

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: Hyde Park Investments Inc.
1600/1622 Hyde Park Road and 1069 Gainsborough Road

Public Participation Meeting on: February 18, 2020

Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of Hyde Park Investments Inc. relating to the property located at 1600/1622 Hyde Park Road and 1069 Gainsborough Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on March 2, 2020 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Business District Commercial (BDC) Zone, **TO** a Holding Business District Commercial Special Provision (h-18*BDC(_)) Zone;
- (b) **IT BEING NOTED** the following Site Plan matters have been raised through the application review process for consideration by the Site Plan Approval Authority:
- i) Providing for 7 storey massing along Hyde Park Road that includes a step-back above the second storey and 8 storey massing along Gainsborough Road;
 - ii) Providing for appropriate rhythm, materials and fenestration;
 - iii) Providing ground floor commercial space with transparent glazing and principal entrances close to and facing Hyde Park Road;
 - iv) Providing ground floor residential units with individual entrances and patio spaces close to and facing Gainsborough Road that can be converted to commercial /retail spaces if there is a demand in the future;
 - v) Parking lot layout including accommodation of appropriate driveway alignments across North Routledge Park for future development applications.

Executive Summary

Summary of Request (Original application)

The applicant requested an amendment to Zoning By-law Z.-1 for 1600, 1622, 1634, 1648 and 1656 Hyde Park Road, 1480 North Routledge Park and 1069 Gainsborough Road, to change the zoning from a Business District Commercial (BDC) Zone to a Business District Commercial Special Provision Bonus (BDC(_)*B-_) Zone. The requested change would permit the use of the subject lands for mixed-use development in 6 buildings comprised of 2 new, 12-storey residential apartment buildings with a total of 410 units, and 4 new 1 – 2 storey commercial/office buildings with a collective gross floor area of 2,975 square metres.

Relief from certain zoning requirements was requested, including a maximum front yard setback of 5.0 metres for Building "E" whereas a maximum of 3.0 metres is permitted; permitting apartment buildings with residential uses on the entire first floor; a maximum gross floor area of 605 square metres for restaurants (excluding patios on the ground level and/or on the roof); and, a parking rate of 1 space per 20 square metres for all

commercial uses, including all patios. The request also included establishing a maximum height of 40 metres since the BDC Zone requires permitted apartment building heights to be established on a site-by-site basis.

The requested bonus provision was to facilitate the requested density of 243 units per hectare since Official Plan policies permit a maximum of 150 units per hectare. Matters to be provided in return for additional density included affordable housing, provision of common open space, underground parking, conservation of a heritage structure, and a parkland dedication contribution to Hyde Park Village Green.

Summary of Request (Revised December 18, 2019)

The amended application applies only to the south part of the property located at 1600/1622 Hyde Park Road and 1069 Gainsborough Road. The north part of the property was removed from the application to provide the City and applicant additional time to resolve design matters pertaining to the existing heritage building located at 1656 Hyde Park Road.

The amended application is to change the zoning from a Business District Commercial (BDC) Zone to a Business District Commercial Special Provision (BDC(_)) Zone to permit an eight storey mixed-use apartment building with 155 residential dwelling units and 997 square metres of commercial/retail space.

Special provisions are requested to establish a maximum building height of eight storeys (29 metres) and a maximum mixed-use density of 150 units per hectare; permit dwelling units in the front portion of the ground floor along Gainsborough Road; permit a maximum gross floor area of 605 square metres for any restaurant use (excluding patios on the ground floor and/or roof); permit a parking rate of 1 space per 20 square metres for all commercial uses, including patios; and permit a parking rate of 1 space per dwelling unit.

There is no requirement for density bonusing since the requested density of 150 units per hectare is permitted by the Main Street Commercial Corridor policies of the 1989 Official Plan.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended Zoning By-law amendment is to permit the development of the subject lands for an 8 storey mixed-use apartment building with 205 residential units and 997 square metres of retail/commercial space.

Rationale of Recommended Action

1. The recommended amendment to Zoning By-law Z.-1 is consistent with the 2014 Provincial Policy Statement (PPS) which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents present and future.
2. The recommended amendment conforms to the in-force policies of the 1989 Official Plan including, but not limited to the Policies for the Main Street Commercial Corridor designation.
3. The recommended amendment conforms to the in-force policies of The London Plan.
4. The subject lands represent an appropriate location for mixed-use residential intensification, at the main intersection of the Hyde Park Village Core and the recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding neighbourhood.

Analysis

1.0 Site at a Glance

1.1 Property Description

The lands subject to the original application are comprised of 5 contiguous parcels of land on the west side of Hyde Park Road taking up the block between Gainsborough Road and North Routledge Park to a depth of approximately 100 metres. The lands are currently occupied by one, multi-storey commercial building at 1634 Hyde Park Road, and a two-storey brick building built in the vernacular Italianate farmhouse style circa 1880 located at 1656 Hyde Park Road. The heritage property was designated as being of cultural heritage value or interest under the Ontario Heritage Act in 2016. With the amendment to the application received in December of 2019, the lands on which the commercial building and the heritage structure are situated were removed from the application.

The remainder of the lands are vacant of structures although lands at the northwest corner of Hyde Park Road and Gainsborough Road are currently used to park school buses. The lands are generally flat and have very little vegetation.

Hyde Park Road and Gainsborough Road are both classified as Arterial Roads and carry a traffic volume of 27,500 and 10,500 vehicles per day respectively. Pedestrian sidewalks are provided along both sides of Hyde Park and Gainsborough Roads, and along the south side of North Routledge Park. Bike lanes are also provided on both sides of Hyde Park Road.

View of 1600 Hyde Park Road looking west



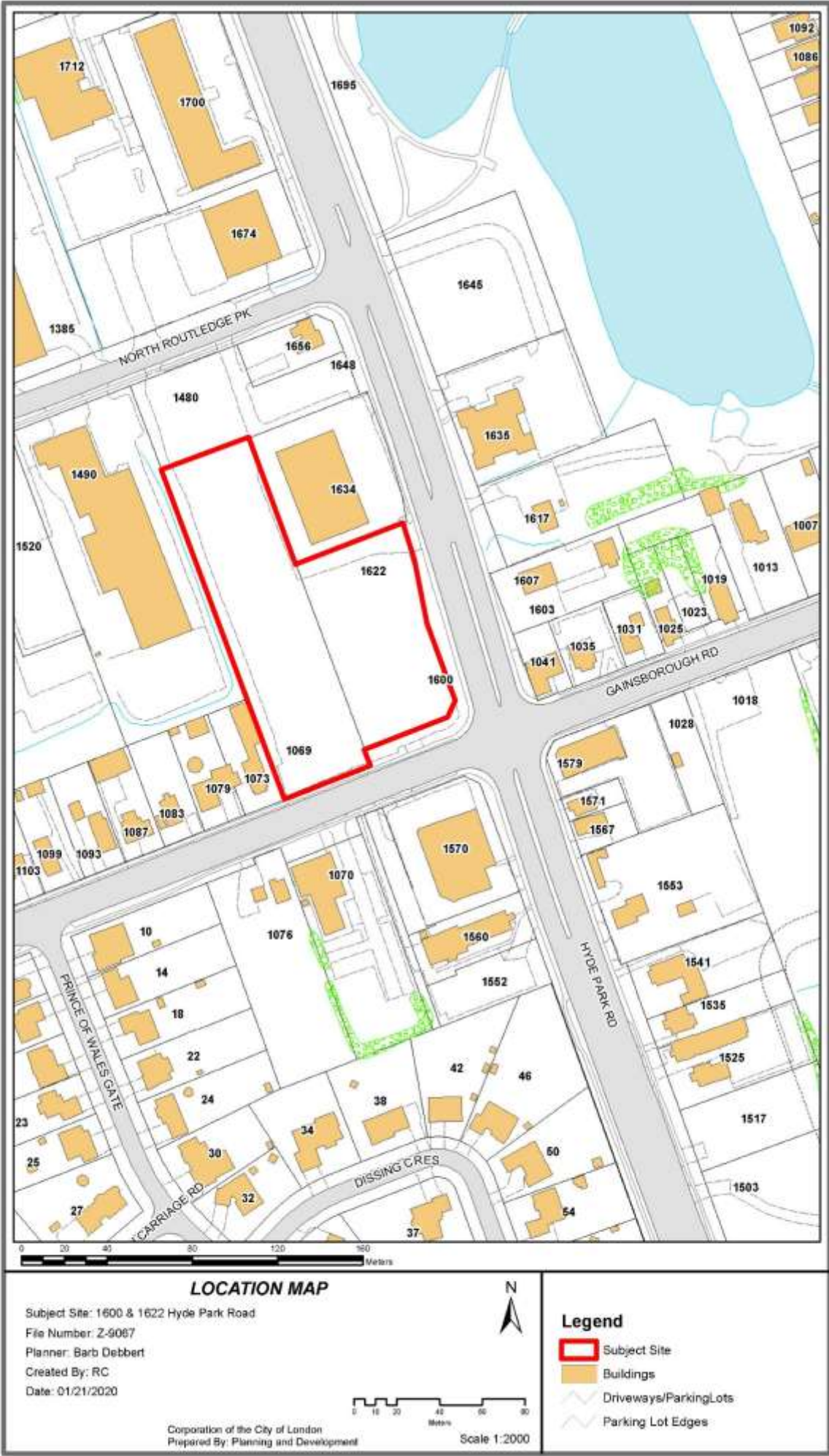
1.2 Current Planning Information (see more detail in Appendix D)

