

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: Kindred Works (c/o Zelinka Priamo Ltd.)
1901 Jalna Boulevard
City File: Z-9633, Ward 12
Public Participation Meeting

Date: October 23, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Kindred Works (c/o Zelinka Priamo Ltd.) relating to the property located at 1901 Jalna Boulevard:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on November 7, 2023, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Neighbourhood Facility (NF) Zone **TO** a Residential R8 Special Provision (R8-4(_)) Zone.
- (b) The requested Special Provisions, as part of the amendment to Zoning By-law No. Z.-1, that notwithstanding Section 4.19.4) b) parking may be permitted in the south exterior yard along Jalna Boulevard and to permit a maximum driveway width of 4.6 metres whereas 3.0 metres is required, **BE REFUSED** for the following reasons:
 - i. The requested Special Provisions do not conform to the policies of The London Plan, including the City Design policies, Neighbourhood Place Type policies and criteria of the Planning Impact Analysis, nor the regulations of the Zoning By-law No. Z.-1 with regards to parking locations.
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i. The apartment building be designed to address its corner location through massing, architectural details, and location of entrances, and to accommodate opportunities for mixed-use on the ground floor.
 - ii. Additional visual screening be provided for any surface parking exposed to the public street(s) and rooftop mechanical penthouses and equipment.
 - iii. The short-term bicycle parking stalls along Southdale Road East be relocated to be fully on private property.
 - iv. To improve the accessibility of the lay-by, access should be shifted and/or expanded.
 - v. Should driveways be provided for the street townhouses, they should be 3.0 metres with any adjacent walkways being a different material use to delineate the spaces, and that the walkway is not to be used for parking.

IT BEING NOTED that the above noted amendment is being recommended for the following reasons:

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

- ii. The recommended amendment conforms to *The London Plan*, including but not limited to the Key Directions, City Building policies, and the Neighbourhoods Place Type policies;
- iii. The recommended amendment would permit an appropriate form of development at an intensity that is appropriate for the site and the surrounding neighbourhood; and
- iv. The recommended amendment facilitates an infill development on an underutilized site and provides a broader range and mix of housing options within the area.

Executive Summary

Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Neighbourhood Facility (NF) Zone to a Residential R8 Special Provision (R8-4(_)) Zone.

Purpose and the Effect of Recommended Action

The recommended action will permit a 6-storey, 100-unit, residential apartment building and two 2-storey, 5-unit, standard townhouse blocks, with a maximum density of 132 units per hectare (uph). Special provisions are required to consider Jalna Boulevard to the west as the front lot line; permit a minimum front yard depth of 6.0 metres whereas 8.0 metres is required; a minimum north exterior side yard depth of 2.0 metres whereas 8.0 metres is required; minimum south exterior side yard depth of 2.0 metres whereas 8.0 metres is required; a maximum density of 132 uph whereas 75 uph is required; a maximum apartment building height of 22.0 metres (6-storeys);); an encroachment for balconies on the apartment building of 1.5 metre projection into the north exterior side yard whereas 3.0 metres to the lot line is permitted; to permit standard townhouses as an additional use; and to permit community centres as an accessory use to the apartment building with a maximum gross floor area of 300 square metres.

The recommended action to refuse the requested special provisions will thereby not allow parking in the south exterior yard along Jalna Boulevard (in accordance with Zoning By-law No. Z.-1 Section 4.19.4 b)) nor permit a maximum driveway width of 4.6 metres whereas 3.0 metres is the maximum.

Linkage to the Corporate Strategic Plan

This recommendation supports the following Strategic Areas of Focus:

1. **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
2. **Housing and Homelessness**, by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.
3. **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners. (housing)

Analysis

1.0 Background Information

1.1 Property Description and Location

The subject site is located within the White Oaks Planning District at the intersection of Jalna Boulevard and Southdale Road East. The site has an area of approximately 0.84 hectares with a frontage of approximately 92 metres on Jalna Boulevard on the west property line, 98 metres on Jalna Boulevard on the south property line, and 98 metres on Southdale Road East. The site currently contains a place of worship, White Oaks United Church, with surface level parking and a community garden. The surrounding

neighbourhood consists of a mix of residential uses, primarily low to medium density uses abutting the site, as well as a mix of commercial uses and intermittent office uses along Southdale Road East.

1.2 Site Statistics

- Current Land Use – Place of Worship
- Frontage – 98 metres (Jalna Boulevard to the West)
- Depth – 92 metres
- Area – 8,400 metres square (0.84 hectares)
- Shape – Square
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

1.3 Surrounding Land Uses

- North – Residential; Commercial
- East – Office; Residential
- South – Residential; Neighbourhood Facility
- West – Commercial; Residential

1.4.1 Existing Planning Information

- *The London Plan* Place Type – Neighbourhoods at the intersection of a Civic Boulevard and Neighbourhood Connector
- Existing Zoning – Neighbourhood Facility (NF) Zone

Additional site information and context is provided in Appendix B.

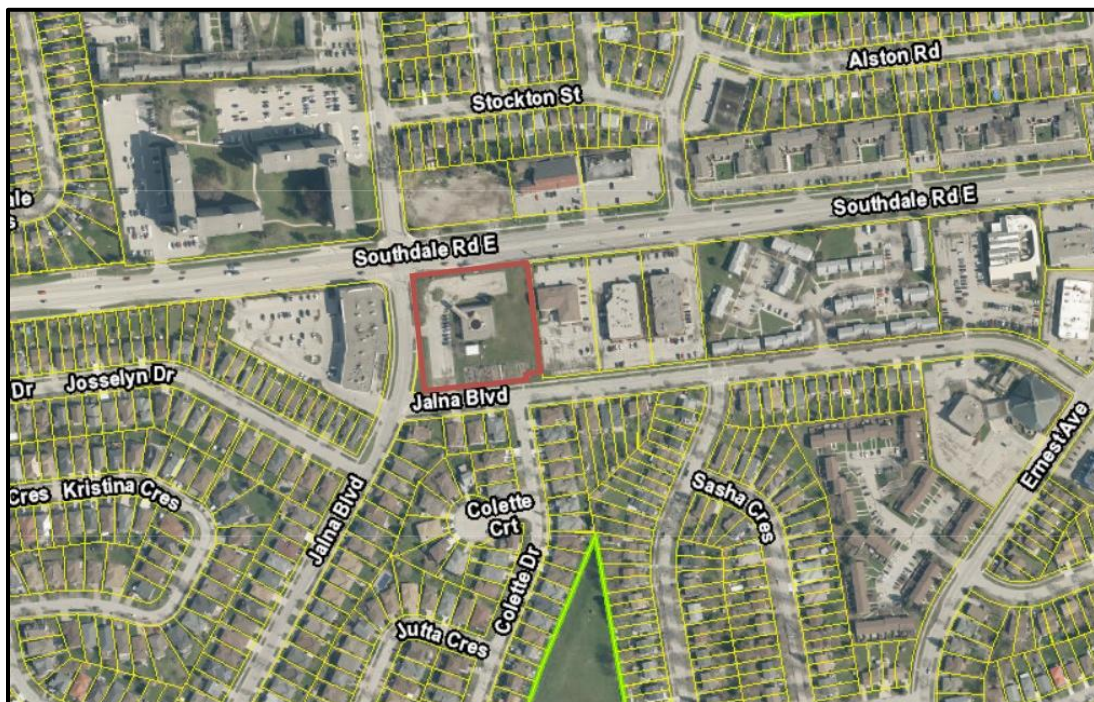


Figure 1. Aerial Photo of 1901 Jalna Boulevard and surrounding lands.



