

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning and Environment Committee

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

**Subject:** 900 Jalna GP Ltd (c/o MHBC Planning)  
900 Jalna Boulevard  
File Number: Z-9697, Ward 12  
Public Participation Meeting

**Date:** March 19, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 900 Jalna GP Ltd (c/o MHBC Planning) relating to the property located at 900 Jalna Boulevard:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 2, 2024, 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 Commercial Recreation (CR) Zone **TO** a Residential R6 Special Provision (R6-5(\_)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
  - i) The main building entrance for units fronting Southdale Road East shall be oriented to the street.
  - ii) Provide a minimum parking setback of 1.5m from the western property line to allow for appropriate landscape buffering and screening.
  - iii) Consider revising the right-in, right-out, access driveway to be a full access driveway instead.
  - iv) Consider providing a communal paratransit layby internal to the property.
  - v) Consider providing a safe and accessible pedestrian connection between the central townhouse block and the rest of the property.
  - vi) Enhanced tree planting.
- (c) pursuant to Section 34(17) of the Planning Act, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the recommended amendment is reflective of the proposed development circulated in the Notice of Application and Notice of Public Meeting, existing permissions, and the existing development on site.

**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 can be accommodated on the subject lands and is considered compatible with the surrounding neighbourhood; and
- iv. The recommended amendment facilitates an infill development on an underutilized site and provides a range and mix of housing options.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject lands from a Commercial Recreation (CR) Zone to a Residential R6 Special Provision (R6-5(\_)) Zone to permit a 3- to 4-storey, **78-unit**, stacked and cluster townhouse development with a maximum height of 12.0 metres and density of 100 units per hectare.

### Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law amendment to permit stacked and cluster townhouse development with special provisions that will facilitate a minimum front yard setback (Jalna Boulevard) of 3.0 metres whereas 6.0 metres is the minimum required, a minimum rear yard setback (Southdale Road East) of 1.0 metres whereas 3.0 metres is the minimum required, a maximum density of 100 units per hectare whereas 35 units per hectare is the maximum permitted, a maximum rear yard setback (Southdale Road East) of 3.0 metres and that the main building entrance for units fronting Southdale Road East shall be oriented to street.

## 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 ensuring London's growth and development is well-planned and considers use, intensity, and form.
3. **Housing and Homelessness**, by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

## Analysis

### 1.0 Background Information

#### 1.1 Property Description and Location

The subject lands, municipally known as 900 Jalna Boulevard, are located in the White Oaks Planning District, on the northside of Jalna Boulevard west of the Southdale Road East and Ernest Avenue/Nixon Avenue intersection. The subject lands are irregular in shape, with an area of 0.87 hectares and 86 metres of frontage on Southdale Road East and 78 metres of frontage on Jalna Boulevard. The site contains a one-storey commercial building containing a commercial gym and physiotherapist office, and surface parking with vehicular access from Jalna Boulevard.

The surrounding area consists of a mix of land uses, including low-to-medium density residential uses, retail/service commercial uses, institutional uses, and public facilities. The subject lands are serviced by London Transit bus routes 10 and 56 accessed from Southdale Road East and route 4A/B accessed from Jalna Boulevard/Ernest Avenue. Sidewalks are provided on both sides of Southdale Road East and Jalna Boulevard. Southdale Road East contains four lanes of through traffic while Jalna Boulevard contains two through lanes of traffic and is connected to Southdale Road East by way of Ernest Avenue to the east and Jalna Boulevard to the west.

#### Site Statistics:

- Current Land Use: Commercial Recreation
- Frontage: 78 metres (Jalna Boulevard)
- Area: 0.87 hectares
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

### Surrounding Land Uses:

- North: Residential
- East: Commercial/ Service
- South: Institutional/ Residential
- West: Residential

### Existing Planning Information:

- Existing The London Plan Place Type: Neighbourhoods fronting a Civic Boulevard (Southdale Road East) and Neighbourhood Connector (Jalna Boulevard)
- Existing Zoning: Commercial Recreation (CR) Zone

Additional site information and context is provided in Appendix B.