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

1.3 Site Characteristics (Revised application)

- Current Land Use – vacant, bus parking
- Frontage – 83.8 metres along Gainsborough Road
- Depth – variable
- Area – 1.1ha
- Shape – irregular

1.4 Location Map



1.5 Surrounding Land Uses

- North – commercial/light industrial
- East – Hyde Park Village Green, Hyde Park North Stormwater Management Facility, medium and low density residential
- South – commercial, low density residential
- West – commercial/light industrial

1.6 Intensification (205 units)

- This development represents intensification inside the Built-Area Boundary and outside of the Primary Transit Area.

2.0 Description of Proposal

2.1 Development Proposal

Original Concept Plan

The conceptual site plan submitted in support of the original requested amendment shows the demolition of the existing commercial plaza and the construction of six new buildings massed along the frontages of Hyde Park Road, Gainsborough Road and North Routledge Park. Low-rise (1 – 2 storey) commercial/office buildings are situated along the Hyde Park Road frontage with a combined gross floor area of 2,975 square metres. The 12 storey apartment buildings with a total of 410 residential units are situated behind but connected to the northerly and southerly commercial buildings, massed along Gainsborough Road and North Routledge Park and set back from Hyde Park Road. All the buildings are oriented to and located close to their respective streets. The proposal includes 235 on-site surface parking spaces situated behind the buildings to serve commercial and residential uses, plus an additional 409 spaces in an underground parking structure for the residential uses. The entrance to the underground parking facility is located centrally within the parking lot. Ingress and egress to the site are provided to Hyde Park and Gainsborough Roads, and North Routledge Park. On-street parking within the Hyde Park Road allowance is also proposed.

The buildings include horizontal and vertical articulation and variations in colours and materials in order to provide visual interest and break up the massing of the buildings. The apartment buildings feature slight step-backs above the third floor along Gainsborough Road and North Routledge Park. They also include step-backs facing Hyde Park Road above the 6th and 9th storeys. Balconies are provided for all the residential units.

Pedestrian access from Hyde Park Road to the site is provided via wide hardscaped walkways with planters. Patio opportunities are shown adjacent to the vehicular access from Hyde Park Road. A minimal amount of other landscaping is provided on the site.

Revised Site Concept (submitted December 18, 2019)

On December 18, 2019 the applicant submitted a revised concept with changes to address concerns related to intensity, design, and integration of the heritage structure with the new buildings. Key changes to the proposal include:

- The lands designated under the Ontario Heritage Act and adjacent lands were removed from the proposal, with the expectation that in the future another application will be made to rezone these lands;
- The height of the remaining building was reduced to 8 storeys with stepping down to seven storeys along the Hyde Park Road frontage. The retail/commercial component has a visual height of two storeys but is functionally one storey. Along Hyde Park Road there are 5 storeys of residential apartments, and along Gainsborough Road, there are 8 storeys of residential apartments;
- Apartment units were moved forward and placed on top of the retail/commercial component with variable stepping back above the retail/commercial component;

- The amount of ground level landscaped open space is increased and a rooftop terrace has been added; and,
- No underground parking is proposed.

Figure 1 - Original Site Concept (submitted May, 2019)

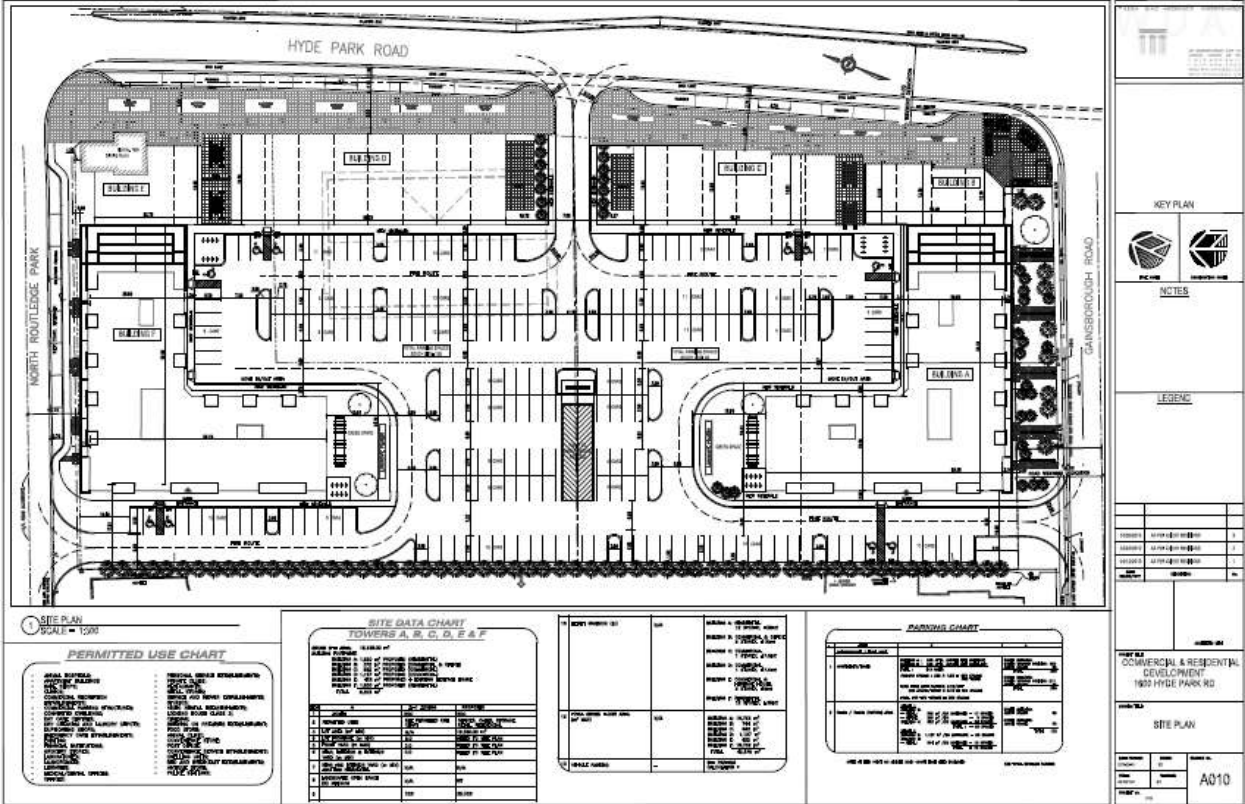


Figure 2 - Original Renderings – View from Hyde Park and Gainsborough (submitted May, 2019)



Figure 3 - Original renderings – View from Hyde Park and North Routledge Park (submitted May, 2019)



Figure 4 - Revised Site Concept (submitted December 18, 2019)

