

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Scott Mathers MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development

Subject: Hyde Construction (c/o Pete Hyde)
1420 Hyde Park Road
Public Participation Meeting

Date: March 7, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Hyde Construction (c/o Pete Hyde) relating to the property located at 1420 Hyde Park Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on March 22, 2022 to amend the Official Plan for the City of London Planning Area – 1989 by **ADDING** a policy to Section 3.5. – Policies for Specific Residential Areas to permit a maximum residential density of 111 units per hectare to align the 1989 Official Plan policies with the Neighbourhood Place Type policies of The London Plan;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on March 22, 2022 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan for the City of London as amended in part (a) above), to change the zoning of the subject property **FROM** a Temporary/Urban Reserve (T-51/UR3) Zone, **TO** a Residential R9 Special Provision (R9-4(_)) Zone;
- (c) **IT BEING NOTED** that the following site plan matters were raised during the application review process:
 - i) provide a strong pedestrian relationship between the inside and the outside of the building at the intersection of Hyde Park Road and South Carriage Road;
 - ii) provide individual lockable front door entrances to ground floor units on the street-facing elevations and design amenity spaces as open courtyards or front porches to create a pedestrian-oriented streetscape;
 - iii) provide direct walkway access from ground floor units to the public sidewalk;
 - iv) co-ordinate the design of the site with the memorial plaza to be constructed by the City at Hyde Park Road/South Carriage intersection;
 - v) provide further details on the use of the outdoor amenity space at the corner of South Carriage Road and Hyde Park Ave. Remove the wall and fencing to provide for better activation with the street and memorial plaza;
 - vi) design the space between the building and the right-of-way with a main sidewalk, slightly raised planting beds with trees and foundation plantings generally consistent with the public/private interface approved for other developments within the Hyde Park community;
 - vii) provide privacy fencing along the west and south property boundaries;
 - viii) provide enhanced landscaping, including buffering and screening from the development to the existing and future uses on adjacent properties and screening of parking visible from South Carriage Road;
 - ix) continue the public sidewalk along the South Carriage Road frontage between Hyde Park Road and Prince of Wales Gate to provide better pedestrian connections within the neighbourhood and to Canterbury Park,

- noting sidewalk construction will require the removal of nine existing trees located in the City boulevard;
- x) provide a centrally located outdoor common amenity space that is sufficiently sized for the number of units proposed;
 - xi) provide trees and plantings every 15 parking spaces and within all parking islands.
 - xii) locate the garbage facilities close to the building, away from neighbouring properties;
 - xiii) provide mitigation measures to address potential on-site conflicts between sidewalks and the parking area, and individual ground floor units and their private amenity areas; and,
 - xiv) locate and design snow storage areas to retain snow-melt on site.

Executive Summary

Summary of Request

The owner has requested an amendment to Zoning By-law Z.-1 to change the zoning of the subject lands to permit the construction of a new, four (4) storey, 74 unit apartment building with 86 surface parking spaces. Having originally requested a Residential R6 Special Provision (R6-5(_)) Zone, the owner amended the application in response to City staff comments made during the review process to request a Residential R9 Special Provision (R9-4(_)) Zone. The requested Residential R9 Special Provision (R9-4(_)) Zone permits apartment buildings, lodging house class 2, senior citizen's apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities with a standard permitted density of 115 units per hectare and a maximum height to be determined on the Zone Map.

The requested zoning special provisions include a maximum height of 16.0 metres, a reduced maximum density of 111 units per hectare, a minimum front yard depth of 1.5 metres whereas a 10.0 metre depth is required; a minimum exterior side yard depth of 1.5 metres whereas an 8.0 metre depth is required; maximum front and exterior side yard depths of 3.0 metres whereas the requested zone does not specify maximum yard depths; a minimum interior side yard depth of 4.2 metres whereas a 7.2 metre depth is required; and a minimum parking rate of 1.1 spaces per unit whereas a minimum rate of 1.25 spaces per unit is required (82 spaces in place of 95 spaces).

The City also initiated an Official Plan amendment to add a Specific Policy Area in the Multi-family, Medium Density Residential designation to permit a maximum residential density of 111 units per hectare, in place of a maximum density of 75 units per hectare with the potential to bonus up to 100 units per hectare. The intent is to align the 1989 Official Plan policies with The London Plan policies that apply to the site.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to permit the development of a four (4) storey, 74 unit apartment building with 86 surface parking spaces. Special provisions establishing a maximum height of 16.0 metres, a maximum density of 111 units per hectare, minimum and maximum front and exterior side yards, a reduced minimum interior side yard, and a reduced parking rate are recommended to facilitate a development that is appropriate for the site. The recommendation also includes site design matters that were raised during the application review process.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;

2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, and Neighbourhoods Place Type;
3. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Multi-family, Medium Density Residential designation;
4. The recommended amendment facilitates the development of a site immediately adjacent to the Built-Area Boundary in an area planned for the logical expansion of urban residential development.

Linkage to the Corporate Strategic Plan

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

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 efficient use of existing urban lands and infrastructure. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encourage active transportation

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Property Description

The subject site is comprised of one lot located at the southwest corner of the intersection of Hyde Park Road and South Carriage Road. Formerly the site of a single detached dwelling and related outbuildings, the site is currently vacant and has a frontage of 65.8 metres along Hyde Park Road and an area of 0.67 hectares.

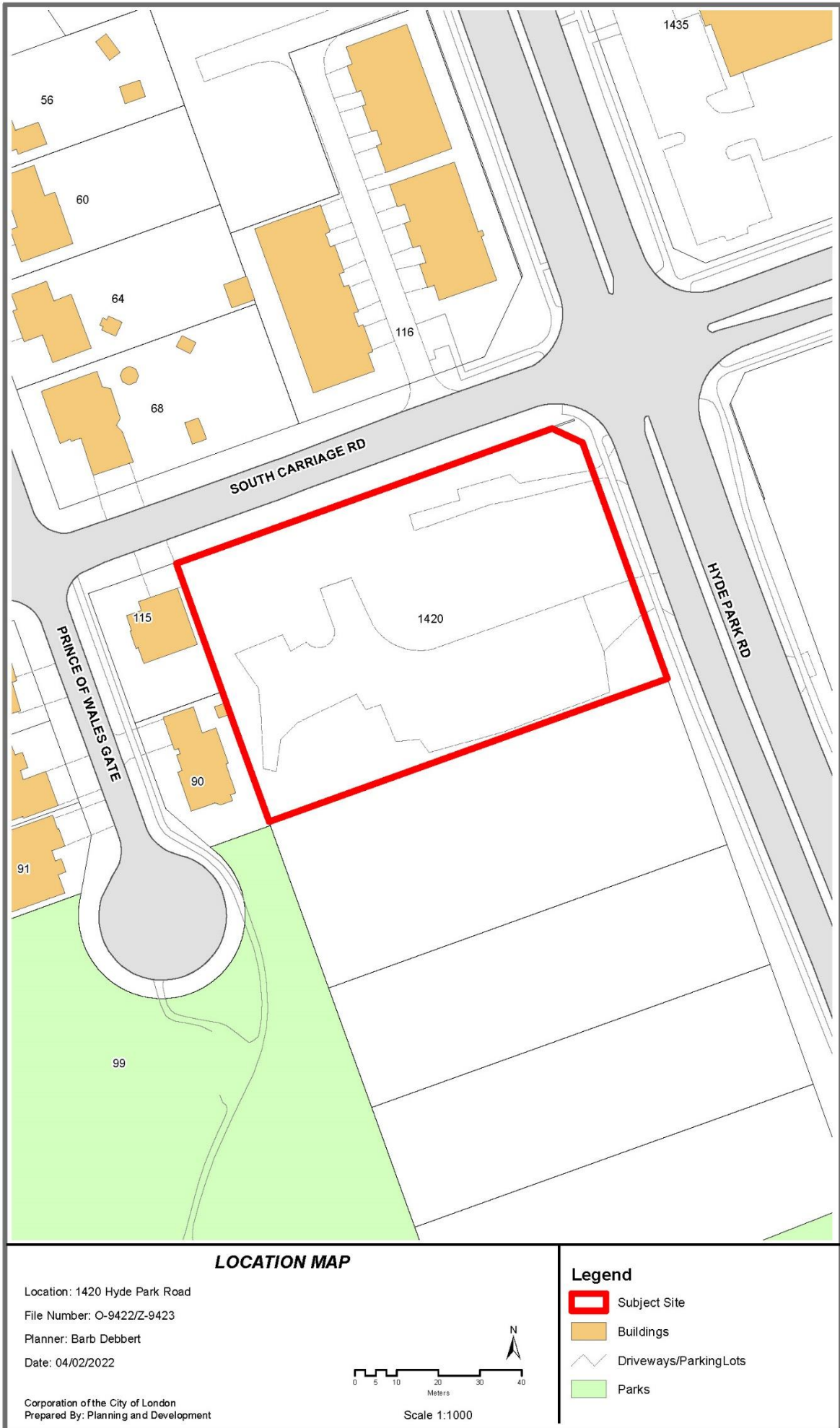
Hyde Park Road is an arterial road with an average annual daily traffic volume north of South Carriage Road of 27,500 vehicles per day, and south of South Carriage Road of 28,500 vehicles per day. South Carriage Road is a local street. The intersection is signalized with dedicated left turn lanes on Hyde Park Road in both directions. Public sidewalks are available along both sides of Hyde Park Road, with no public sidewalk on the portion of South Carriage Road that fronts the subject lands.

