

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: George Kotsifas P. Eng.,
Deputy City Manager, Planning and Economic Development

Subject: 978 Gainsborough Road
Public Participation Meeting

Date: December 13, 2021

Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the application of Highland Communities Ltd., relating to the property located at 978 Gainsborough Road:

- (a) The request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** a Holding Residential R9 Special Provision (h-5.h-11.h-17. R9-7(17).H50) Zone, **TO** a Holding Residential R9 Special Provision Bonus (h-5.h-11.h-17. R9-7().H70*B-()) Zone, **BE REFUSED** for the following reasons:
1. The proposed development is not consistent with the Provincial Policy Statement, 2020, which promotes intensification and redevelopment in appropriate locations.
 2. The proposed development does not conform to the in-force policies of The London Plan, including but not limited to:
 - i. the Key Directions relating to the strategic location of more intensive forms of development, high-intensity development to strategic locations-along rapid transit corridors and within the Primary Transit Area and new development that is a good fit within an existing neighbourhood.
 - ii. the City Structure Plan policies of The London Plan that create a hierarchy of residential intensity with the most intensive forms of development directed to the Downtown, Transit Villages and at station locations along the Rapid Transit Corridors.
 - iii. the Evaluation Criteria for Planning and Development Applications in the Our Tools chapter of The London Plan.
 3. The Neighbourhood Place Type policies in The London Plan reference maximum height of 4-storeys or 6-storeys with Type 2 Bonusing. The subject site is also not identified on the high-density residential overlay in the London Plan. The current permitted height on the subject lands is 15-storeys and as such, a development proposal of 20-storeys would further deviate from the planned function intended by policy and is not appropriate.
 4. The subject site, given its location outside the Primary Transit Area with the proposed intensity and form, is not appropriate and is not good planning.
 5. The proposed development and requested site-specific residential density do not conform to the in-force policies of the 1989 Official Plan.
 6. The proposed density of 287 uph is too intense as it is beyond the typical range of the high-density residential intensity outside of the downtown and Central London.
 7. The proposed development and requested zoning represent an over-intensification of the site and are not consistent with the criteria of density bonusing under Policy 19.4.4.
 8. The proposed development is not in keeping with the Hyde Park Community Plan.

Executive Summary

The proposed development is for two, 20-storey, apartment buildings interconnected by a 4-storey podium, with a total of 373 residential units, and 477 parking spaces. The initial application was accepted on July 21, 2020. The Applicant requested that the application be placed on hold on September 22, 2020 in order to address comments from staff and public feedback. Subsequently, the applicant reduced the number of units from 400 units with a total of 308 units per hectare, to 373 units with total of 287 units per hectare along with minor changes to landscaped open space and building lot coverage.

The property is located in the Hyde Park Community Plan area on the east side of Hyde Park Road south of Gainsborough Road within the Hamlet of Hyde Park. The site is designated High Density Residential in the 1989 Official Plan, which would permit multi-family residential development to support the commercial corridors along Hyde Park Road and Gainsborough Road.

The proposed amendment has been evaluated on the policies of the *Official Plan (1989)* including the *Hyde Park Community Plan* and the in-force policies of *The London Plan*. It is staff's opinion that the proposed development represents a significant height and density that is inconsistent with the surrounding area and would be better suited to a location that contemplates and supports high-rise intensities at the requested intensity. Despite the location of the site and its convenient proximity to transit and services, it is not identified, nor appropriate for the consideration the amount of high-intensity development proposed. The proposal is not compatible with the adjacent and surrounding area and does not represent good planning.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended refusal is to maintain the existing Zone on the property which currently permits 15-storey apartment buildings, in conformity to The London Plan and the 1989 Official Plan.

Rationale of Recommended Action

It is recommended that this application be refused for the following reasons:

1. The proposed development is not consistent with the Provincial Policy Statement, 2020, which promotes intensification and redevelopment in appropriate locations.
2. The proposed development does not conform to the in-force policies of The London Plan, including but not limited to:
 - i. the Key Directions relating to the strategic location of more intensive forms of development, high-intensity development to strategic locations along rapid transit corridors and within the Primary Transit Area and new development that is a good fit within an existing neighbourhood.
 - ii. the City Structure Plan policies of The London Plan that create a hierarchy of residential intensity with the most intensive forms of development directed to the Downtown, Transit Villages and at station locations along the Rapid Transit Corridors.
 - iii. the Evaluation Criteria for Planning and Development Applications in the Our Tools chapter of The London Plan.
3. The Neighbourhood Place Type policies in The London Plan reference maximum height of 4-storeys or 6-storeys with Type 2 Bonusing. The subject site is also not identified on the high-density residential overlay in the London Plan. The current permitted height on the subject lands is 15-storeys and as such, a development proposal of 20-storeys would further deviate from the planned function intended by policy and is not appropriate.
4. The subject site, given its location outside the Primary Transit Area with the

- proposed intensity and form, is not appropriate and is not good planning.
5. The proposed development and requested site-specific residential density do not conform to the policies of the 1989 Official Plan.
 6. The proposed density of 287 uph is too intense as it is beyond the typical range of the high-density residential intensity outside of the downtown and Central London.
 7. The proposed development and requested zoning represent an over-intensification of the site and do not address the criteria of density bonusing under Policy 19.4.4.
 8. The proposed development is not in keeping with the Hyde Park Community Plan.

Linkage to the Corporate Strategic Plan

The Strategic Plan provides direction through Building a Sustainable City and Strengthening Our Community. Building a Sustainable City includes growth and development that is well planned and directed to strategic locations. The Strategic Plan also identifies that through Strengthening our Community a strong character and sense of place is achieved by ensuring that new development fits within and enhances its surrounding community.

The subject site not within an identified strategic location for growth and intensification; therefore, is not good planning.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration, the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes intensification and efficient use of existing urban lands and infrastructure within strategic locations such as the downtown, transit villages and corridors. While the site is located in proximity to transit services, it is not within an area identified to support the level of growth and intensification being requested. Substantial development intensity, as proposed, should be directed to the strategic locations for growth where this form of development contributes best to achieving a compact and efficient development pattern that meets the intent of the Climate Emergency.

Analysis

1.0 Background Information

1.1 Planning History

Hyde Park Community Plan, December 15, 1999

Z-7399 – Planning Committee Report, December 10, 2007, and January 14, 2008

Z-8178 – Planning Committee Report, August 20, 2013, and November 26, 2013

December 2013 Council approved a Zoning By-law amendment to permit two 15-storey apartment buildings at a maximum height of 50 metres and density of 150 units per hectare. Special provisions were also approved to allow for the reduction of the easterly side yard to 12 metres and a maximum projection into the required yard for apartment balconies to a maximum of 3 metres. Three holding provisions were also included to ensure that access and sanitary servicing concerns are addressed before the development of the site and that public site plan be required.

1.2 Subject Site and Surrounding Context

The subject lands are located south-east of Hyde Park Road and Gainsborough Road within the Hyde Park Hamlet area. Currently, the site is undeveloped and is surrounded by an apartment building to the south, undeveloped lands and residential use to the east, commercial use to the north, and a single detached dwelling and commercial use to the west.

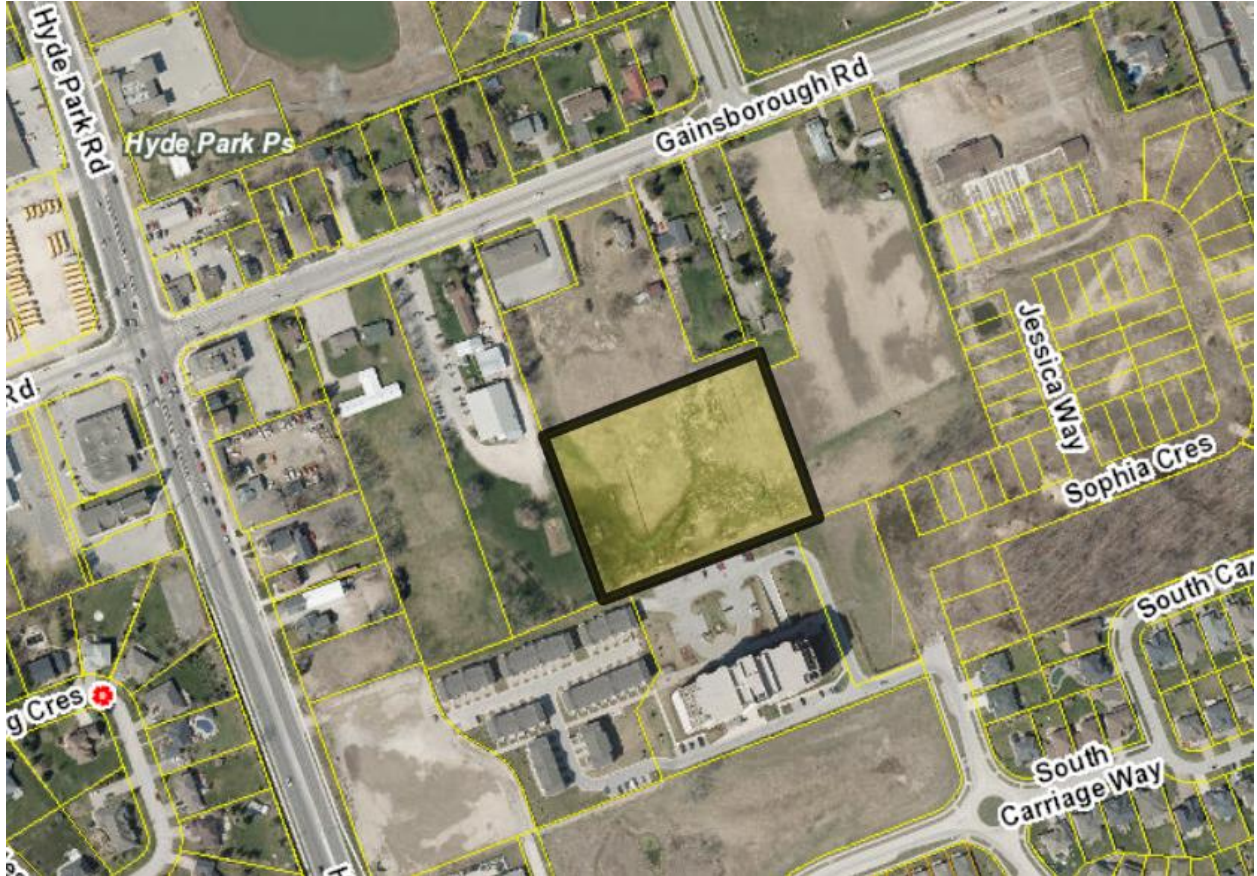


Figure 1: Subject site and surrounding context



Figure 2: Apartment building and townhomes to the south



Figure 3: Office to the north

As mentioned previously, to the west is a single detached dwelling located at 1006 Gainsborough Road. This property is listed on the Register, however, has not been evaluated using Ontario Heritage Act Regulation 9/06.



Figure 4: Listed Property at 1006 Gainsborough Road

1.3 Current Planning Information (see more detail in Appendix C)

- *The London Plan* – Neighbourhoods Place Type
- *Official Plan (1989)* – Multi-Family High Density Residential designation
- Existing Zoning – Holding Residential R9 Special Provision (h-5*h-11*h-17*R9-7(17)*H50)

1.4 Site Characteristics

- Current Land Use – undeveloped
- Frontage – 131.5m
- Depth – 87.3m
- Area – 1.3 ha
- Shape – rectangular

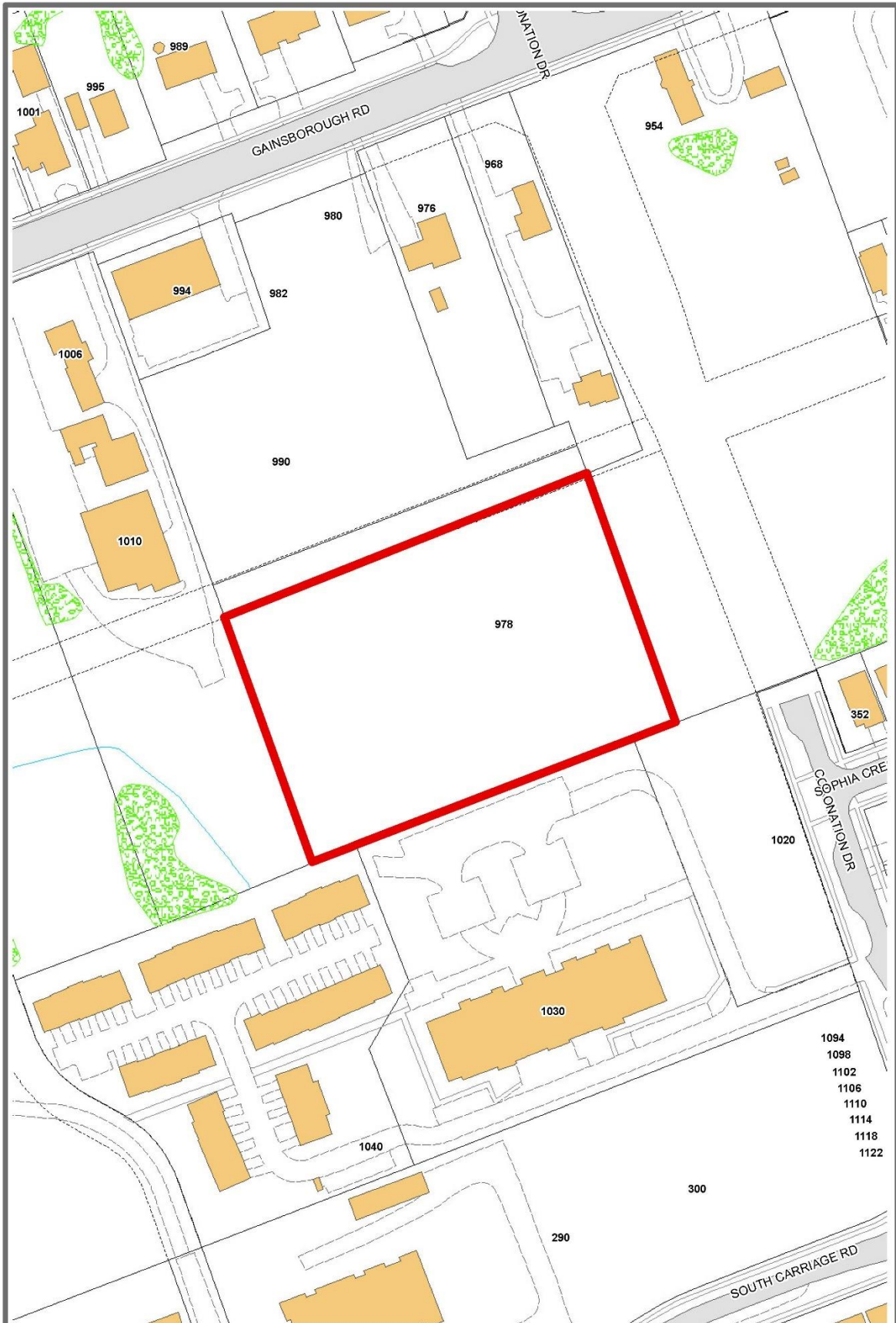
1.5 Surrounding Land Uses

- North – commercial use
- East – undeveloped property and residential use
- South – apartment building and townhomes
- West – singled detached dwelling and commercial use

1.6 Intensification

- The 373 residential units represents intensification within the Built-Area Boundary; however, the identified lands are not in the Primary Transit Area or in the identified High-density overlay of The London Plan.

1.7 Location Map



LOCATION MAP

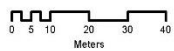
Subject Site: 978 Gainsborough Road

File Number: Z-9247

Planner: Alanna Riley

Date: 27/07/2020






Corporation of the City of London
Prepared By: Planning and Development



Scale 1:1500



Legend

-  Subject Site
-  Buildings
-  Driveways/Parking Lots
-  Draft Approved Subdivisions
-  Draft Approved Condominiums

2.0 Discussion and Considerations

2.1 Requested Amendment

A Zoning By-law Amendment has been received for the consideration of two, 20-storey, apartment buildings interconnected by a 4-storey podium, with a total of 373 residential units at a density of 287 units per hectare, and 477 parking spaces. The Zoning requested is to change from Holding Residential R9 Special Provision (h-5.h-11.h-17. R9-7(17).H50) to Holding Residential R9 Special Provision Bonus (h-5.h-11.h-17. R9-7().H70*B-() Zone, with special provisions for a minimum front yard setback of 6.2 metres, a minimum west interior side yard setback of 12.0m, a minimum rear side yard setback of 21.1m, a maximum lot coverage of 31.7%, a minimum landscaped open space of 25, and a maximum building height of 70m. There is also a request to add a Bonus Zone to permit a maximum density of 287 units per hectare. The current proposal is the second iteration of the project, which evolved from the initial proposal of 20 storeys with a density of 308 units per hectare.

2.2 Initial Proposal

The initial proposal submitted in July 2020 consisted of two, 20 storey residential apartment buildings interconnected by a 4-storey podium with a total of 400 residential units.