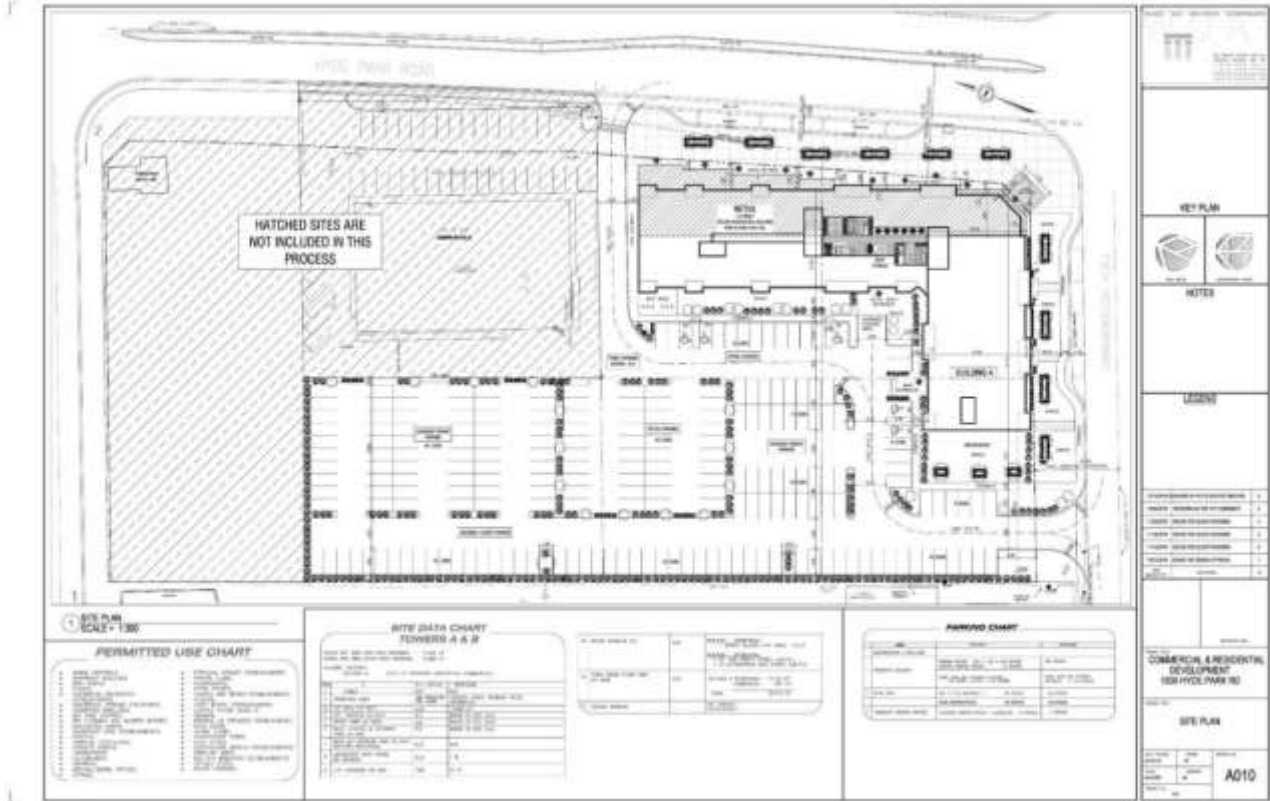


Figure 5 - Revised Rendering (submitted January 8, 2020)



Figure 6 - Revised Elevations (submitted December 18, 2019)



3.0 Relevant Background

3.1 Planning History

Recent planning applications near the intersection of Hyde Park and Gainsborough Road include:

- Z-9035 – 1076 Gainsborough Road – approved for a 4-storey mixed-use apartment building with 32 residential units and approximately 311 square metre of commercial space on the main floor fronting Gainsborough Road.

- Z-9079 – 1018 and 1028 Gainsborough Road – approved for a 6-storey mixed-use apartment building with ground floor commercial, second floor office and third to 6th floor residential uses located at the front of the property fronting Gainsborough Road, and 12 storey apartment building with 182 units located on the rear portion of the site. Bonusing provisions are included to allow the additional density of 392 units per hectare in return for design and affordable housing.

3.2 Requested Amendment

Original Zoning Request

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Relief from the standard zoning requirements was requested, including a maximum front yard setback of 5.0 metres for Building “E” whereas a maximum of 3.0 metres is permitted; permitting apartment buildings with residential uses on the entire first floor; a maximum gross floor area of 605 square metres for restaurants (excluding patios on the ground level and/or on the roof); and, a parking rate of 1 space per 20 square metres for all commercial uses, including all patios. The request also included establishing a maximum height of 40 metres.

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Special provisions are requested to establish a maximum building height of eight storeys (29 metres) and a maximum mixed-use density of 150 units per hectare; permit dwelling units in the front portion of the ground floor along Gainsborough Road; permit a maximum gross floor area of 605 square metres for any restaurant use (excluding patios on the ground floor and/or roof); permit a parking rate of 1 space per 20 square metres for all commercial uses, including patios; and permit a parking rate of 1 space per dwelling unit.

There is no requirement for density bonus since the requested density of 150 units per hectare is permitted by the Main Street Commercial Corridor policies of the 1989 Official Plan.

3.3 Community Engagement (see more detail in Appendix B)

Opportunities were provided to the public to provide comments/input on this application in response to the original notice of application given on May 30, 2019, the open house hosted by the applicant on May 30, 2019, and the revised notice of application given on December 23, 2019. Written and verbal replies were received from three individuals and the Hyde Park BIA requested information on the status of the application.

The public's comments generally included:

- support for mixed-use development and incorporation of the heritage structure into the development,
- concern about the height of the proposed building,
- concern about traffic impacts including traffic control in and out of the proposed parking lot, speed, volume and congestion,
- more trees should be provided on-site,
- the residential units be set back away from the public streets,
- there should be sufficient retail parking,
- traffic will be an issue,
- 12 stories is too high and will cast a lot of shade.

3.4 Policy Context (see more detail in Appendix C)

Provincial Policy Statement, 2014 (PPS)

The Provincial Policy Statement (PPS), 2014 provides policy direction on matters of provincial interest related to land use planning and development. The PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential (including affordable housing and housing for older persons), employment and institutional uses to meet long-term needs (Policy 1.1.1b.). It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs. The PPS encourages settlement areas (Policy 1.1.3) 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 mix of land uses that efficiently use land and resources along with surrounding infrastructure, public service facilities and are also transit supportive (Policy 1.1.3.2).

The policies of the PPS also direct planning authorities to identify appropriate locations and promote opportunities for residential intensification (Policy 1.1.3.3) while promoting appropriate development standards which facilitate intensification, redevelopment and compact form (Policy 1.1.3.4) and promote active transportation limiting the need for a vehicle to carry out daily activities (Policy 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. 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 toward 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 (Policy 1.4.3).

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 London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as

a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to plan strategically for a prosperous city by:

- Creating a strong civic image by...creating and sustaining great neighbourhoods...
- Revitalizing our urban neighbourhoods and business areas (Key Direction #1, Directions 3 and 4).

The London Plan provides direction to build a mixed-use compact city by:

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Sustaining, enhancing and revitalizing our downtown, main streets, and urban neighbourhoods;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward;
- Mixing stores, restaurants, clean industry, live-work arrangements and services in ways that respect the character of neighbourhoods, while enhancing walkability and generating pedestrian activity (Key Direction #5, Directions 2, 3, 4 and 6).

The subject site is located in the Main Street Place Type on *Map 1 – Place Types in The London Plan. The London Plan envisions the regeneration of historic Main Streets throughout our city. The important cultural heritage resources of these streets are to be conserved, while allowing for sensitive repurposing, intensification and infill. These streets will contribute significantly to our image and identity as a city and will support the regeneration and continued vitality of the neighbourhoods that surround them.

The Main Street Place Type 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 (Policy 908_).

Development within the Main Street Place Type will be designed to fit in 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 (Policy 910_).

All planning and development applications will conform to 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 (Policy 911_).

1989 Official Plan

The 1989 Official Plan contains policies that guide the use and development of land within the City of London and is consistent with the policy direction set out in the PPS. The subject lands are designated Main Street Commercial Corridor in the 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. The objectives of these corridors are intended 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 to the existing uses. (Policy 4.4.1.1). 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, creating a strong identity of place, and supporting public transit.

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.

The scale of development (Section 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. 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 (Section 3.4.3.). Specific heights are not established by the Official Plan policies, but policies addressing large sites outside of the Downtown and Central London area provide some guidance by indicating high-rise structures shall be oriented, where possible, closest to activity nodes and points of high accessibility with building heights decreasing as the distance from an activity node increases (Section 3.4.3).

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 (Section 4.4.1.9.)

Specific policies for the Hyde Park Community Planning Area state the long term intent is to foster and encourage the development of a pedestrian/street oriented commercial area for Hyde Park and indicate new development should be designed and approved consistent with the design guidelines in the Hyde Park Community Plan (Sections 3.5.12 and 4.4.1.13.4).

