

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: George Kotsifas P. Eng.,
Managing Director, Development & Compliance Services and
Chief Building Official
Subject: 2648822 Ontario Inc.
1076 Gainsborough Road
Public Participation Meeting on: July 22, 2019

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of 2648822 Ontario Inc. relating to the property located at 1076 Gainsborough Road:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting July 29, 2019 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 Business District Commercial (h-17*BDC) Zone, **TO** a Business District Commercial Special Provision (BDC*H15.5*D90(_)) Zone;
- (b) **IT BEING NOTED** that the following site plan matters have been raised during the public participation process:
 - i) Outdoor garbage storage (central location and not along the western property line); and,
 - ii) Landscaping along westerly property line to help provide additional privacy to abutting rear yards.

Executive Summary

Summary of Request

The requested amendment is to permit a height of 15.5 metres, density of 90 uph and a total of 55 parking spaces on the subject site. This will allow for the development of a 4-storey mixed use apartment building with a total of 32 residential units and approximately 311m² of commercial space on the main floor fronting Gainsborough Road. It should be noted that no change of uses are being requested through this amendment.

Purpose and the Effect of Recommended Action

The purpose and effect of the requested amendment is to permit a mixed-use apartment building with a maximum height of 4-storeys which will include 32 dwelling units and 311m² of commercial space. The recommended amendment will also facilitate the removal of the h-17 holding provision.

Rationale of Recommended Action

1. The recommended amendment is consistent with the PPS 2014.
2. The recommended amendment is consistent with the City of London Official Plan policies and the in-force policies of The London Plan including, but not limited to, the Main Street Place Type policies.
3. The recommended amendment facilitates the redevelopment of an underutilized site and encourages an appropriate form of development.
4. The subject lands are located in a location where intensification can be accommodated given the existing municipal infrastructure, location on and near arterial roads and close proximity amenities and transit services.

Analysis

1.0 Site at a Glance

1.1 Property Description

The subject site is located within the Hyde Park Village and is approximately 100 metres west of Hyde Park Road on the south side of Gainsborough Road. The westerly side yard of the subject site abuts the rear yards of the single detached dwellings that run along Prince of Wales Gate which runs through the subdivision to the southwest. The subject site is 0.40 ha (0.99ac) in size and is rectangular in shape and currently has an vacant dwelling and garage on it. To the north of the site is a row of single detached dwellings with light industrial uses to their rear. To the east is the Hyde Park corridor comprised of mainly commercial/retail type uses. Directly south and west is a subdivision composed of large lots with single detached dwellings.

1.2 Current Planning Information (see more detail in Appendix D)

- Official Plan Designation – Main Street Commercial Corridor
- The London Plan Place Type – Main Street Place Type
- Existing Zoning – Holding Business District Commercial (h-17*BDC) Zone

1.3 Site Characteristics

- Current Land Use – Dwelling and Garage
- Frontage – 38.4m (126.0ft)
- Depth – 103m (338ft)
- Area – 0.4 ha (0.99ac)
- Shape – Rectangular

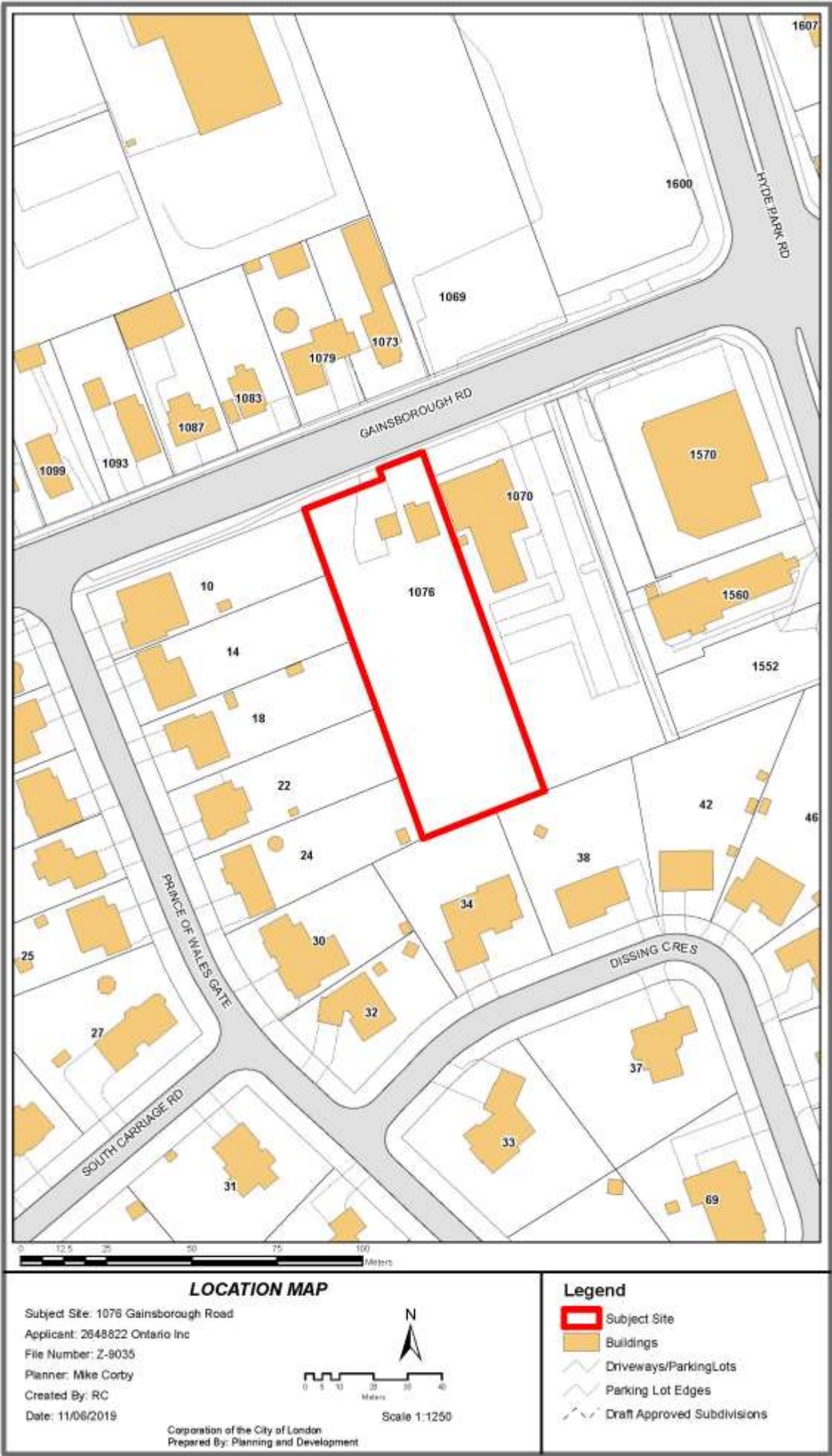
1.4 Surrounding Land Uses

- North – Low Density Residential/Light Industrial
- East – Commercial/Retail/Office
- South – Low Density Residential
- West – Low Density Residential

1.5 Intensification (32 units)

- The proposed residential units represents intensification within the Built-area Boundary
- The proposed residential units are located outside of the Primary Transit Area

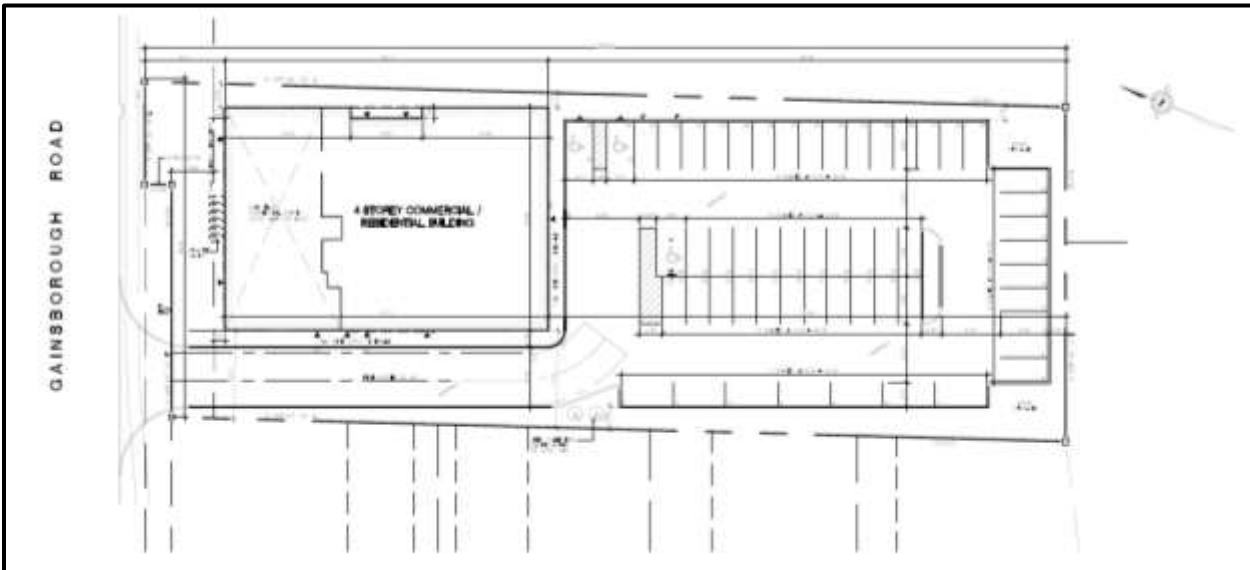
1.6 Location Map



2.0 Description of Proposal

2.1 Development Proposal

The proposed development is a 4-storey (15.5 metre) mixed-use apartment building which will include 32 residential units (90uph), a total of 311m² of commercial space at grade fronting Gainsborough Road and 55 parking spaces will be provided in the rear of the property.