The subject property is also directly adjacent to the chosen location for the erection of a memorial plaza, mural and Community Garden in honour of Our London Family authorized by City Council at its February 15, 2022 meeting. City staff have initiated co-ordination of the design and features of the municipal installation with the proposed future private development.

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

- Official Plan Designation – Multi-family, Medium Density Residential
- The London Plan Place Type – Neighbourhoods Place Type (intersection of a Civic Boulevard and a Neighbourhood Street)
- Existing Zoning – Temporary/Urban Reserve (T-51/UR3) Zone

1.4 Location Map



1.5 Site Characteristics

- Current Land Use – vacant
- Frontage – 65.8 metres
- Depth – 101.5 metres
- Area – 0.67 hectares
- Shape – rectangular

1.6 Surrounding Land Uses

- North – townhouses, single detached dwellings
- East – commercial, high-rise apartment building, vacant land (Main Street Place Type - subject to Planning File OZ-9438)
- South – vacant land (Neighbourhoods Place Type), Canterbury Park (soccer pitch and playground).
- West – single detached dwellings

1.7 Intensification

The proposed 74 residential units do not contribute to residential intensification within the Primary Transit Area and the Built-Area Boundary.

2.0 Discussion and Considerations

2.1 Original Development Proposal (September 2021)

On September 27, 2021, the City accepted a complete application that proposed a four (4) storey, 74 unit apartment building with 95 surface parking spaces accessed from South Carriage Road. The proposed building is oriented to and situated close to both Hyde Park Road and South Carriage Road. The original site concept is shown in Figure 1. The original building renderings and elevations are shown in Figures 2 through 5.



Figure 1: Original Site Concept Plan



Figure 2: Original View from Intersection of Hyde Park Road and South Carriage Road



Figure 3: Original View from South Carriage Road



Figure 4: Original Aerial View from Above Hyde Park Road and South Carriage Road



Figure 5: Original Aerial View Above South Carriage Road and Prince of Wales Gate

2.2 Revised Development Proposal (January 31, 2022)

On January 31, 2022, the applicant requested a revision to the application in response to concerns raised by City staff. The requested number of units and number of storeys remains the same as the original request. The revisions include:

- A more centralized and appropriately sized amenity space added in the south-east corner of the parking lot;
- Changes to the parking area to meet technical requirements for landscape islands and to relocate the garbage moloks closer to the building;
- Redesign of the parking area to resolve lay-by conflict with a parking space;
- Reduction in the number of proposed parking spaces to accommodate these changes;
- Architectural changes include accommodation for a parapet feature at the top of the building resulting in a height increase of 2.5 metres.

The revised site concept is shown in Figure 6. Revised building renderings are shown in Figures 7 through 9.



Figure 6: Revised Site Concept Plan



Figure 7: Revised View from Intersection of Hyde Park Road and South Carriage Road



Figure 8: Revised View from South Carriage Road



Figure 9: Revised Aerial Views from Two Angles

2.3 Original Requested Amendment (September 2021)

The applicant originally requested a change in zoning from a Temporary/Urban Reserve (T-51/UR3) Zone to a Residential R6 Special Provision (R6-5(_)) Zone, which permits a range of housing types from single detached dwellings to stacked townhouses and

apartment buildings, with a maximum height of 12.0 metres and a maximum density of 35 units per hectare. Special zoning provisions were requested for:

- a maximum density of 111 units per hectare;
- minimum front and exterior side yard depths of 1.5 metres where 8.0 and 6.0 metre yards depths are required, respectively;
- a minimum interior side yard depth of 4.2 metres whereas a 6.0 metre depth is required; and,
- a maximum height of approximately 13.5 metres whereas a maximum height of 12.0m is permitted.

2.4 Revised Requested Amendment (January 31, 2022)

On January 31, 2022, the applicant requested a revision to the application to implement the design modifications and to respond to staff concerns that the requested Residential R6 Special Provision (R6-5(_)) Zone did not appropriately reflect the intended density of development. The applicant requested a Residential R9 Special Provision (R9-4(_)) Zone, which permits apartment buildings, lodging house class 2, senior citizens apartment buildings, handicapped persons apartment buildings, and continuum-of-care facilities with a maximum height to be determined through site-specific zoning, and a maximum density of 115 units per hectare. Special zoning provisions were requested for:

- a maximum density of 111 units per hectare (uph) in place of a maximum density of 115 uph;
- a maximum height of 16.0 metres whereas a maximum height is to be determined on the zone map;
- a minimum front yard depth of 1.5 metres whereas a 10.0 metre depth is required;
- a minimum exterior side yard depth of 1.5 metres whereas an 8.0 metre depth is required;
- maximum front and exterior side yard depths of 3.0 metres whereas the requested zone does not specify maximum yard depths;
- a minimum interior side yard depth of 4.2 metres whereas a 7.2 metre depth is required; and,
- a minimum parking rate of 1.1 spaces per unit whereas a minimum rate of 1.25 spaces per unit is required (82 spaces in place of 95 spaces).

2.5 Community Engagement (see more detail in Appendix C)

Written responses were received from, or on behalf of, 2 households.

The public's concerns generally dealt with the following matters:

- Height
- Density
- Use of Special Provisions to allow additional development
- Insufficiency of park facilities to accommodate additional residents
- Lack of street lighting and sidewalk facilities
- Privacy/Overlook
- Light/Noise impacts
- Traffic impacts/cut-through traffic on Prince of Wales Gate north of South Carriage Road
- Drainage impacts on neighbouring properties
- Loss of property value

2.6 Policy Context (see more detail in Appendix D)

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

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 Key Directions (54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

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

- Implementing a city structure plan that focuses high-intensity, mixed-use development at strategic locations – along rapid transit corridors;
- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 4 and 5).

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

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).

The site is in the Neighbourhoods Place Type at the intersection of a Civic Boulevard (Hyde Park Road) and a Neighbourhood Street, as identified on *Map 1 – Place Types and Map 3 – Street Classifications. Permitted uses within this Place Type include a range of low rise residential uses, such as townhouses, stacked townhouses, triplexes, fourplexes, and low-rise apartments (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The minimum permitted height is 2 storeys, and the maximum permitted height is 4 storeys, with the potential to bonus up to six storeys. (*Table 11 – Range of Permitted Heights in Neighbourhoods Place Type).

1989 Official Plan

The subject site is designated Multi-family, Medium Density Residential in accordance with Schedule ‘A’ of the 1989 Official Plan. The Multi-family, Medium Density Residential designation permits multiple-attached dwellings, such as row houses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, and small-scale nursing homes, rest homes and homes for the aged. Development shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential

areas and more intensive forms of commercial, industrial, or high density residential development. Normally height limitations will not exceed four storeys. Medium density development will not exceed an approximate net density of 75 units per hectare. Additional density up to a maximum of 100 units per hectare may be made without amendment to the Official Plan for developments which qualify for density bonusing (3.3).

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures associated with this application. The sidewalk extension to be constructed between Hyde Park Road and Prince of Wales Gate on the south side of South Carriage Drive is eligible for Development Charges funding.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Use

Provincial Policy Statement, 2020

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)). The PPS also promotes 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 (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

The London Plan

Policy 916_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes a diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so. Furthermore, policy 918_2 states that neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms. The development of the proposed four (4) storey apartment building would contribute to the existing mix of housing types currently available in the area.

The subject site is in the Neighbourhoods Place Type at the intersection of a Civic Boulevard and a Neighbourhood Street. Table 10 – Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification (921_). At this location, Table 10 would permit a range of low-rise residential uses including single, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, and low-rise apartments. (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type).

1989 Official Plan

The 1989 Official Plan supports the provision of a choice of dwelling types so that a broad range of housing requirements are satisfied (3.1.1 ii). The subject property is designated Multi-family, Medium Density Residential in the 1989 Official Plan. This designation contemplates multiple-attached dwellings, such as row houses or cluster houses, low-rise apartments buildings, rooming and boarding houses, emergency care facilities, converted dwellings, and small-scale nursing homes, rest homes and homes for the aged.

Analysis:

Consistent with the PPS, and conforming to the 1989 Official Plan and The London Plan, the recommended low-rise apartment building will contribute to the existing range and mix of housing types in the area, which consists of one and two-storey single detached dwellings to the immediate west and north, townhouses to the north, and commercial uses, high rise apartments, street townhouses and single-detached dwellings to the east. The recommended amendment facilitates the development of a 4-storey apartment building with 74 units providing choice and diversity in housing options for both current and future residents while developing an underutilized vacant site within a settlement area. No new roads or public service infrastructure are required to service the site except for a DC eligible sidewalk extension, making efficient use of land and existing services. The property has suitable access to open space, transit, community facilities and shopping areas. While the recommended apartment building has a different intensity and built form than existing surrounding development, the analysis of intensity and form below demonstrates that the apartment building can be developed on the subject lands in a way that is appropriate for the site and adjacent neighbourhood.