Hyde Park Community Plan and Urban Design Guidelines (2001)

The subject lands are at the centre of the Hyde Park Village, designated as Business District within the Hyde Park Community Plan. The Community Plan supports the transformation of the existing mix of auto-oriented and pedestrian-oriented commercial uses in the Hyde Park hamlet to a commercial “village” with the creation of a pedestrian scale commercial focal point. The Urban Design Guidelines identifies the hamlet of Hyde Park as a high activity area that will feature streetscaping and building orientation to create a pedestrian friendly, mixed-use area where people can live, work and shop. (Section 2.0). Buildings at prominent corners should be designed with consideration to massing, height, architectural detailing and landscaping to take advantage of the prominent location, and should be designed with side elevations detailing similar to the front elevation. Consideration should be given to the amount of glazing on the side elevation and providing side entrances. (Section 4.0) The Business District designation encourages the location of buildings close to the street with parking located at the side or rear. Building design should allow flexibility in the ground floor space to provide for

conversion from the initial uses such as residential, to retail, service and offices uses in the long term. (Section 6.0)

4.0 Key Issues and Considerations

4.1. Use

Provincial Policy Statement, 2014 (PPS)

The PPS encourages settlement areas to be the main focus of growth and their vitality and regeneration shall be promoted (Policy 1.1.3). 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 tone 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 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, as is the location of retail and service uses at grade, with residential and non-service office uses directed to the rear of buildings and to upper floors (Policy 908_). The requested amendment is intended to establish heights and densities for the development of this site but the requested range of uses remains the same as those permitted by the existing zoning. With respect to land use, the City is being asked to consider permission for the residential units adjacent to Gainsborough Road to extend to the ground floor.

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 (Section 4.4.1.4).

Analysis:

Consistent with the PPS, and conforming to the intent of the 1989 Official Plan and The London Plan, the recommended mixed-use apartment building will provide for the development of an underutilized site with a land use that is currently permitted and compatible with the surrounding lands, at an intensity and height that is suitable for its location at the main intersection within the Hyde Park Village. Moderately intensive development at this location is also considered appropriate as the mixed-use residential/commercial building will take advantage of the surrounding resources, infrastructure and public service facilities, and will be transit-supportive.

It is preferred that the commercial units proposed adjacent to Hyde Park Road wrap the corner of the building and continue along the Gainsborough Road frontage to encourage activation of the streetscape and provide continuity with the commercial uses on the south of Gainsborough Road and the existing small commercial property to the immediate west. The applicant anticipates more intensive residential occupancy of the area in the future may generate a greater market for local commercial uses. In the interim period, it is appropriate to allow flexibility for an alternative street oriented use. In order to maintain the appearance of wrapping the commercial façade onto Gainsborough Road, residential units fronting Gainsborough Road are designed with a similar architectural treatment as the commercial units fronting Hyde Park Road, and are equipped with front doors facing the street, facilitating their conversion to commercial space in the future.

4.2 Intensity

Provincial Policy Statement, 2014 (PPS)

The PPS directs growth to settlement areas and encourages their regeneration (Policy 1.1.3.1). The PPS states that land use patterns within settlement areas are to provide for a range of uses and opportunities for intensification and redevelopment (Policy 1.1.3.2). Planning authorities are to identify appropriate locations and promote opportunities for intensification and redevelopment where it can be accommodated considering matters such as existing building stock, brownfield sites, and suitable existing or planned infrastructure and public service facilities. (Policy 1.1.3.3). The PPS is supportive of development standards which facilitate intensification, redevelopment and compact form (Policy 1.1.3.4).

The London Plan

Although The London Plan does not limit densities as part of the policy framework it does include criteria for the development of more intensive land uses. 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. It requires buildings be a minimum of either two storeys or eight metres in height and not exceed four storeys in height, to ensure a main street corridor is created. Type 2 Bonusing up to 6 storeys may be contemplated (Policy 910_).

1989 Official Plan

For developing residential uses, the Main Street Commercial Corridor 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 150 units per hectare at this location. The 1989 Official Plan does not specify a maximum height of development (Section 4.4.1.7).

Analysis:

The subject lands are located at the intersection of 2 arterial roads, both high order streets. The currently underutilized lands also have access to full municipal services, and are located at the central node for the Hyde Park Village which the City has identified through Official Plan policy as an area for mixed-use development and residential intensification. The site is located near a variety of service-oriented businesses and the Hyde Park Village Green, and has access to bus routes. The property lies within a broader area characterized by a mix of various housing forms ranging from single detached dwellings to low and high-rise apartment buildings. When consolidated, the subject lands are of a size to accommodate more intensive redevelopment on underutilized lands 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 services facilities where they exist or will be developed.

With respect to the 1989 Official Plan, the applicant has applied for a mixed-use density of 150 unit per hectare which is the maximum contemplated by policy. The proposed 155 residential units are considered appropriate on the subject site and within the surrounding area. The proposed 8 storey building has been designed in a manner which will fit within the existing and planned scale/character of the surrounding streetscape. The location of the site itself and the placement of the building as far to the east of the property as possible will reduce potential impacts on the low density residential development further west on Gainsborough Road. It is recognized that the development is one of the first re-developments within the core of the Hyde Park Village 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.

With respect to The London Plan, the proposal exceeds the maximum height that might be permitted through the use of bonusing provisions, by two storeys. Nevertheless, this proposal is considered to represent an appropriate intensity of development. While the

applicable policies of the Main Street Place Type are not under appeal, they are not in force and effect because the Place Types Map has not been approved by the Local Planning Appeal Tribunal. The policies of the 1989 Official Plan, which would permit the proposed intensity of development, prevail.

Neighbourhood concerns have been raised about the traffic safety impacts of the proposed development on existing traffic volumes, flow and turning movements on Hyde Park Road and possible cut-through traffic on Prince of Wales Gate, citing traffic backups southbound for left turns onto Gainsborough Road and eastbound on North Routledge Park for left turns northbound.

The Planning Impact Analysis criteria of the 1989 Official Plan for official plan and zoning by-law amendments (Section 3.7) require the evaluation of the likely impact of traffic generated by the proposal on city streets, on pedestrian and vehicular safety, and on surrounding properties.

Hyde Park Road and Gainsborough Road are arterial roads and are intended to move large volumes of traffic. Transportation Engineering has expressed no concerns about the proposed number of units and impacts it would have on traffic in the area. The analysis and conclusions of the Traffic Impact Assessment submitted by the applicant were not accepted by the City, and will be required to be resubmitted to the satisfaction of the City at the site plan approval stage. The revised Traffic Impact Assessment will take into account the reduced overall intensity of development proposed for the site and will be updated to recognize the operational implications of recent and future infrastructure improvements in the area. The Transportation Division will not support unwarranted signalization or traffic controls that do not comply with the City's Access Management Guidelines, but will require appropriate traffic control measures to be implemented at the site plan stage.

4.3 Form

Provincial Policy Statement, 2014 (PPS)

The PPS is supportive of development standards which facilitate intensification, redevelopment and compact form (Policy 1.1.3.4). The PPS also identifies that long term economic prosperity should be supported by maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets, and by encouraging a sense of place by promoting a well-designed built form (Policy 1.7.1(c & d)).

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 (Policy 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. (Sections 4.4.1.1 and 4.4.1.7). In order to ensure these objectives of scale, compatibility and character are achieved, the MSCC has specific Urban Design Objectives (Section 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 (Section 4.4.1.9).

Analysis:

The proposed development is able to integrate with the existing less intensive development on Main Street, while setting a positive tone for development within the Hyde Park Village as future development/redevelopment occurs. The proposed building is located adjacent to the front property line creating a strong street wall and setting the context for a comfortable pedestrian environment. The applicant has identified that vegetated planters and street trees will be provided along the Hyde Park Road frontage adjacent to the bicycle lane, and a softer urban treatment of grass, shrubs, street trees and raised planters will be provided within the Gainsborough Road frontage, 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 streets. Surface parking will be located to the rear of the building limiting visual impacts of the parking lot on the main street. Consistent with the PPS, and conforming to the 1989 Official Plan and The London Plan, the recommended intensification of the subject lands will optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment and intensification of the subject lands will contribute to achieving more compact forms of growth.

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 originally expressed concerns about the height and preferred a true mixed-use approach where the residential component was more closely integrated with the commercial buildings and brought to the front of the property to create a stronger street wall and built presence on the street. The use of step-backs at various elevations was supported in order to provide interest and break up the massing of the buildings.

The revised development proposal will provide for a 7 – 8 storey mixed-use building that establishes the desired setback from the main street corridors for future development. The development will provide an active and continuous street wall along both street frontages and will create an appropriate scale and rhythm through the use of step-backs, a variety of materials and fenestration. The proposal will 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 frontages and providing ground floor commercial space with transparent glazing and principal entrances facing the street to create an active edge.

The final design also addresses many of the comments provided by the UDPRP. These changes are described in the detailed response provided by the applicant in Appendix E. Overall the proposal is considered appropriate and in keeping with the design guidelines of the 1989 Official Plan, The London Plan and the Hyde Park Design Guidelines.

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

5.0 Conclusion

The requested amendment to permit a 155 unit mixed-use apartment building is consistent with the 2014 Provincial Policy Statement that encourages a range and mix of land uses to support intensification and achieve compact forms of growth and directs municipalities to identify appropriate locations for intensification and plan for all forms of housing required to meet the needs of current and future residents.

