Planning and Design Report
HLH Investments Ltd.
1674 Hyde Park Road
London, ON

August 2019
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INTRODUCTION

HLH Investments Ltd. has submitted a Zoning By-Law Amendment application to the City of London to permit the redevelopment of the lands known municipally as 1674 Hyde Park Road (the “subject lands”). The proposed mixed-use development is comprised of a 2-storey podium addressing the street (commercial at grade; office and residential on the second floor), and a 6-storey apartment building above to the rear the site.

The purpose of the following Planning and Design Report is to provide design details and evaluate the proposed Zoning By-Law Amendment within the context of existing land use policies and regulations, including the 2014 Provincial Policy Statement, the 1989 City of London Official Plan, The London Plan, and the City of London Z.-1 Zoning By-Law.

SUBJECT LANDS

The subject lands consists of one, rectangular parcel located on the northwest corner of the Hyde Park Road and North Routledge Park intersection (Figure 1). The subject lands have frontage of approximately 48.8m (160.2ft) along Hyde Park Road, approximately 104.4m (342.7ft) along North Routledge Park, and a total area of 0.52ha (1.28ac).

Figure 1 – Air Photo of Subject Lands

The lands are currently occupied by one, multi-unit commercial building (Figures 2 to 4). The remainder of the subject lands are made of up surface parking area.
Figure 2 – Subject Lands, Looking Northwest from North Routledge Park

Figure 3 – Subject Lands, Looking South from Hyde Park Road

Figure 4 – Subject Lands, Looking North From Hyde Park Road
Existing vehicular access is provided by multiple driveways along Hyde Park Road and North Routledge Park: one, shared, full-turns driveway between 1674 and 1700 Hyde Park Road; and two, full-turns driveways from North Routledge Park.

Pedestrian sidewalks are provided along both sides of Hyde Park Road, as well as the south side of North Routledge Park. A bike lane is also provided on both sides of Hyde Park Road. Access to public transit is available in front of the subject lands along Hyde Park Road (Figure 6).

**Figure 6 – Site Context, Looking Southwest along Hyde Park Road**

![Figure 6 – Site Context, Looking Southwest along Hyde Park Road](image)

**NEIGHBOURHOOD CHARACTER**

Hyde Park Road, Gainsborough Road, and North Routledge Park are municipal streets within 120m of the subject lands. Proximate streetscapes include both the north and south side of Gainsborough Road, the east and west side of Hyde Park Road, as well as the north and south side of North Routledge Park (Figure 7).

*Hyde Park Road Character*

This portion of Hyde Park Road is characterized by a four-lane roadway, separated by landscaped median to the south of North Routledge Park, with a concrete median and left turning lane to the north. Painted curb-side bike lanes are present on both the east and west side of the road. The subject lands make up a portion of the west side of this portion of Hyde Park Road, together with the recently redeveloped commercial plaza to the north (1700 Hyde Park Road), and the proposed comprehensive, mixed-use development located to the south (1600 Hyde Park Road). A medical/dental office building is located across Hyde Park Road (1635 Hyde Park Road), with the remainder of the frontage comprised of Hyde Park Village Green and the Hyde Park Pumping Station (Figure 8).
Figure 7 – Streetscapes within 120m of the Subject Lands

Figure 8 – Existing Medical/Dental Office Building and Hyde Park Village Green Public Park
North Routledge Park Character

North Routledge Park is characterized by a two-lane roadway. Numerous single-storey, multi-unit buildings are located along North Routledge Park west of the subject lands, consisting of a range of office, business service, commercial-industrial, and light industrial uses (Figure 9). The buildings are set back from the street, screened from view with fencing, landscaping, and surface parking area.

Figure 9 – Existing 1-Storey Buildings (Looking Northeast from North Routledge Park)

SPATIAL ANALYSIS

Figure 10 shows the subject lands and all other land uses within 400m and 800m radii. The two radii represent straight line walking distances of approximately 5 and 10 minutes, respectively. Although due to sidewalk networks and other barriers, the circles may not represent true walking times. Arterial roads are shown as yellow arrows.

Notable features within 400m include a range of commercial uses along Hyde Park Road and light-industrial uses along North Routledge Park. Low density residential uses in the form single detached dwellings are located to the northwest and south of the subject lands, as well as medium density residential uses in the form of townhouses to the north. A large, open space (Hyde Park Village Green) is located across the street along Hyde Park Road.

The built form of the commercial, office, and light industrial uses within 400m of the subject lands are typically between 1 to 2-storeys in height, with a mix of exterior finishes including brick and metal siding and exterior insulation and finish system (EIFS) (Figure 11). The location of parking varies by property; a mix of front, side, and rear yard parking along Hyde Park Road and Gainsborough Road. Commercial and office buildings are typically oriented towards the street, with recent developments (1070 Gainsborough Road, 1635 Hyde Park Road) also located close to the street.
Figure 10 – Spatial Analysis
The residential built form, specifically the single detached dwellings south of the subject lands along Prince of Wales Gate, are typically 1 to 2.5-storeys in height and clad in brick, masonry, and siding (Figure 12). Parking and garages are located in both the front and side yards; front yard setbacks are large with landscaped front areas.
Lands within an 800m radius are comprised of additional low density residential to the northeast, southwest, and south; medium density to the northeast and southeast, and high density residential to the southeast; additional commercial along Hyde Park Road to the north and south; additional light industrial uses to the west and northwest; open space of varying forms in all directions, and agricultural uses to the west. Lands at 980-982 Gainsborough Road are subject to a Site Plan Approval application; lands at 1018-1028 Gainsborough Road are subject to a Zoning By-Law Amendment application; and the lands at 1600 Hyde Park Road are subject both a Zoning By-Law Amendment application and a Site Plan Approval application.

Built form of the low density residential areas consist of 1 to 2-storey single detached dwellings with attached garages and front yard driveways. The medium density residential uses consist of 3-storey townhouse dwellings, clad in a neutral coloured siding and brick, with a variety of window treatments (Figure 13). These townhouses are located away from the street, with a vacant parcel of commercially zoned lands buffering the dwellings from Hyde Park Road. The high density residential uses (1030 Coronation Drive, 250 South Carriage Road) are between 12 and 15-storeys in height, are located away from the street, and are clad with coloured, concrete, with extensive glazing on windows and balconies (Figure 14).
DESIGN GOALS AND OBJECTIVES

The design of the proposed development aims to achieve a built form that enhances the existing Hyde Park Road corridor for pedestrians, cyclists, and motorists. The street-oriented building will feature a large, hardscaped and landscaped boulevard at the corner of Hyde Park Road and North Routledge Park that provides for an attractive and welcoming pedestrian environment. The proposed building intends to contribute to the future development and improvement of Hyde Park Village, and supplement all other proposed development in the area with the complimentary mix of uses and compatible scale.
As such, the proposed development is intended to:

- Maintain a compatible mix of land uses that can be achieved through a pedestrian-oriented design;
- Have regard for, and be consistent with, with community and urban design guidelines of the Hyde Park Community Plan;
- Improve and enhance the existing streetscape of Hyde Park Road and North Routledge Park;
- Visually integrate the new building within the existing neighbourhood context (and have regard for the future, planned neighbourhood); and,
- Provide a pedestrian-oriented environment along Hyde Park Road and North Routledge Park, including a direct relationship to the human-scale façades.

