

## 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:** 1674 Hyde Park Inc.  
1674 Hyde Park Road and Part of 1712 Hyde Park Road

**Public Participation Meeting on:** March 9, 2020

## Recommendation

That, on the recommendation of the Director, Development Services, the following actions be taken with respect to the application of 1674 Hyde Park Inc. relating to the property located at 1674 Hyde Park Road and Part of 1712 Hyde Park Road:

- (a) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on March 24, 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 Holding Business District Commercial (h-17\*BDC) Zone, **TO** a Holding Business District Commercial Special Provision (h-18\*BDC(\_)) Zone;
- (b) **IT BEING NOTED THAT** the following site plan matters pertaining to 1674 Hyde Park Road and part of 1712 Hyde Park Road have been raised during the consultation process:
- i) Providing for appropriate scale, rhythm, materials and fenestration;
  - ii) Providing ground floor commercial space with transparent glazing and principal entrances close to and facing Hyde Park Road creating an active edge;
  - iii) Incorporating the majority of parking in the rear yard, away from Hyde Park Road and North Routledge Park street frontages;
  - iv) Design of the space between the existing building and the City sidewalk along Hyde Park Road and between the proposed building and the curb along North Routledge Park to visually integrate and connect the existing building with the proposed building and create a pedestrian friendly environment;
  - v) Parking lot layout including accommodation of appropriate driveway alignments across North Routledge Park for future development applications.
- (b) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as:
- i) The applicant has agreed to technical changes in the approach to zoning regulations to control the parking required for the site, and;
  - ii) The recommended zoning has the same effect as the proposed Zoning By-law amendment circulated in the Revised Notice of Application and the Public Meeting Notice.

## Executive Summary

### Summary of Request (Original Request)

The applicant requested an amendment to Zoning By-law Z.-1 at 1674 Hyde Park Road to change the zoning from a Holding Business District Commercial (h-17-BDC) Zone to

a Business District Commercial Special Provision (BDC(\_)) Zone. The requested change would permit the addition of a 6-storey apartment building at the rear of the existing 2-storey commercial building to form a mixed-use development with a total of 53 residential units, 597 square metres of commercial floor area and 550.5 square metres of office area.

Relief from certain zoning requirements was requested, including recognizing a maximum front yard depth for the existing building of 7.15 metres; permitting a maximum front yard depth of 22.4 metres for the apartment building component in place of a maximum front yard depth of 3.0 metres; establishing a maximum building height of 6 storeys (18 metres) for the apartment building component; establishing a maximum density of 124 units per hectare; permitting dwelling units on the entire first floor footprint of the apartment building component along North Routledge Park whereas dwelling units in mixed-use buildings are permitted to the rear of the first floor and above, and to permit a minimum of 86 parking spaces whereas 112 parking spaces are required.

### **Summary of Request (Revised December 19, 2019)**

The amended application applies to the south part of 1712 Hyde Park Road in addition to the original property at 1674 Hyde Park Road. 1712 Hyde Park Road is the subject of an application for consent to sever and convey lands to 1674 Hyde Park Road and to create easements and rights-of-way for access and parking for 1674, 1700 and 1712 Hyde Park Road.

The amended application is to change the zoning on the expanded parcel from a Business District Commercial (BDC) Zone to a Business District Commercial Special Provision (BDC(\_)) Zone to permit the addition of a 6-storey apartment building at the rear of the existing 2-storey commercial building to form a mixed-use development with a total of 80 residential units and 926 square metres of commercial and office floor area.

Relief from certain zoning requirements was requested, including recognizing a maximum front yard depth for the existing building of 7.15 metres; establishing a maximum building height of 6 storeys (21 metres) for the apartment building component; establishing a maximum density of 150 units per hectare; permitting dwelling units on the entire first floor footprint of the apartment building component along North Routledge Park whereas dwelling units in mixed-use buildings are permitted to the rear of the first floor and above, and to permit a minimum of 63 parking spaces whereas 115 parking spaces are required (required parking rate assumes success of the severance application).

### **Purpose and the Effect of Recommended Action**

The purpose and effect of the recommended Zoning By-law amendment is to permit the addition of a 6 storey apartment building attached to the rear of the existing 2-storey commercial building to form a mixed-use development with 80 residential units and 926 square metres of commercial and office floor area.

### **Rationale of Recommended Action**

1. The recommended zoning amendment is consistent with the PPS, 2014, as it promotes efficient development and land use patterns; accommodates an appropriate range and mix of land uses, housing types and densities to meet projected needs of current and future residents; and minimizes land consumption and servicing costs;
2. The proposed amendment conforms to the in-force policies of the 1989 Official Plan including, but not limited to the Main Street Commercial Corridor designation;
3. The proposed amendment conforms to the in-force policies of The London Plan;
4. The recommended zoning amendment allows development that is consistent with the Hyde Park Community Plan and Urban Design Guidelines which encourages pedestrian and street-oriented forms of development at this location;

5. The subject lands represent an appropriate location for mixed-use residential intensification, and the recommended amendment would permit development at an intensity that is appropriate for the site and surrounding neighbourhood while providing appropriate regulations to control the building height and intensity, distribution of uses within the development, and location of the new building on the site.

## Analysis

### 1.0 Site at a Glance

#### 1.1 Property Description

The lands subject to the revised application are located at the north-west corner of Hyde Park Road and the south leg of North Routledge Park, and include all of 1674 Hyde Park Road and the adjoining portion of 1712 Hyde Park Road. The lands are currently occupied by one, 2-storey building at 1674 Hyde Park Road. The remainder of the lands are used for commercial parking and are vacant of structures.

Hyde Park Road is classified as an Arterial Road and carries a traffic volume of 27,500 vehicles per day. The south leg of North Routledge Park is a local street that currently terminates in a cul-de-sac but in the future is expected to be completed as a crescent connecting to the existing north leg of North Routledge Park. Pedestrian sidewalks are provided along both sides of Hyde Park Road, and along the south side of North Routledge Park. Bike lanes are also provided on both sides of Hyde Park Road.

