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**File: Z-8201**  
**Planner: Mike Corby**

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| <b>TO:</b>      | <b>CHAIR AND MEMBERS<br/>PLANNING &amp; ENVIRONMENT COMMITTEE</b>   |
| <b>FROM:</b>    | <b>JOHN M. FLEMING<br/>MANAGING DIRECTOR, PLANNING AND CITY PLANNER</b>   |
| <b>SUBJECT:</b> | <b>APPLICATION BY: THE TRICAR GROUP<br/>1040 CORONATION DRIVE<br/>PUBLIC PARTICIPATION MEETING ON<br/>MARCH 4, 2014</b> |

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| <b>RECOMMENDATION</b> |
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That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of The Tricar Group relating to the property located at 1040 Coronation Drive:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on March 18, 2014 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Holding Residential R9 (h-89\*h-90\*R9-7\*H45) Zone which permits apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings and continuum-of-care facilities, **TO** a Holding Residential (R5) Special Provision (h-89\*h-90\*h-91\*h-(\_)R5-4(\_)) Zone to permit cluster townhouse dwellings and cluster stacked townhouse dwellings. A special provision is required to recognize the lot has no legal frontage on a municipal right of way and for a reduced interior side yard setback of 3 metres and a reduced encroachment setback for an elevated balcony;
- (b) The Site Plan Approval Authority **BE REQUESTED** to implement the following design issues through the site plan process:
  - i) Placement of pedestrian connection through the site to connect with the proposed main street corridor on Hyde Park Road;
  - ii) Consideration of a more subtle fence combined with plantings around the property to promote unity within the site and avoid isolation;
  - iii) Consideration of using building materials to better articulate the facades. In this regard, units that are shown with siding full height would benefit from some horizontal relief. Further, consider a consistent element, material or colour on all units to ensure a more cohesive development.

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| <b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b> |
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Hyde Park Community Plan, December 15, 1999  
 Z-7399 – Planning Committee Report, December 10, 2007, January 14, 2008

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| <b>PURPOSE AND EFFECT OF RECOMMENDED ACTION</b> |
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The purpose and effect of the requested Zoning By-law amendment is to facilitate the

Agenda Item # Page #

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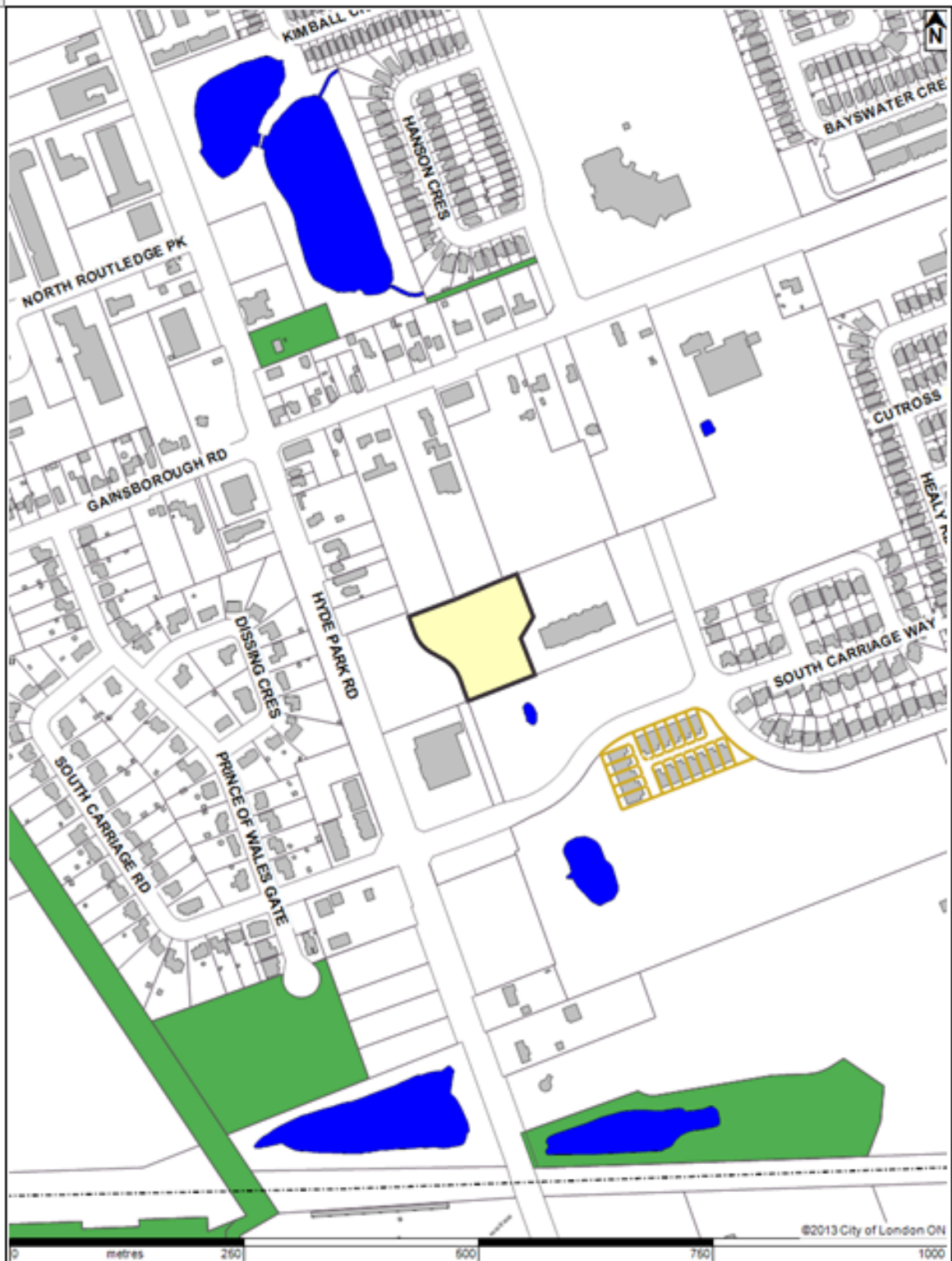
development of a 39 unit cluster housing development.

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| <b>RATIONALE</b> |
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1. The recommended amendment is consistent with the polices of the Provincial Policy Statement (2005);
2. The proposed amendment is consistent with the High Density Residential policies of the City of London Official Plan;
3. The use of holding provisions will ensure that all engineering and urban design issues are addressed.

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**LOCATION MAP**  
Subject Site: 1030 Coronation Dr  
Applicant: The Tjcor Group  
File Number: Z-8201  
Planner: Mike Corby  
Created By: Mike Corby  
Date: 2013-06-14  
Scale: 1:5000

**LEGEND**

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|  | Subject Site       |
|  | Parks              |
|  | Assessment Parcels |
|  | Buildings          |
|  | Address Numbers    |



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**BACKGROUND**

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| <b>Date Application Accepted:</b> June 11, 2013   | <b>Agent:</b> Stantec Consulting Ltd. |
| <p><b>REQUESTED ACTION:</b> Change Zoning By-law Z.-1 <b>FROM</b> a Holding Residential R9 (h-89*h-90*R9-7*H45) Zone which permits apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings and continuum-of-care facilities, to <b>TO</b> a Residential R5 Special Provision (R5-4(_)) Zone to permit cluster townhouse dwellings. The special provision is for a reduced side yard setback and a reduced encroachment setback for one elevated porch.</p> |                                       |

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| <p><b>SITE CHARACTERISTICS:</b></p> <ul style="list-style-type: none"> <li>• <b>Current Land Use</b> - Vacant</li> <li>• <b>Frontage</b> – No legal frontage on a municipal road.</li> <li>• <b>Depth</b> – n/a</li> <li>• <b>Area</b> – 1.06 ha</li> <li>• <b>Shape</b> - Irregular</li> </ul> |
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| <p><b>SURROUNDING LAND USES:</b></p> <ul style="list-style-type: none"> <li>• <b>North</b> - Commercial Uses</li> <li>• <b>South</b> - Vacant</li> <li>• <b>East</b> - Apartment</li> <li>• <b>West</b> - Vacant/Hyde Park Road</li> </ul> |
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| <p><b>OFFICIAL PLAN DESIGNATION:</b> (refer to Official Plan Map)</p> <ul style="list-style-type: none"> <li>• High Density Residential</li> </ul>        |
| <p><b>EXISTING ZONING:</b> (refer to Zoning Map)</p> <ul style="list-style-type: none"> <li>• Holding Residential R9 (h-89*h-90*R9-7*H45) Zone</li> </ul> |

**PLANNING HISTORY**

The subject site was part of the Hyde Park Community Plan process in 1999 and is considered to be located within the Hamlet of Hyde Park. The Community Planning process also included Urban Design guidelines to help achieve the vision for the Hyde Park area. Through the area plan process the lands to the west along Hyde Park were designated Main Street Commercial Corridor and the subject site as well as lands to the east were designated Multi Family, High Density Residential. The designations are to be complementary as the increase in residential density will help create a strong residential community and support the commercial corridor along Hyde Park Road and Gainsborough Road which are to be the heart of the Hyde Park hamlet.