PROPOSED DEVELOPMENT

The subject lands are proposed to be redeveloped for a mixed-use development, comprised of a 2-storey podium, with commercial at grade, and office and residential above addressing the street, and a 6-storey apartment building above to the rear of the site (Figures 15 to 18). With a site area of 0.52ha (1.28ac), a total of 53 residential units, 597.0 m² of commercial floor area, and 550.5 m² of office floor area, a resultant mixed density of 124 units per hectare (UPH) is proposed.

All entrances are connected to the surface parking area and public sidewalks along Hyde Park Road and North Routledge Park by a pedestrian pathway network internal to the site. Entrances to the commercial uses at grade along Hyde Park Road are provided at the front of the building; the principle entrance for the apartment building is oriented towards, and connected to, the hardscaped/landscaped boulevard on the subject lands at the Hyde Park Road and North Routledge Park intersection; and the secondary entrance to the apartment building is located to the rear of the subject lands. Outdoor amenity space is provided for residents near the secondary entrance. Private balconies are also proposed for each unit.

A total of 86 parking spaces are provided to accommodate the residential, commercial, and office uses on the subject lands. Two vehicular access points are proposed on the subject lands: one existing, full-turns driveway from Hyde Park Road and one, full-turns driveway from North Routledge Park. A designated loading route and loading bay is proposed on the north side of the property, providing sufficient space for garbage pick-up, deliveries, and servicing vehicles. Additional loading opportunities may be available in between the building and the street, as well as within the proposed on-street parking along Hyde Park Road and North Routledge.

Landscaping is proposed around the property lines abutting the surface parking area, as well as additional opportunities in the private, outdoor amenity area. Landscaped planters within the hardscaped boulevard along Hyde Park Road are proposed to enhance the streetscape and public realm. Detailed landscaping, tree plantings, and other vegetation will be refined through the Site Plan Approval process.
Figure 16 – Conceptual East Elevation

Figure 17 – Conceptual South Elevation

Figure 18 – Conceptual Rendering
It is noted that the colourful parapet wall along the centre of the east elevation on the 6-storey apartment building is comprised of programmable LED lights.

**COMPATIBILITY REPORT and PUBLIC REALM ANALYSIS**

**MASSING and BUILT FORM**

The proposed podium a 2-storey, human scale built form that offers an appropriate interface between the proposed development and the public realm. The 2-storey podium is proposed to be retrofitted from the existing building on the subject lands; new façade materials and signage will significantly improve the quality of the building, as well as enhance the streetscape.

The proposed apartment building is 6-storeys in height, which is stepped back from the 2-storey commercial/residential podium along Hyde Park Road. The impact of the additional height of the apartment building along Hyde Park Road is reduced, allowing for the presence of the 2-storey commercial/residential podium to be the main focus along the corridor. The placement of the 2-storey podium in front of the apartment building allows for the achievement of the planned vision of the Hyde Park Village: a main street style corridor with two- to three-storey buildings located close to the street (similar to the design of streetscapes in Goderich, Alymer, Stratford, and Erin).

The proposed apartment building is located at a minimal setback from the North Routledge Park streetscape, providing direct pedestrian connections from the public sidewalk to residential units at grade. The location and setback of the building from the North Routledge Park right-of-way will provide for enhanced animation and passive surveillance along the street. The location, orientation, and massing of both buildings provide for large, hardscaped/landscaped areas along Hyde Park Road and North Routledge Park to soften the edge of development, enhance the streetscape, and contribute to the screening of parked vehicles in front of the podium.

Given the above, the proposed massing and built form improves both the Hyde Park Road and North Routledge Park corridors, is compatible with existing and future/planned development, and is appropriate for the subject lands.

**ARTICULATION**

The design of the proposed development incorporates numerous horizontal and vertical elements that articulate the buildings. Horizontal elements include the use of building materials, parapet walls, and signage to delineate the base, middle, and cap of each building. The 2-storey podium has a distinct base that is comprised of large windows and doors, which is separated by horizontal signage along Hyde Park Road and North Routledge Park from the middle portion of the building (i.e. additional windows and doors). The cap of the building is defined by a new parapet wall that extends above the existing height of the current building, differentiating it from the building façade below through the use of contrasting materials. The horizontal articulation on the cap of the podium also contributes to the transition into the apartment building along the each elevation.
The apartment building is further horizontally delineated with the use of a mix of materials, colours, and textures on the first two storeys along Hyde Park Road; a distinct base is created to match the scale of the 2-storey podium, as well as form a human-scale, pedestrian-oriented area near the front entrance of the apartment building. A variety of window shapes, sizes, and framing, in addition to the private balconies for each unit, further horizontally delineate each unit in the building.

Vertical elements include the use of pillars clad in contrasting materials to the rest of the building along the front façade of the podium. A parapet wall in the center of the east apartment building elevation will feature a unique material with a range of colours, adding to the visual variety of the building and enhancing the streetscape along Hyde Park Road. A further mix and pattern of materials vertically delineate units on the remainder of the elevations; feature parapet walls of varying height along all apartment building elevations provide a distinct cap.

**ARCHITECTURAL TREATMENT**

The overall design of the proposed development contributes to a genuine village aesthetic and is consistent with the intended vision and planned function of the Hyde Park Village. The material palette will consist of a mix and range of high quality materials, colours, and textures. Conceptually, the primary materials include brick, masonry, siding, vision/spandrel glass, and a variety of door and window treatments. The selected colours are to be similar to the existing and future/planned built form in the surrounding area. The exact materials will be confirmed throughout the planning process.

**PUBLIC REALM ANALYSIS**

The position and orientation of all the buildings close to the street enhance the pedestrian experience. The extensive use of vision/spandrel glass along the human scale/pedestrian-oriented first two stories of each building afford views into and out the building, providing passive surveillance and animation of the street. Direct pedestrian connections from the public realm to each building are proposed via a network of concrete sidewalks, softened with the use of planters/landscaping at the corner of Hyde Park Road and North Routledge Park; the proposed planters/landscaping may screen the parking area between the podium and the street.

