



PLANNING & DESIGN BRIEF

Developer

2575707 Ontario Corp.
c/o Business Network Associates

Project Site

1503 Hyde Park Road /
London / ON

09.15.2021

Contact

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ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for 2575707 Ontario Corp. (c/o Business Network Associates) as part of our **CREATE** process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design. The graphics and supporting text are intended to highlight links between those factors the specific planning and design response proposed for the site. The report describes the relevant details of the proposed development for 1503 Hyde Park Road and the unique planning process that is being undertaken by the project team.

PREPARED BY

Siv-ik Planning and Design Inc.

PREPARED FOR

2575707 Ontario Inc.
c/o Business Network Associates

VERSION 1.0

ISSUED

09.15.2021

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S1 INTRODUCTION

S1.1 Project Consulting Team



Siv-ik Planning and Design Inc. is an urban planning and design studio based in London and Hamilton, ON and serving clients across southern Ontario. We're a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.



ACI Wright Architects is a diverse international award winning architectural firm. Designing with utmost sensitivity to the natural environment, culture and history they begin each project with their Client to create a place with a story and a soul. Their philosophy is one of obvious simplicity: "Ask questions, listen carefully, communicate at all times and most of all, keep it simple."

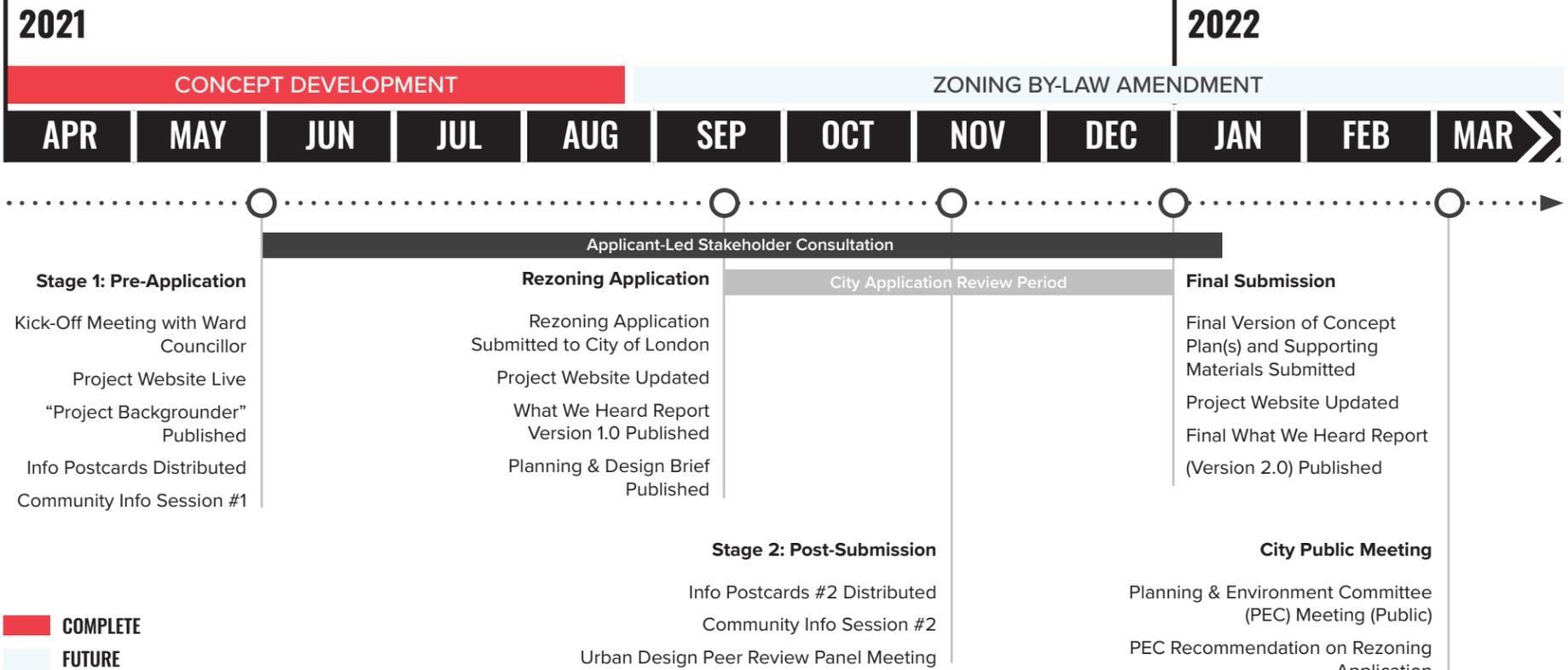


Founded in 2004, Crozier is a leading consulting engineering firm committed to growing careers and building communities by delivering multidisciplinary engineering services in private sector land development.

S1.2 About the Project

2575707 Ontario Inc. (c/o Business Network Associates) is the owner of 1503 Hyde Park Road in London, ON. With the support of Siv-ik Planning & Design Inc. and the project consulting team, they are planning a development of the site for a new mid-rise mixed-use apartment building to add to the evolving main street corridor along Hyde Park Road. The project team understands that change in neighbourhoods warrants conversation. This report provides an opportunity for those who are interested to learn about the genesis of the development proposal, understand the various factors that shape development on this site, and specifically understand how that web of factors has informed the development proposal for 1503 Hyde Park Road. The report also provides an overview of our unique approach to navigating this project from concept to reality.

/ Project Timeline



NOTE: Projected "future" timelines subject to change.

S1.3 Project Site

1503 Hyde Park Road (the project site) is located in the northwest quadrant of London, ON., on the east side of Hyde Park Road and approximately 250 metres (3 minute walk) south of Gainsborough Road. The project site is located in the Hyde Park Community Planning District which encompasses the area bounded by the City’s urban growth boundary to the west, the CN railroad right-of-way to the south, Fanshawe Park Road to the north and Aldersbrook Road to the east. The site is currently vacant/undeveloped.

Site At-A-Glance

SITE AREA	FRONTAGE	DEPTH	EXISTING USE
0.93 Hectares	112.7 Metres	Irregular Metres	Vacant Undeveloped

SERVICING
Municipal Services
 Available at the Property Boundary

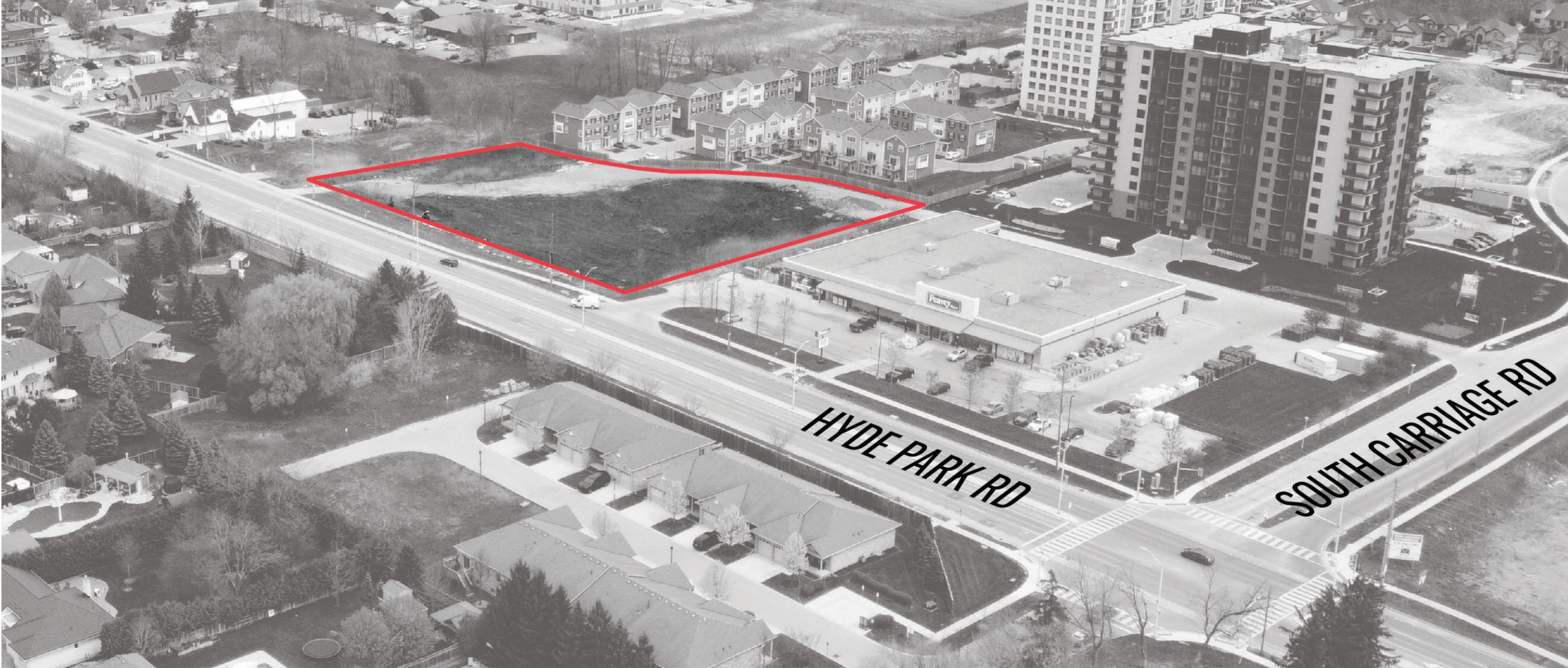


Figure 1: The Project Site

S2 CONTEXT

S2.1 The Neighbourhood

The Hyde Park Planning District is an actively developing community within the City of London. In the early 1990s, Hyde Park formed a small rural settlement area in Middlesex County. The Hyde Park area was annexed by the City of London in 1993. At that time, the majority of the lands were zoned and designated for industrial uses. Since annexation, the community has grown and evolved into a more complete community with residential uses, commercial services, schools, parks, etc. The Hyde Park Planning District had a population of approximately 8,170 people at the time of the latest census (2016).

The land use pattern within 800 metres of the project site is diverse, consisting of residential neighbourhoods, shopping areas, schools, businesses (commercial and commercial industrial uses), and parks. Large portions of the area are still developing and there are multiple active and recently approved development applications in the vicinity of the site. The intersection of Gainsborough Road and Hyde Park Road is the historic focus of economic/commercial activity for the Hyde Park area. The project site is situated within this “Main Street” business area.

Most of the housing stock in the Hyde Park area has been built since 1993. The proportion of single detached housing is significantly higher in the Hyde Park area than City-wide with 80% of occupied dwellings being single detached in 2016 (vs. 50% city-wide). Conversely, the number of apartment dwellings as a proportion of the community housing stock is much lower than City-wide.

Hyde Park At-A-Glance

PLANNING DISTRICT	POPULATION		
	2011	2016	Change
Hyde Park	6,220	8,170	+31%

HOUSING STOCK	Single Detached	Rowhouse	Apt. > 5-Storeys
	80%	13%	6%

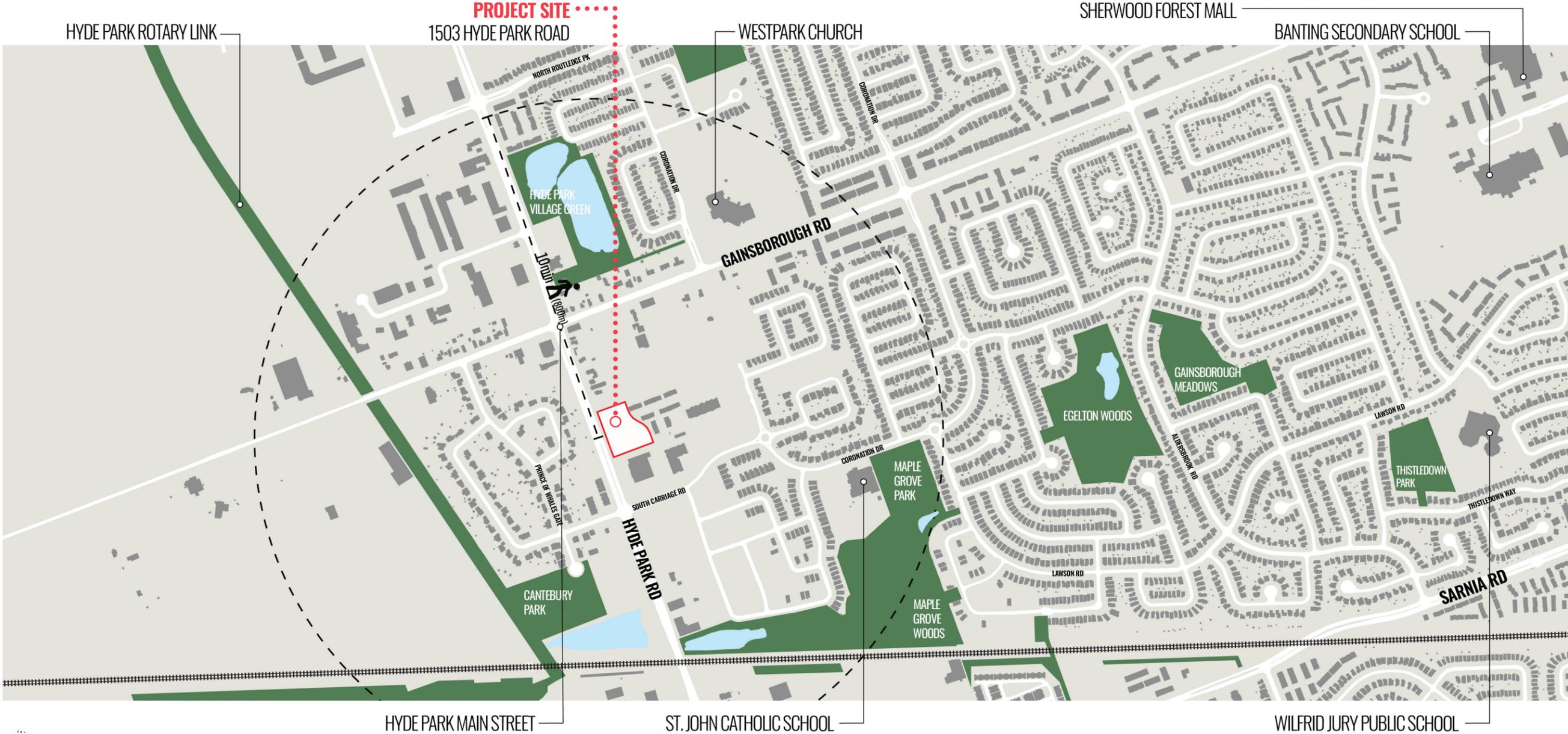


Figure 2: Neighbourhood Spatial Context (800m)

S2.2 Spatial Analysis

Figure 3 illustrates the physical and spatial characteristics of the lands immediately surrounding the project site. Lands to the west are developed with single detached dwellings, with their rear yards abutting Hyde Park Road. These lots have relatively deep rear yards and are separated from Hyde Park Road by a masonry “noise wall”. Lands immediately north of the site are current undeveloped but are envisioned to develop with street oriented mid-rise/mixed-use building(s) in accordance with the Main Street policies of the Official Plan. The parcel immediately to the east has recently been developed with a cluster townhouse project, comprised of 39 3-storey townhouse dwelling forms. Two high-rise residential buildings have also been developed east of the site within the last 15-year horizon. The site to the south is currently developed with a single-storey “big-box” retail building and a large surface parking area. Given the size of the site and the evolving market/policy context, it is anticipated that this site will redevelop in the future.