In 2007 a rezoning application was received by planning staff to rezone 1503 Hyde Park Road

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to permit Commercial uses along Hyde Park Road and High Density Residential on the remainder of the lands as per the Community Plan. The original proposal showed two multi-unit apartment buildings on the site with two commercial buildings along Hyde Park Road. Through the process an emphasis was placed on implementing the Urban Design Guidelines, and maintaining a strong pedestrian connection through the site to Hyde Park Road. In a December 10, 2007 report to Planning Committee, Planning Staff recommended that the requested amendment be supported. However, council referred the report back to staff to discuss design concerns as some of the goals of the area plan and Urban Design Guidelines were not being met.

On January 14<sup>th</sup>, 2008 a report was brought back to council showing the changes made in collaboration with the applicant to achieve the goals of the Urban Design Guidelines. Specifically, the inclusion of a 4-storey apartment building that will front Coronation Drive to establish a mix of building forms and create a pedestrian scale streetscape on Coronation Drive. This lower scale also provides a transition of height from the existing apartment building to the future low density lands to the east side of Coronation Drive. Also included was a vehicular/pedestrian connection along the south lot line as well as a pedestrian connection on the north side of the property from Hyde Park to Coronation Drive. Staff supported the new design and orientation of the buildings as did Council and the rezoning was adopted. The final zone included three holding provisions pertaining to: for Storm water management; the extension of Coronation Drive; and, to ensure that the urban design concepts established through the Zoning amendment were implemented.

At the time of that rezoning application, 1503 Hyde Park Road and 1030 Coronation Drive comprised one parcel municipally know as 1503 Hyde Park Road. In July of 2008, the lands were severed creating separate parcels for 1503 Hyde Park Road and 1030 Coronation Drive. After the creation of 1030 Coronation Drive the owner applied for a plan of Condominium on March 22, 2010 followed by a Site Plan approval application which was granted approval on July 8<sup>th</sup>, 2010. During the site plan approval process the holding provisions applied to the lands as part of the previous rezoning were removed, specifically to the portion of 1030 Coronation Drive to permit the development of the first apartment building. The lands to the east fronting Coronation Drive, maintained all three holding provisions. The subject site maintained two holding provisions but the h-91 was removed which required that the urban design concepts established through the Zoning amendment were implemented. It was removed because the approved site plan covered the whole of the property and the urban design concepts had been addressed through the initial site plan to construct the apartment building. The other two holding provisions were only dealt with on the first phase of the development which is why they remained on the portion of the site intended for future phases. A plan of Condominium was then registered on March 1, 2011 on the first phase of the site which in turn created a new lot line creating a land locked parcel between 1030 Coronation Drive and 1503 Hyde Park which was to be developed in keeping with the approved site plan for another apartment building.

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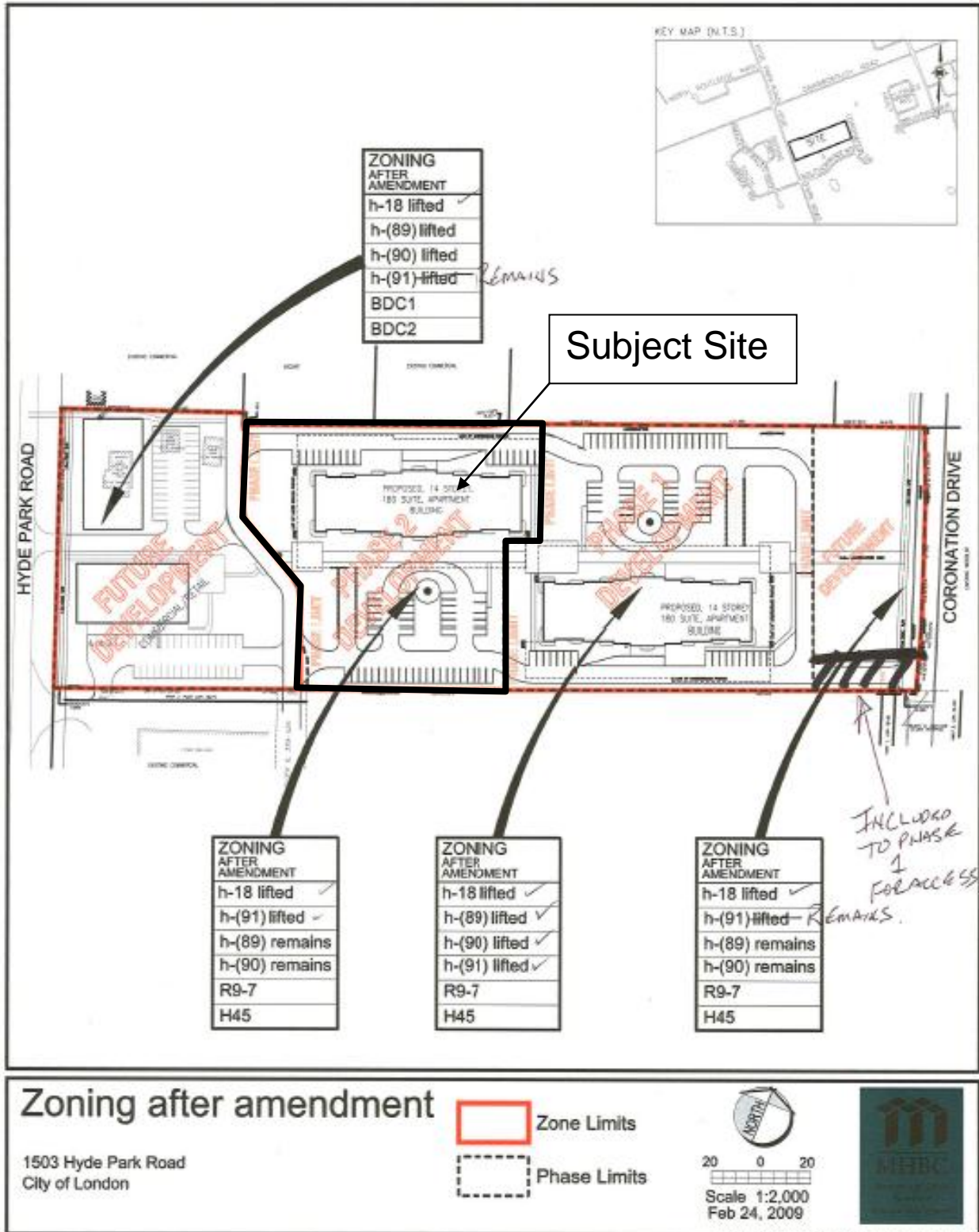
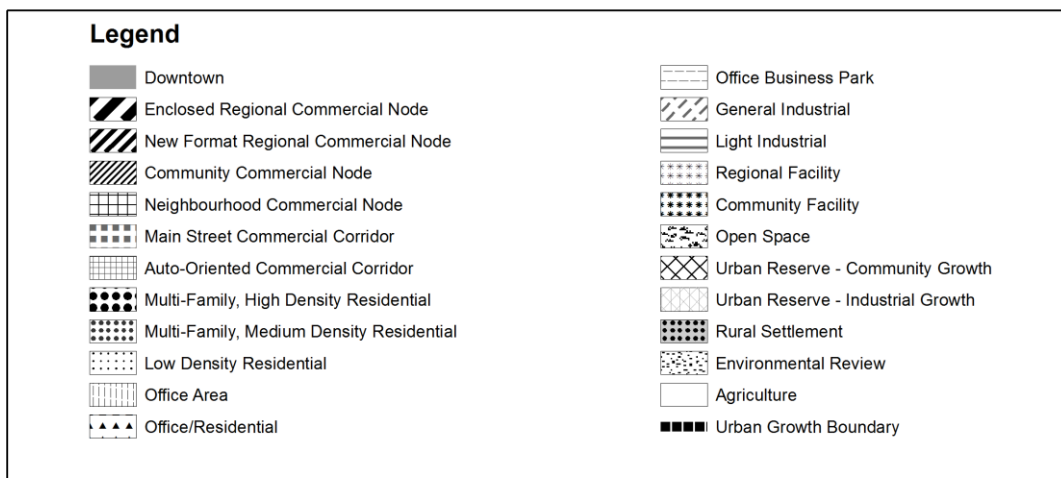
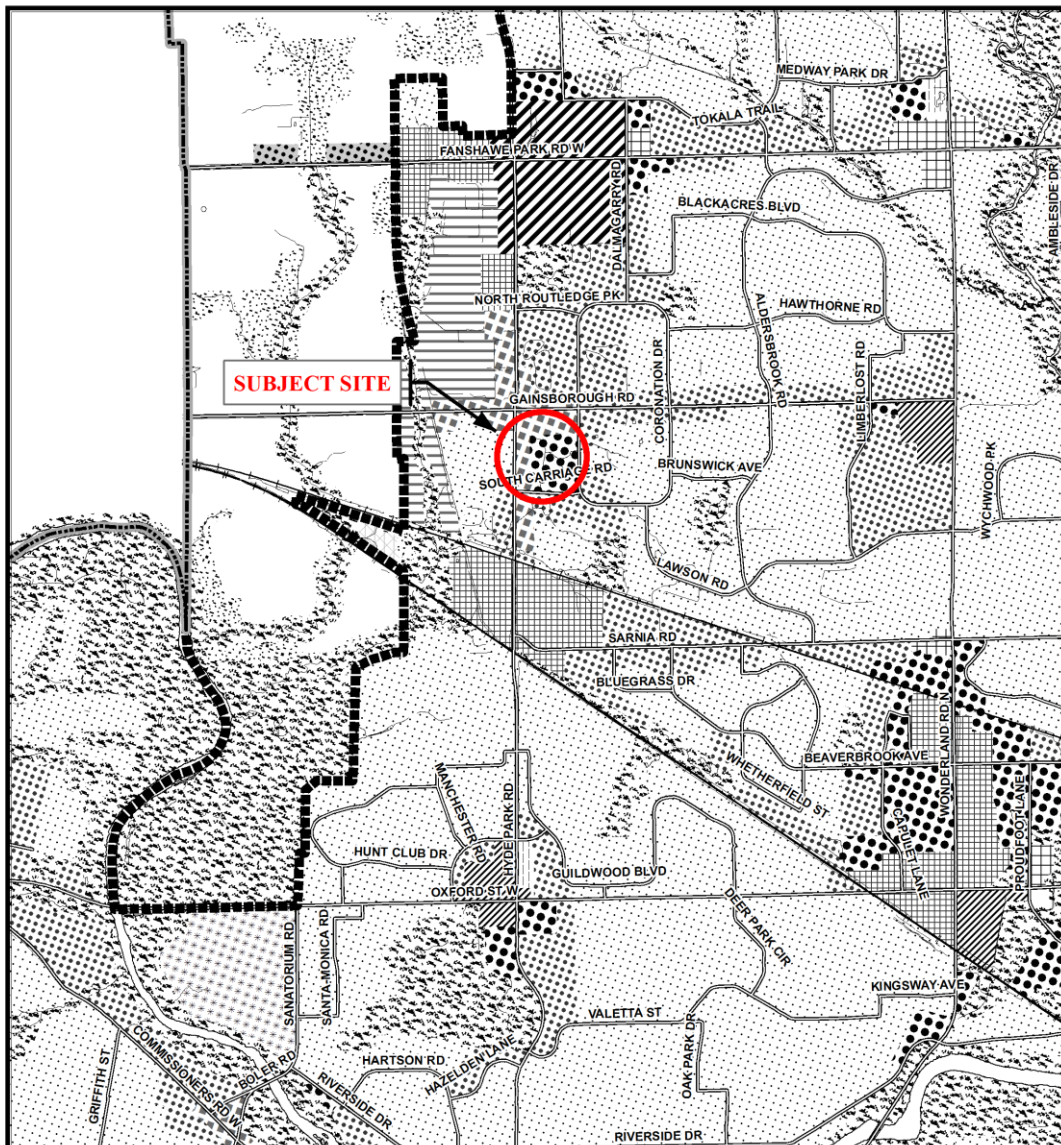