The public realm is generally defined by the south and east elevations that have frontage on North Routledge Park and Hyde Park Road, respectively. The public sidewalk between the street and the parking area in front of the podium be a hardscaped boulevard, with landscape planters and street trees proposed between the street and the building entrances. This treatment is similar to that of which is proposed to the south at 1600 Hyde Park Road, subject to the applicable approvals. Street parking and a bike lane abut the sidewalk, providing access to the existing and planned commercial uses along Hyde Park Road.
PROPOSED ZONING BY-LAW AMENDMENT

A Zoning By-Law Amendment is required to permit the proposed development. It is proposed that the subject lands be re-zoned to a site specific “Business District Commercial (BDC(_))” zone, with the following special provisions:

- A maximum front yard setback of 7.15m (as existing) (whereas a maximum of 3.0m is permitted);
- A maximum building height of 6 storeys (18 metres) for the residential apartment building;
- A maximum mixed use density of 124 units per hectare (UPH);
- Permit dwelling units on the entire first floor footprint of the 6-storey building, particularly along North Routledge Park (whereas dwelling units in mixed use buildings are only permitted to the rear of the first floor and above); and,
- A parking supply of 86 spaces for all uses (whereas 112 parking spaces are required).

It is also proposed that the existing “h-17” holding provision be removed through the Zoning By-Law Amendment process. A preliminary servicing report has been submitted through the planning process, indicating that existing servicing can accommodate the proposed development. As such, the holding provision can be removed.

PLANNING POLICY ANALYSIS

2014 PROVINCIAL POLICY STATEMENT

The Provincial Policy Statement (PPS), issued under the authority of Section 3 of the Planning Act “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient development and the protection of resources. All planning applications, including Zoning By-law Amendment applications are required to be consistent with these policies.

Section 1.1.1

Healthy, liveable and safe communities are sustained by:

a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;

b) accommodating an appropriate range and mix of residential, employment (including industrial, commercial and institutional uses), recreational and open space uses to meet long-term needs;

c) avoiding development and land use patterns which may cause environmental or public health and safety concerns;

e) promoting cost-effective development patterns and standards to minimize land consumption and servicing costs;
The proposed development is an efficient and appropriate form of development for the subject lands. It adds to the range and mix of housing types that meet the long-term housing needs for a variety of demographics. The proposed commercial space supports employment opportunities in the Hyde Park community, and promotes “live-work” opportunities for residents of the development. Given that the proposed development is a compact, cost-effective form of development that will make full use of municipal services within an existing built-up area of London, land consumption and servicing costs are minimized.

As discussed in the “D-6 Guideline Compatibility Report” section of this report, the proposed development is subject to a D-6 Guideline Compatibility Report. The intent of the D-6 guidelines are to prevent land use problems due to the encroachment of sensitive land uses and industrial land uses on one another by recommending minimum distances between uses. The proposed development is consistent with the D-6 guidelines, mitigating public health and safety concerns.

Section 1.1.3.1

Settlement areas shall be the focus of growth and development, and their vitality and regeneration shall be promoted.

The subject lands are within a settlement area, being within the Urban Growth Boundary and Built-Up Area of the City of London. The proposed development promotes vitality and regeneration of the subject lands, as it is a compact and efficient form of development on an underutilized parcel of land that is connected to existing municipal services.

Section 1.1.3.2

Land use patterns within settlement areas shall be based on:

a) densities and a mix of land uses which:
   1. efficiently use land and resources;
   2. 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;
   4. support active transportation;
   5. are transit-supportive, where transit is planned, exists or may be developed.

b) a range of uses and opportunities for intensification and redevelopment in accordance with the criteria in policy 1.1.3.3, where this can be accommodated.

The subject lands are located within the City of London, a settlement area, and more specifically within the Hyde Park Village commercial node/corridor. The proposed development is appropriate for the underutilized subject lands and is well-suited for increased density and mix of land uses. The proposed development will make use of existing municipal services along Hyde Park Road and North Routledge Park. The subject lands have convenient access to public transit along Hyde Park Road (Route #19), providing access to downtown and the Hyde Park power centre. A cycling lane is located on both sides of Hyde Park Road, providing opportunities for residents, patrons, and/or employees on the subject lands to engage in active transportation.
Section 1.1.3.3

Planning authorities shall identify appropriate locations and promote opportunities for 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.

The proposed development is considered to be intensification (adding more dwelling units than what currently exists). The subject lands are an appropriate location for the proposed development as they are located along an arterial road, have access to public transit, are proximate to open space, and many additional commercial amenities along Hyde Park Road to the north and south. The lands are sufficiently sized to accommodate the requisite components of the proposed development, including parking, amenity space, and appropriate vehicular and pedestrian circulation.

Access to existing public service facilities is available by vehicle, public transit, or active transportation (St. Marguerite D’Youville Catholic Elementary School [1.2km to the northeast], and LHSC University Hospital [5km to the east]).

Section 1.1.3.4

Appropriate development standards should be promoted which facilitate intensification, redevelopment, and compact form, while avoiding risks to public health and safety.

The proposed development is a mixed use, compact form of development that is desirable along higher-order roads. The location of the commercial uses close to the street accommodates safe, direct public connections from the sidewalk. Residents of the proposed development will also have direct access to the commercial uses on the subject lands via internal sidewalks, promoting active transportation to and from commercial amenities on site. This comprehensive, effective pedestrian circulation plan supports safety of the public, patrons, employees, and residents, as well as promotes the viability of the commercial uses on the subject lands.

Section 1.1.3.6

New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses, and densities that allow for efficient use of land, infrastructure, and public service facilities.

The proposed development is within an existing built-up commercial and residential area. The proposed density of 124 UPH is reflective of a compact, efficient form of housing which adds to the mix of uses and densities in this predominantly commercial area.
Section 1.2.6.1

Major facilities and sensitive land uses should be planned to ensure they are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise, and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities.

As discussed in the “D-6 Guideline Compatibility Report” section of this report, a 20m minimum separation distance is recommended between Class I Industry and the proposed development (the existing cannabis production facility is a Class I Industry). Between the setbacks and building locations of the proposed development and the cannabis production facility, the separation distance is greater than the 20m minimum. The proposed development is therefore appropriately buffered from the cannabis production facility, minimizing risk to public health and safety.

Section 1.3.1

Planning authorities shall promote economic development and competitiveness by:

c) encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities;

The proposed development is a form of compact, mixed-use development that incorporates compatible employment uses (i.e. commercial and office uses) that support “live-work” opportunities for residents of the proposed development.