In addition to the character of the surrounding built form, Hyde Park Road establishes a important component of the spatial context. Hyde Park road has been recently urbanized with a significant right-of-way width (approximately 36 metres). The ROW width affords substantial separation between the project site and existing single detached dwellings located along Dissing Crescent to the west.

Spatial Context At-A-Glance

NORTH

Existing
Vacant

Planned
Mid-Rise/Mixed-Use

SOUTH

Existing
“Big-Box”
Commercial

Planned
Mid-Rise/Mixed-Use

EAST

Existing
3-Storey
Townhouses

Planned
No Change

WEST

Existing
Single Detached
Dwellings

Planned
No Change

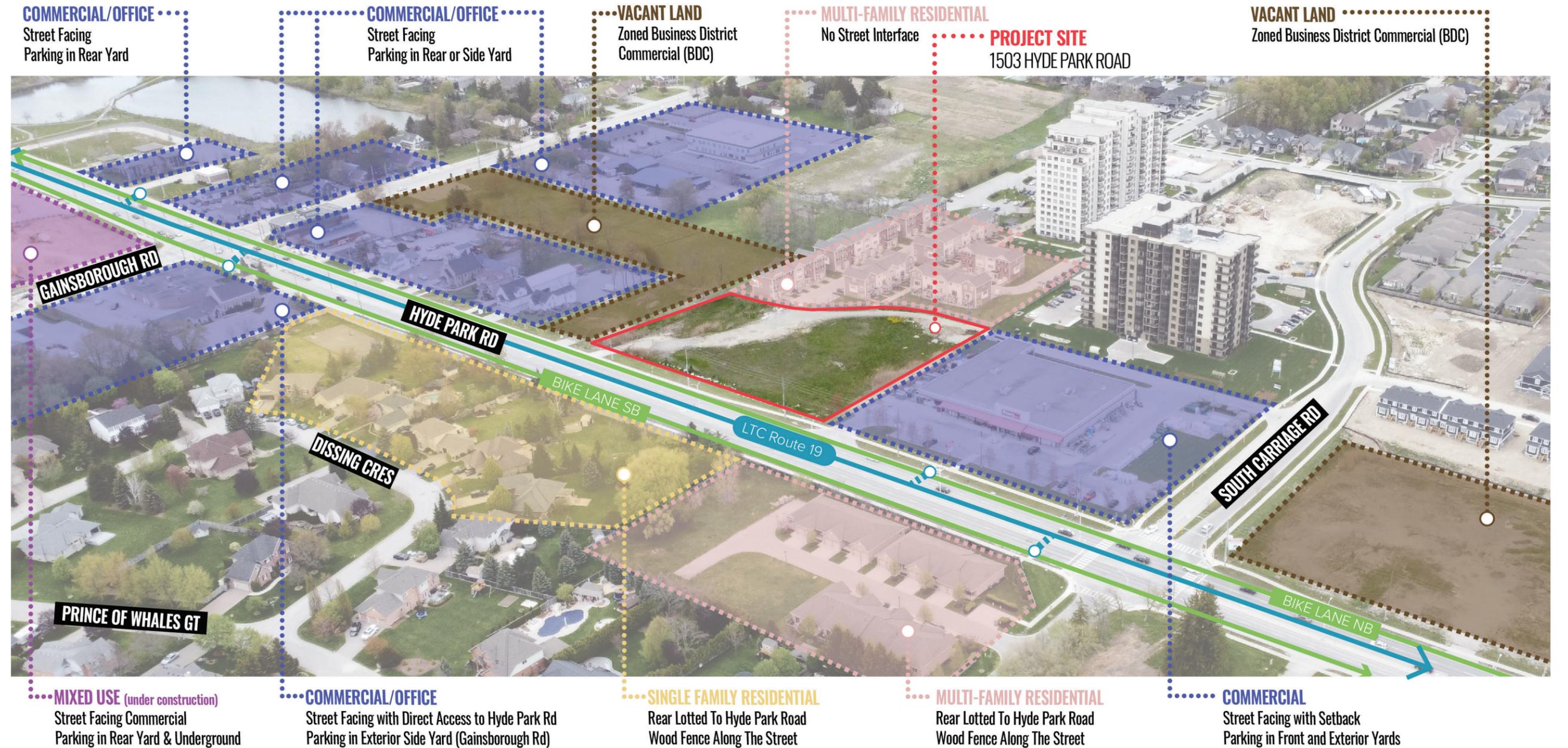


Figure 3: Neighbourhood Spatial Context (400m)

S3 PLANNING FRAMEWORK

S3.1 Provincial Planning Policy

The Provincial planning policy framework is established through the *Planning Act* (Section 3) and the Provincial Policy Statement (PPS 2020). The *Planning Act* requires that all municipal land use decisions affecting planning matters be consistent with the PPS.

The mechanism for the implementation of the Provincial plans and policies is through the City of London Official Plan. Through the preparation, adoption and provincial approval of the City of London Official Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest (e.g., efficiency of land use) are inherently addressed by the Official Plan discussion in this brief.

S3.2 City Policy Overview

Figure 4 shows the site's positioning relative to London's city-structure including the City's network of major streets. The project site contains direct frontage on Hyde Park Road, which is identified as a *Main Street* by the London Plan.

The site is located within an actively developing community that is outside of the primary transit area. It's relationship to the overall structure of London, as laid out in the London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site. The following key characteristics of the site provide context for how the site is to be considered from a London Plan perspective:

- » Frontage on a Main Street
- » Outside of Primary Transit Area

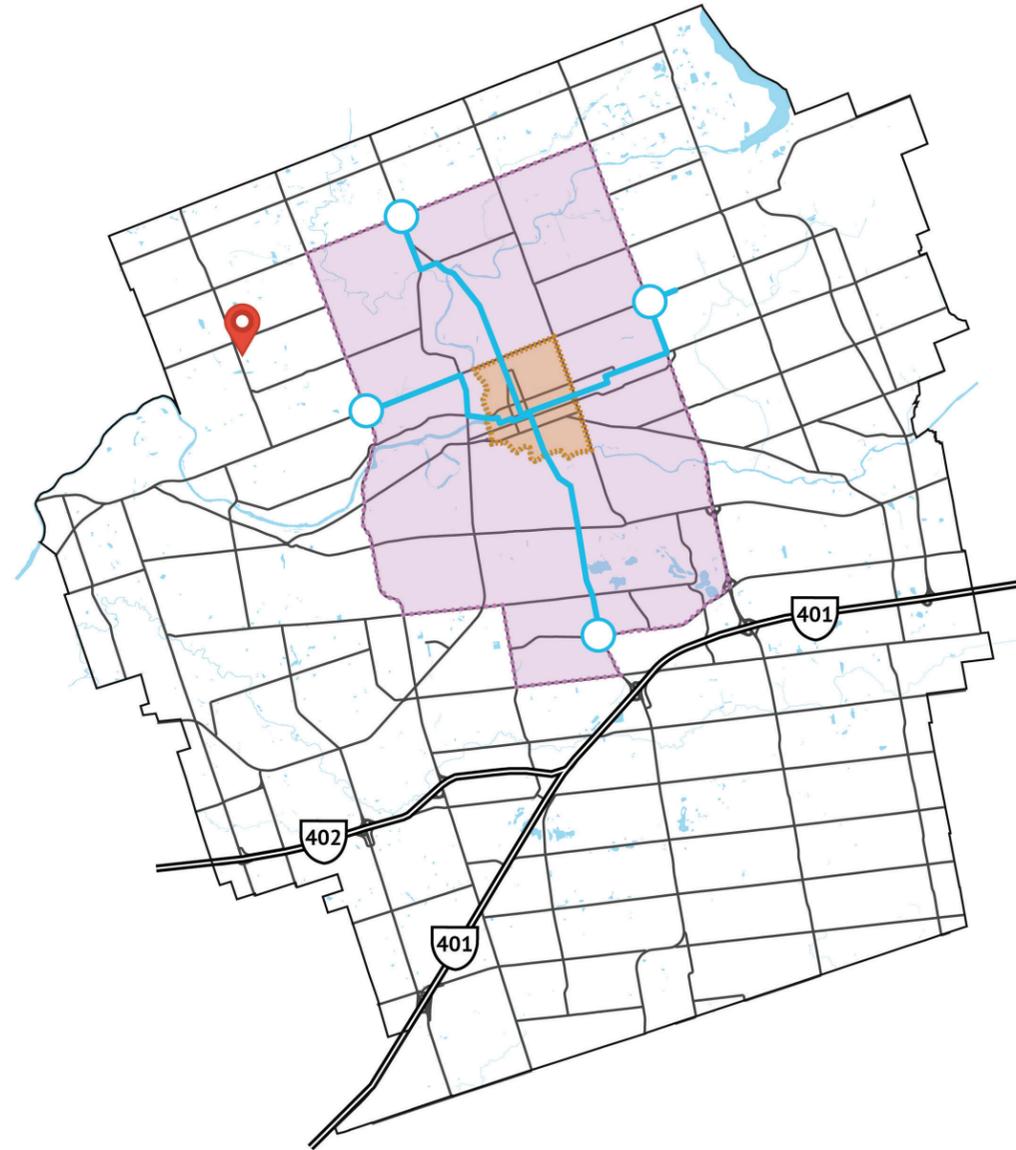
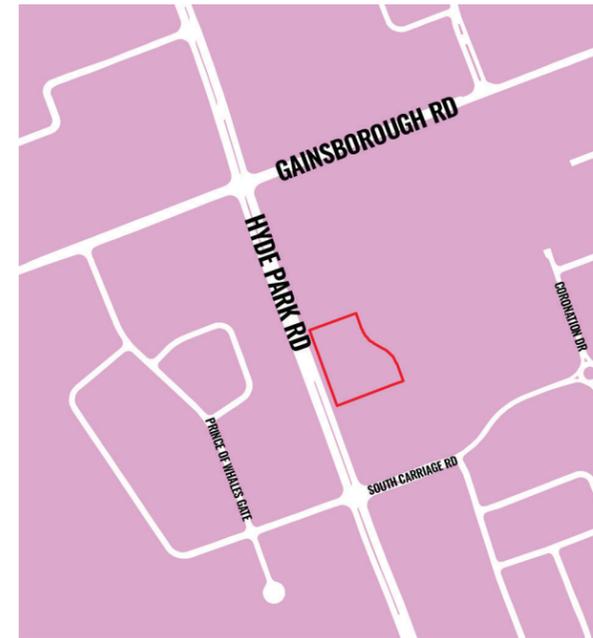


Figure 4: City Structure

/ Hyde Park Community Plan

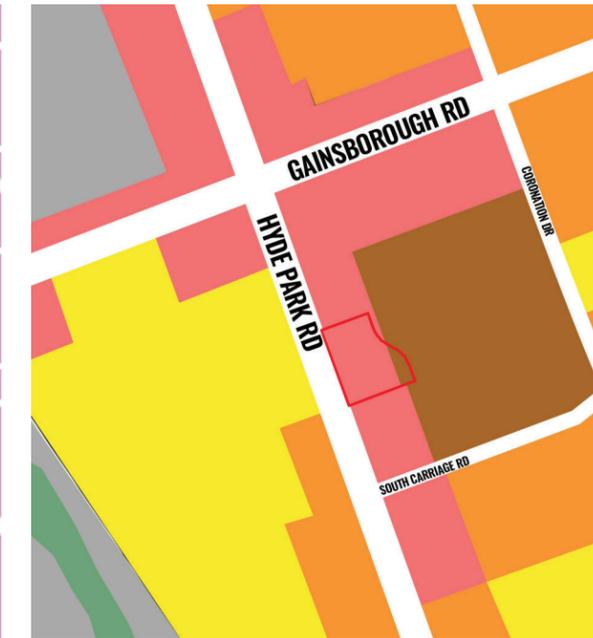
The subject lands are located within the Hyde Park Community Planning Area. The Community Plan was adopted by City Council in January 2000. The Hyde Park Community Plan made recommendations for land use designations to be incorporated into the Official Plan and also included Community Urban Design Guidelines to assist in the review of development applications. Broadly speaking, the community plan seeks to foster a healthy, functional and pleasing community environment. The plan lays the foundation for the creation of a mixed-use “main street” environment in the Hyde Park Hamlet Area surrounding Hyde Park and Gainsborough Roads.



- Hyde Park Community Plan Area
- Other

/ 1989 Official Plan

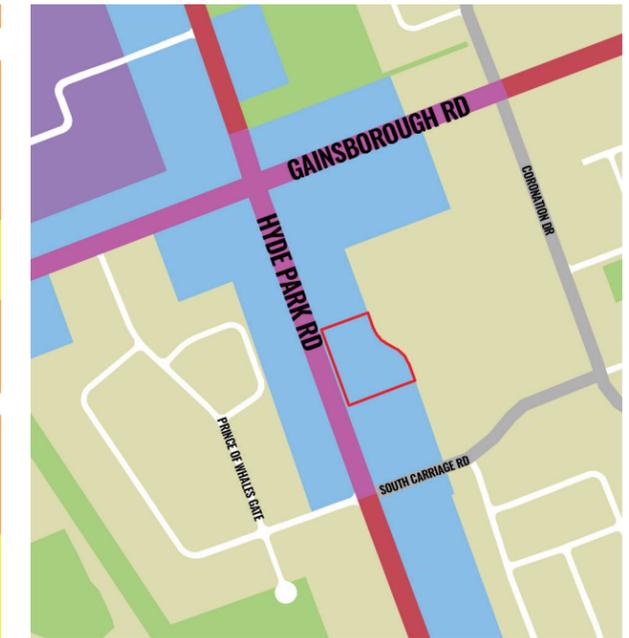
Stemming from the Hyde Park Community Planning Exercise, in 2001 the project site was designated Main Street Commercial Corridor (MSCC) Designation in the 1989 City of London Official Plan (OPA 193). The Main Street Commercial Corridor designation allows for a wide range of commercial, office, institutional and residential uses in a variety of street-oriented building forms/types. Mixed-use buildings are encouraged. Residential densities within the corridor are intended to be consistent with densities allowed in the Multi-Family, High Density and Medium Density Residential designations (i.e., up to 150 units per hectare).