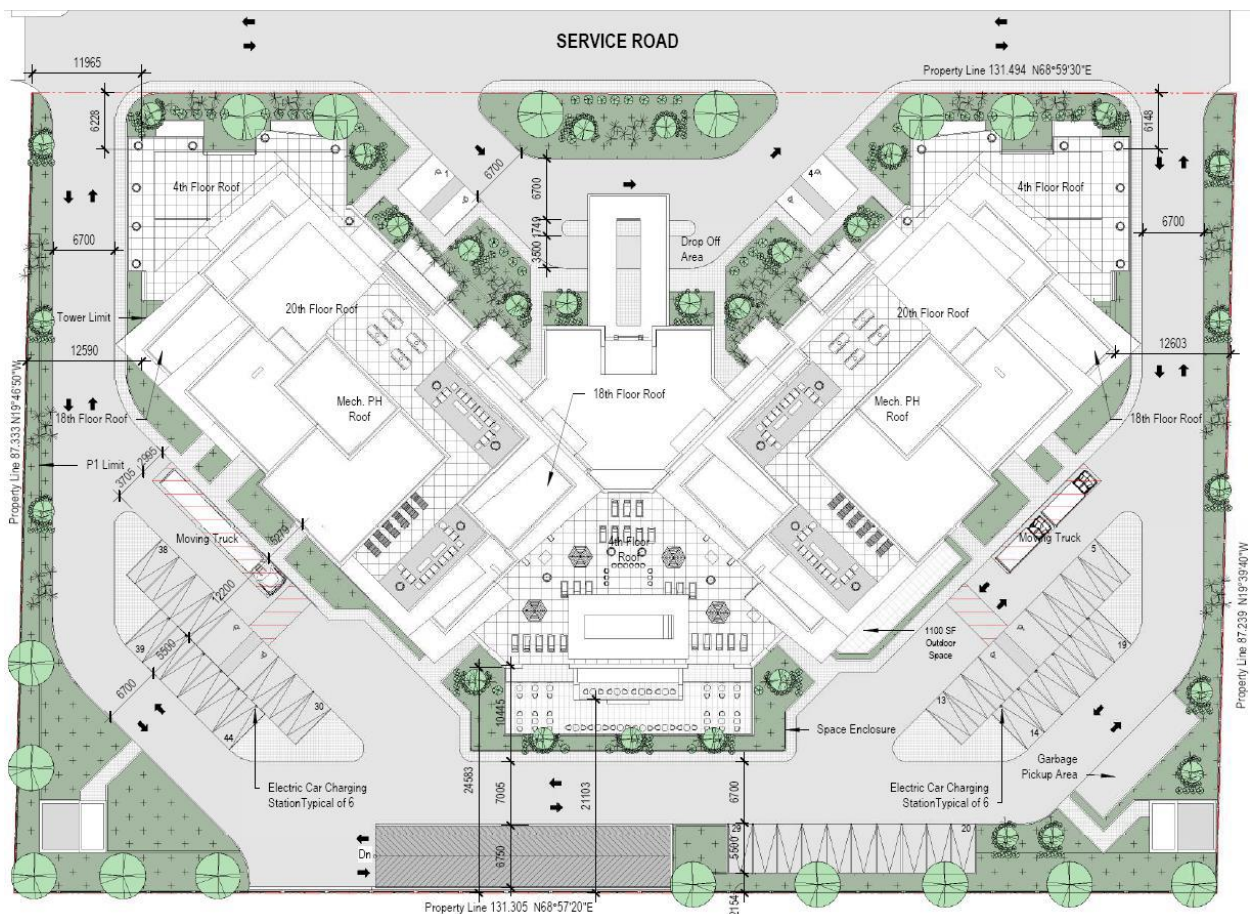


Figure 5: Initial Site Plan



Figure 6: Initial Design (20-storeys with a density of 308 uph) – Front Rendering

2.3 Current Proposal

The current proposal (second submission) consists of two, 20-storey residential apartment buildings interconnected by a 4-storey podium with a total of 373 residential units.

The applicant has indicated that vehicular access is provided from a single, full-turns driveway from Gainsborough Road, which leads to the subject lands through the shared accessway/driveway for 982 Gainsborough Road. They also indicate that a private rear laneway system with public access will connect with the north leg of Sophia Crescent, extend westerly, and continue south along the rear of properties fronting on Hyde Park Road. A 12m public access easement will be established over the laneway, which is anticipated to extend through the subject lands. (See Figure 9 below)

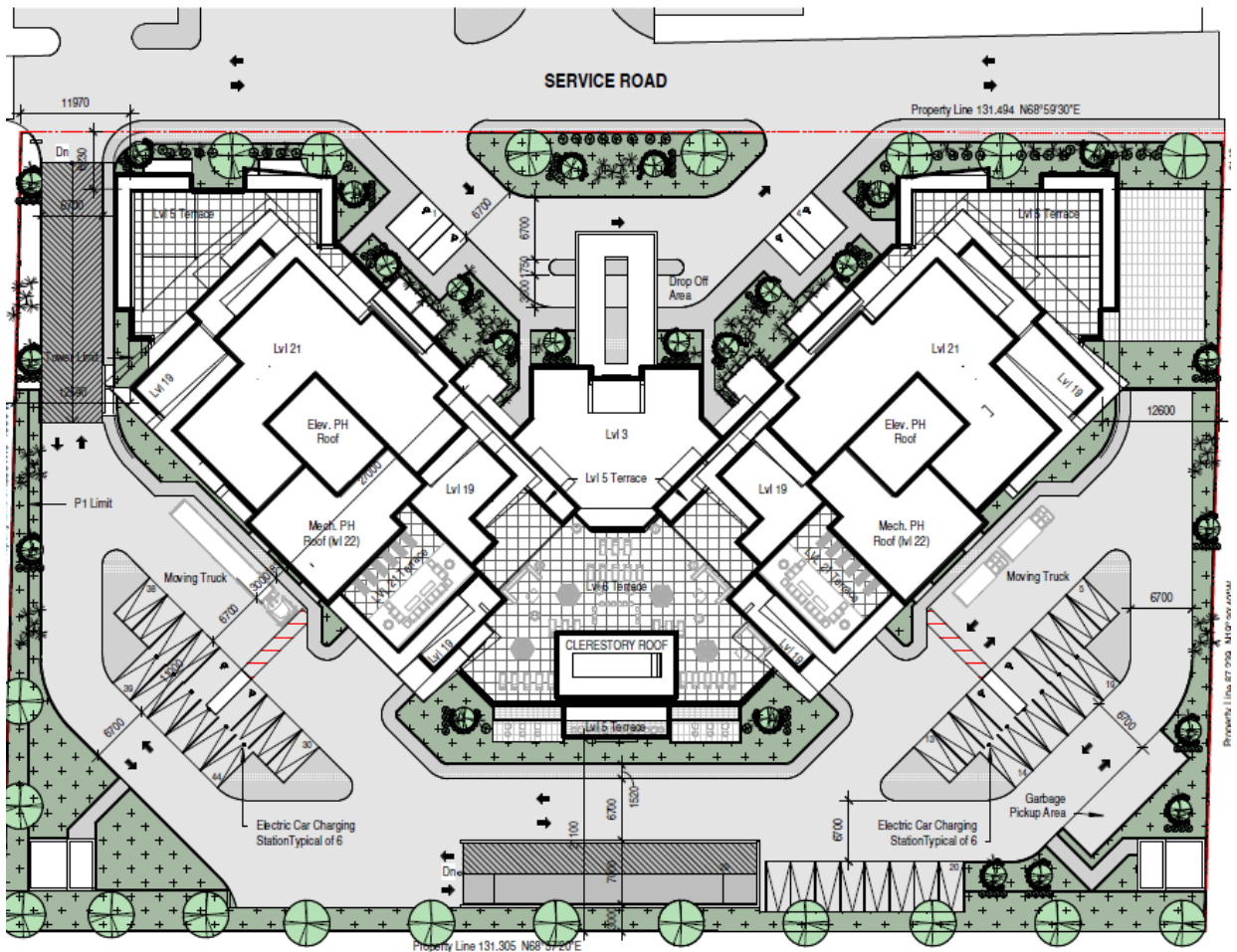


Figure 7: Current Site Plan



Figure 8: Current Proposal (20 storeys with a density of 287 uph) – Front Rendering

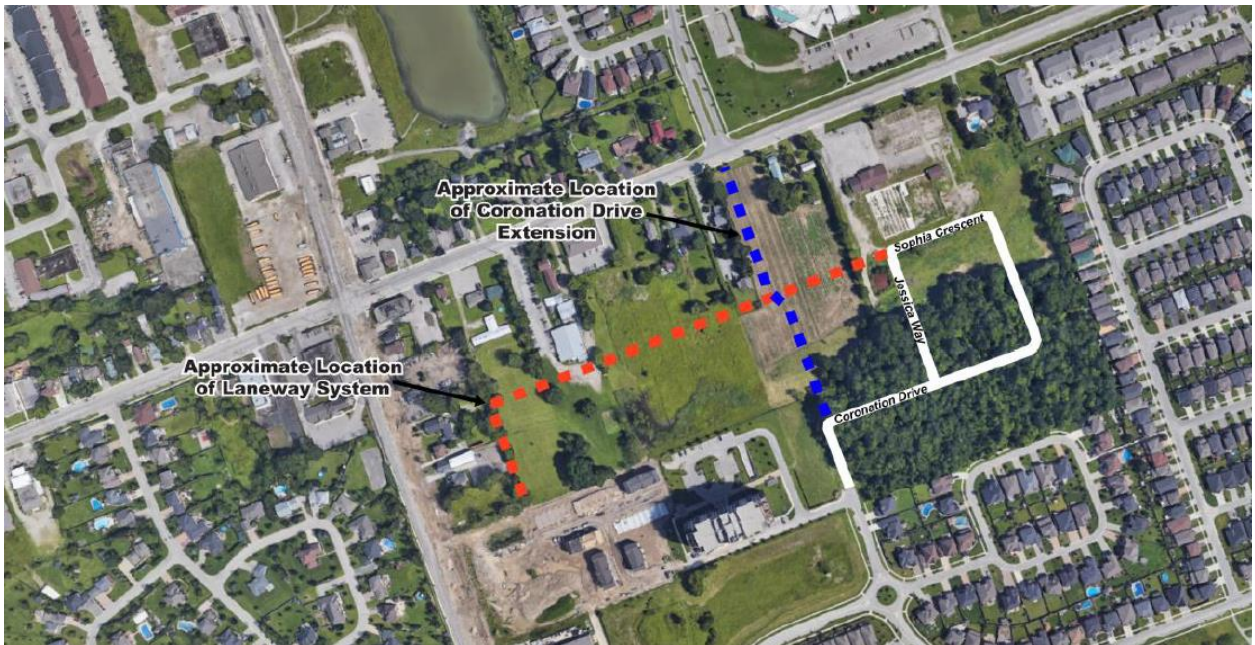


Figure 9: Planned rear lane and Coronation Drive connection

2.4 Public Consultation

Public notice was provided as part of the initial application on January 22, 2020, a revised notice of application for the second submission was provided on October 8, 2021.

The majority of the comments received oppose the proposed development and are available in more detail in Appendix A of this report.

There were 50 written comments received during the current proposal circulation. A summary of comments and concerns include the following:

- Shadow and wind effects
- Light
- Noise
- Increased traffic and pedestrian safety
- Height and density
- Too big for site and numerous changes required
- Access
- Buffering
- Sufficiency of Servicing Infrastructure
- Obstruction of view

- Type of tenancy
- Loss of property value
- Quality of life
- Does not meet the policies of the 'Neighbourhood Place Type'

2.6 Policy Context (see more detail in Appendix B)

Provincial Policy Statement, 2020

The Provincial Policy Statement 2020 provides policy direction on matters of provincial interest related to land use and development. Section 1.1 “Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns” of the PPS encourages healthy, livable, and safe communities over the long-term. These communities must be sustained through a number of measures, including: accommodating an appropriate range and mix of affordable and market-based types of residential land uses, as well as employment, institutional, recreation and open space land uses (s. 1.1.1.b); promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (s. 1.1.1.e).

The PPS encourages areas inside the urban growth boundary (i.e., “settlement areas” per s. 1.1.3 Settlement Areas) to be the main focus of growth and development, including opportunities for intensification and redevelopment. Appropriate land use patterns within urban growth boundaries are established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public services facilities and are also transit-supportive (s.1.1.3.2).

Municipalities are required to identify and promote opportunities for intensification and redevelopment, taking into consideration an area’s existing building stock (s. 1.1.3.3), accommodating a significant supply and range of housing options, including various housing types, densities, and a variety of affordable and market-based housing arrangements (s. 1.1.3.3), promoting development standards which facilitate intensification, redevelopment and compact form (s. 1.1.3.4).

The PPS 2020 also requires that municipalities provide an appropriate range and mix of affordable and market-based housing options and densities to meet projected requirements of current and future residents (s. 1.4.1). It directs planning authorities to permit and facilitate growth through lands available for residential intensification and redevelopment within the existing built-up areas.

The PPS also encourages the range and mix of affordable and market-based housing to be built at densities that meet projected needs, by establishing targets for affordable housing (s. 1.4.3.a). Planning authorities are also required to permit and facilitate all housing options and all types of residential intensification.

Also, the PPS 2020 requires Planning authorities to support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns. This directs municipalities to promote compact form and a structure of nodes and corridors, to promote the use of active transportation and transit in and between residential. (s.1.8.1)

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 direction to plan strategically for a prosperous city:

- Revitalize our urban neighbourhoods and business areas (s. 55_, Direction 1.4).
- Invest in, and promote, affordable housing to revitalize neighbourhoods and Ensure housing for all Londoners (s. 55_, Direction 1.13).

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

- Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward” (s. 59, Key Direction 5.2).
- Sustain, enhance, and revitalize our downtown, main streets, and urban neighbourhoods (s. 59_, Key Direction 5.3).
- Plan for infill and intensification of various types and forms to take advantage of existing services and facilitate and to reduce our need to grow outward (s. 59_, Key Direction 5.4).
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place (s. 59_, Key Direction 5.5); and
- Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways (Key Direction 5.8).

The London Plan provides direction to place a new emphasis on creating attractive mobility choices by:

- Link land use and transportation plans to ensure they are integrated and mutually supportive (s. 60_, Key Direction 6.4); and
- Dependent on context, require, promote, and encourage transit-oriented development forms (s. 60_, Key Direction 6.6).

The London Plan provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services (s. 61_, Key Direction 7.2).

The London Plan provides direction to make wise planning decisions by:

- Ensure that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement (s. 62_, Key Direction 8.1); and
- Ensure new development is a good fit within the context of an existing neighbourhood (s. 62_, Key Direction 8.9).

The London Plan also includes a City Structure Plan that identifies the framework for growth and change over the planning horizon which establishes a clear hierarchy for development intensity inside the Urban Growth Boundary. It places a high level of importance on growing “inward and upward” (Policy 79_), while directing the most intensive forms of development to the Downtown, Transit Villages and at station locations along the Rapid Transit Corridors (Policy 86_*). Intensification is to occur in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit (Policy 83_).

On housing, the Plan provides policy in terms of what elements should be included in development intended to meet affordable goals. It speaks to encouraging developments similar to the one under consideration through this application, specifically residential developments that offer innovative design features, construction techniques or tenure arrangements that will also broaden the range of available housing alternatives. (Policy 513_) This policy indicates that when considering affordable housing arrangements context should not be interpreted simply as a matching of existing neighbourhood and that new arrangements should be expected.

The policy context also includes those policies which speak more specifically to the siting of development and relationships of scale and form within a neighbourhood context. The range of uses and intensities for residential

development within the Neighbourhoods Place Type are guided by Tables 10 and 11*, with the interpretation thereof guided by Policy 919.

The subject site is located in a "Neighbourhood Place Type" which permits a variety of residential uses including townhouse, stacked townhouses, and low-rise apartments. The maximum height is 4 storeys or 6 storeys with bonusing. The London Plan encourages development of higher intensity along higher order roads as set out in Tables 10-12.

1989 Official Plan

The City's *Official Plan (1989)* contains Council's objectives and policies to guide the short-term and long-term physical development of the municipality. The policies promote orderly urban growth and compatibility among land uses. While objectives and policies in the Official Plan primarily relate to the physical development of the municipality, they also have regard for relevant social, economic and environmental matters.

The Multi-Family, High Density Residential designation is intended to accommodate large-scale, multiple-unit forms of residential development which includes low-rise and high-rise apartment buildings (3.4.1. Permitted Uses). Within the Multi-Family, High Density Residential designation net residential densities will normally be 150 units per hectare (60 units per acre) or less outside of Central London (3.4.3. Scale of Development). The scale of development is also controlled through specific criteria generally applied to large areas designated MFHDR. The policies encourage a mixing of housing types, building heights and densities while providing for a transition in scale, diversity of housing forms and where possible locate the high-rise structures closest to activity nodes (shopping and employment centres) and points of high accessibility (arterial roads, transit service). Massive, at-grade or above-grade parking areas shall not dominate the site and all developments should conform to the urban design principles in Section 11.1.

The Multi-Family, High Density Residential designation identifies that Council, under the provisions of policy 19.4.4. and the Zoning By-law, may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities or design features (3.4.3. Scale of Development, Density Bonusing)

Hyde Park Community Plan/Urban Design

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

Section 4.0 of the Hyde Park Community Plan outlines the building design guidelines for the high density residential development area. The section states that the Hyde Park Community should have a high quality of both urban and architectural design providing a mix of housing forms. The guidelines do not advocate a particular architectural design but provide for a variety of architectural expressions with attention focused to building elements and the streetscape.

The Hyde Park Community Plan clustered the Multi-Family, High Density Residential designations around the proposed Business District to encourage higher densities within walking distance of the hamlet commercial area. The subject lands are within this high-density residential cluster.

3.0 Financial Impact/Considerations

There are no financial impacts or considerations for this proposal.

4.0 Key Issues and Considerations

4.1 Use

Provincial Policy Statement

Provincial Policy Statement (PPS) 2020, provides policy direction on matters of provincial interest related to land use planning and development. The PPS encourages settlement areas (1.1.3) to be the main focus of growth and that their vitality and regeneration shall be promoted. Appropriate land use patterns within settlement areas are established by the Official Plan policies that designate areas of growth and development. The PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns (1.1.1.a.).

The subject site is located in an area well serviced by existing and planned transit and is within the Hyde Park Hamlet. As such, staff agree the site is suitable with the residential intensification, which it is already zoned for. Although the PPS promotes intensification, the proposed development represents level of intensity that is inconsistent with the established land use pattern and surrounding area.

It should be noted that development in this location that currently meets the policies of the Official Plan and The London Plan will contribute to the range and mix of land uses in the area and support local businesses in the Hamlet. Also, a development will benefit from the existing infrastructure and public facilities as well as the planned infrastructure upgrades which include widening of Hyde Park Road and the extension of Coronation Drive in the future which in turn will help traffic flow.

The current zoning that would permit 15-storey apartments with a density of 150 uph promotes these goals of the PPS.

The London Plan

The subject site is located in a “Neighbourhood Place Type” which permits a variety of residential uses including townhouse, stacked townhouses, and low-rise apartments. The maximum height is 4-storeys or 6-storeys with bonusing. Similar to the 1989 Official Plan, the apartment building ‘use’ is considered an appropriate land use in the ‘Neighbourhood’ Place Type for the subject site; it is the scale and intensity of the apartment building use that is not supported.

Additionally, the City Structure Plan establishes a framework for where these types of high-rise apartment buildings are to be located, including the Primary Transit Area. Intensification will be directed to appropriate place types and locations within the Primary Transit Area and will be developed to be sensitive to, and a good fit within, existing neighbourhoods. (90_*)).

The site is not located within the Primary Transit Area identified for increased intensification and the proposed intensification of the residential use is not consistent with Council’s long term intent for the subject lands.

1989 Official Plan and Hyde Park Community Plan

Lands within the Multi-Family High Density Residential designation primarily allow for high-rise, high-density housing forms, with residential intensification that contemplates building heights up to four storeys, and up to 150 units per hectare outside of the Central London area where bonus zoning is not being applied. (3.4.3).