Section 1.4.3

Planning authorities shall provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

b) permitting and facilitating:
   2. all forms of residential intensification, including second units, and redevelopment in accordance with policy 1.1.3.3.

c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs; and,

d) promoting densities 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;

The proposed development is a form of residential intensification, located on a site that is well-suited for the proposed increase in density. This form of housing is suitable for a variety of demographic, supporting the projected population growth in this area of the City of London. Existing and/or planned municipal servicing and public service facilities (i.e. schools and hospitals) are available to accommodate the residents of the proposed development. The proposed development is transit-supportive, providing an increase in density along an existing public transit corridor (i.e. Route #19).
Section 1.5.1

Healthy, active communities should be promoted by:

a) planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

The provision of on-street parking and the hardscaped pedestrian boulevard at the corner of Hyde Park Road and North Routledge Park support safe, convenient pedestrian connections. The pedestrian boulevard is connected to public sidewalks along Hyde Park Road and North Routledge Park, as well as bike lanes along Hyde Park Road, encouraging and facilitating modes of active transportation to and from the subject lands. The enhancement of the streetscape and public realm components are consistent with the proposed development south of the subject lands at 1600 Hyde Park Road, subject to applicable planning approvals.

Section 1.6.6.2

Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas. Intensification and redevelopment within the settlement areas on existing municipal sewage services and municipal water services should be promoted, wherever feasible.

The proposed development will make use of full municipal services. A Preliminary Servicing Report (prepared by Development Engineering) is included in the ZBA submission.

Section 1.7.1

Long-term economic prosperity should be supported by:

a) promoting opportunities for economic development and community investment-readiness;

b) maintaining and, where possible, enhancing the vitality and viability of downtowns and main streets;

c) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

The proposed development contributes to long-term economic prosperity by providing a mixed-use development with residential and commercial uses that encourage economic development and community investment. The planned vision of Hyde Park Road corridor is to develop a vibrant and viable main street; the proposed development contributes to the development of a pedestrian-oriented main street along Hyde Park Road and North Routledge Park.
**Section 2.6.1**

*Significant built heritage resources and significant cultural heritage landscaped shall be conserved.*

A designated heritage building is adjacent to the subject lands to the south at 1656 Hyde Park Road. A *Heritage Impact Assessment* prepared by Zelinka Priamo Ltd. is attached to this Zoning By-Law Amendment application, which outlined that the proposed development will have no undue, adverse impacts on the designated heritage building.

Based on the above analysis, the proposed Zoning By-Law Amendment is consistent with the policies of the 2014 Provincial Policy Statement.

**1989 CITY OF LONDON OFFICIAL PLAN**

The subject lands are designated “Main Street Commercial Corridor” in the 1989 City of London Official Plan (Figure 19). The intent of the “Main Street Commercial Corridor” designation is to provide redevelopment of underutilized properties for one or more of a broad range of permitted uses at a scale that is compatible with adjacent development. The permitted uses within the “Main Street Commercial Corridor” designation include small-scale retail uses and residential uses (stand-alone or through the development of mixed use buildings) (Section 4.4.1.4). The proposed development is the redevelopment of an underutilized site to provide a street-oriented, mixed use development with commercial and residential uses. The high-quality design of the building provides for an appropriate addition to the Hyde Park Road and North Routledge Park streetscapes.

*Figure 19 – 1989 City of London Official Plan: Schedule ‘A’ – Land Use (Excerpt)*
The “Main Street Commercial Corridor” designation is applied to long-established commercial areas, primarily along arterial roads, in older parts of the City that mostly consist of small, separately-owned and often pedestrian-oriented commercial uses (Section 4.4.1.3, 4.4.1.5). It is the intent that new development within this designation strengthen and enhance the existing commercial corridor. Numerous 1 to 2-storey buildings (in the form of converted dwellings and purpose-built buildings) occupied by a range of commercial, office, and light industrial uses line both sides of Hyde Park Road and North Routledge Park. The proposed development provides a high quality, pedestrian-oriented built form along Hyde Park Road and North Routledge Park, and has the opportunity to re-define the image of the intersection and corridor.

The development of mixed-use building in the “Main Street Commercial Corridor” designation are to form a continuous, pedestrian-oriented shopping area, as well as maintain a setback and storefront orientation that is consistent with adjacent uses (Section 4.4.1.8). The proposed development is located close to the street along Hyde Park Road and North Routledge Park, consistent with the existing commercial built form along Hyde Park Road. Given the scale of the proposed development, it creates an enhanced sense of enclosure for pedestrians along the street.

A cluster of new commercial uses developed in this designation do not normally exceed the scale of development within the “Neighbourhood Commercial Node” (i.e. a maximum of 13,000 m² of gross floor area) (Section 4.4.1.7). The gross floor area of the proposed commercial uses are within the permitted range at 597 m². The maximum gross floor area for office uses is regulated by the Zoning By-Law, and in this circumstance, is capped at 2,000 m². The 550 m² of office floor area is permitted.

The scale of development policies of the “Main Street Commercial Corridor” are consistent with the “Multi-Family, High Density Residential” designation, which does not regulate building height (Section 4.4.1.7). The proposed 6-storey building (~18m) height is permitted on the subject lands. There are no sensitive land uses that abut the subject lands (i.e. commercial and light industrial/office uses), therefore the proposed development is considered compatible with the surrounding context.

Residential densities within mixed use buildings should be consistent with the densities permitted in the “Multi-Family, High Density Residential” and “Multi-Family, Medium Density Residential” designations, being a maximum of 150 units per hectare (UPH) (Section 4.4.1.7). There are 53 residential units proposed in the 6-storey apartment building, equating to a residential density of 102 UPH. When including the proposed 597 m² of commercial gross floor area and 550 m² of office gross floor area, this equates to a mixed use density of 124 UPH on the 0.52ha (1.28ac) subject lands. The proposed density is permitted within the “Main Street Commercial Corridor” land use designation in the 1989 City of London Official Plan.

**URBAN DESIGN**

Proposals within the “Main Street Commercial Corridors” are to be developed and maintained in accordance with the Urban Design policies of Section 4.4.1.9 and Section 11.1 in the 1989 City of London Official Plan.
Section 4.4.1.9

- Provides continuity of the urban fabric;

The proposed building is consistent with the existing street wall formed along Hyde Park Road and the current commercial built form. The scale of the proposed building is consistent with the vision of the Hyde Park Community, providing a mixed use development that is located close to the street and a density consistent with the “Multi-Family, High Density Residential” designation.

- Protects heritage buildings and landscapes and maintains the diversity of the urban environment;

A Heritage Impact Assessment is attached to this Zoning By-Law Amendment application; there will be no undue, adverse impacts to the designated heritage building to the south of the subject lands at 1656 Hyde Park Road.