- Main Street Commercial Corridor
- High Density Res.
- Low Density Res.
- Medium Density Res.

/ The London Plan (not in full force & effect)

In accordance with Map 1 and Map 3 of the London Plan, the project site is within the “Main Street” Place Type and has direct frontage on a Main Street. In new neighbourhoods, main street areas are intended to be pedestrian oriented focal points for economic activity while creating a strong neighbourhood character and distinct sense of place. The London Plan policies encourage the development of mixed-use buildings with retail and service uses at-grade and residential uses on upper floors. Map 1 of the London Plan remain under appeal for the project site. For the purposes of project planning, the Place Type policies have been informative but not determinative.



- Main Street Area
- Neighbourhoods
- Open Space
- Civic Boulevard
- Main Street
- Neighbourhood Connector

S3.3 Key 1989 Official Plan Policies

Key Official Plan Implications: 1503 Hyde Park Road

OFFICIAL PLAN	DESIGNATION	OTHER FEATURES
1989 Official Plan	Main Street Commercial Corridor	n/a

/ Use (4.4.1.4)

The permitted uses within the Main Street Commercial Corridor designation include a range of commercial/retail uses along with residential uses and other secondary/related uses. A summary of the key permitted uses are outlined in the table below.

Permitted Uses:

<input checked="" type="radio"/>	Standalone Residential
<input checked="" type="radio"/>	Retail
<input checked="" type="radio"/>	Office
<input checked="" type="radio"/>	Service
<input checked="" type="radio"/>	Institutional
<input checked="" type="radio"/>	Mixed-Use Buildings
<input type="radio"/>	Automotive Uses

Permitted Not Permitted

/ Height (4.4.1.7)

The Official Plan does not specify a maximum height of development in the MSCC designation. Building massing and height is determined on a case-by-case basis, through a concept plan which must demonstrate how the proposal “fits” its context.

Allowable Height (Storeys):

Min.	N/A
Max.	N/A
Bonus	N/A

/ Density (4.4.1.7 & 3.4.4)

Residential densities in the Main Street Commercial Corridor designation are guided by the applicable “scale of development” policies for the Multi-Family, High Density Residential designation, outlined in Section 3.4.4. of the Official Plan.

Allowable Density (Units Per Hectare):

Min.	N/A
Max.	150
Bonus	>150

Note: There is no requirement for density bonusing in this application as the requested density is below 150 units per hectare.

/ Main Street Commercial Corridor Designation (4.4.1)

Section 4.4.1 of the Official Plan outlines that Main Street Commercial Corridors take the form of either long-established pedestrian-oriented business districts or newer mixed-use areas. These corridors are intended to have a street-oriented urban form with buildings located close to the street. The street frontages of individual uses are generally of a scale that provides for easier pedestrian movement. The corridors are meant to include a broad range of uses, that cater to the adjacent residential neighbourhoods within easy walking distance. These areas also lend themselves to the formation of a Business Improvement Area, as is the case in the Hyde Park Area. One of the key goals of the Plan is to strengthen these corridors by encouraging infilling and redevelopment of vacant sites which is compatible with the existing form of development and improves the aesthetics of the “business area”. Key issues for Main Street Corridors that are to be addressed through the Zoning By-law, site plan approval process and urban design guidelines include building texture, setback, accessibility and inclusion of common parking facilities.

Key Planning Objectives (4.4.1.1)

- » Provide for the redevelopment of vacant, underutilized or dilapidated properties within Main Street Commercial Corridors for one or more of a broad range of permitted uses at a scale which is compatible with adjacent development.
- » Encourage development which maintains the scale, setback and character of the existing uses.
- » Encourage common parking areas instead of individual access points and individual parking areas.
- » Encourage mixed-use development to achieve higher densities and to reinforce the objectives of achieving a diverse mix of land uses.

Key Urban Design Objectives (4.4.1.2)

- » Provide for and enhance the pedestrian nature of the Main Street Commercial Corridor.
- » Enhance the street edge by providing for high quality façade design, accessible and walkable sidewalks, street furniture and proper lighting.
- » Design development to support public transit.
- » Maintain and create a strong organizing structure.

/ Guideline Documents (19.2.2) Hyde Park Community Plan & Urban Design Guidelines

The project site is subject to the Hyde Park Community Plan & Urban Design Guidelines. The site is identified as being within the Hyde Park Hamlet Area. The Community Plan supports the transformation of the existing mix of auto-oriented and pedestrian-oriented commercial uses in the Hyde Park hamlet to a commercial “village”. The Urban Design Guidelines envision the hamlet of Hyde Park as a high activity area, with streetscaping design and building orientation that creates a pedestrian friendly, mixed-use area where people can live, work and shop. Section 6.0 of the Urban Design Guidelines provides specific guidance for new development within the Hyde Park Hamlet area including:

Streetscape Design (6.1)

- » The Hamlet should have an urban orientation and be a place for people.
- » Buildings should be sited in close proximity to the street with walkways extending to the adjacent sidewalk.
- » Parking should be located at the side or rear of buildings.
- » Create new streets/lanes and interconnected parking lots behind commercial buildings to reduce traffic congestion.

Building Design (6.3)

- » Buildings should define the public street space with building walls along the street to enclose and animate the street and create a consistent edge.
- » Buildings should be arranged in varied clustered masses, relating closely to the street.
- » Encourage variety, irregularity and uniqueness in location and design.
- » New buildings should not create large, bulky masses, but should be scaled into smaller building elements.

S3.4 Key London Plan Policies

Project Site Conditions: 1503 Hyde Park Road

STREET TYPE	INTERSECTS WITH	PARK FRONTAGE
Main Street	n/a	n/a

/ Use

Policy 908 - *Permitted Uses*, outlined on page 241 of the London Plan provides that a broad range of residential, retail, service, office and institutional uses may be permitted within the Main Street Place Type. Mixed-use buildings are encouraged with retail and service uses at-grade and residential uses directed to the rear of building and/or upper floors.

Permitted Uses:

<input checked="" type="radio"/>	Standalone Residential
<input checked="" type="radio"/>	Retail
<input checked="" type="radio"/>	Office
<input checked="" type="radio"/>	Service
<input checked="" type="radio"/>	Institutional
<input checked="" type="radio"/>	Mixed-Use Buildings
<input type="radio"/>	Automotive Uses

Permitted Not Permitted

/ Height

Policy 910 - *Intensity*, outlined on page 242 of the London Plan speaks to the range of permitted building heights in the Main Street Place Type. In addition to the minimum and maximum building heights described in subsection 4., the policies also require new buildings to be designed to fit in scale and character with the surrounding streetscape.

Allowable Height (Storeys):

Min.	2
Max.	4
Bonus	6

/ Density

In contrast to the applicable policies for Main Street Commercial Corridors in the 1989 Official Plan, the policies for the Main Street Place Type in the London Plan do not expressly limit the density of new residential development.

Allowable Density (Units Per Hectare):

Min.	N/A
Max.	N/A
Bonus	N/A

/ City Design Policies

The City Design policies of the London Plan provide overarching urban design guidance for new development and public realm projects. The policies recognize that the design of the city is shaped by both its natural setting and its built form, with built form including elements such as streets, streetscapes, public spaces, landscapes and buildings. Overall, the policies seek to create positive relationships between these elements, which influence how people navigate and experience the City. In accordance with the applicable policies, site design and built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage. In this regard, the information outlined in Section 2, 3 and 4 of this brief clearly articulates the character of the site and surrounding area. The design principles described and illustrated in Section 5 and the annotated graphics in Section 6 document how the site layout, parking and building form has been designed to respond to the unique context of the site, and has taken into account the City Design policies of the London Plan along with other specific planning and urban design policies for the Hyde Park Main Street area.

/ Main Street Place Type Policies

The London Plan encourages infill and intensification of vacant sites within the Main Street Place Type. In addition to the general City Design policies, the Main Street Place Type policies provide additional form-based policy direction for new development that must be met. The overall goal of the policies is to ensure that new projects fit within the existing and planned context, recognize the unique character of each main street and take a pedestrian oriented main street form of development. The policies address a very similar scope of design considerations as the Urban Design objectives/policies in Section 4.4.1 of the 1989 Official Plan. This Planning and Design Brief has been prepared to aid in the evaluation of the proposal and draw direct links between key design considerations for new development along main streets and the proposed site and building design. The graphics and illustrations in this brief also address functional considerations such as driveways, parking, landscaped open space, outdoor residential amenity area, buffering and setbacks, and waste storage/management which are key in evaluating the appropriateness of the proposed form of the development in the context of these policies.

/ Our Tools

The “Our Tools” section of the London Plan provides further detail and direction on how the Plan is to be implemented. With specific regard to planning and development applications, a Planning and Design Report was identified as a requirement of a complete application for this proposed Zoning By-law Amendment. This Planning and Design Brief has been prepared to articulate and address matters relating to the use, intensity and form of the proposal and allow for an evaluation of the proposal by Staff, Council, the public and other key stakeholders as it relates to the Evaluation Criteria for Planning and Development Applications.

NOTE: The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, large parts of which are in force and effect). Although large parts of the Plan are in force and effect, Map 1 - Place Types (and the corresponding Place Type policies) remains under appeal with respect to the project site. For the purposes of project planning and design, The London Plan policies under appeal have been informative and as such, are discussed generally in this report for reference. The existing policy framework and the MSCC designation under the 1989 Official Plan provides similar overall direction for land use, intensity and urban form on the project site which has aided in the development of a plan that meets the objectives of both the in-force policies and council approved policies.

S3.5 Existing Zoning By-law Implications

/ Business District Commercial

The project site is currently zoned as Business District Commercial (h-91•BDC1/BDC2) with a holding provision, in the City of London Comprehensive Zoning By-law Z.-1. The BDC Zone variations are typically applied to corridors with an existing or planned main street character. The BDC Zone provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses. The applicable regulations require buildings to be located near the street line with parking to the rear. The zone encourages continuous streetscapes with 0 metre side yard setbacks. Though the BDC Zone generally allows for mixed-use buildings, the height and density of each apartment building over the standard zone height and/or containing units outside existing structures, is left to be established through individual Zoning Ay-law Amendment applications.

Our understanding of the existing zone permissions provides a frame of reference to measure and understand the degree of change being pursued through the proposed Zoning By-law Amendment and evaluate any potential impacts of the proposed change.

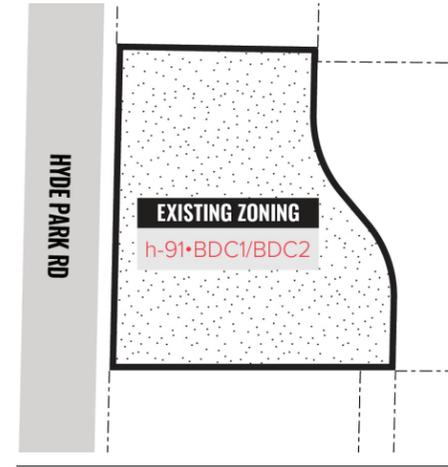
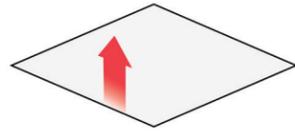


Figure 5: Existing Zoning Map

BUILDING HEIGHT

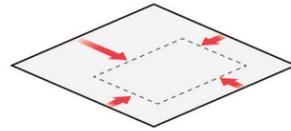
Max.
12.0m



SETBACKS

Front (Max.)
3.0m

Interior Side (Min.)
0.0m



COVERAGE

Coverage (Max.)
70%

LOS (Min.)
0%

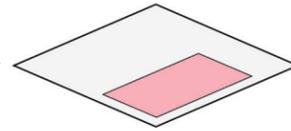


Figure 6: Key Existing Zoning By-law Regulations

Holding Provision (h-91)

An h-91 holding provision currently applies to the project site. In general, holding provisions are used to prevent the development of land until certain conditions are met. This holding provision was applied to the site through a previous Zoning By-law Amendment application for 1503 Hyde Park Road in 2007. The purpose of the holding provision is to ensure that the urban design concepts established through the 2007 Zoning By-law Amendment review process are implemented. Removal of the h-91 requires that a Site Plan Control application be approved and a development agreement be entered into which incorporates these concepts and addresses the identified urban design issues including the northward extension of the rear service lane and the completion of the east-west pedestrian linkage out to Hyde Park Road. Further details regarding the holding provision and the related urban design matters are discussed in the Planning History section of this brief beginning on page 17.

/ Key General Regulations

The general provisions (Section 4) of the City of London Zoning By-law No. Z-1 contain development standards that apply in London irrespective of the specific zone category that is applied to the site.

Section 4.19 outlines requirements (design and quantity) for on-site vehicle parking. The project site is located in "Parking Area 3". The standard parking requirements for the uses contemplated in the proposed redevelopment are highlighted below for reference.

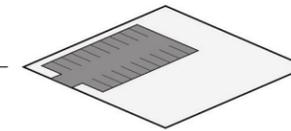
Also relevant in the context of the proposed redevelopment is Section 4.6 - Dwelling Unit Area Minimums. For residential apartments, Section 4.6 requires 37 square metres (398 square feet) for a bachelor unit plus an additional 10.0 square metres (108 square feet) for each bedroom. This results in a minimum unit size of 506 square feet for 1-bedroom units and 614 square feet for 2-bedroom units.

PARKING REGS.

Apartments
1.25 per unit

Restaurants
1 per 10m² of GFA

Retail
1 per 15m² of GFA



UNIT SIZE

1-Bedroom
506ft² (min.)

2-Bedroom
614ft² (min.)