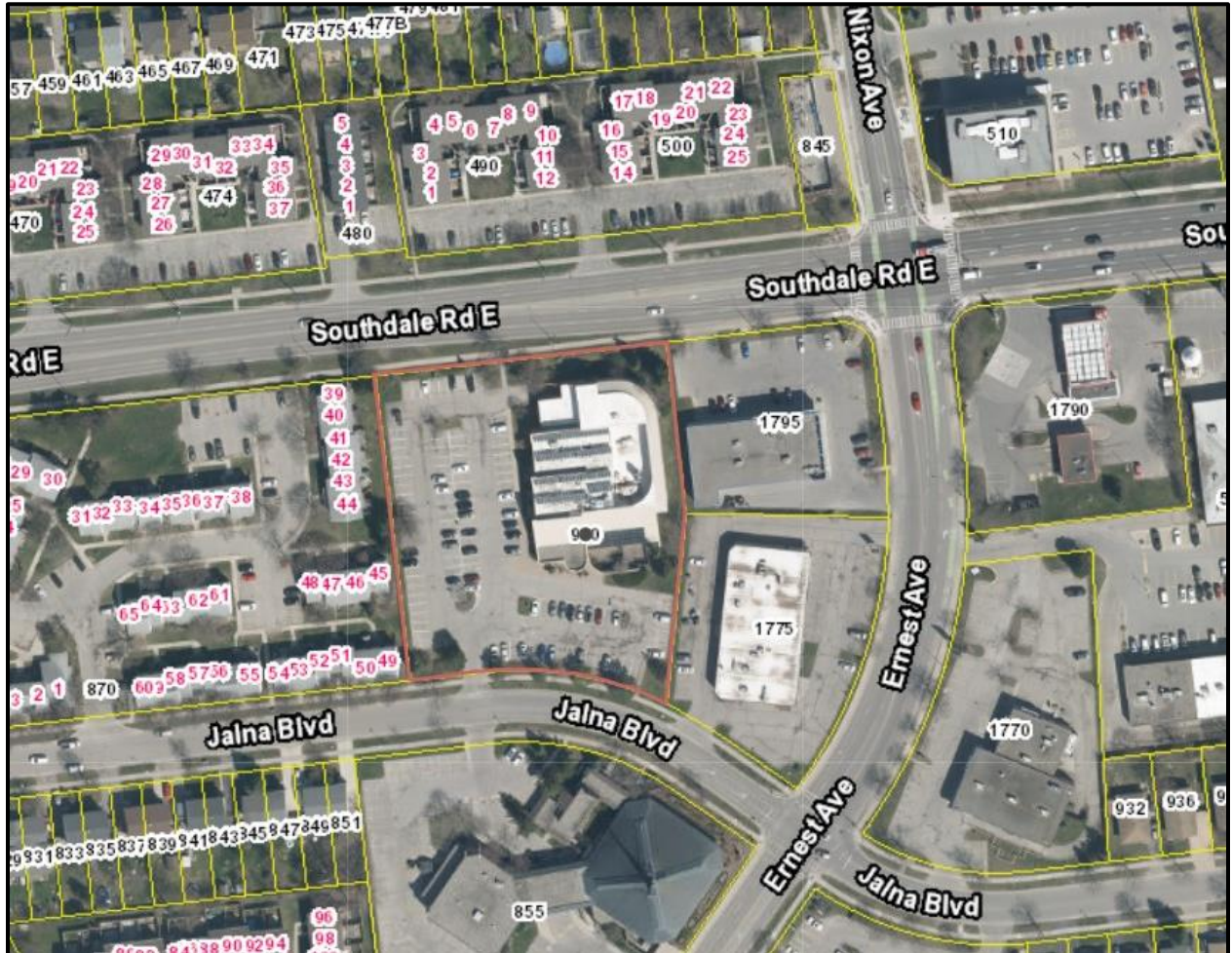


Figure 1: Aerial photo of 900 Jalna Boulevard and surrounding lands

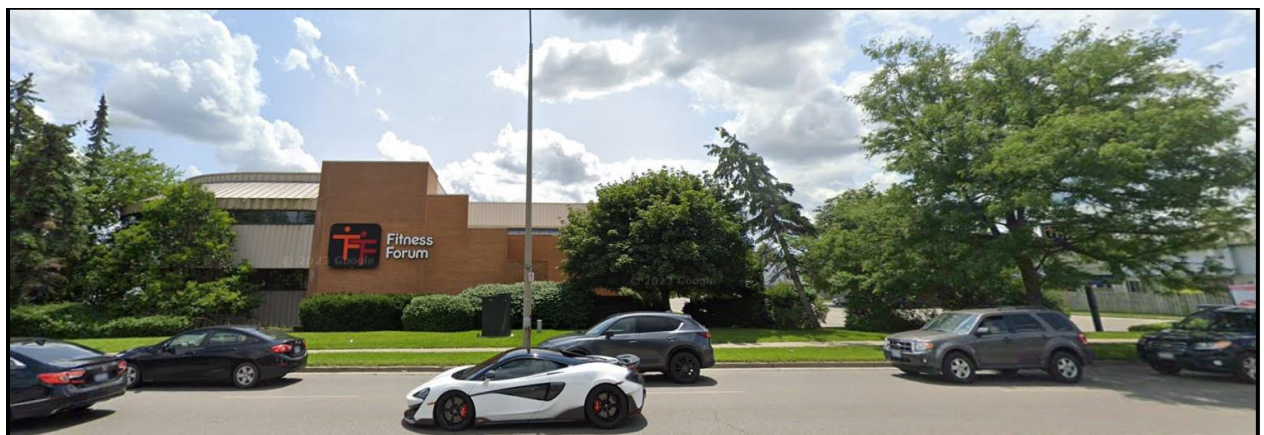


Figure 2: Streetview of 900 Jalna Boulevard (view facing south from Southdale Road East)



*Figure 3: Streetview of 900 Jalna Boulevard (view facing north from Jalna Boulevard)*

## **2.0 Discussion and Considerations**

### **2.1 Development Proposal**

In January 2024, Planning and Development staff accepted a complete zoning by-law amendment application to redevelop the subject lands for medium density residential uses. The development proposal is comprised of four 3- to 4-storey stacked and cluster townhouse blocks containing a total of 78-units, with a maximum height of 12.0 metres and density of 100 units per hectare. On the north side of the site are two 4-storey stacked townhouse blocks (22-units) oriented towards Southdale Road East, one centrally located 3.5-storey back-to-back stacked townhouse block (28-units), and one southerly back-to-back stacked townhouse block (28-units) fronting Jalna Boulevard. The original conceptual site plan is shown below as Figure 4.