3.0 Relevant Background

3.1 Requested Amendment

The requested amendment is for a Zoning By-law amendment from a Holding Business District Commercial (h-17*BDC) Zone to a Business District Commercial Special Provision (BDC()*H15.5*D90)) Zone to permit a mixed-use apartment building with a maximum height of 4-storeys and 32 dwelling units.

3.2 Community Engagement (see more detail in Appendix B)

The requested amendment was circulated to the public on March 27, 2019 and a community meeting was held on May 29, 2019. Through the public circulation process community concerns were raised in regards to the proposed height, requested reduction in parking and traffic impacts. In total 12 responses were received during the community consultation period with two additional comments being submitted at the Community Information Meeting. The comments received by Staff are attached to Appendix "C". The report below addresses these concerns in detail.

3.3 Policy Context (see more detail in Appendix C)

The subject site is currently located in a Main Street Commercial Corridor (MSCC). The London Plan also identifies the subject site as a Main Street Place Type.

Provincial Policy Statement, 2014

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use and development. Section 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment and institutional uses to meet long-term needs. It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development. Appropriate land use patterns within settlement areas are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and are also transit-supportive (1.1.3.2).

The policies of the PPS require municipalities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock [1.1.3.3] while promoting appropriate development standards which facilitate intensification, redevelopment and compact form [1.1.3.4] and promoting active transportation limiting the need for a vehicle to carry out daily activities [1.1.3.2, 1.6.7.4].

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

In accordance with section 3 of the Planning Act, all planning decisions 'shall be consistent with' the PPS.

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The subject site is located in a Main Street Place Type which permits a broad range of residential, retail, service, office uses. Mixed-use buildings are encouraged with retail and service uses encouraged at grade, with residential and non-service office uses directed to the rear of buildings and to upper floors (Permitted Uses, 908_).

Development within the Main Street Place Type will be designed to fit the scale and character with the surrounding streetscape, while allowing for appropriate infill and redevelopment. Buildings will be a minimum of either two storeys or eight metres in height and will not exceed four storeys in height. Type 2 Bonus Zoning beyond this limit, up to six storeys, may be permitted. Individual buildings will not contain any more than 2,000m² of office space (Intensity, 910_).

All planning and development applications will conform with the City Design policies of The London Plan. All new development will be designed to be well integrated with the character and design of the associated Main Street. Buildings should be located at or along the front property line in order to create a street wall that sets the context for a comfortable pedestrian environment. All the planning and design that is undertaken in the Main Street Place Type will place a priority on the pedestrian experience through site layout, building location, and a design that reinforces pedestrian comfort and safety. The public realm should be of a highly urban character and pedestrian and cycling amenities should be integrated into all public works undertaken along main streets. Enhanced street tree planting should be incorporated into new development proposals to provide for a comfortable pedestrian environment. Surface parking will be located to the rear or interior side yard of a building. Parking facilities will not be located between the building and the street (Form, 911_).

1989 Official Plan

The Main Street Commercial Corridor (MSCC) designation is normally applied to long established, pedestrian-oriented shopping areas in the older parts of the City. Those Main Street Commercial Corridors adjacent to the Downtown will be regarded as gateway areas (4.4.1.3. Function). The objectives of these corridors are to provide for the redevelopment of vacant, underutilized or dilapidated properties for one or more of a broad range of permitted uses at a scale which is compatible with adjacent development while maintaining a similar setback and character of the existing uses. (4.4.1.1 Planning Objectives). In order to ensure these objectives of scale, compatibility and character are achieved the MSCC has specific Urban Design Objectives (4.4.1.2) to help develop these corridors appropriately. These policies encourage the rehabilitation and renewal of Main Street Commercial Corridors and the enhancement of any distinctive functional or visual characteristics. They seek to provide for and enhance the pedestrian nature of the Main Street Commercial Corridor, provide high quality façade design, accessible and walkable sidewalks, street furniture and proper lighting while supporting public transit and encourage the transition and connection between the gateway Main Street Commercial Corridors and the Downtown through pedestrian, transit and design linkages.

The main permitted uses in the Main Street Commercial Corridors (4.4.1.4.) include a wide range of commercial, office, institutional and residential uses created through the development of mixed-use buildings. In specified Main Street Commercial Corridors identified in Section 4.4.1.13 the primary and secondary permitted uses and/or other policies relating to the nature and scale of development have been varied to meet specific policy objectives for these areas.

The scale of development (4.4.1.7.) is also important in the Main Street Commercial Corridor when redeveloping or infilling commercial uses. The corridor aims to maintain a setback and orientation that is consistent with adjacent uses. Residential densities within the corridor should be consistent with densities allowed in the Multi-Family, High Density and Medium Density Residential designations according to the provisions of Section 3.4.3. of this Plan. Within the MFHDR designation net residential densities will normally be 150 units per hectare (100 units per acre) when located outside of the Downtown and Central London (3.4.3. Scale of Development).

Main Street Commercial Corridors shall be developed and maintained in accordance with the urban design guidelines in Chapter 11, the Commercial Urban Design Guidelines and specific policy areas. Main Street Commercial Areas should ensure that urban design provides continuity of the urban fabric; provides incentives and flexibility for redevelopment opportunities; provides appropriate building massing and height provisions to ensure main streets define the public spaces in front of and in between buildings (4.4.1.9. Urban Design)

4.0 Key Issues and Considerations

4.1 Issue and Consideration # 1 - Use

The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and their vitality and regeneration shall be promoted. Appropriate land use patterns within settlement areas are established by providing appropriate densities and a mix of uses that efficiently use land and resources along with surrounding infrastructure, public service facilities and are also transit-supportive. The proposed development will help set a positive precedent and encourage additional investment within the main street areas of the Hyde Park Community while maintaining an appropriate land use pattern within a settlement area. The requested infill development will provide an appropriate increase in density and a land use that is considered compatible with the surrounding lands. The increase in density is also considered appropriate as the apartment will take advantage of the surrounding resources, infrastructure, public service facilities and will be transit-supportive.

The proposed development provides an alternative form of housing and density contributing to the mix of housing types in the area helping meet the social, health and wellbeing of current and future residents. The increased density is appropriate as it will support the existing public transit in the area and the development is located along an arterial road and in close proximity to Hyde Park Road which is another main arterial road through the west part of the City providing quick and easy access to the surrounding amenities (1.4 Housing).

The London Plan

The proposed mixed use building is in keeping with the permitted uses of the Main Street Place Type which allows for a broad range of residential, retail, service and office uses. Mixed-use buildings are encouraged with retail and service uses located at grade, with residential and non-service office uses directed to the rear of buildings and to upper floors (Permitted Uses, _908). The requested amendment is intended to establish heights and densities for the development of this site but the requested range of uses are not intended to change.

1989 Official Plan

The Main Street Commercial Corridor designation allows a wide range of retail/commercial uses along with residential uses created through the conversion of existing buildings, or through the development of mixed-use buildings where residential uses are permitted above the first floor (4.4.1.4 Permitted Uses). The proposed mixed-use apartment building is in keeping with these policies and is considered a main permitted use within the BDC zone variation providing active uses along the current streetscape to create a positive interface with the public realm.

4.2 Issue and Consideration # 2 - Intensity

PPS 2014

The PPS requires municipalities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock [1.1.3.3]. The proposed apartment building provides a form of development that appropriately intensifies an underutilized site and is within a Main Street Commercial Corridor which is identified as an appropriate location to for intensification. The site is located near the centre of the Hyde Park Village and has access to bus routes and two arterial roads helping the site accommodate the proposed density. The subject site is also of a sufficient shape and size to accommodate the proposed uses and density and provide a built form that responds to the surrounding context. The proposed density will efficiently use land, resources, and the surrounding infrastructure and public service facilities where they exist or will be developed [1.4.3(d)].

The London Plan

Although The London Plan does not limit densities as part of the policy framework it does specify how intense lands can develop through various criteria. The Main Street Place type ensures that buildings are designed to fit in scale and character with the surrounding streetscape, while allowing for appropriate infill and redevelopment and require a minimum of either two storeys or eight metres in height and will not exceed four storeys in height to ensure a main street corridor is created. The proposed development is in keeping with these policies as the proposed 4-storey building has been designed in a manner which will fit within the existing and planned scale/character of the surrounding streetscape. The proposed development has located the building as far to the east of the property as possible which will help reduce the impacts of the proposed 4-storeys in height. It is recognized that the development is one of the first re-developments within this section of the Main Street Place Type and provides a different built form than what currently exists. The development however, implements the planned vision of the Main Street Place Type helping establish an appropriate form and scale of development while complementing the character of the area (Intensity, 910_).

1989 Official Plan

When developing residential uses within the Main Street Commercial Corridor ("MSCC") policies defer to the scale and densities of the Multi-Family, High Density and Medium Density Residential designations which would permit a maximum density of 150uph at this location. As previously indicated, the applicant has applied for a total density of 90uph which is within the maximum 150uph contemplated by policy. The proposed 32 units is considered appropriate on the subject site and within the surrounding area. Transportation has also expressed no concerns about the proposed number of units and impacts it would have on traffic in the area. They have also accepted the parking study submitted with the application as it relates to the requested reduction from 70 spaces to 55.

4.3 Issue and Consideration # 3 - Form

Provincial Policy Statement, 2014 (PPS)

The proposed development is in keeping with the PPS as it provides an opportunity for intensification at an appropriate location taking into account the existing building stock in the area. The new development provides a compact form that appropriately intensifies an underutilized site while providing an alternative form of development. The development will be required to meet current development standards and site plan requirements. Gainsborough Road is also an arterial road which emphasises the need to create a strong street edge and provide a high level of design standards. The development promotes active transportation limiting the need for a vehicle to perform daily activities in conformity with the goals of the PPS as the site is in close proximity to many commercial/retail uses. It also supports the long-term economic prosperity of the area by promoting an opportunity for economic development and community investment-readiness and promotes a well-designed built form that encourages a sense of place.