- Provides appropriate building massing and height provision to ensure main streets define the public spaces in front and in between buildings;

The scale of the 2-storey podium, as well as the use of materials on the first two storeys of the apartment building along Hyde Park Road provide for a human scale/pedestrian-oriented streetscape. The location of the more intense massing of the 6-storey apartment building is to the rear of the subject lands, placing an emphasis on the 2-storey podium along Hyde Park Road and maintaining a traditional main street design. A hardscaped public sidewalk at the Hyde Park Road and North Routledge Park intersection, with planters/landscaping features, will define the pedestrian-oriented, human scale public space in the front of the property.

- Provides for architectural guidelines to enable greater influence on building elevations, entrances, and materials;
- Provides for signage policies and regulations that are sensitive to the main street environment;
- Provides guidelines with strong direction on the provision of landscaping and streetscaping, open spaces, and on-street parking as elements of the public realm.

The Hyde Park Community Plan provides a series of guidelines for built form, materials, signage, landscaping, open spaces, and parking. These guidelines are discussed later in this report within the “Hyde Park Community Plan” section.

The 1989 City of London Official Plan includes design principles that are applied to new developments. Section 11.1 lists the general principles that are to be promoted in preparation of development proposals. The individual principles listed do not always apply to each specific development, and are dependent upon the location and characteristics of the proposal. The design principles relevant to the proposed development, and how they are addressed, are outlined as follows:
Natural Features – There are no significant natural features identified on the subject lands.

Trees – City Staff have confirmed that a Tree Preservation Plan is not required as part of the Zoning By-Law Amendment process. No trees are located on the subject lands.

High Design Standards – The proposed development is of a high design standard located in a highly visible area along the Hyde Park Road corridor.

Architectural Continuity – The massing and conceptual design of the proposed development is a desired architectural style that is encouraged throughout Hyde Park. The proposed development is consistent with the planned vision of the Hyde Park area, as well as future/planned developments to the south along Hyde Park Road and Gainsborough Road, supporting the development of a consistent architectural style along Hyde Park Road.

Redevelopment – The proposed development will replace an under-utilized commercial property with an efficient, well designed mixed use development that contributes to the housing needs in this area of the City of London.

Streetscape – The placement and orientation of the buildings towards the street with a high quality building façade improves the attractiveness and visual appeal of the streetscape. Opportunities for signage, lighting, and landscaping at the front of the building will be detailed throughout the Site Plan Approval process.

Pedestrian Traffic Areas – Pedestrian traffic to and from the proposed development will be connected to the public sidewalk along Hyde Park Road and North Routledge Park at multiple points. To enhance the pedestrian area in the front of the buildings along Hyde Park Road, and North Routledge Park, a hardscaped public sidewalk and landscaping is proposed.

Access to Sunlight – Access to sunlight is evaluated both in terms of potential effects on existing sunlight exposure to abutting lands and natural light penetration to the proposed development. There are limited sensitive land uses that are adjacent to the proposed development, minimizing any shadowing impacts from the buildings. There is a sufficient setback between the rear property line and the proposed apartment building to ensure adequate sunlight exposure for the existing light industrial/office uses to the west along North Routledge Park is maintained. In terms of the proposed buildings on the subject lands, each building elevation includes glazing to promote maximum natural light penetration.

Building Positioning – The buildings are positioned close to Hyde Park Road and North Routledge Park, away from the rear property line, creating an internal area for surface parking, loading, and usable amenity space for residents. The location and orientation of the apartment building promotes an adequate level of privacy for individual dwelling units.
- **Parking and Loading** – Surface parking and loading is located internal to the site, away from the street to avoid traffic flow disruptions. There is adequate room for vehicular circulation of automobiles, loading/servicing vehicles, and emergency vehicles.

- **Privacy** – There are no residential uses that abut the subject lands. A surface parking area associated with a light industrial/office complex at 1385 North Routledge Park abuts to the west; an existing multi-unit, commercial building (under the same ownership as the subject lands) abuts to the north; and vacant lands are adjacent to the subject lands to the south (subject to Zoning By-Law Amendment [Z-9067]). There are no anticipated privacy concerns from these uses. Most of these uses operate during business hours (approximately 9 AM to 5 PM, Monday to Friday), which contrast with peak residential activity in the proposed buildings during evenings and weekends. The proposed buildings are sufficiently setback from the property lines, and North Routledge Park provides a sufficient buffer from the developable lands to the south.

- **Noise Attenuation** – City Staff have confirmed that a Noise Study is not required as part of the Zoning By-Law Amendment process.

- **Waste Management** – Although a waste management strategy has not yet been finalized, it is anticipated that garbage and recycling will be collected internal to the buildings.

- **Gateways** – A landscaped gateway feature will be located within the public realm at the northwest corner of the Hyde Park Road and North Routledge Park intersection. The landscaped gateway feature will define and distinguish the proposed development, screen the surface parking area between the podium and the street, and soften the entry-way to the proposed apartment building.

The design of the proposed building is consistent with the planned vision of the Hyde Park Village, providing a pedestrian/street-oriented commercial area for the area, similar to Richmond Row (Section 4.4.1.13.4). The proposal represents an appropriate and compatible form of development, and is consistent with the policies and intent of the 1989 City of London Official Plan. The proposal is consistent with the planned vision of the “Main Street Commercial Corridor” land use designation to permit a comprehensive, mixed use development on an underutilized site.

**THE LONDON PLAN**

The subject lands are identified within the “Main Street” Place Type along a “Civic Boulevard” Street Classification, according to “Map 1 – Place Types” and “Map 3 – Street Classifications, respectively, in *The London Plan* (Figures 20 and 21).
Although the “Main Street” Place Type policies are not under appeal at the Local Planning Appeal Tribunal (LPAT), “Map 1 – Place Types” remains under appeal. Therefore, the “Main Street” Place Type policies do not apply, and the policies of the “Main Street Commercial Corridor” land use designation in the 1989 City of London Official Plan apply.

Notwithstanding the fact that the proposed development is not required to conform to The London Plan, the proposal does have regard to the following policies:
Planned Vision (Policy 907, 910)

The planned vision of the “Main Street” Place Type is to allow for appropriate and sensitive intensification, with a mix of uses, that enhances the quality and character of the existing corridors. Buildings are to be designed to fit with the planned vision, scale, and character of the area. The proposed development is a desirable form of development, is appropriate in scale, and defines the streetscape along Hyde Park Road and North Routledge Park. The 2-storey podium, combined with design elements on the first two storeys of the 6-storey apartment building are representative of a human scale, enhancing the existing streetscapes.