Figure 4. Concept Site Plan (January 2024)

## 2.2 Revised Development Proposal

Based on comments provided by Planning and Development staff, the applicant submitted a revised conceptual site plan, shown in Figure 5 below. The revised development proposal continues to comprise of a 3- to 4-storey, 78-unit stacked and cluster townhouse development with a maximum density of 100 units per hectare. Revisions to the development proposal include:

- Enhanced pedestrian connectivity to and throughout the subject lands.
- Increased parking setbacks and landscape buffering abutting the properties to the east and west.
- A reduction in the width of the driveway to permit additional landscaping.
- Enhanced accessibility regarding pedestrian connectivity and parking spaces.
- Changes to the proposed garbage pickup location.



Figure 5. Concept Site Plan (March 2024)

The proposed development includes the following features:

- Land use: Residential
- Form: Stacked and Cluster Townhouse Dwellings
- Height: 3-4-storeys (12.0 metres)
- Residential units: 78-units
- Density: 100 units per hectare
- Lot coverage: 27.3%
- Landscape Open Space: 36%
- Parking spaces: 86 surface parking spaces (1.1 space/unit)

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

### 2.3 Requested Amendment

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject lands from a Commercial Recreation (CR) Zone to a Residential R6 Special Provision (R6-5(\_)) Zone.

The following table summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

Regulation (R6-5(_))	Required	Proposed	Recommended
Front Yard Depth (minimum) (Jalna Boulevard)	6.0 metres	3.0 metres	3.0 metres
Rear Yard Depth (minimum) (Southdale Road East)	3.0 metres	1.0 metres	1.0 metres
Density (maximum)	35 units per hectare	100 units per hectare	100 units per hectare
Additional Permitted Uses		<ul style="list-style-type: none"> <li>Cluster townhouse dwellings</li> <li>Cluster stacked townhouse dwellings</li> </ul>	<ul style="list-style-type: none"> <li>Cluster townhouse dwellings</li> <li>Cluster stacked townhouse dwellings</li> </ul>
Rear Yard Depth (maximum) (Southdale Road East)			3.0 metres
Building Orientation			The main building entrance for units fronting Southdale Road shall be oriented to the street.

### 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 include:

- Tree Planting in the rear yards abutting Southdale Road East and Jalna Boulevard frontages. While the setbacks vary there is opportunity to plant trees in these locations, which can be addressed through the Site Plan review process.
- Provide a minimum and maximum front yard and rear yard setbacks along Jalna Boulevard and Southdale Road East to encourage street-orientation while avoiding encroachment of footings and canopies.

Detailed internal and agency comments are included in Appendix D of this report.

### 2.5 Public Engagement

On January 16, 2024, a combined Notice of Planning Application and Notice of Public Meeting was sent to 183 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 January 25, 2024. A “Planning Application” sign was also placed on the site.

There were **zero** responses received during the public consultation period.

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

## 2.6 Policy Context

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

The Provincial planning policy framework is 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*.

### ***The London Plan, 2016***

The London Plan (TLP) 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 Impact/Considerations

### 3.1 Financial Impact

There are no direct municipal financial expenditures with this application.

## 4.0 Key Issues and Considerations

### 4.1 Land Use

The proposed residential use is supported by the policies of the *Provincial Policy Statement, 2020 (PPS)* and a contemplated use in accordance with Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type of The London Plan. The proposed residential use, stacked and cluster townhouse dwellings, align with the vision of the Neighbourhoods Place Type by contributing to a diversity and mix of different housing types, intensities, and forms (TLP 918\_2) which respect the existing neighbourhood character (TLP 918\_13). The proposed residential use also aligns with Key Direction #5 – Building a mixed-use compact city, by planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward (TLP 59\_4), and to ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place (TLP 59\_5).



## **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 Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type of The London Plan which contemplates a standard maximum height of 4-storeys and an upper maximum height of 6-storeys where a property has frontage onto a Civic Boulevard (Southdale Road East). Where a property has frontage onto a Neighbourhood Connector (Jalna Boulevard) a standard maximum height of 3-storeys is permitted. As a maximum height of 4-storeys is proposed to be oriented towards Southdale Road East and 3-storeys oriented towards Jalna Boulevard, the proposed heights are in keeping with The London Plan policies. The proposed residential intensity also contributes to the intensification targets within the Primary Transit Area and Built Area Boundary (TLP 90\_ to 92\_). Furthermore, the proposed residential use is accommodated on a parcel that is of sufficient size to support the proposed use and intensity, providing sufficient setbacks to buffer abutting residential and commercial uses. The redevelopment of the parcel will also facilitate the efficient use of land and existing municipal services (TLP 953\_2 and 3).

## **4.3 Form**

The proposed built form is consistent with the Neighbourhoods Place Type policies and the City Design policies of 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 built form consists of two 4-storey stacked townhouse blocks oriented towards Southdale Road East, one 3.5-storey centrally located back-to-back stacked townhouse block, and one 3-storey back-to-back stacked townhouse block oriented towards Jalna Boulevard. As proposed, the built form directs the greatest height and intensity toward the higher order street (TLP 918\_13) with a transition in height towards the existing low-density residential uses to the southeast (TLP 953\_2). The proposed built form and massing of the townhouse blocks have consideration for the surrounding land uses and is appropriate in scale compared to the surrounding neighbourhood character (TLP 953\_2).