The London Plan

All planning and development applications will conform to the City Design policies of The London Plan. The Main Street Place Type ensures that new developments are well-designed and integrated with the character and design of the associated Main Street. Buildings should be located at or along the front property line in order to create a street wall that sets the context for a comfortable pedestrian environment. Developments should place a priority on the pedestrian experience and public realm. The proposed development is in keeping with these policies as the proposed development is able to integrate with the existing Main Street which is currently underutilized while setting a precedent for this section of the Main Street as future

development occurs. The building has been located up to the front property line creating a strong street wall and setting the context for a comfortable pedestrian environment. The applicant has identified that bicycle parking, street trees and additional landscaping will be provided within the Gainsborough Road allowance in a manner that will place a priority on the pedestrian experience and provide a safe and comfortable space while creating a new urban character along the main street. Surface parking will be located to the rear of a building limiting visual impacts of the parking lot on the main street. The applicant has also noted that any signage for commercial uses will be conservative and respectful of the overall design of the proposed building and adjacent uses (Form, 911_).

1989 Official Plan

The objectives of the Main Street Commercial Corridors are to ensure that when implementing its broad range of permitted uses the scale is compatible with adjacent developments. The policies aim to maintain a setback that is consistent with adjacent uses while maintaining the character of the existing uses. (4.4.1.1 Planning Objectives, 4.4.1.7 Scale of Development). In order to ensure these objectives of scale, compatibility and character are achieved, the MSCC has specific Urban Design Objectives (4.4.1.2) to help develop these corridors appropriately. These policies encourage the rehabilitation and renewal of Main Street Commercial Corridors and the enhancement of any distinctive functional or visual characteristics. They seek to provide for and enhance the pedestrian nature of the Main Street Commercial Corridor, provide high quality façade design, accessible and walkable sidewalks, street furniture and proper lighting while supporting public transit. Main Street Commercial Corridors shall be developed and maintained in accordance with the urban design guidelines in Chapter 11, the Commercial Urban Design Guidelines and specific policy areas (4.4.1.9. Urban Design).

As part of a complete application the applicant provided an Urban Design Brief, and attended the Urban Design Peer Review Panel to identify how the above-mentioned policies have been achieved through the building design and form. Both the Urban Design Peer Review Panel and Staff were supportive of the proposed development. The development has been able to provide a four storey mixed-use building that is establishing the desired setback of the main street corridor for future development. The development has been able to provide a continuous street wall along the Gainsborough frontage and has created an appropriate scale and rhythm through the use of different materials and fenestration. The proposal has been able to create a form of development at an appropriate scale and remain compatible with the surrounding streetscape by incorporating all parking in the rear yard, away from the street frontage and providing ground floor commercial space with transparent glazing and principle entrances facing the street creating an active edge.

The final design also addresses some of the comments provided by the UDPRP. These changes were minor in nature and can be found within the detailed response provided by the applicant in Appendix E. Overall the proposal is considered appropriate and in keeping with the design guidelines outlined in Chapter 11 and in keeping with the Urban Design objectives of the MSCC.

4.4 Issue and Consideration # 4 - Height

The community has expressed concerns about the proposed height of the building. The Zoning By-law contemplates that increases in height will have additional impacts on abutting residential properties and includes regulations to help mitigate impacts. As a result of the proposed height, the building is required by the Zoning By-law to locate 7.8m away from the abutting residential property line. The applicant has provided a 10.1m setback which is 2.3 m greater than the minimum required by the Zoning By-law. This additional setback helps limit impacts from the proposed development in the rear yards of the abutting residential uses. In combination with the required board on board

fencing and existing and future tree plantings this setback will all help reduce the impacts of the proposed development on the abutting lands.

The UDPRP also provided comment on the siting of the building and how the applicant was able to move the building to the east side of the property. *“The Panel supports the siting of the building and provision of landscape buffer to respect the ‘zone of sensitivity’ identified in the Urban Design Brief relative to the westerly property line. The Panel suggested that the Zoning By-law could incorporate a special provision to ensure siting of the building is setback an appropriate distance from abutting properties to the west.”* To implement the recommendation of the UDPRP Staff are recommending a minimum 10 m setback from the westerly property line to ensure this setback is achieved during site plan. Given the measures used to mitigate the impacts of height, the proposed 3.5m increase in height is appropriate to accommodate the proposed form and design of the building.

4.5 Issue and Consideration # 5 – Traffic/Parking

Another concern from the abutting residential community is the existing traffic and speed of cars travelling along Prince of Wales Road. The community is also concerned about the potential increase in traffic and requested reduction in parking which could result in an increase in on-street parking. A traffic impact assessment was not required as part of a complete application as the potential increase in traffic from the proposed development did not warrant the need for the study. The community has been informed that a community initiated review can be completed by signing a petition requesting that a review be undertaken. Transportation Staff have also reviewed the parking study that was submitted as part of a complete application and have no concerns with the request to reduce the parking on site.

More information and detail is available in Appendix B and C of this report.

5.0 Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2014 and conforms to the City of London Official Plan policies and the in-force policies of The London Plan including the Main Street Place Type policies. The proposal facilitates the development of an underutilized site and provides an appropriate form of development. The subject lands are situated in a location where intensification can be accommodated given the existing municipal infrastructure, location on a main street corridor, on and near arterial roads and close proximity amenities and transit services.

Prepared by:	<div>Michael Corby, MCIP, RPP Senior Planner, Development Services</div>
Recommended by:	<div>Paul Yeoman, RPP, PLE Director, Development Services</div>
Submitted by:	<div>George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief building Official</div>
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Development Services.	

July 3, 2019
cc: Michael Tomazincic, MCIP, RPP, Manager, Current Planning

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. Z.-1-19_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1076
Gainsborough Road.

WHEREAS 2648822 Ontario Inc. has applied to rezone an area of land
located at 1076 Gainsborough Road, 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 1076 Gainsborough Road, as shown on the attached map
comprising part of Key Map No. A.101, from a Holding Business District Commercial
(h-17*BDC) Zone, to a Business District Commercial Special
Provision(BDC(_)*H15.5*D90) Zone.
- 2) Section Number 25.4 of the Business District Commercial (BDC) Zone is amended
by adding the following Special Provision:
 -) BDC() 1076 Gainsborough Road
 - a) Regulation[s]
 - i) Westerly Interior 10 metres (32.80 ft)
Side Yard (minimum)
 - ii) Parking 55 Spaces
(minimum)

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.

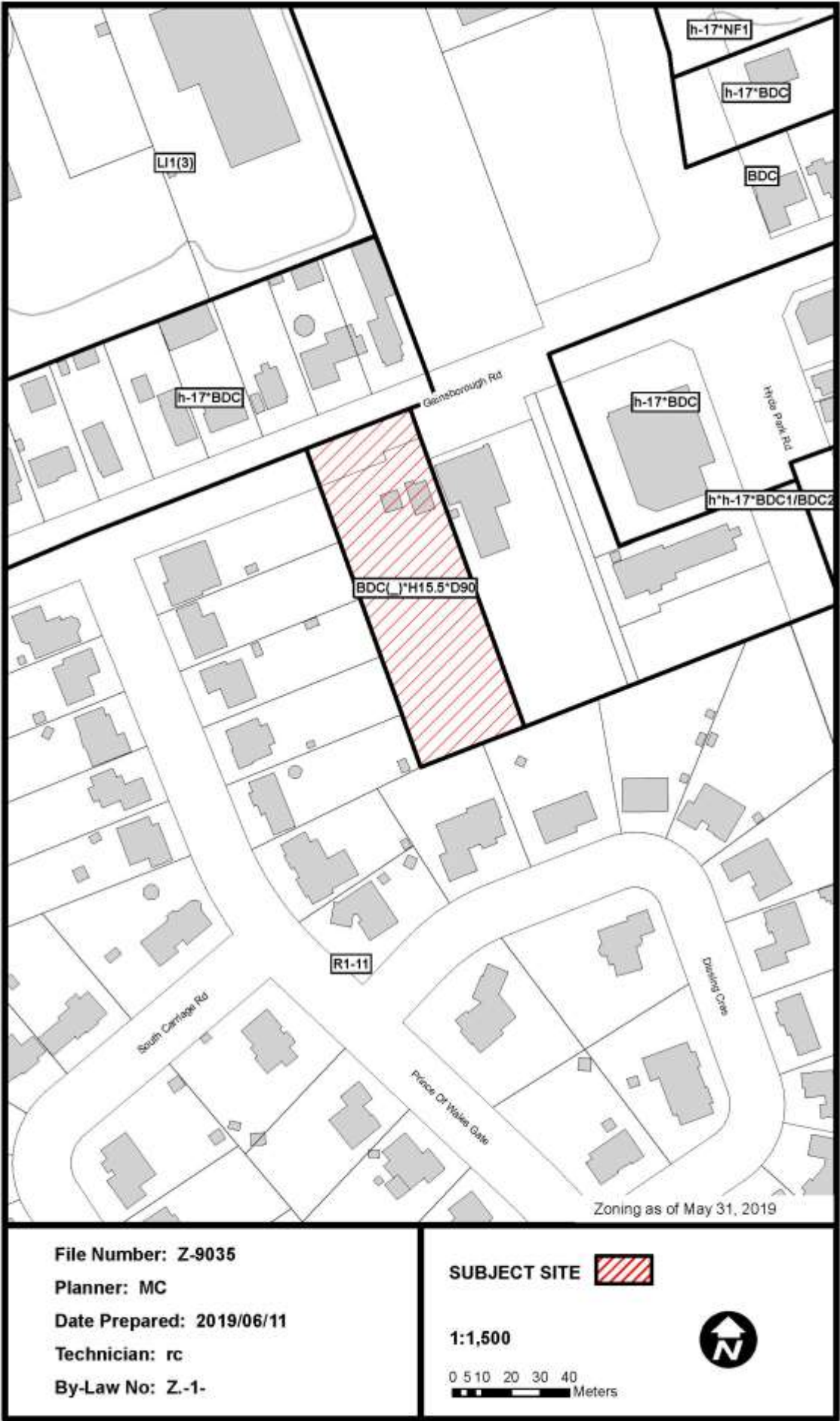
PASSED in Open Council on July 29, 2019.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – July 29, 2019
Second Reading – July 29, 2019
Third Reading – July 29, 2019

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



Appendix B – Public Engagement

Community Engagement

Public liaison: On March 27, 2019, Notice of Application was sent to 46 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 28, 2019. A “Planning Application” sign was also posted on the site.