4.2 Issue and Consideration #2: Intensity

Provincial Policy Statement, 2020

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). The PPS is supportive of development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed, are promoted by the PPS (1.4.3d)).

The London Plan

The London Plan contemplates residential intensification where appropriately located and provided in a way that is sensitive to and a good fit within existing neighbourhoods (*83_, *937_, *939_ 2. and 5., and *953_ 1.). The London Plan directs that intensification may occur in all place types that allow for residential uses (84_).

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of 2 storeys and a maximum height 4 storeys, with bonusing up to 6 storeys, is contemplated within the Neighbourhoods Place Type where a property is located at the intersection of a Civic Boulevard and a Neighbourhood Street (*Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type). The intensity of development must be appropriate for the size of the lot (*953_3.).

1989 Official Plan

Development shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development. Normally height limitations will not exceed four storeys. Medium density development will not exceed an approximate net density of 75 units per hectare. Additional density up to a maximum of 100 units per hectare may be made without amendment to the Official Plan for developments which qualify for density bonusing (3.3). Locational criteria for development in Multi-family, Medium Density Residential development shall consider surrounding land uses in terms of height, scale and setbacks, and the adequacy of municipal services. Traffic to and from the location should not have a significant impact on stable, low density residential areas, and the site or area should be of a suitable shape and size to accommodate medium density housing and to provide for adequate buffering measures to protect any adjacent low density residential uses (3.3.2).

Analysis:

The subject lands have frontage on a Civic Boulevard (Hyde Park Road), which is a higher-order street, to which higher-intensity uses are directed. The subject lands have convenient access to the variety of office and commercial uses clustered at the intersection of Hyde Park Road and Gainsborough Road, and a broader range of services, stores and facilities located in the commercial centres at Hyde Park Road and Oxford Street to the south, and Hyde Park Road and Fanshawe Park Road to the north. The property lies within an area characterized by the mix of various housing forms ranging from single detached dwellings to townhouses and high-rise apartment buildings. The subject lands are of a size and configuration capable of accommodating a more intensive redevelopment of an underutilized site, previously developed with a single detached dwelling within a settlement area. The increased intensity of development on the site will make use of existing transit services, nearby active and passive recreation opportunities, and commercial uses. The subject property is located in an area where both the 1989 Official Plan and The London Plan direct and support residential intensification and redevelopment. While the proposal complies with the maximum standard height of four (4) storeys in The London Plan, the requested density of development exceeds that normally permitted by the 1989 Official Plan.

The proposed development of 74 new apartment units equates to 111 units per hectare and does not conform to the maximum density of 75 units per hectare, with possible bonusing up to 100 units per hectare contemplated in the Multi-family, Medium Density Residential designation of the 1989 Official Plan. It is for this reason that a city-initiated Official Plan amendment has been recommended.

It has become a matter of practice for City staff to recommend Policies for Specific Areas in the 1989 Official Plan where a proposed development advances Council's direction as stated in The London Plan, and therefore a specific policy is recommended to allow for additional density for this development. Additional measures addressing the impacts of the proposed intensity on surrounding lands have been reviewed. The recommended zoning provisions provide assurances that an appropriate level of intensity will be permitted on the site.

Yard Reductions

Members of the public expressed concerns about the requested yard reductions as an indicator of too much development on the site. The requested front and exterior yard reductions to 1.5 metres are for the purposes of allowing building placement closer to property lines in support of contemporary urban design principles, as well as design flexibility. Maximum front and exterior side yard depths are also recommended to ensure the building forms a street edge. The requested interior yard reduction from 7.2 metres to 4.2 metres does provide for additional opportunities for more units on the site than would be achievable within the standard height restriction. It provides sufficient space along the southerly property line for landscape buffering, while providing for a strong street wall with minimal breaks between buildings and potential future development to the south.

No reduction to the rear yard depth is proposed. The parking area and landscape buffer along the west property line provide sufficient mitigation of potential overlook and privacy impacts with the two single detached dwellings located to the immediate east and fronting on Prince of Wales Gate.

Parking Reduction

The revised application includes a parking reduction request from 1.25 spaces per unit to 1.1 spaces per unit, with an effective reduction in the required number of parking spaces from 95 to 82. Eighty-six parking spaces are shown on the revised site plan concept; the requested rate includes the potential for the removal of an additional 4 parking spaces to facilitate further greening of the site if it is considered appropriate at the site plan approval stage. The reduced parking rate is a common and acceptable modern standard for sites located on streets that support public transportation, such as Hyde Park Road.

Traffic Impacts

A Traffic Impact Assessment will be required at the site plan approval stage to address whether anticipated traffic pattern changes will have a negative impact due to a possible increase in traffic volume on Prince of Wales Gate north of South Carriage Road. On a preliminary basis, impacts are expected to be minimal, as the signalized intersection at Hyde Park Road and South Carriage Road provides controlled access for both north and southbound traffic.

Overall, the addition of traffic volume from a 74 unit development on South Carriage Road will have a negligible impact and is not an impediment to the proposed development.

Impact on Stormwater Flows

One of the neighbours to the immediate east expressed that given the existing surface topography of the subject lands they are concerned with rain water and melt water from snow storage facilities draining onto their properties resulting in flooding.

The City requires stormwater flows to be self-contained on site, up to the 100-year event and safely convey up to the 250-year storm event. Stormwater run-off from the subject lands is not permitted to cause any adverse effects to adjacent or downstream lands.

The location and design of snow storage areas to prevent snow melt onto adjacent properties has been identified in the staff recommendation as a matter to be considered at the site plan approval stage.

The proposed development is of a suitable intensity for the site and is consistent with the PPS and The London Plan. An amendment to the 1989 Official Plan is recommended to align the policies with The London Plan and support of a development that is of an appropriate intensity within the existing and planned context of the area.

4.3 Issue and Consideration #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)).

The London Plan

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59_ 2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_ 4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59_8).

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (953_ 2.a. to f.). Similar to the Planning Impact Analysis criteria within the 1989 Official Plan, the Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (1578_).

1989 Official Plan

Development within areas designated Multi-family, Medium Density Residential shall have a low-rise form and a site coverage and density that could serve as a transition between low density residential areas and more intensive forms of commercial, industrial, or high density residential development. Normally height limitations will not exceed four storeys. Applications for residential intensification are also to be evaluated on the basis of Section 3.7 – Planning Impact Analysis (3.3.3ii)).

Analysis:

Consistent with the PPS, and conforming to the 1989 Official Plan and The London Plan, the recommended intensification of the subject property would optimize the use of land and public investment in infrastructure in the area. Located adjacent to a developed area of the City, the redevelopment and intensification of the subject lands would contribute to achieving more compact forms of growth. The proposed apartment building represents a more compact form of development than the single detached dwelling that formerly occupied the site.

The location and massing of the proposed building is consistent with urban design goals. The building is proposed to be situated close to the intersection of Hyde Park Road and South Carriage Road, defining the street edge and encouraging a street-oriented design with ground floor entrances facing the streets. The preliminary building design includes building articulation, rhythm, materials, fenestration, and balconies along both public street frontages. The recommended zoning includes minimum front and exterior side yard depths of 1.5 metres and maximum front and exterior side yard depths of 3.0 metres to provide for the required design flexibility while ensuring the building continues to be located close to the street.

The parking area is located behind the building and does not extend into the exterior side yard beyond the building façade. Adequate space is provided around the edges of the parking lot to provide for appropriate screening of the parking from the street and adjacent to abutting properties.

The proposed building is taller than the surrounding single detached dwellings to the immediate west, and the townhouses opposite the proposed development on the north side of South Carriage Road. The proposed building placement provides for a suitable separation between the proposed development and existing homes, mitigating compatibility concerns including loss of privacy. Sufficient space is available to provide for appropriate fencing and/or vegetative screening along the west and south property boundaries adjacent to existing and possible future development.

City staff have evaluated the detailed Planning Impact Analysis criteria within the 1989 Official Plan and the Evaluation Criteria for Planning and Development Applications in the Our Tools section of The London Plan and are satisfied that these criteria are met through the recommended Zoning By-law amendment or can be met through the site plan approval process.

The review by City staff relating to urban design and site plan matters and comments from the Urban Design Peer Review Panel highlighted various considerations for more detailed design to be completed at the site plan approval stage. The design refinements illustrated on the revised site concept plan provide certainty with respect to appropriate

building location and massing, centralized amenity space, and buffering and parking lot design standards in order to establish suitable zoning regulations. At the site plan approval stage, City staff will continue work already underway with the applicant to implement building and site design features in the final approved drawings and development agreement, including:

- provide a strong pedestrian relationship between the inside and the outside of the building at the intersection of Hyde Park Road and South Carriage Road;
- provide individual lockable front door entrances to ground floor units on the street-facing elevations and design amenity spaces as open courtyards or front porches to create a pedestrian-oriented streetscape;
- provide direct walkway access from ground floor units to the public sidewalk;
- co-ordinate the design of the site with the memorial plaza to be constructed by the City at Hyde Park Road/South Carriage intersection;
- provide further details on the use of the outdoor amenity space at the corner of South Carriage Road and Hyde Park Ave. Remove the wall and fencing to provide for better activation with the street and memorial plaza;
- design the space between the building and the right-of-way with a main sidewalk, slightly raised planting beds with trees and foundation plantings generally consistent with the public/private interface approved for other developments within the Hyde Park community;
- provide privacy fencing along the west and south property boundaries;
- provide enhanced landscaping, including buffering and screening between the development and existing and future uses on adjacent properties and screening of parking visible from South Carriage Road;
- continue the public sidewalk along the South Carriage Road frontage between Hyde Park Road and Prince of Wales Gate to provide better pedestrian connections within the neighbourhood and to Canterbury Park, noting sidewalk construction will require the removal of nine existing trees located in the City boulevard;
- provide a centrally located outdoor common amenity space that is sufficiently sized for the number of units proposed;
- provide trees and plantings every 15 parking spaces and within all parking islands.
- locate the garbage facilities close to the building, away from neighbouring properties;
- provide mitigation measures to address potential on-site conflicts between sidewalks and the parking area, and individual ground floor units and their private amenity areas.