The proposed development is sensitive and compatible with abutting uses. The location and orientation of the building accommodates ample setbacks between the proposed development and existing built form, including the light industrial/office uses to the west along North Routledge Park.

Permitted Uses (Policy 908)

A broad range of residential, retail, service, and office uses are contemplated and encouraged to be located within mixed-use building within the “Main Street” Place Type. The proposed development includes a mix of uses on the subject lands. Commercial uses are proposed to be located at grade in a 2-storey podium with office and residential above, and additional residential uses are proposed on all storeys in the new, 6-storey apartment building to the rear of the site.

Intensity (Policy 910)

Buildings are to be a minimum of either two-storeys (8m) in height and will not exceed four-storeys in height; buildings up to 6-storeys in height are permitted with Type 2 Bonus Zoning. The proposed 6-storey apartment building would require Type 2 Bonus Zoning.

Bonusing (Policy 1652, 1653)

Under Type 2 Bonus Zoning, additional height may be permitted in favour of facilities, services, or matters outlined in Policy 1652 (Our Tools Chapter). The proposed development incorporates exceptional site and building design, the details of which are described throughout this report. Type 2 Bonus Zoning is permitted where it is demonstrated that the resulting intensity and form of the proposed development represents good planning within its context. The incremental level of impact (i.e. shadowing, privacy, access to sunlight etc.) is marginal between the permitted height of four storeys, versus the proposed six storey height with Type 2 Bonus Zoning. There are no abutting sensitive land uses, the location and orientation of the buildings provide for appropriate setbacks between abutting uses, and ultimately, the proposed development is considered compatible for the subject lands and represents good planning.

However, this report can confirm that the proposed development is not seeking a Bonus Provision to meet the policies of The London Plan. The 1989 City of London Official Plan is determinative and contemplates residential densities of up to 150 units per hectare (UPH), with no maximum height.
Form (Policy 911)

The proposed development is consistent with Hyde Park Community Plan, which provide guidelines that inform the design of the buildings. The 2-storey podium is located close to the front property line, maintaining the established street wall to create a comfortable pedestrian environment. The public realm is defined by a handscaped boulevard, softened with planters/landscaping, that lead to the primary building entrances. The handscaped retoboulevard is similar to that of which is proposed to the south at 1600 Hyde Park Road (subject to applicable planning approvals). Signage is clear and incorporated into the front façade of the podium above primary entrances. Although parking is provided between the building and the street, this is a result of an existing situation, given the location of the current 2-storey building on the subject lands. Planters/landscaping will contribute to screening the parking area from the public realm and the street.

Mitigation of Potential Adverse Impacts (Policy 1578)

An analysis of the following potential impacts on nearby properties allows for effective evaluation of the appropriateness and compatibility of the proposed development (Policy 1578, Our Tools Chapter).

Traffic and Access Management

City staff determined a scoped Traffic Impact Assessment (TIA) is required for the proposed Zoning By-Law Amendment application. All recommendations within the assessment to address traffic concerns are to be fully incorporated throughout the application process. Vehicular access points will be consistent with the City of London Access Management Guidelines and the Site Plan Control By-Law.

Noise

City Staff confirmed a Noise Study is not required for the proposed Zoning By-Law Amendment process.

Parking

A parking reduction is proposed as a special provision in the Zoning By-Law Amendment application. Access to transit (Route #19) provides connections to the shopping area at Hyde Park Road and Fanshawe Park Road West, as well as connections to the downtown. Hyde Park Road has delineated cycling lanes and public sidewalks along both sides, providing connections to various commercial amenities, employment opportunities, and open space. A parking reduction, as described later in this report, is appropriate for the subject lands.

Lighting

The location and type of exterior lighting will be confirmed in the Site Plan Approval process. Any proposed exterior lighting will be located near building entrances, along pedestrian walkways, and parking areas. The intent of any lighting fixture is to minimize light spill onto adjacent properties.
Garbage

Although a waste management strategy has not yet been finalized, it is anticipated that garbage and recycling will be collected internal to the residential buildings, while in-ground waste receptacles will be used for commercial tenants.

Privacy, Visual Impact, Loss of Views

The proposed building is oriented and located towards both Hyde Park Road and North Routledge Park, providing ample space between abutting commercial and light industrial uses. Landscaping, tree plantings, and/or fencing will screen the rear yard, driveways, and parking areas of the proposed development from these abutting uses.

The width of Hyde Park Road and North Routledge Park provides a buffer between the proposed buildings and existing uses across each respective street. Ultimately, existing conditions allow for the maintenance of adequate privacy levels for adjacent uses and future residents of the building. Details relating to screening and buffering will be reviewed and confirmed through the Site Plan Approval process.

Shadowing

City Staff confirmed a shadow study was not required for the proposed Zoning By-Law Amendment. However, a shadow study has been provided in support of the Heritage Impact Assessment.

Loss of Trees, Impact on Natural Heritage Features, Impact on Natural Resources

City Staff confirmed a Tree Preservation Study was not required for the proposed Zoning By-Law Amendment. There are no significant natural heritage features or natural resources identified on the subject lands.

Impact on Cultural Heritage Resources

City Staff confirmed a Stage 2 Archaeological Assessment and a Heritage Impact Assessment (HIA) is required for the Zoning By-Law Amendment application. A Stage 1-2 Archaeological Assessment was completed, and no further archaeological assessment is recommended, and any recommendations/mitigation measures to protect abutting heritage resources from the assessment are to be fully incorporated throughout the approvals process.

URBAN DESIGN

The London Plan includes City Design policies that are applied to new developments relating to character, street network, streetscapes, public space, site layout, and buildings. The individual principles do not always apply to each specific development, and are dependent upon the location and characteristics of the proposal. The design principles relevant to the proposed development, and how they are addressed, is described as follows:
Character and Streetscapes

The built form of the proposed development is consistent with the planned vision of the “Main Street” Place Type: forming a strong neighbourhood character and distinct sense of place. The proposed development will define the character of Hyde Park Village, creating a unique identity and strong sense of place for the area. The proposed development is one of the first proposed buildings since the adoption of The London Plan in Hyde Park Village and is highly visible to pedestrians, cyclists, and motorists. The proposed building is located close to the street, maintaining the established street wall with the existing commercial uses along Hyde Park Road that are easily accessible by pedestrians. The proposed development adds to a diversity of patterns, sizes, and residential housing choices, which may accommodate a variety of demographics. Overall, the character of the proposed development will be a positive addition to the Hyde Park Road and North Routledge Park streetscape.