12 replies were received

Nature of Liaison: The purpose and effect of this zoning change is to permit a 4-storey, mixed-use apartment building with a total of 32 residential units (90uph) and approximately 311m2 of commercial space on the main floor fronting Gainsborough Road.

Possible change to Zoning By-law Z.-1 FROM a Business District Commercial (BDC) Zone TO a Business District Commercial Special Provision (BDC(_)) Zone to permit a maximum height of 16 metres, density of 90 UPH and 53 parking spaces where 70 are required.

Responses: A summary of the various comments received include the following:

Concern for:

- The proposed height increase will reduce the privacy in the rear yards to the west.
- The height will create a visual eyesore?
- The requested reduction in parking will result in increased on street parking within the neighbourhood.
- Increase in traffic through the abutting subdivision.
- Potential garbage enclosure abutting property line.

Responses to Public Liaison Letter and Publication in “The Londoner”

<p>From: Jozef Sent: Sunday, March 31, 2019 2:11 PM To: Corby, Mike <mcorby@London.ca> Subject: [EXTERNAL] File z-9035</p> <p>Proposed drawing is inaccurate as there is not enough room for the trees that is shown.</p> <p>Not enough parking spaces.</p> <p>Limited on street parking</p> <p>Only entrance is too close to Hyde park road to allow for turning into property. Privacy for neighbours.</p> <p>Jeff Plinke 10 Prince of Wales Gate</p>
<p>From: Maryanne Harkins Sent: Monday, April 8, 2019 9:27 AM To: Corby, Mike <mcorby@London.ca> Cc: Morgan, Josh <joshmorgan@london.ca> Subject: [EXTERNAL] 1076 Gainsborough Road - File: Z-9035</p> <p>I am writing to contest the application for a zoning amendment at 1076 Gainsborough Road.</p>

First, the height change from 12 metres to 16 metres will result in the building being one-storey higher than the existing residential homes and several storeys higher than the existing one-storey commercial buildings adjacent to the property. The building is located in extreme proximity to existing homes on Prince of Wales Gate and the proposed extra storey will result in a huge shadow in their backyard. Therefore, a shadow study needs to be conducted immediately prior to any decision being made.

Second, the extra storey will be result in a requirement for extra parking spaces (17 spaces) which have not been accommodated in the existing site concept map. Where are the 17 cars supposed to park?

There are NO parking spaces left on Gainsborough Road. Cars for the KinderCare daycare take every spot on north Gainsborough Road at 8 a.m. There are no parking spaces on south Gainsborough Road.

To assume that these 17 cars are going to find permanent parking at the plaza at 1570 Gainsborough Road is incorrect. There are only 10-12 parking spaces in total at this plaza which are needed for their retail shoppers.

These 17 cars are going to park on Prince of Wales Gate - permanently parked in front of residential homes 24/7. Seven school buses drive down Prince of Wales Gate every morning and afternoon, and young children trying to navigate between parked cars to reach their school bus is an **extreme danger**.

What will be the plan for the snow plows? Snow removal is a huge safety issue for children/buses/pedestrians around parked cars.

The babies in the day care are walked in strollers down Prince of Wales Gate every day for fresh air. How are these strollers supposed to get around these 17 parked cars? **Prince of Wales Gate does not have sidewalks.**

Increased traffic through Prince of Wales Gate is automatically going to happen when the approved three-storey building is complete due to retail shoppers and residents but at least every resident will have a parking space. Adding the fourth storey is going to create a traffic nightmare on **Prince of Wales Gate which is a narrow residential street without sidewalks.**

Why is this zoning amendment being considered if there are not enough parking spaces? On what grounds is this application even being considered when it endangers children?

Yours truly,

Maryanne Harkins
25 Prince of Wales Gate
London, ON

From: Scott Guidolin
Sent: Tuesday, April 2, 2019 4:39 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Morgan, Josh <joshmorgan@london.ca>
Subject: [EXTERNAL] 1076 Gainsborough Road. File Z-9035

Dear Mike. I live on the adjacent property to the proposed new development. Although I like the idea of developing this area is strongly oppose the special provision for increasing the height to 16 meters. A four storey building will be a huge eye sore to this area. Contrary to their application there are no buildings greater than 2-storeys in the direct area around the intersection of Hydepark and Gainsborough. Their proposal to now put up a 4 storey on that property is ridiculous. A 2 storey building would be more representative of the preservation of the area and not obstruct our privacy views. This proposed development would not only encroach on this

privacy it will also ultimately lead to lowering our property values around this development. I hope that you will decline this amendment proposal and preserve the integrity this neighbourhood.

Kind regards,
Scott

Scott Guidolin
18 Prince of Wales Gate
London, ON

From: Scott Guidolin
Sent: Thursday, April 11, 2019 10:37 AM
To: Corby, Mike <mcorby@London.ca>
Cc: Morgan, Josh <joshmorgan@london.ca>
Subject: [EXTERNAL] RE: 1076 Gainsborough Road. File Z-9035

Thanks Mike for hearing my concerns for declining this special provision request. This location is not supported for a high density project. I understand that lure of increased tax revenues of these types of units out way the actual impact on the resources of the area. With the expansion over the years in this area has increased traffic tremendously in our area. Our street has requested speed bumps to slow down the racing cars trying to cut through our neighbourhood to beat the traffic and light at Hyde Park/Gainsborough intersection. We have no sidewalks and are kids are sitting ducks as the walk to a from their buses as cars race by. Now with this proposal there will be an additional 50+ cars daily in our neighbourhood!! Trust me, with the location of this unit everyone travelling North on Hyde Park will turn left at South Carriage Road and then right onto Prince of Wales Gate, right onto Gainsborough and then immediate right turn into the proposed unit. Not only will I be dealing with a large structure intruding on my backyard I will also be dealing with uncontrollable traffic in my front yard. Please also take this into consideration as well when making the decision on the provision.

Kind regards,
Scott

From: Scott Guidolin
Sent: May 30, 2019 9:57 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Morgan, Josh <joshmorgan@london.ca>
Subject: [EXTERNAL] RE: Open House- Proposed Apartment Development- 1076 Gainsborough Road
Importance: High

Hi, Mike. Thanks for taking the time last night to listen to my objections for the Proposed Apartment Development at 1076 Gainsborough Road.

Please allow me to go "on record" with my objection to a zoning change that allows for of maximum height increase from 12 to 16 meters. As I have noted this neighbourhood presently has no 3-storey buildings let alone this proposed 4 storey structure.

A major concern in that the property is presently about 2 to 3 feet above my property level which is on the West side of the proposed development. The 4-meter increase in building height is amplified by this higher starting point. If the builder were to dig down to or below our levels it would certainly be helpful in reducing the large footprint.

After seeing the proposed landscape drawings at the meeting, I have concerns about what was "sold" to us as a dampening of the site surroundings. First there

needs to be a minimum 8 foot wooden fence separating my property and the proposed development.

Secondly, I was amazed to see that the overflow garbage bins for the building had been moved immediately adjacent to my property line within 10 feet of my SPORTCOURT where neighbourhood children play basketball in the summer and skate in the winter.

Clearly, if the developer was concerned about dampening, they would have placed the bins on the opposite side facing the commercial property, as opposed to our private backyards.

Thirdly and finally, the proposed landscaping did not include any trees in front of my property.

I presently have 2 deciduous trees with summer foliage but no foliage in the winter months. Being that this is a year round property, I believe there needs to be additional year-round landscaping coverage e.g. Evergreens.

I understand the need for development but don't understand this location. The fact that we have purchased large properties backing on to the proposed development is irrelevant. We pay taxes based on our property's size regardless of the location of the house on the property!

The fact is this development will intrude on my property sightlines, significantly diminish our privacy, and create additional traffic in my neighborhood.

Summary of needs.
Minimum 8 foot wooden fence across my property line.
Relocation of proposed overflow garbage bins at my property line.
Planting of evergreen trees along property lines providing privacy and noise reduction
Digging down of proposed area and leaving maximum structure height to 12 meters.

Mike, please ensure my comments go "on record". I have copied Josh Morgan on my summary of concerns as well.

Thanks again for listening to my concerns.

Kind regards,
Scott & Elizabeth Guidolin
18 Prince of Wales Gate,
London, ON
N6H5M3

From: Caitlin Chowen
Sent: Sunday, April 07, 2019 3:33 PM
To: Morgan, Josh <joshmorgan@london.ca>
Cc: Cameron Chowen
Subject: [EXTERNAL] Zoning By-Law file Z-9035: 1076 Gainsborough Road

Mr. Morgan;

Hope all is well with you and that you had a good weekend. I received a notice of planning application for a zoning by-law amendment for 1076 Gainsborough Rd. I reside at 32 Prince of Wales Gate on the corner of Prince of Wales and Dissing.

I do not write to you today to complain or voice my concerns over the 4-storey unit that is proposed to be built. My husband and I have lived in London our whole lives and love this city. I do not want to be a “NIMBY” citizen that supports development with the exception of my own neighbourhood. I believe any growth, development and investment in our city can be looked at with a positive outlook.

I do however want to voice a related concern regarding the intersection of Hyde Park and Gainsborough road. There is no advance left turn arrow on the northbound lanes of Hyde Park, which causes massive delays during heavier traffic times (week day rush hour). My son goes to Kinderville daycare on Gainsborough, and when I attempt to turn left onto Gainsborough from Hyde park at 5:30pm on a work night, it is not uncommon to wait five full traffic signals to turn. What is the alternative? Drivers are instead turning left on the street immediately south of the intersection (at South Carriage road), and cutting down Prince of Wales Gate to turn left on Gainsborough without having to wait at the traffic light.