Figure 2. Streetview of 1901 Jalna Boulevard (view from Southdale Road East looking southwest)



Figure 3. Streetview of 1901 Jalna Boulevard (view from Jalna Boulevard looking west)



Figure 4. Streetview of 1901 Jalna Boulevard (view from Jalna Boulevard looking north)

2.0 Discussion and Considerations

2.1 Development Proposal

In June 2023, the City accepted a complete zoning by-law amendment application. The development proposal is comprised of a 6-storey, 100-unit, residential apartment building and two 2-storey, 5-unit, standard townhouse blocks, with a maximum density of 132 uph. The application included a conceptual site plan, shown below as Figure 5. Building rendering and elevations are shown in Figures 6-8 below.

Based on comments from staff, the applicant agreed to close the proposed right turn only exit access along Southdale Road to reduce traffic concerns as well as revise the internal vehicular access, at the time of Site Plan approval.

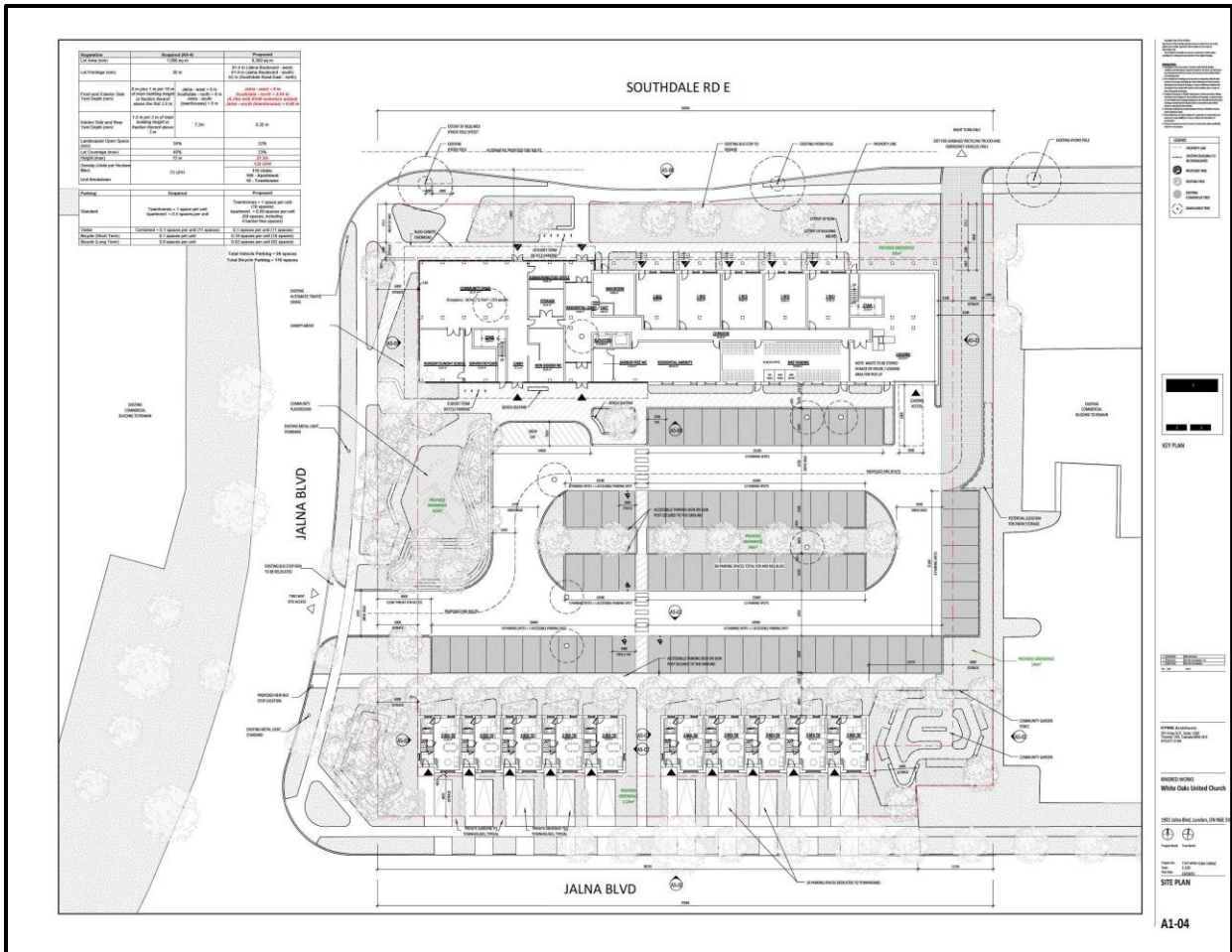


Figure 5. Concept Site Plan



Figure 6. Building Renderings (Building 1 facing southwest from Southdale Road East)



Figure 7. Building Renderings (Building 1 facing northwest from Jalna Boulevard)



Figure 8. Building Renderings (Buildings 2 and 3 facing northwest from Jalna Boulevard)



Figure 9. Building Renderings (Buildings 2 and 3 facing southeast from subject site)

The proposed development includes the following features:

- Land use: Residential
- Form: Apartment and Standard Townhouses
- Height: 6-storey Apartment; 2-storey Townhouses
- Residential units: 110 units
- Density: 132uph
- Building coverage: 23%
- Landscape open space: 32%
- Parking spaces: 79 surface parking spaces

Additional proposal information and context is provided in Appendix B and C.

2.2 Requested Amendment

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Neighbourhood Facility (NF) Zone to a Residential R8 Special Provision (R8-4(_)) Zone.

The following table summarizes the special provisions that have been requested by the applicant:

Regulation (R5-4)	Required	Proposed
Road Considered the Front Lot Line		Jalna Boulevard W
Front Yard Depth (minimum)	8.0 metres	6.0 metres
North Exterior Side Yard Depth (minimum)	8.0 metres	2.0 metres
South Exterior Side Yard Depth (minimum)	8.0 metres	6.0 metres
Density (maximum)	75 uph	132 uph
Apartment Building Height (maximum)	13.0 metres	22.0 (6-storeys)
Encroachment - Balconies on Apartment Building	1.5 metre projection into the front yard is permitted provided the projection is no	1.5 metre projection into the north exterior side yard

	closer than 3.0 metres to the lot line"	
Maximum Driveway Width	3.0 metres	4.6 metres
Parking Location	Rear or Interior Side Yard	South Exterior Side Yard
Standard Townhouses	Not permitted	Permitted
Community centre accessory to the apartment building	Not Permitted	Permitted with a maximum gross floor area of 300 square metres

2.3 Community Engagement

On July 5, 2023, Notice of Application was sent to 367 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday, July 6, 2022. A "Planning Application" sign was also placed on the site.

There were four responses received during the public consultation period.

Key issues identified by the public included:

- Traffic, Parking and Safety
- Height and Density
- Increased Open Space
- Construction Impacts

Detailed public comments are included in Appendix D of this report.