The recommended amendment to Zoning By-law Z.-1 conforms to the in-force policies of the 1989 Official Plan, which contemplates mid-to-high rise development at a maximum density of 150 units per hectare, as well as the in-force policies of The London Plan. The subject lands represent an appropriate location for residential intensification, at the intersection of two high order streets within the Hyde Park Village core, and the recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding neighbourhood. The recommended amendment will help to achieve the vision of neighbourhoods providing a range of housing choice and mix of uses to accommodate a diverse population of various ages and abilities.

Prepared by:	Barb Debbert, Senior Planner, Development Services
Recommended by:	Paul Yeoman, RPP, PLE Director, Development Services
Submitted by:	George Kotsifas, P.ENG Managing Director, Development and Compliance Services and Chief building Official
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.	

February 5, 2020

cc: Michael Tomazincic, MCIP, RPP, Manager, Current Planning

Y:\Shared\DEVELOPMENT SERVICES\11 - Current Planning\DEVELOPMENT APPS\2019 Applications 9002 to\9067Z - 1600-1658 Hyde Pk Rd et al (BD)\PEC\Draft 1600 1622 Hyde Park Road and 1069 Gainsborough Road (BD) 1 of 1.docx

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2020

By-law No. Z.-1-20_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1600/1622 Hyde Park Road and 1069 Gainsborough Road.

WHEREAS Hyde Park Investments Inc. has applied to rezone an area of land located at 1600/1622 Hyde Park Road and 1069 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 1600/1622 Hyde Park Road and 1069 Gainsborough Road, as shown on the attached map comprising part of Key Map No. A.101, from a Business District Commercial (BDC) Zone to a Holding Business District Commercial Special Provision (h-18*BDC(_)) Zone.
- 2) Section Number 25.4 of the Business District Commercial (BDC) zone is amended by adding the following Special Provision:
 -) BDC(_) 1600/1622 Hyde Park Road and 1069 Gainsborough Road
 - a) Additional Permitted Use:
 - i) Apartment buildings, including dwelling units in the front portion of the ground floor adjacent to Gainsborough Road
 - b) Regulations
 - i) Gross Floor Area for Restaurants 605 m² excluding ground floor or rooftop patios (max)
 - ii) Patios remain subject to Sections 4.18 and 4.19 of this By-law
 - iii) Height – Apartment building 29 m (max)
 - iv) Density 150 uph (max)
 - v) Parking – All commercial uses 1 space per 20m² (min)
 - vi) Parking – Apartment building 1 space per unit (min)

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.

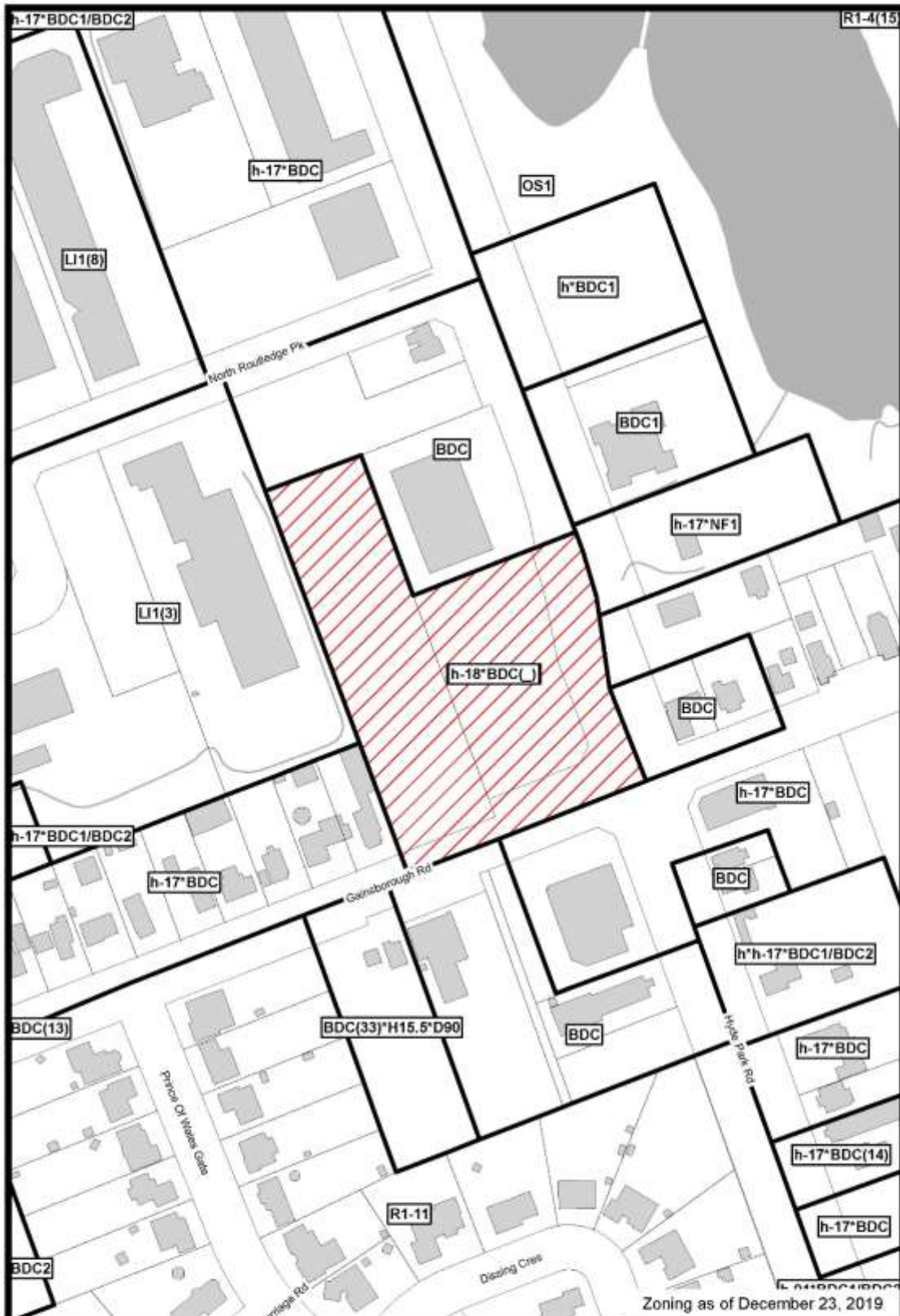
PASSED in Open Council on March 2, 2020.

Ed Holder
Mayor


Catharine Saunders
City Clerk

First Reading – March 2, 2020
Second Reading – March 2, 2020
Third Reading – March 2, 2020

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



File Number: Z-9067
Planner: BD
Date Prepared: 2020/1/24
Technician: rc
By-Law No: Z.-1-

SUBJECT SITE 

1:2,000

0 10 20 40 60 80 Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On May 30, 2019, Notice of Application was sent to 44 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 6, 2019. Two “Planning Application” signs were also posted on the site. Following discussions with City staff, the applicant revised its application to remove 1634, 1648 and 1656 Hyde Park Road and 1480 North Routledge Park (north part of the site) in order to further explore detailed solutions for incorporating the heritage structure into the development. The applicant also reduced the height of the remaining building from 12 storeys to 8 storeys with stepping down components, and redesigned the building to address urban design concerns. The resultant reduction in the number of units on the lands at 1600/1622 Hyde Park Road and 1069 Gainsborough Road (south part of the site) from 205 units to 155 units. The retail and office components on the south part of the site are reduced from 1,426 square metres to 997 square metres.

Original May 30, 2019 Notice of Application

4 replies were received.

Nature of Liaison:

The purpose and effect of this zoning change is to allow:

- Building “A” – a new, L-shaped, 12-storey, residential building, consisting of 205 residential units.
- Building “B” – a new, 2 –storey, mixed-use, multi-unit building with 372 square metres of commercial floor area at grade and 372 square metres of office floor area above.
- Building “C” – a new, 1-storey, multi-unit, commercial building with 682 square metres of commercial floor area.
- Building “D” – a new, 1-storey, multi-unit, commercial building with 1,127 square metres of commercial floor area.
- Building “E” – a new, 1-storey, mixed-use, multi-unit building (including the existing heritage building), with 422 square metres of commercial floor area.
- Building “F” – a new, L-shaped, 12-storey, residential building, consisting of 205 residential units.

The notice advised of a possible change to Zoning By-law Z.-1 **FROM** a Business District Commercial (BDC) Zone **TO** a Business District Commercial Special Provision Bonus (BDC(_)*B-_) Zone to permit a wide range of compatible office, retail, facility and residential uses which are appropriate in all Business District Commercial Zone variations, with special provisions to permit a maximum height of 40 metres and a maximum density of 243 units per hectare.