There are no sidewalks on Prince of Wales Gate or South carriage road. Children play, ride bikes, people walk their dogs, and go for runs/walks down the street as they have no other choice without any sidewalks. The amount of cars speeding down our street during heavy traffic times has become a major concern. This is before consideration of any additional development in the area (ie: adding another 32 residences on Gainsborough, immediately beside the intersection).

Mr. Morgan- I know you are a father. I have a son who is under 2 years old. On my street corner alone I know of 4 children under the age of 6. I would ask you to consider that if this development proceeds (or even if it doesn't) that it is perhaps time to consider a left hand advance arrow in the northbound lanes of Hyde Park at Gainsborough. Either that, or perhaps traffic calming measures need to be considered for this street.

Many thanks,
Caitlin Chowen

From: Khudeja Williams
Sent: Friday, April 12, 2019 2:22 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Morgan, Josh <joshmorgan@london.ca>
Subject: [EXTERNAL] Zoning By Law 1076 Gainsborough Road

Hi Mike,

Thank you for the notice of the By- Law Amendment.

We disagree with this proposal and the development for the following reason:

- The neighbourhood for 3-4 blocks only has 2 storey building of commercial. This building is out of character for this neighbourhood
- The Building will tower over our neighbourhood.
- Prince of wales gate has already seen an increase of car traffic avoiding Hydepark traffic, this building will increase this traffic even more.
- Parking, this unit doesn't have enough parking spaces which means overflow parking will end up on our street.

We are all for more businesses in this neighbourhood and propose a 2 storey building with only commercial spaces, this will be in line with the current surrounding and the parking spaces will be sufficient.

We are open to any questions your team may have.

Khudeja and James Williams
11 Prince of Wales Gate, London, Ontario

From: Elizabeth Fox
Sent: Monday, April 15, 2019 12:58 PM
To: Corby, Mike <mcorby@London.ca>
Cc: Morgan, Josh <joshmorgan@london.ca>
Subject: [EXTERNAL] Zoning By-Law Amendment 1076 Gainsborough Road

Good Afternoon:

I am writing to provide my comments with respect to 2648822 Ontario Inc.'s application for a Zoning By-Law amendment to allow a 4-storey apartment building at 1076 Gainsborough Road. The property in question is to the immediate rear of our backyard at 18 Prince of Wales Gate. We have resided at this address for 16 years.

I wish to register my opposition to the zoning amendment for the following reasons: There are no other buildings within the neighbourhood that are three stories, let alone 4 stories.

Drivers speeding through our neighbourhood as a shortcut have been a fairly consistent hazard to our children as there are no sidewalks. Increased residential density will only worsen the problem.

Thank you for considering this email.

Regards,

Elizabeth Fox

From: Raj Sharma
Sent: Friday, April 12, 2019 12:36 PM
To: Morgan, Josh <joshmorgan@london.ca>
Subject: [EXTERNAL] 1076 Gainsborough Road Zoning Amendment

Hello Mr. Morgan,

We received some paper work that caught my attention so I thought I would convey my thoughts. We don't have a problem with new buildings being built in our neighborhood but this will affect our personal lives because our back yard is facing the proposed Parking Lot.

Four stories high apartment building is some what ridiculous where will people park also the traffic on our street will increase as well since we live on 24 Prince of Wales Gate, London, ON N6H 5M3. I worry about our kids that play outside as well. We probably won't have any privacy either when we spend time in our back yards in the summer time.

I just thought I would let you know of our thoughts since we just bought the house last July and we were not aware of this zoning / construction.

Any comments from your side will be appreciated. I thank you for your time on reading my email on this matter. Have a great day.

Yours truly,

Rajni K. Sharma & Ms. Seema Raj Sharma

From: Neville P. & S. Kurukula Arachchi
Sent: Wednesday, April 17, 2019 5:41 PM
To: Corby, Mike <mcorby@London.ca>; Morgan, Josh <joshmorgan@london.ca>
Subject: [EXTERNAL] Re: File: Z-9035

April 17, 2019

Mike Corby and Josh Morgan
Development Services - City of London
300 Dufferin Avenue, 6th Floor,
London ON PO BOX 5035 N6A 4L9

Dear Mike and Josh,

Re: File: Z-9035

As owners of 1070 Gainsborough Rd, we are happy to hear that there is a development process of our neighboring property of 1076 Gainsborough Rd. In regards to the Notice of Planning Application sent to us, we would like to provide the following comments.

1. Parking

It came to our attention that the proposed 53 parking spaces fall below the minimum number of spaces (73 spaces, according to SP-1 drawing) required by the Zoning By-law. We are concerned that their planning justification saying that “future onsite parking along Gainsborough Road, together with direct access to public transit, also assist in off-setting the reduced parking” will be inadequate to support the number of tenants, customers and visitors for the proposed project. Future onsite parking along Gainsborough Rd cannot off-set the reduced parking because parking overnight on City of London Streets - between the hours of 3am-5am is prohibited during the winter months. Vehicles may not be parked for more than 12 hours at any one location, regardless of the time of year.

Our concern with the insufficient (reduced 20 parking spaces) proposed parking at 1076 Gainsborough Rd is that our parking lot will be availed of by tenants, customers and visitors to remedy this shortage. Our parking lot is not designed or approved to support such situations. In order to avoid future definite parking issues, we kindly request you not to allow site plan approval with reduced parking spaces.

2. Snow Storage

It also came to our attention that proposed location of the parking lot (the east side) is very close to the property line of 1070 Gainsborough Rd. We are concerned that there is a lack of space for snow piling during snow removal that may lead to snow dumping on our property during the winter.

In order to mitigate this issue, we would like to propose a full stretched chain link/wrought iron fence along the property line between 1070 and 1076 Gainsborough Rd. We would like for this proposed fence to be considered as a part of the development plan of 1076 Gainsborough Rd, to have maximum separation in between the two lots and to be constructed and maintained by the owner of 1076 Gainsborough Rd.

If you have any questions, please do not hesitate to contact us. Thanks
Sincerely,

Neville Perera, P.Eng., M.Eng. and
Dr. S. Kurukula Arachchi, MD, CCFP
Ellivensa Inc. @ 1070 Gainsborough Rd. London, ON, N6H 5L5
414 Elderberry Avenue
London, ON, N5X 0A2

Sabah Khouri & Francois Khouri

27 Prince of Wales Gate
London, ON N6H 5M3

TO: Mike Corby

mcorby@london.ca

519-661-2489 ext. 4657

April 18, 2019
RE: File Z-9035

Dear Mr. Corby

We are the owners of the above listed property at the north west corner of Prince of Wales Gate and Southcarriage Road. We have been living at this address since 1991, and we have seen the area build up around us. We would like to provide our comments regarding the proposed building on Gainsborough Road.

It is great to see that people are trying to improve Hyde Park and drive more business to the quaint village. We are not against the development of the site. However, we have a few concerns:

We feel that the four story building does not fit with the existing building landscape and streetscape. It will be much taller than what is already there. Furthermore, such a large building will take away from the old village charm of Hyde Park. As the property is in the business district and already zoned for 3 stories, we feel that no more than 3 stories should be built.

The large building will create a shadow on the surrounding homes. So, this should be considered, as the homes are already existing.

We feel that the reduced number of parking spots will be very disruptive for the residence of Canterbury Estates. As the on street parking spots on Gainsborough are always full, the lack of required parking spots for this development will result in Prince of Wales Gate being used for the over flow of cars needing to park. In addition, Prince of Wales Gate is already being used as a major 'cut through' street between Hyde Park Road and Southcarriage Road, and Gainsborough Road and Prince of Wales Gate, and more traffic and on street parking from this development will further exasperate the problem.

In order to make up for the lack of parking spots, the developer should be asked to lessen the size of the development, or include underground parking to accommodate his tenants' parking needs.

There are already a lot of businesses that have driveways leading out onto the south side of Gainsborough Road between Hyde Park Road and Prince of Wales Gate. Adding another driveway on the south side of Gainsborough road in such a small area for a large number of cars will create traffic confusion and havoc, especially during rush hour traffic

In conclusion, we are not against the development of the site. However, we feel that the above mentioned reasons should be considered to come up with a workable solution to have the developer successfully build only a 3 story building, not a 4 story building, which fits with the area.

Yours very sincerely

Sabah Khouri and Francois Khouri

From: Kasia Springer
Sent: Thursday, April 18, 2019 8:52 PM
To: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] 1076 Gainsborough Road

Good evening Mike,

Hope you're doing well.

My name is Kasia and I'm writing on behalf my parents Grace and Mitch Drzymala that reside at 14 Prince of Wales Gate.

This is in regards the notice of planning application that they received for 1076 Gainsborough Road.

We definitely have a few concerns with the proposed zoning amendment.

Here are our concerns:

- The height of the building due to loss of privacy and the light that will be coming in from the building onto their property
- Noise concerns with the amount of people possibly living in a such tight area right in my parents backyard.
- Lightning concerns with the amount of parking spots and lights outside that will disrupt their lifestyle in their backyard.
- Pollution with the constant cars coming in and out with all the people that will live there not only during the week but all the time and industrial truck for garbage, etc. - Proximity of all this to their backyard. My parents and their grandchildren my children spend alot of time outside, we are all concerned with cars possibly driving so close to their property line that an accident might happen with a grandchild playing close to the fence.
- Security, with so many people potentially living so close to their property line they won't feel safe.

I appreciate you taking the time to review our concerns.

If you need to contact myself at anytime you can do so at 519-636 - 7672.

Have a great long weekend.