2.4 Internal and Agency Comments

The application and [associated materials](#) were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies based on the Revised Notice of Application include:

- Concerns raised with the design and location of the right-turn only access along Southdale Road East and Staff have requested its removal and redesign during Site Plan.
- The proposed lay-by was not accessible, and Staff have recommended it be shifted and expanded during Site Plan.
- Accessible parking stalls are to contain a 1.5 metre access aisle.
- The short-term bicycle parking stalls along Southdale Road East are to be relocated to be fully on private property.
- The proposed apartment building should be designed to address its corner location through massing, architectural details, and location of entrances.
- Visually screen any surface parking exposed to the public street(s)
- Screen or enclose any rooftop mechanical penthouses and equipment.
- Additional special provisions for maximum setbacks from the right-of-way as well as a minimum ground floor height of 4.5 metres for the apartment building.

Detailed internal and agency comments are included in Appendices E and G of this report.

2.5 Policy Context

2.5.1 *The Planning Act and the Provincial Policy Statement, 2020*

The Provincial planning policy framework established through the *Planning Act* (Section

3) and the *Provincial Policy Statement, 2020 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

The mechanism for implementing Provincial policies is through the Official Plan, *The London Plan*. Through the preparation, adoption, and subsequent Ontario Land Tribunal (OLT) approval of *The London 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 are reviewed and discussed in *The London Plan* analysis below.

As the application for a Zoning By-law amendment complies with *The London Plan*, it is staff's opinion that the application is consistent with the *Planning Act* and the *PPS*.

2.5.2 The London Plan, 2016

The London Plan includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (TLP 1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

3.0 Financial and Environmental Impacts and Considerations

3.1 Financial Impact

There are no direct municipal financial expenditures with this application.

3.2 Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. Details on the characteristics of the proposed application related to the City's climate action objectives are included in Appendix C of this report.

4.0 Key Issues and Considerations

4.1 Land Use

The proposed residential and accessory uses are supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and contemplated in the Neighbourhoods Place Type where a property is at the intersection of a Civic Boulevard and Neighbourhood Connector in *The London Plan* (Table 10). The proposed residential uses align with the goals of the Neighbourhoods Place Type by contributing to neighbourhoods that allow for a diversity and mix of housing types that are compatible with the existing neighbourhood character (TLP 918_2 and _13). The residential uses are also proposed to be affordable which aligns with Key Directions to invest in, and promote, affordable housing to revitalize neighbourhoods, ensure housing for all Londoners, and to attract a diverse population to the city (TLP 55_13, 57_11).

A community centre use is also being recommended as an accessory use to the apartment building with a maximum gross floor area of 300 square metres. Mixed-use buildings with a residential use that may also include appropriately sized retail, service

or office uses on the ground floor are contemplated in the Neighbourhoods Place Type where a property is at the intersection of a Civic Boulevard and Neighbourhood Connector (TLP 925_). Community facilities such as places of worship; day care centres; branch libraries; schools; community centres; public parks; and public recreation facilities; and similar community-oriented facilities that are normally associated with, and integral to, a residential environment, may also be permitted at appropriate locations (TLP 930_). Community facilities will be directed to locations that are easily accessible and where they can help establish and enhance the character of a neighbourhood. At present the subject site is zoned as Neighbourhood Facility and contains a place of worship which provide community centre type uses. Staff is of the opinion that the proposed residential and community centre uses are appropriate for the site.

4.2 Intensity

The proposed residential intensity is consistent with the policies of the PPS that encourage residential intensification, redevelopment, and compact form (1.1.3.4), an efficient use of land (1.1.1 a), and a diversified mix of housing types and densities (1.4.1). The proposed residential intensity conforms with the Neighbourhoods Place Type in *The London Plan* which contemplates an upper maximum height of 6-storeys where a property has frontage onto a Civic Boulevard (Table 11). When zoning to the upper maximum height a development should include features required to mitigate the impacts of the additional height and densities whereby the increase in building height may be permitted where the resulting intensity and form of the proposed development represents good planning within its context (TLP 1640_, 1641_).

The proposed residential intensity will facilitate an appropriate scale of development that is compatible within the existing neighbourhood character, directing the height and intensity toward the higher order street (TLP 918_13). The townhouses are also located on the southern portion of the subject site along Jalna Boulevard to provide a transition in height towards the low-density residential uses to the south (TLP 953_2). The apartment building also includes design features to provide distinction between the base and upper levels such as a one-storey podium, to mitigate for potential impacts of the additional height and maintain a pedestrian-scale environment at street level. Furthermore, the redevelopment will facilitate the efficient use of land and existing municipal services (TLP 953_2 and 3).

Special provisions to permit a maximum apartment building height of 22.0 metres (6-storeys) and a maximum density of 132uph are being recommended.

4.3 Form

The proposed built form is generally consistent with the Neighbourhoods Place Type and the City Design policies in *The London Plan* by facilitating an appropriate form and scale of residential intensification that is compatible with the existing neighbourhood character (TLP 953_2). Specifically, the proposed built form supports a positive pedestrian environment, a mix of housing types to support ageing in place and affordability and is designed to be a good fit and compatible within its context/neighbourhood character (Policy 193_).

The apartment building is proposed to be situated close to the intersection of Southdale Road East and Jalna Boulevard, to define the street edge, and create an inviting, active, and comfortable pedestrian environment (TLP 259_). The proposed community centre accessory to the apartment building is situated to be easily accessible for both residents and members of the public with street-oriented designs and ground floor entrances facing the streets. The building design also includes building articulation, rhythm, materials, fenestration, and balconies along both street frontages ensuring that development is consistent with the urban design goals of *The London Plan*.

Additionally, the apartment building is oriented towards the higher-order street (TLP 261_) with a transition in height and intensity toward the low-density residential uses to the south. The proposed built form and massing of the townhouses has consideration for the surrounding land uses and is appropriate to the scale of the low-density

residential uses to the south (TLP 953_2).

4.4 Exterior Side Yard Parking (Jalna Boulevard to the south)

To maintain a consistent built form, front yard parking in the Neighbourhoods Place Type is not permitted on properties fronting a Neighbourhood Street or Neighbourhood Connector (TLP 936_). Rather, *The London Plan* calls for parking facilities to minimize negative impacts on the public realm by strategically locating and screening these parking areas in the rear and interior side yard (TLP, 272_). At present the townhouse dwellings are proposing parking within the south exterior side yard along Jalna Boulevard (a Neighbourhood Connector). This site layout does not promote connectivity and safe movement for pedestrians, cyclists, and motorists, nor does it minimize the visual exposure of the parking areas to the street (TLP 255_, 269_).

Currently the subject site has a single access from Jalna Boulevard South whereby the proposed site layout and parking configuration would facilitate 10 driveways directly onto Jalna Boulevard South with no garages proposed. The proposed increased driveway width, although intended to permit a walkway alongside the driveway, also has the potential to accommodate two vehicles per townhouse unit. As such, the proposed location, configuration, and size of the parking area is not designed to promote connectivity and safety particularly since the driveways are in close proximity to two intersections where site lines are of increased importance with regards to creating traffic hazards (TLP 255_). The parking location is also not sensitive to, compatible with, or fits within the existing and planned neighbourhood context whereby the existing neighbourhood has consistent and observable physical characteristics, including minimal points of access onto the northside of Jalna Boulevard South and driveways leading to garages on the southside of the street (TLP, 953_1). There are also several City trees in the boulevard that would need to be removed to facilitate the driveways.