Fig.1 – Original Development Proposal

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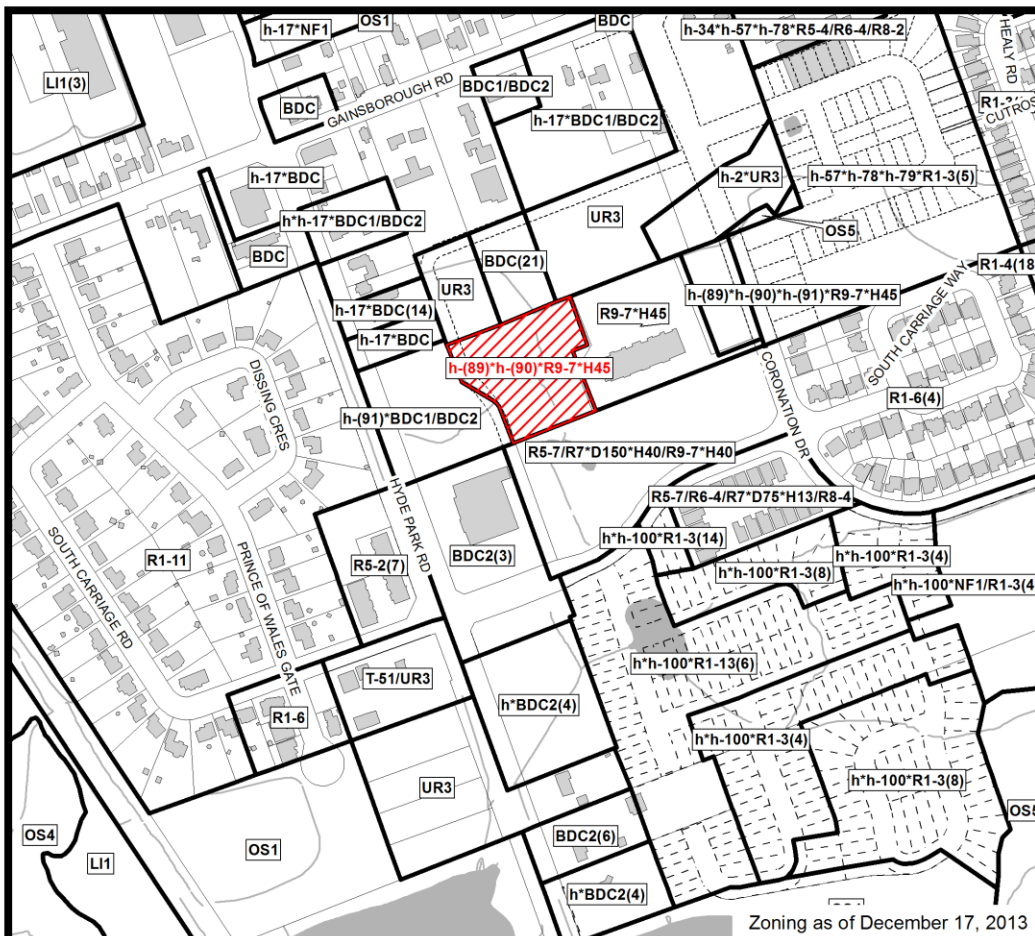


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| <p><b>CITY OF LONDON</b><br/>Department of<br/>Planning and Development</p> <p>OFFICIAL PLAN SCHEDULE A<br/>- LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p> | <br>Scale 1:30,000<br>0 150 310 620 930 1240 1550<br>Meters | <p>FILE NUMBER: Z-8201</p> <p>PLANNER: MC</p> <p>TECHNICIAN: MB</p> <p>DATE: 2014/02/05</p> |
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PROJECT LOCATION: e:\planning\projects\p\_official\plan\work\consol\00\excerpts\mxd\_template\stscheduleA\_NEW\_b&w\_8x14.mxd

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Zoning as of December 17, 2013

**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: h-(89)\*h-(90)\*R9-7\*H45**

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

2) **ANNEXED AREA APPEALED AREAS**

**CITY OF LONDON**  
PLANNING, ENVIRONMENTAL AND ENGINEERING 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:  
Z-8201 MC

MAP PREPARED:  
2014/02/05 MB

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**SIGNIFICANT DEPARTMENT/AGENCY COMMENTS**

**UTRCA**

*As shown on the enclosed mapping, there is a watercourse on the subject lands. In accordance with Ontario Regulation 157/06 made pursuant to Section 28 of the Conservation Authorities Act, the UTRCA regulates 30 metres from the top of bank on either side of the Van Horick Drain. The UTRCA requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within the regulated area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.*