Kasia Springer

From: GRACE DRUG STORE
Sent: April 18, 2019 1:25 PM
To: Morgan, Josh <joshmorgan@london.ca>
Cc: Corby, Mike <mcorby@London.ca>
Subject: [EXTERNAL] File:z-9035

To:
Mike Corby and Josh Morgan
Development Services (City of London)
300 Dufferin Avenue, 6th floor
London, ON
N6A 4L9

RE: 1076 GAINSBOROUGH ROAD (FILE # Z-9035)

My name is Jigar Patel. I am the owner of Pharmacy- Grace Drug Store (1070 Gainsborough Road). I was just informed about the construction of building in my neighborhood with 53 parking spots, which indeed needs 73 parking spots. To my knowledge it has got an approval as well. The concern I have here is about the use of our parking lot from neighboring building can create tension between the two. It would be inconvenient for our customers and for ourselves to put an extra effort to make sure the property is not being violated.

I urge you to look into the facts as it is very obvious need for sufficient parking spots by zoning law Or else to resolve our concern.

Thank you.

Regards,
Jigar Patel.
GRACE DRUG STORE
1070 Gainsborough Road,
London, ON, N6H 5L5

From: Rob Thompson
Sent: May 3, 2019 4:06 PM
To: Morgan, Josh <joshmorgan@london.ca>
Subject: [EXTERNAL] Proposed development

Hi Josh,

My name is Rob Thompson. I live at 22 Prince of Wales Gate, in your ward. I recognize that I've missed the deadline for submitting official feedback regarding proposal for construction at 1076 Gainsborough Road with a 4 Story combined Residential/Commercial property, however as a resident I still need to express my concern and interest.

Speaking practically I just want my concern to be voiced but do so respectfully, so I am not of course seeking a full-stop on this project as I can see value for the neighborhood, but I'm concerned with a few details.

My most significant concern is the ratio of parking spaces to residents. With an occupancy of 32 residents in this building, how is 53 parking spaces appropriate? I see in the proposal this has been an amendment to lower the required spaces. I understand peak times has been the rationale, but even with evening hours I strongly feel my neighbourhood will begin to see street parking on Prince of Wales Gate a common place. If that is a reality then that is going to be very unacceptable for myself and my neighbours. I will not be happy or accept cars parking on a routine basis outside my house, when they weren't before this build.

Regarding traffic and use of Prince of Wales Gate. Already we have seen traffic rise over the past years, with many speeding down the street to Gainsborough. Speaking with experience; during the widening of Hyde Park Road temporary traffic calming devices were installed and frankly I thought those clearly did work. So this is my proposed solution to my concern; I would welcome traffic calming speed-bumps to be put in on Prince of Wales Gate as a result of this new building. I think our traffic volume will significantly enough to see a noticeable increase as people use Prince of Wales Gate as an alternate means to navigate around the intersection of Hyde Park and Gainsborough. This new build will increase the traffic. I put this forward as a respectable suggestion to mitigate increased traffic flow through my neighbourhood.

Finally my last concern is speaking to our privacy as residents backing onto this lot. My yard has a chain-link fence and I back onto this property. I have two kids under the age of 12. I cringe at the idea of strangers parking their car and them being able to watch my kids play in the backyard. This lot sits at a minor elevation, maybe 5-6 feet higher than our lot grading. Cars will absolutely have full view of my yard. I am asking if there's anyway this builder can erect a >6 foot high fence around the parking perimeter to provide a separation with privacy to their new neighbours?

I'm not super happy that this proposal is for a four story building and that height is more significant than all businesses in the immediate area, however I appreciate that as a community we need to accept change and I don't see true value in challenging the height, but instead I care about the potential of over-flow parking (meaning street parking) as a result, the traffic volume increase on Hyde Park and the invasion of our privacy for residents on Prince of Wales Gate.

Thank-you kindly for reviewing my concerns and receiving my thoughts on the matter, kind regards,

Rob Thompson
22 Prince of Wales Gate

Written

Jeff Plinke, 10 Prince of Wales Gate
London ON, N6H 5M3

Maryanne Harkins, 25 Prince of Wales Gate
London ON, N6H 5M

Scott Guidolin, 18 Prince of Wales Gate
London ON, N6H 5M

Caitlin Chowen, 32 Prince of Wales Gate
London ON, N6H 5M

Khudeja and James Williams, 11 Prince of Wales Gate
London ON, N6H 5M

Elizabeth Fox, 18 Prince of Wales Gate
London ON, N6H 5M

Raj Sharma, 24 Prince of Wales Gate
London ON, N6H 5M

Neville Perera, P.Eng., M.Eng. and Dr. S. Kurukula Arachchi,
MD, CCFP, 1070 Gainsborough Rd. London ON,

Francois Khouri & Sabah Khouri
north west corner of Prince of Wales Gate and Southcarriage
Road

Kasia Springer
14 Prince of Wales Gate
London ON, N6H 5M

Jigar Patel.
GRACE DRUG STORE
1070 Gainsborough Road,
London,ON, N6H 5L5

Rob Thompson, 22 Prince of Wales Gate,
London ON, N6H 5M

Agency/Departmental Comments

UTRCA – April 3, 2019

The UTRCA has no objections to this application. Thank you for the opportunity to comment. If you have any questions, please contact the undersigned at extension 430

London Hydro – April 9, 2019

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Development Services – June 13, 2019

- Road widening dedication of 18.0m from centre line required along Gainsborough Road
- Detailed comments regarding access design and location will be made through the site plan process
- Transportation has reviewed and accepted the parking study provided in support of this application.

Urban Design – June 28, 2019

Urban Design staff commend the applicant for incorporating the following into the design; Providing a four storey mixed use building that is in keeping with the vision of the current Official Plan as well as the London Plan; Providing for a continuous street wall along the Gainsborough frontage; Providing for appropriate scale/ rhythm/ materials/ fenestration; Incorporating all parking in the rear yard, away from the street frontage; and Providing ground floor commercial space with transparent glazing and principles entrances facing the street creating an active edge.

Urban design staff have been working closely with the applicant through the rezoning process to address many of the design concerns that have been raised by the community, the Urban Design Peer Review Panel (UDPRP), and City staff. There are several items that have been identified by staff, the UDPRP and the community to be further reviewed through the site plan process including; garbage location, landscape buffering of the parking lot, the further emphasis of the entrance doors on the north and west elevations, and the design of the space between the building and the City sidewalk along Gainsborough.