As such, the applicant's request for a special provision, that *notwithstanding Section 4.19.4 b) parking may be permitted in the south exterior yard along Jalna Boulevard*, is being recommended for refusal as the parking location is not designed to mitigate potential impacts on adjacent and nearby properties, including but not limited to traffic and access management, visual impacts of parking, and pedestrian and cyclist safety (TLP 1578_6). Staff are similarly not in support of the request to increase driveway width to 4.6m.

A preferred alternative design solution that would mitigate the above-noted concerns is to accommodate parking in the rear (north) of the townhouse dwellings, adjacent to the existing proposed parking lot. A reduced setback for the townhouses from Jalna Boulevard would accommodate more room to the north for parking. A secondary solution would be to provide attached garages to minimize the visual impacts of front yard parking. However, this second solution does not necessarily mitigate the safety concerns.

Staff are not supportive of permitting surface parking in the south exterior side yard of the townhouses and are recommending refusal of the requested special provision. As Staff are not supportive of the parking location, the requested special provision for an increased driveway width is also being recommended for refusal.

Staff are recommending approval of a further reduced south exterior side yard setback to accommodate the townhouses being shifted south and additional parking located to the north. Alternative design considerations and site layout adjustments should be considered at the time of Site Plan. Additional mitigation measures along the frontage of Jalna Boulevard including fencing and increased landscaping should also be considered.

4.5 Apartment Parking and Access

Parking for the apartment building will be located internally, visually screening surface parking from the street to maintain a visual aesthetic and safety, while encouraging a pedestrian oriented streetscape (Policy 936_4). Further screening of the parking areas

and garage pick-up and/or loading areas, with enhanced landscaping, is also recommended. The proposed number of parking spaces currently exceeds the amount required as per the Zoning By-law. Given the subject sites pedestrian, cycling and transit accessibility, a reduction in the number of parking spaces could assist in accommodating additional landscaping, open space, and amenities (TLP 275_).

During the commenting period, staff also expressed concern with the proposed right turn only exit access along Southdale Road East, recommending its closure and the site access be redesigned. It was also noted that the proposed lay-by was not accessible and could be shifted and/or expanded as a result of the removed access along Southdale Road East. As part of the Staff recommendation, direction to the Site Plan Approval Authority has been provided to address these issues to ensure the development supports the promotion of connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites (TLP 255_).

4.6 Zoning

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Neighbourhood Facility (NF) Zone to a Residential R8 Special Provision (R8-4(_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and what is being recommended by staff.

A minimum front yard depth (West property boundary) of 6.0 metres.

The intent of a front yard depth is to ensure sufficient space between the buildings and front lot line to accommodate all site functions while still facilitating a pedestrian oriented development. In this case, the reduced front yard depth will help facilitate a pedestrian oriented development by, establishing a strong street edge. Additionally, the proposed building orientation of the apartment building fronting Southdale Road East will help establish a positive interface with the public realm.

A minimum north exterior side yard depth of 2.0 metres.

The intent of an exterior side yard depth is similar to front yard depth in that the regulation ensures adequate separation between the buildings and exterior lot line to accommodate all site functions. In this case, the development is oriented to have its primary façade along Southdale Road East to the north. To provide a sense of enclosure and a positive pedestrian environment, staff agree with the reduced exterior side yard setback to the north of 2.0m.

A minimum south exterior side yard depth of 6.0 metres.

The applicant has requested a reduction to the exterior side yard setback to the south property line along Jalna Boulevard to 6.0m whereas 8.0m is required. 6.0m is being requested to accommodate front yard parking spaces which are not permitted within the zoning bylaw. Staff are recommending an alternative reduced setback of 2.0m for the south exterior side yard setback to provide sufficient space interior to the site to accommodate parking and screening, landscaping, and amenity space.

A maximum density of 132 uph.

The intent of regulating densities is to ensure the appropriate intensity of development while considering and mitigating impacts to the neighbourhood (TLP 935_3). The proposed maximum density provision of 132 uph will allow for the implementation of the proposed redevelopment and will align with the intensity policies of *The London Plan* that permits a standard maximum height of 6-storeys (Table 11). In this case, the proposed residential intensity will also facilitate an appropriate scale of development that is compatible within the existing neighbourhood character, directing the increased density toward the higher order street (TLP 918_13). Additional mitigation measures will include fencing and increased landscaping to offset any potential intensity concerns.

A maximum apartment building height of 22.0 metres (6-storeys).

Within the Residential R8 Zone it is noted that heights over 13.0 metres shall be site specifically applied. This is to ensure that where appropriate and where increased heights can mitigate impacts to abutting properties, additional height may be permitted. In this case, 22.0 metres (6-storeys) is contemplated in *The London Plan* (Table 11) and will facilitate an efficient use of land (TLP 953_2).

An encroachment to balconies on apartment building of 1.5 metre projection into the exterior side yard.

The intent of encroachment regulations is to ensure that all aspects of the built form are located at an appropriate distance away from adjacent properties to mitigate impacts, including stormwater runoff and privacy concerns. In this case, the special provision will apply to the encroachment of the proposed balconies from Southdale Road East. The encroachment complies to the required 1.5 metre projection but is situated closer to the lot line than is permitted. Given the location of the balconies along the road, staff are of the opinion that the balconies will not cause adverse impacts to abutting properties.

To permit standard townhouses as an additional use.

The proposed Residential R8 Zone provides for an regulates medium density development in the form of low-rise apartments and stacked town houses. To facilitate a transition in use and intensity towards the low-density residential uses to the south, standard townhouses are proposed (TLP 953_2). Since standard townhouses are not permitted in the proposed Residential R8 Zone a special provision is recommended to permit the use. The use is considered a compatible within the existing neighbourhood context and appropriate on the subject site (TLP 918_13).

That notwithstanding Section 4.19.4) b) parking may be permitted in the south exterior yard along Jalna Boulevard.

Section 4.19.4 of the Zoning By-law states that no person shall use any land or cause or permit the use of any land situated in any zone for the purpose of parking or storage of a vehicle in any front yard or exterior side yard; and no person shall use any land or cause or permit the use of any land situated in any zone for the purpose of uncovered surface parking areas in any front yard or exterior side yard.

The intent of regulating parking locations is to encourage pedestrian-oriented streets and streetscapes through consistent designs that support and appeal to pedestrians while also promoting safety for pedestrians, cyclists, and motorists (TLP, 272_, TLP 255_). The regulation also helps to protect the existing character and aesthetic of residential neighbourhoods from the known visual impacts of parking on the streetscape (269_). This is especially important in established neighbourhoods where regulating parking locations ensures new residential development and/or intensification is sensitive too, compatible with, and fits within the existing and planned neighbourhood context (TLP, 953_1).

To address instances where the strict prohibition against front yard parking may inhibit the appropriate use of a property, Municipal Council adopted the Residential Front Yard and Boulevard Parking Policy. The policy provides an exception-based framework for the creation of front yard and boulevard parking areas for residential purposes. The baseline for approval includes demonstrating that no suitable alternative to legalizing front yard parking exists, and that the parking area exception conforms to the general intent and purpose of *The London Plan* policies and Zoning By-law regulations.