The requested amendment would allow a high-rise apartment building development. The existing designation contemplates apartment buildings as a permitted use, and the apartment building ‘use’ is considered an appropriate land use for the subject site; it is the scale and intensity of the apartment building use that is not supported. The 20-

storey form and 287 units per hectare represents a significant departure from the existing permissions, and is outlined further in the Intensity and Form sections below in this report.

4.2 Intensity

Provincial Policy Statement

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for residential intensification and redevelopment (1.1.3.2.b) and 1.1.3.3) where this can be accommodated, while promoting appropriate development standards which facilitate intensification, redevelopment and compact form (Policy 1.1.3.4). The PPS also promotes the long-term economic prosperity by maintaining, and where possible, enhancing the vitality and viability of downtowns and mainstreets (1.7.1.d). The proposed development is not within a designated growth area where intensification of the proposed scale would be desirable, or located within the Downtown designation, Transit Villages or along Rapid Transit Corridors where this level of intensity would be contemplated to enhance these areas vitality.

The PPS directs that healthy, liveable and safe communities are sustained by accommodating an appropriate range and mix of affordable and market-based residential types to meet long-term needs (1.1.1.b). The City's typical approach for intense development applications in identified growth areas is to require bonus zoning to support additional intensity, which has consistently included affordable housing as a priority for bonusable facilities, services or matters. The site-specific requested amendment is consistent with the City's standard approach and would provide a measurable public benefit such as affordable housing through a bonus zone, however the proposed intensity is not consistent with the policy framework for a higher intensity through bonus zoning.

The City of London has identified appropriate locations and promoted opportunities for intensification and redevelopment through Official Plan policies that establish a hierarchy within the Urban Growth Boundary. Furthermore, Council specifically identified areas where higher intensity will be directed which includes a system of nodes and corridors within the Primary Transit Area in The London Plan.

Within the City Structure Plan of The London Plan, the framework for growth and change over the planning horizon establishes a clear and strategic hierarchy for development intensity inside the Urban Growth Boundary. In reference to the identified areas above, it places a high level of importance on growing "inward and upward" (Policy 79_), while directing the "most intensive forms of development to the Downtown, Transit Villages and at station locations along the Rapid Transit Corridors (Policy 86_*) along with the objective that 75% of intensification will occur within the PTA."

The subject site is located within the urban area (within Urban Growth Boundary and Built Area) but not within the Primary Transit Area (PTA). It is also a Neighbourhood Place Type in The London Plan which is not an area identified as an area for high-rise intensity. This type of development should be directed to an appropriate area as outlined above.

Furthermore, while staff agree the site is in an appropriate location to support higher intensities that would benefit from proximity to existing services, transit, and a major institution, the proposed development represents a high-rise and intense built form that is inconsistent with the established land use pattern and surrounding area. The proposed intensity of 20-storeys is much greater than the surrounding residential development and is 6-storeys greater than the adjacent 14-storey residential apartment building, increasing issues of compatibility with the surrounding context. The requested amendment would increase the permitted height on the site from the current H50 (50m) to H70 (70m). Staff are also of the opinion that residential intensification in this location needs to be of an appropriate scale and density to meet the province's goals for a range and mix of housing options.

The London Plan

The City Structure Plan provides a framework for London's growth and change over the next 20 years. It informs the other policies of the Plan by illustrating the desired future shape of our city within 5 frameworks including the growth framework. One of the elements of the growth framework includes the policies for the Urban Growth Boundary and intensification within this area. The London Plan places an emphasis on growing "inward and upward" to achieve a compact form of development. In accordance with the Key Directions for a mixed-use compact city, and subject to the Place Type, City Design, Our Tools and other relevant policies of this Plan, the *most intense forms of development will be directed to the Downtown, Transit Villages, and at station locations along the Rapid Transit Corridors, where they can be most effective in meeting multiple objectives of the Plan (Policy 86_*)*.

The London Plan directs how intense lands can develop through specific criteria and a height framework, however, it does not limit densities of development by Place Type. The subject lands are within the Neighbourhood Place Type, which is not intended for this type of intensity. Buildings within the Neighbourhood Place Type will not exceed 4-storeys in height. Type 2 Bonus Zoning beyond this limit, up to six-storeys, may be permitted in conformity with the Our Tools policies of this Plan. The applicant has requested a site-specific amendment with bonusing to permit 20-storeys.

It should also be noted that the lands are not located within the High-Density Residential Overlay (from 1989 Official Plan) which are areas identified for a greater intensity of development that were previously contemplated in the 1989 Official Plan. Heights in excess of 12-storeys may be permitted on these lands through a bonus zone, where the Evaluation Criteria for Planning and Development Applications and the Bonus Zoning policies of this Plan can be met. Staff is of the opinion that the facilities, services, and matters proposed in return for the requested increased intensity are not commensurate for the requested increase in intensity. Further, staff have significant concerns with the proposed building form represents an over intensification of the site, given the level of departure from the maximum intensity permitted by policy

The London Plan also speaks to having a broad range of uses at a "moderate" intensity. (789_4) It is staff's opinion that a 20-storey high density residential development is not a moderate use and not at a moderate intensity.

Based on the policies mentioned above and a review of the Evaluation Criteria for Planning and Development Applications, the site is not appropriate for this level of intensification. As mentioned, the Neighbourhood Place Type permits 4-storeys and up to 6-storeys with Type 2 bonusing. The current permitted height through zoning on the subject lands is 15-storeys and as such, a development proposal of 20-storeys would further deviate from the planned function, and is not appropriate. The request for a 20-storey high-rise development would result in a height that does not conform to the City Structure Plan and represents an inappropriate level of intensification within the Neighbourhood Place Type. The intensity is not in keeping with the key directions of The London Plan that relate to the strategic location of more intensive forms of development.

1989 Official Plan and Hyde Park Community Plan

The current maximum density in the Multi-Family, High Density Residential designation on sites outside Central London is limited to 150 units per hectare. The requested amendment is for a density of 287 units per hectare with 373 residential units.

In accordance with policy 3.4.3ii), Council may consider proposals to allow higher densities than would normally be permitted. Zoning to permit higher densities will only be approved where a development satisfies all of the following criteria:

- a) *the site or area shall be located at the intersection of two arterial roads or an arterial and primary collector road, and well-served by public transit;*

The subject site is located in close proximity to the intersection of two arterial roads where public transit is accessible, however it does not have frontage on the intersection. The subject site is set back behind the commercial use, which fronts the intersection. Through the Hyde Park Community Plan process Multi-Family, High Density Residential designations were clustered around the Business District to encourage higher densities within walking distance of the hamlet commercial area.

- b) *the development shall include provision for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms of housing and architectural design features;*

The proposed development does not include provision for unique attributes or amenities, such as enhanced open space and recreational facilities, innovative forms of housing, or architectural design features.

- c) *parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development;*

The majority of the parking is located in an underground parking garage, with some surface parking provided. However, there is limited landscaped open space available at grade.

- d) *conformity with this policy and urban design principles in Section 11.1 shall be demonstrated through the preparation of a secondary plan or a concept plan of the site which exceed the principal standards; and*

A full analysis of the urban design principles in Section 11.1 of the 1989 Official Plan is provided in this report. However, staff is not of the opinion that the site has been designed in a manner that exceeds prevailing standards.

- e) *the final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.*

Through the rezoning application in 2013, a holding provision (h-5) was put in place to ensure a public site plan meeting would be held to address all site plan concerns.

The subject site and proposed development satisfy some, but not all, of the above criteria. Council, under the provisions of policy 19.4.4. and the Zoning By-law, may allow an increase in the density above the limit otherwise permitted by the Zoning By-law in return for the provision of certain public facilities, amenities, or design features (3.4.3iv)). As such, the applicant has requested a bonus zone to permit a maximum density of 287 units per hectare and 20-storeys. The public facilities, amenities, and design features proposed in return for the requested height and density are addressed in greater detail further in this report. Staff is of the opinion that these features are not commensurate for the proposed increase in height and density.

In addition to the proposed increased height and density, the applicant has also requested a number of special provisions to facilitate the proposed development: with special provisions for a minimum front yard setback of 6.2 metres in place of the required 13.0m, a minimum west interior side yard setback of 12.0m in place of the required 26.9m, a minimum rear yard setback of 21.1m in place of the required 26.9m, a maximum lot coverage of 35% in place of the required 30%, a minimum landscaped open space of 25% in place of the required 30%, and a maximum building height of 70m in place of the required 50m.

Staff have concerns with the extent of relief and number of special provisions needed to facilitate the proposed development, as this is a frequent indicator of over-development. The proposed Residential R9 (R9-7) Zone regulates setbacks based on building height,

requiring increased minimum setbacks for taller buildings. However, as noted previously in this report, staff's comments on design have identified greater step backs should be provided above the building base to facilitate a more human-scale, pedestrian oriented streetscape.

Also, the applicant has requested an increase in building coverage and a decrease in landscaped open space. The site would be largely occupied by the proposed building and hardscaping, and notwithstanding the identified amenity area, the proposed development offers minimal outdoor amenity area at grade on the property.

Furthermore, the 1989 Official Plan directs this type of high-density residential development to *appropriate areas within and adjacent to the downtown, near the periphery of regional and commercial shopping areas and in selected locations along major arterial roads and specific transit nodes. (4.3.8.3)*

The intensity of development that is proposed is what is generally envisioned and contemplated in the areas identified under policy 4.3.8.3. These areas are distinguished from other areas in the city by their intensive, multi-functional land use pattern, and the delineation of the designations as conducive to development as a compact, densely built-up area. These areas are considered to be sufficient to accommodate considerable growth and redevelopment to promote vibrant activity and vitality.

The intensity of development that would be contemplated by the proposed development is not appropriate in this area. Allowing intensive developments outside of those areas intended for more intensive development can result in a development pattern where the greatest intensity is not in the most beneficial locations to contribute to an appropriate mix of uses, forms and intensities of development.

In this context, the subject site is outside central London area with a maximum residential density of 150 units per hectare. The applicant has requested zoning to permit 287 units per hectare which is beyond the maximum permitted by the HDR policies that the applicant is trying to avail of. The intensity proposed represents an over-intensification of the site and is not considered to be an appropriate size and scale to integrate with the existing neighbourhood.

The proposed amendment is not of a scale and intensity that would typically be suitable for consideration within the Hyde Park Hamlet and is not consistent with the level of intensity found in this area. The existing zoning is recommended to be retained for the subject site.

4.3 Form

Provincial Policy Statement, 2020

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment, and compact form (1.1.3.4). The PPS also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

While redevelopment and intensification of the subject lands would contribute to achieving a more compact form of growth, it is important that intensification is done in a manner which is appropriate and is sensitive to the context of existing neighbourhoods. In staff's opinion the proposed high density apartment building represents a level of intensity and built form which is inconsistent with the established land use pattern and surrounding neighbourhood and is therefore not in keeping with the PPS.

The London Plan

All planning and development applications will conform with the City Design policies of The London Plan (841_1). These policies direct all planning and development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (193_1 and 193_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the

surrounding area, and to minimize and mitigate impacts on adjacent properties (252_ and 253_).

High and mid-rise buildings should be designed to express three defined components: a base, middle, and top (289_). High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high-rise buildings should take the form of slender towers and should not be designed with long axis where they create an overwhelming building mass (293_).

Base

High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate the right-of-way, and reduce wind impacts (929_). The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale (289_1).

Middle and Top

The middle should be visually cohesive with, but distinct from, the base and top (289_2). The middle of the building is the portion of the building above the podium-base and consists of the residential tower. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design (289_3).

It is acknowledged, the applicant revised the design to address urban design comments. However, there are still concerns with the overall height, density and siting of the building being inconsistent with city design policies and urban design directions of both 1989 Official Plan and The London Plan.

- The proposed high-rise residential development lacks context as it is located farther away from the Gainsborough Road and Hyde Park Road intersection fronting onto an internal service lane. Therefore, the heights and density envisaged along a corridor would not be appropriate in this context, given the location of the proposed building being set back in from the intersection behind commercial development that fronts the arterial roads.
- Envisage a pedestrian and transit friendly built form by providing an internal street network that allows for street oriented, walkable and pedestrian scale development. The current layout is designed primarily around vehicular movements rather than a healthy and walkable residential living environment.
 - Provide for a safe, convenient and direct pedestrian connections between the building entrances, amenity areas, parking stalls and leading to City Sidewalk along Gainsborough Road.
- Explore opportunities to consolidate driveways, ingress/egress points(i.e. reduce the number of curb cuts from the service lane) to improve the pedestrian realm around the building and provide space for outdoor amenity areas and landscaping.
- Provide adequate separation distances between the proposed towers (a minimum of 25m) in order to reduce the overall impact of the building mass, improve sunlight penetration and increase access to sky views.
 - Increase the separation distances above the 5th floor at the south-east corner of 'East Building' and the south-west corner of 'West Building'. Alternatively explore alternate shapes or arrange the tower building(s) along North-South axis with adequate separation distances in order to minimize shadow and privacy impacts.
- Enhance the podium design to have more presence on the ground to distinguish the podium and tower portion as well as to establish strong connection(s) to the street frontage along service lane and ultimately to the Gainsborough Road.

While the proposed built form offers some positive features and has addressed some of the City Design and Form policies, as noted above, there are substantial revisions required to date have not been addressed. Failure to incorporate these revisions into the design results in a very heavy building mass that is inconsistent within the context of the site and the surrounding neighbourhood. The London Plan contemplates developments of this height and intensity in other locations as discussed previously in this report.

Based on the policies mentioned above and a review of the evaluation criteria in the Our Tools part of The London Plan, the site is not appropriate for this level of intensification. While some amount and form of residential development would be appropriate on the site to take advantage of existing services and facilities, to reduce pressure for outward growth and to support active transportation, the request for two 20-storey apartment buildings would result in an allowable height that does not conform to the City Structure Plan and represents an inappropriate level of intensification within the Neighbourhood Place Type. The intensity is not in keeping with the key directions of the London Plan that relate to the strategic location of more intensive forms of development.

1989 Official Plan and Hyde Park Community Plan

One of the overall objectives for the Multi-Family, High Density Residential designation is to promote the design of high-density residential developments that are sensitive to the scale and character of adjacent land uses (3.1.4.iii). The subject site abuts a lower-rise apartment building and townhomes to the south, a single detached dwelling and commercial to the west, commercial and lower rise residential to the north and vacant and residential to the west and would represent a high-rise development form with significant intensity in proximity to sensitive uses. Development proposals are further guided by the urban design principles in Chapter 11 of the 1989 Official Plan and the Hyde Park Community guidelines for evaluation and review, including:

Architectural Continuity: The massing and conceptual design of new development should provide for continuity and harmony in architectural style with adjacent uses which have a distinctive and attractive visual identity, or which are recognized as being of cultural heritage value or interest.

Architectural Style and building types: ...are promoted by providing a range of architectural expressions with attention to certain building elements and the streetscape.

The site is within the Hyde Park Hamlet. The massing of the 20-storeys is not considered to provide continuity of the existing development form, provide a unique architectural expression or represent a harmonious fit with the existing architectural styles in the surrounding neighbourhood, specifically the two, 20-storey buildings fail to provide continuity and harmony with the only adjacent high-density apartment given the 6-storey difference.

Pedestrian Traffic Areas: In pedestrian traffic areas, new development should include street-oriented features that provide for the enhancement of the pedestrian environment, such as canopies, awnings, landscaped setbacks and sitting areas.

The podium feature proposed provides a pedestrian-scale environment, however a better presented built form would be more successful in terms of minimizing the building mass from the street level. The proposed development has a reduced landscaped open space, and a special provision is requested which is not supported and expressly excluded in the Zoning By-law.

Access to Sunlight: The design and positioning of new buildings should have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets. In reviewing proposed developments, access to sunlight for adjacent properties should be maximized to enhance the potential for energy conservation and the amenity of residential areas and open space areas, such as parkettes and outdoor plazas.

The applicant has indicated that the location of the proposed building in the center of the subject lands, with an angular orientation of the two towers, reduces shadowing impacts and maintains sunlight exposure for abutting lands as a result, there is an appropriate mix of sunlight exposure for the proposed units, and minimal changes to existing sunlight exposure to abutting lands. However, a shadow study would confirm the shadowing impact on the surrounding neighbourhood. This proposed development is quite high and shadows would be cast.

Landscaping: Landscaping should be used to conserve energy and water, enhance the appearance of building setback and yard areas, contribute to the blending of new and existing development and screen parking, loading, garbage and service facilities from adjacent properties and streets.

Limited landscaping is provided at grade to buffer the proposed development from adjacent sites. Special provisions further restrict the viability for landscaping and on-site amenity space.

Privacy: To the extent feasible, the design and positioning of new buildings should minimize the loss of privacy for adjacent residential properties.

Privacy concerns were raised by the public through the circulation of the application. that the proposed building presents concerns for overlook into private amenity spaces of adjacent properties. The tall buildings result in a significant height difference from the adjacent residential properties. The building does not offer a low or mid-rise transition from these adjacent properties, resulting in an imposing mass and privacy concerns.

While efforts have been made on the site and building design, the proposed intensity and built form is not appropriate nor compatible within the context of the existing neighbourhood. Staff have provided several recommendations for design refinements to address the form-based concerns, which have not fully been incorporated into the design to date.

Furthermore, the Urban Design Peer Review Panel considered the proposed development and offered comments:

The submission was lacking in contextual analysis to address how the development properly addresses the unique site condition, fits in with the neighbouring residential and commercial properties, sets a positive precedent for developing the service lane, and improves the pedestrian connections to the broader Hyde Park Commercial Area.

The panel noted that the proposed development exhibits design attributes more characteristic of a large-scale commercial development (i.e. big-box), focused on ease of maneuvering for cars and services vehicles rather than a residential living environment for people. In this regard, the Panel noted that the design approach demonstrates a disregard for creating a habitable at-grade living experience.

The Panel questions the allocation of any additional built height towards the current scheme. From a City Design perspective, the London Plan directs taller buildings towards locations in the city where they will more effectively contribute to the type of urban places being sought. Should additional density be required/desired on this site, it could be explored in a comprehensive redesign with a greater focus on the grade-level pedestrian environment and exceptional Urban Design.

The Panel questioned the density being requested as the two towers lack proper tower separation (25m typical) and generally feel overbuilt for the site.

The Panel questioned the V-shape and whether alternative designs were explored to better suit the site.