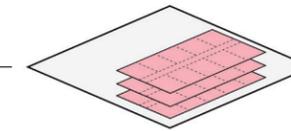


Figure 7: Key General Provisions

S3.6 Planning History

Prior to 2007, the property known as 1503 Hyde Park Road consisted of a larger block of land spanning from Hyde Park Road to Coronation Drive. The original block included the parcels now referred to as 1503 Hyde Park Road and 1020, 1030 & 1040 Coronation Drive. Through the Hyde Park Community Plan process and subsequent 1989 Official Plan Amendment (OPA 193), the lands now referred to as 1503 Hyde Park Road were designated Main Street Commercial Corridor, while the remaining lands (1020, 1030 & 1040 Coronation) were designated Multi-Family, High Density Residential.

The lands to the east have been developed in a series of phases in the last 10+ years, beginning with the 14-Storey apartment building at 1030 Coronation Drive, followed by the cluster townhouse development at 1040 and lastly a 6-storey apartment building at 1020 (currently under construction). 1503 Hyde Park Road is the last remaining undeveloped parcel from the original block. Through the past planning applications, two key “public realm” elements (i.e. the pedestrian pathway and rear lane) have been implemented in order to ensure connectivity across the increasingly fragmented parcel fabric in the block. These adjacent developments have provided the opportunity for and presumed the extension of the Pedestrian Connection westward from the current terminus at 1040 Coronation Drive to connect pedestrians to Hyde Park Road. A rear service lane has been planned along at the rear of 1503, to vehicular access to the commercial/mixed-use properties fronting on Hyde Park Road.

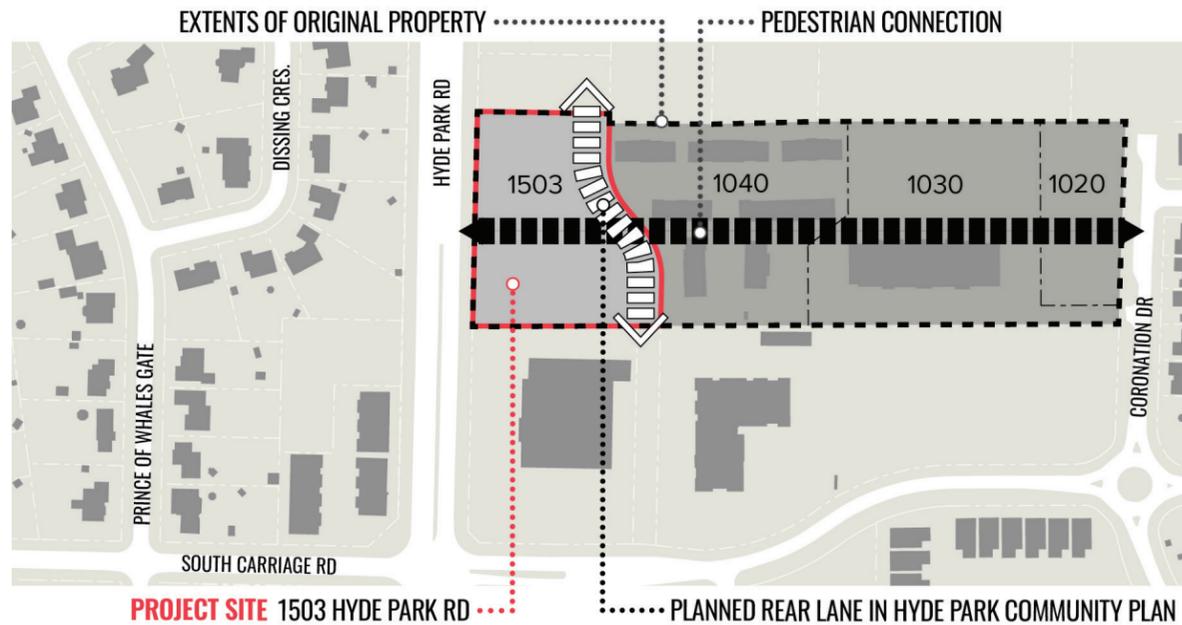


Figure 8: Area Site Planning Framework

/ Timeline View

2000

Hyde Park Community Plan (HPCP): The City of London adopted the HPCP on April 17, 2000. The Hyde Park Community Plan established a vision and framework for future development of the Hyde Park Area including focal points, land uses, parks, facilities, trails, etc. The Community Plan also included Urban Design Guidelines to assist in the review of future development applications.

2007

Z-7399: A comprehensive Zoning By-law Amendment application was approved for the block spanning from Coronation Drive to Hyde Park Road. The application applied a h-91-BDC1/BDC2 Zone variation to the portion of the block fronting along Hyde Park Road which now forms the project site. The holding provision has been applied across all portions of the block to secure the rear service lane and pedestrian spine connections.

PRESENT

1993

Annexation & Zoning: 1503 Hyde Park Road was annexed by the City of London from the former County of Middlesex. A Business District Commercial Zone was applied to the western portion of the site fronting on Hyde Park Road. An Urban Reserve Zone was applied to the remaining portions of the site to the east.

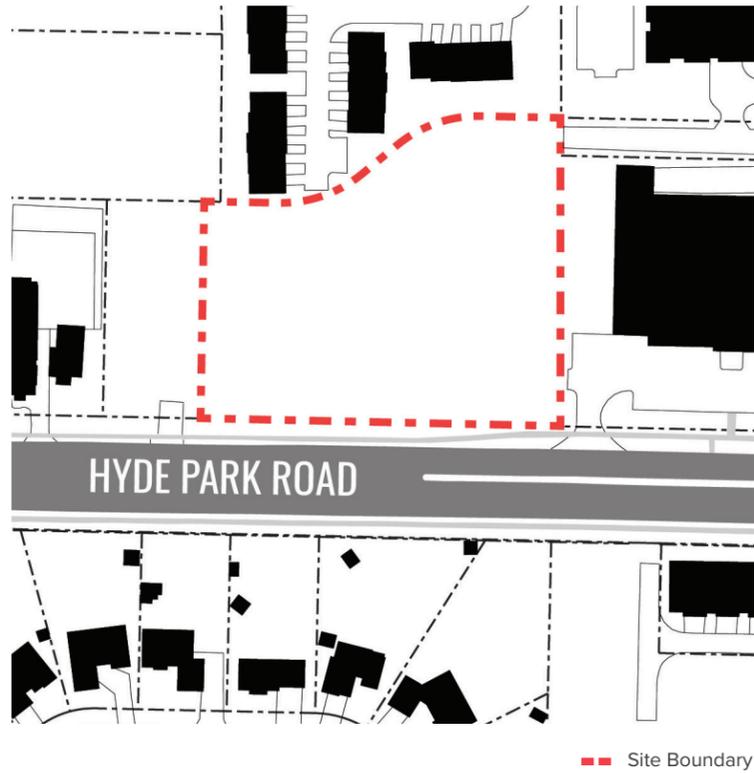
2001

OPA 193: In November 2001, the City of London adopted OPA 193 which served to implement the HPCP in the 1989 Official Plan. Lands within the “Hyde Park Hamlet” area, including the project site, were designated Main Street Commercial Corridor.

2014

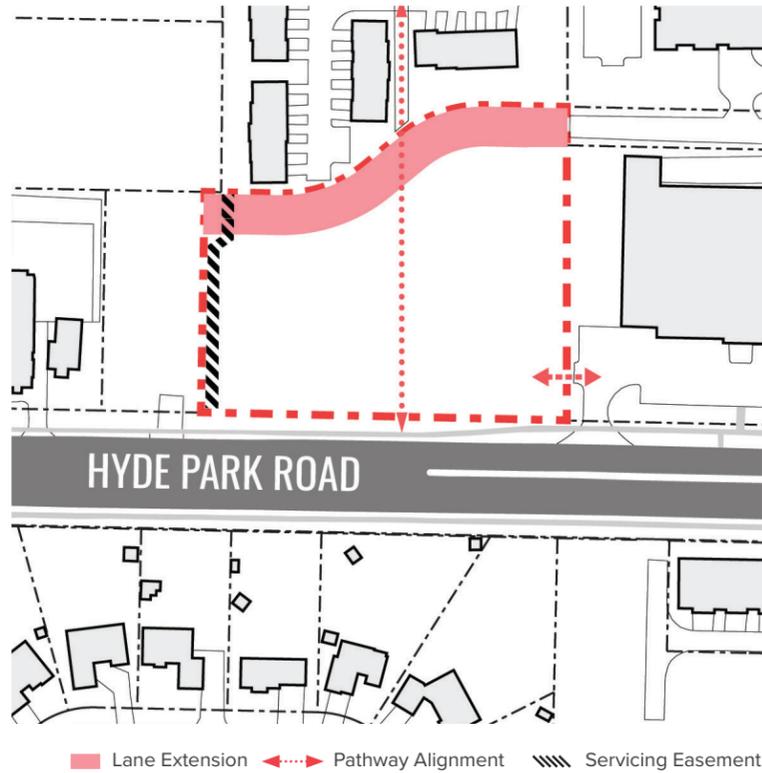
Z-8201: City of London approves a Zoning By-law Amendment at 1040 Coronation Drive to allow for the development of the 39-unit cluster townhouse development that now exists immediately east of the project site. The proposed pedestrian spine intended to connect Coronation Drive to Hyde Park Road was continued.

S4 SITE ANALYSIS



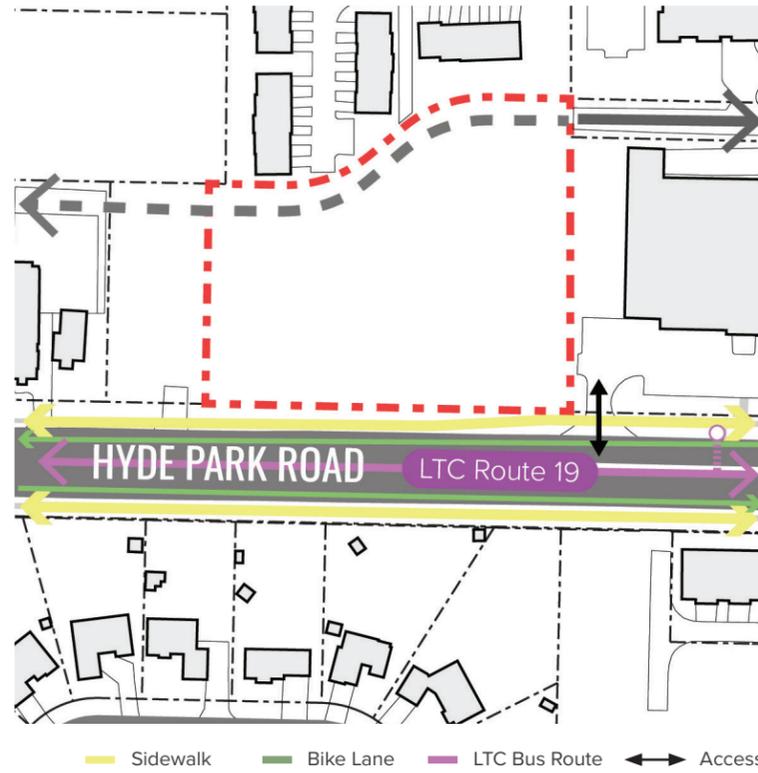
1 Figure Ground

The project site is currently vacant and undeveloped. Lands to the west are developed with 2-storey single detached dwellings which “rear-lot” onto Hyde Park Road. Lands immediately east are developed with 3-storey cluster townhouse dwellings. The lands to the north of the property are undeveloped and lands to the south are developed with a single-storey large format commercial building. The site is bounded to the west by an arterial road (Hyde Park Road).



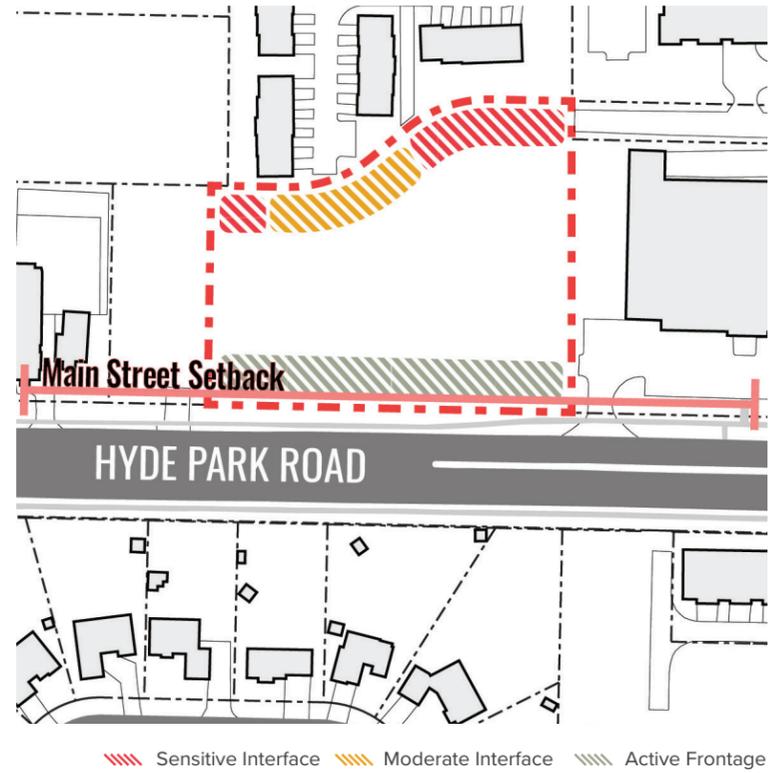
2 Site Structure

The project site is impacted by a series of “structural” elements that provide a framework for site servicing and circulation. A 12m-wide corridor along the east side of the site is identified in the Hyde Park Community Plan as a service lane to enable vehicular access for parcels fronting on Hyde Park Road. An easement exists on the north edge of the site for a water service line servicing lands to the north. A pedestrian pathway/linkage is planned to be continued through the central portion of the site. The proposed pedestrian path has been established, reinforced and continued via adjacent development plans. Additionally, a road widening dedication of 18.0 metres from the centreline of Hyde Park Road ROW is anticipated.