As proposed, the parking location does not mitigate for potential impacts on adjacent and nearby properties, including but not limited to traffic and access management, visual impacts of parking, and pedestrian and cyclist safety (TLP 1578_6). Alternative design considerations and site layout adjustments could be considered to accommodate parking in the rear of the townhouse dwellings or in garages, consistent with *The London Plan* and Zoning By-law. Alternatives can be reviewed by Staff the Site Plan Approval Authority.

A maximum driveway width of 4.6 metres.

The intent of regulating driveway widths is to help protect the existing character and aesthetic of residential neighbourhoods from the visual and environmental impacts of large areas of paved surfaces. The regulation also helps encourage pedestrian-oriented streets and streetscapes that mitigate potential pedestrian-vehicle conflicts. In this case, since Staff are not supportive of the location of the parking area in the exterior side yard, Staff are consequently also recommending the refusal of the increased maximum driveway width. Given the above noted concerns regarding the proposed parking location in the exterior side yard, Staff are of the opinion that an increased driveway width would further increase safety concerns and visual impacts on the character and pedestrian experience of the neighbourhood (TLP 1578_6).

Conclusion

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from a Neighbourhood Facility (NF) Zone to a Residential R8 Special Provision (R8-4(_)) Zone. Staff are recommending approval of the requested Zoning By-law Amendment with special provisions but refusing the requests to, notwithstanding Section 4.19.4 b), permit parking in south exterior yard along Jalna Boulevard and to permit a maximum driveway width of 4.6 metres.

The recommended action is consistent with the *Provincial Policy Statement, 2020 (PPS)*, conforms to *The London Plan* and will permit a permit a 6-storey, 100-unit, residential apartment building and two 2-storey, 5-unit, standard townhouse blocks, with a maximum density of 132uph. The development will facilitate the redevelopment of the subject site and will help broaden the range and mix of housing options within the area.

Prepared by: **Michaella Hynes**
Planner, Planning Implementation

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

Recommended by: **Heather McNeely, MCIP, RPP**
Director, Planning and Development

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

Copy: Britt O'Hagan, Manager, Current Development
Michael Pease, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

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

PASSED in Open Council on November 7, 2023, subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – November 7, 2023
Second Reading – November 7, 2023
Third Reading – November 7, 2023

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



File Number: Z-9633

Planner: MH

Date Prepared: 2023/8/9

Technician: JI

By-Law No: Z.-1-

SUBJECT SITE 

1:1,000

0 5 10 20 30 40 Meters



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Place of Worship
Frontage	98 metres (Southdale Road East)
Depth	92 metres
Area	8,400 metres square (0.84 hectares)
Shape	Regular (square)
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

Surrounding Land Uses

North	Residential/ Commercial
East	Office/ Residential
South	Residential/ Neighbourhood Facility
West	Commercial/ Residential

Proximity to Nearest Amenities

Major Intersection	Southdale Road East and Jalna Boulevard (onsite)
Dedicated cycling infrastructure	Not onsite
London Transit stop	Route 10 via Southdale Road East and Route 93 via Jalna Boulevard (onsite)
Public open space	Ashley Oaks Park (135m)
Commercial area/use	Shoppers Drug Mart (26m)
Food store	Shoppers Drug Mart (26m)
Primary school	Ashley Oaks Public School (128m)
Community/recreation amenity	Earl Nichols Recreation Centre/Arena (735m)

B. Planning Information and Request

Current Planning Information

Current Place Type	Neighbourhoods at the intersection of a Civic Boulevard and Neighbourhood Connector
Current Special Policies	N/A
Current Zoning	Neighbourhood Facility (NF) Zone

Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R8 Special Provision (R8-4(_)) Zone

Requested Special Provisions

Regulation (R8-4)	Required	Proposed
Road Considered the Front Lot Line		Jalna Boulevard W
Front Yard Depth (minimum)	8.0 metres	6.0 metres
North Exterior Side Yard Depth (minimum)	8.0 metres	2.0 metres
South Exterior Side Yard Depth (minimum)	8.0 metres	6.0 metres
Density (maximum)	75 uph	132 uph
Apartment Building Height (maximum)	13.0 metres	22.0 (6-storeys)
Encroachment - Balconies on Apartment Building	1.5 metre projection into the front yard is permitted provided the projection is no	1.5 metre projection into the north exterior side yard

Regulation (R8-4)	Required	Proposed
	closer than 3.0 metres to the lot line"	
Maximum Driveway Width	3.0 metres	4.6 metres
Parking Location	Rear or Interior Side Yard	South Exterior Side Yard
Standard Townhouses	Not permitted	Permitted
Community centre accessory to the apartment building	Not Permitted	Permitted with a maximum gross floor area of 300 square metres

C. Development Proposal Summary

Development Overview

The development proposal comprises of a 6-storey, 100-unit, residential apartment building and two 2-storey, 5-unit, standard townhouse blocks, with a maximum density of 132uph.

Proposal Statistics

Land use	Residential
Form	Apartment Building and Standard Townhouses
Height	2-storeys to 6-storeys (22.0m max)
Residential units	110
Density	132 units per hectare
Gross floor area	Unknown
Building coverage	23%
Landscape open space	32%
Functional amenity space	Provided onsite
New use being added to the local community	Yes

Mobility

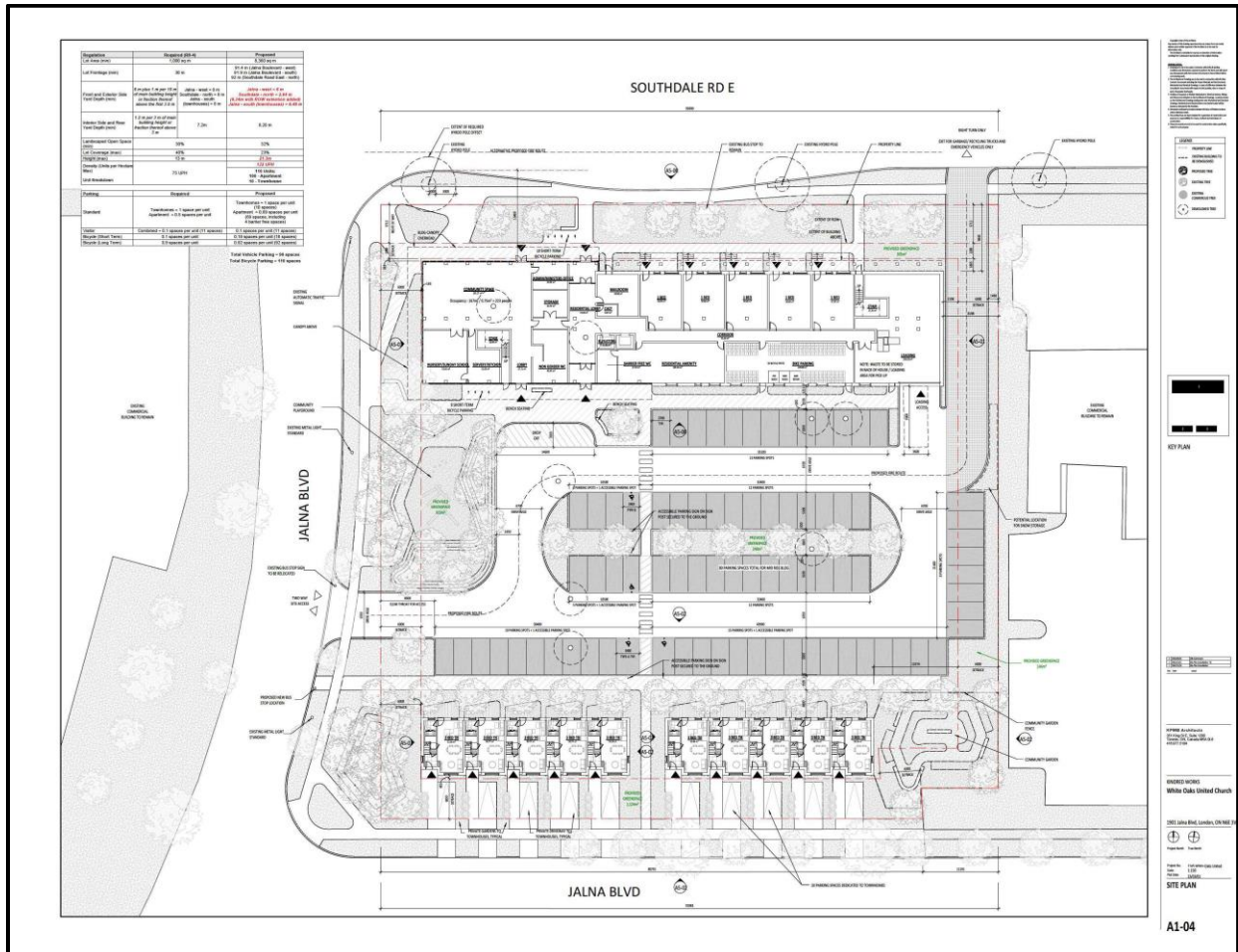
Parking spaces	79 surface parking spaces
Vehicle parking ratio	0.69 space/ unit (apartment) 1 space/unit (townhouses)
New electric vehicles charging stations	Unknown
Secured bike parking spaces	18 spaces (short term) 92 spaces (long term)
Secured bike parking ratio	0.18 spaces/ unit (short term) 0.92 spaces/ unit (long term)
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	No