The Panel expressed concern with the number of curb cuts along the service lane, 4 in total, none of which align with the commercial development to the north. This creates a convoluted vehicular circulation network and a vehicular dominant frontage.

The Panel noted that the podium does not provide enough presence for the base of the building and requires further development to differentiate itself from the towers and establish a strong connection to the street.

Although the proposed built form offers some positive features, there are substantial design considerations and revisions that have been identified. Further, this type of built form is fundamentally in a location that would not support such height and intensity. The proposed development is not compatible with adjacent built forms and there is not an adequate transition provided to adjacent lower-rise forms of development. Furthermore, the site-specific zoning regulations requested indicate that the site is unable to accommodate the proposed intensity. The relief requested from the regulations cumulatively represent an over intensification of the site and a development form that should be located elsewhere.

4.4 Bonusing

In the Multi-Family, High Density Residential designation, the *Official Plan (1989)* may permit development that exceeds standard maximum densities and heights with a bonus zone (3.4.3.iv). This application is proposing a bonus zone which is the standard approach set out by the policy framework and identifies only the site-specific Zoning By-law Amendment to support the request. It has been requested the development would be assessed under those provisions, though would still be required to fit in the context of the built form, as the *Official Plan (1989)* requires that “the height and density bonuses received should not result in a scale of development that is incompatible with adjacent uses” (Policy 19.4.4).

The applicant has proposed bonusing for the following 287 uph, whereas 150 units per hectare is permitted in the proposed a Holding Residential R9 Special Provision Bonus (h-5.h-11.h-17. R9-7().H70*B-()) Zone.

Also, the Our Tools policies of The London Plan, Type 2 Bonus Zoning may be applied to permit greater height or density in favour of a range of facilities, services, or matters that provide significant public benefit in pursuit of the City Building goals (*1650_). Specific facilities, services, or matters contemplated under Type 2 Bonus Zoning are contained in policy *1652_.

The applicant is proposing two, 20-storey apartment buildings in place of the already permitted 15-storeys which is more than the 6-storey maximum contemplated under Type 2 bonusing policies of The London Plan.

The applicant proposes the following facilities, services, and matters in return for additional height and density:

1. Affordable Housing at a rate of 5% of all units at 85% average market rent (AMR) for 50 years;
2. Exceptional site and building design, emphasized with a 4-storey podium design, high-quality materials and colours, and a V-shaped configuration;
3. Underground Parking which accommodates the majority of the parking;
4. Employment-related day care to benefit the residents and surrounding community; and
5. A direct cash contribution up to \$100,000 for improvements to the Hyde Park Village Green.

Municipal Council has committed to providing new affordable housing units to address the affordable housing crisis. One way that new affordable housing units are delivered is through a bonus zone in exchange for greater development height and/or density. The standard approach as described in the policy framework and common application for a proposed density of this amount is through consideration of a bonus zone.

Although the need for affordable housing is acknowledged, a recommendation letter from the Housing Development Corporation (HDC) has not been received to confirm the

status of negotiations or the adequacy of the applicant's affordable housing proposal. Also, staff is not satisfied with the site or building design, and the underground parking, proposed daycare and cash contribution does not warrant the additional height and density that is being requested.

Staff is of the opinion that the limited range of proposed bonusable features is not commensurate for an intensity of this size be permitted by policy.

4.5 Sanitary Servicing Constraints

Through the rezoning application in 2013, a holding provision for servicing was placed on the subject lands as at that time. The subject lands have consistently been identified as being tributary to a future municipal sanitary sewer, being the future extension of a 250 mm diameter sanitary sewer and future extension of Coronation Drive to the east of this site that would be extended north.

For this application, the applicant submitted a Servicing Feasibility Study for the proposed development. Environment and Infrastructure Services has reviewed the report and expressed concern that the applicant still has not demonstrated connections through easements on adjacent lands or through routes that could connect to the existing services at Coronation Drive. Sewer Engineering Department has advised that this development is premature based on the above and is not supported.

Conclusion

The proposed development is not consistent with the intensity and form previously approved by Council, and further deviates from the intent for this site as it represents a significant increase in intensity that is not consistent with the surrounding area.

The proposal is not compatible with the adjacent and surrounding area, does not provide adequate buffering or appropriate transition to adjacent residential uses and, overall, does not represent good planning at the height and intensity of development proposed.

Prepared by: Alanna Riley, MCIP, RPP
Senior Planner, Site Plans

Reviewed by: Michael Corby, MCIP, RPP
Manager, Development Implementation

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

Submitted by: George Kotsifas, P.Eng.
Deputy City Manager, Planning and Economic
Development

Copy: Heather McNeely, Manager, Current Development

Appendix A – Community Consultation

Community Engagement

Public liaison: On July 30, 2020, Notice of Application was sent to property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 30, 2020. A “Planning Application” sign was also posted on the site.

11 replies were received

Nature of Liaison: The purpose and effect of this Zoning change is to permit the development of two, 20 storey residential apartment buildings interconnected by a 4-storey podium with a total of 400 residential units. Possible change to Zoning By-law Z.-1 **FROM** Holding Residential R9 Special Provision (h-5.h-11.h-17. R9-7(17).H50) **TO** Holding Residential R9 Special Provision Bonus (h-5.h-11.h-17. R9-7().H68*B-() Zone; — to permit apartment buildings with special provisions for a minimum front yard setback of 6.2 metres, a minimum west interior side yard setback of 12.0m, a minimum rear side yard setback of 21.1m, a maximum lot coverage of 31.7%, a minimum landscaped open space of 28.3%, and a maximum building height of 67.4m. There is also a request to add a Bonus Zone to permit a maximum density of 308 units per hectare. The City also may consider adding special provisions and/or holding provisions in the zoning to implement the urban design requirements and considerations of the Hyde Park Community Plan.

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

There were 50 written comments received during the current proposal circulation. A summary of comments and concerns include the following:

- Shadow and wind effects
- Light
- Noise
- Increased traffic and pedestrian safety
- Height and density
- Too big for site and numerous changes required
- Access
- Buffering
- Sufficiency of Servicing Infrastructure
- Obstruction of view
- Type of tenancy
- Loss of property value
- Quality of life
- Does not meet the policies of the ‘Neighbourhood Place Type’

Comments received as part of the current proposal are as follows:

Good morning Ms. Riley and Mr. Morgan,

I am writing to ask you to decline the planning application for the twin 20 storey towers that are being considered for 978 Gainsborough Road. This massive building is completely unsuitable for the neighbourhood, a view supported by the city since the zoning bylaws prohibit such a behemoth. The proposed building is too tall, and the footprint is too large. In addition, the developer is asking for the maximum unit density to be more than doubled what is allowed. I find this to be completely inappropriate.

I own property in the building south of 978 Gainsborough and I moved to this neighbourhood with the expectation that London’s planning policies would hold up against the pressures from developers. I refer to the planning policy which applies to this area-the subject lands are in the “Neighbourhoods” Place Type in the London Plan, permitting a range of housing including single detached, townhouses and low-rise

apartments. Londoners must have confidence in the planning process so that when they purchase a home, they know the long-term vision for the neighbourhood.

I want to add that I take exception to one of the developer's comments in their proposal. They say that they "expect" to be given variances since, as they claim, a developer from a nearby property was given them. Where does this end? Will the next developer "expect" to be given all of the amendments that the 978 developers are provided plus anything else that they want? It has to stop. This is not the way that the planning process is meant to work, and it has the potential to destroy our neighbourhood.

I hope that the planners take a good look at the developer's plan for an access road that seems to cross over at least 7 properties. It astounds me that this is even being considered. This is a small piece of property, and, in my view, it is more suited for a residential cluster comprised of single detached or the popular townhouse style that has successfully been incorporated in many areas in this neighbourhood, including immediately to the south-west of 978 Gainsborough.

Finally, I want to comment on the traffic congestion that these towers, and other high-rise buildings, will create. Hyde Park Road is a busy north/south thoroughfare and at times, before Covid-19, it was getting to be almost as congested as Wonderland Road. A building of 308 units/hectare will just add to the problem.

I strongly recommend that you reject the proposal submitted by Highland Communities Ltd. and uphold the zoning bylaws originally created for this area.

Respectfully,

Steve Leckie

Good morning, Alanna

I am reaching out regarding the above proposal.

I am an owner of one of the town homes behind this parcel of land and want to express my concern that 2 buildings of this magnitude should even be in the "ballpark" as being considered for this area.

This land, when I purchased my home, I believe was low to medium density housing, which of course is totally understandable and acceptable when taking into account the size of the land and the surrounding properties,

The potential for 2 buildings 20 storeys high would have a major detrimental impact on the quality of life of the residents, privacy concerns, lack of natural light, noise levels, additional traffic volume, also this area is very "swampy" and waterlogged in wet weather, not my field of expertise, but where will all this excess water go?

1040 Coronation Drive is already becoming lost in amongst high rise buildings, either already built, approved but not yet built and currently under construction.

This is not downtown London; we are a small enclave in a suburb and buildings of this immense mass housing type do not belong or fit with this neighbourhood.

Also, the sign to announce this proposal is in a field on a no through road and cannot be seen by anyone to alert them to this, I myself only caught a glimpse of it whilst out on a walk and could not get close to even read the full details, without having to go onto private property and sinking into a muddy field, not sure why this is considered acceptable to inform the community?

Please re-consider this highly inappropriate proposal, it is just not right to place it here and diminish the feel and look of this neighbourhood to a concrete jungle.

I have cc'd Josh Morgan, so he is aware of the concern felt by his ward.

Thank you for your time.
Ann & Mark Dines

Josh/Alanna:

We are writing to express my concerns and opposition to the Notice of Planning Application by Highland Communities Ltd. in regard to the construction of two 20-storey towers at 978 Gainsborough Road.

We strongly object to this project.

We became owners at 1030 Coronation Drive in March, 2017 and our quality of life, and that of residents in our building and the surrounding neighbourhood, would be very negatively impacted by this proposed over-sized .

We relied on the zoning that was in place, along with the Council-approved London Plan, and were confident that our view and quality of life would not be severely impacted by future development on adjacent lands. At that time, we were unaware that a developer could so easily convince City Council to override or change zoning (as has recently occurred on a property slightly to the west of 978 Gainsborough Road) to accommodate their ambitious projects which are so unfitting for this residential neighbourhood.

The subject lands at 978 Gainsborough Road are aptly described in the Application Details on page 2 of the Notice of Planning Application as being "in the 'Neighbourhoods' Place Type in the London Plan, permitting a range of housing including single detached, townhouses and low-rise apartments". Homeowners in the area purchased their homes expecting that any new housing within their community would conform to the existing policies then in place. The policies of the Official Plan (London's long-range planning document) allow for density of up to 150 units per hectare; Highland Communities Ltd. is requesting permission for a maximum density of 308 units per hectare – more than double the current permitted density. This proposed density simply does not conform with London's Official Plan – a plan upon which purchasers of homes ought to be able to rely. The applicant is also requesting special zoning provisions "to reduce yard depths, reduce landscaped open space, increase height and increase lot coverage", thereby eating up existing green space by pushing the development unreasonably close to the margins of the lot, and building two new towers reaching far beyond the height of any existing structure in the area. The project in every way is out of step with the "Neighbourhoods' place type" in the Council-approved London Plan and the surrounding neighbourhood as it currently exists - it is far too large a project not only for the lot, but for the neighbourhood in general. Increased traffic in this already-congested area near Gainsborough Rd. and Hyde Park Rd. is an inevitability if Council approves this zoning by-law amendment; a negative impact on the daily lives of current residents, as well as business activity near the intersection, is a certainty.

Increasing traffic congestion and road safety concerns in the Hyde Park/Fanshawe area are something Council is very well aware. This proposed project 978 Gainsborough Road, located so close to the intersection of Hyde Park Road, will undoubtedly result in problems similar to those experienced at Aldersbrook Gate, as vehicles attempt to exit and enter 978 Gainsborough Road near an already congested intersection. Queues will block driveway entrances to already-existing businesses on Gainsborough Road, and angle collisions are likely as vehicles attempt to make left turns into or out of 978 Gainsborough Road.

It is time Council heeds the concerns of residents in the Hyde Park/Fanshawe area and respects their desire for zoning to remain intact in their neighbourhood, preserving the quality of life they currently enjoy. The London Plan currently permits "a range of housing including single detached, townhouses and low-rise apartments" – this is a Council-approved plan. In no way does Highland Communities Ltd.'s proposed

development of two 20-storey towers at 978 Gainsborough Road fit within that Plan. The design and scale of the proposed development are entirely inappropriate for this location. The added traffic congestion that this over-sized, excessively dense residential development will bring to an area already experiencing traffic safety problems (of which Council is well aware) is entirely unacceptable. The requested reduction in yard depths and reduced landscaped open space, along with a significant increase in height and lot coverage, will have a tragic impact on the green, open feel of this residential area – once that is gone, it cannot be recovered.

We ask Council to deny this zoning by-law amendment

Sent from my iPad
Alison/Ivan St. John

Hello Josh and Alanna

I am writing in response to the Notice of Planning Application by Highland Communities Ltd. I received in the mail, regarding the proposed two 20 storey apartment buildings at 978 Gainsborough Rd

This is my **formal objection** to this project, I am an owner at 1030 Coronation Dr., the proposition of this huge project being constructed within steps of our building is disturbing to say the least.

When I purchased and moved into the Hyde Park area it was like living on the outskirts of London with the benefit of city living but much quieter and very enjoyable. The recent neighbourhood construction has been welcomed, but also un-welcomed due to the consistent construction noise, dirt, mud and dust, that the city doesn't seem to keep very well maintained in regard to the roads being washed and swept.

The proposed huge apartment complex is completely outside of what I ever expected to see within Hyde Park, it will not suit any of the related existing buildings or projects under way in the area. It is oversized and unsightly for Hyde Park. Why is land size not considered in construction such as above, the land listed for the development is so small and having two huge apartments in that space would be overwhelming and unsightly. What happened to considering London the Forest City? Why eliminate green space with high rises and concrete?

Hyde Park should not be the epicentre of such a project and the city planning and zoning committees should **seriously re-consider** this project. Please consider **not** permitting this project in our area. It is not welcomed or appreciated.

Sincerely,

Lina Narusevicius

Dear Josh & Alanna:

I am writing to also express my great concerns and opposition to the Notice of Planning Application by Highland Communities Ltd. in regard to the construction of two 20-storey towers at 978 Gainsborough Road.

I strongly object to this project.

I am an owner at 1030 Coronation Drive and my quality of life, and that of residents in my building and the surrounding neighbourhood, would be very negatively impacted by this proposed over-sized project.

The project in every way is out of step with the “Neighbourhoods’ place type” in the Council-approved London Plan and the surrounding neighbourhood as it currently exists - it is far too large a project not only for the lot, but for the neighbourhood in general. Increased traffic in this already-congested area near Gainsborough Rd. and Hyde Park Rd. is an inevitability if Council approves this zoning by-law amendment; a negative impact on the daily lives of current residents, as well as business activity near the intersection, is a certainty.

It is time Council heeds the concerns of residents in the Hyde Park/Fanshawe area and respects their desire for zoning to remain intact in their neighbourhood, preserving the quality of life they currently enjoy. The London Plan currently permits “a range of housing including single detached, townhouses and low-rise apartments” – this is a Council-approved plan. In no way does Highland Communities Ltd.’s proposed development of two 20-storey towers at 978 Gainsborough Road fit within that Plan. The design and scale of the proposed development are entirely inappropriate for this location. The added traffic congestion that this over-sized, excessively dense residential development will bring to an area already experiencing traffic safety problems (of which Council is well aware) is entirely unacceptable. The requested reduction in yard depths and reduced landscaped open space, along with a significant increase in height and lot coverage, will have a tragic impact on the green, open feel of this residential area – once that is gone, it cannot be recovered.

I ask Council to deny this zoning by-law amendment.

Thank you,

Ryan Marcy

Hello Josh and Alanna,

We are in agreement with the concerns expressed by Mary Dowds in her email regarding the massive building project being proposed for 978 Gainsborough Road.

Mary has done the research and has expressed very clearly and concisely the concerns of many of the residence at 1030 Coronation Drive.

We wish to add our concerns to those expressed in her email and expect that London Council will see the major difficulties added to the current traffic problems as well as

the total appropriateness of the size of this proposed project in this neighbourhood.

Thank you for your work on our behalf.

Best Regards,

Jay Campbell

Nancy Claus

Josh and Alanna

I am writing in response to the Notice of Planning Application by Highland Communities Ltd. in regard to the proposed 2 x 20 storey apartment buildings at 978 Gainsborough Road.

I would like to formally file my objection to this project. As an owner at 1030 Coronation Dr., the prospect of this mega-project being constructed within steps of our building is disturbing.

When we purchased and moved my father into this area of the city only a few short years ago, the Hyde Park area possessed a quiet and comfortable atmosphere that he and my (since deceased) mother very much enjoyed. With the exception of another nearby apartment building, the neighbourhood developments have been tasteful and in keeping with the dynamic of the neighbourhood. Even the nearby apartment building is at the very least in keeping with the dimensions of the few other projects in the area.

But this proposed megalith of an apartment complex is completely outside anything we could have anticipated. I do not understand what the purpose of city planning, and zoning is when counsel will override zoning codes so readily. How are property purchasers to plan and understand the neighbourhoods into which they are moving when one cannot rely upon the zoning that is in place?

But this inconsistency aside, these 20 storey buildings cannot be permitted to move ahead. It is completely outsized for the community. The traffic congestion is already difficult for the current residents and as most people in the Hyde Park area rely upon car ownership, this huge project will only add to problems. The zoning application calls for these massive buildings to be placed on a postage stamp space which will further reduce green space and any open feel that remains in the area. We do not want our community to become a metropolis of high rises and concrete.

I ask you to please consider not permitting this project in our area. It is simply not appropriate.

Thank you

John Hauffe

Alanna Riley & Josh Morgan:

Regarding to zoning by-law amendment at the above address I can only agree with a lengthy email already sent to you by John Hauffe. This is not just a complaint by someone with nothing better to do but a real concern about the overall impact this development will have in our area. I have no sympathy for the developers. If they want to build this project then pony up and purchase enough land in the right area to support its size! While the City is attracted to the revenue that would come with this project, they have a duty to the area residents to ensure development does not diminish our lifestyle and incumbent infrastructure.

Yours truly; Richard McDuffe

Alanna:

I am writing to express my concerns and opposition to the Notice of Planning Application by Highland Communities Ltd. in regard to the construction of two 20-storey towers at 978 Gainsborough Road.

I strongly object to this project.