3 Mobility

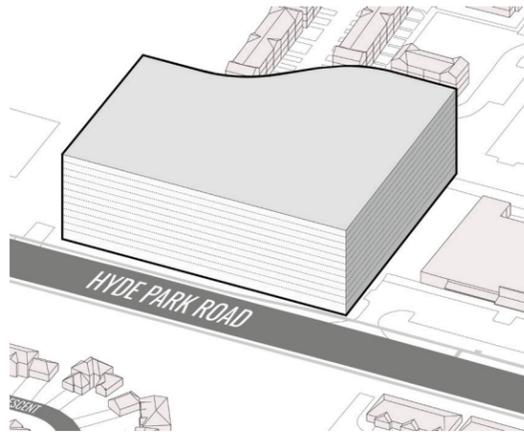
The project site fronts directly onto Hyde Park Road which is a Main Street as per Map 3 - Street Classifications of the London Plan. Hyde Park Road is fully urbanized in this segment, containing a 4-lane cross-section with dual northbound and southbound travel lanes and a centre median. The cross-section also includes northbound and southbound bicycle lanes and separated sidewalks. LTC bus service is available along Hyde Park Road (Route 19) with an existing bus stop being located immediately south of the site at the intersection of South Carriage Road. The subject site will be accessed by the rear lane extension and an existing shared access from Hyde Park Road with the TSC Store.



4 Edge Conditions

The site abuts an important “Main Street” to the west and existing low-rise residential uses to the east. The placement, orientation and design of new development on the site will be required to respond to these edge conditions. Built form, main floor programming and architectural design should foster an active/animated edge conditions along Hyde Park Road. Existing development to the east creates a varied edge condition. Where portions of the residential rear-yards are exposed to the site, the interface is sensitive. New development along this edge will need to be designed to minimize privacy impacts and protect access to sunlight/sky views.

S5 DESIGN PRINCIPLES

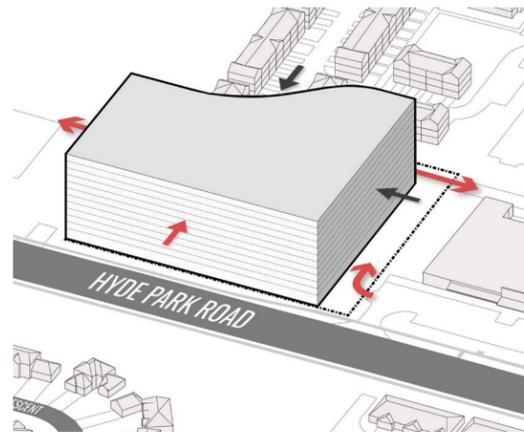


1 Infill the Main Street

The project will provide for the redevelopment of a vacant property within the Hyde Park Main Street Commercial Corridor. The design has been informed by the Main Street Commercial Corridor policies which encourage the development of mixed-use buildings with maximum heights/residential densities consistent with the High Density Residential policies (e.g., approx. 12-storeys and 150 units per hectare).

Official Plan References

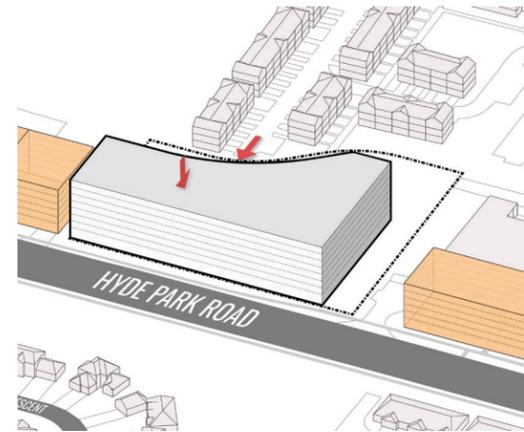
4.4.1 MSCC | 3.4 & 3.4.3 MFHDR | 3.7 Planning Impact Analysis | Main Street Place Type Policies



2 Account for Access

The project design provides for the continuation of the rear service lane, enabling vehicular access to the site and future redevelopments to the north as envisioned by the Hyde Park Community Plan. A secondary access will occur through a shared driveway with the adjacent commercial site. No new direct vehicular access has been included along Hyde Park Road so as to limit conflicts and maintain the integrity of the pedestrian environment.

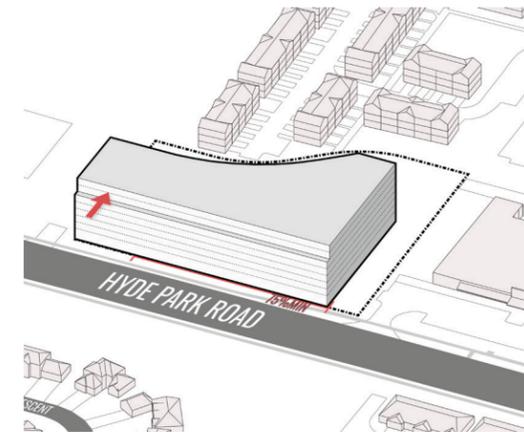
4.4.1 MSCC | 3.7 Planning Impact Analysis | 11 - Urban Design Principles | Hyde Park Urban Design Guidelines | City Design Policies | Main Street Place Type Policies



3 Consider the Context

Lands to the east consist of low-rise cluster townhouses not anticipated to redevelop in the future. The height and setback of the building has been shaped to be “sensitive” to these neighbouring lower-scale uses. Lands east and west of the site, fronting onto Hyde Park Road, are planned to redevelop with mid-rise buildings in the future. Therefore, the building height has also been designed to relate to the future mid-rise context along the “Main Street”.

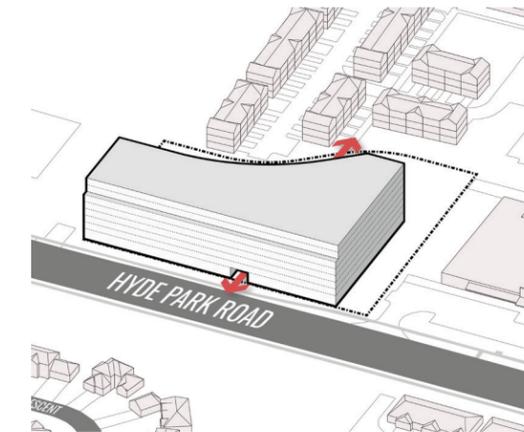
4.4.1 MSCC | 3.4 & 3.4.3 MFHDR | 3.7 Planning Impact Analysis | Main Street Place Type Policies



4 Foster a Pedestrian Environment

The building will be designed to enhance the street edge and the pedestrian nature of the Main Street. To do this, a building step-back will be incorporated above the 6th floor to provide some visual relief along the Hyde Park Main Street environment. The building frontage will also be designed to span a minimum of 75% of the lot frontage to provide a continuous built/active edge to frame and enclose the street.

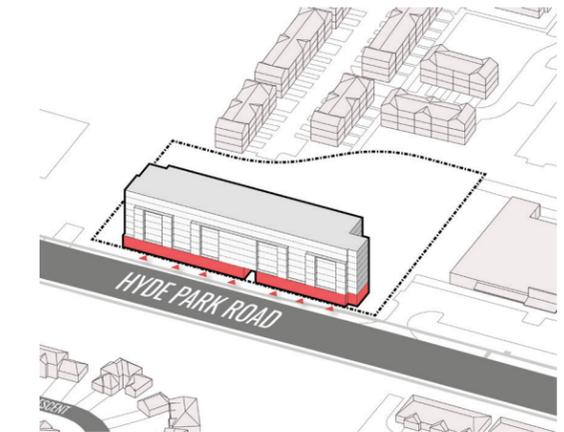
4.4.1 MSCC | 11 - Urban Design Principles | Hyde Park Urban Design Guidelines | City Design Policies | Main Street Place Type Policies



5 Enable Community Connectivity

Through past planning applications on adjacent lands to the east, a pedestrian spine linking Coronation Drive and Hyde Park Road was envisioned and has been implemented. This site represents the final missing link. The project has been designed to provide for continuation and finalization of this planned community pedestrian spine.

4.4.1 MSCC | 3.7 Planning Impact Analysis | 11 - Urban Design Principles | Hyde Park Urban Design Guidelines | City Design Policies | Main Street Place Type Policies



6 Animate the Main Street

The new building is oriented such that the primary building frontage faces towards Hyde Park Road, with variation in the facade massing created by projections and recesses. The ground floor space is programmed with active commercial/retail uses and the building design will include frequent openings and a high proportion of clear glazing to provide a visual and physical connection to that interior activity.

4.4.1 MSCC | 3.7 Planning Impact Analysis | 11 - Urban Design Principles | Hyde Park Urban Design Guidelines | City Design Policies | Main Street Place Type Policies

NOTE: The above noted urban design principles have been informed by the applicable policy, regulatory and contextual considerations for the site, many of which are highlighted in the preceding sections of this brief. These principles are central to our planning/design narrative for the site and the overall project goal of being sensitive to, compatible with, and a good fit within, the existing and planned urban fabric of the surrounding area.

S6 THE PROPOSAL

S6.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for street-oriented mixed-use development in the form of a mid-rise apartment building up to a maximum of 27.5 metres in height (i.e., 8-storeys). The proposed Holding Business District Commercial Special Provision (h-91•BDC1(_)/BDC2) Zone includes special regulations to account for the unique context of the project site and implement applicable form-based policy directions of the Official Plan. The proposed zone and special regulations are structured to facilitate an appropriate range of desirable site design and built form outcomes, however, the zone is not tied to a specific development design. In this regard, the proposed Zoning By-law Amendment will “lock-in” the key development and built form standards but will also allow for a degree of flexibility to address site and building design details through the future Site Plan Control application process. We propose to maintain the h-91 holding provision which was placed on the site through the previous Zoning By-law Amendment application (Z-7399). The holding provision will work in conjunction with the proposed special regulations to ensure the key urban design objectives for the block are implemented (e.g., the extension of the north-south rear lane and the completion of the east-west pedestrian link through to Hyde Park Road).

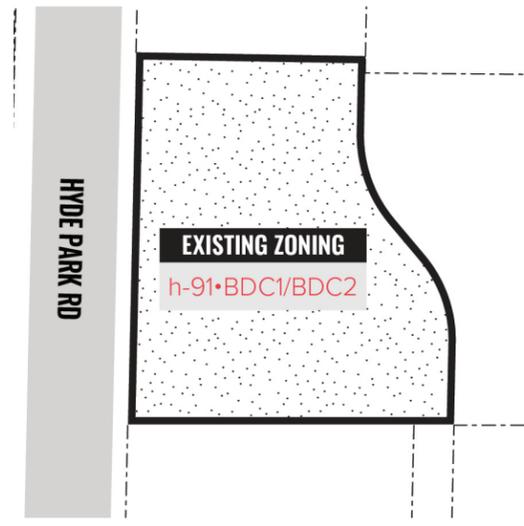


Figure 9: Existing Zoning

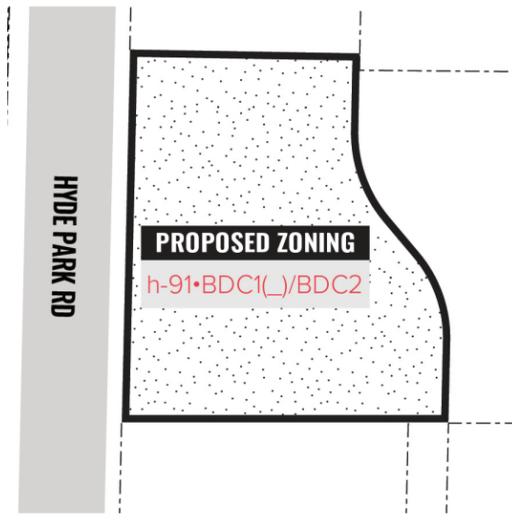
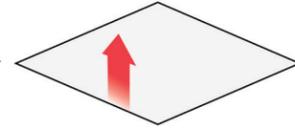


Figure 10: Proposed Zoning

PROPOSED HEIGHT

METRES

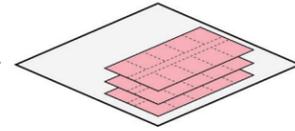
27.5



PROPOSED DENSITY

UPH

150



/ Proposed By-law

1503 Hyde Park Road			
Regulation	BDC1	Proposed BDC1(_)	Special Explanations
Permitted Uses	Section 25.2	-	-
Lot Frontage (min.)	12.0m	-	-
Front and Exterior Side Yard Depth (min.)	0.0m	-	-
Front Yard Depth (max.)	3.0m	-	-
Interior and Rear Yard Depth (min.)	Abutting a Residential Zone: 3.0 metres (9.8 feet) plus 1.2 metres (4.0 feet) for each 3.0 metres (9.8 feet) of building height or part thereof above the first 3.0 metres (9.8 feet). Abutting a Non-Residential Zone: 0.0m	Abutting a Residential Zone: 1.0 metres per 1.0 metres of main building height measured from the lot line as existing on the date of passing of this by-law. Abutting a Non-Residential Zone: 0.0m	1
Lot Coverage (max.)	70%	-	-
Height (max.)	12.0m	27.5m	2
Density (max.)	-	150uph	3
Built Form Requirements		<ol style="list-style-type: none"> The minimum width of the ground floor façade facing the front lot line shall be greater than or equal to 75% of the measurement of the front lot front line. All portions of the façade (not including balconies and other projections) facing the front lot line above 6-storeys in height shall be setback a minimum of 2.0m from the portions of the front facing facade located closest to the street. 	4 5
Parking (Apartment)	1.25/unit	1/unit	6
Parking (Commercial Uses)	1 per 15m ² of gross floor area	1 per 25m ² of gross floor area	6

Table 1: Special Regulations Overview

1 Enhanced Rear Yard

The proposed enhanced rear yard setback requirement will ensure that all elements of the new building will fit within a 45 degree angular plane measured from the shared lot line with the adjacent cluster townhouse development. This provision will ensure that the scale of development fits with the surrounding context and, minimize privacy impacts and protect access to sunlight/sky views for existing residents.

Official Plan References

4.4.1 MSCC | 3.7 Planning Impact Analysis | 11 - Urban Design Principles | Hyde Park Urban Design Guidelines | City Design Policies | Main Street Place Type Policies

2 Building Height

The MSCC designation does not expressly guide the height of new development. In the BDC Zone variations, the height and density of each apartment building is to be established through a Zoning By-law Amendment application. The proposed 8-storey height is further rationalized by the contextual/proportions analysis on page 26 of this brief and is consistent with other applications recently approved in the Hyde Park “Hamlet” Area.