Environmental Impact

Tree removals	No
Tree plantings	Yes
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	No
Green building features	Unknown

Appendix C – Additional Plans and Drawings

Concept Site Plan



Building Renderings – Building 1 facing southwest from Southdale Road East



Building Renderings – Building 1 facing northwest from Jalna Boulevard



Building Renderings – Buildings 2 and 3 facing northwest from Jalna Boulevard



Building Renderings – Buildings 2 and 3 facing southeast from subject site



Appendix D – Public Engagement

Community Engagement

Public liaison: On July 5, 2023, Notice of Application was sent to 367 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday, July 6, 2022. A “Planning Application” sign was also placed on the site.

Nature of Liaison: The purpose and effect of this zoning change is to permit a 6-storey, 100-unit, residential apartment building and two 2-storey, 10-unit, townhouse blocks with parking. Possible change to the Zoning By-law Z.-1 FROM a Neighbourhood Facility (NF) Zone TO a Residential R8 Special Provision (R8-4(_)) Zone. Special provisions include: a minimum front yard depth of 6.0 metres whereas 8.0 metres is required; a minimum north exterior side yard depth of 2.0 metres whereas 8.0 metres is required; a minimum south exterior side yard depth of 6.0 metres whereas 8.0 metres is required; a maximum density of 132 units per hectare whereas 75 units per hectare is required; and a maximum height of 22.0 metres (6-storeys).

Public Responses: Four reply received.

Public Comment #1 – Received July 12, 2023

Contact Method – Phone

- Interested in learning more about the application after received a Notice of Application in the mail.

*Note: No further written comments or concerns received.

Public Comment #2 – Received July 17, 2023

Contact Method – Phone

- Who is the target population?
- Is this an affordable housing project?
- How will this impact traffic?

*Note: No further written comments or concerns received.

Public Comment #3 – Received July 19, 2023

Contact Method – Email

Hello Michaella,

I got the notice of planning application for File Z-9633 1901 Jalna Blvd earlier this month and have the following questions/comments.

1. There is already a plan for 400 Southdale road east (which is directly across the street from 1901 Jalna blvd) to add 181 apartments. This new application will add a further 100 apartments and 20 townhouses, totalling 301 new homes. What will be done to accommodate this increase in traffic, noise, pollution and litter?
2. The transportation impact assessment says the existing traffic conditions at Southdale and Jalna are acceptable, but I believe the scope of this is too narrow. Anyone living in these new buildings will have to drive either east towards wellington or west towards wonderland to get to any grocery store. The impact on Southdale road between Wonderland and Wellington should be considered. Currently it is impossible to drive on Southdale road and make two green lights in a row. The intersection of Southdale and Wharncliffe often takes two changes of the lights to make it through. It currently takes between 10 and 15 minutes to get from Jalna and Southdale to Wonderland and Southdale. This is a distance of less than 3.5 km. This should not be considered acceptable traffic. This is the current traffic before construction and in the summer. It is worse in the winter and will be terrible if all of these new apartments are built.

3. During construction what will be done to minimize noise and dirt/dust? I am concerned that I will not be able to leave windows or doors open to cool my house/provide me with fresh air.
4. How long would construction take?
5. The plan has 89 parking spaces for the 100 apartments (including visitor spaces). Given there is very little in walking distance other than houses, this does not seem like it will be enough. At least 1 parking space per apartment seems like the logical minimum.
6. The application calls for a building that is practically double the current allowable height. 22 meters is too tall for this area. This will be by far the tallest building on the south side of Southdale. This will block off a significant portion of sunlight/sky throughout the year. A building the same height as the shopper's drug mart across the street (+/- 3 meters) seems more reasonable for the area and will also alleviate most of the concerns above.
7. Potential traffic back up caused when someone wants to turn left from Jalna into the new apartment building (red arrow in picture below). There is no space for cars travelling along Jalna to go around a car that is waiting to turn. Given how close the driveway is to southdale road this should be considered.



8. Open space and greenery is nice. The city shouldn't be trying to cram buildings into every possible space. With 181 apartments being built across the street, do we really need 100+ more houses right across the street. There are so many empty buildings downtown, why are those not being converted into apartments?

Public Comment #4 – Received July 26, 2023
Contact Method – Email

Hello

I am writing with concerns regarding the Zoning By-Law Amendment for 1901 Jalna Blvd.

I am concerned with the size of the residential apartment building and then also adding two 2-storey, 10-unit, townhouse blocks with parking. That seems to be a lot for the size of the property.

Jalna Blvd is busy enough traffic wise already. Where are all of these people going to park?

The corner of Jalna Blvd and Jalna Blvd where the Shoppers Drug Mart is is extremely busy with traffic. Currently there is no lights or 4 way stop. This issue needs to be addressed.

There are a lot of kids that walk along this street going to and from school and they need to be able to cross the street without worrying about cars turning and hitting them.

Are these buildings all rentals or are they going to be sold as condos?

Is there going to be town hall meetings regarding this issue or is this a done deal?

Thank you for your time.

Appendix E – Internal and Agency Comments

UTRCA – Received July 7, 2023

- The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*.
- The UTRCA has no objections to the application, and we have no Section 28 approval requirements.

Parks Planning – Received July 14, 2023

Matters for Site Plan

- Parkland dedication for this development is required and will be taken in form of cash-in-lieu in accordance with By-law CP-25.