Access to the subject lands will be provided from the existing access off of Jalna Boulevard, promoting connectivity and safe movement for pedestrians, cyclists, and motorists (TLP 255\_). Parking for the proposed stacked and cluster townhouse development will be located internally, visually screening the surface parking from the street, encouraging a pedestrian oriented streetscape (Policy 936\_4). Additional mitigation measures being recommended include providing a minimum parking setback of 1.5m from the western property line to allow for a landscape buffer and screening. The Site Plan Approval Authority is also directed to consider reducing the width of the driveway to help establish additional landscaping on the site to help offset any potential impacts of the built form and surface parking.

## **4.4 Zoning**

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject site from the subject lands from a Commercial Recreation (CR) Zone to a Residential R6 Special Provision (R6-5(\_)) Zone. The following summarizes the special provisions that have been proposed by the applicant and those that are being recommended by staff.

*A maximum density of 100 units per hectare*

A special provision to permit a maximum density of 100 units per hectare is proposed by

the applicant and is being recommended by staff. The proposed maximum density provision will allow for the implementation of the proposed redevelopment, facilitating an appropriate scale of development that is compatible within the existing neighbourhood character (TLP 918\_13). Additional mitigation measures including increased parking setbacks and landscaped buffering, to offset any potential adverse impacts of the increased intensity will be considered by the Site Plan Approval Authority.

*A minimum rear yard setback (Southdale Road East) of 1.0 metres and a minimum front yard setback (Jalna Boulevard) of 3.0 metres*

Special provisions to permit a minimum front yard setback (Jalna Boulevard) of 3.0 metres and a minimum rear yard setback (Southdale Road East) of 1.0 metres is proposed by the applicant and is being recommended by staff. While the proposed townhouse blocks oriented towards Southdale Road East are sited with a 6.71 metres setback to the current property line, a 5.71 metre road widening requirement will reduce the rear yard setback to 1.0 metre resulting in the need for the special provision. The proposed townhouse block oriented towards Jalna Boulevard will also be sited with a reduced setback to acknowledge the uniqueness of the through lot with frontage on both streets. The 3.0 metres also accounts for road widening requirements along Jalna Boulevard. In both cases, the townhouse blocks are sited with minimum setbacks ensuring no encroachments into the public right-of-way while defining the street edge, and create an inviting, active, and comfortable pedestrian environment (TLP 259\_).

*A maximum rear yard setback (Southdale Road East) of 3.0 metres and that the main building entrance for units fronting Southdale Road East shall be oriented to street.*

Staff are recommending two additional special provisions to require a maximum rear yard setback (Southdale Road East) of 3.0 metres and to ensure that the main building entrance shall be oriented to Southdale Road East. The additional special provisions will further ensure the townhouse units will be oriented towards Southdale Road East defining the street edge, and create an inviting, active, and comfortable pedestrian environment (TLP 259\_).

Staff are of the opinion that the above-recommended special provisions comply with The London Plan and are consistent with the *Planning Act* and the *PPS*.

## **Conclusion**

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject lands to permit a three (3) to four (4) storey, 78-unit, cluster stacked and townhouse development with a maximum height of 12.0 metres and density of 100 units per hectare. Staff are recommending approval of the requested Zoning By-law Amendment with special provisions and an h-18 holding provision.

The recommended action is consistent with the *Provincial Policy Statement, 2020 (PPS)*, and conforms to The London Plan. The amendment will facilitate the redevelopment of the subject site and will contribute to the range and mix of housing options within the area.

<b>Prepared by:</b>	<b>Michaella Hynes Planner, Planning Implementation</b>
<b>Reviewed by:</b>	<b>Mike Corby, MCIP, RPP Manager, Planning Implementation</b>
<b>Recommended by:</b>	<b>Heather McNeely, MCIP, RPP Director, Planning and Development</b>
<b>Submitted by:</b>	<b>Scott Mathers, MPA, P. Eng Deputy City Manager, Planning and Economic Development</b>

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

## Appendix A – Zoning Bylaw Amendment

Bill No. (number to be inserted by Clerk's Office)  
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 900 Jalna Boulevard.

WHEREAS this amendment to the Zoning By-law Z.-1 conforms to the Official Plan;

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 900 Jalna Boulevard, as shown on the attached map comprising part of Key Map No. A111, **FROM** a Commercial Recreation (CR) Zone **TO** a Residential R6 Special Provision (R6-5(\_)) Zone.
2. Section Number 9.4 of the Residential R6 (R6-5(\_)) Zone is amended by adding the following Special Provisions:

R6-5 ( \_ ) 900 Jalna Boulevard

a. Regulations

- i. Front Yard Depth (Minimum) 3.0 metres (11.5 feet)
- ii. Rear Yard Depth (Minimum) 1.0 metres (3.3 feet)
- iii. Rear Yard Depth (Maximum) 3.0 metres (9.8 feet)
- iv. Density (Maximum) 100 units per hectare
- v. The main building entrance for units fronting Southdale Road East shall be oriented to street.

3. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

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 April 2, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

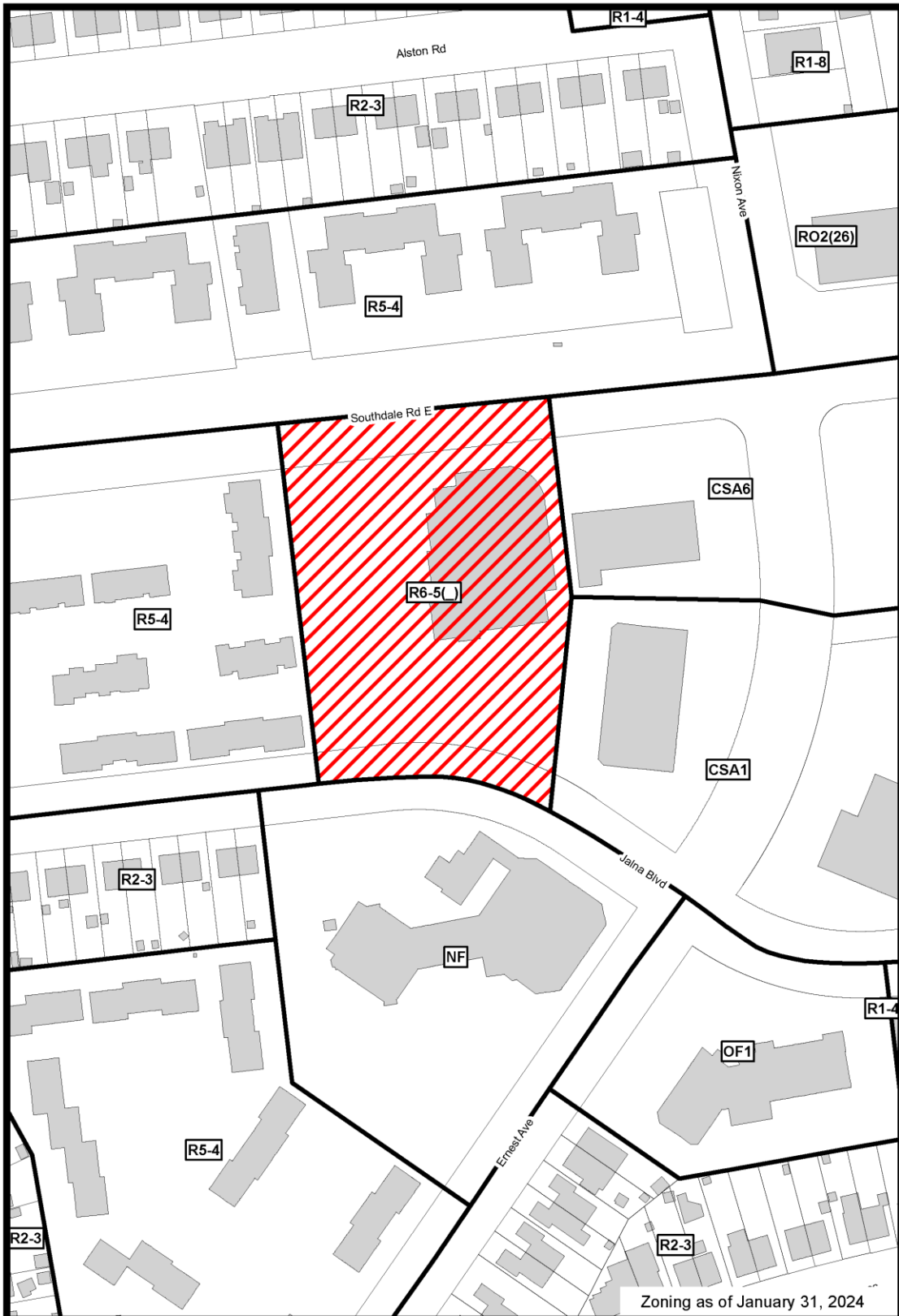
Josh Morgan

Mayor

Michael Schulthess  
City Clerk

First Reading – April 2, 2024  
Second Reading – April 2, 2024  
Third Reading – April 2, 2024

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



File Number: Z-9697  
Planner: MH  
Date Prepared: 2024/02/09  
Technician: JI  
By-Law No: Z.-1-

SUBJECT SITE 

1:1,500

0 5 10 20 30 40 Meters



## Appendix B - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Commercial Recreation
Frontage	78 metres (Jalna Boulevard)
Area	0.87 hectares
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

#### Surrounding Land Uses

North	Residential
East	Commercial/ Service
South	Institutional/ Residential
West	Residential

#### Proximity to Nearest Amenities

Major Intersection	Southdale Road East and Ernest Avenue/Nixon Avenue (55 metres)
Dedicated cycling infrastructure	Southdale Road East (onsite)
London Transit stop	Routes 10 and 56 accessed from Southdale Road East (20 metres) and route 4A/B accessed from Jalna Boulevard/ Ernest Avenue (70 metres)
Public open space	Ashley Oaks Park (330 metres) and Cleardale Park (170 metres)
Commercial area/use	Rexall Drugstore (abutting property)
Food store	Shoppers Drug Mart (430 metres)
Community/recreation amenity	Earl Nichols Park and Arena (1,120 metres)

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Neighbourhoods fronting a Civic Boulevard (Southdale Road East) and Neighbourhood Connector (Jalna Boulevard)
Current Special Policies	N/A
Current Zoning	Commercial Recreation (CR) Zone

#### Requested Designation and Zone

Requested Place Type	N/A
Requested Special Policies	N/A
Requested Zoning	Residential R6 Special Provision (R6-5(_)) Zone