These have been included as matters of note in the staff recommendation for the Site Plan Approval Authority to consider through the site plan approval process.

The proposed development is of a suitable form to meet high level urban design goals. Further minor refinements of site and building design will result in a development that is compatible with, and a good fit, with the existing and planned context of the area.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and the Neighbourhoods Place Type. Further, the recommended amendment is in conformity with the in-force policies of the 1989 Official Plan, including but not limited to the Multi-family, Medium Density Residential designation. The recommended amendment will facilitate the development of an underutilized vacant site situated immediately adjacent to the Built-Area Boundary in an area planned for the logical expansion of urban residential development, with a land use, intensity, and form that is appropriate for the site.

Prepared by: Barb Debbert
Senior Planner, Development Services

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

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

Submitted by: Scott Mathers MPA, P. Eng.
Deputy City Manager, Planning and Economic
Development

cc:
Heather McNeely, Manager, Current Development
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989 relating to 1420
Hyde Park Road.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on March 22, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – March 22, 2022
Second Reading – March 22, 2022
Third Reading – March 22, 2022

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy in Section 3.5. of the Official Plan for the City of London Planning Area – 1989 to provide for a permitted residential density that will allow for a development that is consistent with the Neighbourhoods Place Type policies of The London Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1420 Hyde Park Road in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the PPS and the in-force policies of the 1989 Official Plan and The London Plan. The recommendation provides the opportunity for residential intensification in the form of a low-rise apartment building, located at the intersection of a high-order street and local street within an existing neighbourhood. The recommended amendment would permit development at an intensity that is appropriate for the site and the surrounding neighbourhood. The recommended amendment would help to achieve the vision of the Neighbourhoods Place Type, providing a range of housing choice and mix of uses to accommodate a diverse population of various ages and abilities.

D. THE AMENDMENT

The Official Plan for the City of London Planning Area - 1989 is hereby amended as follows:

1. Section 3.5. – Policies for Specific Residential Areas of the Official Plan for the City of London – 1989 is amended by adding the following:

1420 Hyde Park Road

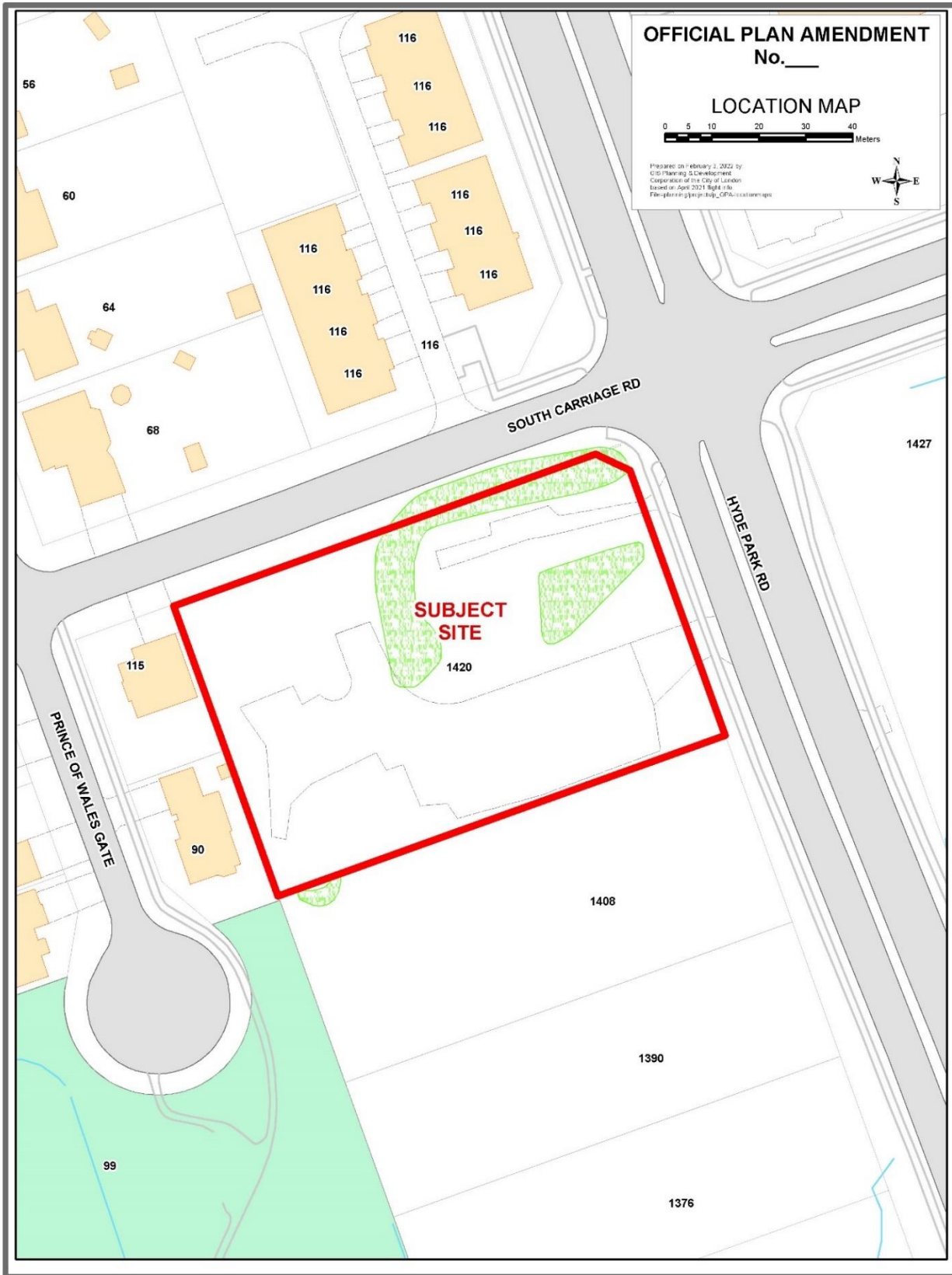
- () At 1420 Hyde Park Road, residential development for the permitted uses of the Multi-family, Medium Density Residential designation may be permitted with a maximum density of 111 units per hectare. The City Design policies of The London Plan shall apply.

OFFICIAL PLAN AMENDMENT
No. ___

LOCATION MAP



Prepared on February 3, 2022 by
GIS Training & Development
Corporation of the City of London
Based on April 2021 Right of Way
File:GIS\GIS\Training_OPA\locatmap.mxd



Appendix B

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. Z.-1-22_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1420 Hyde Park Road.

WHEREAS Hyde Construction (c/o Pete Hyde) has applied to rezone an area of land located at 1420 Hyde Park Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1420 Hyde Park Road, as shown on the attached map comprising part of Key Map No. A101, from a Temporary/Urban Reserve (T-51/UR3) Zone, to a Residential R9 Special Provision (R9-4(_)) Zone.
- 2) Section Number 13.4 of the Residential R9 (R9-4) Zone is amended by adding the following Special Provision:

) R9-4() 1420 Hyde Park Road

a) Regulations

- | | |
|--|--------------------------|
| i) Front Yard Depth
(Minimum) | 1.5 metres (4.92 feet) |
| ii) Front Yard Depth
(Maximum) | 3.0 metres (9.84 feet) |
| iii) Exterior Side Yard Depth
(Minimum) | 1.5 metres (4.92 feet) |
| iv) Exterior Side Yard Depth
(Maximum) | 3.0 metres (9.84 feet) |
| v) Interior Yard Depth
(Minimum) | 4.2 metres (13.78 feet) |
| vi) Height
(Maximum) | 16.0 metres (52.49 feet) |
| vii) Density
(Maximum) | 111 units per hectare |
| viii) Parking
(Minimum) | 1.1 spaces per unit |