#### View of 1674 Hyde Park Road looking west



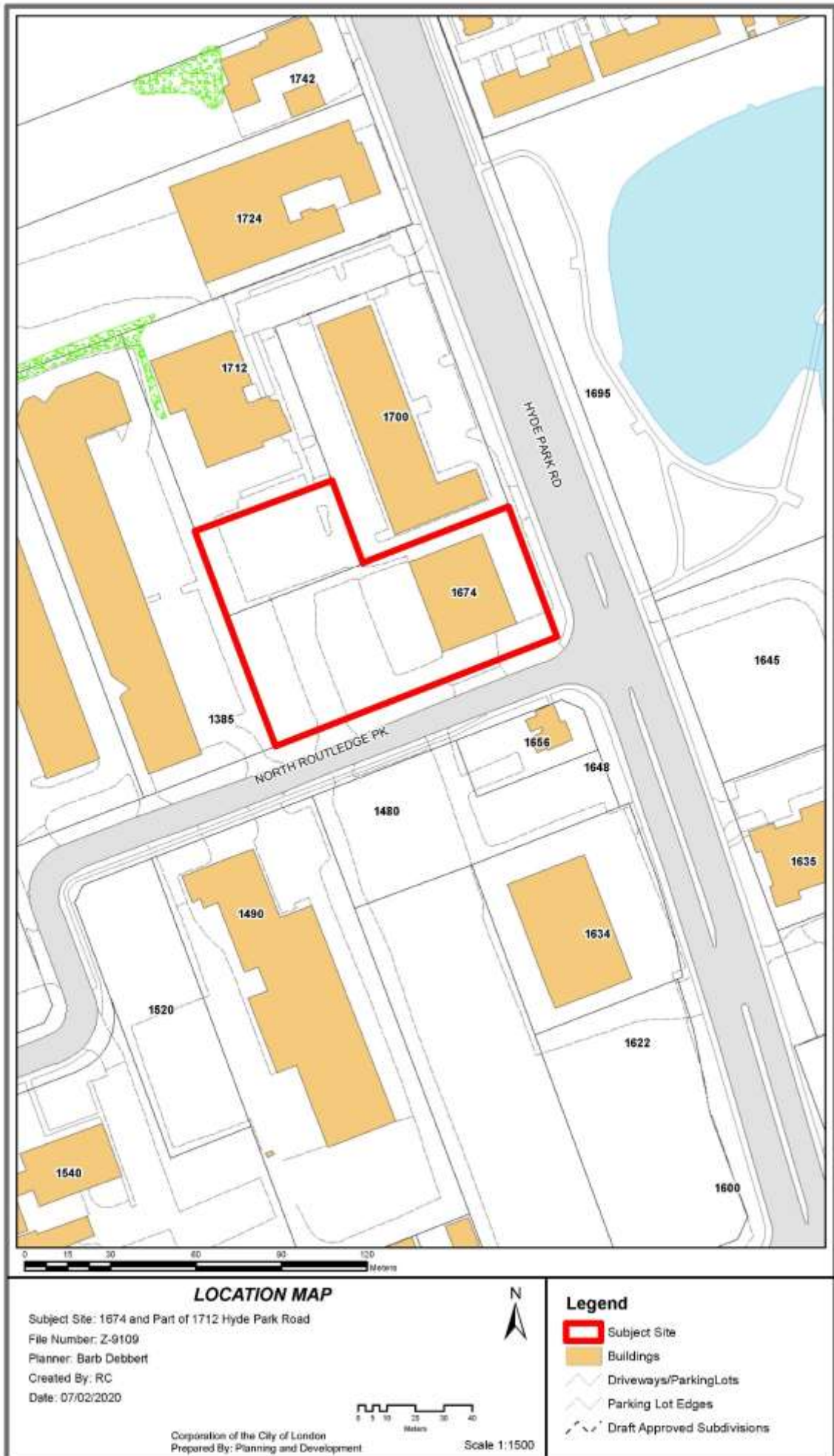
#### 1.2 Current Planning Information (see more detail in Appendix D)

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

#### 1.3 Site Characteristics

- Current Land Use – commercial/office building
- Frontage – 48.57m
- Depth – irregular
- Area – 6,796.5m<sup>2</sup>
- Shape – L-shaped

### 1.4 Location Map



### 1.5 Surrounding Land Uses

- North – commercial
- East – Hyde Park Village Green/ Hyde Park North Stormwater Management facility, medium and low density residential
- South – commercial/office and listed heritage structure (in planning stages for mixed-use development) and light industrial
- West – business park, light industrial

### 1.6 Intensification (80 units)

- This development represents intensification inside the Built-area Boundary and outside 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 retention of the existing commercial/office building and the construction of new 6-storey, 80 unit apartment building joined to the rear of the existing structure. The proposed apartment building is massed along the North Routledge Park frontage. The existing building is to accommodate 1,147.5 square metres of commercial/office uses. Vehicular access to the property is located close to the rear property line on North Routledge Park, and the majority of the parking spaces are contained in a surface parking lot to the rear of the existing and new structures. Five of the proposed 86 parking spaces are proposed to be located in a parallel parking arrangement along the north side of the existing building and would rely on access across 1700 Hyde Park Road which is currently owned by the same business interests as the 1674 Hyde Park Road. Another 12 are provided in front of the existing building and the drive aisle providing access to these spaces lies across both 1700 Hyde Park Road and the City boulevard.

The new building includes horizontal and vertical articulation and variations in colours and materials in order to provide visual interest and break up the massing of the building. Improvements to the existing building are proposed to blend with the new construction. Courtyard/amenity areas are provided at the intersection of the two streets, and in the “L” created at the back of the existing building where it will join the new construction.

#### ***Revised Site Concept (submitted December 19, 2019)***

On December 19, 2019 the applicant submitted a revised concept which included the rear portion of 1712 Hyde Park Road expanding the area of land available for development. Key changes to the proposal include:

- The proposed apartment building extends farther west and accommodates 80 units;
- The amount of parking lot with direct exposure to North Routledge Park is reduced and the vehicular ingress/egress is move farther east to align with the anticipated location of a vehicular access drive for future development on the south side of North Routledge Park;
- The proposed parking area is expanded to the north onto the lands proposed to be severed from 1712 Hyde Park Road.
- The proposed improvements to the existing building are simplified in response to comments from the Urban Design Peer Review Panel.

Figure 1 - Original Site Concept (submitted August 22, 2019)

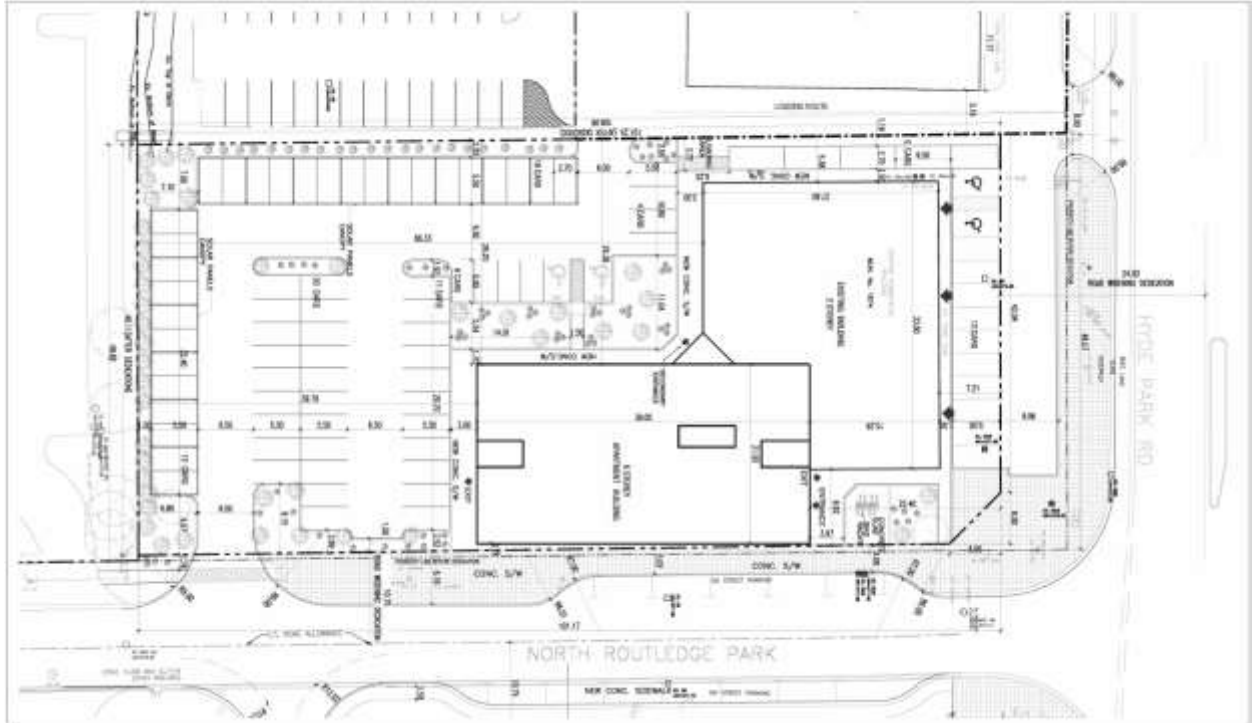


Figure 2 – Original Rendering – View from Intersection of Hyde Park Road and North Routledge Park