4.4.1 MSCC | 3.7 Planning Impact Analysis | 11 - Urban Design Principles | Hyde Park Urban Design Guidelines | City Design Policies | Main Street Place Type Policies

3 Density

The proposed maximum density provision of 150 units per hectare will allow for the implementation of the proposed mixed-use development concept while ensuring that new development on the site will conform to the scale of development policies for the MSCC designation outlined in Section 4.4.1 & 3.4.3 of the Official Plan.

4.4.1 MSCC | 3.4 & 3.4.3 MFHDR

4 Streetwall Continuity

The proposed minimum streetwall provision will ensure a continuous built edge that reinforces the intended main street/pedestrian-oriented character of Hyde Park Road. Recognizing the more suburban character of the Hyde Park main street, the 75% minimum requirement will allow some minimal breaks in the streetwall for vehicular access and underground utility alignment.

4.4.1 MSCC | City Design Policies | Main Street Place Type Policies | Hyde Park Urban Design Guidelines

5 Building Step-back

The building step-back requirement will shape the building massing in a manner that contributes to a more human scale form as experienced from Hyde Park Road. The step-back requirement relates to the anticipated building height of future adjacent mid-rise developments under the Main Street Place Type policy framework, which will allow for 6-storeys of height along Hyde Park Road.

4.4.1 MSCC | 11 - Urban Design Principles | Hyde Park Urban Design Guidelines | City Design Policies | Main Street Place Type Policies

6 Parking Rate

The proposed minimum parking rate has been calibrated to support the intended “Main Street”, pedestrian-oriented character of Hyde Park Road. The reduced parking rate will work in conjunction with the maximum height limits and minimum built frontage requirements to enable a desirable main street urban form, while still allocating significant portions of the site to support automobile use. The parking rate is comparable with the rates recently approved for other applications in the Hyde Park “Hamlet” .

4.4.1 MSCC | 3.7 Planning Impact Analysis | 11 - Urban Design Principles | Hyde Park Urban Design Guidelines | City Design Policies | Main Street Place Type Policies

/ Height/Massing Rationale

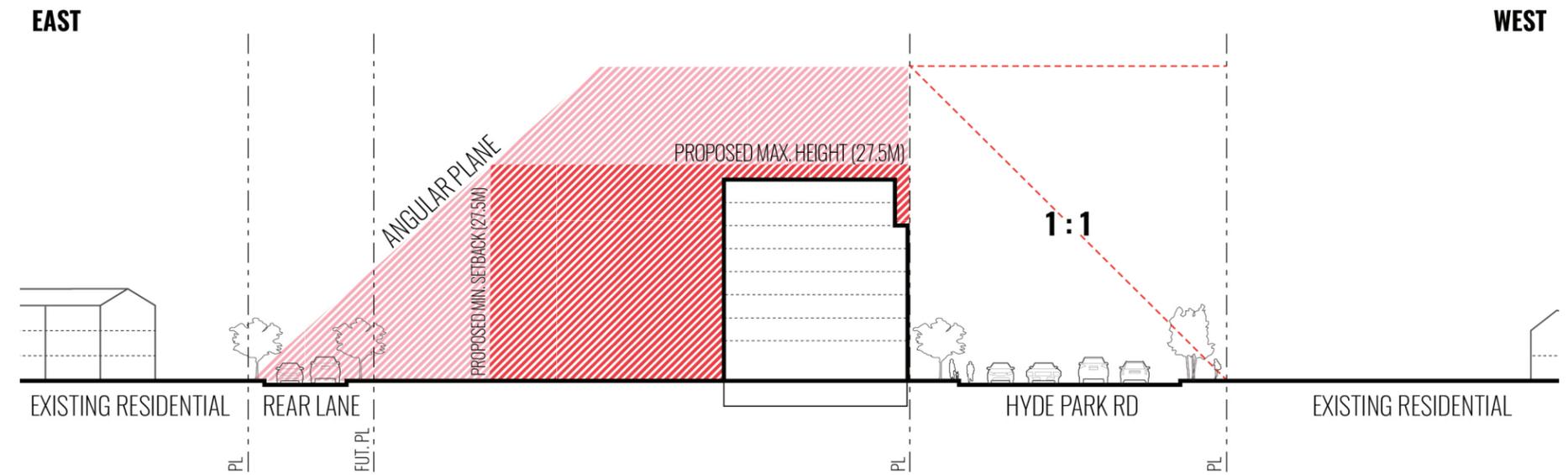


Figure 11: East-West Section Diagram

NOTE: Successful main streets have well-defined edge conditions that create a sense of enclosure but also maintain a “human-scale”. Most comfortable and attractive pedestrian-oriented streets have a ratio (vertical to horizontal) ranging between 1:1 and 1:2. In absence of a specific policy guiding building height in the MSCC designation, this analysis has helped to inform the proposed building height for 1503 Hyde Park Road. The building height and setback requirements have also been informed by the sensitive interface at the rear of the site. The diagram above illustrates a 45 degree angular plane measured from the shared lot line with the adjacent cluster townhouse development. The proposal affords substantial separation in order to preserve access to sunlight and minimize overlook onto rear yard amenity spaces.

S6.2 Proposed Development Concept

/ Street-Oriented Mixed-Use Building (8-Storeys)

The following illustrations and graphics provide an overview of the proposed development concept for 1503 Hyde Park Road. The development concept is representative of the developer's future intention for the project site and represents a desirable implementation of the proposed Zoning By-law amendment. The proposed development includes an 8-storey mixed-use building with 130 residential apartment units and nine (9) small-scale commercial units on the ground floor comprising a total commercial GFA of 782.5m². In total, the concept includes 164 vehicle parking stalls, of which 41 will be located underground. Preliminary building elevations, ground floor plan, site plan and underground parking plan have been prepared by ACI Wright Architects Inc. and are included in their 2021-08 "Design Package". A series of simplified supporting illustrations have been prepared by Siv-ik Planning and Design Inc. to highlight key elements of the site and building design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The architectural Design Package should be referred to where detailed dimensions and specifications are required for review. The Design Package is available for public download at www.siv-ik.ca/1503hp.

/ Proposal At-A-Glance

SITE AREA

0.934
Hectares

DWELLING UNITS

130
Dwelling Units

BICYCLE PARKING

98
Secure Indoor

24
Outdoor

BUILDING HEIGHT

8
Storeys

26.2
Metres

COMMERCIAL SPACE

522.2m²
Retail GFA

260.2m²
Restaurant GFA

DENSITY

1.51
Floor Area Ratio

147.8
Units Per Hectare

PARKING

164 (41 Underground & 123 Surface)
Total Vehicular

34 (1 per 23m²) Commercial **130** (1 per unit) Residential

Perspective: View looking southeast toward front of building from Hyde Park Road.

Building renderings prepared by ACI Wright Architects Inc.



Perspective: View looking northeast from Hyde Park Road at shared site entrance.

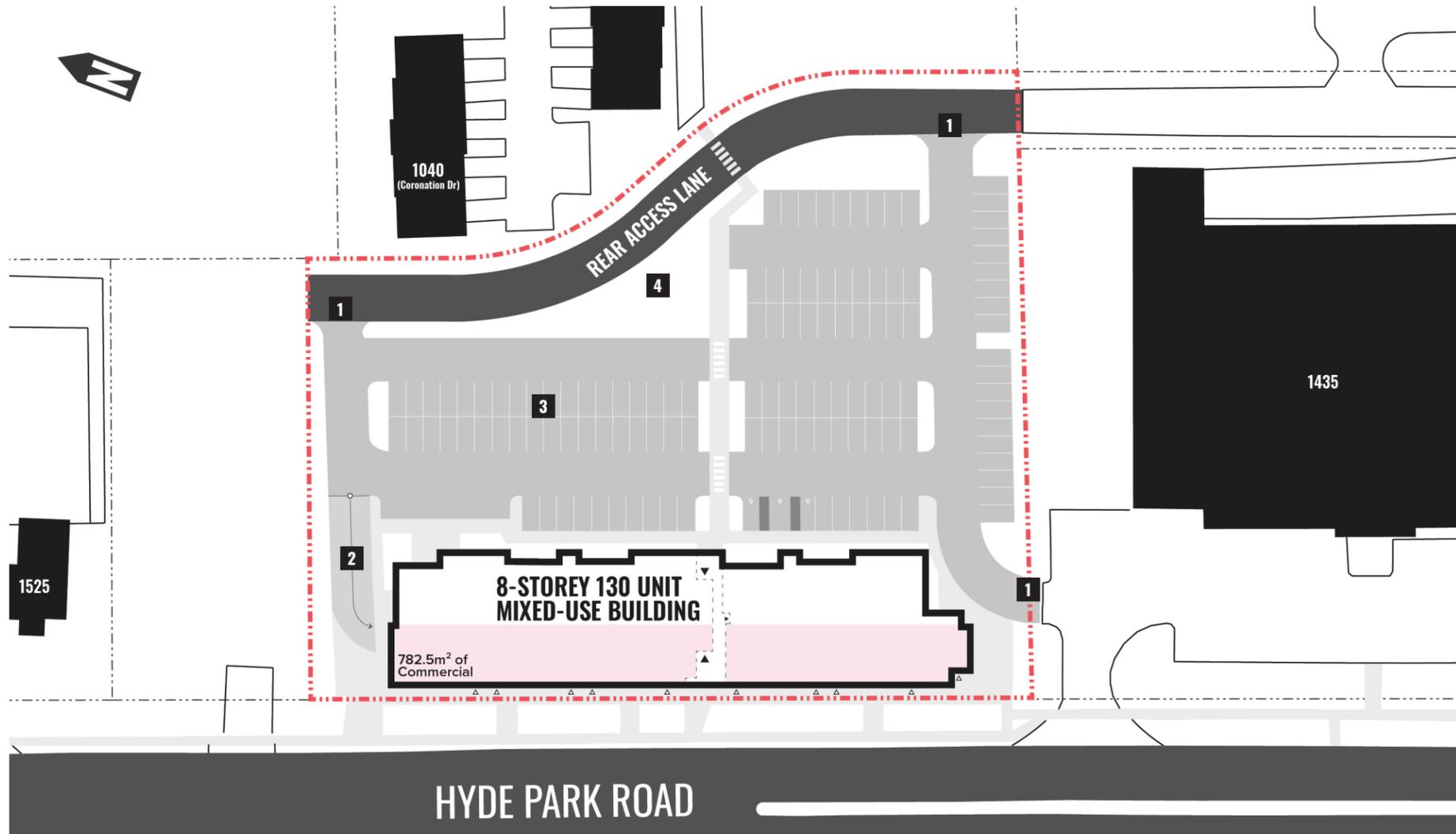
Building renderings prepared by ACI Wright Architects Inc.



Perspective: View looking southwest toward rear of site from eastern property boundary.

Building renderings prepared by ACI Wright Architects Inc.



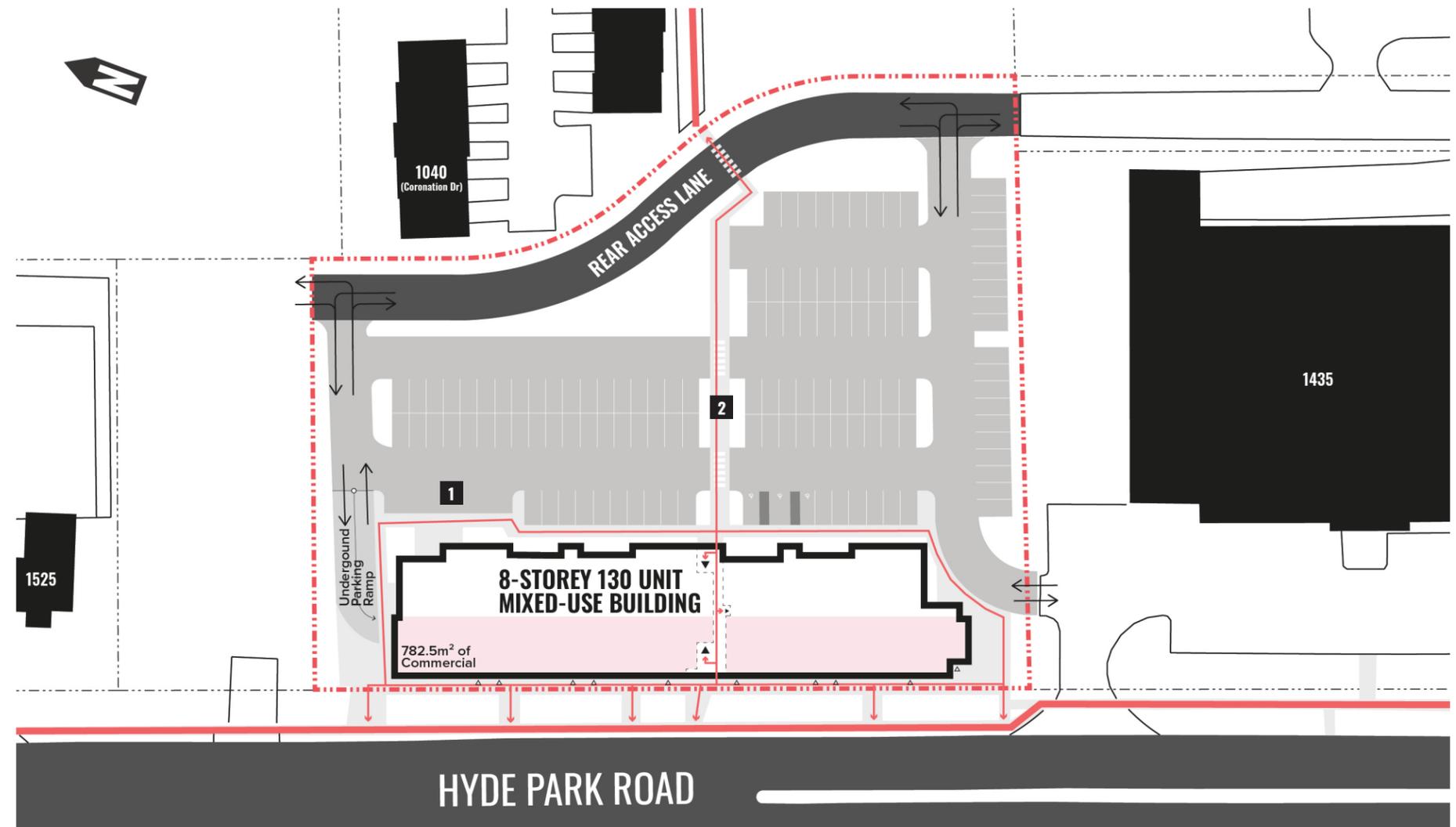


LEGEND

- ▲ Residential Entrance
- △ Commercial Entrance
- ⋯ Site Boundary
- Pedestrian Breezeway
- ▭ Building Footprint
- 1 New Site Access
- 2 Underground Parking Ramp
- 3 Surface Parking Area
- 4 Outdoor Amenity Area

NOTE: This simplified site concept plan has been prepared based on the detailed site plan by ACI Wright Architects Inc. It is meant to aid in illustrating the key attributes of the proposed development concept. For dimensions and full site details, please refer to the 2021-08 Architectural Design Package.