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with

Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

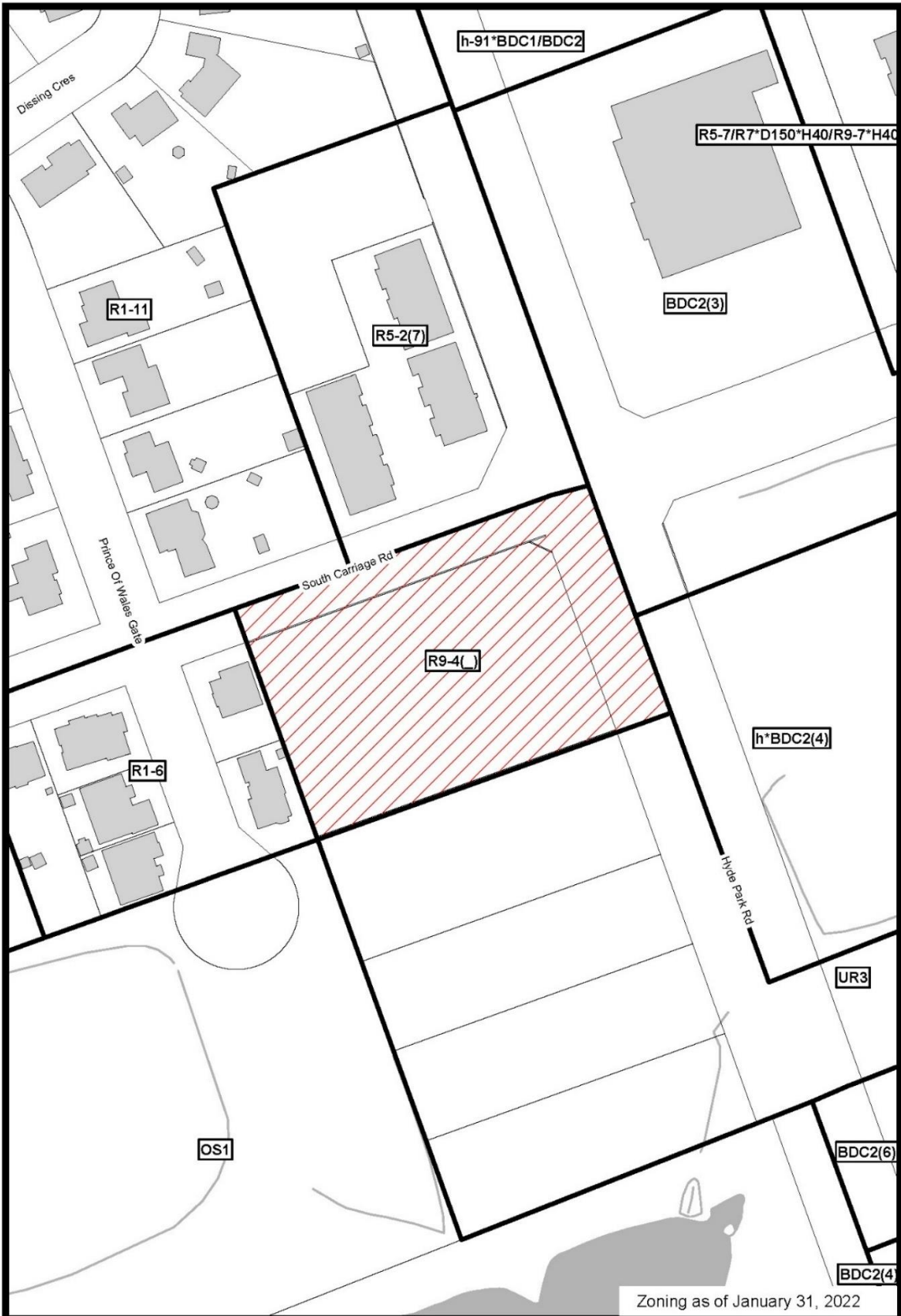
PASSED in Open Council on March 22, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – March 22, 2022
Second Reading – March 22, 2022
Third Reading – March 22, 2022

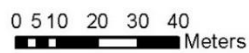
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: O-9422/Z-9423
 Planner: BD
 Date Prepared: 2022/02/04
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

1:1,500



Appendix C – Public Engagement

Community Engagement

Notice of Application (October 20, 2021):

On October 20, 2021, Notice of Application was sent to 39 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on October 21, 2021. A “Planning Application” sign was also posted on the site.

Replies were received from, or on behalf of, 2 households.

Nature of Liaison: The purpose and effect of this Official Plan and zoning change is to permit a four-storey apartment building with 74 dwelling units. Possible amendment to the 1989 Official Plan to **ADD** a specific area policy to the Multi-family, Medium Density Residential designation to permit a maximum residential density of 111uph, in place of a maximum density of 75uph with the potential to bonus up to 100uph. The intent is to align the 1989 Official Plan policies with The London Plan policies that apply to the site. Possible change to Zoning By-law Z.-1 **FROM** a Temporary/Urban Reserve (T-51/UR3) Zone **TO** a Residential R6 Special Provision (R6-5(_)) Zone to permit a 4 storey (13.5m) apartment building with a maximum density of 111uph. Special Provisions are requested to: permit a minimum front yard depth of 1.5m whereas an 8.0m depth is required; a minimum exterior yard depth of 1.5m whereas a 6.0m depth is required; a minimum interior side yard depth of 4.2m whereas a 6.0m depth is required, and a maximum height of approximately 13.5m whereas a maximum height of 12.0m is permitted. For the requested zoning, the City may also consider establishing a maximum front yard depth.

Revised Notice of Application (February 8, 2021):

On February 8, 2021, a revised Notice of Application was sent to 41 property owners in the surrounding area. Notice of Revised Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 10, 2022.

Nature of Liaison: The purpose and effect of this Official Plan and zoning change is to permit a four-storey apartment building with 74 dwelling units. Possible amendment to the 1989 Official Plan to **ADD** a specific area policy to the Multi-family, Medium Density Residential designation to permit a maximum residential density of 111uph, in place of a maximum density of 75uph with the potential to bonus up to 100uph. The intent is to align the 1989 Official Plan policies with The London Plan policies that apply to the site. Possible change to Zoning By-law Z.-1 **FROM** a Temporary/Urban Reserve (T-51/UR3) Zone **TO** a Residential R9 Special Provision (R9-4(_)) Zone to permit a 4 storey (13.5m) apartment building with a maximum density of 111uph. Special Provisions are requested to permit: a maximum density of 111uph in place of a maximum density of 115uph; a maximum height of 16.0m whereas a maximum height is to be determined on the zone map; a minimum front yard depth of 1.5m whereas a 10.0m depth is required; a minimum exterior side yard depth of 1.5m whereas an 8.0m depth is required; maximum front and exterior side yard depths of 3.0m whereas the requested zone does not specify maximum yard depths; a minimum interior side yard depth of 4.2m whereas a 7.2m depth is required; and a minimum parking rate of 1.1 spaces per unit whereas a minimum rate of 1.25 spaces per unit is required (82 spaces in place of 95 spaces).

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

Concern for:

- Height
- Density
- Use of Special Provisions to allow additional development
- Insufficiency of park facilities to accommodate additional residents
- Lack of street lighting and sidewalk facilities
- Privacy/Overlook

- Light/Noise impacts
- Traffic impacts/cut-through traffic on Prince of Wales Gate north of South Carriage Road
- Drainage impacts on neighbouring properties
- Loss of property value

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

Telephone	Written
	Paul-Virgil Terek 90 Prince of Wales Gate London ON N6H 5M2
	you ja An 68 Prince of Wales Gate London ON N6H 5M2

Paul-Virgil Terek
90 Prince of Wales Gate London, Ontario
N6H 5M2

November 4, 2021

Barb Debbert – Planner
bdebbert@london.ca
Planning & Development - City of London
300 Dufferin Ave., 6th Floor
PO Box 5035
London, Ontario
N6A 4L9

CC: Josh Morgan – jmorgan@london.ca

Re: File: O-9422/Z-9423 / October 20, 2021
Official Plan & Zoning By-Law Amendments on 1420 Hyde Park Road
<https://london.ca/business-development/planning-development-applications/planning-applications/1420-hyde-park-road>

Dear Ms. Debbert,

We knew that a day for a development on the corner lot of this neighborhood would come, but we had to wait more than 10 years for it. Unfortunately, the proposal presented is far from what we hoped to see coming up in our neighborhood.

General Issues

The “medium density” solution proposed by the City for the 1420 Hyde Park lot (Lot) is in our opinion unsuitable for the existing Sub-division.

1. The existing Sub-division (which includes this Lot) is a “low density” zone of single detached dwellings, with the exception of an insignificant number of townhouses. All structures are 1 or 2-levels in height.
2. The **unmodified** re-zoning proposed for the Lot provides enough building options without requiring “special provisions.” The “special provisions” are simply a permit to cram more units than would be reasonable in a lot this size, to maximize tax income. No special provisions should be permitted!
3. The proposed 4-level apartment building with 111 units/hectare density is, in fact, a **HIGH-DENSITY** solution, in contradiction with London’s 1989 Official Plan designation of this land as “a Multi-family, **Medium Density Residential**” area.
A 3-level structure, in the same configuration, would not conflict with the Official Plan provision in respect to density, would need less or no Special Provisions, allowing the inclusion of more green space, less parking, and less pollution. This

would blend more easily with the rest of the sub-division.

4. Despite the Lot's small size, the intended building is designed to accommodate 78 units, translatable to 78 families. This would double the number of families in the entire Sub-division. How is this a logical balance in maintaining an urbanistic/architectural aspect of the existing Sub-division? This Sub-division has no sidewalks, no street-lighting, and a park with two swings and a slide! Where are all these people supposed to recreate?
5. Of all the "permitted uses" listed for the new zoning, a 4-level apartment building is the worst choice for this area, as it conflicts with the existing neighborhood in a radical manner.