#### Requested Special Provisions

Regulation (R6-5(_))	Required	Proposed	Recommended
Front Yard Depth (minimum) (Jalna Boulevard)	6.0 metres	3.0 metres	3.0 metres
Rear Yard Depth (minimum) (Southdale Road East)	3.0 metres	1.0 metres	1.0 metres
Density (maximum)	35 units per hectare	100 units per	100 units per

Regulation (R6-5(_))	Required	Proposed	Recommended
		hectare	hectare
Additional Permitted Uses		<ul style="list-style-type: none"> <li>Cluster townhouse dwellings</li> <li>Cluster stacked townhouse dwellings</li> </ul>	<ul style="list-style-type: none"> <li>Cluster townhouse dwellings</li> <li>Cluster stacked townhouse dwellings</li> </ul>
Rear Yard Depth (maximum) (Southdale Road East)		<ul style="list-style-type: none"> <li></li> </ul>	3.0 metres
Building Orientation			The main building entrance shall be oriented to Southdale Road East.

## C. Development Proposal Summary

### Development Overview

The recommended action will permit a 3- to 4-storey, 78-unit, stacked and cluster townhouse development with a maximum height of 12.0 metres and density of 100 units per hectare.

### Proposal Statistics

Land use	Residential
Form	Stacked and Cluster Townhouse Dwellings
Height	3-4-storeys (12.0 metres)
Residential units	78-units
Density	100 units per hectare
Lot coverage	27.3%
Landscape open space	36%
New use being added to the local community	Yes

### Mobility

Parking spaces	86 surface parking spaces
Vehicle parking ratio	86 surface parking spaces
New electric vehicles charging stations	Unknown
Secured bike parking spaces	Determined through Site Plan Approval
Secured bike parking ratio	Determined through Site Plan Approval
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	N/A

### Environment

Tree removals	Yes
Tree plantings	Yes
Tree Protection Area	No
Loss of natural heritage features	N/A
Species at Risk Habitat loss	N/A
Minimum Environmental Management Guideline buffer met	N/A



Existing structures repurposed or reused	No
Green building features	Unknown



Building Renderings – ISO View of Proposed Development



**Building Renderings – view facing northeast from Jalna Boulevard**



**Building Renderings – view facing southwest from Southdale Road East**



# Revised Concept Site Plan (March 2024)



## Appendix D – Internal and Agency Comments

### Site Plan

#### Minor Issues Identified

- Due to the density of the development, consider providing a communal paratransit layby internal to the property.
- The row of parking along the western edge of the property is less than the required 1.5 metres from its adjacent property line.
- It appears that only Type B accessible parking spaces are currently proposed. Revise the Site Plan drawing to show a 50/50 split between Type A and Type B accessible parking spaces. Ensure that these spaces are dispersed throughout the site.
- Ensure that all accessible parking spaces are designed to SPCB standards. For example, access aisles are required to be at least 1.5 metres wide, currently these have been proposed at 1.0 metres.
- For the central Townhouse block, the east-west pedestrian walkways on both the north and the south sides are required to be a minimum of 2.1 metres wide as they are abutting parking spaces.
- Consider providing a safe and accessible pedestrian connection between the central Townhouse block and the rest of the property, especially the amenity space.
- Identify the location of all visitor parking spaces, ensuring that a minimum of 1 visitor parking space is provided for every 10 residential units.
- The proposed driveway access is unnecessarily wide, consider shrinking it to 6.7 metres in width and converting the surplus space into landscaping.
- Provide landscape screening in the southwest corner of the property to screen the parking area from Jalna Boulevard.

#### Notes

- These same comments were provided to the applicant during Site Plan Consultation, the provided drawings and documentation have not changed.
- There is a slight miscommunication between the Zoning information shown on the Site Plan drawing and the Zoning information provided in the Planning and Design Report. The Site Plan drawing indicates a request for a R5-6 Zone, whereas the P&D Report indicates a R6-5 Zone. After discussing this further with the applicant, they have confirmed that they intend to Rezone the property to a R6-5( ) Zone.

### UTRCA

- 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.

### London Hydro

- Servicing the above proposed 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. **Note:** Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.
- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of existing service will be at the expense of the owner.

### Urban Design

#### Major Issues Identified

- Urban Design is generally supportive of the proposed development and has the following comments:

#### Matters for Zoning

- Provide a minimum front yard and rear yard setbacks along Jalna Boulevard and Southdale Road East to encourage street-orientation while avoiding encroachment of footings and canopies. Refer to The London Plan (TLP) 259, 286, 288.
- Provide a minimum parking setback from the property line to the west to allow for a landscape buffer and screening to mitigate potential negative impact on the adjacent property. TLP 253

#### Matters for Site Plan

- Include enhanced all-season landscape buffer to screen parking visible from Jalna Boulevard. TLP 278
- Provide a landscape buffer abutting any below-grade unit window of Type B to provide privacy and screening from any vehicular lights. TLP 235
- Provide landscape elements to screen the garbage area in order to avoid any negative visual impact on the users or potential conflict with the pedestrian walkway. TLP 266
- Ensure the side elevations of the corner units on Lot 1, 5, 6, 11, 12, 18, 19, 25, 26, 27, 38, & 39 are constructed to have a similar level of details (windows (size and amount) and design features, such as but not limited to porches, wrap-around materials and features, or other architectural elements that provide for street-oriented design), to the satisfaction of the City. CPTED Principles should be integrated into the design. TLP 290, 228
- If fencing is proposed along the street frontages, limit it to decorative transparent fencing with a maximum height of 4ft (1.2m)
- Ensure the site plan and the building renderings match in showing the walkways shown from individual units of Type A on lot 1, 5, 6 & 11 connecting the public sidewalk along Southdale Road East
- Provide a full set of dimensioned elevations for all built form types. Further urban design comments may follow upon receipt of the elevations.