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

Concern for:

- A right turn lane southbound into the development should be provided on Hyde Park Road to allow traffic to slow down before entering the complex;
- Eliminate the entrance to Gainsborough to eliminate anticipated cut-through through traffic on Prince of Wales Gate;
- Locate the parking areas on the north part of the property to discourage use of Gainsborough Road.
- Building too tall and overpowering, and not appropriate for the Hyde Park Village; 6 storeys would be more appropriate;
- Traffic impacts

Open House (May 30, 2019)

The applicant also held an Open House on May 30, 2019, shortly after submission of the application to the City, which was attended by 15 individuals, including homeowners, Hyde Park BIA representatives, and business owners.

One written reply was collected at the meeting, indicating the following:

- Support for mixed-use development and incorporation of the heritage structure into the development,
- more trees should be provided on-site,
- the residential units be set back away from the public streets,
- there should be sufficient retail parking,
- traffic will be an issue,
- 12 stories is too high and will cast a lot of shade.

Revised December 23, 2019 Notice of Application

No additional replies were received.

Nature of Liaison:

The purpose and effect of this zoning change is to allow:

- An eight storey apartment building with 155 residential dwelling units and 997 square metres of retail space.
- Special zoning provisions to establish a maximum building height and a maximum mixed-use density, permit apartment buildings with dwelling units in the front portion of the ground floor along Gainsborough Road; permit a maximum gross floor area of 605m² for any restaurant use, and establish a standard commercial parking rate and reduce residential parking requirements.

The notice advised of a possible change to Zoning By-law A.-1 from a Business District Commercial (BDC) Zone to a Business District Commercial Special Provision (BDC(_)) Zone to permit a wide range of compatible office, retail, facility and residential uses which are appropriate in all Business District Commercial Zone variations. Special provisions are requested to establish a maximum building height of 8 storeys (29 metres) and a maximum mixed-use density of 150 units per hectare; permit dwelling units in the front portion of the ground floor along Gainsborough Road; permit a maximum gross floor area of 605 square metres for any restaurant use (excluding patios on the ground floor level and/or roof); permit a parking rate of 1 space per 20 square metres for all commercial uses, including patios; and permit a parking rate of 1 space per residential dwelling unit.

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

Telephone	Written
Dr. Bill Maddeford 1611 Healy Road London ON N6G 5P2	Maryanne Harkins 25 Prince of Wales Gate London ON N6H 5M3
	Kasia Drzymala 14 Prince of Wales Gate London ON N6H 5M3
	Eric Foster Hyde Park BIA 1124 Gainsborough Road, Unit 2 London ON N6H 5N1

From: Maryanne Harkins
Sent: June 5, 2019 2:28 PM
To: Josh Morgan
Cc: Dawn Elliston; Heather Nelson
Janne Bendheim
Subject: HLH Investments - Hyde Park/Gainsborough Road

hi Josh

Just hearing about the proposed building at the corner of Hyde Park and Gainsborough Roads. You asked for feedback and here's my suggestions:

1. build whatever buildings back enough from Hyde Park Road to allow for a right turning lane into the building. So if someone is driving south on Hyde Park Road they can get into an exit lane on the right-hand side to slow down and get into this complex. People drive 80 km all day, everyday, on Hyde Park Road so exiting is very difficult because the City didn't put any right-hand merge lanes in for exiting into businesses - eg. the disaster at Tim Horton's and Tiger Giant at Sarnia Road. The artist's drawing shows three cars parked in front of the commercial units but that's where the right-hand turning lane needs to be built.

2. have the main entrance/exit for this complex on North Routledge Road which is already commercial/light industrial and make the developer put in a traffic light at North Routledge/Hyde Park. Then put the second required entrance/exit on Hyde Park Road as discussed above (1). Please do NOT have an exit/entrance on Gainsborough Road. Close-off Gainsborough Road to this complex; otherwise, the cut-through traffic in Canterbury Estates is going to be ridiculous on Prince of Wales which is the main school bus route for our neighbourhood without sidewalks. If the main exits/entrances are on Hyde Park and North Routledge, there would be no reason to put an entrance/exit on Gainsborough Road as below:

- a. travelling north from the complex - go up to North Routledge and exit there at the lights the developer is going to put in
- b. travelling east from the complex - exit out of complex by using the Hyde Park exit, then turn left at Gainsborough
- c. travelling west from the complex - exit out of complex by using Hyde Park exit, turn right onto Gainsborough Road
- d. travelling south from the complex - exit out of complex by using the Hyde Park exit.

These measures will eliminate 3/4 of the traffic on Gainsborough Road created by this new complex because only people going West will need to use Gainsborough Road west of Hyde Park Road.

3. build the buildings on the lot so that all the parking is on the north end of the lot up by North Routledge. Do not put the parking on the south end of this lot which is Gainsborough Road because all those cars are going to want to exit/enter using Gainsborough Road.

Maryanne Harkins

.....

From: Drzymala, Kasia
Sent: Monday, June 24, 2019 12:37 PM
To: Smith, Craig <crsmith@London.ca>
Cc: Morgan, Josh <joshmorgan@london.ca>;
Subject: [EXTERNAL] 1600-1658 Hyde Park Rd

Good afternoon Craig,

How are you?

This email is regarding the zoning by-law amendment for 1600-1658 Hyde Park Rd and 1069 Gainsborough Rd.

My family has lived in Hyde Park village since 2000 on Prince of Wales Gate. The rapid growth of Hyde Park has been exciting but has also come with some challenges for us.

With this big project we have 2 major concerns:

1. Height of the buildings – the idea of bringing more people to Hyde Park is wonderful but we feel that the buildings height will over power the environment. Currently there are no high rises on any corners and putting 4 - 12 storey buildings will be a lot in that corner. The idea of having restaurants and shops is great but personally I do not want to sit on a patio and have 4 high-rise buildings around me, not a cozy environment in Hyde Park...downtown yes. The buildings will feel out of place. I would suggest keeping the 205 residential units if that is a must but lower the building to 6 storey instead of 12 storey each.
2. Traffic – not sure if this is any of your concern but we are concerned with the flow of traffic once you occupy 410 units plus businesses in that small corner alone. The bus routes are not good anywhere in London especially our this way. Everyone will have to have a vehicle here not like downtown. Once you add minimum of 410 additional cars (probably more) what will traffic look like at the corner of Hyde Park and Gainsborough?

We're all open for change in order to grow London, I just hope you take these 2 points into considerations.

On a side note, I frequently wonder why are we not building up downtown London more? We need high buildings there to make this City/ downtown London more attractive.

Thank you for your time and if you have any questions feel free to email me or contact me on my cell phone

Warm regards,

Kasia Drzymala

From: Eric Foster
Sent: Thursday, December 05, 2019 4:56 PM
To: Debbert, Barb <bdebbert@London.ca>
Subject: [EXTERNAL] Zoning Application Z-9067

Good afternoon Barb, I work for the Hyde Park BIA and we were just curious if there have been any updates regarding the zoning application at 1600-1658 Hyde Park Road (Z-9067).

I had reached out back in the summer and Michael Tomazincic had mentioned that he was hoping to present the recommendation to the decision makers in October.

I'm hoping you can give us an update, thank you,

Eric Foster
Hyde Park Business Improvement Association
Marketing, Communications & Administrative Coordinator

1124 Gainsborough Rd, unit 2
London ON N6H 5N1
P: (226) 636-0622 ext. 102



www.hydeparkbia.ca

Agency/Departmental Comments

Urban Design: (December 3, 2019)

- Urban Design staff commend the applicant for incorporating the following into the design; an 'L'-shaped mixed-use building that is generally in-keeping with the vision of the current Official Plan as well as the London Plan by providing for continuous street walls along the Hyde Park Road and Gainsborough Road frontages, a 7-storey massing along Hyde Park Road that includes a step-back above the second storey and 8-story massing along Gainsborough; Providing for appropriate scale/ rhythm/ materials/ fenestration; Incorporating all of parking in the rear yard, away from the adjacent street frontages; providing ground floor commercial space with transparent glazing and principal entrances facing the Hyde Park Road creating an active edge; and providing ground floor residential units with individual entrances and patio spaces along the Gainsborough Road frontage that can be converted to commercial/retail spaces if there is demand in the future.
- 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 Urban Design Peer Review Panel (UDPRP), and City staff. There are a couple items that have been identified by staff, the UDPRP and the community to be further reviewed through the site plan process including; parking lot layout, and on-site pedestrian circulation.