*The Van Horick Drain is regulated by the UTRCA. While we have no objections to this application, we recommend that the applicant contact Mr. Mark Snowsell, Land Use Regulations officer to obtain the necessary Section 28 approvals.*

**Water Engineering Division**

*Original Comments:*

*This application is recommended for refusal. This site does not have access to connect to a watermain within a municipal right of way as is the requirement for providing water servicing to a parcel of land.*

- *With respect to the requested zoning for cluster townhouse dwellings or cluster stacked townhouse dwellings, the proponent will need to provide servicing for the site from a municipal water main. If individual water servicing is required for each cluster or stacked townhouse unit, individual servicing with meter pits outside the building for each unit as approved by the water engineering division will need to be provided.*

*Revised Comments:*

*h- Purpose: To ensure the orderly development of lands and the adequate provision of water services, the "h-" symbol shall not be deleted until full municipal water services are available to service the site or the site is serviced from a private water system which is regulated by the Ontario Safe Drinking Water Act and Regulation 170/03 is installed and all requirements are met, to the satisfaction of the City Engineer.*

*This will mean The holding provision shall not be removed until the applicant provides water servicing which meets the requirements of the City of the London and the Ontario Safe Drinking water Act:*

- iv) Identifies the proposed water servicing for the site;*
- v) Where the proposed water servicing for the site is from the existing private watermain which extends through 1503 Hyde Park Road, 1040 and 1040 Coronation Drive, the owner shall obtain confirmation from the Ministry of the Environment or the Ministry of Municipal Affairs as to whether or not this private water main which will service the proposed site of is a Non-residential Year Round Water Supply System regulated under the Safe Drinking Water Act and Regulation 170/03 (Regulated System);*
- vi) Where the private watermain is a regulated system, the owner shall put into force measures which meet the legislated requirements for the regulated system to the satisfaction of the City Engineer and shall provide security to the City as required*

**Wastewater and Drainage Engineering Division**

*Municipal Sanitary outlet is to the 250mm diameter municipal sanitary sewer on Coronation Drive. This sewer outlets to the Hyde Park Trunk sewer and onwards to Hyde Park PS, Hunt Club PS, and Oxford PCP. Phase 2 of this development is to be serviced by a private 200mm*

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diameter sanitary sewer shared with 1503 Hyde Park Road (future phase), and the existing Tricar High-rise to the east (1030 Coronation Drive). There is capacity in the system to accommodate this development. As built sanitary drainage area plan #19894 shows the proposed development to be part of an external area with a population of 2806 and an area of 11.90 Ha.

**Storm Water Management Unit**

As requested the SWM Unit has reviewed the information provided regarding the above mentioned site. SWM Unit requests the following document:

- Servicing report to address minor, major flows, SWM measures (including water quality), and identify outlet systems (major and minor) in accordance with City of London Design Specifications requirements and MOE's requirements that demonstrates that there is enough capacity in the existing storm sewer system, all to the satisfaction of the City Engineer.
- SWM Unit has the following comments for the Site Plan Consultation. We note that pending further review, additional and/or revised comments will be provided by the required date:
- The subject lands are located in the Stanton Drain Subwatershed. The Owner shall be required to comply with the environmental targets and SWM criteria identified in the City of London Subwatershed Studies: Group 1 Subwatershed Medway, Stanton and mud Creeks and Hyde Park Community Storm Drainage and the Stormwater Management Servicing Municipal Class Environmental Assessment: Schedule B Screening Report, which may include but not be limited to, quantity/quality control, erosion, stream morphology, etc.
- The owner is required to provide storm-drainage and stormwater management servicing for the subject lands in accordance with the Hyde Park SWM Facility No. 1B1 Functional Design Report (AECOM, 2010) and with the Functional Design SWM Facility No. 1 Hyde Park South report (Earthtech 2003).
- The subject lands is tributary to two catchment areas, according to drawings 19211 the design C value for the subject lands are 0.70. If this value is exceeded, the owner shall provide alternative on-site SWM which is designed and certified by a Professional Engineer for review and approval by the Environmental Services Department.
- The City Design Requirements for Permanent Private Stormwater Systems were approved by City Council and are effective as of January 01, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.
- Due to the amount of paved surface area (parking spots) the owner is required to have a consulting Professional Engineer design and install an Oil/Grit Separator to the standards of the Ministry of the Environment and to the satisfaction of the City Engineer.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within this development application and all to the satisfaction of the City Engineer. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this plan and all to the satisfaction of the City Engineer.
- The Owner is required to provide a lot grading and drainage plan that includes, but it is not limited to, minor, major storm/drainage flows that are mostly contained within the subject site boundaries and safely conveys all minor and major flows up to the 250 year

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*storm event that is stamped by a Professional Engineer, all to the satisfaction of the City Engineer.*

- *The Owner and their Consulting Professional Engineer shall ensure the storm/drainage conveyance from the existing external drainage through the subject lands are preserved, all to the satisfaction of the City Engineer.*
- *The owner shall be required to comply with the City’s Drainage By-Laws (WM- 4) and acts, to ensure that the post-development storm/drainage discharges from the subject lands will not cause any adverse effects to adjacent lands, all to the satisfaction of the City Engineer.*

**Transportation**

*Transportation has no comment regarding the proposed zoning by-law amendment to permit the construction of townhouses on this site. Transportation issues will be considered through site plan review. There is a clause in the development agreement for the existing apartment building that indicates that prior to building permits being issued for any future phases of development, which includes this site, that Coronation Dr must be constructed as a fully serviced secondary collector street. Therefore staff is requesting that the r-90 holding provision still be applied to these lands to ensure Coronation Dr is constructed in accordance with the development agreement.*

**Urban Design**

*Planning Staff have reviewed the proposal as well as the submitted urban design brief for the above noted address and provide the following comments consistent with the Official Plan, applicable by-laws, and guidelines:*

*A previous concept for this site included a twin to the existing tower with a pedestrian link, between them, that was to begin at Coronation Drive and lead to the future commercial along Hyde Park Road. While the townhouse form is in keeping with the larger neighbourhood, it was contemplated that a high rise form be developed on this site, as well as surrounding sites in order to support the existing and future mainstreet commercial along Hyde Park Road.*

*Planning Staff is not supportive of the proposed site configuration and provide the following comments to consider while evaluating the proposal:*

- *Reconfigure the site to re-introduce the pedestrian spine that was originally contemplated between the high-rise buildings leading from Coronation Drive to Hyde Park Road.*
- *Ensure built form is located along and oriented towards the pedestrian spine in order to create an active edge, as well as to enhance the overall pedestrian experience through the site.*
- *Explore opportunities to consider an alternate form of housing, either low rise apartments, stacked towns or a combination of these forms with the proposed townhomes in order to increase the density of the site.*
- *Alterations to this site plan may be re-circulated to the Urban Design Peer Review Panel electronically for further advice on the revised design.*

**UDPRP**

- *The Panel noted that the concept of a public corridor is intriguing has not been captured in the current plan. Pedestrian connections to the existing apartment building to the east, and to Hyde Park Road to the west are paramount to the success of the development. The Applicant is encouraged to plan for these connections and strive for a higher level of pedestrian connections.*
- *It will also be necessary to provide for a vehicular connection to the access road to the west of the site that will be constructed in the future.*

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- Consider introducing a node as a transition between the apartment site and the proposed townhome site.
- The board-on-board fence isolates the site and does not promote a sense of community. Ensure the fence indicated on the Landscape Plan between the proposed townhome development and the apartment building to the east is not included in future submissions to the City. Where required, consider a more subtle fence combined with plantings.
- The Applicant is encouraged to re-examine the layout of the proposed buildings to create more viable green space rather than the disparate pieces that are currently shown. The public/semipublic space does not need to be grandiose but should be more welcoming and inviting, with a higher level of design.
- Incorporate outdoor amenities such as a play area, community gathering spaces or a community garden. Further, Pedestrian paths throughout the site would provide an amenity for residents and connect the existing development with the proposed.
- Careful consideration is required for the end elevations of Units 29 and 30 as they are the gateway to the development.
- Consider paired driveways to afford opportunities for more substantial plantings to enhance the streetscape.
- Consider further exploration of building materials to better articulate the facades. In this regard, units that are shown with siding full height would benefit from some horizontal relief. Further, consider a consistent element, material or colour on all units to ensure a more cohesive development.