Figure 3 – Revised Site Concept (Submitted December 19, 2019)

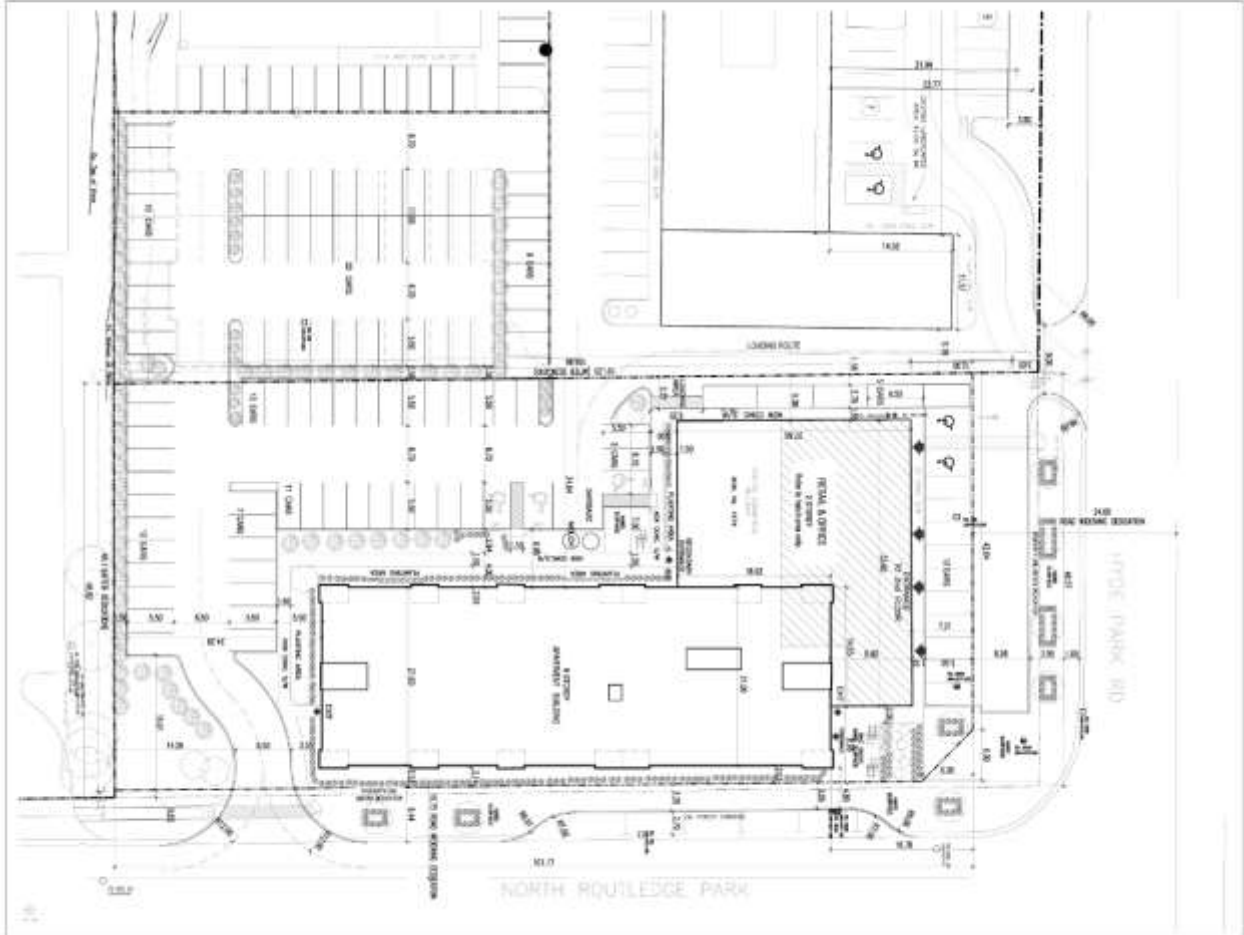


Figure 4 – Revised Rendering (submitted January 7, 2020)



### 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 6<sup>th</sup> 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. Bonus provisions are included to allow the additional density of 392 units per hectare in return for design and affordable housing.
- Z-9067 – 1600/1622 Hyde Park Road and 1069 Gainsborough Road – Considered at the February 18, 2020 Planning & Environment Committee for an 8 storey mixed use building.
- Consent to sever – 1712 Hyde Park Road – on February 7, 2020, the owner submitted an application to sever a portion of 1712 Hyde Park Road

### **3.2 Requested Amendment**

#### ***Original Zoning Request***

The applicant requested an amendment to Zoning By-law Z.-1 at 1674 Hyde Park Road to change the zoning from a Holding Business District Commercial (h-17-BDC) Zone to a Business District Commercial Special Provision (BDC(\_)) Zone.

Relief from certain zoning requirements was requested, including recognizing a maximum front yard depth for the existing building of 7.15 metres; establishing a maximum building height of 6 storeys (18 metres) for the apartment building component; establishing a maximum density of 124 units per hectare; permitting dwelling units on the entire first floor footprint of the apartment building component along North Routledge Park whereas dwelling units in mixed-use buildings are restricted to the rear of the first floor and above, and to permit a minimum of 86 parking spaces whereas 112 parking spaces are required.

#### ***Revised Zoning Request (Revised December 19, 2019)***

The amended application includes part of 1712 Hyde Park Road and is to change the zoning on the expanded parcel from a Business District Commercial (BDC) Zone to a Business District Commercial Special Provision (BDC(\_)) Zone.

Relief from certain zoning requirements was requested, including recognizing a maximum front yard depth for the existing building of 7.15 metres; establishing a maximum building height of 6 storeys (21 metres) for the apartment building component; establishing a maximum density of 150 units per hectare; permitting dwelling units on the entire first floor footprint of the apartment building component along North Routledge Park whereas dwelling units in mixed-use buildings are restricted to the rear of the first floor and above, and to permit a minimum of 63 parking spaces whereas 115 parking spaces are required (required parking rate assumes success of the severance application).

### **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 September 25, 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.

The public's comments generally included:

- concern about traffic impacts including traffic control southbound from North Routledge Park east of Hyde Park, volume and congestion,
- query as to whether the increase in the number of units is related to public or affordable housing (in support of the provision of affordable housing)



### 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, and 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 2,000m<sup>2</sup> 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 near 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 identify 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). 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 North Routledge Park 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 addition of an apartment building to an existing commercial/office building as a mixed-use development will provide for the intensification 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 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 essential that main floor commercial elements be present along the Hyde Park frontage to encourage activation of the streetscape and provide continuity with existing and planned/future commercial uses to the north and south beyond the main Hyde Village intersection at Hyde Park Road and Gainsborough Road. These will be provided for within the existing building on the site which is oriented to the Hyde Park Road frontage.

The presence of main floor commercial on the North Routledge Park frontage is less critical as it is a local street on which the adjacent property is currently designated in the 1989 Official Plan and zoned for light industrial uses. These lands are also in the Commercial Industrial Place Type in The London Plan, which is intended to accommodate commercial uses that do not fit well within the context of commercial and mixed-use place types, and tend to have a quasi-industrial character (1118\_) which does not contribute to a pedestrian oriented main street environment. Continuity of a commercial main street environment along North Routledge Park is not required in order to meet the intent of Official Plan policies.

Nevertheless, the applicant responded to comments from the Urban Design Peer Review Panel supporting a commercial component along the North Routledge Park frontage, indicating the main floor of the new apartment building facing North Routledge Park could be designed with the use of differentiated materials and articulation from the upper storeys to create a human scale environment to provide for the potential future conversion of the ground floor residential units to commercial use, if market conditions change.