Appendix C – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

PPS

1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1 a, b, c, e, f

1.1.3 Settlement Areas

1.1.3.1, 1.1.3.2, 1.1.3.3, 1.1.3.4

1.4 Housing

1.4.1

1.6.7 Transportation Systems

1.6.7.4

Official Plan

3.4. Multi-Family, High Density Residential

3.4.3. Scale of Development

4.4.1 Main Street Commercial Corridor

4.4.1.3. Function

4.4.1.1. Planning Objectives

4.4.1.2. Urban Design Objectives

4.4.1.4. Permitted Uses

4.4.1.7. Scale of Development

4.4.1.9. Urban Design

London Plan

Main Street Place Type

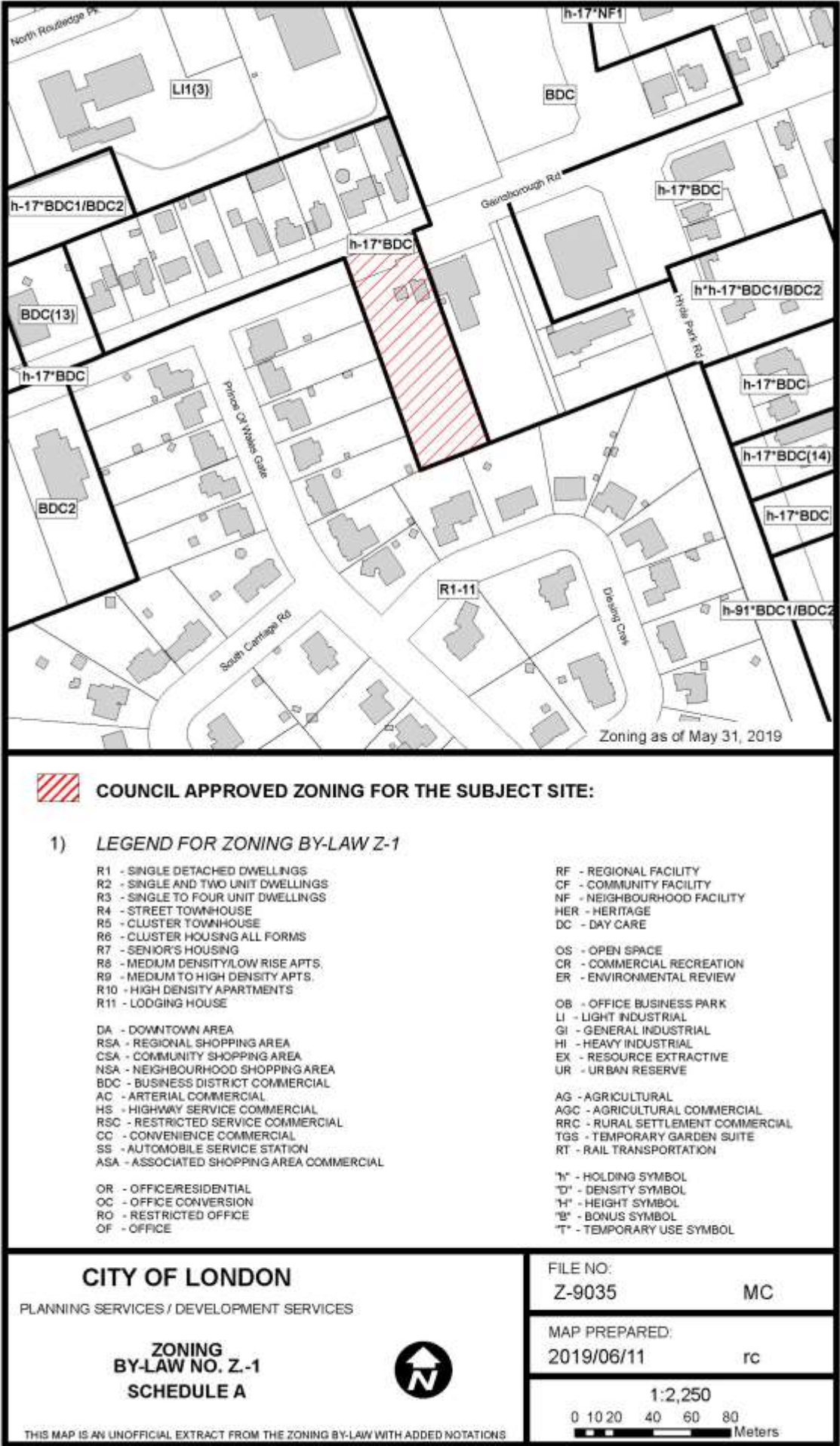
Permitted Uses – 908

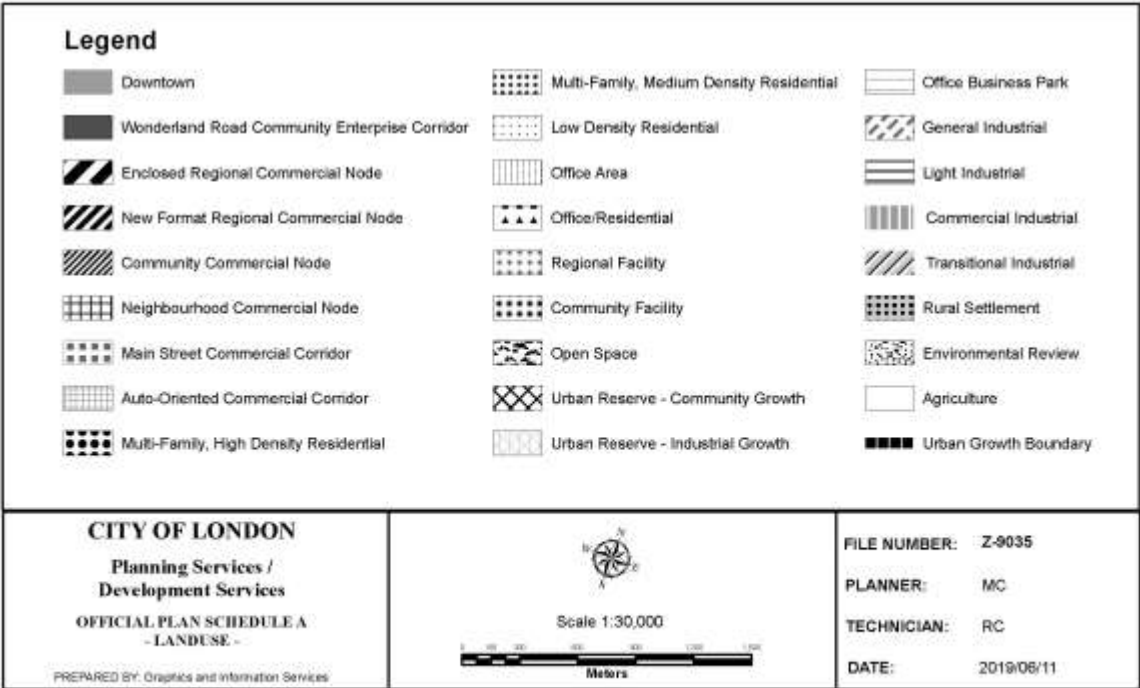
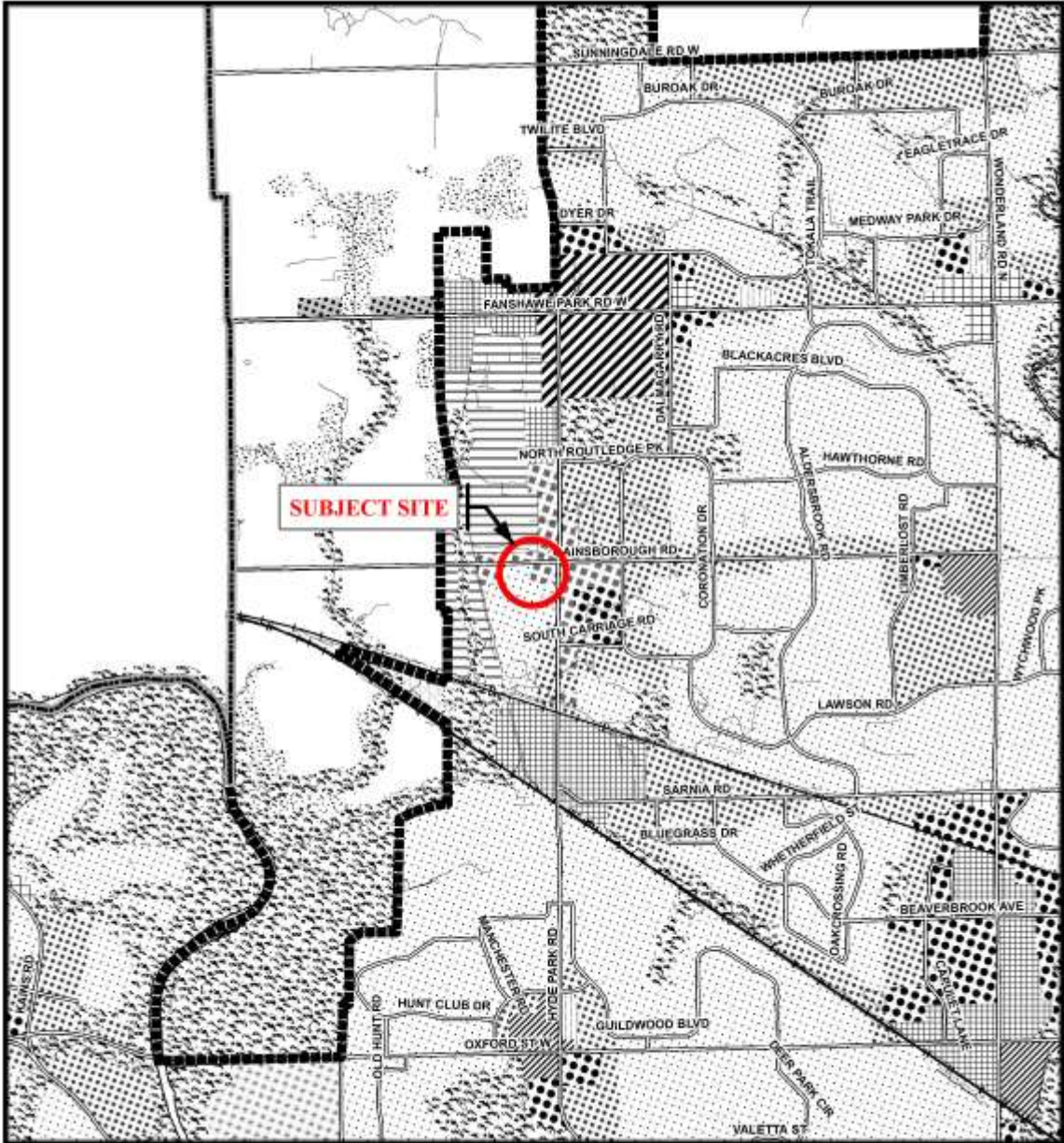
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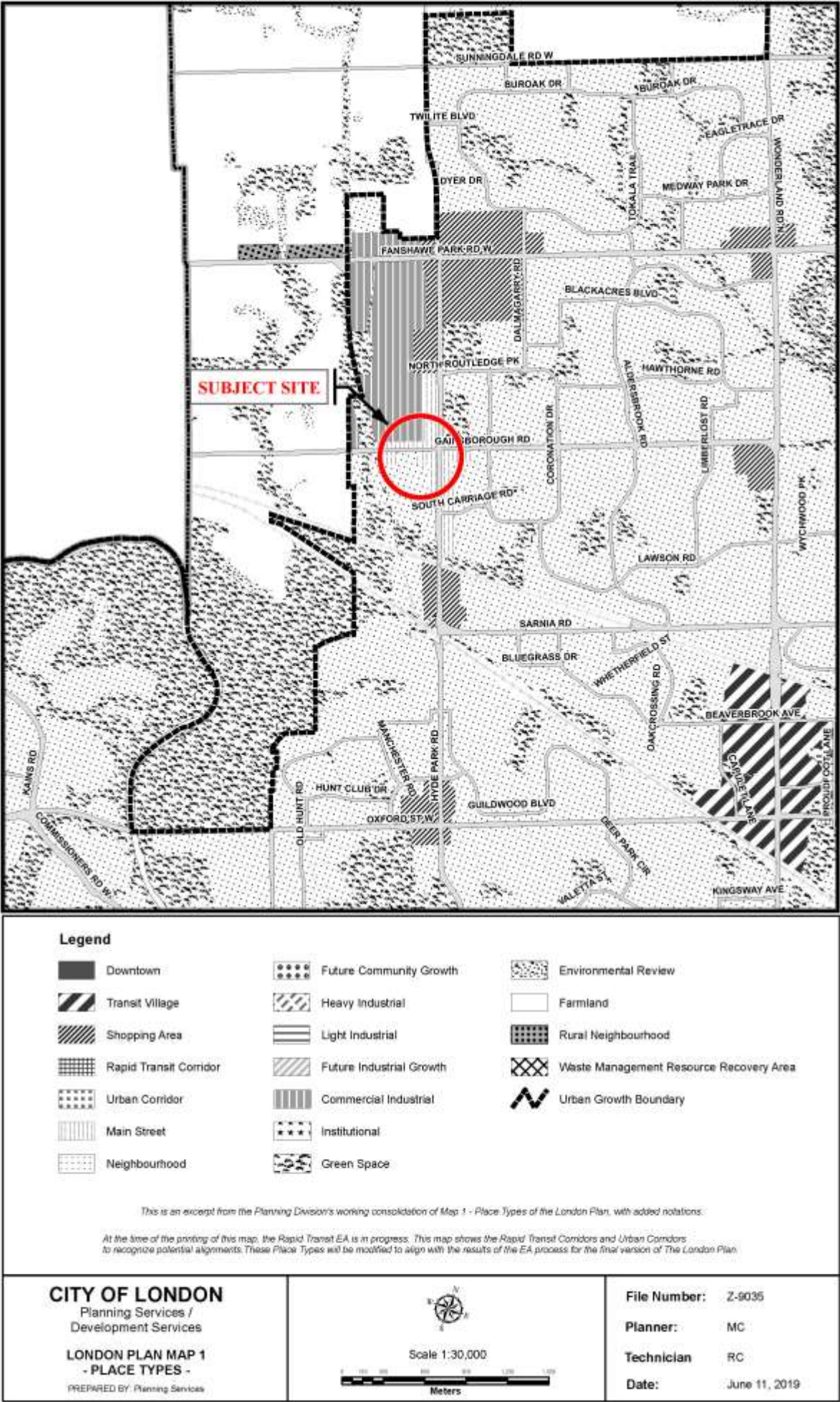
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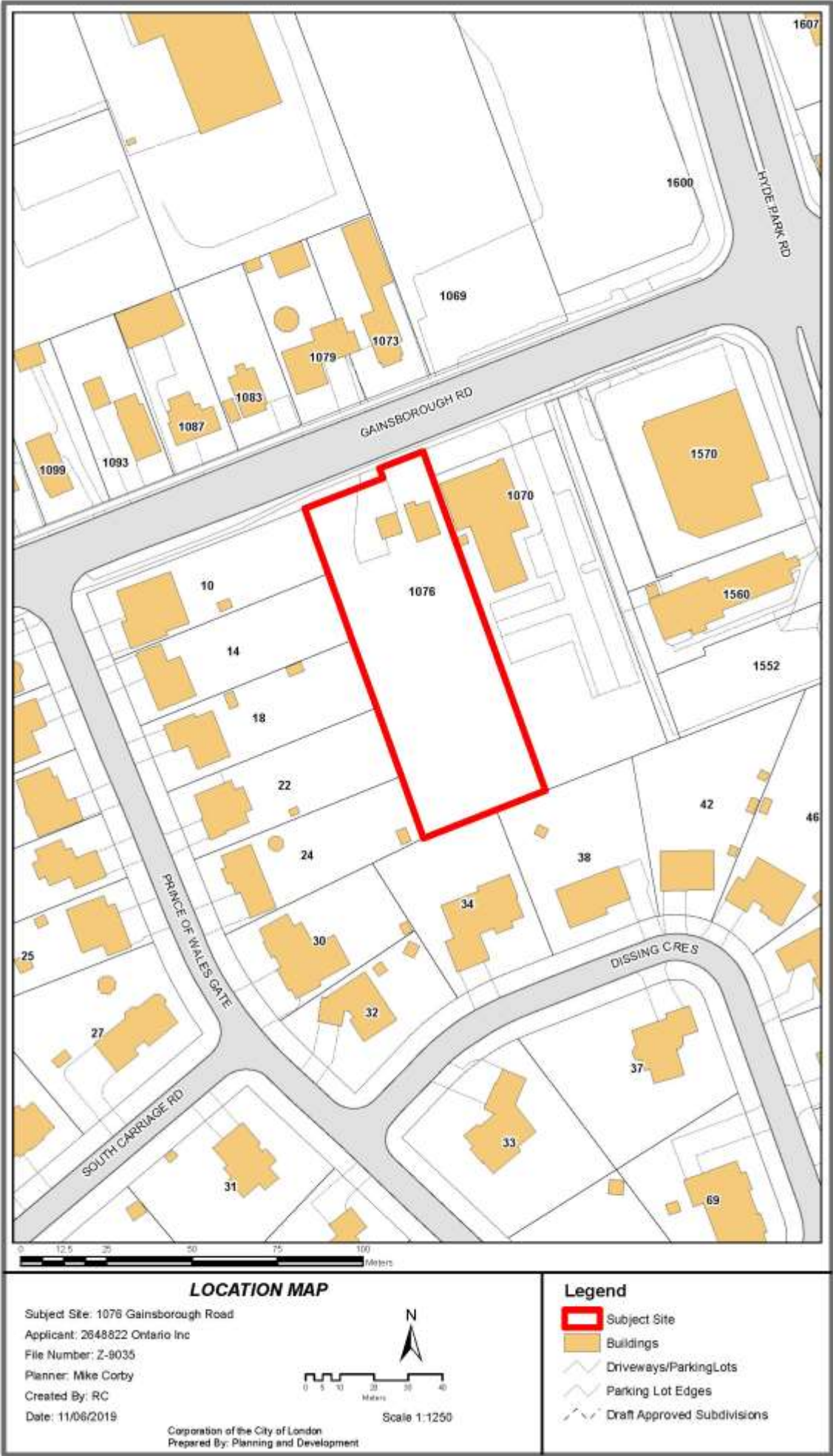
Appendix D – Relevant Background