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| <b>PUBLIC LIAISON:</b>  | <p>On June 21, 2013, Notice of Application was sent to 178 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on June 27, 2013. A "Possible Land Use Change" sign was also posted on the site. A revised Notice of Application was sent on November 28, 2013 was sent to 178 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on November 28, 2013.</p> | <p>1 Phone Call, 2 emails were received.</p> |
| <b>Nature of Liaison:</b>   |   |  |
| <p>The purpose and effect of the requested Zoning By-law amendment is to to facilitate the development of a 39 unit cluster housing development.</p> <p>Change Zoning By-law Z.-1 <b>FROM</b> a Holding Residential R9 (h-89*h-90*R9-7*H45) Zone which permits apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings and continuum-of-care facilities, to <b>TO</b> a Residential R5 Special Provision (R5-4(_)) Zone to permit cluster townhouse dwellings. The special provision is for a reduced side yard setback and a reduced encroachment setback for one elevated porch.</p> |   |  |
| <b>Responses:</b>   |   |  |
| <ul style="list-style-type: none"> <li>- Concerned with the access to the proposed development running behind the existing apartment building.</li> <li>- Concerned about the increase in traffic to the area and through 1030 Coronation Drive</li> </ul>  |   |  |

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**ANALYSIS**

**Provincial Policy Statement**

The Provincial Policy Statement (PPS) provides policy direction on matters of provincial interest related to land use and development. The following are relevant policies as they relate to this application.

***Section 1.1 - Managing and Directing Land Use to Achieve Efficient Development and Land Use Patterns***

Section 1.1.1 of the PPS promotes healthy, liveable and safe communities by: encouraging efficient development and land use patterns which sustain the financial well-being of the municipality; accommodating an appropriate range and mix of land uses; promoting cost effective development standards to minimize land consumption and servicing costs; and ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs. The recommended amendments to facilitate the proposed development promotes these goals of the PPS for the following reasons:

- The proposal will conform to the existing high density residential designation contributing to the range and mix of land uses in the area. The proposal will also contribute to the health of the community by bringing residents to the hamlet area which will help support the local business along Hyde Park and Gainsborough Road.
- The proposed utilization of an existing parcel will minimize land consumption and servicing costs.
- The proposed townhomes will benefit from the existing public services and facilities in the area.
- The necessary infrastructure is available for the site and will be addressed through site plan approval prior to any development.

Section 1.1.3.2 of the PPS identifies that land use patterns within settlement areas should be based on:

- a) densities and a mix of land uses which:
  1. efficiently use land and resources;
  2. are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; and
  3. minimize negative impacts to air quality and climate change, and promote energy efficiency in accordance with policy 1.8; and
- b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3.

- The proposal recognizes the existing building stock approved in the area and provides an alternative form of intensification for the immediate area.
- The lot is currently undeveloped and situated in a growing area of the City. The property has already been identified as an area appropriate for higher intensity forms of housing as it has previously been zoned for development.

Section 1.4.3. of the PPS requires planning authorities to provide for an appropriate range of housing types and densities to meet projected requirements of current and future residents by: permitting and facilitating all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements; and all forms of residential intensification and redevelopment in accordance with policy 1.1.3.3; as well as directing the development of new housing toward locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. For the following reasons this application meets the intent of this policy:

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- The recommended amendment is intended to facilitate the development of an appropriate housing type which will help meet the social, health and well-being requirements of current and future residents of the Hyde Park Community.
- The proposed residential development will help support the development of the surrounding community and encourage local business to expand or encourage to locate in the area helping to achieve the goals of the community plan.
- The proposal promotes a mix of residential densities in an area where low density residential development in the form of single detached dwellings is the most common type of housing provided.
- The recommended amendment permits the development of a new housing type towards a location where the existing infrastructure and public facilities exist and planned infrastructure upgrades are proposed. A new fire and EMS station were located in the area to serve the new development in the Hyde Park area and starting in 2014 the widening of Hyde Park Road will begin starting at Oxford Street to Gainsborough Road. This extension, along with the future extension of Coronation Drive, will help with traffic flow in the area.

## **Official Plan**

The Official Plan contains policies to ensure that applications for high density residential developments are appropriate in terms of their use, scale and form and promote compatibility with the surrounding established neighbourhood. Relevant Official Plan policies are located in Section 3 of the Official Plan, which include General Objectives for all Residential Designations and High Density Residential policies.

### 3.1.1. General Objectives for all Residential Designations

The General Objectives for all Residential designations outline several criteria, of which three relate to this application. The objectives that apply state:

- *Support the provision of a choice of dwelling types according to location, size, affordability, tenure, design, and accessibility so that a broad range of housing requirements are satisfied.*
- *Encourage infill residential development in residential areas where existing land uses are not adversely affected and where development can efficiently utilize existing municipal services and facilities.*
- *Minimize the potential for land use compatibility problems which may result from an inappropriate mix of: low, medium and high density housing; higher intensity residential uses with other residential housing; or residential and non-residential uses*

### 3.1.4 Multi-Family, High Density Residential Objectives

The High Density Residential designation outlines two objectives, one of which relate to this application. The High Density Residential objectives state;

- *Support the development of multi-family, high density residential uses at locations which enhance the character and amenity of a residential area and where arterial streets, public transit, shopping facilities, public open space, and recreational facilities are easily accessible; and where there are adequate municipal services to accommodate the development.*

The requested zoning is in conformity with the above mentioned Official Plan policies as it will provide an alternative dwelling type within the High Density Residential designation which is consistent with the Hyde Park Community Plan and compatible with surrounding developments. It provides an alternative housing choice to the low density residential subdivisions that comprise large portions of the community. The development of the subject site for 39 unit townhome development capitalizes on a large underutilized lot within the City's urban growth boundary and within the heart of the Hyde Park hamlet which was defined through the

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Community Plan. The proposal encourages a form of residential development which will be able to take advantage of the existing municipal services which surround the property and has been designed at a scale that takes into consideration the established and future land uses in the area. This includes the abutting the Business Commercial uses which will be located along Hyde Park on the west side of the rear service lane. The townhomes bring the residential scale down to a level which is compatible with these future uses and creates a buffer between the future commercial development and existing towers. The development of residential dwelling units will contribute to a consumer base which will help grow and support the commercial corridors in the area.

Section 3.4 Multi-Family, High Density Residential of the Official Plan, specifically section 3.4.1 Permitted Uses and 3.4.3 Scale of Development, identify relevant policies for the proposed application. Section 3.4.1 clearly indicates that the Multi-Family, High Density Residential designation shall include multiple attached dwellings as a primary permitted use. The Official Plan also identifies policies in the Multi-Family, High Density Residential designation that ensure any proposed development will be at an appropriate scale and density with the surrounding area. The following section identifies the requirements of any proposed High Density Residential development.

3.4.3. Scale of Development

*Net residential densities in the Multi-Family, High Density Residential designation will vary by location and will be directed by the policies in this Plan. Excluding provisions for bonusing, net residential densities will normally be less than 350 units per hectare (140 units per acre) in the Downtown Area, 250 units per hectare (100 units per acre) in Central London (the area bounded by Oxford Street on the north, the Thames River on the south and west and Adelaide Street on the east), and 150 units per hectare (60 units per acre) outside of Central London.*

The subject site is located outside the Central London area and is subject to a net residential density of 150 units per hectare (60 units per acre). The requested 39 units on the subject property in the form of townhomes is below 150 units per hectare permitted within the existing designation and in conjunction with the rest of the development within the High Density Designation will maintain a density lower than 150 units per hectare.