Figure 12: Simplified Site Concept Plan

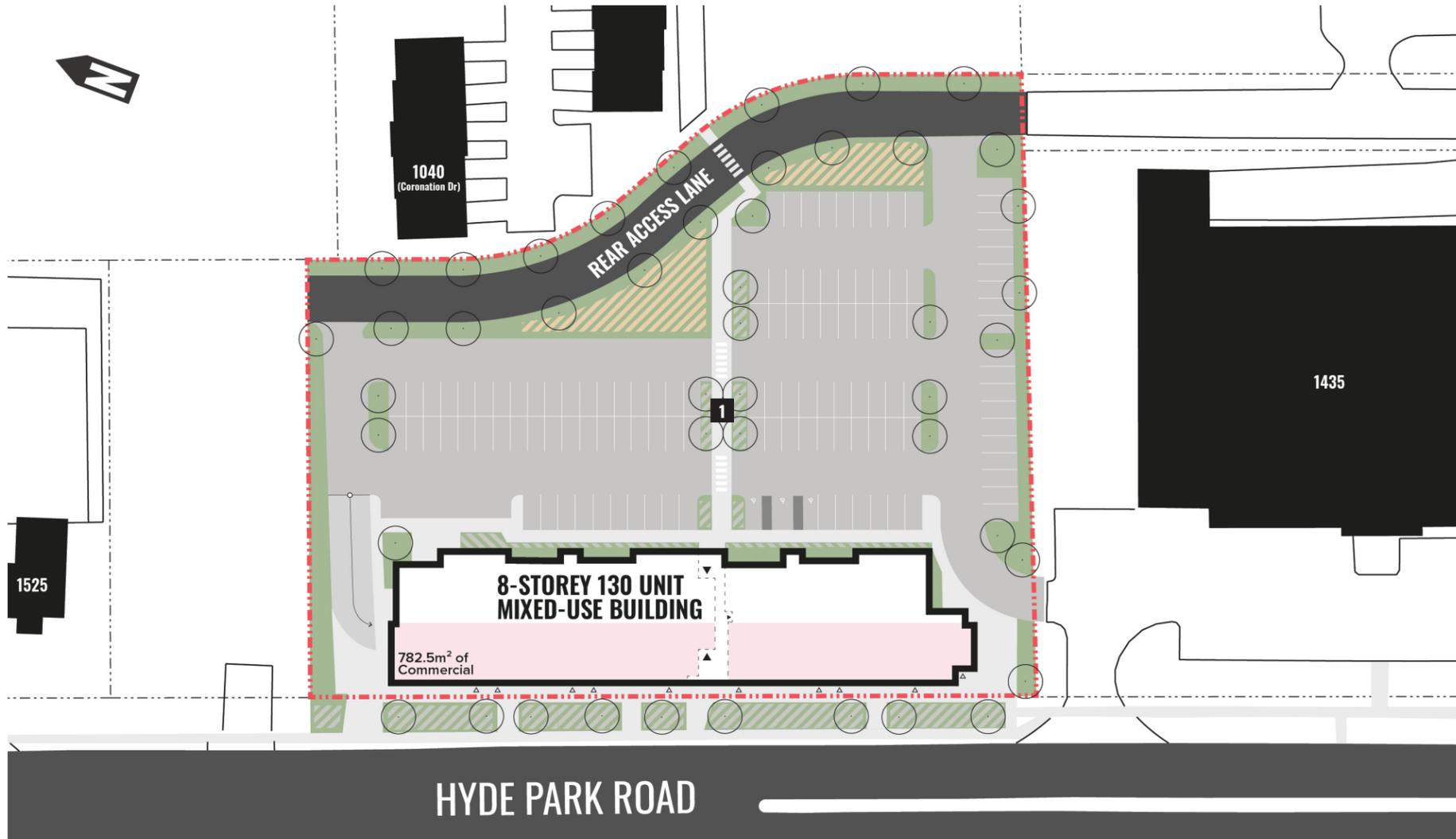


LEGEND

- ▲ Residential Entrance
- △ Commercial Entrance
- ⋯ Site Boundary
- Pedestrian Breezeway
- ▭ Building Footprint
- Existing Sidewalk
- Pedestrian Circulation
- Vehicle Circulation
- 1 Drop-off/Lay-by
- 2 Key Pedestrian Linkage (Public)

NOTE: This simplified site access and circulation plan has been prepared based on the detailed site plan by ACI Wright Architects Inc. It is meant to aid in illustrating the key attributes and functions of the proposed development related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 2021-06-03 Architectural Design Package.

Figure 13: Site Access & Circulation Plan



LEGEND

- ▲ Residential Entrance
- △ Commercial Entrance
- ⋯ Site Boundary
- Pedestrian Breezeway
- ▭ Building Footprint
- Potential Tree Location
- Hard Surface
- ▨ Enhanced Landscaping
- ▩ Outdoor Amenity Area
- Soft Landscaping
- 1 Key Pedestrian Linkage (Public)

NOTE: This simplified landscape plan has been prepared based on the detailed site plan by ACI Wright Architects Inc. It is meant to aid in illustrating the conceptual parameters for the future detailed landscape plan which will be prepared by a Licensed Landscape Architect during subsequent stages of the planning process and reviewed through the Site Plan Control application.

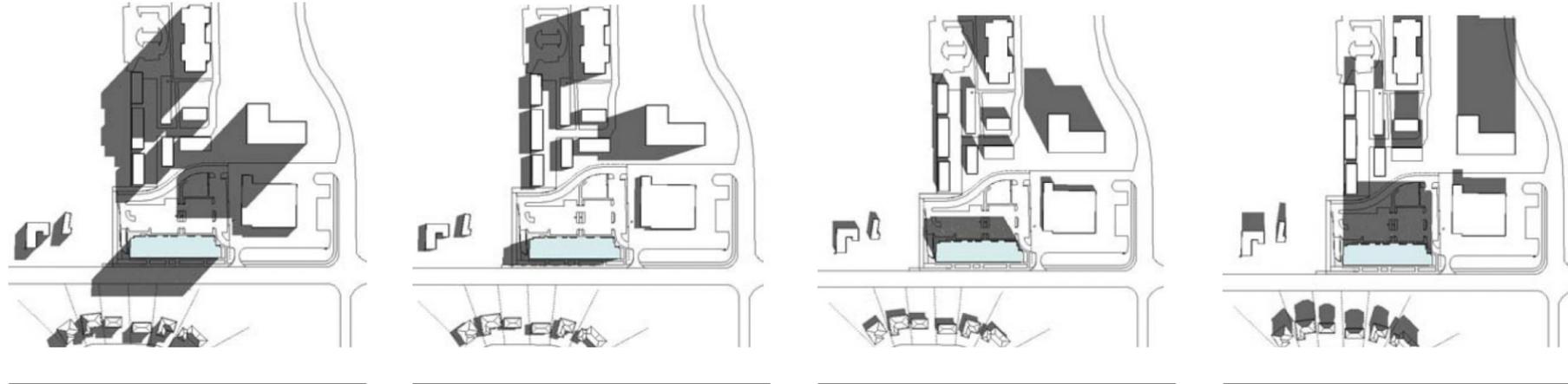
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Figure 14: Conceptual Landscape Plan

S7 SUPPORTING STUDIES HIGHLIGHTS

S7.1 Sun/Shadow Study

/ Spring Equinox



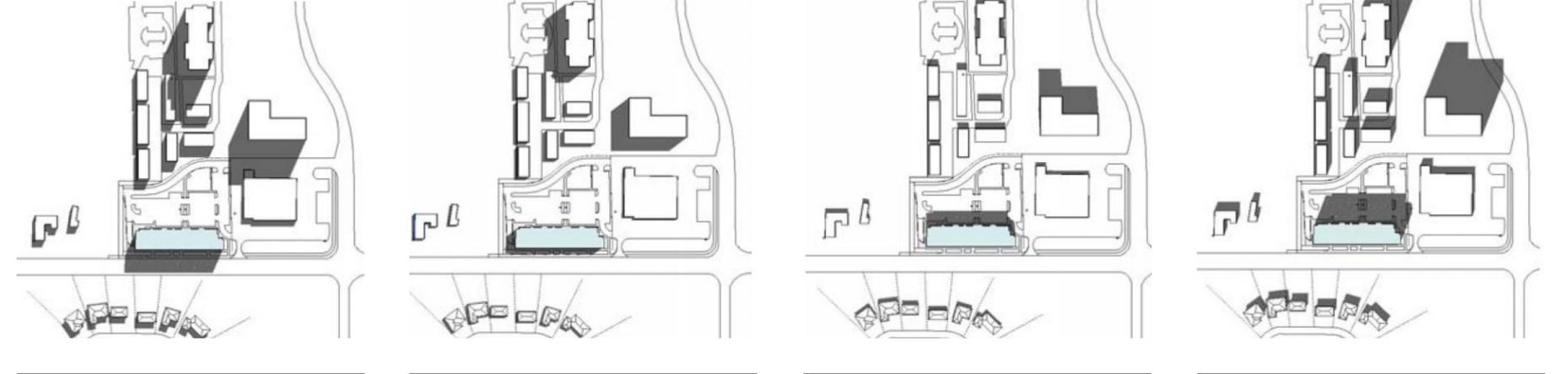
8AM
March 20

10AM
March 20

2PM
March 20

4PM
March 20

/ Summer Solstice



8AM
June 21

10AM
June 21

2PM
June 21

4PM
June 21

NOTES:

1. The sun/shadow diagrams have been created by ACI Wright Architects Inc. using industry-standard modeling practices to help illustrate how the sun moves across the project site and surrounding area. These graphics estimate the potential shadows that could be cast by the proposed development upon the existing surrounding context. The results of sun/shadow study are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. The simulated dates and times shown are based on City of London requirements.
2. Sept 20 and March 20 (equinox) both result in similar shadow patterns so the diagrams above have only shown March 20th.
3. A full analysis of the winter solstice shadow impact (December 21st) can be found in the associated 2021-08 Architectural Design Package prepared by ACI Wright Architects Inc.

S7.2 Sanitary Servicing Study

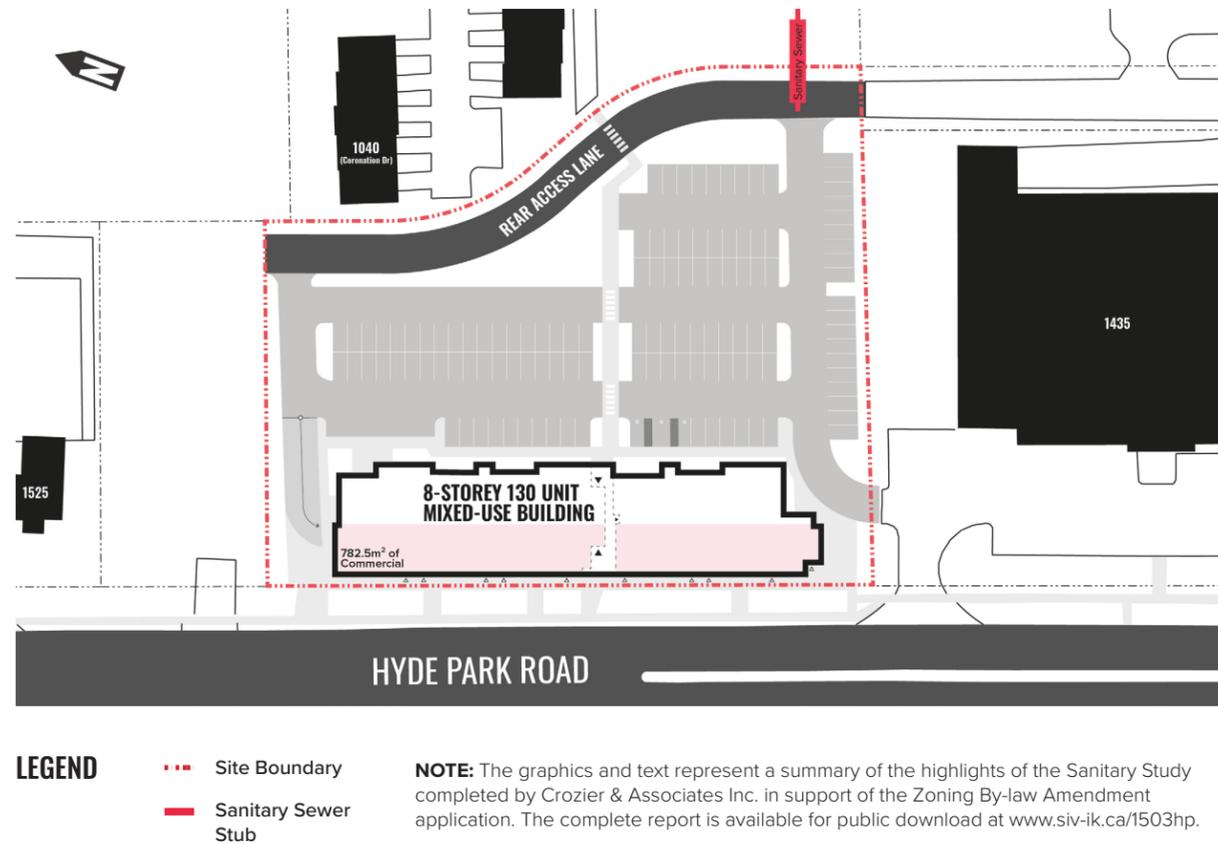


Figure 15: Sanitary Study Highlights

/ About

A Sanitary Servicing Study has been prepared by Crozier & Associates Inc. The purpose of the study was to understand available information about the capacity of the existing municipal sanitary sewer in Coronation Drive including the existing constraints, required updates, and available capacity for the proposed development at 1503 Hyde Park Road.