### **Ecology**

#### Major Issues Identified

- 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.

#### Notes

- Avoid tree removals within the active breeding bird period (April 1 – August 30) to avoid disturbing nesting birds and contravening the Migratory Bird Convention Act.

### **Parks Planning**

#### Matters for Site Plan

- Parkland dedication will be required in the form of cash in lieu, pursuant to By-law CP-25 and will be finalized through the Site Plan Approval process.

### **Heritage**

#### Major Issues Identified

- I have reviewed the following Archaeological Assessment associated with Z-9697:

- Lincoln Environmental Consulting Corp., Stage 1-2 Archaeological Assessment of 900 Jalna Boulevard in Part of Lot 28, Concession 2, Former Township Westminster, Now City of London, Middlesex County, Ontario (PIF P1289-0452-2023) August 2023.
- Please be advised that staff recognize the conclusions of the report that state: No archaeological resources were identified during the Stage 2 archaeological assessment of the study area, and as such no further archaeological assessment of the property is recommended.
- However, in order to receive the report as complete, and to clear the property of archaeological potential, the City requires submission of the Ministry of Citizenship and Multiculturalism's compliance review letter.

#### Matters for Zoning

- Heritage recommends that the h-18 holding provision be used until the compliance letter has been received by the City.

#### **Additional Heritage Comments**

- I have the Stage 1-2 Archaeological Assessment (P1289-0452-2023) and the Ministry Letter can confirm that the h-18 holding provision can be removed.

#### **Landscape Architecture**

##### Major Issues Identified

- The Development and Planning Landscape Architect does not support the special provisions for reduced rear and front yard setbacks [1m and 3.0m respectively]. Sufficient volume of soil must be provided to support tree growth and vegetative screening, as required in Site Plan Control Bylaw and to meet canopy goals of the London Plan and the Urban Forest Strategy. London Plan Key Direction #4 is for London to become one of Canada's greenest Cities. Site Plan tree planting is required within the site fronting onto a public street; 1 tree per 12m in a 3m landscape strip. Tree planting in the road allowance of major arterial roads is not currently supported by Roadside Operations on these frontages, all required tree planting is to be within site.

##### Matters for Site Plan

- Often times we cannot get tree planting along street frontages at site plan because no setback has been provided within site and roadside ops doesn't allow planting in boulevard. In this instance, the rear yards abut Southdale and could accommodate some tree planting. The Jalna frontage setbacks vary and should be able to have some planting. Let's just leave until Site Plan.

#### **Additional Landscape Architecture Comments**

- Often times we cannot get tree planting along street frontages at site plan because no setback has been provided within site and roadside ops doesn't allow planting in boulevard. In this instance, the rear yards abut Southdale and could accommodate some tree planting. The Jalna frontage setbacks vary and should be able to have some planting. Let's just leave until Site Plan.

#### **Engineering**

##### Major Issues Identified

- Engineering has no further comments on this application. For the applicant's benefit, please include the below commentary with the zoning approval notice.

##### Matters for Site Plan

##### *Wastewater:*



- The municipal sanitary sewer available is the 200mm diameter sanitary sewer on Jalna Blvd with 200mm diameter PDC connected to the top end manhole.
- New sanitary PDC connection consistent with CoL standards for the proposed development. The existing PDC is to be properly abandoned/removed at the time of construction.

*Stormwater:*

- As per attached as constructed 6485S1 & 6502, the site at C=0.65 is tributary to an existing 450mm storm stub on Jalna Boulevard. For proposed development in exceedance of the approved C-value of the downstream storm sewer design, the site is to store volumes in excess of the allowable release rate. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- The proposed land use of a medium density residential will triggers the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within case 2, therefore the following design criteria should be implemented:
- The downstream SWM facility does not address all required SWM criteria (subwatershed quality targets). The relevant on-site controls will be required for the lands to be developed, as per the applicable Subwatershed Study. The consultant shall provide a servicing report and drawings to present calculations, recommendations, and details to address these requirements.
- The number of proposed/existing parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 80% TSS removal to the satisfaction of the City Engineer. Applicable options could include, but not be limited to the use of oil/grit separators or any LID filtration/infiltration devices.
- The subject lands are located in the Dingman Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Dingman Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. To manage stormwater runoff quantity and quality, the applicant's consulting engineer may consider implementing infiltration devices in the parking area in the form of "Green Parking" zones as part of the landscaping design.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, it's infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained, and that grading can safely convey up to the 250-year storm event, all to be designed by a Professional Engineer for review.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands. Particularly, the owner's consultant shall ensure grading is such that no flows are directed towards the westerly private residential lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site shall be prepared to the specification and

satisfaction of the City Engineer and shall be in accordance with City of London and MECP (formerly MOECC) standards and requirements. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

*Water:*

- New sanitary PDC connection consistent with CoL standards for the proposed development. The existing PDC is to be properly abandoned/removed at the time of construction.