## **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. 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 (Sections 3.4.3 and 4.4.1.7).

### **Analysis:**

The subject lands are located at the intersection of an arterial road and a local street. The currently underutilized lands have access to full municipal services, and are located near 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. Whether or not they are consolidated with part of 1712 Hyde Park Road through the recently submitted consent to sever application and a related minor variance, the subject lands are of a suitable size to accommodate more intensive redevelopment on this underutilized parcel and provide a built form that responds to the surrounding context. The proposed development will efficiently use land, resources, and the surrounding infrastructure and public services facilities where they exist or will be developed.

### ***Height***

The requested height of 6 storeys is appropriate within its context, located away from low-rise, low intensity residential development and adjacent to other commercial or industrial properties. In particular, it provides for a progressive reduction in height from the 8/7 storey mixed use development on lands to the south at the heart of the Hyde Park Village, in conformity with intent of the 1989 Official Plan. With respect to The London Plan, the proposal exceeds the maximum height that might be permitted without 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.

### ***Parking***

The applicant has requested a flat parking requirement of 63 spaces in order to address the uncertainties related to the future outcome of the recently submitted consent application and, if successful, the required minor variance for the retained portion of 1712 Hyde Park Road. The usual approach to parking requirements in By-law Z.-1 is to

determine parking requirements based on the ratio of residential units or the gross floor area of commercial/office uses to a required number of parking spaces.

The applicant has indicated that the site concept for the consolidated lands can accommodate 115 parking spaces, and that the site concept for the unconsolidated lands can accommodate 63 spaces. In comparison, the parking requirements using unreduced parking standards could range between 96 and 147 spaces, depending on the lot area, number of residential units, and the amount and type of commercial/retail development (See Parking Requirements Variations Table below). They further indicated that should the consent and/or minor variance applications be unsuccessful, the 63 parking spaces provided on the unconsolidated site would be dedicated to residential use, and commercial parking would be located off-site on lands to the north at 1700 and 1712 Hyde Park Road.

**Table 1 - Parking Requirement Variations**

<b>Dev't Concept</b>	<b># Res. Units</b>	<b>Commercial GFA (m<sup>2</sup>)</b>	<b>Required Parking Spaces Total*</b>	<b>Requested Parking Spaces Total</b>
<b>Original**</b>	53	1,147.5	96 - 125	86 (before revisions to align driveways across North Routledge Park)
<b>Variation on Original***</b>	63	926	103 - 126	63
<b>Revised ****</b>	80	926	124 - 147	63
* range based on standard rates ranging from 1 space/40m <sup>2</sup> gfa to 1 space/20m <sup>2</sup> gfa **unconsolidated land, original proposal ***unconsolidated land, possible variation implied by applicant's December 19, 2019 revision ****consolidated lands if consent and minor variance applications are successful				

At the high end, the application of a flat rate of 63 parking spaces could result in a reduction to approximately 43 percent of the required parking. This will create an unacceptable risk of significant underprovision of parking to service the site, since additional parking cannot be required at the site plan stage. At the same time, given the site's location within a community planned for walkability, the differing time-of-day parking demands inherent to a mixed-use development, and the availability of alternative modes of transportation, it is appropriate to consider some form of reduction that is ratio-based and can be applied fairly to a final development proposal.

The applicant submitted a Parking Justification (Paradigm, June 14, 2019) which was accepted by City staff and would support parking rates of 1 space per residential apartment unit and 1 space per 25m<sup>2</sup> of retail space. The application of these rates, along with the standard rates for offices (not medical/dental or clinics which are not proposed and have a higher parking rate), could result in parking requirements of approximately 91 - 94 spaces for the unconsolidated lands, and 111 spaces for the consolidated lands. In the case of the unconsolidated lands, approximately 30 spaces would need to be accommodated off-site as permitted by Section 4.19(3) of the Zoning By-law with a registered development agreement, to accommodate the level of intensity proposed. Such an agreement is contingent on the receiving lands meeting their own parking requirements first. In the case of the consolidated lands, it is likely the 111 required parking spaces could be accommodated on-site. The recommended by-law is written in such a way that the reduced non-office, non-residential parking rate will apply to part of 1712 Hyde Park Road only if the consent is successful and the lands are included in the proposed mixed-use development.

The recommended application of a rate of 1 space per residential apartment unit and 1 space per 25 square metres for non-office, non-residential units is considered to be an

appropriate parking rate that can be applied fairly to the site whether the lands are consolidated or not, and does not expose the City to unreasonable risk of overintensification. The applicant has agreed to this approach.

*Density*

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. Depending on whether the lands are consolidated through consent to sever, the proposed number of residential units is expected to range between 53 and 80 and in combination with the existing commercial building, result in a mixed-use density of between 125 and 141 units per hectare. (See Density Table below)

**Table 2 – Mixed-use Density Variations**

<b>Dev't Concept</b>	<b>Lot Area (ha.)</b>	<b># Res. Units</b>	<b>Commercial GFA (m<sup>2</sup>)</b>	<b>Commercial Equivalent to Residential Units</b>	<b>Mixed-use Density (uph)</b>
<b>Original*</b>	0.52	53	1,147.5	12	125
<b>Variation on Original**</b>	0.52	63	926	10	141
<b>Revised ***</b>	0.68	80	926	10	133
*unconsolidated land, original proposal					
**unconsolidated land, possible variation implied by applicant's December 19, 2019 revision					
***consolidated lands if consent and minor variance applications are successful					

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 size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use.

Site concepts submitted by the applicant in support of the application illustrate fairly intensive development of the lands with less lot coverage and more landscaped open space than is required by the standard Business District Commercial (BDC) Zone, along with the provision of surface parking at a reduced rate that is considered appropriate within its context. The proposed 6-storey building has been designed in a manner which will fit within the existing and planned scale/character of the surrounding streetscape. In order to allow for the variability in the final lot size and development proposal, a maximum mixed-use density of 141 units per hectare is recommended, noting the actual achievable density will be subject to design refinements at the site plan approval stage. The applicant has agreed to this density maximum, which is lower than originally requested.

*Traffic*

Neighbourhood concerns have been raised about the traffic impacts of the proposed development on existing traffic volumes, flow and turning movements southbound from North Routledge Park east of Hyde Park Road.

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 Road is an arterial road and is 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 final 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. 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 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).

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.)

##### **Analysis:**

The proposed development is able to integrate with the existing less intensive development on Hyde Park Road, while setting a positive tone for development within the Hyde Park Village as future development/redevelopment occurs. The proposed apartment building is located adjacent to the road allowance of North Routledge Park, creating a strong street wall and setting the context for a comfortable pedestrian environment. As designed, the front entrance to the apartment building component is set back a significant distance from the Hyde Park Road street allowance. In response to concerns raised by the Urban Design Peer Review Panel, the applicant has identified that the use of unique hardscaping and landscaping can be used to enhance the primary apartment building entrance, better connect it with the street, visually integrate the old and new buildings and better enclose the area at the corner. As much as possible, building placement and mitigating design features 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.

Most of the surface parking will be located to the rear of the building limiting visual impacts of the parking lot on North Routledge Park. The existing building is to be maintained and some design flexibility is necessary to allow the continued existence of one row of parking between the existing building and the Hyde Park Road street allowance. To the north, the subject site is adjacent to the commercial plaza at 1700 Hyde Park Road, which was reconstructed on its existing foundation in 2018 following its destruction by fire and has two rows of parking between the structure and street. To the south across North Routledge Park, the site is in proximity to a designated heritage structure situated approximately eight metres from the road allowance and which is expected to be incorporated in the future into a mixed use development with strong street wall and design features orienting the development to Hyde Park Road. The slight setback of the existing building with intervening parking, and the addition of the apartment structure to the rear, maintain a setback that is consistent with adjacent uses while maintaining the character of the existing uses and provide continuity and transition of the urban fabric. 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.