I am an owner at 1030 Coronation Drive and my quality of life, and that of residents in my building and the surrounding neighbourhood, would be very negatively impacted by this proposed over-sized project. When my husband and I purchased our home, we took into account the zoning of adjacent properties. In making our decision, we relied on the zoning that was in place, along with the Council-approved London Plan, and were confident that our view and quality of life would not be severely impacted by future development on adjacent lands. At that time, we were unaware that a developer could so easily convince City Council to override or change zoning (as has happened recently on a property slightly to the west of 978 Gainsborough Road) to accommodate their ambitious projects which are so unfitting for this residential neighbourhood.

The area around 978 Gainsborough Road is a quiet residential neighbourhood composed mainly of two-storey single-family homes and townhouses. The subject lands at 978 Gainsborough Road are aptly described in the Application Details on page 2 of the Notice of Planning Application as being “***in the ‘Neighbourhoods’ Place Type in the London Plan, permitting a range of housing including single detached, townhouses and low-rise apartments***”. Homeowners in the area purchased their homes expecting that any new housing within their community would remain of this type. Additionally, the policies of the Official Plan (London’s long-range planning document) allow for density of up to 150 units per hectare; Highland Communities Ltd. is requesting permission for a maximum density of 308 units per hectare – ***more than double the current permitted density***. This proposed density simply does not conform with London’s Official Plan – a plan upon which purchasers of homes ought to be able to rely in choosing where to buy. The applicant is also requesting special zoning provisions “to reduce yard depths, reduce landscaped open space, increase height and increase lot coverage”, thereby eating up existing green space by pushing the development unreasonably close to the margins of the lot, and building two new towers reaching far beyond the height of any existing structure in the area. The project in every way is out of step with the “Neighbourhoods’ place type” in the **Council-approved** London Plan and the surrounding neighbourhood as it currently exists - **it is far too large a project not only for the lot, but for the neighbourhood in general**. Increased traffic in this already-congested area near Gainsborough Rd. and Hyde Park Rd. is an inevitability if Council approves this zoning by-law amendment; a negative impact on the daily lives of current residents, as well as business activity near the intersection, is a certainty.

Increasing traffic congestion and road safety concerns in the Hyde Park/Fanshawe area are something Council is very well aware of. Within the past year, a long-overdue traffic light was installed at the corner of South Carriage Way and Hyde Park Road, a mere block from the proposed high-density development at 978 Gainsborough Road. Just this past week, an advanced left-turn signal was installed on Hyde Park at the intersection of Gainsborough Road (a few hundred metres from the entrance to this proposed development), necessitated by the rapidly increasing volume of traffic travelling along Hyde Park Road. For several years now, residents at Aldersbrook Gate (within a mile of this proposed development) have expressed concerns about traffic volume and road safety on their street; a meeting with the Ward Councillor and a traffic assessment took place. Amongst the concerns expressed by residents were: “Angle (T-bone) collisions resulting from vehicles turning on and off of Aldersbrook Gate from Fanshawe Park Road” and “traffic queues on Aldersbrook Gate approaching Fanshawe Park Road result in driveways being blocked”. In response to the concerns, the Transportation staff responded, “by investigating conditions at the site and implementing appropriate mitigation measures”. This proposed project 978 Gainsborough Road, located so close to the intersection of Hyde Park Road, will undoubtedly result in problems similar to those experienced at Aldersbrook Gate, as vehicles attempt to exit and enter 978 Gainsborough Road near an already congested intersection. Queues will block driveway entrances to already-existing businesses on Gainsborough Road, and angle collisions are likely as vehicles attempt to make left turns into or out of 978 Gainsborough Road.

It is time Council heeds the concerns of residents in the Hyde Park/Fanshawe area and respects their desire for zoning to remain intact in their neighbourhood, preserving the quality of life they currently enjoy. The London Plan currently permits “***a range of***

housing including single detached, townhouses and low-rise apartments” – this is a Council-approved plan. In no way does Highland Communities Ltd.’s proposed development of two 20-storey towers at 978 Gainsborough Road fit within that Plan. The design and scale of the proposed development are entirely inappropriate for this location. The added traffic congestion that this over-sized, excessively dense residential development will bring to an area already experiencing traffic safety problems (of which Council is well aware) is entirely unacceptable. The requested reduction in yard depths and reduced landscaped open space, along with a significant increase in height and lot coverage, will have a tragic impact on the green, open feel of this residential area – ***once that is gone, it cannot be recovered.***

I ask Council to deny this zoning by-law amendment.

Thank you,
Mary Dowds

Hello Alanna and Josh:

I am writing to express my objection to the File Z-9247 Zoning By-law Amendment requested by Highland Communities Ltd for property situated at 978 Gainsborough Rd.

I live at 1030 Coronation Drive. When I purchased my condo almost 8 years ago, I knew the neighbouring fields I appreciated would eventually be developed. In early 2013 when the initial application for twin 15 story towers for a total of 176 condo units on that property was submitted it was disappointing. It was not the single dwelling or townhouse type residential buildings I was led to expect to be in keeping for the area.

The latest request to accommodate twin 20 story towers for a total of 400 apartments units on that small piece of property far exceeds a 195-unit density that would be acceptable for 1.3 hectare lot based on the Official Plan guidelines for 150 units for hectare. It is not just a small 5 to 10% increase, it is an astonishing 105% increase in units.

They then in turn want to reduce the surrounding yard depths. Considering the increased density (if approved or compromise reached) the yard depths should not be decreased. If anything, one would think the yard depths should be increased if any units over the Official Plan of 150 per hectare is approved.

I believe other homeowners at 1030 Coronation have already expressed their concern regarding the impact the increased density would have on the traffic volume along Gainsborough leading to an already congested corner at Hyde Park. There are already development plans announced for 1018 Gainsborough and the corner of Hyde Park/Gainsborough that will increase traffic volume along Gainsborough without approving density at 978 Gainsborough that far exceeds the City’s own Official plan.

I would like to again say that I would like the Amendments outlined in File Z-9247 to be denied.

Thank you,

Connie Sanders

To whom it may concern,

I am emailing you today as the Director of Thompson Medical Centre (TMC+) on 990 Gainsborough Road. We have been informed of a proposal to construct a 400-unit

residential building on (978 Gainsborough Rd.). With the current plan, access to this building would be exclusively through our site, causing a large concern for our business operations.

At TMC+, we manage approximately 35-40 physicians who bring in a vast number of patients daily. Therefore, the noise created during construction would be harmful to patients' safety as we conduct medical procedures that require a nearly silent environment.

Our parking lot is regularly at capacity. Thus, patients in need of urgent care would have limited access to our premises due to the busy traffic generated by residents, all of which can only enter and exit through our Gainsborough Road driveway.

With the building having 400-units, we estimate approximately 1,000 extra vehicles using our narrow driveway regularly (400 units x 2 vehicles each + 200 visitors). This heavy traffic would lower our ratings as it would create a hassle for patients, employees, and physicians, harming TMC+'s operation.

Additionally, we are concerned that the parking overflow of the residential building would occupy our parking lot, which would result in turning our patients down and preventing physicians from providing service to their patients.

Our main goal at TMC+ is to serve the community of London and provide health care for those in need. We strongly believe the proposed development behind our center will prevent us from achieving that goal.

Hence, on behalf of our physicians, medical tenants including a blood laboratory and pharmacy, and our 50,000+ patients, we request a halt to this proposed development.

We hope that this request will be accommodated, however, in the case that this request is denied, we will retain specialized legal counsel.

Sincerely,

Chantelle Wragg

I am writing to express my concerns and opposition to the Notice of Planning Application by Highland Communities Ltd. in regard to the construction of two 20-storey towers at 978 Gainsborough Road.

I strongly object to this project.

I am an owner at 1030 Coronation Drive and my quality of life, and that of residents in my building and the surrounding neighbourhood, would be very negatively impacted by this proposed over-sized project. When my husband and I purchased our home, we took into account the zoning of adjacent properties. In making our decision, we relied on the zoning that was in place, along with the Council-approved London Plan, and were confident that our view and quality of life would not be severely impacted by future development on adjacent lands. At that time, we

were unaware that a developer could so easily convince City Council to override or change zoning (as has happened recently on a property slightly to the west of 978 Gainsborough Road) to accommodate their ambitious projects which are so unfitting for this residential neighbourhood.

The area around 978 Gainsborough Road is a quiet residential neighbourhood composed mainly of two-storey single-family homes and townhouses. The subject lands at 978 Gainsborough Road are aptly described in the Application Details on page 2 of the Notice of Planning Application as being "in the 'Neighbourhoods' Place Type in the London Plan, permitting a range of housing including single detached, townhouses and low-rise apartments". Homeowners in the area purchased their homes expecting that any new housing within their community would remain of this type. Additionally, the policies of the Official Plan (London's long-range planning document) allow for density of up to 150 units per hectare; Highland Communities Ltd. is requesting permission for a maximum density of 308 units per hectare – more than double the current permitted density. This proposed density simply does not conform with London's Official Plan – a plan upon which purchasers of homes ought to be able to rely in choosing where to buy. The applicant is also requesting special zoning provisions "to reduce yard depths, reduce landscaped open space, increase height and increase lot coverage", thereby eating up existing green space by pushing the development unreasonably close to the margins of the lot, and building two new towers reaching far beyond the height of any existing structure in the area. The project in every way is out of step with the "Neighbourhoods' place type" in the Council-approved London Plan and the surrounding neighbourhood as it currently exists - it is far too large a project not only for the lot, but for the neighbourhood in general. Increased traffic in this already-congested area near Gainsborough Rd. and Hyde Park Rd. is an inevitability if Council approves this zoning by-law amendment; a negative impact on the daily lives of current residents, as well as business activity near the intersection, is a certainty.

Increasing traffic congestion and road safety concerns in the Hyde Park/Fanshawe area are something Council is very well aware of. Within the past year, a long-overdue traffic light was installed at the corner of South Carriage Way and Hyde Park Road, a mere block from the proposed high-density development at 978 Gainsborough Road. Just this past week, an advanced left-turn signal was installed on Hyde Park at the intersection of Gainsborough Road (a few hundred metres from the entrance to this proposed development), necessitated by the rapidly increasing volume of traffic travelling along Hyde Park Road. For several years now, residents at Aldersbrook Gate (within a mile of this proposed development) have expressed concerns about traffic volume and road safety on their street; a meeting with the Ward Councillor and a traffic assessment took place. Amongst the concerns expressed by residents were: "Angle (T-bone) collisions resulting from vehicles turning on and off of Aldersbrook Gate from Fanshawe Park Road" and "traffic queues on Aldersbrook Gate approaching Fanshawe Park Road result in driveways being blocked". In response to the concerns, the Transportation staff responded, "by investigating conditions at the site and implementing appropriate mitigation measures". This proposed project 978 Gainsborough Road, located so close to the intersection of Hyde Park Road, will undoubtedly result in problems similar to those experienced at Aldersbrook Gate, as vehicles attempt to exit and enter 978 Gainsborough Road near an already congested intersection. Queues will block driveway entrances to already-existing businesses on Gainsborough Road, and angle collisions are likely as vehicles attempt to make left turns into or out of 978 Gainsborough Road.

It is time Council heeds the concerns of residents in the Hyde Park/Fanshawe area and respects their desire for zoning to remain intact in their neighbourhood, preserving the quality of life they currently enjoy. The London Plan currently permits "a range of housing including single detached, townhouses and low-rise apartments" – this is a Council-approved plan. In no way does Highland Communities Ltd.'s proposed development of two 20-storey towers at 978 Gainsborough Road fit within that Plan. The design and scale of the proposed development are entirely inappropriate for this location. The added traffic congestion that this over-sized, excessively dense residential development will bring to an area already experiencing traffic safety problems (of which Council is well aware) is entirely unacceptable. The requested reduction in yard depths and reduced landscaped open space, along with a significant increase in height and lot coverage, will have a tragic impact on the green, open feel of this residential area – once that is gone, it cannot be recovered.

I ask Council to deny this zoning by-law amendment.

Thank you,

Anita Sorensen

Josh/Alanna:

I am writing to express my concerns and opposition to the Notice of Planning Application by Highland Communities Ltd. in regard to the construction of two 20-storey towers at 978 Gainsborough Road.

I strongly object to this project.

I am an owner at 1030 Coronation Drive and my quality of life, and that of residents in my building and the surrounding neighbourhood, would be very negatively impacted by this proposed over-sized project. When my husband and I purchased our home, we took into account the zoning of adjacent properties. In making our decision, we relied on the zoning that was in place, along with the Council-approved London Plan, and were confident that our view and quality of life would not be severely impacted by future development on adjacent lands. At that time, we were unaware that a developer could so easily convince City Council to override or change zoning (as has happened recently on a property slightly

to the west of 978 Gainsborough Road) to accommodate their ambitious projects which are so unfitting for this residential neighbourhood.

The area around 978 Gainsborough Road is a quiet residential neighbourhood composed mainly of two-storey single-family homes and townhouses. The subject lands at 978 Gainsborough Road are aptly described in the Application Details on page 2 of the Notice of Planning Application as being “in the ‘Neighbourhoods’ Place Type in the London Plan, permitting a range of housing including single detached, townhouses and low-rise apartments”. Homeowners in the area purchased their homes expecting that any new housing within their community would remain of this type. Additionally, the policies of the Official Plan (London’s long-range planning document) allow for density of up to 150 units per hectare; Highland Communities Ltd. is requesting permission for a maximum density of 308 units per hectare – more than double the current permitted density. This proposed density simply does not conform with London’s Official Plan – a plan upon which purchasers of homes ought to be able to rely in choosing where to buy. The applicant is also requesting special zoning provisions “to reduce yard depths, reduce landscaped open space, increase height and increase lot coverage”, thereby eating up existing green space by pushing the development unreasonably close to the margins of the lot, and building two new towers reaching far beyond the height of any existing structure in the area. The project in every way is out of step with the “Neighbourhoods’ place type” in the Council-approved London Plan and the surrounding neighbourhood as it currently exists - it is far too large a project not only for the lot, but for the neighbourhood in general. Increased traffic in this already-congested area near Gainsborough Rd. and Hyde Park Rd. is an inevitability if Council approves this zoning by-law amendment; a negative impact on the daily lives of current residents, as well as business activity near the intersection, is a certainty.

Increasing traffic congestion and road safety concerns in the Hyde Park/Fanshawe area are something Council is very well aware of. Within the past year, a long-overdue traffic light was installed at the corner of South Carriage Way and Hyde Park Road, a mere block from the proposed high-density development at 978 Gainsborough Road. Just this past week, an advanced left-turn signal was installed on Hyde Park at the intersection of Gainsborough Road (a few hundred metres from the entrance to this proposed development), necessitated by the rapidly increasing volume of traffic travelling along Hyde Park Road. For several years now, residents at Aldersbrook Gate (within a mile of this proposed development) have expressed concerns about traffic volume and road safety on their street; a meeting with the Ward Councillor and a traffic assessment took place. Amongst the concerns expressed by residents were: “Angle (T-bone) collisions resulting from vehicles turning on and off of Aldersbrook Gate from Fanshawe Park Road” and “traffic queues on Aldersbrook Gate approaching Fanshawe Park Road result in driveways being blocked”. In response to the concerns, the Transportation staff responded, “by investigating conditions at the site and implementing appropriate mitigation measures”. This proposed project 978 Gainsborough Road, located so close to the intersection of Hyde Park Road, will undoubtedly result in problems similar to those experienced at Aldersbrook Gate, as vehicles attempt to exit and enter 978 Gainsborough Road near an already congested intersection. Queues will block driveway entrances to already-existing businesses on Gainsborough Road, and angle collisions are likely as vehicles attempt to make left turns into or out of 978 Gainsborough Road.

It is time Council heeds the concerns of residents in the Hyde Park/Fanshawe area and respects their desire for zoning to remain intact in their neighbourhood, preserving the quality of life they currently enjoy. The London Plan currently permits “a range of housing including single detached, townhouses and low-rise apartments” – this is a Council-approved plan. In no way does Highland Communities Ltd.’s proposed development of two 20-storey towers at 978 Gainsborough Road fit within that Plan. The design and scale of the proposed development are entirely inappropriate for this location. The added traffic congestion that this over-sized, excessively dense residential development will bring to an area already experiencing traffic safety problems (of which Council is well aware) is entirely

unacceptable. The requested reduction in yard depths and reduced landscaped open space, along with a significant increase in height and lot coverage, will have a tragic impact on the green, open feel of this residential area – once that is gone, it cannot be recovered.

On a personal note, living on the ground floor facing north, my view of the sky will be completely cut off by this mega complex.

I ask Council to deny this zoning by-law amendment.

Thank you,

Maureen and Gary Norwood

Good morning, Alanna

We have received the notice of planning application for 978 Gainsborough Road here in London.

There are obviously many concerns with a proposal this size going into a smaller neighbourhood, mainly the increase amount of traffic this will bring in.

It feels as though the developer is trying to fit this massive project into a small area and has no concern for the residents they are impacting.

We built here three years ago and were told that behind us was zoned for a single family home dwelling or the potential of more condos. Which was understandable considering the space. There was never talk of 2 20-story high rise 400-unit buildings, which is unfortunate as a lot of residents are extremely let down and disappointed in the city's decision to even accept this type of proposal.

I know this note may not go very far, and who knows I may be the only person who took the time to speak up, but I feel compelled to say something on such a disruption.

I hope the city reconsiders this application, or at best takes a drive out to the proposed site to see the number of trees, farm land, and green space that will be gone should this high rise complex go up.

Thank you

Rachel Rabi

We are writing this in response to the above-mentioned company in regards to the proposed two 20 storey apartment buildings at 978 Gainsborough Road.

We are formally filing our objections to this project.

We are both extremely disturbed by the proposals of this mega project at our doorstep at 1030 Coronation Drive.

We moved to London— “Hyde Park Village “ from the country 7 years ago. It was the most appealing area in the city to us with a family community atmosphere.

A few other apartment buildings that are being constructed in the neighbourhood are acceptable for progress BUT High-Rise Apartments of this magnitude would forever change “Hyde Park” and this lovely neighbourhood completely.

These two 20 storey buildings should not be allowed to be built here in Hyde Park. Not only because of adding to our already heavy traffic congestion but these massive buildings do nothing to enhance this area of our beautiful Forest City and our family oriented community.

Please Do Not Permit these buildings to be constructed here in Hyde Park Village!!

Thank you for listening and respecting our community.