Additional Maps









Appendix E – Urban Design Peer Review Panel Comments/Response

Urban Design Peer Review Panel – May 15, 2019

The Panel provides the following feedback on the zoning by-law amendment application:

- The Panel commends the proponent for providing site plan level detail at this preliminary stage of development.
- The Panel is supportive of the mixed use building and scale of development as proposed, considering the siting of the building away from the southerly property line.
- The Panel is supportive of the parking layout, including the provision of parallel spaces where necessary to maintain an appropriate landscape buffer to adjacent properties.
- The Panel suggested that the proponent provide for common outdoor amenity area. The Panel commends the proponent for providing interior amenity room, and suggested that an exterior area to complement this space could be provided at either the rear of the building (adjacent the amenity room) or the frontage of the property (between the building and sidewalk).
- The Panel supports the siting of the building and provision of landscape buffer to respect the 'zone of sensitivity' identified in the Urban Design Brief relative to the westerly property line. The Panel suggested that the Zoning By-law could incorporate a special provision to ensure siting of the building is setback an appropriate distance from abutting properties to the west.

The Panel provides the following feedback on the anticipated future site plan application:

- The Panel identified a potential privacy conflict for private patios on the east side of the building and encouraged the proponent to consider access controls to limit permeability along the east edge of the building.
- The Panel is supportive of efforts to protect existing mature boundary trees and encourages the proponent to provide additional plantings to the extent possible.
- The Panel encouraged the proponent to emphasize the entrance doors on the west elevation of the building; to give these doors more prominence than utility/garbage room doors.
- The Panel encouraged the proponent to consolidate barrier-free parking with a continuous pathway.
- The Panel encouraged the proponent to consider softening the hard surface forecourt by introducing plantings and/or amenity space.
- In response to newer renderings and material samples presented at the meeting, the Panel acknowledged that the materiality is coming along, though encouraged the proponent to harmonizing the material choices of the base with the material choices of the upper floors.
- The Panel encouraged the proponent to provide a canopy over the entrance to the west commercial unit at grade (treatment similar to the canopy over the entrance to the east commercial unit). This could provide opportunity for signage for the second unit.
- The Panel commends the proponent on the contemporary planting palette which fits well with the architecture.
- The Panel encourages the proponent to use materiality for hardscape paving that complements the design objectives for the Gainsborough Road streetscape (similar to Hyde Park area).

Concluding comments:

The Panel supports the proposed mixed use building given its siting and scale relative to the surroundings, though encourages the proponent to give consideration to providing outdoor common amenity. The Panel provided several suggestions with respect to refinements of building elevations, parking and landscape details for consideration at the detailed Site Plan stage.

Applicants Response – June 20, 2019

Comment:
The Panel supports the siting of the building and provision of landscape buffer to respect the 'zone of sensitivity' identified in the Urban Design Brief relative to the westerly property line. The Panel suggested that the Zoning By-law could incorporate a special provision to ensure siting of the building is setback an appropriate distance from abutting properties to the west.
Applicant Response:
We have no issue with a site-specific westerly setback, however, the building location is already restricted to the easterly portion of the property due to entrance requirements by transportation staff.
Comment:
The Panel identified a potential privacy conflict for private patios on the east side of the building and encouraged the proponent to consider access controls to limit permeability along the east edge of the building.
Applicant Response:
The setback area from the easterly property line will be limited to a grassed area. Hard surfacing will be removed.
Comment:
The Panel is supportive of efforts to protect existing mature boundary trees and encourages the proponent to provide additional plantings to the extent possible.
Applicant Response:
The proposed landscape plan shows plantings that can be accommodated along the westerly property line. If additional plantings are required and cannot be accommodated on the subject lands, we have also spoken to an adjacent property owner to provide tree plantings on the adjacent residential properties as well.
Comment:
The Panel encouraged the proponent to emphasize the entrance doors on the west elevation of the building; to give these doors more prominence than utility/garbage room doors.
Applicant Response:
The westerly building elevation is currently being redesigned to accommodate an entrance feature for the westerly door to the apartment units.
Comment:
The Panel encouraged the proponent to consolidate barrier-free parking with a continuous pathway.
Applicant Response:
The barrier free parking spaces have been relocated closer to the main entrance. One barrier free space is required to remain separate as consolidating the spaces into one location will result in the loss of a parking space.
Comment:

The Panel encouraged the proponent to consider softening the hard surface forecourt by introducing plantings and/or amenity space.
Applicant Response:
Amenity space is being accommodated in the forecourt.
Comment:
In response to newer renderings and material samples presented at the meeting, the Panel acknowledged that the materiality is coming along, though encouraged the proponent to harmonizing the material choices of the base with the material choices of the upper floors.
Applicant Response:
The material on the base of the building will be revised to remain consist around the building.
Comment:
The Panel encouraged the proponent to provide a canopy over the entrance to the west commercial unit at grade (treatment similar to the canopy over the entrance to the east commercial unit). This could provide opportunity for signage for the second unit.
Applicant Response:
A canopy over the westerly commercial unit is being considered.
Comment:
The Panel encourages the proponent to use materiality for hardscape paving that complements the design objectives for the Gainsborough Road streetscape (similar to Hyde Park area).
Applicant Response:
A textured hard surface will be used to remain consistent with the Hyde Park Business Improvement Area.