The design addresses many of the comments provided by the UDPRP and further design refinements will also be considered at the site plan approval stage. 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 the addition of an apartment building with up to 80 residential units at the rear of the existing two storey commercial 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 a high order street and a local street 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 a range of housing choice and mix of uses to accommodate a diverse population of various ages and abilities.

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

January 25, 2020

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

## 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 1674 Hyde Park Road and Part of 1712 Hyde Park Road.

WHEREAS 1674 Hyde Park Inc. has applied to rezone an area of land located at 1674 Hyde Park Road and Part of 1712 Hyde Park 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 1674 Hyde Park Road and Part of 1712 Hyde Park Road, as shown on the attached map comprising part of Key Map No. A101, from a Holding Business District Commercial (h-17\*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(\_) 1674 Hyde Park Road and Part of 1712 Hyde Park Road

a) Additional Permitted Use:

- i) Apartment buildings, including dwelling units in the front portion of the ground floor adjacent to North Routledge Park

b) Regulations

- |      |   |             |
|------|---|-------------|
| i)   | Front Yard Depth Existing Building (max)          | As existing |
| ii)  | Front Yard Depth Apartment Building (max)         | 23 metres   |
| iii) | Exterior Side Yard Depth Existing Building (max)  | As existing |
| iv)  | Exterior Side Yard Depth Apartment Building (max) | 3 metres    |
| v)   | Height Apartment Building (max)                   | 21 metres   |
| vi)  | Density (max)                                     | 141 uph     |

- |       |  |                              |
|-------|--|------------------------------|
| vii)  | Parking<br>Apartments<br>(min)   | 1 space per unit             |
| viii) | Parking<br>All non-residential permitted<br>uses other than Offices, Medical/<br>Dental Offices and Clinics, that are<br>part of a mixed-use development<br>at 1674 Hyde Park Road that includes<br>a residential apartment building<br>component<br>(min) | 1 space per 25m <sup>2</sup> |

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 24, 2020.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – March 24, 2020  
Second Reading – March 24, 2020  
Third Reading – March 24, 2020

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



## Appendix B – Public Engagement

### Community Engagement

**Public liaison:** On September 5, 2019, Notice of Application was sent to 84 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 5, 2019. A “Planning Application” sign was also posted on the site.

A revised Notice of Application was mailed on December 23, 2019 and published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 26, 2019.

### Original September 5, 2019 Notice of Application

No replies were received

#### **Nature of Liaison:**

The purpose and effect of this zoning change is to permit the construction of a 6-storey apartment building attached to the rear of the existing 2-storey commercial building on the site. The proposed development would include commercial uses at grade and office and residential uses on the 2nd storey within the existing building, and residential apartments in the new building. The proposal includes 53 residential units, 597.0m<sup>2</sup> of commercial floor area, and 550.5m<sup>2</sup> of office floor area, with a resultant mixed-use density of 124 units per hectare.

The notice advised of a possible change to Zoning By-law Z.-1 **FROM** a Holding Business District Commercial (h-17-BDC) Zone **TO** a Business District Commercial Special Provision (BDC(\_)) Zone to permit a broad range of commercial service, office, and recreational uses, and apartment buildings which are all currently permitted, with special provisions to recognize a maximum front yard depth for the existing building of 7.15m and permit a maximum front yard depth of 22.4m for the apartment building component in place of a maximum front yard depth of 3.0m; establish a maximum building height of 6 storeys (18m) for the apartment building component; permit dwelling units on the entire first floor footprint of the apartment building component along North Routledge Park whereas dwelling units in mixed-use buildings are only permitted to the rear of the first floor and above; and to permit a minimum of 86 parking spaces whereas 112 parking spaces are required. The request also includes removal of the Holding provision (h-17) requiring full municipal sanitary sewer and water services.

The City may also consider other regulations to control the location of the existing and proposed buildings on the site.

#### **Open House**

The applicant also held an Open House on May 30, 2019, before submitting the application, regarding the development of the subject property as part of a larger mixed-use comprehensive development extending south to the intersection of Hyde Park Road and Gainsborough Road (now file Z-9067, considered at the Planning & Environment Committee on February 18, 2020). The Open House was attended by 15 people, 2 of whom represented the Hyde Park BIA.

The applicant forwarded one written comment from that meeting to City staff to form part of the City’s file. The comments appeared to primarily address the development at the intersection of Hyde Park Road and Gainsborough Road, but those that may pertain to the subject site included a request for more trees, the importance of sufficient retail parking, and that traffic will be an issue.

**Revised December 23, 2019 Notice of Application**

Two replies were received.

**Nature of Liaison:**

The applicant has amended the application to rezone a portion of 1712 Hyde Park Road in order to provide additional lands for parking and allow an increase in the number of residential dwelling units on the property. The applicant intends to submit an application to the City for consent to sever a portion of 1712 Hyde Park Road and convey it to 1764 Hyde Park Road.

The purpose and effect of this zoning change is to permit the construction of a 6-storey apartment building attached to the rear of the existing 2-storey commercial building on the site. The proposed development would include commercial uses at grade and office uses on the 2<sup>nd</sup> storey within the existing building, and residential apartments in the new building. The proposal includes 80 residential units, 463 m<sup>2</sup> of commercial floor area, and 463 m<sup>2</sup> of office floor area.

The notice advised of a possible change to Zoning By-law Z.-1 FROM a Holding Business District Commercial (h-17\*BDC) Zone to a Business District Commercial Special Provision (BDC(\_)) Zone to permit a broad range of commercial service, office, and recreational uses, and apartment buildings which are all currently permitted, with special provisions to recognize a maximum front yard depth for the existing building of 7.15 metres; establish a maximum building height of 6 storeys (21 metres) for the apartment building component; establish a maximum density of 150 units per hectare; permit dwelling units on the entire first floor footprint of the apartment building component along North Routledge Park whereas dwelling units in mixed-use buildings are permitted to the rear of the first floor and above, and to permit a minimum of 63 parking spaces whereas 115 parking spaces are required (required parking rate assumes success of the severance application). The request also includes removal of the Holding provision (h-17) requiring full municipal sanitary sewer and water services.

The City may also consider other regulations to control the location of the existing and proposed buildings on the site.

**Concern for:**

- traffic impacts including traffic control southbound from North Routledge Park east of Hyde Park, volume and congestion,
- whether the increase in the number of units is related to public or affordable housing (in support of the provision of)

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

<b>Telephone</b>	<b>Written</b>
Eileen Barker 2145 North Routledge Park Unit 12 London ON N6G 0J8	Marlene Koehler 600 Talbot Street Apt 201 London ON N6A 5L9

**From:** Marlene Koehler [mailto:]  
**Sent:** Monday, January 13, 2020 11:06 AM  
**To:** Debbert, Barb <bdebbert@London.ca>  
**Subject:** Re: [EXTERNAL] Fwd: 1674/1712 Hyde Park Rd

Thanks for speaking with me this a.m.

For public feedback, sufficient to note something like "taxpayer inquiry about whether the increase in the number of units is related to 'public or affordable housing'"

Marlene Koehler  
600 Talbot St, Apt 201, London, ON N6A 5L9

Marlene  
Heaven on Earth is a choice you must make, not a place you must find. -- Wayne Dyer.  
So, I support strategies to increase the supply of affordable housing, such as the  
[Multifaith Housing Initiative](#) .