Urban Design Peer Review Panel (June 19, 2019)

- Considering that the application a zoning by-law amendment, the comments provided herein are meant to inform the decision-making with respect to the zoning by-law amendment application, though detailed comments to inform the future Site Plan application(s) have also been provided for consideration. The applicant is encouraged to return to the Panel again through the site plan approval process when more details about the design are available for review.
- The Panel provides the following feedback on the zoning by-law amendment application:
 - The Panel commends the applicant for consulting with the UDPRP early in the approvals process.
 - The Panel commends the applicant for integrating a mix of uses and for screening the parking area from view of the public realm.
 - The Panel has concerns about the size and scale of the tower components of the project based on the surrounding density and existing context of the area.

- Consideration should be given to explore removing units from the towers and placing them above the Hyde Park Road commercial units. This would assist in creating a true mixed-use experience and help to activate the streetscape.
- The current design, with main entrances off the interior roadway of the site plan appear unresolved. Further refinement of this aspect of the project should be considered.
- The Panel expressed concern over the lack of designated amenity/outdoor space for those who would reside in this development. Consideration for vegetated rooftop patios should be given to help with this item.

Transportation Engineering (September 11, 2019):

The TIA will need to be updated to reflect Transportations comments below:

- The trip generation used should be calculated using the fitted curve equation from the ITE manual (the same calculation being used for the multi family trip generation)
- Update the TIA recognising traffic signals are being constructed on Hyde Park road at South Carriage (operational fall 2019)
- Remedial measure for Hyde Park and North Routledge should not include the installation of un-warranted signals, furthermore the spacing from the signals at Hyde Park and Gainsborough would need to comply with the City's [Access Management Guidelines](#) (minimum spacing of 300m between signals)
- Remedial Measure for Site driveways (site driveway 4) recommends a southbound left turn lane for 1674, 1700 with the property being located on the west side of Hyde Park Road. What operational improvements would this turn lane provide?

Zoning Comments:

- Road widening dedication of 24.0m from centre line required along Hyde Park Road
- Road widening dedication of 10.75m from centre line required along North Routledge Park
- Revised 6.0m x 6.0m daylight triangles required
- A revised TIA will be required addressing the above noted comments
- Detailed comments regarding access location and design will be made through the site plan process
- Access should align opposite 1600 Hyde Park

Note regarding on street parking:

- The City is supportive of the on-street parking along North Routledge
- External works drawings would be required but those could/would be co-ordinated through the Site Plan Approval process, where detailed comments regarding design and location will be discussed

Transportation Engineering (November 21, 2019 in response to potential amendment to application)

- As discussed Transportation would be amenable to an updated TIA at a later date, however it may be in the applicants best interest to provide a brief addendum to the TIA addressing Transportations previous comments to help alleviate any public concerns.

Transportation Engineering (January 28, 2020 in response to revised application)

- Same as September 11, 2019 comments
- Additional comment – the revised zoning request does not show the future location of the internal driveway to North Routledge Park; we ask that the future driveway align opposite the future planned driveway for 1674 Hyde Park Road.

Water Engineering (June 11, 2019)

- Water Engineering has no objection to this application.
- Please note that we have not worked out the final water servicing arrangement for this property (concurrent application).

Water Engineering (January 28, 2020)

- Water servicing strategy per City standards is required.
- Additional water related comments will be provided upon future review of this site.

Wastewater Engineering (January 28, 2020)

- The Applicant's Engineer is to connect to municipal sewers all to City Standards and to the satisfaction of the City Engineer.

Stormwater Engineering (January 28, 2020)

- The SWM strategy and environmental targets provided by the applicant's preliminary SWM functional report are sufficient to proceed with this zoning By-law amendment application.
- It is SWED expectation to receive as part of the site plan application a final SWM Functional report reflecting the SWM strategy mentioned in point 1 along with detailed rationale and hydraulic calculations all for our review and acceptance.
- Also refer to associated file SPC19-021 for related information.
- This site plan may be eligible to qualify for a Stormwater Rate Reduction (up to 50% reduction) as outlined in Section 6.5.2.1 of the Design Specifications and Requirements manual. Interested applicants can request more information and an application form by emailing stormwater@london.ca.

London Hydro (August 21, 2019):

- Servicing the above proposal should present no foreseeable problems. Above-grade transformation is required. Not: Transformation lead times are minimum 16 weeks. Contact Engineering dept. to confirm requirements and availability.
- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation for the existing service will be at the expense of the owner.