Urban Design – Received July 17, 2023

Matters for ZBA

- This application is scheduled to attend UDPRP on July 19, 2023, and a memo will be provided outlining the comments made by the panelists at the meeting. A Comment Response Table outlining in detail the applicant's response to the UDPRP comments is required. Please provide the Comment Response Table as well as any updated drawings that reflect any revisions made to address the UDPRP comments.
- This site is located in the Neighbourhoods Place Type in The London Plan [TLP] along a Civic Boulevard which contemplates the proposed use and height. Urban Design staff are supportive of the proposed development, and recommend the following be addressed:
- The applicant is commended for providing a site and building design that incorporates individual unit entrances along Southdale Road E, for providing the principal building entrance(s) along the street, for incorporating a mix of uses within the proposed apartment building, for providing a large number of programmed outdoor amenity and landscaped areas, and for directing the height and intensity toward the higher order street. We encourage the applicant to continue to incorporate these design features as the proposal moves through the development process.
- The following special provisions are recommended:
 - Maximum setbacks for both the apartment building and townhouses from the public ROW to ensure the proposed built form fosters a comfortable pedestrian environment along the street(s).
 - Maximum height for the apartment building and townhouses.
 - Minimum ground floor height of 4.5m for the apartment building.

Matters for Site Plan

- The proposed apartment building should be designed to address its corner location through massing, architectural details, and location of entrances [TLP 290].
 - Locate the principal building entrance close to the intersection of Southdale Road E and Jalna Boulevard to assist with wayfinding and provide activation for both street frontages.
- Include an enhanced side elevation for the townhouse unit flanking the street (the unit with its side facing Jalna Boulevard). Include the same level of architectural detail on the street-flanking façade as is found on the front elevation (size and number of windows, wrap-around porches, materials, architectural features, etc.) [TLP 285, 286].
- Architecturally differentiate the entrance(s) to the community facility use from the entrance(s) to the residential lobby with signage, massing, architectural detailing, etc. to assist with wayfinding [TLP 289].

- Visually screen any surface parking exposed to the public street(s) with enhanced all-season landscaping [TLP 278].
- Rooftop mechanical penthouses and equipment should be screened from view and/or incorporated into the overall building design [TLP 296].
- Confirm the location(s) of garbage pick-up and/or loading areas (if applicable) and ensure they are screened from view from public streets and/or pedestrian connections [TLP 266].
- Provide a full set of dimensioned elevations for all sides of the proposed buildings. Further comments may follow upon receipt of the elevations.

London Hydro – Received July 18, 2023

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

Landscape Architecture – Received July 2, 2023

- I do not have any comments to provide on the ZBA for 1901 Jalna.

Heritage – Received July 26, 2023

- This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions, and recommendations) to be sufficient to fulfill the archaeological assessment requirements for (Z-9633):
 - Archaeological Services Inc., Stage 1 Archaeological Assessment of 1901 Jalna Boulevard, Part of Lot 29, Concession 2, Geographic Township of Westminster, County of Middlesex, Now in the City of London (PIF P361-0119-2022) November 25, 2022.
- Please be advised that heritage planning staff recognizes the conclusion of the report that states: "The Stage 1 field review confirmed that the subject property does not retain any landscape integrity or archaeological potential due to previous extensive and pervasive ground disturbances. As such, it is recommended that no further archaeological assessment of the property be required."
- An Ontario Ministry of Citizenship and Multiculturalism (MCM) archaeological assessment compliance letter has also been received, without technical review, dated February 13, 2023 (MCM Project Information Form Number P361-0119-2022, MCM File Number 0017807).
- Archaeological conditions can be considered satisfied for this application at 1901 Jalna Boulevard.

Site Plan – Received July 26, 2023

Matters for ZBA

- The driveway widths appear to be wide enough to accommodate more than 1 vehicle (with the sidewalk extension ending at the municipal sidewalk). In accordance with the Zoning By-law Z.-1, Section 4.191, for street-oriented townhouse dwellings in cluster form, the maximum driveway width leading to a parking area shall be no greater than 3 metres for a single car garage and no greater than 6 metres when leading to a two-car garage. A separate regulation applies if these are proposed to be freehold street townhouse dwellings. Applicant is to verify to determine if an additional special provision is required for drive-way widths.
- Applicant to verify the balconies for the apartment building meet the encroachment provisions for Section 4.27 in the Zoning By-law Z.-1. Balconies on apartment buildings are permitted to encroach 1.5 metres provided the projection is no closer than 3.0 metres to the lot line.

Matters for Site Plan

- Accessible parking stalls are to contain a 1.5 metre access aisle.
- Applicant to clarify the intent of the garbage collection. Is there a drop-off area external to the building? Or is the intent for collection vehicles to utilize the loading space?
- The short-term bicycle parking stalls along Southdale Road East are to be relocated to be fully on private property.
- Shift the lay-by slightly to the east to provide a better radius for turning movements.

Engineering – Received July 28, 2023

Matters for ZBA

TIA Comments

- Please note that the TIA is missing the Appendices and are to be submitted to complete the review of the TIA.

Site Design Comments

- There has been significant concern with the design and location of “right turn only exit” access along Southdale Rd. It is anticipated to be misused by traffic residential traffic and therefore we do not support proposed access. It should be removed, and overall site needs to be redesign.
- Proposed lay-by is not accessible, and it is recommended to relocate north side abutting building.
- Access to the Loading and waste collection area needs to be reoriented in absence of Southdale Rd access.