*Height and density limitations that are specified in the Zoning By-law will be guided by the following policies:*

Height and Density outside of the Downtown and Central London Areas

- i) Outside of the Downtown and Central London areas it is Council's intention that a mixing of housing types, building heights and densities shall be required in large designated Multi-Family, High Density Residential areas. Such areas, which will normally exceed 3 hectares (7.4 acres) in size, will be guided by the following criteria:*
  - a) A transition in scale shall be encouraged, where appropriate, to avoid extremes in building height and bulk between the new development and the existing built fabric of adjacent properties;*
    - The proposed townhomes are located behind the Main Street Commercial Corridor designation which runs along the main arterial roads of Hyde Park and Gainsborough Road. Higher residential densities are encouraged to locate behind these corridors through the community plan to act as a buffer to the surrounding medium and low density residential uses. The form of the townhouse will create a positive interface between the Business District Commercial uses and the existing Apartment building.
  - b) all areas shall include a diversity of housing forms such as mid-rise and low-rise apartments and multiple attached dwellings, in order to minimize the overwhelming effect of large high-rise developments;*

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- The existing High Density Designation currently only has one high density residential apartment with two new apartments recently approved. It is appropriate to include a *“mixing of housing types, building heights and densities”* as the Official Plan outline. This development will be the first mid-scale development to the area minimizing the impacts between the high-rise developments and surrounding land uses and provide a mixing of housing types in an area where several high rise building have been built or approved for future development.
- c) *high-rise structures shall be oriented, where possible, closest to activity nodes (shopping and employment centres) and points of high accessibility (arterial roads, transit service) with densities and building heights decreasing as the distance from an activity node increases;*
- The intersection of Hyde Park and Gainsborough Road is the main intersection of the community and are both arterial roads. These roads are home to the Main Street Commercial Corridor designation which promotes a broad range of uses that cater to the adjacent residential neighbourhoods within easy walking distance. This area is intended to be the main activity node and is considered the core of the Hyde Park hamlet. Behind this activity node is a large high density designation intended to develop in mix form of residential uses including high rise apartments and mid-scale developments. As you continue to move away from the activity node and high density uses a reduction in density occurs as you get closer to the existing low density residential subdivisions.
- d) *massive, at-grade or above-grade parking areas shall not dominate the site. Pedestrian circulation and access to transit services should be facilitated through site design and building orientation;*
- Each unit will have its own driveway and garage and additional visitor parking will be accommodated on the site. There is sufficient landscaped open space proposed to provide for outdoor amenity. No *“massive at-grade parking”* is proposed.
  - It has been recommended by the City staff and Urban Design Peer Review Panel that more consideration be given to the pedestrian circulation on the site and connecting with the surrounding properties by adjusting the site design.
- e) *conformity with this policy and the urban design principles in Section 11.1, shall be demonstrated through the preparation of a secondary plan or a concept plan of the site, and the final approval of zoning may be withheld pending a public participation meeting on the site plan, and the enactment of a satisfactory agreement with the City.*
- Through the submitted conceptual site plan and consideration of comments provided by the Urban Design Review Panel and City Staff a concern has been raised about the conformity of the proposed development with this policy, the principles of Section 11.1 of the Official Plan, and the vision for the development of this site presented during the 2007 rezoning application. The concern relates to the provision of a pedestrian spine through the middle of the site to connect these lands with the commercial corridor. A holding provision will be recommended to make sure these issues are addressed.



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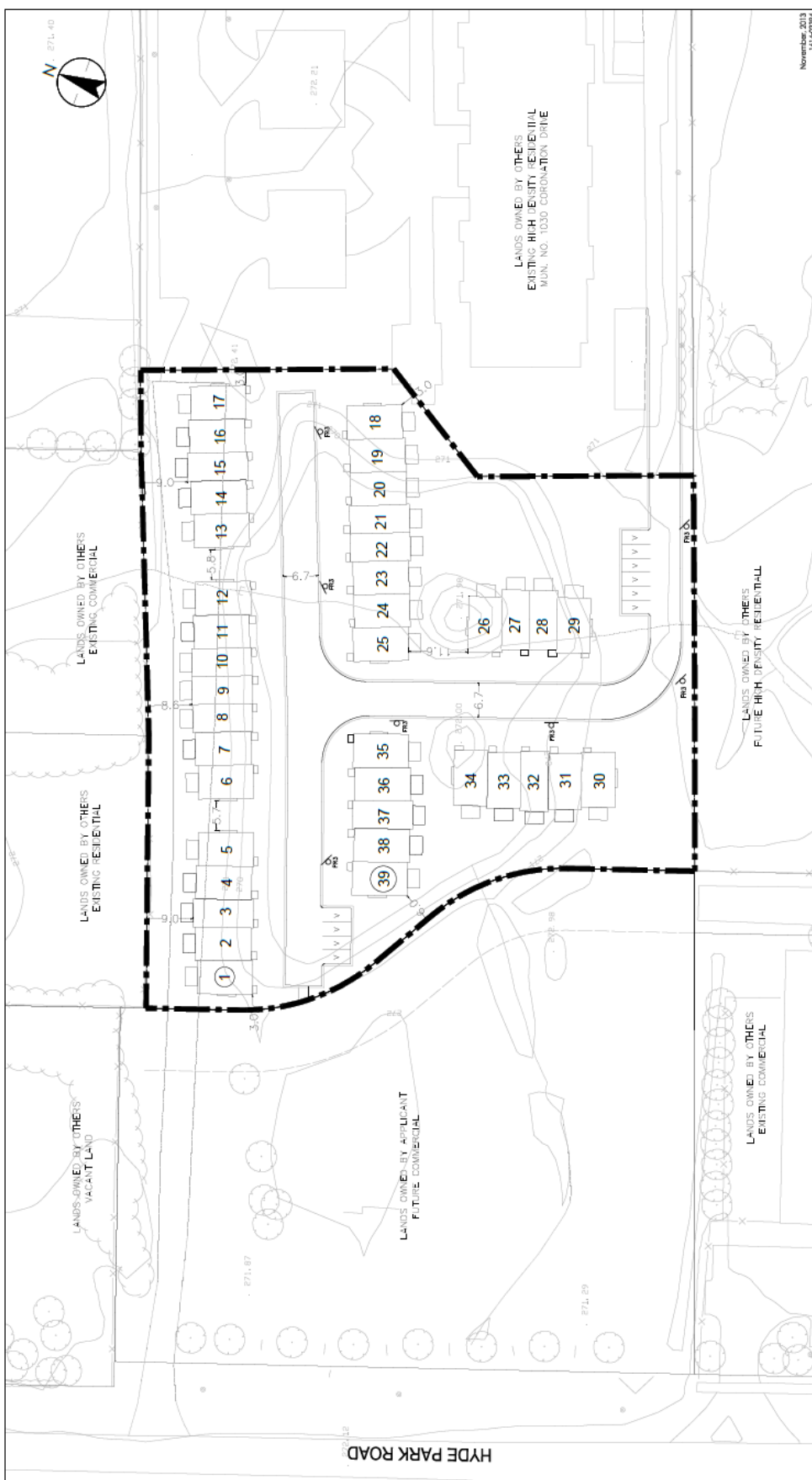
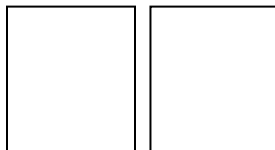


Fig.2 Proposed Site Plan



**Hyde Park Community Plan/Urban Design**

The Hyde Park Community Plan was adopted by Municipal Council on April 17, 2000. The plan is based on a vision of creating a healthy, functional and pleasing community environment where a mixed-use environment will be created. The Hyde Park Community Plan focuses on the streetscape, integration of natural heritage features, a range of housing forms and lot sizes, well connected and linked open space and the creation of a mixed use "main street" environment in the Hyde Park hamlet.

The initial conceptual site design (see fig. 2, pg.18) and layout was reviewed by the City’s Urban Design staff and presented to the Urban Design Peer Review Panel. Several concerns and issues were raised with the proposed design and its divergence away from the site plan which was previously approved on the site and the omission of the key design principles that were used during the initial rezoning process. The site design was a key factor in the original rezoning emphasized by the fact that the initial proposal was referred back to staff to work with the applicant to facilitate the development of strong pedestrian connections and ensure that the proposal was in keeping with the Community Design Guidelines. Although the 2007 proposal was for the development of two apartment buildings on the site and the proposed use is intended to replace one apartment building with townhomes, which requires more land to accommodate such a use, there are still opportunities to create a positive space which can be developed to complement the lands at 1503 Hyde Park and 1030 Coronation Drive. The applicant has provided City Staff with a revised conceptual site layout (see fig. 3 below) which illustrates how this may be achieved. Planning staff are recommending the use of a holding provision to ensure that the applicant works with Urban Design staff to come up with a solution to maintain the original goals of the site design.