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, e

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

1.7.1 Long-term Economic Prosperity

Official Plan

3.4. Multi-Family, High Density Residential

3.4.3. Scale of Development

3.5. Policies for Specific Residential Areas

3.5.12 – Hyde Park Community Planning Area

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

4.4.1.13.4. Hyde Park Specific Policy

London Plan

54_ Key Directions

55_ Direction #1 – Plan Strategically for a Prosperous City

59_ Direction #5 – Build a Mixed-use Compact City

Main Street Place Type

Permitted Uses – 908

Intensity – 910

Form – 911

Hyde Park Community and Urban Design Guidelines

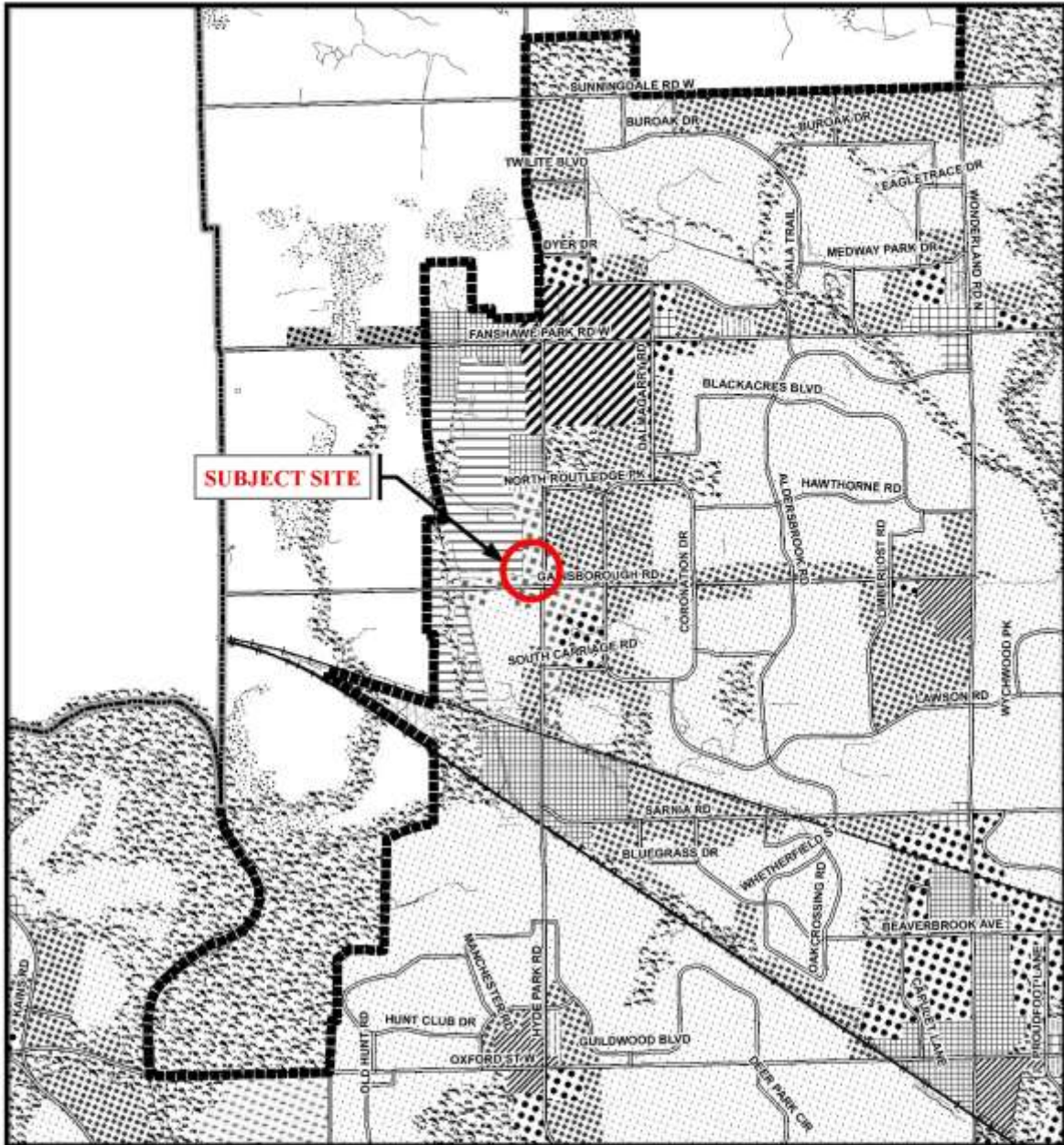
2.0 – Urban Form

4.0 – Building Design

6.0 – Hyde Park Hamlet

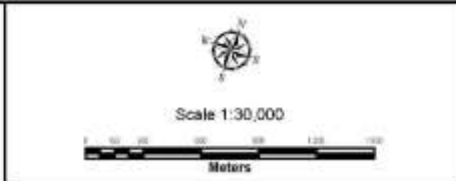
Appendix D – Relevant Background

**Additional Maps
 1989 Official Plan Schedule A – Land Use**



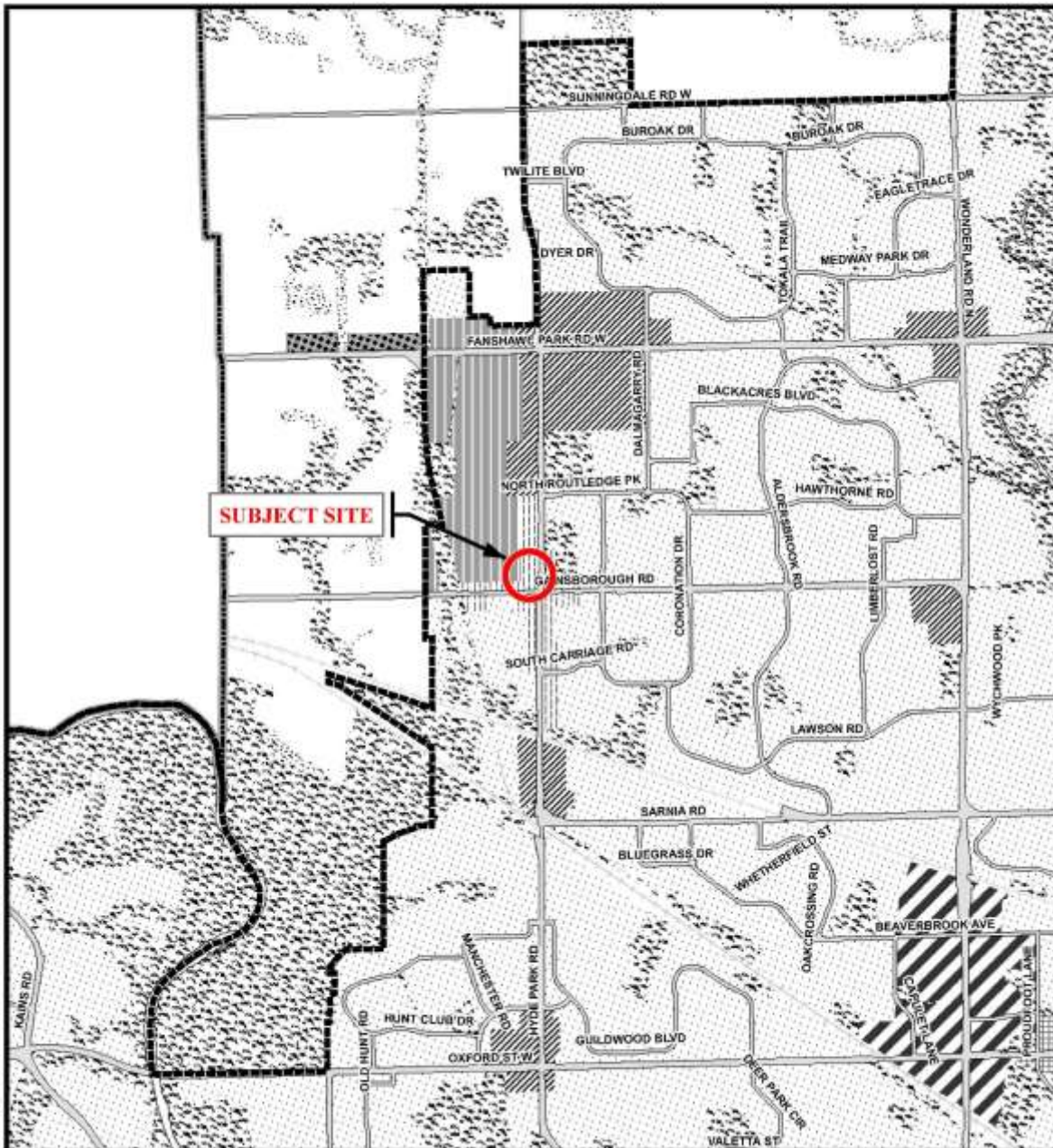
Legend	
	Downtown
	Enterprise
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	Low Density Residential
	Office Area
	Office/Residential
	Office Business Park
	General Industrial
	Light Industrial
	Regional Facility
	Community Facility
	Open Space
	Urban Reserve - Community Growth
	Urban Reserve - Industrial Growth
	Rural Settlement
	Environmental Review
	Agriculture
	Urban Growth Boundary

CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LAND USE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9067
 PLANNER: BD
 TECHNICIAN: RC
 DATE: 2020/01/24

The London Plan Map 1 – Place Types



Legend

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

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

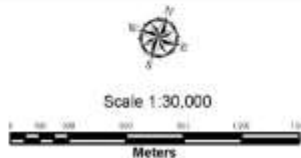
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
 Development Services

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

PREPARED BY: Planning Services



File Number: Z-9067

Planner: BD

Technician: RC

Date: January 24, 2020

Zoning By-law Z-1



Zoning as of December 23, 2019

 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

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

- | | |
|--|---|
| <ul style="list-style-type: none"> 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 | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "H" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:
 Z-9067 BD

MAP PREPARED:
 2020/01/24 rc



Appendix E – Applicant’s Reply to UDPRP Comments

Comment:
The Panel has concerns about the size and scale of the tower components of the project based on the surrounding density and existing context of the area.
Applicant Response:
This application is now only applicable to the lands at 1600/1622 Hyde Park Road and 1069 Gainsborough Road. We have revised the application to reduce the height of the building from 12-storeys to 7/8-storeys, removing approximately 50 residential units. Updated elevations and renderings are provided to illustrate the revised height and terracing of the building. The 7/8-storey height appropriately reflects the planned vision of the Main Street Commercial Corridor, and enhances the character of Hyde Park Village. The 7/8-storey height is significantly lower than the existing 14-storey apartment building at 1030 Coronation Drive, the existing 12-storey apartment building at 300 South Carriage Road (both approximately 450m southeast), and the recently approved 12-storey apartment building at 1018 Gainsborough Road.
Comment:
Consideration should be given to explore removing units from the towers and placing them above the Hyde Park Road commercial units. This would assist in creating a true mixed use experience and help to activate the streetscape.
Applicant Response:
Acknowledged. We have explored this option and have provided residential units above the retail units along Hyde Park Road. The residential component steps-back from the retail component, allowing the human-scale retail elements stand-out along the street. Together, this creates a true mixed use experience and helps activate the streetscape.
Comment:
The current design, with main entrances off the interior roadway of the site plan appear unresolved. Further refinement of this aspect of the project should be considered.
Applicant Response:
The main entrances off the interior roadway have been enhanced with the use of landscaping and clearly defined pedestrian pathways. The configuration and location of the drive aisle, and parking area, have provided for a larger, functional entrance to the building. These enhancements are illustrated on the revised Site Plan.
Comment:
The Panel expressed concern over the lack of designated amenity/outdoor space for those who would reside in this development. Consideration for vegetated rooftop patios should be given to help with this item.
Applicant Response:
The building now includes a vegetated rooftop terrace for the common enjoyment of residents. This is additional to the common outdoor amenity space provided at-grade, to the rear of the building. These new rooftop terraces are illustrated on the revised Site Plan.
Comment:
The pedestrian experience along Hyde Park Road appears to have a high level of detail and thought. However, the experience along Gainsborough seems to be lost due to the hard transition in programming at the corner of Hyde Park Road. Consideration should be given to add additional commercial programming at the ground level as opposed to residential to continue the successful look and feel of the Hyde Park Road elevation.

Applicant Response:

It is proposed that the façade treatment on the retail component along Hyde Park Road be extended to the entire length of the building along Gainsborough Road. The revised design details and extended façade treatment will give the impression of continuous retail uses at-grade along Gainsborough, however, the at-grade units along Gainsborough Road will continue to be for residential uses.

If market conditions change, this continuous façade treatment may allow for the conversion of these units into commercial uses in the future. We believe this façade treatment provides for flexibility and is an appropriate compromise. Updated elevations and renderings will be provided to illustrate the revised façade treatment.

Comment:

The Panel commends the applicant for retention and integration of the existing heritage building at the corner of Hyde Park Road and North Routledge Park. However, the Panel did note that a lighter (or more tenuous) connection may assist with blending the old and new construction.

Applicant Response:

The existing heritage building is no longer part of the current proposal. This will be addressed in a future application on the north portion of the site.