceptual, we are cautious in establishing an aggressive minimum percentage for built and active frontage, as the built forms and parking orientation could change pending a more detailed design of the buildings.
Comment:
The built form transition strategy is very sensitive. If required, the panel suggest that additional height on Building B could be contemplated.
Applicant Response:
The current concept plan strives to ensure that the existing minimum parking requirements (0.5 per unit) for the development are accommodated as surface parking. Recognizing the costs involved with building underground parking, the concept proposes that any subsurface parking be contained within the footprint of Building 'B'. The development proposal cannot accommodate any additional units in

Building 'B' with the current parking configuration.

Comment:

The panel agrees with the location of the proposed driveway and the intention to have one driveway from Hyde Park Road shared by up to three individual developments. We suggest that the driveway and its access point should be established and included in the zoning map. This will help to indicate that the phased development will use this shared access rather than allowing for separate developments to each have individual driveway access.

Applicant Response:

We agree with the comments provided by the panel regarding a singular access point to the site. However, given that the proposed building forms are conceptual, we do not wish to establish an exact location for the access point at this time, as the access point could change pending a more detailed design of the buildings. Further discussions with Municipal Housing Development staff will occur to establish if this is something that could work for the future plans of the site.

Comment:

The panel recommends that all proposed buildings should be set back minimum 5m from the existing and future park sides. The 5m space can accommodate a walkway and approximately 3m of landscape space to ensure an active frontage and generous landscape buffer facing the public park.

Applicant Response:

Through detailed design, we will explore opportunities for additional building setback to allow for landscape space along the park edge. There is flexibility to shift Building 'B' further north to allow for an increased setback from the southern lot line. Due to the limitations caused by the surface parking for Building "A" however, there is little flexibility for additional setback from the west property line for the proposed townhouse blocks.

Comment:

The panel notes that the proposed 6 storey building (Building A) appears to be too close to Hyde Park Road. A minimum 3m setback is recommended to allow for adequate landscape buffer and privacy for building residents.

Applicant Response:

The front yard setback of the proposed 6-storey building has been designed to align with the future streetwall created from the approved development proposal to the north (1420 Hyde Park Road). The regulations for the proposal at 1420 Hyde Park Road have a minimum front yard depth of 1.5m and a maximum front yard depth of 3.0m. The current development concept for the project site has a 2.0m front yard depth.

Comment:

The panel notes that there appears to be a lot of surface asphalt that is spread out on the site. Consider the following strategies for reducing the amount of asphalt paving:

- a. Consolidate the garbage pick-up areas to allow for only one required garbage truck path of travel to be provided.
- b. Remove the driveway and garbage pick-up along the west edge of the site. We suggest that parking and service areas facing the park should be avoided. Reduce parking to allow this, if possible. If not, we suggest reconfiguring building footprints and parking, or providing underground parking to allow for a better edge condition along Canterbury Park. Reconfiguring townhouse developments to allow for more townhouse frontage along the west edge of the site could also be considered.
- c. At a minimum, the setback for parking along the west edge of the site should be increased to 3m minimum to allow for adequate landscape buffer.

Applicant Response:

Through detailed design, we will explore opportunities to potentially relocate the garbage pick-up areas, reduce parking and service areas facing the park and increase the setbacks for parking to allow for an increased landscaping strip. To create an efficient and functional layout of the underground parking structure, there may be limited opportunity to move the ramp and parking areas along the park frontage.

Comment:

Consider relocating the amenity space for Building A to the south side (and sunny) side of the building, to be co-located with the triangular green space at the entrance of the site.

Applicant Response:

The current location of the amenity area for Building 'A' provides for an increased setback from the proposed building to the north. The proposed Zoning By-law regulations for the project site does however allow for Building 'B' to be moved closer to the north property line. We will continue to look at opportunities to relocate the amenity space to the southern area of Building 'A' as we get into the detailed design through the Site Plan process.

Comment:

The panel suggest that there are great opportunities to introduce grade-related units along the park edges. Details could be considered for inclusion at the Site Plan Approval stage.

Applicant Response:

We will explore opportunities to introduce grade-related units along the park edges through detailed design as we progress to the Site Plan process.

Form Completed By: Jerzy Smolarek, Urban Design, Siv-ik Planning and Design