Project Issues

The "Special Provisions" of the Project imply a number of drastic alterations from the required conditions of the Zoning: reducing minimum depth towards the dividing lines (vicinities), increased maximum number of units/hectare for a medium density to the range of high density (111 vs 100), and increased height limit (13.5m vs 12m). All these provisions are affecting the neighboring properties negatively, by reducing privacy, increasing noise, therefore, lowering property values.

1. The position of the garbage collection Moloks and the Snow Storage area are directly against the nearest properties. This is ridiculous when there is the obvious option of placing both of these areas to the south of the Lot, at a substantial distance from nearby homes.
2. At present, the elevation of the Lot is such that rain water and melt water on the Lot drain into the two neighboring yards to the west, causing unnecessary flooding. In order to prevent this situation, Lot elevation and grading must prevent further water diversion onto the properties to the west. All water should drain towards the center of the Lot. This information is **not** provided in the Site Concept drawing.
3. Minimum 8-foot SoftSound Noise Wall Barriers should be installed on the property line towards the west (between the parking lot and the back yards of the homes to the west) in order to provide privacy and a proper sound and emission barrier.

Why is there no "presentation billboard" erected on the Lot site to inform all tax-paying property owners of the Sub-division of these plans?

Perhaps it is to avoid further criticism!

Thank you,

Paul Terek

From: [you ja Ann]

Sent: Tuesday, November 2, 2021 1:48 AM

To: Debbert, Barb <bdebbert@London.ca>

Subject: [EXTERNAL] Fwd: 1420 Hyde Park Road

I am you ja An

Home address: 68 prince of Wales gate london ontario Canada

I am writing to express my strong opposition to the proposed rezoning and construction of condominium at 1420 Hyde Park Rd.

The proposed planning will cause traffic and safety problems for pedestrians, invasion of privacy and potentially lower the property value of existing community.

Planner Note: A friend of the owners of 68 Prince of Wales Gate also contacted City staff by telephone on the owner's behalf. In more detail, there was a concern about the loss of back yard privacy, driveway conflicts, traffic volume, and additional cut-through traffic from the development west on South Carriage Drive and then north on Prince of Wales Gate to use the Gainsborough and Hyde Park intersection instead of the South Carriage and Hyde Park intersection.

Paul-Virgil Terek
90 Prince of Wales Gate
London, Ontario
N6H 5M2

February 22, 2022

Barb Debbert – Planner
bdebbert@london.ca
Planning & Development - City of London
300 Dufferin Ave., 6th Floor
PO Box 5035
London, Ontario
N6A 4L9

CC: Josh Morgan – jmorgan@london.ca

Re: File: O-9422/Z-9423 / February 08, 2022
Official Plan & Zoning By-Law Amendments on 1420 Hyde Park Road
<https://london.ca/business-development/planning-development-applications/planning-applications/1420-hyde-park-road>

Dear Ms. Debbert,

The Revised amendment on the specified Official Plan and Zoning on location 1420 Hyde Park Road is not responding to any of the issues of concern (general issues or project issues), we brought up to your attention in our first letter, dated Nov.04, 2021.

We noticed very few changes done, mostly just esthetics, **ignoring completely the major issue of the size of the building and the impact to the neighbourhood.** These problems were in detail reasoned in our letter, but not dealt with or taken into consideration!

One change to be noticed is the the Requested Zoning change, from R6-5(...) to the R9-4(...). Without going into the specifics of the new zoning, we see it as just an attempt to enter into a more “tolerant” legal frame to accommodate the too numerous and excessive Special Provisions of the Application.

In fact, **NONE** of our project/design observations were addressed, with only one exception: the relocation of the Moloks!

Some of the design issues that **MUST be addressed** are:

- The **Snow Storage** area. This location will direct more water to our property from melting snow. A common-sense location should be on the south side of the Lot, at a substantial distance from nearby homes.
- The **elevation and grading** of the Lot **MUST** prevent further water diversion onto the properties to the west. All water should drain towards the centre of the Lot.
- The **privacy fence** on the property line towards the west shall be a minimum 8-foot “SoftSound Noise Wall” in order to provide privacy and a proper sound and emission barrier for the surrounding properties.

Thank you,

Paul V. Terek, P.Eng.

Departmental and Agency Comments

Urban Design (November 25, 2021, modified January 5, 2022)

- Please provide a detailed response to the Urban Design Peer Review Panel that explains how the Panel comments have been addressed.
- Provide elevations for all four sides of the proposed building with materials, colours and dimensions labelled. Further urban design comments may follow upon receipt of the elevations.
- This proposal is located within the Hyde Park Community Plan. Consistent with the Hyde Park Community Plan Guidelines, please incorporate the following:
 - Design the space between the building and the ROW so it is generally consistent with the design that has been implemented for other developments in the area.
 - Provide a main sidewalk along the curb edge with a 2m clearway between the curb and the start of planters. This should include a 0.25m exposed aggregate band on either side of a 1.5m concrete sidewalk.
 - Provide a combination of large planting beds for trees and foundation plantings between sidewalks and the face of the building with individual walkways to the ground floor unit entrances. Planters should be close to the walkway.
 - Ensure the planters are aligned parallel to the street with a 0.15m curb to clearly define the clearway. Include two trees per planter with other assorted low laying plantings.
- Provide individual entrances to ground floor units on the street facing elevations and design amenity spaces as open courtyards or front porches to create a pedestrian-oriented streetscape. Provide direct walkway access from ground floor units to the public sidewalk.
- Continue the sidewalk along the South Carriage Road frontage to provide a better connection to Prince of Wales Gate/Cantebury Park.
- Provide a centrally located outdoor common amenity space that is sufficiently sized for the number of units proposed.
- Provide enhanced landscaping to screen any parking that is visible from the South Carriage Road.
- Extend the walkway located along the east side of the building to South Carriage Road.
- Provide trees and plantings every 15 parking spaces and within all parking islands.

Urban Design (additional comments – February 16, 2022)

Please see below for UD comments related to the zoning application at 1420 Hyde Park Road. Many of these comments can be dealt with at the Site Plan phase.

- Please provide a detailed response to the Urban Design Peer Review Panel that explains how the Panel comments have been addressed.
- Include the details of the anticipated memorial at the corner of South Carriage Road and Hyde Park Road and incorporate it into the overall design of the site.
- Provide further details on the use of the outdoor amenity space at the corner of South Carriage Road and Hyde Park Ave. Remove the wall and fencing to provide for better activation with the street.
- This proposal is located within the Hyde Park Community Plan. Consistent with the Hyde Park Community Plan Guidelines, please incorporate the following along Hyde Park Road:
 - Design the space between the building and the ROW so it is generally consistent with the design that has been implemented for other developments in the area.
 - Provide a main sidewalk along the curb edge with a 2m clearway between the curb and the start of planters. This should include a 0.25m exposed aggregate band on either side of a 1.5m concrete sidewalk.

- Provide large planting beds for trees and low lying plantings between the sidewalk and the building edge.
- Design the private amenity spaces facing the streets as open courtyards or front porches to create a pedestrian-oriented streetscape. Ensure the doors are designed as lockable front doors and not sliding patio doors.

Urban Design Peer Review Panel (October 20, 2021)

- See Appendix F for comments and applicant replies

Site Plan (December 6, 2021)

- Provide an appropriate sized, outdoor common amenity area
- As per the Site Plan Control By-law, the parking islands are to be a minimum 3.0m wide and landscaped
- Explore opportunities to reduce the amount of asphalt on site. This could include underground parking or requesting a parking reduction through the Zoning By-law Amendment process.
- The sidewalk widths adjacent to parking stalls is to be a minimum of 2.1 metres to accommodate any vehicle overhang.
- Landscape planting islands are required every 15 parking stalls in accordance with the Site Plan Control By-law. The division of parking stalls through the proposed garbage location does not satisfy this requirement.
 - The proposed garbage location is to be relocated closer to the building, away from neighbouring properties
- The current lay-by conflicts with parking stall “11”. This is to be revised accordingly.

Parks (October 21, 2021)

- 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.

Landscape Architect (Tree Preservation)(November 18, 2021)

- The development poses some risk of injury to CoL boulevard trees along South Carriage Rd. **All trees located on City of London Boulevards** (including their root zones) are protected from any activities which may cause damage to them or cause them to be removed. Applicant will need to contact Forestry Dispatcher at trees@london.ca with details of their request to injure trees' roots. Consent must be obtained from Forestry Operations prior to excavation.
- The proposed 2.5m setback provided from the west property line provides sufficient room to plant vegetative screening between the parking area and private residences to the west.

Ecology (Dec 2, 2021)

- There are currently no ecological planning issues related to this property or associated study requirements.

Major issues identified

- No Natural Heritage Features on the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.
- Adjacent lands include naturalized vegetation and indications of previous disturbance.

Notes

- No studies are required associated with the OPA/ZBA
- The following mitigation shall be considered during the Site Plan application stage:
 - Impacts to naturalized vegetation on the adjacent lands can be mitigated provided that the construction works and staging areas do not extend beyond the 1420 Hyde Park property limit.
 - Installation of ESC fencing along the southern property line.