## Agency/Departmental Comments

### ***Urban Design (December 3, 2019)***

- Urban Design staff commend the applicant for incorporating the following into the design; Providing a 6 storey mixed use building that is in keeping with the vision of the current Official Plan as well as the London Plan; providing for continuous street walls along the Hyde Park Road and North Routledge Park street frontages; providing for appropriate scale/ rhythm/ materials/ fenestration; incorporating the majority of parking in the rear yard, away from the Hyde Park Road 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 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; parking lot layout, driveway entrance location, the further refinement of the entrance and design features on the East elevation, and the design of the space between the existing building and the City sidewalk along Hyde Park Road and between the proposed building and the curb along North Routledge Park.

### ***Engineering (November 27, 2019)***

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

#### **Comments to be addressed as part of zoning application:**

- The proposed site layout does not take into account Transportation's comment with respect to aligning access opposite to 1600 Hyde Park. This matter will need to be resolved prior to finalizing site's zoning as it will have implications on number of parking being proposed within the site.
- The proposed site layout contemplates the closure of an existing SWM ditch at the westerly limit of the site. Existing ditch serves multiple properties, any modification to the existing drainage pattern will require coordination with adjacent land Owners and may impact parking design and reduction in parking spaces.

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

#### ***Transportation:***

- 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?

- General comments:
  - Road widening dedication of 24.0m from centre line is required along Hyde Park Road
  - Road widening dedication of 10.75m from centre line is 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 coordinated through the Site Plan Approval process , where detailed comments regarding design and location will be discussed

**Water:**

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

**Wastewater:**

- The sanitary sewer available is the existing 250 mm sanitary sewer on North Routledge Park at Hyde Park Road.
- The Applicant's Engineer is to connect to this sewer from the proposed apartment building all to City Standards and to the satisfaction of the City Engineer.
- There is capacity for the proposed development. An update to the drainage area plan will be required.

**Stormwater:**

- As per plan # T18-40-14, the site is tributary at  $C=0.70$  to manhole ST-2 via the 375mm storm sewer on North Routledge Park. Any changes in the C value to accommodate the proposed development will trigger the need for hydraulic calculations (storm sewer capacity analysis) to demonstrate that capacity of the sewer system to service the site is not exceeded and that on-site SWM controls will be designed to the satisfaction of the City Engineer. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- For the proposed and existing above-ground parking spaces, the applicant shall be required to address the water quality to the standards of the Ministry of the Environment and Climate Change and to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators, catchbasin hoods, bioswales, etc.
- The site has "BDC" designation and therefore any proposed development design shall comply with the approved City Standard Design Requirements for Permanent Private Stormwater System (PPS), including LIDs.
- Any proposed LID solution should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation.
- The subject lands are located in the Stanton Drain Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Medway Creek Stanton Drain and Mud Creek Subwatershed Study that may include but not be limited to, quantity/quality control, erosion, stream morphology, etc.

- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site is required in accordance with City of London and MECP standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.
- Additional SWM related comments will be provided upon future review of this site.

***Engineering (January 28, 2020)***

Transportation is pleased to see the realignment of the driveway to align opposite the of proposed development at 1600 Gainsborough

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?

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

***Transportation:***

- General 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

**Water:**

- City records show a 40mm PEX water service to the existing building from the 450mm watermain on the east side of Hyde Park Road. This service will not be suitable for meeting the requirements of the addition.
- Additional water service can be obtained from the 300mm PVC main on the south side of North Routledge Park Road.
- If more than one water service is utilized for the property, no internal interconnection of the 2 systems will be permitted.
- A servicing report including modelling will be required to show the suitability of the service(s) sizing for domestic and fire capacities.

**Wastewater:**

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

**Stormwater:**

- As per attached drawing T18-40-14, the site at C=0.70 is tributary to the existing 375mm storm sewer on North Routledge Park. The applicant should be aware that any changes to the C-value will require the applicant to demonstrate sufficient capacity in this pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- The proposed land use of a high density residential and commercial triggers the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010.
- The number of proposed parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 70% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators or any LID filtration/infiltration devices.
- To manage stormwater runoff quantity and quality, the applicant's consulting engineer may consider implementing infiltration devices in the parking area in the form of "Green Parking" zones as part of the landscaping design.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution.
- 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](mailto:stormwater@london.ca).
- The subject lands are located in the Stanton Drain Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Medway Creek Stanton Drain and Mud Creek Subwatershed Study that may include but not be limited to, quantity/quality control, erosion, stream morphology, etc.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.

- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.
- Additional SWM related comments will be provided upon future review of this site.

***London Hydro (February 12, 2020)***

- This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate this new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining save clearances from L.H. infrastructure is mandatory. **Note:** Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.
- 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.

***London Housing Advisory Committee (Council Resolution October 16, 2019)***

I hereby certify that the Municipal Council, at its meeting held on October 15, 2019 resolved:

That the following actions be taken with respect to the 8th Report of the London Housing Advisory Committee, from its meeting held on September 11, 2019:

b) the Civic Administration BE REQUESTED to ask the applicant to consider adding affordable housing units in the proposed development of the property located at 1674 Hyde Park Road; it being noted that the London Housing Advisory Committee reviewed and received a Notice of Application for a Zoning By-law Amendment for the subject property from B. Debbert, Senior Planner

## **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

3.7 – Planning Impact Assessment

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

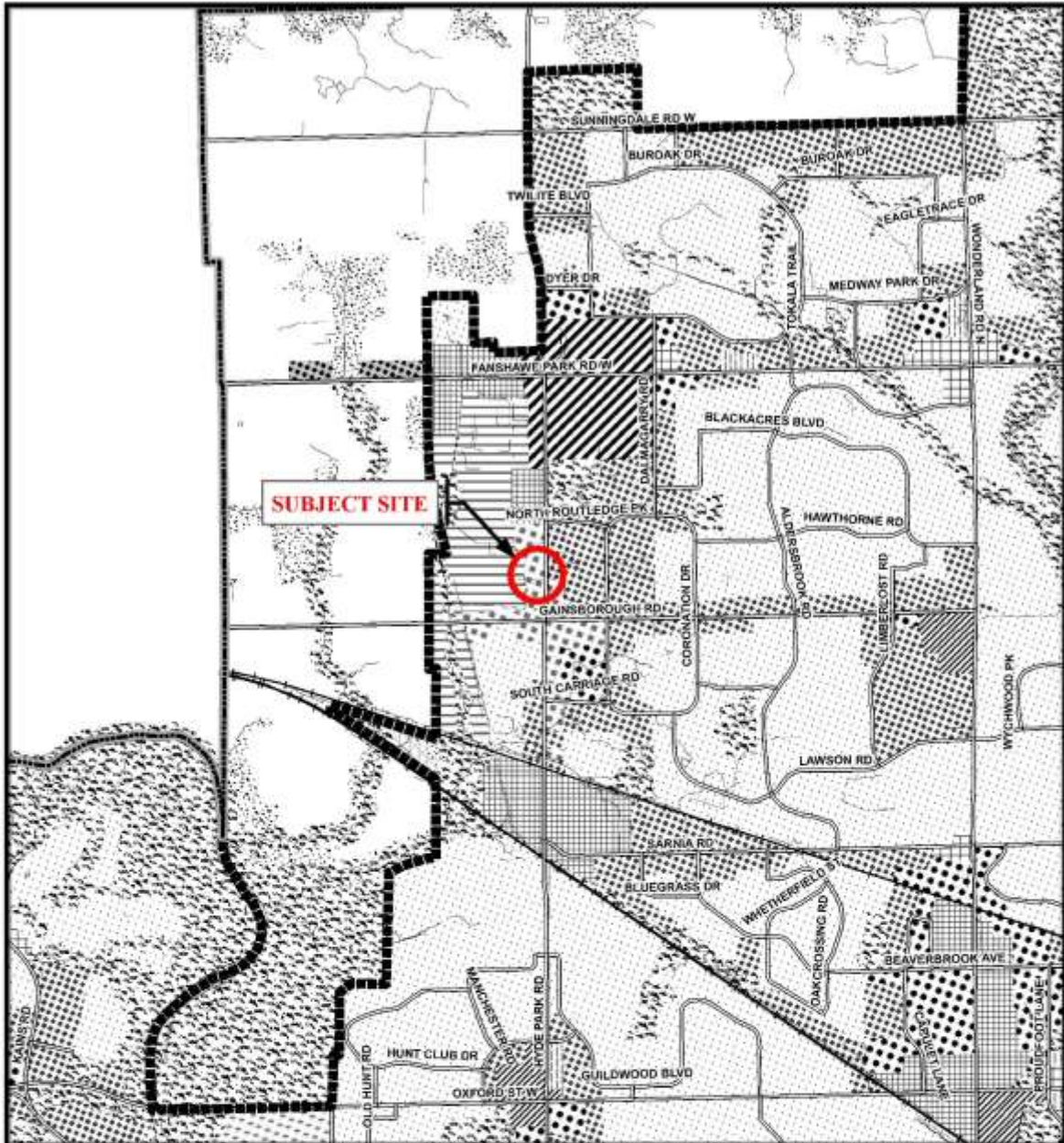
### **Hyde Park Community and Urban Design Guidelines**