Sincerely

Bob & Marion Brady

Josh/Alana: I am writing this email about my concerns for building such a high-density apartment building at 978 Gainsborough Rd. I strongly disagree with this project of 2 - 20 story building begin built just outside of my building at 1030 Coronation Dr. When I moved here to this area, I did not expect worries about a building of such a enormous height within this community. The problems with traffic and road safety are my main concern. Other issues are over zoning in a small area and taking away more green space. I ask Council to deny this zoning by law amendment. Thank you, Janina Cowan, owner at 1030 Coronation drive.

Dear Josh & Alanna:

We are writing to express our concerns and opposition to the Notice of Planning Application by Highland Communities Ltd. in regard to the construction of two 20-storey towers at 978 Gainsborough Road.

We strongly object to this project!

We are owners at 1030 Coronation Drive and our quality of life, and that of all residents in our building and the surrounding neighbourhood would be very negatively impacted by this proposed over-sized project. When we purchased our home In 2019, we took into account the zoning of adjacent properties at that time. In making our decision, we relied on the zoning that was in place, along with the Council-approved London Plan, and were confident that our view looking north, and quality of life would not be severely impacted by future development on adjacent lands. At that time, we were **totally unaware** that a developer could so easily convince City Council to override or change zoning (as has happened recently on a property slightly to the west of 978 Gainsborough Road) to accommodate their ambitious projects which are so unfitting for this residential neighbourhood. We feel totally blindsided by this proposal. Our investment into our lovely condo will be drastically affected negatively, with no thoughts or regards to us, the current residents living in this beautiful neighbourhood, let alone the congestion of traffic in this area at Hyde Park & Gainsborough.

Green space in our city is disappearing at record levels, and I am surprised a city the size of London would allow this to happen. Our city is known for its green areas and to our knowledge, is still known as the Forest City. Our voices need to be heard to save this beautiful green area deemed for destruction and the erection of two 20 story buildings. This very small green space at 978 Gainsborough was home for many species of ducks, geese, birds and wildlife of all kinds. It was pleasant to sit on our balcony and watch or listen to their busy lives in this green space. Now, as it appears, we will get to look at the monstrosity of two oversized 20 story buildings. encroaching every inch of green space, we had. Our scenic view will be gone as we look at cars, trucks etc. coming and going in place of nature at it's best.

Has there been any thought given to the safety of the children who live in this neighbourhood? Adding the number of vehicles to this residential area by erecting two 20 story buildings, will put the safety of our children playing in this neighbourhood at high risk. Having a school within the boundaries of this proposed development, has certainly attracted more families with children to this community. We are extremely concerned for their safety with the increased number of vehicles coming and going throughout this neighbourhood should this development proposed go forward.

The area around 978 Gainsborough Road is a quiet residential neighbourhood composed mainly of two-storey single-family homes and townhouses. The subject lands at 978 Gainsborough Road are aptly described in the Application Details on page 2 of the Notice of Planning Application as being "in the 'Neighbourhoods' Place Type in the London Plan, permitting a range of housing including single detached, townhouses and low-rise apartments". Homeowners in the area purchased their homes expecting that any new housing within their community would remain of this type. Additionally, the policies of the Official Plan (London's long-range planning document) allow for density of up to 150 units per hectare; Highland Communities Ltd. is requesting permission for a maximum density of 308 units per hectare – more than double the current permitted density. This proposed density simply does not conform with London's Official Plan – a plan upon which purchasers of homes ought to be able to rely in choosing where to buy. The applicant is also requesting special zoning provisions "to reduce yard depths, reduce landscaped open space, increase

height and increase lot coverage”, thereby eating up existing green space by pushing the development unreasonably close to the margins of the lot, and building two new towers reaching far beyond the height of any existing structure in the area. The project in every way is out of step with the “Neighbourhoods’ place type” in the Council-approved London Plan and the surrounding neighbourhood as it currently exists - it is far too large a project not only for the lot, but for the neighbourhood in general. Increased traffic in this already-congested area near Gainsborough Rd. and Hyde Park Rd. is an inevitability if Council approves this zoning by-law amendment; a negative impact on the daily lives of current residents, as well as business activity near the intersection, is a certainty.

Increasing traffic congestion and road safety concerns in the Hyde Park/Fanshawe area are something Council is very well aware of. Within the past year, a long-overdue traffic light was installed at the corner of South Carriage Way and Hyde Park Road, a mere block from the proposed high-density development at 978 Gainsborough Road. Just this past week, an advanced left-turn signal was installed on Hyde Park at the intersection of Gainsborough Road (a few hundred metres from the entrance to this proposed development), necessitated by the rapidly increasing volume of traffic travelling along Hyde Park Road. For several years now, residents at Aldersbrook Gate (within a mile of this proposed development) have expressed concerns about traffic volume and road safety on their street; a meeting with the Ward Councillor and a traffic assessment took place. Amongst the concerns expressed by residents were: “Angle (T-bone) collisions resulting from vehicles turning on and off of Aldersbrook Gate from Fanshawe Park Road” and “traffic queues on Aldersbrook Gate approaching Fanshawe Park Road result in driveways being blocked”. In response to the concerns, the Transportation staff responded, “by investigating conditions at the site and implementing appropriate mitigation measures”. This proposed project 978 Gainsborough Road, located so close to the intersection of Hyde Park Road, will undoubtedly result in problems similar to those experienced at Aldersbrook Gate, as vehicles attempt to exit and enter 978 Gainsborough Road near an already congested intersection. Queues will block driveway entrances to already-existing businesses on Gainsborough Road, and angle collisions are likely as vehicles attempt to make left turns into or out of 978 Gainsborough Road.

It is time Council heeds the concerns of residents in the Hyde Park/Fanshawe area and respects their desire for zoning to remain intact in their neighbourhood, preserving the quality of life they currently enjoy. The London Plan currently permits “a range of housing including single detached, townhouses and low-rise apartments” – this is a Council-approved plan. In no way does Highland Communities Ltd.’s proposed development of two 20-storey towers at 978 Gainsborough Road fit within that Plan. The design and scale of the proposed development are entirely inappropriate for this location. The added traffic congestion that this over-sized, excessively dense residential development will bring to an area already experiencing traffic safety problems (of which Council is well aware) is entirely unacceptable. The requested reduction in yard depths and reduced landscaped open space, along with a significant increase in height and lot coverage, will have a tragic impact on the green, open feel of this residential area – once that is gone, it cannot be recovered.

We ask Council adamantly, to deny this zoning by-law amendment on behalf of all residents who live in this neighbourhood by listening to all residents who do have a voice and an investment in this community. Let this green space live on and the wildlife it houses.

Thanking you in advance for your consideration and attention to the important matter at hand.

Gillian & Keith Brant

Josh/Alanna:

I am writing to express my concerns and opposition to the Notice of Planning Application by Highland Communities Ltd. in regard to the construction of two 20-storey towers at 978 Gainsborough Road.

I strongly object to this project.

I am an owner at 1030 Coronation Drive and my quality of life, and that of residents in my building and the surrounding neighbourhood, would be very negatively impacted by this proposed over-sized project.

When we purchased our home at Northcliff, in the fall of 2011, we chose this location, in part, because of its tranquility. In the past 7 years, of those nine years, there has been nothing but new construction around us in every direction. The Johnson 3 story homes to the west, a medical centre to the north, a housing project to the east and now a new 6 story apartment building has begun. To the south of us, there has been a massive housing development (which is continuing) and a new elementary school, as well as a 12-storey apartment building from Drewlo. There remains a junkyard of sorts on this property to the south as Drewlo is planning another high rise next to its first phase. Drewlo should be ashamed of the unsightly construction site, leaving all this rusted equipment and debris and the city does nothing about this?

This constant construction, the to and fro of large machinery and trucks with equipment at every turn, is very demoralizing, depressing and nerve-wracking since it is hard to retrieve the peace, quiet and safety we once enjoyed. One cannot relax on their balcony from the sounds and sights of constant construction. If this new mega project goes ahead, I believe nerves will be frayed even further and we will be living in a concrete jungle. Had I been looking to live in that environment I would have bought a condo in downtown London.

In this time of Covid, isolation and uncertainty, for the city to approve such a proposal, would most likely add another dimension of stress and worry to the psyche of your Hyde Park residents. This decision could be seen as very irresponsible, as it would surely add a burden to the mental health of all residents.

I implore Council to deny this zoning by-law amendment. Thank you.

Carole Gregoire
Northcliff Resident

Good Morning, Josh

Good morning, Alana

I hope this email finds you both in good health and spirits.

I am writing to express my concern and strong opposition to the proposed zoning change Application by Highland Communities Ltd. in regard to the construction of two 20-story towers at 978 Gainsborough Road.

I strongly oppose this project.

I am an owner at 1030 Coronation Drive and my quality of life, and that of residents in my building and the surrounding neighbourhood, would be very negatively impacted by this proposed over-sized project. When my wife and I purchased our home, we took into account the zoning of adjacent properties. In making our decision, we relied on the zoning that was in place, along with the Council-approved London Plan, and were confident that our view and quality of life would not be severely impacted by future development on adjacent lands. At that time, we were aware of a plan to build 2 -15 story condominium apartments on the empty lot at 978 Gainsborough Road. We were not happy about this project but accepted it because it was within the limits set by the City of London zoning density limits. This proposed monstrosity not only exceeds the building setback requirements in place on all three sides, but it also more than doubles the allowed density of 150 units per hectare. Since we purchased our home in 2015, we have had a major apartment building completed on the south side of our property, with a twin to this building already started. Construction has started on an apartment building immediately to our east. Another 15-story building is planned for the property just to the north of 1040 Coronation and a huge complex is planned for the corner of Gainsborough and Hyde Park. I understand the need for development in a city, but taking all these projects into consideration, there is sufficient intensification happening in this small neighbourhood without allowing this mega project to proceed on such a small footprint. We moved to the Forest City from Hamilton when we retired. We enjoy all the green spaces and trails London is so proud of. If I had wanted to live in a concrete jungle, I would have moved to Toronto. There needs to be balance in any city development plan, and we are reaching a tipping point with the projects already planned for this neighbourhood. If this project gets approved, any hope of regaining this balance is lost.

I strongly request Council deny this zoning by-law amendment.

Thank you, and have a great day,

Roland & Cheryl Katzer

I am writing to voice my concern and opposition to the proposed development and changes to the zoning by-law.

This proposed development seems very out of step with the approved London Plan. It seems out of step on what experts recommend. London Official plan was established to protect the citizen from this type of project. How could council allow special zoning by laws that reduce yard

depths, reduce landscaped areas and increase heights of buildings and more than double the density of population in this residential neighbourhood? The property is much too small for the size of the proposed buildings. Our infrastructure can not handle this increase, people did not buy in this neighbourhood to live in this proposed environment. Property values will fall in the surrounding area and quality of life will suffer. Much of the areas wet land area has been filled and built on which has caused significant ground water issues. This patch of land gets much of the runoff from surrounding properties and where will that water go?

I urge council to protect the current people who live in the area and not allow this type of mammoth project ruin this area.

Sincerely

Douglas Kennedy

I am writing to express my concern and opposition to the Notice of Planning Application by Highland Communities Ltd. in regard to the construction of two 20-storey towers at 978 Gainsborough Road. As a resident of 1030 Coronation Drive I strongly object to this project. I feel my quality of life as well as all residents in my building and the surrounding neighbourhood would be very negatively impacted by this project. I ask Council to deny this zoning by-law amendment.

Thank you,
Lois Hyde

Josh/Alanna:

I am writing to express my concerns and opposition to the Notice of Planning Application by Highland Communities Ltd. in regard to the construction of two 20-storey towers at 978 Gainsborough Road.

I strongly object to this project.

I am an owner at 1030 Coronation Drive and my quality of life, and that of residents in my building and the surrounding neighbourhood, would be very negatively impacted by this proposed over-sized project. When my husband and I purchased our home, we took into account the zoning of adjacent properties. In making our decision, we relied on the zoning that was in place, along with the Council-approved London Plan, and were confident that our view and quality of life would not be severely impacted by future development on adjacent lands. At that time, we were unaware that a developer could so easily convince City Council to override or change zoning (as has happened recently on a property slightly to the west of 978 Gainsborough Road) to accommodate their ambitious projects which are so unfitting for this residential neighbourhood.

The area around 978 Gainsborough Road is a quiet residential neighbourhood composed mainly of two-storey single-family homes and townhouses. The subject lands at 978 Gainsborough Road are aptly described in the Application Details on page 2 of the Notice of Planning Application as being "in the 'Neighbourhoods' Place Type in the London Plan, permitting a range of housing including single detached, townhouses and low-rise apartments". Homeowners in the area purchased their homes expecting that any new housing within their community would remain of this type. Additionally, the policies of the Official Plan (London's long-range planning document) allow for density of up to 150 units per hectare; Highland Communities Ltd. is requesting permission for a maximum density of 308 units per hectare – more than double the current permitted density. This proposed density simply does not conform with London's Official Plan – a plan upon which purchasers of homes ought to be able to rely in choosing where to buy. The applicant is also requesting special zoning provisions "to reduce yard depths, reduce landscaped open space, increase

height and increase lot coverage”, thereby eating up existing green space by pushing the development unreasonably close to the margins of the lot, and building two new towers reaching far beyond the height of any existing structure in the area. The project in every way is out of step with the “Neighbourhoods’ place type” in the Council-approved London Plan and the surrounding neighbourhood as it currently exists - it is far too large a project not only for the lot, but for the neighbourhood in general. Increased traffic in this already-congested area near Gainsborough Rd. and Hyde Park Rd. is an inevitability if Council approves this zoning by-law amendment; a negative impact on the daily lives of current residents, as well as business activity near the intersection, is a certainty.

Increasing traffic congestion and road safety concerns in the Hyde Park/Fanshawe area are something Council is very well aware of. Within the past year, a long-overdue traffic light was installed at the corner of South Carriage Way and Hyde Park Road, a mere block from the proposed high-density development at 978 Gainsborough Road. Just this past week, an advanced left-turn signal was installed on Hyde Park at the intersection of Gainsborough Road (a few hundred metres from the entrance to this proposed development), necessitated by the rapidly increasing volume of traffic travelling along Hyde Park Road. For several years now, residents at Aldersbrook Gate (within a mile of this proposed development) have expressed concerns about traffic volume and road safety on their street; a meeting with the Ward Councillor and a traffic assessment took place. Amongst the concerns expressed by residents were: “Angle (T-bone) collisions resulting from vehicles turning on and off of Aldersbrook Gate from Fanshawe Park Road” and “traffic queues on Aldersbrook Gate approaching Fanshawe Park Road result in driveways being blocked”. In response to the concerns, the Transportation staff responded, “by investigating conditions at the site and implementing appropriate mitigation measures”. This proposed project 978 Gainsborough Road, located so close to the intersection of Hyde Park Road, will undoubtedly result in problems similar to those experienced at Aldersbrook Gate, as vehicles attempt to exit and enter 978 Gainsborough Road near an already congested intersection. Queues will block driveway entrances to already existing businesses on Gainsborough Road, and angle collisions are likely as vehicles attempt to make left turns into or out of 978 Gainsborough Road.

It is time Council heeds the concerns of residents in the Hyde Park/Fanshawe area and respects their desire for zoning to remain intact in their neighbourhood, preserving the quality of life they currently enjoy. The London Plan currently permits “a range of housing including single detached, townhouses and low-rise apartments” – this is a Council-approved plan. In no way does Highland Communities Ltd.’s proposed development of two 20-storey towers at 978 Gainsborough Road fit within that Plan. The design and scale of the proposed development are entirely inappropriate for this location. The added traffic congestion that this over-sized, excessively dense residential development will bring to an area already experiencing traffic safety problems (of which Council is well aware) is entirely unacceptable. The requested reduction in yard depths and reduced landscaped open space, along with a significant increase in height and lot coverage, will have a tragic impact on the green, open feel of this residential area – once that is gone, it cannot be recovered.

I ask Council to deny this zoning by-law amendment.

Thank you

Parvin Basharat

I am contacting you to voice my formal opinion regarding the zoning amendment put forth by Highland Communities Ltd for 978 Gainsborough Road. This amendment requests rezoning for two 20-storey residential apartment buildings comprising of 400 residential units.

I was unhappy to find out there was going to be one 12 storey residential building to start with as I am a resident of 1030 Coronation Dr with a unit facing north which will be looking directly into the windows of this new building.

I am a senior and I purchased my unit because of the quiet setting, the view and elder population in my building, this monstrosity of a building will change all that for me in what was to be my final home in this lifetime.

Most people in my building rely on their cars to get around and the traffic congestion a 400-unit complex would cause is beyond thinking about as well. Traffic here is a problem as it is now.

Thank you for understanding that living in a concrete jungle was not my intention when I purchased my home here.

Norma Trevelyan

Hello,

I received a notice of a zoning by-law amendment for the above-named property. I am deeply concerned with this proposed development as it appears to request a large number of amendments, all of which negatively impact the surroundings with no positive trade offs. The buildings will be in direct view of our current residence and the amendments all directly impact our building negatively. I wish council will consider existing residents and voters when reviewing this amendment request. Historically amendment protests have been brushed off with one-sentence responses which cannot keep happening! I am all for the area to be developed but following the existing by-law and zoning requirements!

This latest proposed development is seeking to amend the permitted use for all the following areas:

- Increased building height
- reduced yard depth
- reduced landscaping
- increased lot coverage
- increased density
- reduced setbacks

All these amendments will negatively impact the area with no offer of benefit. Where's the trade offs here for accepting these amendments beside developer profits? And why should they be permitted to reduce landscaping, increase height, density, and reduce setbacks? I am deeply concerned with this proposed development.

Again, I am for development in the area however please ensure they follow the by-laws which have been established for a reason. An amendment is meant to address site specific constraints, not to allow developers to skip by-laws. Meet the setbacks from our property and provide the landscaping required. Also adhere to the maximum building heights! The open space and landscaping are of paramount importance to keep with the City's goals of becoming an environmentally friendly City, reducing parking spots and storm water run-off. This amendment request does the opposite. There is no benefit to the City or the residence for accepting these amendments.

I'm strongly opposed to these by-law amendments but do welcome the land being developed in accordance with the existing by-laws.

Mo

I own a condo at 1030 coronation drive. A 2 - 20 storey apartment building at 978 Gainsborough Rd. Will kill the beauty of the area.
20 STOREY IS STUPID. AND LOWER OUR PROPERTY VALUE

Josh:

I am writing to express my concerns and opposition to the Notice of Planning Application by Highland Communities Ltd. in regard to the construction of two 20-storey towers at 978 Gainsborough Road.

I strongly object to this project.