Street Network

The street network, particularly along Hyde Park Road, will be highly pedestrian-oriented, with convenient mobility options that include cycling lanes and access to public transit along both sides of the street. On-street parking is proposed on the west side of Hyde Park Road in front of the proposed development.

Site Layout

The site layout is based on a response to its surrounding context, specifically existing commercial and light industrial uses to the west along North Routledge Park. The building is positioned an appropriate distance from surrounding uses; setbacks, tree plantings, fencing, and/or landscaping all buffer and screen the proposed development, where appropriate. The specific design details will be determined through the Site Plan Approval process.

The proposed buildings have been sited with minimal setbacks from the Hyde Park Road and North Routledge Park right-of-ways to create a street edge, establish a sense of enclosure, and develop a comfortable pedestrian environment. The front entrances to the podium, as well as the street level residential units, directly connect to the public sidewalk.

Building

The buildings are located away from the abutting uses to the west. The scale, massing, location, and materials of the proposed development foster a positive and compatible relationship with the surrounding area. The podium, as well as the first two storeys of the apartment building, are uniquely clad in building materials to create a pedestrian-oriented focus at street level. Furthermore, the proposed development supports the City Design policies in Policy 193 as follows:
• The proposed development is appropriate for the subject lands, is sensitive to the surrounding area, and compatible with abutting uses to the west. A significant rear yard setback provides a significant buffer, and the rear yard, parking, and driveway will be screened from view.

• The proposed development is located close to all street edges, thereby enhancing the pedestrian environment and providing a strong street presence. Opportunities for planters/landscaping along Hyde Park Road will aid in providing a well-designed and aesthetically pleasing streetscape. The provision of one vehicular access per street frontage allows for a greater area for the buildings to address the street.

• The proposed development provides a housing type that supports appropriate residential intensification, and by virtue of being a higher density form of housing, provides housing that may be more affordable for residents.

The proposed Zoning By-Law Amendment is intended to permit an appropriate form of redevelopment that is compatible with surrounding and abutting uses. Notwithstanding the fact the proposed development is not required to conform to The London Plan, the proposal does in fact conform to the above policies. The proposal is consistent with the intent of The London Plan, including residential intensification policies, urban design, compatibility, and evaluation criteria for planning and development applications.

THE HYDIE PARK COMMUNITY PLAN (November 2001)

The Hyde Park Community Plan is divided into a number of sections, including: urban form, street network and street design, and building design. Each of the sections do not always apply to each specific development, and are dependent upon the location and characteristics of the proposal. The guidelines relevant to the proposed development, and how they are addressed, is described in the following:

Urban Form

The land use plan for the Hyde Park Community Plan provides for a mix of residential, retail, open space, and community uses that are arranged to facilitate linkages through the immediate area to facilitate travel by automobile, walking, transit, and bicycle. The proposed development provides a mix of uses that is well-connected by automobile and active transportation, and is proximate to public transit along Hyde Park Road (Route #19).

Street Network, Street Design, and Streetscape

The street system of Hyde Park should be designed to both move traffic while recognizing pedestrian needs and creating a comfortable environment for people walking along the streets. Buildings should be located close to the street to enclose the street space and make a positive contribution to the liveliness of the street. The proposed hardscaped public sidewalk along Hyde Park Road and North Routledge Park enhances the pedestrian environment. The proposed buildings are located close to the street, with the human scale component of the buildings uniquely designed and clad to animate and liven the street.
Details that enhance the streetscape, such as street trees, street furniture, the location and width of sidewalks, and signage are to be determined through the Site Plan Approval process.

**Building Design**

A variety of architectural style and building types are promoted by providing a range of architectural expressions with attention to certain building elements and the streetscape. The design of the proposed building is of a complimentary architectural style for the area and the use of a variety of building materials provides architectural expression along the front of the buildings. These materials include brick, masonry, siding, and spandrel/vision glass, as well as a variety window and door treatments, that provide visual variety and an attractive, pedestrian-oriented portion of the buildings along the street.

Buildings are encouraged to define the public street space with maximized building walls to enclose the street and create a consistent street edge. Buildings should be arranged in varied, clustered masses relating close to the street. The proposed building provides a massing that is differentiated from the existing built form, yet is sensitive and compatible with the surrounding area.

**THE CITY OF LONDON ZONING BY-LAW**

The subject lands are currently zoned “Holding, Business District Commercial (h-17, BDC)” in the City of London Z.-1 Zoning By-Law (Figure 22).

![Figure 22 – City of London Zone Map (Excerpt)](image)

A Zoning By-Law Amendment is required to permit the proposed development. It is proposed that the subject lands be re-zoned to a site specific “Business District Commercial (BDC(_))” zone.
In review, the site specific special provisions sought for the “Business District Commercial (BDC(_))” zone are as follows:

- A maximum front yard setback of 7.15m (as existing) (whereas a maximum of 3.0m is permitted);
- A maximum building height of 6 storeys (18 metres);
- A maximum mixed use density of 124 units per hectare (UPH);
- Permit dwelling units on the entire first floor footprint of the 6-storey building, particularly along North Routledge Park (whereas dwelling units in mixed use buildings are only permitted to the rear of the first floor and above); and,
- A parking supply of 86 spaces for all uses (whereas 112 parking spaces are required).

Front Yard Setback

The front yard setback of the 2-storey podium is a result of the location of the existing building and a road widening dedication of 24.0m from the centerline of Hyde Park Road. The existing surface parking area is located between the resultant front property line after dedication and the 2-storey podium. Given the above, the proposed maximum 7.15m front yard setback is appropriate for the subject lands, given that it is an existing situation and that a future road widening will bring the building closer to the street.

Height

The intent of the “Business District Commercial (BDC)” zone is to implement the “Main Street Commercial Corridor” land use designation in the 1989 City of London Official Plan. The policies of the designation do not regulate building height and proposed maximum 18m height of the 6-storey apartment buildings is permitted.

The vision of this portion of the Hyde Park Road corridor is to permit significant intensity and redevelopment. The proposed development is complementary to those future plans. The proposed height can be implemented on the subject lands in a sensitive and compatible manner. Shadowing impacts are limited, particularly to the west on the light industrial/office lands along North Routledge Park; the location, orientation, and proposed setbacks will provide adequate privacy levels for future residents of the building and tenants/customers of the commercial uses.

The proposed apartment building is located further back from the front of the subject lands along Hyde Park Road, providing additional buffer between future residents, the active commercial uses, and higher-order arterial road. Given the above, the proposed height can be appropriately and compatibility constructed on the subject lands.