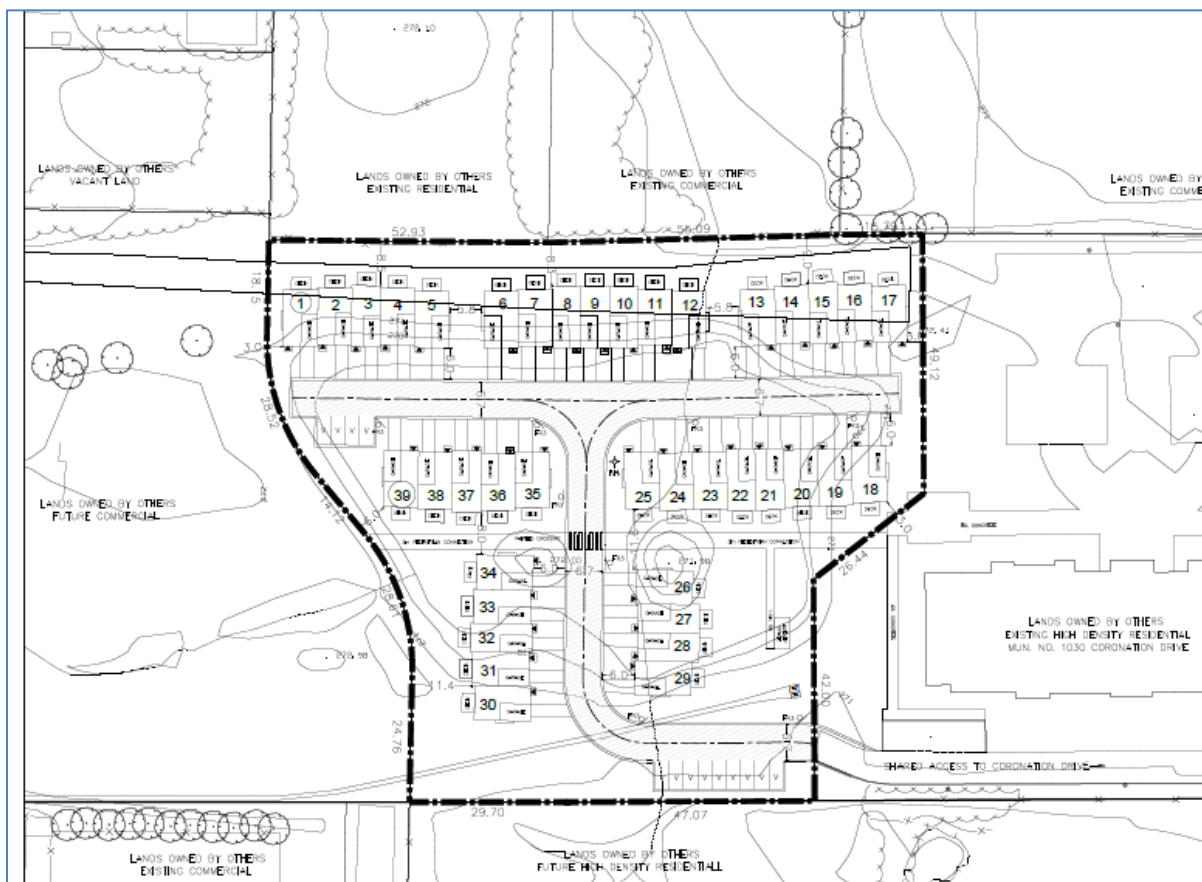


Fig.3 Revised Conceptual Site Plan

The key Urban Design issues raised include the re-introduction of the pedestrian spine and ensure built form is located along and oriented towards the pedestrian spine. The Applicant is also encouraged to plan for pedestrian connections to the existing apartment building to the

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east, and to Hyde Park Road to the west to help create a transition between the apartment site and the proposed townhome site. The addition of a more viable green space and incorporating outdoor amenities such as a play area, community gathering spaces or a community garden can assist in the overall design and create that transition between properties. The proposed board-on-board fence isolates the site and does not promote a sense of community should be reconsidered. The idea of paired driveways can create opportunities for more substantial plantings to enhance the streetscape.

**Zoning**

The applicant has applied to change the zoning from a Holding Residential R9 (h-89\*h-90\*R9-7\*H45) Zone which permits apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings and continuum-of-care facilities, to a Residential R5 Special Provision (R5-4(\_)) Zone to permit cluster townhouse dwellings and cluster stacked townhouse dwellings. The special provision is for a reduced side yard setback of 3 metres where 6 metres is required and a reduced encroachment setback for one elevated porch of 1.9m to the lot line where as 3m is required.

In requesting the rezoning the applicant has applied to remove two of the existing holding provision requirements. However, the prerequisite engineering requirements have not been provided which are necessary for the removal of the holding provision. When the initial holding provision was applied to ensure that Urban Design concepts are integrated into the development was removed in 2009 the h-89 and h-90 were specifically left on for the reasons below.

h-89

*“In January of 2008 the applicant met with the City of London Engineering Department and agreed that a temporary ponding area will be created on the Tricar property that will provide 100 year storm storage. It was agreed that with the creation of the pond, sufficient downstream capacity was available for one apartment building and the development of the commercial block along Hyde Park Road. The holding provision will remain on the balance of the property until the permanent storm servicing is available.”*

h-90

*“The proposed recommendation is that the h-90 Holding Provision be removed from phase 1 and for the commercial block on Hyde Park Road. EESD and the applicant continue to work on resolving technical issues regarding the proposed access: however, the proposal is consistent with the identified long-term access for the subject lands. The h-90 Holding Provision will remain on phase 2 and the residential block that will front the extended portion of Coronation Drive. No further residential development will occur on this site prior to the construction of Coronation Drive for the length of the subject property.”*

Transportation has also identified a clause in the development agreement for the existing apartment building indicating that prior to building permits being issued for any future phases of development, (including this site) that Coronation Drive must be constructed as a fully serviced secondary collector street.

Until staff have confirmation that both of these issues have been resolved it is recommended that the holding provisions remain on the site as part of this rezoning process.

During the initial removal of the holdings provisions to allow for Phase 1 (existing apartment building) to develop, an h-91 applied during the initial rezoning was also removed over the whole site. This holding provision was put in place to ensure that the urban design concerns were addressed prior to development. Since the original approved site plan incorporated the design elements through the comprehensive development over the whole of the property and the Urban Design issues were addressed through the initial site plan process the h-91 was removed over phase 1 and phase 2 of the development which includes the subject site. Given that the current proposal is not in keeping with the original design approved during the Phase 1 development it is recommended that the h-91 be re-applied to this portion of the property to

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ensure that all of the design concerns are addressed before any development occurs. The h-91 reads as follows:

*Purpose: To ensure that the urban design concepts established through the Zoning amendment review process are implemented, a site plan will be approved and a development agreement will be entered into which, to the satisfaction of the General Manager of Planning and Development, incorporates these concepts and Addresses identified urban design issues.*

Additionally the City's Water Engineering Division raised concerns regarding the water servicing of the subject site. Upon the subject site being created through a plan of condominium, a land-locked parcel was created which has no frontage on a municipal right-of-way. City of London Standards require that each property be serviced with its own water service connected to a municipal water main. If the proposed development were to connect to the existing private watermain on the site to the east or west which service multiple separate properties, it would create a situation where the private water system which is regulated by the Ontario Safe Drinking Water Act and Regulation 170/03.

- *With respect to the requested zoning for cluster townhouse dwellings or cluster stacked townhouse dwellings, the proponent will need to provide servicing for the site from a municipal water main. If individual water servicing is required for each cluster or stacked townhouse unit, individual servicing with meter pits outside the building for each unit as approved by the water engineering division will need to be provided.*

Staff are recommending an additional holding provision be applied to address the City's Water Engineering Divisions concerns. The holding provision will read as follows.

h-\_  
*Purpose: To ensure the orderly development of lands and the adequate provision of water services, the "h-\_" symbol shall not be deleted until full municipal water services are available to service the site or the site is serviced from a private water system which is regulated by the Ontario Safe Drinking Water Act and Regulation 170/03 is installed and all requirements are met, to the satisfaction of the City Engineer.*

Although the R5 zone will facilitate an appropriate form of development contributing to the mix of housing types in the area, Staff are of the opinion that the proposal has not fully addressed matters related to servicing and design. The retention of the existing holding provisions along with the addition of two new holding provisions will ensure that these issues are dealt with before any development occurs and that future development is in keeping with the concepts approved by Council and implemented through the previously approved site plan which maintains the Hyde Park Design Guidelines.

Staff are recommending that a new special provision be applied to recognize that the parcel has no legal frontage on a municipal right of way and to permit a reduced site yard setback and reduced encroachment setback for one elevated balcony to facilitate the development of the revised conceptual site design proposed by the proponent. However, it is anticipated that the proponent will continue to work with City Staff to improve the pedestrian spine prior to the removal of the h-91 holding provision. The resulting zone will read as follows:

Holding Residential R5 Special Provision (h-89\*h-90\*h-91\*h\*\_R5-4(\_)) Zone to permit cluster townhouse dwellings and cluster stacked townhouse dwellings. A special provision is required to recognize the lot has no legal frontage on a municipal right of way and for a reduced interior side yard setback of 3 metres and a reduced encroachment setback for an elevated balcony.