I am an owner at 1030 Coronation Drive and my quality of life, and that of residents in my building and the surrounding neighbourhood, would be very negatively impacted by this proposed over-sized project. When my husband and I purchased our home, we took into account the zoning of adjacent properties. In making our decision, we relied on the zoning that was in place, along with the Council-approved London Plan, and were confident that our view and quality of life would not be severely impacted by future development on adjacent lands. At that time, we were unaware that a developer could so easily convince City Council to override or change zoning (as has happened recently on a property slightly to the west of 978 Gainsborough Road) to accommodate their ambitious projects which are so unfitting for this residential neighbourhood.

The area around 978 Gainsborough Road is a quiet residential neighbourhood composed mainly of two-storey single-family homes and townhouses. The subject lands at 978 Gainsborough Road are aptly described in the Application Details on page 2 of the Notice of Planning Application as being *“in the ‘Neighbourhoods’ Place Type in the London Plan, permitting a range of housing including single detached, townhouses and low-rise apartments”*. Homeowners in the area purchased their homes expecting that any new housing within their community would remain of this type. Additionally, the policies of the Official Plan (London’s long-range planning document) allow for density of up to 150 units per hectare; Highland Communities Ltd. is requesting permission for a maximum density of 308 units per hectare – **more than double the current permitted density**. This proposed density simply does not conform with London’s Official Plan – a plan upon which purchasers of homes ought to be able to rely in choosing where to buy. The applicant is also requesting special zoning provisions “to reduce yard depths, reduce landscaped open space, increase height and increase lot coverage”, thereby eating up existing green space by pushing the development unreasonably close to the margins of the lot, and building two new towers reaching far beyond the height of any existing structure in the area. The project in every way is out of step with the “Neighbourhoods’ place type” in the **Council-approved** London Plan and the surrounding neighbourhood as it currently exists - **it is far too large a project not only for the lot, but for the neighbourhood in general**. Increased traffic in this already-congested area near Gainsborough Rd. and Hyde Park Rd. is an inevitability if Council approves this zoning by-law amendment; a negative impact on the daily lives of current residents, as well as business activity near the intersection, is a certainty.

Increasing traffic congestion and road safety concerns in the Hyde Park/Fanshawe area are something Council is very well aware of. Within the past year, a long-overdue traffic light was installed at the corner of South Carriage Way and Hyde Park Road, a mere block from the proposed high-density development at 978 Gainsborough Road. Just this past week, an advanced left-turn signal was installed on Hyde Park at the intersection of Gainsborough Road (a few hundred metres from the entrance to this proposed development), necessitated by the rapidly increasing volume of traffic travelling along Hyde Park Road. For several years now, residents at Aldersbrook Gate (within a mile of this proposed development) have expressed concerns about traffic volume and road safety on their street; a meeting with the Ward Councillor and a traffic assessment took place. Amongst the concerns expressed by residents were: “Angle (T-bone) collisions resulting from vehicles turning on and off of Aldersbrook Gate from Fanshawe Park Road” and “traffic queues on Aldersbrook Gate approaching Fanshawe Park Road result in driveways being blocked”. In response to the concerns, the Transportation staff responded, “by investigating conditions at the site and implementing appropriate

mitigation measures". This proposed project 978 Gainsborough Road, located so close to the intersection of Hyde Park Road, will undoubtedly result in problems similar to those experienced at Aldersbrook Gate, as vehicles attempt to exit and enter 978 Gainsborough Road near an already congested intersection. Queues will block driveway entrances to already existing businesses on Gainsborough Road, and angle collisions are likely as vehicles attempt to make left turns into or out of 978 Gainsborough Road.

It is time Council heeds the concerns of residents in the Hyde Park/Fanshawe area and respects their desire for zoning to remain intact in their neighbourhood, preserving the quality of life they currently enjoy. The London Plan currently permits **"a range of housing including single detached, townhouses and low-rise apartments" – this is a Council-approved plan.** In no way does Highland Communities Ltd.'s proposed development of two 20-storey towers at 978 Gainsborough Road fit within that Plan. The design and scale of the proposed development are entirely inappropriate for this location. The added traffic congestion that this over-sized, excessively dense residential development will bring to an area already experiencing traffic safety problems (of which Council is well aware) is entirely unacceptable. The requested reduction in yard depths and reduced landscaped open space, along with a significant increase in height and lot coverage, will have a tragic impact on the green, open feel of this residential area – **once that is gone, it cannot be recovered.**

I ask Council to deny this zoning by-law amendment.

Thank you,
Mary Dowds

Good morning, Josh,

Regarding the above proposed action.
Margaret and I are totally against this project in a mainly residential area.

This is a project that would fit with the London downtown area.

You can see even now if you need to fiddle with by-laws to "make it fit, or force it to fit", this should be an indication that it doesn't belong.

Please address this to city Hall that this project is out of place in Hyde Park. The "shoe" doesn't fit.

Thanks, Margaret and Henry Kling


MENEAR WORRAD
& ASSOCIATES

August 19, 2020

Sent Via Email – ariley@london.ca

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COUNSEL TO THE FIRM
(1990-2010)

The City of London
Development Services
300 Dufferin Ave., 6th Floor
London, Ontario
N6A 4L9

Attention: Alanna Riley

Dear Ms. Riley:

**RE: 978 Gainsborough Rd., London
Your File No Z-9247**

Please be advise that I am legal counsel for MIT-Medical Investment Team Inc., the owner of the of the property municipally known as 990 Gainsborough Rd., London. My client was provided with a copy of the Notice of Planning Application document sent out to the public by you on July 30, 2020.

The proposed rezoning causes a number of concerns for our client. Firstly, the proposed zoning increases the number of units on the subject property by approximately 224 units. The Applicant's were provided a Right of Way and servicing corridor across our client's land which was sized for the development as contemplated at the time the same was registered. The additional units applied for will cause servicing concerns not properly addressed by the infrastructure currently in place. The additional units will also cause a substantial increase in traffic which would traverse our client's lands as the most direct route to Gainsborough Road. Furthermore, the substantial increase in units will cause other related traffic concerns associated with parking. Our client's commercial development must have available parking as it provides medical and health care services from 30-40 health care practitioners and available parking is a necessity. The foreseeable management of the increased parking demands caused by the Application is a great concern not only for our client but for the viability of the health care practitioners who occupy the property.

In addition to the foregoing, the contemplated development currently has no construction access other than across our client's property. Neither the internal roadway nor the existing land use can in any way accommodate such a development occurring.

- 2 -

In consideration of the foregoing, and in consideration of other concerns not detailed herein, the City should not move forward with the proposed Application. Should it choose to do so, our client intends to retain litigation counsel in order to adequately represent its interests at all levels considering the proposed Application.

Yours very truly,


MENEAR WORRAD
& ASSOCIATES



Brian K. Worrad
BKW:cb

Alana Riley (ariley@london.ca)
Josh Morgan (jmorgan@london.ca)

Re: Notice of Planning Applicant: Highland Communities Ltd., File Z:9247

We are writing to express our strong opposition to the above application and the proposed zoning by-law amendment.

When we were looking to relocate to London almost five years ago, we enquired about the zoning of adjacent properties and that factored into our decision to purchase our current home. We felt that our view and our desire for a quiet neighbourhood in retirement would not be severely impacted by any future development on adjacent properties.

In our opinion, the size and the density of the proposed development is entirely inappropriate for this very small location and, if it were to proceed, would have a tragic impact on traffic flow and the green, open feel of this area.

We respectfully ask that council deny this zoning by-law amendment.

Thank you,

Donald O. Astles
Patricia D. Astles

Hello Councillor Morgan and Alanna,

John Petersen called from 976 Gainsborough, right beside the proposed site for Z-9247 and he would like to be put on the record as saying that he is not happy with this application. He has lived there for a long time, and although large buildings are inevitable and they have a 14-storey building behind them, he feels that 20 storeys are too high and that the building as it looks in the plans will be nearly on top of them. He feels that the proximity of the towers will negatively affect his enjoyment as well as the value of his property.

John would like to be notified of when there will be a public meeting on this application, please.

19 August 2020

Alanna Riley
Development Services
City of London
300 Dufferin Avenue
6th Floor
London, ON N6A 4L9
ariley@london.ca

Dear Alanna Riley,

Re: File: Z-9247
Zoning By-law Amendment – 978 Gainsborough Road, London

I am writing to you to express concerns regarding the proposed zoning by-law amendment at 978 Gainsborough Road.

The design of the development at 978 Gainsborough Road is concerning for the following reasons:

- The design of the building does not fit the Urban Design Guidelines for Hyde Park or existing surrounding context. The guidelines suggest that buildings should be oriented to the street in order to define the public space of the street and achieve a more urban development character. Setting the residential tower far back from the street prevents visibility from Gainsborough Road and sparks security concerns. The proposed future "service road" will not be a prominent passageway to provide active surveillance on the proposed building. The position of the building at the rear of the site favours vehicular over pedestrian type lifestyles. The prominent angle of the tower above the podium and rear podium does not address its surrounding properties and instead juxtaposes its context. This proposed development evokes the "tower in a park" strategy which has been proven to fail in promoting healthy and sustainable living and creating a succinct relationship with the surrounding community and context. The angle of the tower allows the residents of the proposed development to directly face the surrounding residential properties, impeding on residents' privacy and comfort. The imposing 20 stories introduces greater density than buildings currently on Gainsborough Road.
- The shadow study shows the office building north of the proposed development with little direct sunlight for most of the day, especially when that office building is intended to be occupied. The study also fails to capture the impact of the cast shadow close to sunrise and sunset when the shadow will have the greatest impact. Many surrounding municipalities take these factors into consideration when performing a sun study. It is our experience that the actual shadow of the building at 1030 Coronation Drive casts much further than what is depicted and would cause us to question the legitimacy of the shadow from the proposed 978 Gainsborough development.

/...2

- The desire to decrease the amount of landscaped open space is concerning due to the current flooding that occurs in transition seasons. The rear of the 978 Gainsborough property is a seasonal home to many migratory birds. We have already noticed the impacts of development in the area through the loss of habitat for many animals.

The density of the development at 978 Gainsborough Road is concerning for the following reasons:

- It is understood that a range of housing typologies, densities, and owned vs. rented apartments are required to meet the needs of all persons and families, however we believe the continued densification of the Hyde Park neighbourhood does not suit the existing context and Design Guidelines. The current site proposes an increased density of 320 units per hectare which is more than double the density of any comparable site in the area.
- Currently there is a new apartment building at the corner of South Carriage and Hyde Park (Drewlo), and another building identical to this one to be built next to it. The first building has not yet reached full capacity and has been available for lease since last fall. A six-storey apartment building is currently under construction at 1020 Coronation Drive and another high-rise apartment building is to be built on the property at 1018 - 1028 Gainsborough Road beside Ungers Market. It appears the precedent for high density rental development in this area is not being supported by actual occupancy in these new developments.
- The Hyde Park neighbourhood at Gainsborough and Coronation Drive is currently developing with two distinct housing typologies: low-density single-family homes and townhouses vs. high density condo and apartment buildings. In order to tie these two opposing typologies together, we advocate for mid-rise and mid-density intensification to create a built landscape which supports the diverse and varied community of Hyde Park. This is evident in the decision to build three story townhouses at 1040 Coronation Drive. By continuing to surround the 1040 Coronation Drive development with high-rise buildings, it takes away from a varied built landscape and imposes large buildings onto the townhome community.

Attached is a list of signatures of residents from Northcliffe Towns at 1040 Coronation Road, London. Thank you for taking our concerns into consideration when reviewing the proposed amendments to the zoning at 978 Gainsborough Road, London.

Sincerely,

Residents of Northcliffe Towns
1040 Coronation Road, London, ON

Cc Josh Morgan, Ward Councillor
jmorgan@london.ca

A petition signed by approximately 20 individuals is on file in the City Clerk's Office.

London Hydro
No objections

Parks Planning and Design

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.



MEMO

To: Alanna Riley, Senior Planner
From: Laura E. Dent, Heritage Planner
Date: November 18, 2021
Re: **Archaeological Assessment Requirements
Heritage Comments**
978 Gainsborough Road (Z-9247)

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions and recommendations) to be sufficient to fulfill the archaeological assessment requirements for (Z-9247):

- Lincoln Environmental Consulting Corp. *Stage 1-2 Archaeological Assessment of 978 Gainsborough Road [...]* Middlesex County, Ontario (PIF P344-0409-2020), May 2020.

Please be advised that heritage planning staff recognizes the conclusion of the report that states that: "[n]o archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such **no further archaeological assessment of the property is recommended.**" (p 2)

An Ontario Ministry of Heritage, Sport, Tourism, Culture Industries (MHSTCI) archaeological assessment compliance letter has not been received, indicating that this file may not have been identified for review by the Ministry.

Archaeological conditions can be considered satisfied for this application.

Sincerely,

Laura E. Dent, M.Arch, PhD, MCIP, RPP
Heritage Planner
Community Planning, Urban Design and Heritage
Planning & Development



MEMO

To: Alanna Riley, Senior Planner
From: Laura E. Dent, Heritage Planner
Date: November 18, 2021
Re: **Heritage Impact Assessment Requirements
– Heritage Comments
978 Gainsborough Road (Z-9247)**

This memo is to confirm that I have reviewed the following and find the report sufficient to fulfill the heritage impact assessment requirements for (Z-9247):

- Zelinka Priamo Ltd. (June 4, 2020). *Heritage Impact Assessment, 978 Gainsborough Road.*

978 Gainsborough Road (subject property) is adjacent to 1006 Gainsborough Road, a LISTED property on the City's *Register of Cultural Heritage Resources*.¹ A development consisting of two, 20-storey residential towers is being proposed on the subject property, and per *The London Plan* (policy 565_), potential impacts to adjacent properties LISTED on the *Register* must be evaluated to demonstrate that heritage attributes are conserved.

Specific supportable conclusions of the heritage impact assessment (HIA) are as follows:

- *If the adjacent property were to be designated, the proposed development would not have a negative impact on any potential heritage attributes.*
- *The location of the proposed development avoids overshadowing of the potential heritage property and there will be minimal impacts from its shadows.*
- *Site specific details, like fencing and on-site landscaping may be used to further screen the development, where appropriate. (p9)*

Based on the review of the HIA, heritage staff is satisfied that there will be no adverse impacts to the heritage resource located at 1006 Gainsborough Road as a result of the proposed development at 978 Gainsborough Road. The heritage resource is being retained and it is relatively remote to the proposed construction activity on the subject property. No mitigation measures have been recommended. The HIA can be accepted to meet complete application requirements for heritage (Z-9247).

Sincerely,

Laura E. Dent, M.Arch, PhD, MCIP, RPP

Heritage Planner
Community Planning, Urban Design and Heritage
Planning & Development

Urban Design Peer Review Panel Memo

The submission was lacking in contextual analysis to address how the development properly addresses the unique site condition, fits in with the neighbouring residential and commercial properties, sets a positive precedent for developing the service lane, and improves the pedestrian connections to the broader Hyde Park Commercial Area. The panel noted that the proposed development exhibits design attributes more characteristic of a large-scale commercial development (i.e. big-box), focused on ease of maneuvering for cars and services vehicles rather than a residential living environment for people. In this regard, the Panel noted that the design approach demonstrates a disregard for creating a habitable at-grade living experience. The Panel questions the allocation of any additional built height towards the current scheme. From a City Design perspective, the London Plan directs taller buildings towards locations in the city where they will more effectively contribute to the type of urban places being sought. Should additional density be required/desired on this site, it could be explored in a comprehensive redesign with a greater focus on the grade-level pedestrian environment and exceptional Urban Design. The Panel questioned the density being requested as the two towers lack proper tower separation (25m typical) and generally feel overbuilt for the site. The Panel questioned the V-shape and whether alternative designs were explored to better suit the site. The Panel expressed concern with the number of curb cuts along the service lane, 4 in total, none of which align with the commercial development to the north. This creates a convoluted vehicular circulation network and a vehicular dominant frontage.

The Panel noted that the podium does not provide enough presence for the base of the building and requires further development to differentiate itself from the towers and establish a strong connection to the street.

Urban Design: September 21, 2021

- The application as proposed(20 storey high-rise residential development) does not meet urban design policies (both 1989 Official Plan and The London Plan) as the policy framework would encourage high-rise buildings closer to the street(along corridors) and with adequate setbacks or separation between the buildings.
 - The maximum height contemplated for Neighbourhood Place Type with Type 2 bonusing is 6 storey.
 - Current Zoning permissions allows a maximum height of 50 m.
- Consistent with the previous staff and panel comments, there are concerns with the overall height, density and siting of the building being inconsistent with city design policies and urban design directions of both 1989 Official Plan and The London Plan.
 - The proposed high-rise residential development lacks context as it is located farther away from the Gainsborough Road and fronting the internal service lane. Therefore the heights and density envisaged along the corridor would not be appropriate in this context.
 - Envisage a pedestrian and transit friendly built form by providing an internal street network that allows for street oriented, walkable and pedestrian scale development. The current layout is designed primarily around vehicular movements rather than a healthy and walkable residential living environment.
 - Provide for a safe, convenient and direct pedestrian connections between the building entrances, amenity areas, parking stalls and leading to City Sidewalk along Gainsborough Road.
 - Explore opportunities to consolidate drive ways, ingress/egress points(i.e. reduce the number of curb cuts from the service lane) to improve the pedestrian realm around the building and provide space for outdoor amenity areas and landscaping.
 - Provide adequate separation distances between the proposed towers (a minimum of 25m) in order to reduce the overall impact of the building mass, improve sunlight penetration and increase access to sky views.
 - Increase the separation distances above 5th floor at the South East corner of 'East Building' and the South West Corner of 'West Building'. Alternatively explore alternate shapes or arrange the tower building(s) along North-South axis with adequate separation distances in order to minimize shadow and privacy impacts.
 - Enhance the podium design to have more presence on the ground to distinguish the podium and tower portion as well as to establish strong connection(s) to the street frontage along service lane and ultimately to the Gainsborough Road.

Development Services Engineering

Transportation

- Ensure service road is designed to the same specifications as the road behind the TSC, curb type, road width, etc.
- Show how accesses alignment with property to North
- Comments regarding accesses will be provided through the Site Plan process
- No dedication for this rear property

Water

Water requires that a holding provision be added on the new zoning until such time as it can be demonstrated that water servicing which meets the City of London Standards and Requirements can be met.

If the development proceeds without phasing under single ownership, then the requirement for looping must be met. Alternatively, if there is to be any phasing or any consideration for multiple ownership (i.e., each tower and or parking were to form separate condos) then it is required that a municipal water service connection be made to a municipal water main for each building/separately owned entity.