2.0 – Urban Form

6.0 – Hyde Park Hamlet

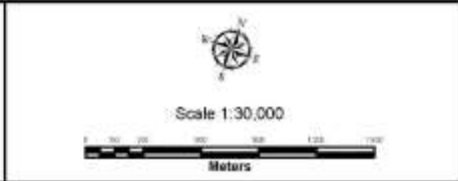
**Appendix D – Relevant Background**

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



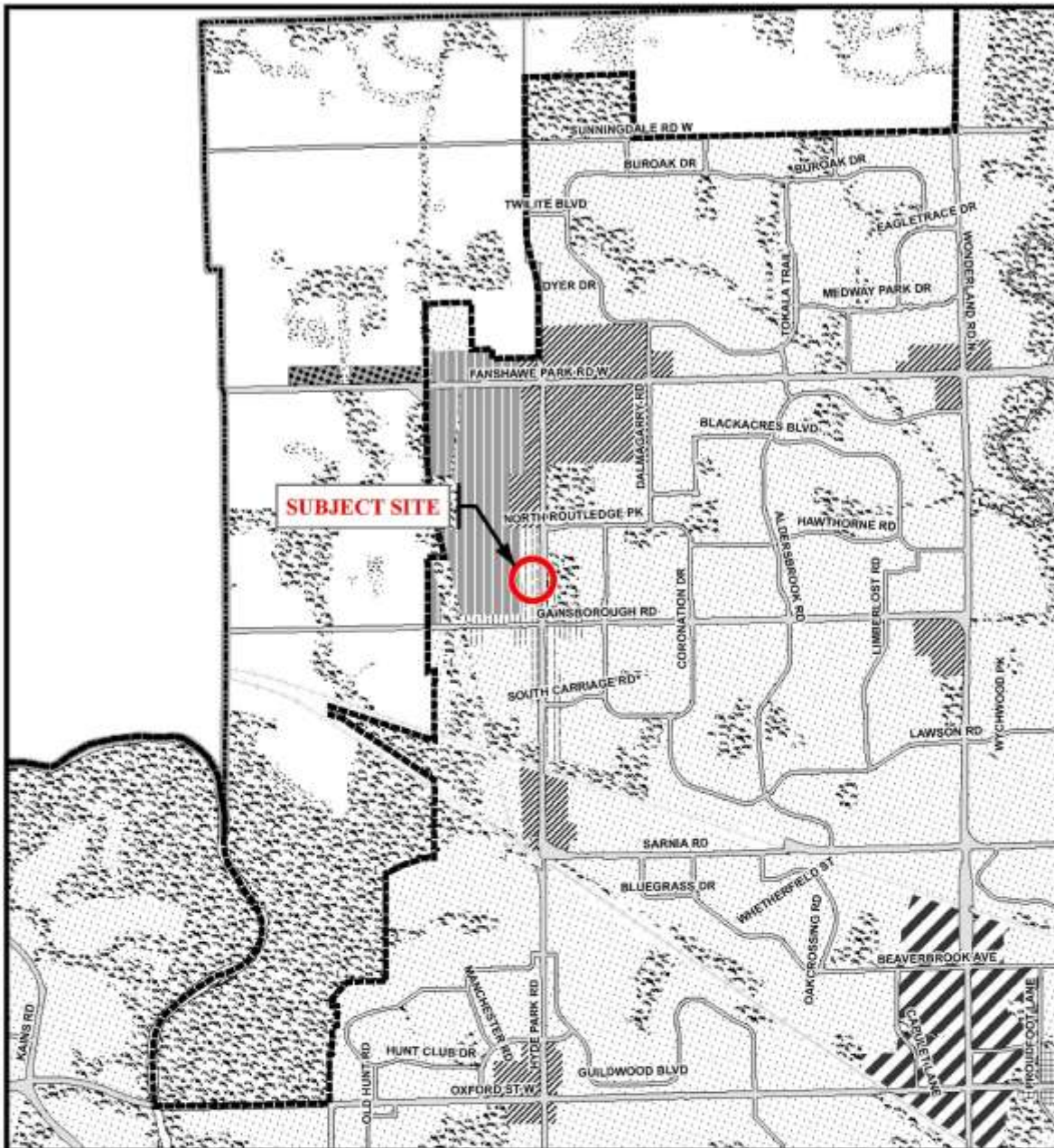
Legend	
	Downtown
	Enterprise
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential
	Multi-Family, Medium Density Residential
	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  
 - LANDUSE -  
 PREPARED BY: Graphics and Information Services



FILE NUMBER: Z-9109  
 PLANNER: BD  
 TECHNICIAN: RC  
 DATE: 07/02/2020

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.*

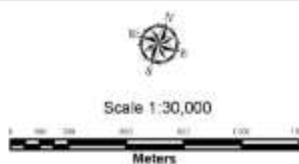
*At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