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| <b>CONCLUSION</b> |
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Staff is recommending approval of the proposed rezoning as the proposed stacked townhouse use is appropriate for the subject site. The proposal is also consistent with the polices of the Provincial Policy Statement (2005) and with the High Density Residential policies of the City of London Official Plan. However, outstanding issues remain related to the proposed site design and engineering concerns and as such the appropriate holding provisions are recommended to ensure that no development occurs until all these outstanding issues are addressed.

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| <b>PREPARED BY:</b>  | <b>REVIEWED AND SUBMITTED BY:</b>   |
|  |   |
| <b>MIKE CORBY<br/>COMMUNITY PLANNING AND DESIGN</b>                                | <b>MICHAEL TOMAZINCIC, MCIP, RPP<br/>MANAGER, PLANNING REVIEW<br/>COMMUNITY PLANNING AND DESIGN</b> |
| <b>RECOMMENDED BY:</b>   |   |
|  |   |
| <b>JOHN M. FLEMING, MCIP, RPP<br/>MANAGING DIRECTOR, PLANNING AND CITY PLANNER</b> |   |

January 8, 2014

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Planner: Mike Corby

**Responses to Public Liaison Letter and Publication in “Living in the City”**

| <u>Telephone</u>                                    | <u>Written</u>   |
|---|--|
| Mrs Bermann<br>513-1030 Coronation Drive, London ON | Garry Leakey   |
|   | Shelley McKeen<br>1009-1030 Coronation Drive, London ON N6G<br>0G5 |
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**File: Z-8201**  
**Planner: Mike Corby**

**Bibliography of Information and Materials**  
**Z-8201**

**Request for Approval:**

City of London Zoning By-law Amendment Application Form, completed by Stantec Consulting Ltd., June 6, 2013

**Reference Documents:**

Ontario. Ministry of Municipal Affairs and Housing. *Planning Act, R.S.O. 1990, CHAPTER P.13*, as amended.

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City of London. *Official Plan*, June 19, 1989, as amended.

City of London. *Zoning By-law No. Z-1*, May 21, 1991, as amended.

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Stantec, *Planning Justification Report*, May, 2013.

Tricar, *Urban Design Brief*, November, 2013.

**Correspondence: (all located in City of London File No. Insert File No. Z-8201 unless otherwise stated)**

**City of London -**

Smolarek J., City of London Planning Division (Urban Design). Memo to M. Corby. December 17, 2013.

Clavet Y., City of London Storm Water Management Unit. E-mail to M. Corby. January 16, 2014.

Couvillon A., City of London Transportation. Email to M. Corby August 1, 2013, Comments pulled from AMANDA. December 19, 2013.

Postma R., City of London Forestry. Email to M. Corby. December 2, 2013.

Lupton P., City Of London Water Engineering Division. E-mail to M. Corby. July 15, 2013.

**Departments and Agencies -**

Urban Design Peer Review Panel, Memo to M. Corby. January 15, 2014.

Creighton C., UTRCA. Letter to M. Corby. July 19, 2013.

Lysynski H., TAC. Letter to M. Corby. October 1, 2013.

Dalrymple D., London Hydro. Memo to M. Corby. December 2, 2013.

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Planner: Mike Corby

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)  
2014

By-law No. Z.-1-14\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1040 Coronation Drive.

WHEREAS The Tricar Group has applied to rezone an area of land located at 1040 Coronation Drive, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

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

1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1040 Coronation Drive, as shown on the attached map comprising part of Key Map No. A. 101, from a Holding Residential R9 (h-89\*h-90\*R9-7\*H45) Zone to a Holding Residential R5 Special Provision (h-89\*h-90\*h-91\*h-( )\*R5-4( )) Zone.

2) Section Number 9.4 of the Residential (R5) Zone is amended by adding the following Special Provision:

) R5-4( ) 1040 Coronation Drive

a) Regulation

- i) Lot Frontage (Minimum) 0 metres (0 feet)
- ii) Easterly Interior Side Yard Depth (minimum) 3 metres (9.84 feet)
- iii) Easterly Side Yard Encroachment for balconies no closer than 1.9 metres (6.23 feet) to the lot line where the side yard depth is 3 metres (9.84 feet)

3) Section Number 3.8 of the Holding "h" Zone is amended by adding the following Holding Provision:

3.8) h- ( )

*Purpose:* To ensure the orderly development of lands and the adequate provision of water services, the "h-\_" symbol shall not be deleted until full municipal water services are available to service the site or the site is serviced from a private water system which is regulated by the Ontario Safe Drinking Water Act and Regulation 170/03 is installed and all requirements are met, to the satisfaction of the City Engineer.

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

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



Agenda Item # Page #

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PASSED in Open Council on March 18, 2014.

Joe Fontana  
Mayor

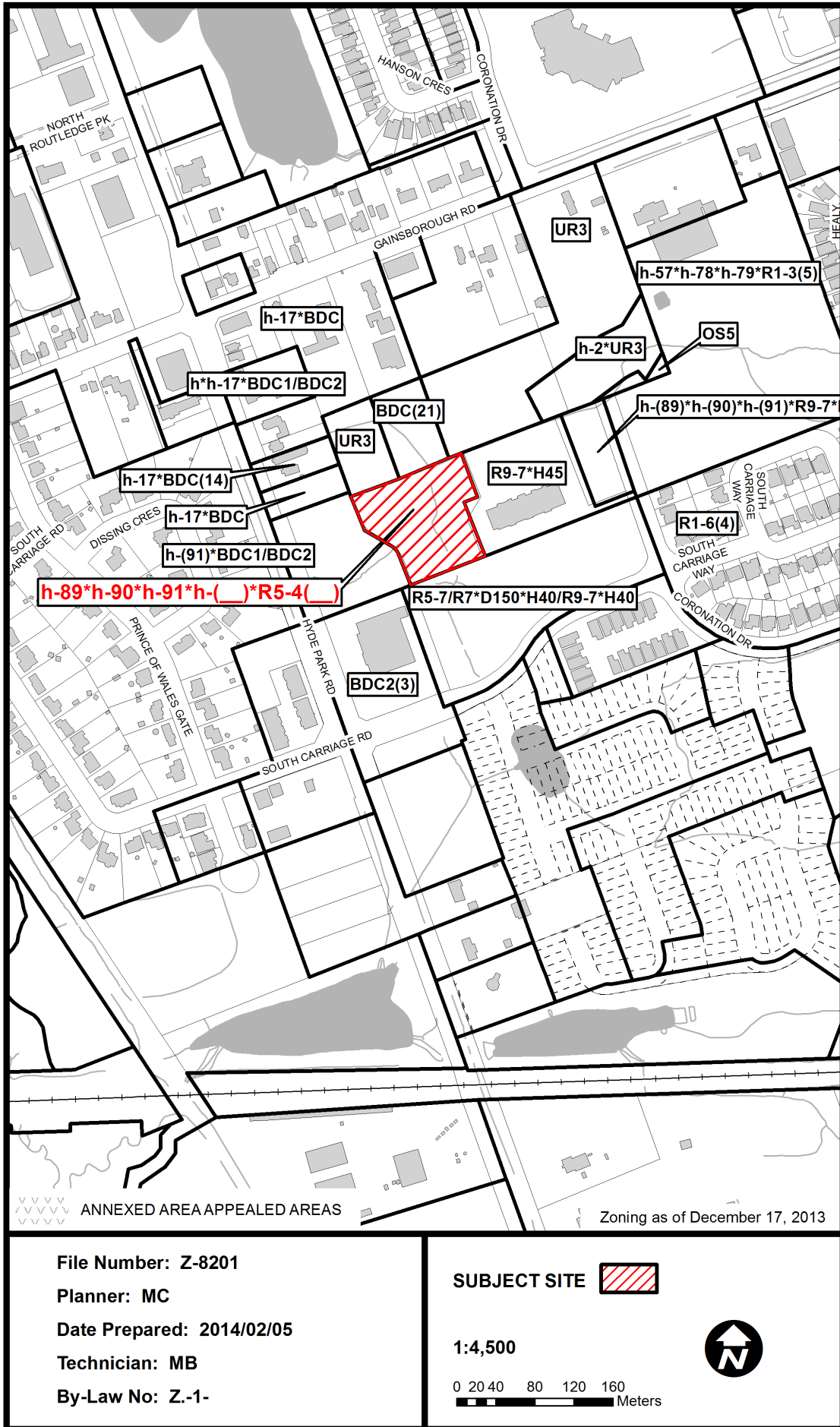
Catharine Saunders  
City Clerk

First Reading – March 18, 2014  
Second Reading – March 18, 2014  
Third Reading– March 18, 2014

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Planner: Mike Corby

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



Geodatabase