/ Key Findings

The 2021-06-25 Sanitary Servicing Study prepared by Crozier & Associates Inc. found that:

- » There is an existing 200 mm sanitary stub located in the planned rear laneway on the east edge of project site that is available to serve the proposed development. There is an existing 250 mm diameter sanitary sewer along Coronation Drive, which is designed to accommodate sanitary flows from “External Catchment 2” (which includes the properties located at 1020, 1030, and 1040 Coronation Drive and the site). External Catchment 2 accounts for a development area of 3.633 ha and a population of 1075 persons.
- » Factoring in the proposed development, External Catchment 2 has a total population of 812, which is less than the maximum assigned population of 1,075. Therefore, the proposed development was accounted for in the design of existing 250 mm diameter sanitary sewer on Coronation Drive (Sanitary Drainage Area Plan, Plan No. 29547, MTE Consultants, June 2020) and has sufficient capacity.

S7.3 Transportation Impact Assessment

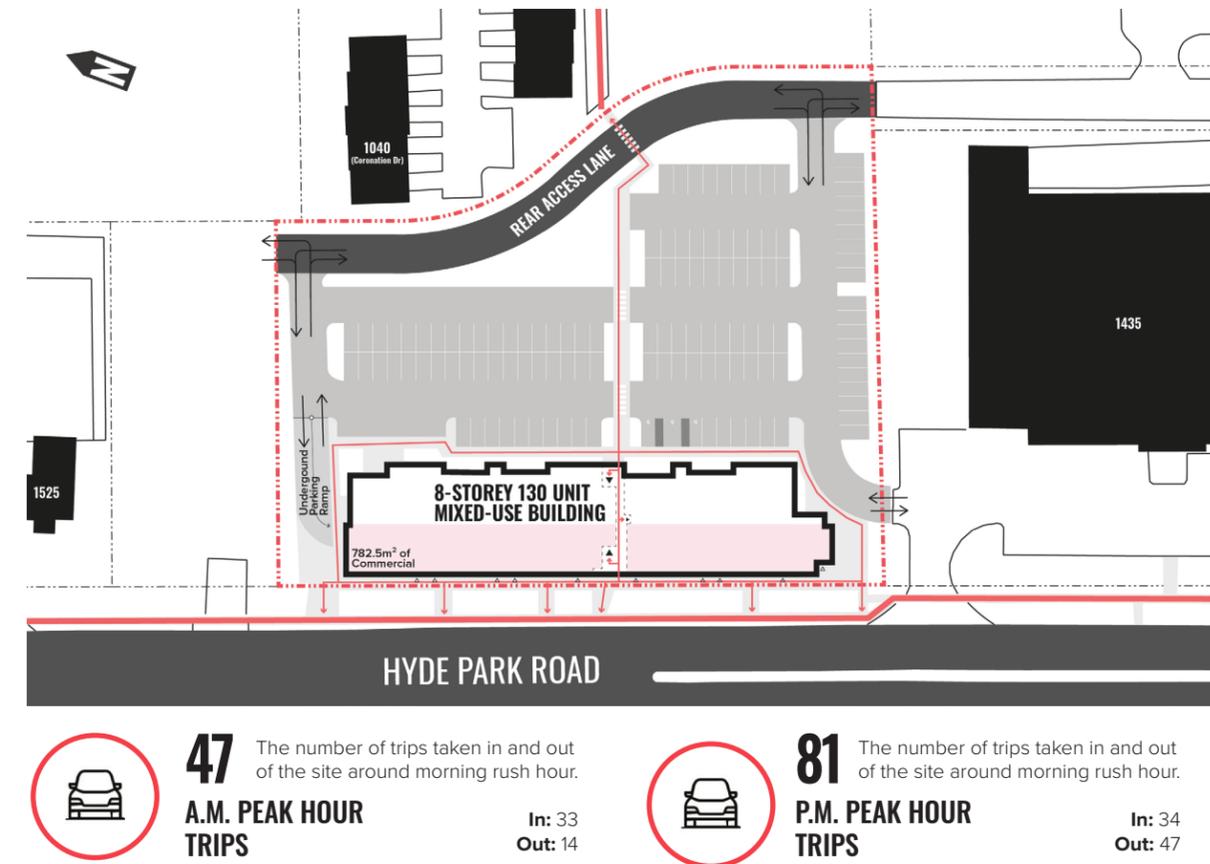


Figure 16: TIA Highlights

/ About

A Transportation Impact Assessment has been prepared by Crozier & Associates Inc. The TIA measures the current performance of the transportation system against municipal and international standards to predict the relative impact that the proposed development would have on the local transportation network. The study determines if transportation network improvements are necessary to accommodate this impact.

/ Key Findings

The 2021-06 Transportation Impact Assessment prepared by Crozier & Associates Inc. found that:

- » Multiple site accesses are included in the proposed plan, with two connections via the proposed laneway running parallel to the Hyde Park Road and one connection to the property located at 1435 Hyde Park via a shared access agreement.
- » The intersections within the development study area operate under capacity, with moderate delays in the existing traffic conditions during the weekday A.M. and P.M. peak periods. The 95th percentile queue lengths do not exceed the available storage lengths.
- » During all peak hours in the 2026 future background traffic conditions, movements continue to operate under capacity with no optimizations in the signal timing plan.
- » The proposed development is expected to have a negligible impact on the surrounding road network. The future total traffic is expected to operate similarly to the future background scenario without any signal changes.

S8 ENGAGEMENT SUMMARY

S8.1 Our Program

We understand that change in neighbourhoods warrants conversation. Our citizen engagement program was designed to provide an opportunity for those who are interested to learn about the vision for the site early on in the planning process and to share their thoughts. Business Network Associates and the project team are committed to engaging with local residents at multiple points in the process.

The timeline below shows a general overview of the steps in the planning process for 1503 Hyde Park Road and how those steps intersect with our applicant-led citizen engagement program.

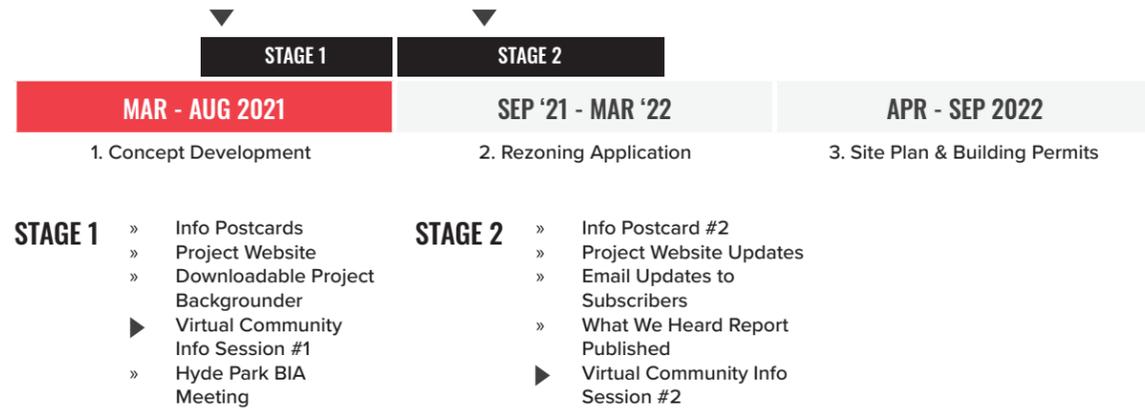


Figure 17: Engagement Program Overview

Feedback received through our outreach program is used to deepen our understanding of the local context and shape some elements of the design of the project, where possible. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However, we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and, sharing what we have heard and our team's response to it.

STAGE 1 TACTICS



Info Postcard

94 information postcards were circulated to surrounding homes and businesses to notify local citizens of the planned development via direct mail and direct them to the project website. Postcards and posters were provided to the property managers of nearby multi-family buildings for distribution to residents.

Project Website

A project website (www.siv-ik.ca/1503hp) was launched on May 24, 2021 to provide a “home-base” for sharing information and updates about the project and gathering feedback through an online feedback form.

Downloadable “Project Backgrounder” Publication

Siv-ik published a project backgrounder document to provide educational content regarding City planning policy, the planning process, and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

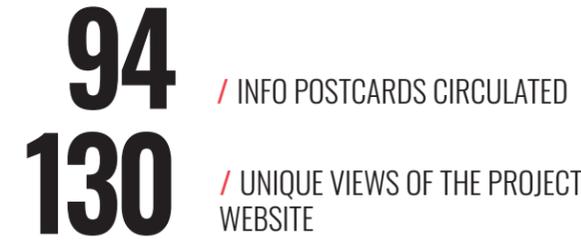
Virtual Community Info Session

The project team hosted a Zoom webinar on June 7, 2021 to provide a live forum to share information directly with residents/participants and facilitate a Q & A session with lead members of the project team.

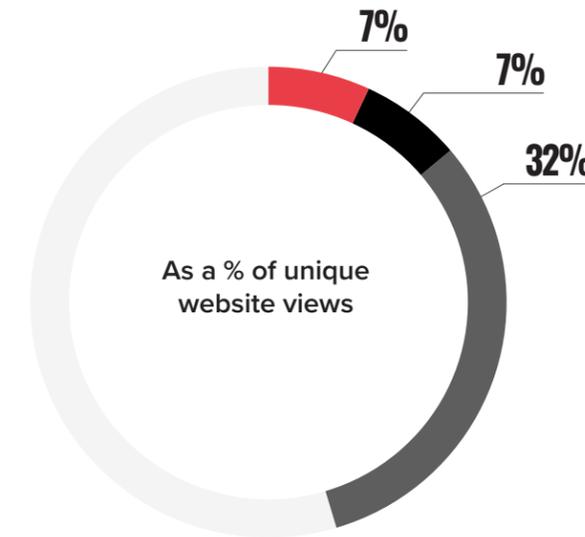
What We Heard Report

The report has been published, shared on the project website and submitted with the Zoning By-law Amendment application. The report “closes the loop” on Stage 1 of our citizen engagement program by clearly documenting the feedback that was received and our response to it.

REACH



ENGAGEMENT



- Attended the Virtual Info Session #1
- Signed up for email updates
- Downloaded “Project Backgrounder” to learn more

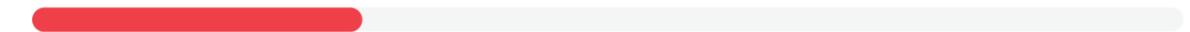
FEEDBACK



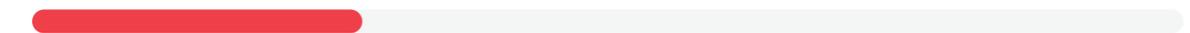
TOPICS OF INTEREST

Key topics of interest have been derived based on the frequency of which various planning and design issues are mentioned within unique pieces of citizen feedback received through Stage 1 of our citizen engagement program. Verbatim feedback can be accessed in the 2021-09-15 What We Heard Report prepared by Siv-ik.

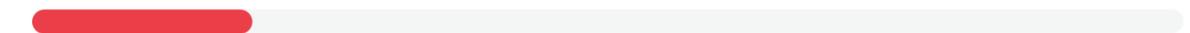
Access to Sunlight/Shadows



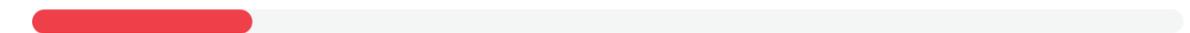
Privacy



Architectural Design



Support for Retail



NOTE: The graphics and text above represent highlights of Stage 1 of our citizen engagement program. Further details regarding the engagement program and the verbatim feedback can be found in the 2021-09-15 What We Heard Report by Siv-ik Planning and Design Inc. The report is available for public download at www.siv-ik.ca/1503.

S9 INTERPRETATION

1 Purpose of this Brief

We understand that site's are not blank slates. This Planning and Design Brief outlines the planning and design rationale for the development of 1503 Hyde Park Road. The Brief provides an overview of the proposed development which is representative of the project team's best thinking for the site's development, considering the policy, regulatory and physical context. The Brief is meant to highlight the key factors that shape development on this site and help stakeholders to understand how those key factors have influenced the proposed zoning framework and design concept.

2 City of London Official Plan

The London Plan is the new Official Plan for the City of London. It has been adopted by City Council and approved by the Province with modifications. Significant parts of the plan are in force and effect but some remain under appeal to the OLT (Ontario Land Tribunal). Specifically, Map 1 - Place Types (and the corresponding Place Type policies) remains under appeal for the project site. For the purposes of project planning and design, the in-force policies of the London Plan and the applicable in-force policies of the 1989 Official Plan have served as the determinative guiding policy framework. The London Plan policies under appeal have been considered and have also informed the proposal to a considerable extent. Those policies are discussed generally in this report for reference. The MSCC designation policies contained in the 1989 Official Plan provide similar overall direction for land use, intensity and urban form on the project site as the Council-adopted Main Street Place Type policies. This has led to the development of a plan that meets the objectives of the in-force policies and council approved policies for the site.

3 The Development Design

The proposed Zoning By-law includes a series of special regulations to account for the unique context of the project site and implement the applicable form-based policy directions of the London Plan and 1989 Official Plan. The proposed zone and special regulations are structured to facilitate a range of desirable site design outcomes and are not tied to a specific development design. The specific building and site design represented by the graphics and illustrations in this Brief and the 2021-08 Architectural Design Package by ACI Wright Architects Inc. represent the developer's intent for the site but some elements of the proposal are subject to refinement and change through the future Site Plan Control application process.

4 Stakeholder Engagement

The project team has carried out early engagement with the Ward 7 Councillor, City Administration, and surrounding residents to inform the redevelopment vision for the site and looks forward to continuing to do so as the applications progress through the administrative review process.



REFERENCES

1. Hyde Park Neighbourhood Profile (2016).
2. The Provincial Policy Statement (2020).
3. 1989 City of London Official Plan.
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6. Hyde Park Community Plan and Urban Design Guidelines (2000).
7. Z-7399 City of London Staff Report, dated December 10, 2007.
8. Z-8205 City of London Staff Report, dated March 4, 2014
9. City of London, London CityMap (Last updated October 1, 2020).
10. Z-9067 City of London Staff Report, dated February 18, 2020
11. External Sanitary Sewer Analysis prepared by Crozier & Associates Inc., dated June 25, 2021.
12. Transportation Impact Assessment prepared by Crozier & Associates Inc., dated June, 2021.
13. Architectural Design Package prepared by ACI Wright Architects Inc., dated August, 2021.

