



Zelinka Priamo Ltd.

LAND USE PLANNERS

October 19, 2023

Chair Lehman & Committee Members
Planning and Environment Committee
City of London
300 Dufferin Street
London, ON
N6B 3L1

**Re: Application for Zoning By-law Amendment
United Property Resource Corporation
1901 Jalna Boulevard**

City File: Z-9633
Our File: UPR/LON/22-01

We are pleased to provide the Members of the Planning and Environment Committee (“PEC”) with the following information regarding the above-noted Zoning By-law Amendment application (“ZBA”), further to our review of the Staff Report, dated October 23, 2023.

The proposed ZBA would permit the development of a 6-storey apartment building with 100 units, and 10 townhouse dwelling units. Kindred Works, the applicant, is proposing to rent approximately 30% of the units at an affordable rate.

We have reviewed the Staff Recommendation, and appreciate the overall recommendation for approval of the proposed zoning amendment. However, we respectfully disagree with the Staff Recommendation to refuse certain requested site-specific provisions, and implement the proposed (alternative) zoning amendment that Staff have provided for your consideration, for the following reasons:

1. Permit Parking in Exterior Side Yard

The ZBA requests permission for parking in the south exterior side yard to provide dedicated parking for the townhouse units. The Staff Recommendation is to refuse to permit parking in the south exterior side yard for the proposed townhouse units.

In our opinion, the requested parking location is appropriate in this instance, based on the following:

- The subject lands are bounded by public Rights-of-Way on three sides (north, south, west). By definition, there is no interior side yard for the subject lands, and the rear yard is along the east side of the property, where parking would be

- permitted. Street townhouses with private driveways proposed along the north side of Jalna Boulevard represent an appropriate transition from the larger built form on Southdale Road to the low-density neighbourhood of single-detached dwellings to the south. This type of use and form could not be accommodated elsewhere on the site and still meet the overall objectives of the client to provide affordable housing, together with sound planning and urban design principles.
- Driveways are permitted in the exterior side yard only where said driveway leads directly to a private garage. If the proposed driveway led to a garage, City staff would be supportive of the requested exterior side yard parking since the garage would be deemed the legal parking area, regardless of where the car is parked. In reality, tenants and/or visitors will park their vehicles in the driveway, regardless if a garage is present on the property, as private garages can sometimes be used for other household purposes (i.e. storage). However, in the interest of maximizing interior living space and keeping development costs low, garages are not proposed for the townhouse units as part of this development.
 - The proposed exterior side yard parking will provide private parking spaces which are directly accessible for the proposed townhouse units, in a manner which is similar to the surrounding neighbourhood context (including the south side of Jalna Boulevard, directly across from the subject lands), considers affordability, and makes efficient use of the subject lands. Landscaping features will be utilized to contribute to a strong pedestrian realm and visually screen parked vehicles.
 - City staff have suggested reducing the exterior side yard depth for the townhouses in order to accommodate parking at the rear. This option was suggested by City staff previously and explored; however, it was confirmed that the exterior side yard reduction would not create enough space to provide sufficient parking for the proposed townhouses, as well as accommodating the parking needs of the apartment and community centre uses. Furthermore, the provision for exterior side yard parking will allow for the separation of parking for the apartment and community centre from the townhouses, thereby ensuring adequate parking for all residents.

2. Permit Increased Driveway Width

The Staff recommendation refuses to permit a maximum driveway width of 4.6m. The requested provision would recognize the entire width of the driveway and a pedestrian sidewalk connection which is adjacent to the driveway leading to the townhouse units.

It is our opinion that the requested driveway width is desirable and appropriate for the following reasons:

- The intent of the requested provision will accommodate a 3.0m driveway, suitable to park one vehicle, and a pedestrian connection adjacent to the driveway, leading directly from Jalna Boulevard to the door of the townhouse unit. This sidewalk connection promotes active transportation and activates the street.
- City staff have included a request for the Site Plan Approval Authority to consider utilizing different material to distinguish the pedestrian sidewalk and the driveway. We are not opposed to implementing this suggestion, as it is an affordable solution that will have aesthetic benefits.
- City staff are concerned that two vehicles will be parked using the driveway and the pedestrian sidewalk. The minimum driveway width required for one parked vehicle is 2.75m, and 5.5m for two parked vehicles. Therefore, two cars could not be accommodated within the proposed 4.6m-wide driveway.

As noted, we have no concerns with Staff's recommendation to permit the proposed development within the R8 Zone category, subsequent to the following special provisions, as per the ZBA, are included:

- A minimum front yard depth of 6.0m;
- A minimum north exterior side yard depth of 2.0m;
- A minimum south exterior side yard depth of 6.0m;
- A maximum building height of 22.0 metres;
- A maximum density of 132 UPH;
- A maximum encroachment for a balcony on an apartment of 1.5m;
- A maximum driveway width of 4.6m;
- Parking permitted in the south exterior side yard;
- Include standard townhouses as a permitted use; and,
- Include a community centre accessory to an apartment building with a maximum gross floor area of 300m².

In our opinion, we have satisfactorily addressed all of the relevant comments received relating to access, parking, pedestrian connections, and building setbacks. As noted above, our client is also proposing to include affordable units as part of the proposed development.

On behalf of our client, we thank you for the opportunity to provide the above information in advance of the October 23rd PEC meeting, and look forward to your consideration of

the ZBA, as proposed by our client. We believe that the proposed development will be a positive addition to the neighbourhood and will provide much needed housing opportunities.

The undersigned will be in attendance to address PEC and to answer any questions regarding the proposed development.

If you have any questions, please do not hesitate to contact the undersigned.

Yours very truly,

ZELINKA PRIAMO LTD.



Laura Jamieson, B.Sc.
Planner



Harry Froussios, BA, MCIP, RPP
Principal Planner