Density

A maximum of 150 UPH is contemplated within the “Main Street Commercial Corridor” within the 1989 City of London Official Plan. The proposed Zoning By-Law Amendment seeks to establish a mixed use density of 124 units per hectare (UPH). As a result, the 53 residential units, 597 m² of commercial floor area, and 550 m² of office floor area are permitted on the subject lands.
Residential Uses on the Entire First Floor

Within the “Business District Commercial (BDC)” zone, dwelling units are permitted at the rear of buildings, provided that other permitted uses (i.e. commercial) are provided at the front of the building. The intent of these regulations are to encourage proposals for mixed use developments with ground level uses that interact with the street. The proposed development is a mixed use development that provides a residential and commercial uses. The 6-storey apartment building is located to rear, and above, the 2-storey podium. The podium defines the frontage along Hyde Park and is consistent with the Zoning By-Law regulation (Section 25.2.1.b). The proposed apartment building makes up the frontage along North Routledge Park, with dwelling units on the first storey that address the street. A special provision to the Zoning By-Law is to permit these dwelling units on the first storey of the proposed apartment building.

The intent of providing a mix of uses in the BDC zone is still achieved on the subject lands. Residential units are proposed on all floors, including the first floor, which have access to the commercial uses on site. Given this, permitting dwelling units on the first storey of the apartment building along North Routledge Park is considered appropriate. Given that North Routledge Park is a local street, there are limited opportunities to provide feasible, mixed-use development along the street, as compared to a higher-order road like Hyde Park Road. However, the intent of the street level residential uses along North Routledge Park is not to preclude the redevelopment of these units into other land uses in the future. Should market conditions change, units fronting on North Routledge Park could be converted to commercial uses.

Parking

As eluded to earlier in this report, a parking reduction is proposed as a special provision in the Zoning By-Law Amendment application. Access to transit (Route #19) provides connections to the shopping area at Hyde Park Road and Fanshawe Park Road West, as well as connections to the downtown. Hyde Park Road has delineated cycling lanes and public sidewalks along both sides, providing connections to various commercial amenities, employment opportunities, and open space. A parking reduction, as described later in this report, is appropriate for the subject lands.

Overall, the requested site specific “Business District Commercial (BDC(_))” conforms to the planned function of the “Main Street Commercial Corridor” land use designation in the 1989 City of London Official Plan and has regard for the “Main Street” Place Type in The London Plan.

OTHER CONSIDERATIONS

HERITAGE

A Heritage Impact Assessment (HIA) was prepared for the subject lands by Zelinka Priamo Ltd., and is attached to the application.
**ARCHAEOLOGY**

A *Stage 1-2 Archaeological Assessment* was prepared for the subject lands by Lincoln Environmental Consulting Corporation in April 2019. The report states that no archaeological resources have been identified in Stage 2, and no further assessment of the property is recommended.

**TRANSPORTATION**

A *Transportation Impact Assessment* was completed for the subject lands by Paradigm Transportation Solutions Limited in April 2019, with an addendum in June 2019. Based on the findings of the assessment, it is recommended that the City approve the proposed development, subject to implementing the remedial measures as identified in the study, which will be integrated throughout the planning process.

**SERVICING**

A *Preliminary Servicing Report* was prepared for the subject lands by Development Engineering Ltd. in June 2019. The report confirms that existing water, storm, and sanitary services are adequate to accommodate the proposed development.

**D-6 GUIDELINE COMPATIBILITY REPORT**

City Staff identified that a D-6 Guidelines Compatibility Report is required as part of a complete Zoning By-Law Amendment application. The intent of the D-6 Guidelines are to prevent or minimize future land use problems due to the encroachment of sensitive land uses and industrial lands on one another.

The purpose of the compatibility report is due to the abutting commercial cannabis production facility (permitted under the Zoning By-Law as a "pharmaceutical and medical product industry), located at 1490 North Routledge Park. The D-6 guidelines provide a recommended, appropriate distance between industrial areas and sensitive land uses (i.e. the proposed development).

The commercial cannabis production facility has the following characteristics:

- There is no audible sound from the property;
- There is an infrequent and minor odour from the property;
- There are no ground borne vibrations from the property;
- There is no outdoor storage on the property;
- The facility is a small-scale, self-contained operation that produces and/or stores cannabis;
- There are no fugitive emissions from the property; and,
- The facility operates during the daytime, with infrequent movement of products or trucks.
Given the above, the commercial cannabis production facility at 1490 North Routledge Park is considered a *Class I Industrial Use*. A 20m minimum separation distance is recommended. The width of the right-of-way on North Routledge Park is sufficient itself to meet the 20m separation requirement. As well, the combination of the location and orientation of the building, the side yard rear yard setbacks of the proposed development, and the side yard setback of the cannabis facility, results in a setback larger than the 20m minimum separation distance. Therefore, the proposed development is consistent with the purpose and intent of the D-6 Guidelines.

**CONCLUSION**

The proposed Zoning By-Law Amendment seeks to permit a mixed use development. A total of 53 residential units, 597 m² of commercial gross floor area, and 550 m² of office floor area is proposed. The subject lands are proximate to other commercial amenities, open space, public transit, and are located along an arterial road. The proposal to redevelop the underutilized lands provides an opportunity to integrate an attractive, cost-effective, and compact built form that is compatible with abutting uses, maintains privacy, and fulfills the planned function of the subject lands. Based on the above, and as detailed throughout this Planning and Design report, the proposed Zoning By-Law Amendment is consistent with the intent and policies of the 2014 Provincial Policy Statement (PPS), the 1989 City of London Official Plan, and *The London Plan*, and the City of London Z.-1 Zoning By-Law. As such, the Zoning By-Law Amendment is appropriate and represents good land use planning.
APPENDIX A

Drawing A010  Conceptual Site Plan
Drawing L-1  Conceptual Landscape Plan
Drawing A300  Conceptual Elevations
Drawing  Conceptual Massing Model
Drawing 01-04  Shadow Study
March 21st, 2019
(Spring Equinox)

Spring 10AM  Spring 12PM  Spring 2PM
Spring 4PM  Spring 6PM
June 21st, 2019
(Summer Solstice)

Summer 10AM
Summer 12PM
Summer 2PM
Summer 4PM
Summer 6PM
December 21st, 2019
(Winter Solstice)

Winter 10AM

Winter 12PM

Winter 2PM

Winter Shadows Study
1674 Hyde Park Plaza
03
March 21st, 2019  
(Spring Equinox)

Spring 10AM  
Spring 12PM  
Spring 2PM  
Spring 4PM  
Spring 6PM
June 21st, 2019
(Summer Solstice)

Summer 10AM
Summer 12PM
Summer 2PM
Summer 4PM
Summer 6PM
December 21st, 2019
(Winter Solstice)

Winter 10AM

Winter 12PM

Winter 2PM