Ecology – Received September 3, 2023

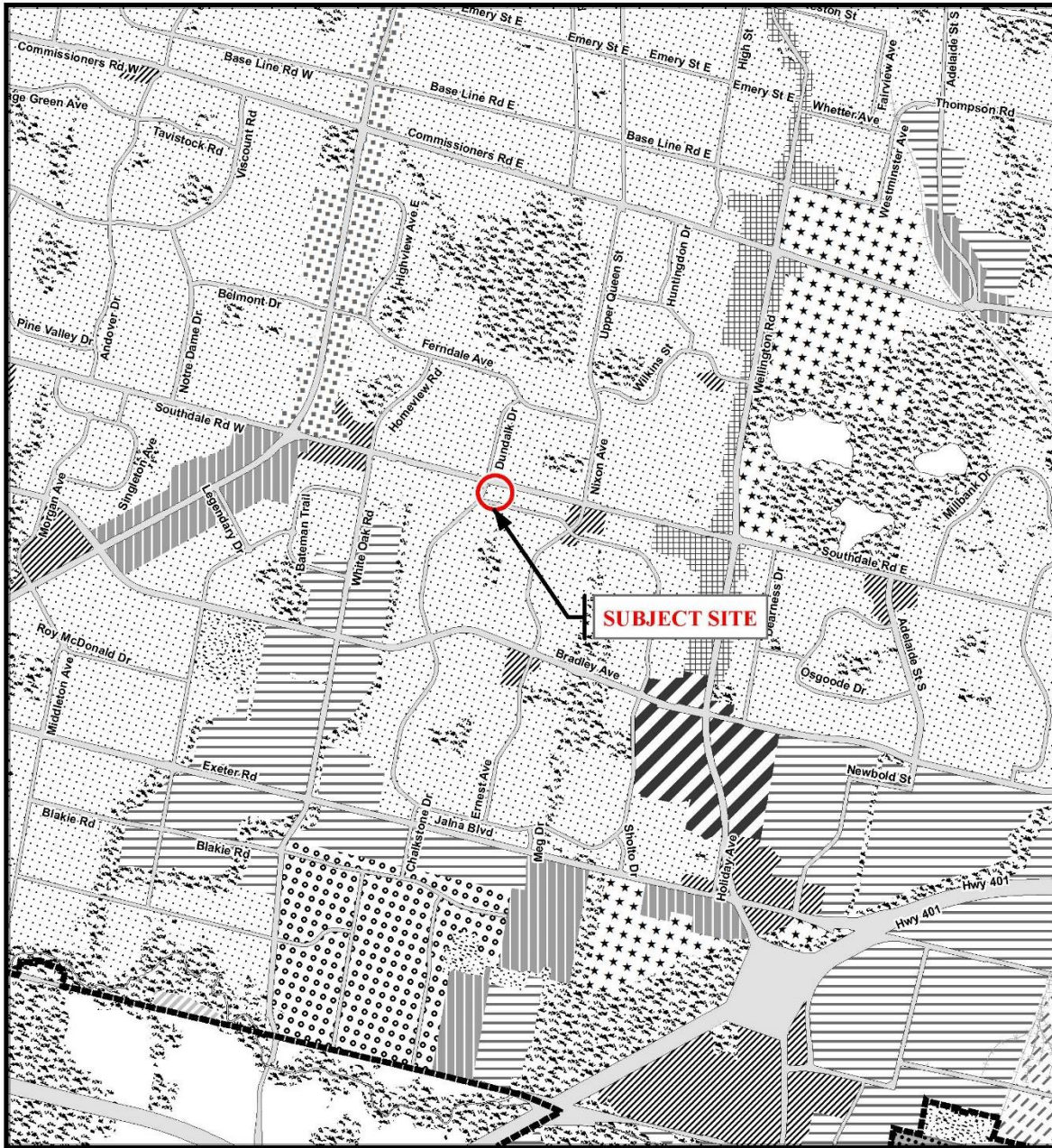
- This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.
- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation. Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-25 and will be finalized at the time of site plan approval.

Engineering – Received September 13, 2023

- Transportation doesn't have any other concern for this development to address at Zoning. We'll review right-out only access on Southdale Rd part of the Site Plan process.

Appendix F – Relevant Background

The London Plan – Map 1 – Place Types



Legend

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

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

<p>CITY OF LONDON Official Plan LONDON PLAN MAP 1 - PLACE TYPES -</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>0 150 300 450 600 750 900 1050 1200 1350 1500</p> <p>Meters</p>	<p>File Number: Z-9633</p> <p>Planner: MH</p> <p>Technician: JI</p> <p>Date: 2023/8/9</p>
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Zoning By-law Z.-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: NF

1) LEGEND FOR ZONING BY-LAW Z-1

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:
Z-9633 MH

MAP PREPARED:
2023/08/09 JI

1:2,000
0 10 20 40 60 80
Meters

Appendix G – Applicant’s Reply to UDPRP Comments

Urban Design Peer Review Panel Comments – Applicant Response

Address of Development Site: 1901 Jalna Boulevard

Date of Panel Meeting: 07-19-2023

Comment:

The panel commends the proponents for a clear presentation, and a sensible site plan and building massing. The proposed mid-rise building fronting on Southdale Road East and townhouses facing on Jalna Boulevard are an appropriate transition on site from the mid-rise on major transit street to the low-rise neighborhood. The proponent is commended for the intention of providing 30% affordable units and for consideration of mass timber construction.

Applicant Response:

Noted.

Comment:

The panel suggests that the proponent review the intention for the future development of the right-of-way along Southdale Road east with City staff. If the large boulevard is to remain and could be planted with trees as shown, the building setback could be appropriate. However, if the city intends to implement road widening, consider the comments below:

a. The setback on Southdale Blvd is suggested to be increased to allow for some landscape planting space between the proposed walkway and individual unit entrances. Suggest a minimum 3m landscape space to improve the quality of these living spaces at the ground floor facing a major street.

b. Alternatively, the panel suggest considering that the 7-storey mid-rise building could contain retail space on the ground floor along Southdale road, rather than individual apartments. There is already retail frontage along Southdale with the Shopper’s Drug Mart on the west side of Jalna Boulevard. Retail space at grade could allow for the tighter set-back to remain.

Applicant Response:

Accommodating an increased setback on Southdale Blvd will have a significant impact on site and building design. The project will explore redesigning the landscape buffer between the ground floor unit entrances and the proposed walkway to improve the quality of those living spaces. The project will not explore Option B noted above; providing retail space does not align with the client’s intended program.

Comment:

The panel recommends reconsideration of the parking pads for the townhouse units currently shown along Jalna Boulevard to the south. Ideally parking should be located internal to the site away from public views and the pedestrian frontage. If the parking pads need to stay on the street, consider pairing parking spaces to reduce the number of curb cuts. Townhouse entrances and garages could also be paired to better reflect the double garage and driveway character of the south side of Jalna Boulevard.

Applicant Response:

The project will maintain the proposed townhouse parking pads as they are appropriate to the neighborhood context and character of Jalna Boulevard. As such, the project will not explore pairing the parking spaces together. Also, the project will not internalize the parking spaces at the site as there is insufficient area to support additional parking spaces in the site core.

Comment:

The panel suggests consideration be given to removing 3-4 parking spaces from the parking area adjacent to the Jalna Boulevard driveway entrance. This will help enhance the landscape buffer and character along Jalna Boulevard.

Applicant Response:

The project will not remove the parking spaces adjacent to Jalna Blvd as they are essential to the marketability of the apartment units.

Comment:

The panel suggests considerations be given to a consolidated greenspace/amenity space by relocating the community garden to the southwest corner of the site. A consolidated space will offer much greater flexibility for programming.

Applicant Response:

The project will not consider consolidating the greenspace to the southwest corner of the site as the site cannot accommodate this change without eliminating one or two townhouses or several parking spaces. The project supports the separate greenspaces as they are each contextually appropriate and sensitive to the scale of their location.

Comment:

The panel notes that it appears a portion of sod along the west edge of the 7-storey building is covered by a canopy. Note that irrigation will need to be provided if soft landscape is to remain as shown. Otherwise, walkways and gardens could be reconfigured to avoid planting areas being covered by the canopy.

Applicant Response:

The project will ensure adequate irrigation and daylighting for all areas of landscape.

Comment:

The panel commends the proponent for thoughtful and strong consideration of architectural character. The proposed buildings are handsome and generally well resolved.

Applicant Response:

Noted.

Comment:

The panel suggests that the corner townhouses should take advantage of the proposed green space by having the elevations facing the green spaces designed like front facades. We suggest considering moving the end townhouse entrances to face the proposed green spaces.

Applicant Response:

The project has considered reorienting the landscaping at the end townhouses to face the proposed green spaces, however, the project will maintain the current townhome configuration due to site constraints and privacy concerns for the end townhouse entrances.

Comment:

The panel recommends further consideration be given to the transition space between the private amenity spaces at the north edge of the townhouses, and the adjacent public walkway and parking spaces. We suggest considering strategies for improving privacy and landscape buffer including a change in grade, hedges, gardens, and/or low transparent fencing with gates.

Applicant Response:

The project will consider enhancing the landscaping elements between the townhouses and adjacent public walkways and parking areas to improve privacy and quality of the pedestrian experience.