**CITY OF LONDON**

Planning Services /  
 Development Services

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

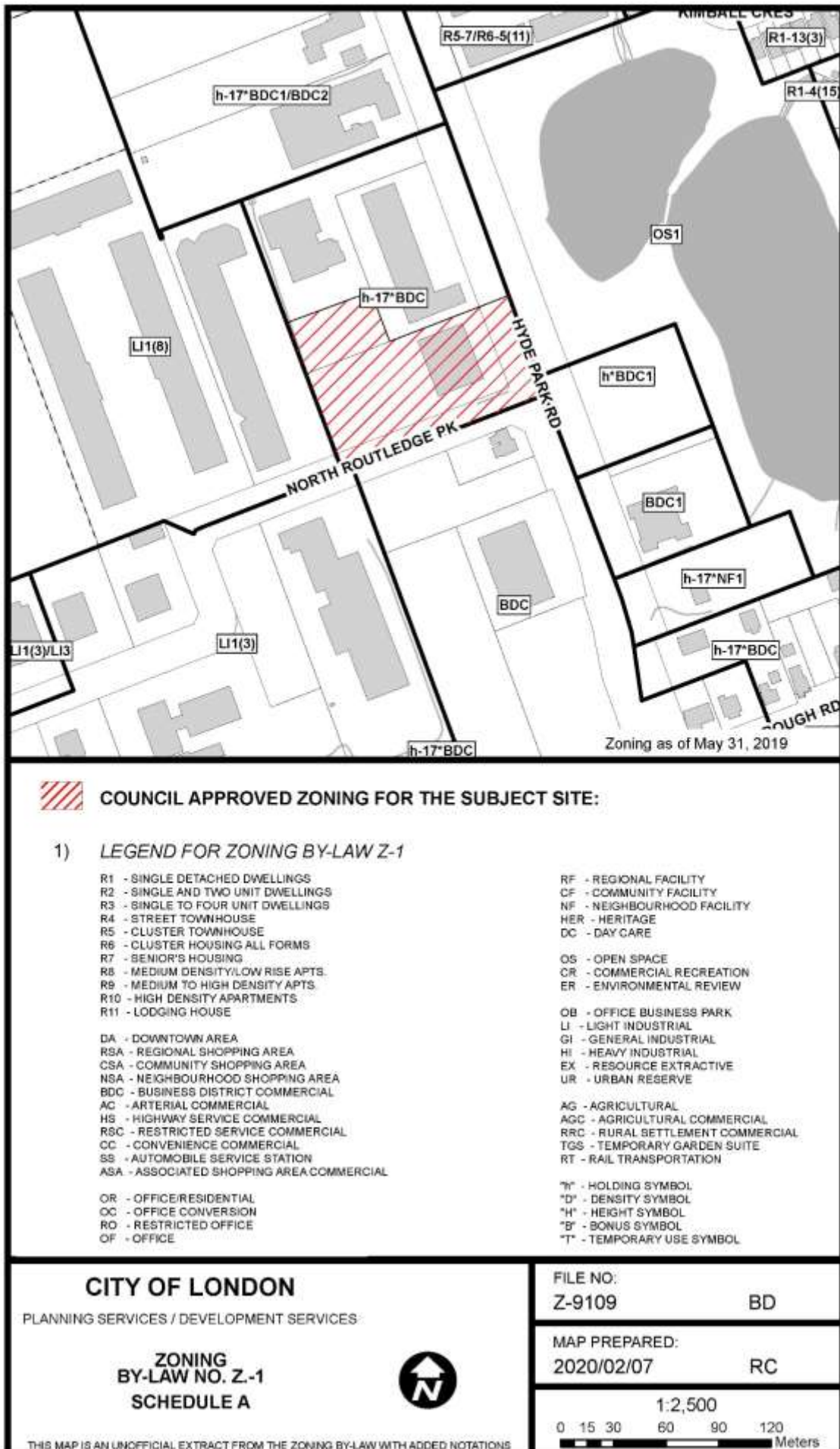
PREPARED BY: Planning Services



**File Number:** Z-9109  
**Planner:** BD  
**Technician:** RC  
**Date:** February 7, 2020



Zoning By-law Z.-1



## Appendix E – Applicant’s Reply to UDPRP Comments

<b>Comment:</b>
The Panel commends the applicant for the street-orientation of the proposed building and the proposed mix of uses.
<b>Applicant Response:</b>
We appreciate the opportunity to receive feedback relating to the ZBA application. Thank you for your comments.
<b>Comment:</b>
The Panel encourages the applicant to provide secure indoor bicycle parking within the building.
<b>Applicant Response:</b>
Secure, indoor bicycle parking is proposed within the building, near the rear, secondary entrance. This will be reviewed and confirmed through the detailed design stage.
<b>Comment:</b>
The Panel supports the L-shaped form of development and attempt to integrate the new building with the old.
<b>Applicant Response:</b>
We appreciate the opportunity to receive feedback relating to the ZBA application. Thank you for your comments.
<b>Comment:</b>
The Panel recommends that the applicant simplify the amount of intervention to the existing building façade to allow the basic massing and design of that building to remain.
<b>Applicant Response:</b>
There will be a reduction in the roofline elements of the 6-storey apartment buildings (including the rooftop canopy feature, as there is no rooftop amenity proposed). In an attempt to simplify the design of the rest of the development, existing openings and materials on the existing 2-storey building will not be altered. This will be reviewed and confirmed through the detailed design stage.
<b>Comment:</b>
The Panel encourages the applicant to look at options to better visually integrate and connect the existing building with the proposed.
<b>Applicant Response:</b>
In an attempt to visually integrate and connect the existing building with the proposed building, elements of the existing 2-storey building will be used across the design of the 6-storey apartment building (i.e. brick from existing building to be carried over to proposed building in select locations). This will be reviewed and confirmed through the detailed design stage.
<b>Comment:</b>
The Panel supports the coloured glazing at the corner where the two buildings meet on the street-facing side of the proposed building, though note that it is not cohesive with the rest of the development. The Panel suggests considering how this feature can be incorporated in the street-facing elevation and perhaps incorporated at the join of the two buildings on the rear elevation. Consideration should also be given to extending

this entrance visually, potentially through a canopy, to the corner, which will help integrate it with the existing building.

**Applicant Response:**

We acknowledge that the Panel supports the coloured glazing where the two buildings meet on the street-facing elevation. We reviewed how to make this feature more cohesive with the rest of the development. Through the use of unique hardscaping and landscaping, the setback of the primary building entrance can be enhanced and better connected with the street and closer, existing 2-storey building. We believe the use of hardscaping and landscaping will effectively visually integrate the two buildings and better enclose the area at the corner. This will be reviewed and confirmed through the detailed design stage.

We reviewed the potential of providing similar coloured glazing at the join of the two building on the rear elevations. Due to the proposed floor plans, there are apartments located here, and the addition of more glass along the two walls that join would not be consistent with OBC. There would be too much glass, and ultimately not enough fire-rated material, between the apartments.

**Comment:**

The Panel expressed concerns with the treatment of the ground floor of the proposed building. To this end, the Panel encouraged the applicant to consider the potential for grade-related commercial uses or the potential for future conversion to such uses along North Routledge Park. The Panel further recommended that the design of the ground floor be revisited on both the front and rear elevations to provide further articulation to differentiate it from floors above and provide a better transition to and protection of the ground floor residential units.

**Applicant Response:**

We acknowledge the Panel's concern of the treatment at the ground floor of the proposed, 6-storey building. We propose to change the material along the ground floor to provide better articulation from the rest of the building, as well as differentiate the human-scale element of the building. This improved articulation and enhanced human-scale element allows for the potential future conversion of the ground floor residential units, if market conditions change. The selection of material will be reviewed and confirmed through the detailed design stage.

**Comment:**

The Panel questioned the vertical lights as an accent on the Hyde Park elevation of the proposed building and indicated that it needs to be better integrated throughout the development and not an add-on to one elevation.

**Applicant Response:**

We appreciate Panel's question relating to the vertical lights. To confirm, the whole volume along the front façade will have these lights integrated into the proposed siding, flush with the material. The applicant wishes to preserve this feature only within this volume along Hyde Park, as it will focus the special appeal along the higher order street. Furthermore, it is proposed that the colour of the vertical lights will match the colour of the glazing around the primary building entrance along the street-facing elevation. This was not clearly identified in the rendering prepared and submitted for the ZBA application.

**Comment:**

The Panel commended the applicant for incorporating sustainable design elements, namely the solar panels shown in the parking area.

**Applicant Response:**

We appreciate the opportunity to receive feedback relating to the ZBA application. Thank you for your comments. We are proceeding with these sustainable design elements.

**Comment:**

The Panel supports the provision of a common outdoor amenity area in a central location near the building and encouraged the applicant to provide at-grade interior amenity rooms adjacent the outdoor amenity space at the detailed design phase.

**Applicant Response:**

We appreciate the opportunity to receive feedback relating to the ZBA application. Thank you for your comments. Common indoor amenity area is proposed at the back on the second level, which will be reviewed and confirmed through the detailed design stage.