- Avoid tree removal within the active bat roosting period (April 30 – September 1) to reduce potential interactions with Endangered bat species, to avoid contravention of the *Endangered Species Act*.
- Avoid vegetation removal within the active breeding bird period (April 1 – August 1) to avoid disturbing nesting birds and contravening the *Migratory Bird Convention Act*.

Upper Thames River Conservation Authority (December 12, 2021)

- These lands are not regulated by the UTRCA; no comments

Archaeological (November 24, 2021)

- 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 O-9422/Z-9423:
 - Lincoln Environmental Consulting Corp. Stage 1-2 Archaeological Assessment of 1420 Hyde Park Road [...] Middlesex County, Ontario (PIF P1289-0036-2021), April 21, 2021.
- 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.” (p2)
- An Ontario Ministry of Heritage, Sport, Tourism, Culture Industries (MHSTCI) archaeological assessment compliance letter has also been received, dated May 13, 2021 (MHSTCI Project Information Form Number P1289-0036-2021, MHSTCI File Number 0013880).
- Archaeological conditions can be considered satisfied for this application.

Engineering (December 2, 2021)

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

Transportation:

- The applicant will be required to lift the 1ft reserve along South Carriage Road to permit access.
- Presently the width from centerline for Hyde Park Road adjacent to this property is 18.288m. Therefore no widening is required to attain 18.0m from c/l.
- Detailed comments regarding access design and location will be made through the site plan process

Planners Note: In response to specific questions raised by the public regarding cut-through traffic, Transportation responded on November 26, 2021 that it is anticipated a negligible amount of traffic will use Prince of Wales Gate but a Transportation Impact Assessment will be requested at the site plan approval stage for confirmation.

Sewers:

- The municipal sanitary sewer for the subject lands is a 450mm diameter trunk sanitary sewer on Hyde park via a 200mm PDC that flows south and west through a SWM block and Canterbury park via a 375mm/250mm diameter sanitary sewers in easement.

Stormwater:

- The subject lands are located in the Stanton Drain Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Stanton Drain Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- The number of proposed parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will

be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 80% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators or any LID filtration/infiltration devices.

- The proposed land use of a high density residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010.
- To manage stormwater runoff quantity and quality, the applicant's consulting engineer may consider implementing infiltration devices in the parking area in the form of "Green Parking" zones as part of the landscaping design.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. Please note that the installation of monitoring wells may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- Additional SWM related comments will be provided upon future review of this site.

Water:

- Water servicing is available from the 200mm PVC main on South Carriage Rd/or the 450mm PVC main on Hyde Park Rd (Both watermains are high-level water mains)
- No connection to the 900mm main CONC on Hyde Park Rd will be permitted.
- The owners engineer submitted only the sanitary design report. A water servicing report will be required for the next submission addressing domestic water demands, fire flows and water quality.
- Water servicing to the site will be to City Standard 7.9.4.
- Further comments to be provided during site plan application.

Development Finance (December 3, 2021)

- The proposed external sidewalk on the south side of South Carriage Rd connecting Prince of Wales Gate and Hyde Park Rd would be considered DC eligible under our Sidewalk Minor Road Works program. At the time of first submission of engineering drawings, the Owner would be required to submit a Work Plan for our review and acceptance. The Work Plan would include cost estimates for the construction and engineering tasks related to the external sidewalk. These cost estimates would be included as a claims clause in the DA which will allow the Owner to be reimbursed once the works are complete and accepted by the City.

Enbridge (October 20, 2021)

- It is Enbridge Gas Inc.'s request that as a condition of final approval that the owner/developer provide to Union the necessary easements and/or agreements required by Union Gas for the provision of gas services for this project, in a form satisfactory to Enbridge.
- Should you require any further information, please contact the undersigned.
Barbara M.J. Baranow
Analyst Land Support
Enbridge Gas Inc.
50 Keil Drive North, Chatham, ON N7M 5M1

London Hydro (October 21, 2021)

- Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements and availability.
- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

Canadian Pacific Railway (November 1, 2021)

- Thank you for the recent notice respecting the captioned development proposal in the vicinity of Canadian Pacific Railway Company. The safety and welfare of residents can be adversely affected by rail operations and CP is not in favour of residential uses that are not compatible with rail operations. CP freight trains operate 24/7 and schedules/volumes are subject to change. CP's approach to development in the vicinity of rail operations is encapsulated by the recommended guidelines developed through collaboration between the Railway Association of Canada and the Federation of Canadian Municipalities. The 2013 Proximity Guidelines can be found at the following website address: <http://www.proximityissues.ca/>.
- Should the captioned development proposal receive approval, CP respectfully requests that the recommended guidelines be followed.

Thank you,

CP Proximity Ontario

Appendix D – 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 a), b), c), d), e),

1.1.3

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. and 5. Our Strategy, Key Directions, Direction #5 – Build a Mixed-use Compact City of London

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 193_ City Design, What are we trying to achieve?

Policy 235_ City Design, Streetscapes

Policies 252_, 253_, 256_, *258_, *259_, *261_, 268_, 269_ City Design, Site Layout

Policies *271_, *277_, *278_, *279_, *280_, *282_, *283*_ City Design, Parking

Policy *284_, *285_, *286_, *287_, *291_, *295_, *301_ City Design, Buildings

Table 10 Range of Permitted Uses in Neighbourhoods Place Type

*Table 11 Range of Permitted Heights in Neighbourhoods Place Type

Policy 916_3., 8. Place Type Policies, Urban Place Types, Neighbourhoods, Our Vision for the Neighbourhoods Place Type

918_ Place Type Policies, Urban Place Types, Neighbourhoods, How Will We Realize Our Vision?

Policy 919_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form

921_ Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Use, Intensity and Form, Permitted Uses

*935_1 Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods – Intensity

936_ 4., Place Type Policies, Urban Place Types, Neighbourhoods, Approach for Planning Neighbourhoods - Form

Policy 937_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods

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

Policies 1766_ , 1768_ , 1770_ , Our Tools, Noise, Vibration and Safety

Official Plan (1989)

3. Residential Land Use Designation

General Objectives for All Residential Designations

3.1.1 ii)

3.1.3 – Multi-family, Medium Density Residential Objectives

3.3 Multi-family, Medium Density Residential Designation

3.3.1 – Permitted Uses

3.3.2 - Location

3.3.3 – Scale of Development

3.7 - Planning Impact Analysis

3.7.2 – Scope of Planning Impact Analysis

3.7.3 – Required Information

11 – Urban Design Principles

11.1.1 ii), v), x), xi), xiii), xiv), xv), xvi), xvii), xviii)