This may be by extending separate water services for each building/separately owned entity to a municipal watermain on Gainsborough Road, or, by extending a municipal watermain in its ultimate alignment on Coronation Drive (Including property) and gaining access to connect to it.

It should be noted that the water servicing identified in the Preliminary Feasibility Study by Eng Plus does not meet City of London Requirements for water servicing.

It is requested that further information be provided wrt:

- The prospective future ownership is identified (1 owner, condos, multiple condos, etc...)
- A water servicing plan/report be provided detailing the servicing arrangement to and within the property which includes and demonstrates, but is not limited to:
 1. the need for looping/multiple connections to the municipal main (400+ units)
 2. the need for separate water services for separately owned buildings/separately owned entities
 3. the details of land/easement acquisitions to accommodate this servicing to this site or buildings from this site from the municipal water mains
 4. it is a requirement to demonstrate that adequate municipal water servicing to meet both domestic and fire flow requirements is available and to provide modelling detailing both domestic and fire flows

Wastewater

- As part of a future site plan application, the preliminary servicing report prepared by Stantec, dated November 4th, 2014, will need to be updated to reflect the current conditions of the development and drainage area.

Stormwater

- The subject lands are located in the Central Thames Subwatershed. The applicant shall be required to apply the proper SWM practices to ensure that the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions.
- The design and construction of SWM servicing works for the subject land shall be in accordance with:
 - The SWM criteria and targets for the Central Thames Subwatershed,
 - Any as-constructed information and any accepted report or development agreement for the area.
 - The City Design Requirements for on-site SWM controls which may include but not be limited to quantity/quality and erosion controls, and
 - The City's Waste Discharge and Drainage By-Laws; the Ministry of the Environment Planning & Design Manual; as well as all applicable Acts, Policies, Guidelines, Standards and Requirements of all approval agencies.
- The design of the SWM servicing work shall include but not be limited to such aspects as requirements for Oil/Grit separators for the proposed parking area, on-site SWM controls design, possible implementation of SWM Best Management Practices (e.g., Low impact Development "LID" features), grading and drainage design (minor, and major flows), storm drainage conveyance from external areas (including any associated easements), hydrological conditions, etc.

- The applicant and his consultant shall ensure the storm/drainage conveyance from the existing external drainage through the subject lands are preserved, all to the satisfaction of the City Engineer.
- Additional SWM related comments may be required and provided upon future review of this site.

Appendix B – 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:

Provincial Policy Statement, 2020

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

1.1.1 b)

1.1.1 e)

1.1.3.1

1.1.3.2

1.1.3.3

1.1.3.4

Section 1.4 – Housing

1.4.3

Section 1.7 – Long Term Economic Prosperity

The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

Policy 7_ Our Challenge, Planning of Change and Our Challenges Ahead, Managing the Cost of Growth

Policy 54_ Our Strategy, Key Directions

Policy 59_1, 2, 4, 5, and 8 Our Strategy, Key Directions, Direction #5 Build a Mixed-use Compact City

Policy 61_10 Our Strategy, Key Directions, Direction #7 Build Strong, Healthy and Attractive Neighbourhoods for Everyone

Policy 62_ Our Strategy, Key Directions, Direction #8 Make Wise Planning Decisions

Policy 66_ Our City, Planning for Growth and Change

Policy 79_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 83_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 84_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 256_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

*Policy 259_ City Building Policies, City Design, How Are We Going to Achieve This, Site Layout

*Policy 837 Permitted Uses

*Table 9 Range of Permitted Heights

Policy 939_ Place Type Policies, Urban Place Types, Neighbourhoods, Forms of Residential Intensification

Policy 953_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Additional Urban Design Considerations for Residential Intensification

*Policy 1578_ Our Tools Planning and Development Applications, Evaluation Criteria for Planning and Development Applications

Policy 1682_ Our Tools, Planning and Development Controls, Site Plan Control, Public Site Plan Process

*Policy 1683_ Our Tools, Planning and Development Controls, Site Plan Control, Public Site Plan Process

Official Plan (1989)

General Objectives for All Residential Designations

3.1.1 ii)

3.4. Multi-Family, High Density Residential

3.4.1. Permitted Uses

3.4.2 Location

3.4.3. Scale of Development

11.1. Urban Design Policies

19.4.4. Bonus Zoning

Hyde Park Community Plan

Hyde Park Urban Design Guidelines

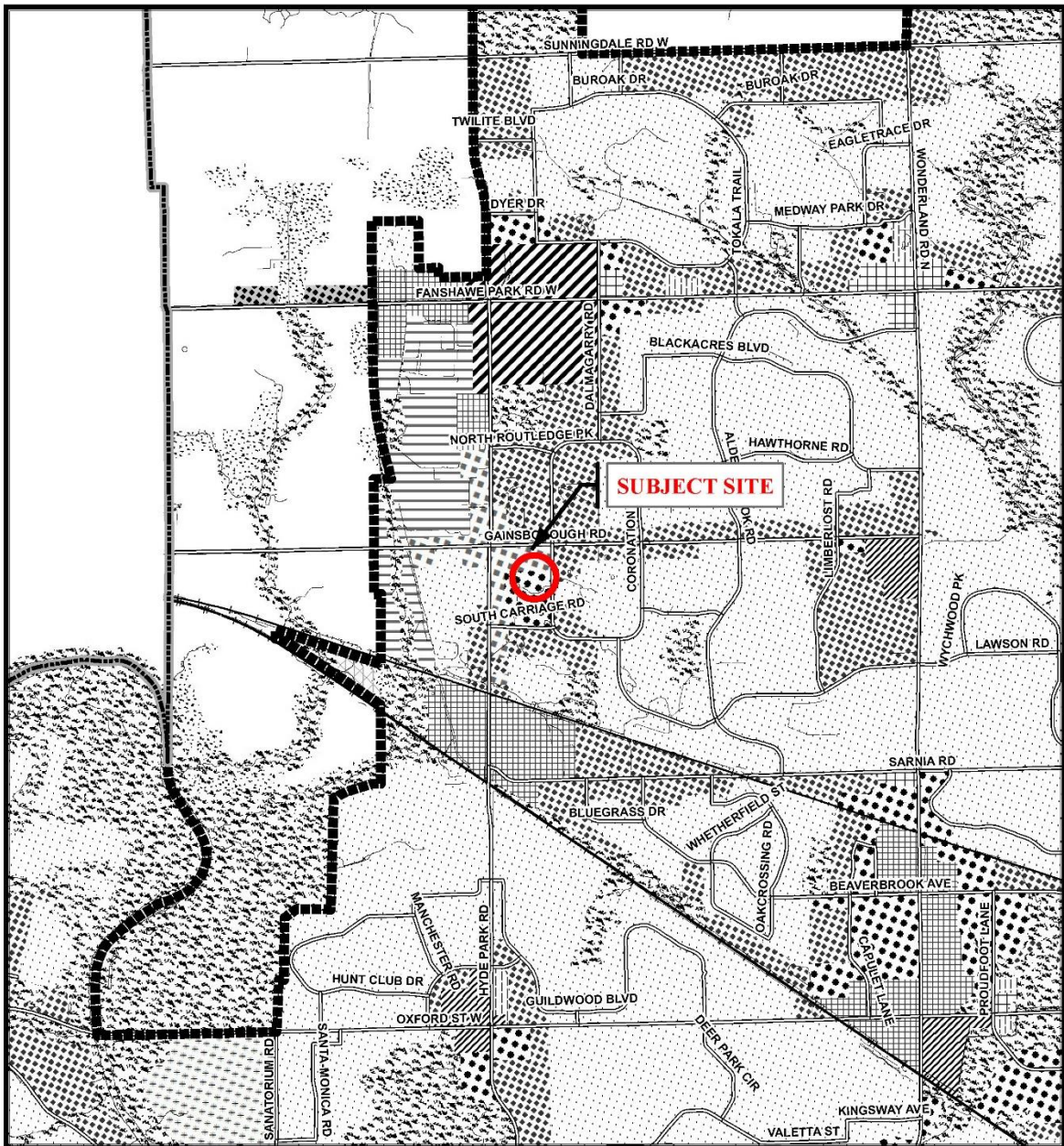
Z.-1 Zoning By-law

Section 3: Zones and Symbols

Section 4: General Provisions

Section 13: Residential R9 Zone

Appendix C – Additional Maps

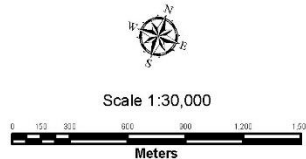


Legend

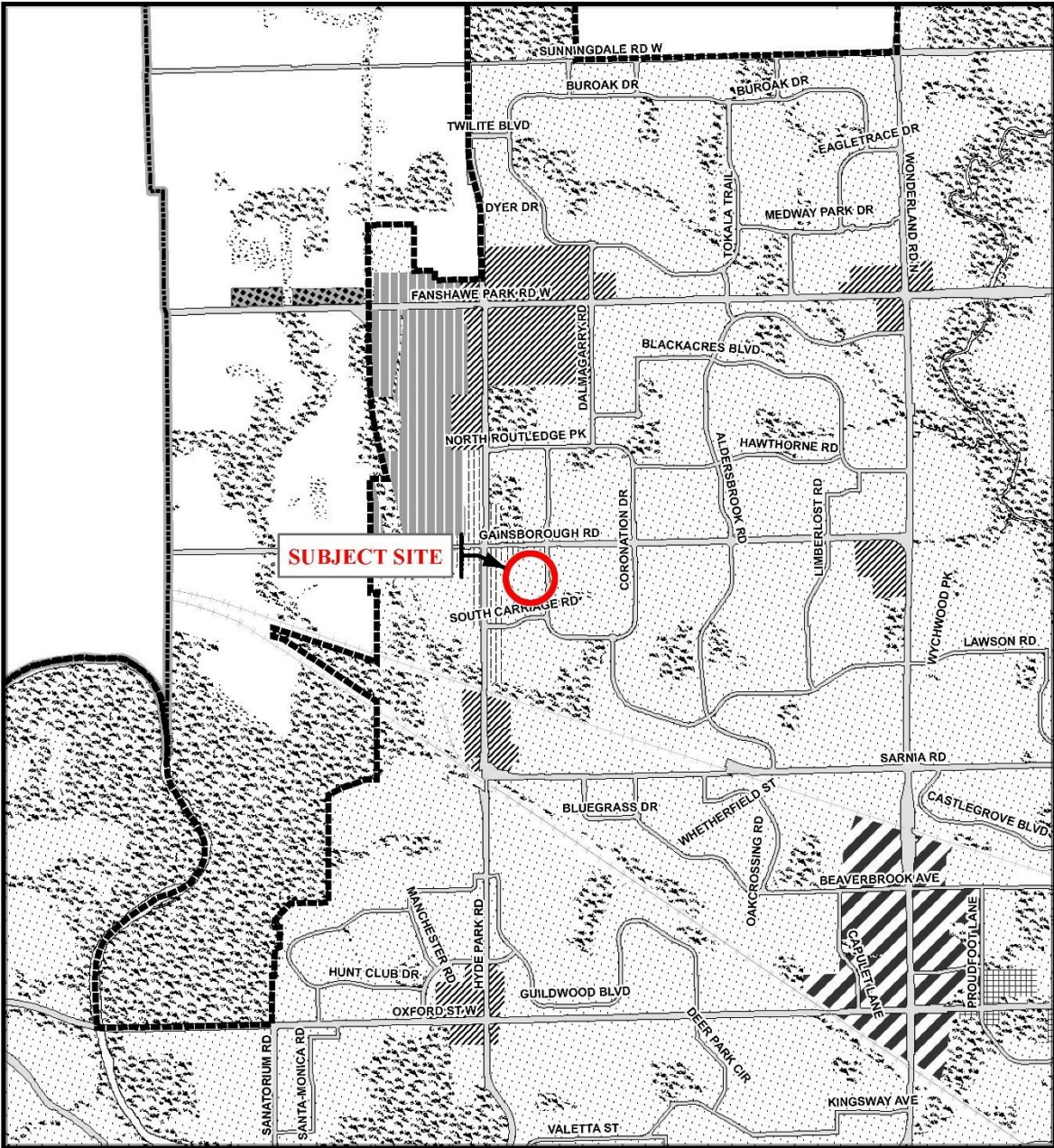
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|--|-----------------------------------|
| Downtown | Office Business Park |
| Enclosed Regional Commercial Node | General Industrial |
| New Format Regional Commercial Node | Light Industrial |
| Community Commercial Node | Regional Facility |
| Neighbourhood Commercial Node | Community Facility |
| Main Street Commercial Corridor | Open Space |
| Auto-Oriented Commercial Corridor | Urban Reserve - Community Growth |
| Multi-Family, High Density Residential | Urban Reserve - Industrial Growth |
| Multi-Family, Medium Density Residential | Rural Settlement |
| Low Density Residential | Environmental Review |
| Office Area | Agriculture |
| Office/Residential | 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-9247
 PLANNER: AR
 TECHNICIAN: RC
 DATE: 2020/07/27



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

Scale 1:30,000

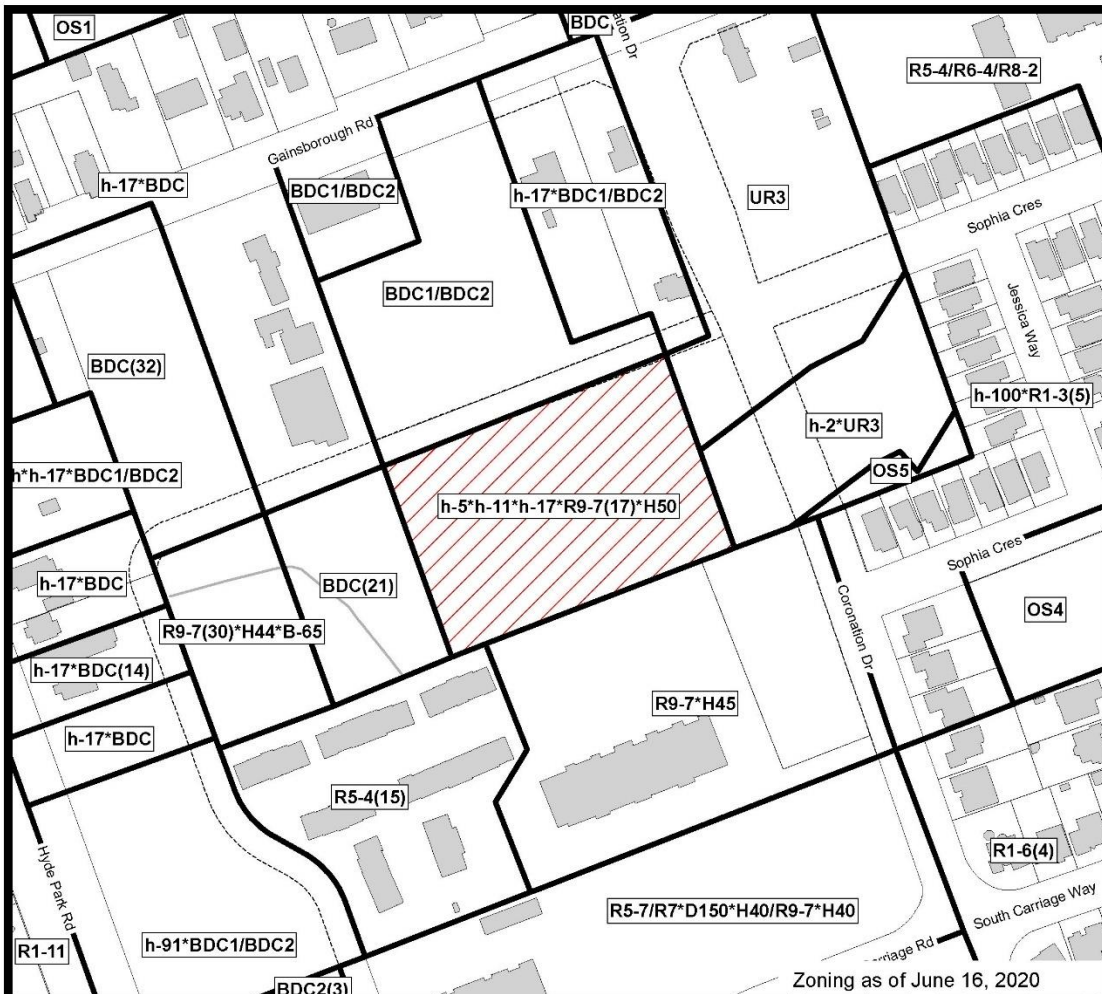
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File Number: Z-9247

Planner: AR

Technician: RC

Date: July 27, 2020



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS | RF - REGIONAL FACILITY |
| R2 - SINGLE AND TWO UNIT DWELLINGS | CF - COMMUNITY FACILITY |
| R3 - SINGLE TO FOUR UNIT DWELLINGS | NF - NEIGHBOURHOOD FACILITY |
| R4 - STREET TOWNHOUSE | HER - HERITAGE |
| R5 - CLUSTER TOWNHOUSE | DC - DAY CARE |
| R6 - CLUSTER HOUSING ALL FORMS | |
| R7 - SENIOR'S HOUSING | OS - OPEN SPACE |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | CR - COMMERCIAL RECREATION |
| R9 - MEDIUM TO HIGH DENSITY APTS. | ER - ENVIRONMENTAL REVIEW |
| R10 - HIGH DENSITY APARTMENTS | |
| R11 - LODGING HOUSE | OB - OFFICE BUSINESS PARK |
| DA - DOWNTOWN AREA | LI - LIGHT INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | GI - GENERAL INDUSTRIAL |
| CSA - COMMUNITY SHOPPING AREA | HI - HEAVY INDUSTRIAL |
| NSA - NEIGHBOURHOOD SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| BDC - BUSINESS DISTRICT COMMERCIAL | UR - URBAN RESERVE |
| AC - ARTERIAL COMMERCIAL | |
| HS - HIGHWAY SERVICE COMMERCIAL | AG - AGRICULTURAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| SS - AUTOMOBILE SERVICE STATION | TGS - TEMPORARY GARDEN SUITE |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | RT - RAIL TRANSPORTATION |
| OR - OFFICE/RESIDENTIAL | "h" - HOLDING SYMBOL |
| OC - OFFICE CONVERSION | "D" - DENSITY SYMBOL |
| RO - RESTRICTED OFFICE | "H" - HEIGHT SYMBOL |
| OF - OFFICE | "B" - BONUS SYMBOL |
| | "T" - TEMPORARY USE SYMBOL |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



FILE NO:

Z-9247

AR

MAP PREPARED:

2020/07/27

RC

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