

Bill No. 139  
2018

By-law No. C.P.-1284(\_\_\_\_)-\_\_\_\_

A by-law to amend the Official Plan for the City of London, 1989 relating to 1176, 1200, and 1230 Hyde Park Road.

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

1. Amendment No. \_\_\_\_\_ to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on March 27, 2018.

Matt Brown  
Mayor

Catharine Saunders  
City Clerk

First Reading – March 27, 2018  
Second Reading – March 27, 2018  
Third Reading – March 27, 2018

**AMENDMENT NO. \_\_\_\_**  
**to the**  
**OFFICIAL PLAN FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is to add a policy to Section 10.1.3 – “Policies for Specific Areas” to the Official Plan for the City of London to facilitate the development of a mixed-use neighbourhood on the subject lands.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 1176, 1200, and 1230 Hyde Park Road in the City of London.

**C. BASIS OF THE AMENDMENT**

Chapter 10 – “Policies for Specific Areas” of the Official Plan allows Council to consider policies for specific areas where one of four criteria apply. One of these criteria is “the change in land uses is site-specific and is located in an area where Council wishes to maintain the existing land use designation, while allowing for a site specific use” (Section 10.1.1. ii).

The recommended amendment will permit mixed-use development having a low-rise to mid-rise profile. The mixed use development will consist of mixed-use buildings up to 6-storeys in height fronting onto Hyde Park Road that include commercial uses on the ground floor together with residential uses; and townhouses, stacked townhouses, triplexes, fourplexes, and apartment buildings up to 4-storeys in height fronting onto a new public street. The recommended amendment would augment the Auto-Oriented Commercial Corridor and Open Space policies that would otherwise apply to the subject lands, to permit land uses and an intensity of development that more accurately reflects Council’s vision and intent for the subject lands as expressed in The London Plan. The recommended amendment is generally consistent with the range of uses and intensity of development contemplated for the subject lands in The London Plan.

The subject lands located west of the City-owned corridor (that bisects the subject lands) are within the Open Space designation of the Official Plan for the City of London, 1989, and were intended to provide for a stormwater management facility (“SWMF6”) consistent with the recommendations contained within the 2002 Hyde Park Community Storm Drainage and Stormwater Management Servicing Schedule ‘B’ Municipal Class Environmental Assessment (“EA”). The recommended amendment would continue to permit SWMF6, as well as, provide the flexibility to consider other land uses and potential development should stormwater management alternatives result from the final recommendations of 2017 addendum to the Hyde Park Community Storm Drainage and Stormwater Management Servicing Schedule ‘B’ Municipal Class Environmental Assessment.

**D. THE AMENDMENT**

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

1. Section 10.1.3 – “Policies for Specific Areas” of the Official Plan for the City of London is amended by adding the following:

“1176, 1200, 1230 Hyde Park Road

In the Open Space designation townhouses, stacked townhouses, triplexes, fourplexes and apartment buildings up to 3-storeys in height may be permitted. Development shall not be permitted in the Open Space designation unless through a Zoning By-law Amendment an Environmental Impact Study, Geotechnical Report and Hydrogeological Assessment have demonstrated that the permitted land uses and form of development will not have a negative impact on adjacent natural hazards and natural heritage

features and their functions to the satisfaction of the City of London and the UTRCA

In the Auto-Orientated Commercial Corridor designation located no more than 100 metres west of the widened Hyde Park Road right-of-way, mixed-use buildings up to 6-storeys in height which consist of retail and service-oriented commercial use and small-scale office uses on the ground floor together with residential use may be permitted through the Bonus Zoning.

In the Auto-Oriented Commercial Corridor designation located greater than 100 metres west of the widened Hyde Park Road right-of-way, and east of the westerly limit of the new public street, and south of the southerly limit of the new public street, townhouses, stacked townhouses, triplexes, fourplexes and apartment buildings may be permitted up to 4-storeys in height.

In the Auto-Oriented Commercial Corridor designation located west of the westerly limit of the new public street and north of the northerly limit of the new public street, townhouses, stacked townhouses, triplexes, fourplexes and apartment buildings may be permitted up to 3-storeys in height.

Development in all designations shall not be permitted unless through a Zoning By-law Amendment and Plan of Subdivision:

- i) A Noise and Vibration Study has demonstrated that railway corridors will not have an adverse impact on new sensitive land uses, or mitigative measures provided, to the satisfaction of the City of London;
- i) A compatibility study has demonstrated that Ministry of the Environment and Climate Change D-6 Guidelines: Compatibility between Industrial facilities and Sensitive Land Uses can be met, or mitigative measures provided, to the satisfaction of the City of London; and
- ii) A new public street is created west of Hyde Park Road.

A gross maximum density of 75 unit per hectare will be permitted calculated using the total site area. ”

**OFFICIAL PLAN AMENDMENT  
No.**

**LOCATION MAP**



Prepared in May 1, 2017 by:  
Urban Design and GIS  
Planning Services  
Corporation of the City of London  
based on April 2016 Right-of-Way  
Plan (Planning/roads/\_OP/locatmap)