19 Implementation

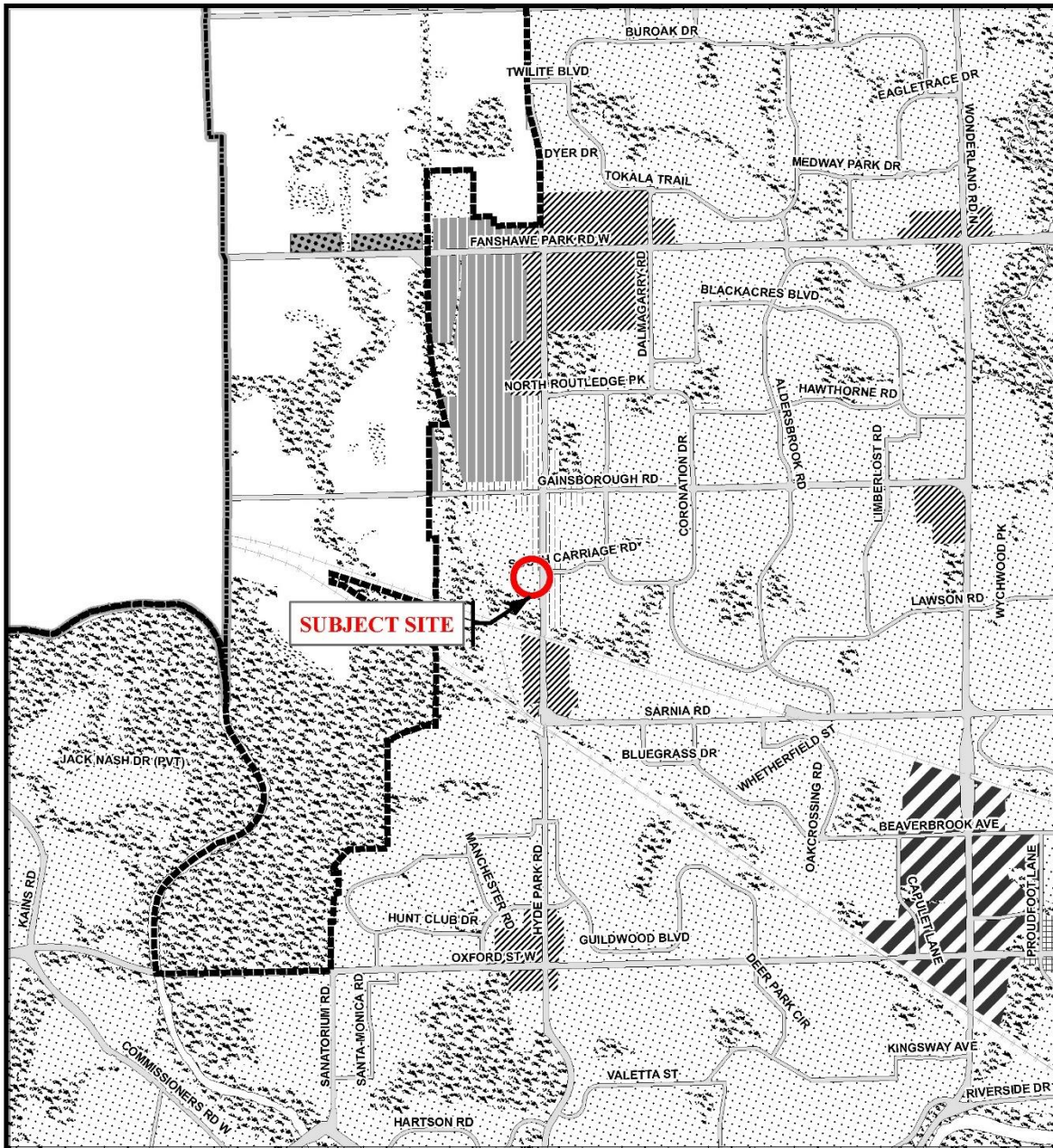
19.9.5 Noise, Vibration and Safety

19.9.5 i) Noise Attenuation

19.9.6 Additional Noise Attenuation Policies for Residential Land Uses Adjacent to Arterial Roads

Appendix E – Relevant Background

The London Plan – Map 1 – Place Types



Legend

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

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

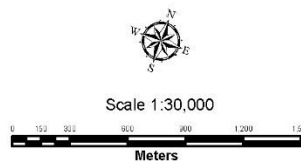
At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

Planning Services /
Development Services

LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



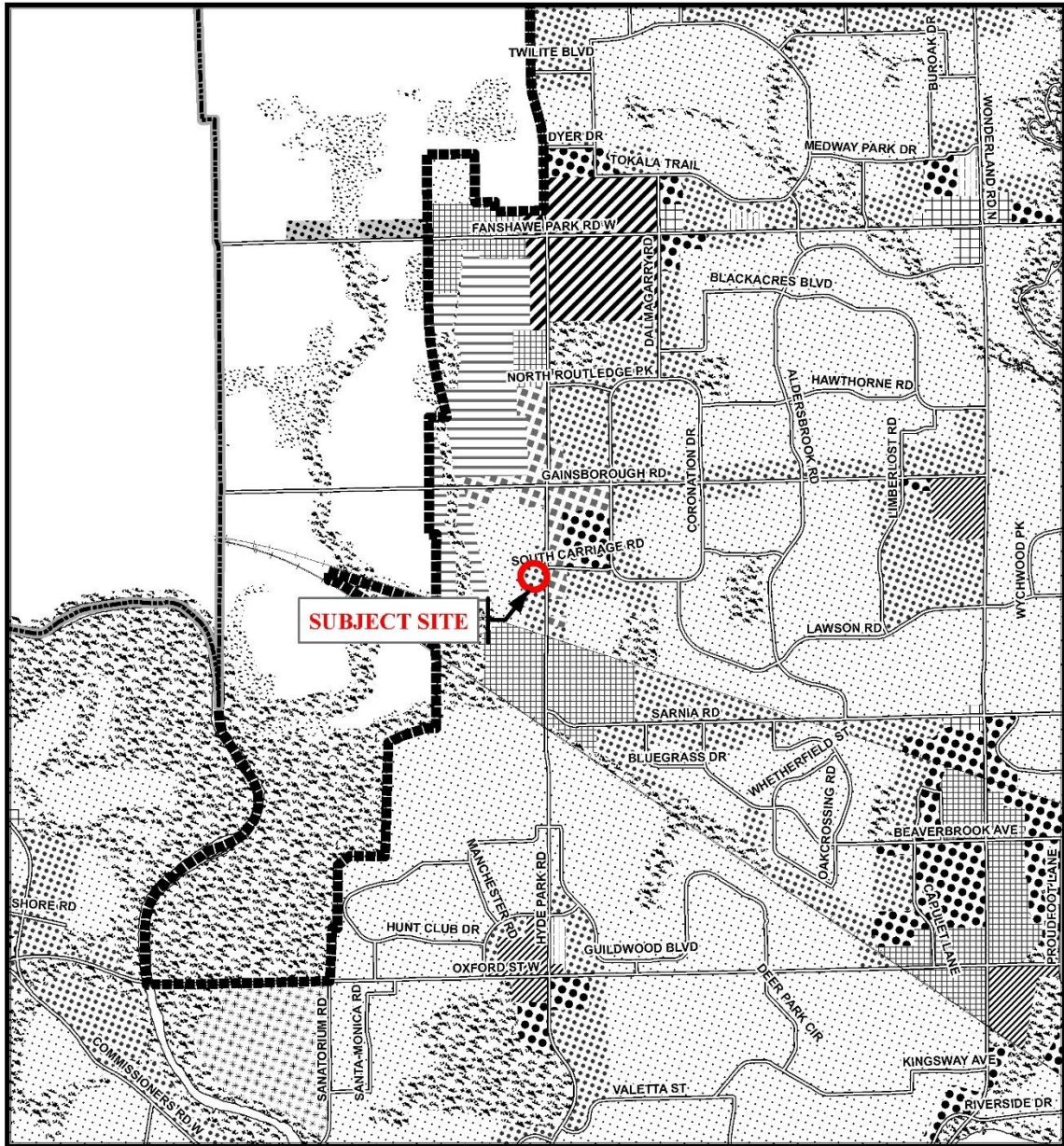
File Number: O-9422/Z-9423

Planner: BD

Technician: RC

Date: February 4, 2022

1989 Official Plan – Schedule A – Land Use



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

<p>CITY OF LONDON</p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>0 150 300 600 900 1,200 1,500</p> <p>Meters</p>	FILE NUMBER: O-9422/Z-9423
		PLANNER: BD
		TECHNICIAN: RC
		DATE: 2022/02/04

PROJECT LOCATION: e:\planning\projects\p_officialplan\work\consol\00\excerpts\lmd_templates\scheduleA_b&w_8x14_with_SWAP.mxd

Zoning By-law Z.-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

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

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

O-9422/Z-9423 BD

MAP PREPARED:

2022/02/04 RC

1:2,000

0 10 20 40 60 80 Meters

Appendix F – Applicant’s Reply to UDPRP Comments

Comment:
The Panel noted that the overall organizing framework for the site is generally well considered, with the built form appropriately addressing the adjacent streets and the corner condition of the site.
Applicant Response:
Acknowledged and thank you.
Comment:
The Panel also expressed appreciation for elements of the preliminary architectural design concept, particularly the rhythm and scale of openings vs. solid surfaces on the street facing facades.
Applicant Response:
Acknowledged and thank you.
Comment:
The Panel suggested that further consideration be given to providing a relationship between the interior floor plan and exterior corner amenity area.
Applicant Response:
Elements such as entrance doors and clear glazing are design options that will be explored at the intersection to provide for an appropriate pedestrian scale transition from outside to inside. These features shall be further refined through the future site plan review process.
Comment:
The Panel strongly recommended that the Applicant explore further opportunities for “greening” of the site. The current site design is dominated by a substantial asphalt parking area. The Applicant and City should explore opportunities for additional amenity/greenspace (through a reduction in the parking area) and further opportunities to preserve existing trees along South Carriage Road and the south property line.
Applicant Response:
The site plan has been updated to provide additional opportunities for landscaping and planting. In particular additional landscaping opportunities at the driveway access point, and green space within the parking area through additional curb cuts and landscaped strips and islands. Areas for additional plantings are provided along both building frontages and at the intersection.
Comment:
The Panel recommends consideration be given to incorporating additional planting islands within the surface parking area to introduce a vertical element within the parking area and assist with increased aesthetics and the urban heat island effect. Appropriate soil volumes and planting islands widths should be provided to ensure long term longevity of trees and other understory plant material.
Applicant Response:
Additional 3m-wide planting islands have been provided in the surface parking area for increased aesthetics. Appropriate soil volumes will be provided to ensure promote health and longevity for the proposed plantings.
Comment:
The Panel recommends shifting the location of the proposed molok/earth bin system to a location adjacent to the building such that residents do not need to traverse the parking area to access it.
Applicant Response:
The molok containers have been located to the other side of the internal drive aisle closer to the building. Residents will not have to cross the drive aisle to access this facility. A new landscaping strip will help screen the moloks from South Carriage Road.
Comment:

The Panel recommends the Applicant work with the City through the future Site Plan Control process to fully extend the city sidewalk from Hyde Park Road, along the south side of South Carriage Road, to the nearby Canterbury Park. Strengthening this connection could help alleviate concerns about a lack of on-site amenity space.

Applicant Response:

The applicant is willing to work with the City to provide a new sidewalk along the South Carriage Road frontage of the property. This sidewalk will connect with the existing sidewalk along Hyde Park Road. It is our understanding that this sidewalk is DC eligible. These matters will be further refined through the Site Plan process.

Comment:

The Panel suggests that further planting/screening be deployed in the area surrounding the proposed site access from South Carriage Road to further soften the appearance of the surface parking area as visible from the street.

Applicant Response:

Additional tree plantings will be proposed at the South Carriage Road vehicular entrance to soften the pedestrian view of the parking area from the road. These details will be further reviewed and refined through the Site Plan process.