*Transportation:*

- Right-of-way dedication of 11.50 m from the centre line be required along Jalna Blvd.
- Right-of-way dedication of 24.0 m from the centre line of Southdale Rd E within 150 metres from the intersection on Southdale Rd E @ Ernest Ave, and 18.0m from centerline beyond 150.0m of the intersection.
- The full width of the Southdale Road East frontage is subject to a 5.712 metre road widening to achieve 24.0m from C/L.
- The Jalna Boulevard frontage is subject to a 0.832 metre widening to achieve 11.50m from C/L.
- Detailed comments regarding access design and location will be made through the site plan process.

## Appendix E – Public Engagement

### Community Engagement

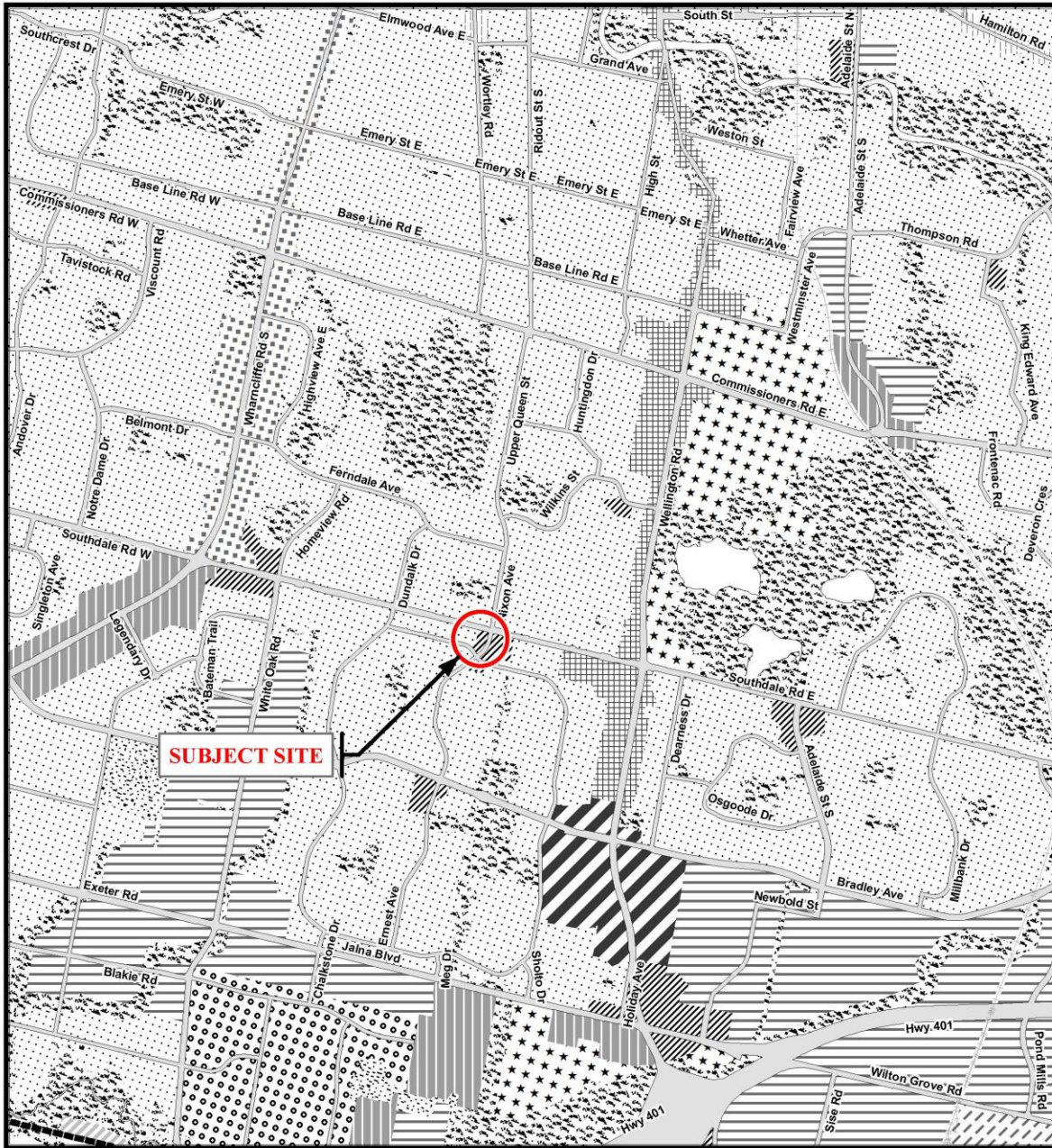
**Public liaison:** On January 16, 2024, a combined Notice of Planning Application and Notice of Public Meeting was sent to 183 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on January 25, 2024. A “Planning Application” sign was also placed on the site.

**Nature of Liaison:** The purpose and effect of this zoning change is to facilitate a 78-unit, cluster stacked townhouse development with a maximum height of 12.0 metres and density of 100 units per hectare. Possible change to the Zoning By-law Z.-1 **FROM** a Commercial Recreation (CR) Zone **TO** a Residential R6 Special Provision (R6-5( )) Zone. Special Provisions include a minimum front yard setback (Jalna Boulevard) of 3.5m whereas 6.0m is permitted, minimum rear yard setback (Southdale) of 1.0m whereas 3.0m is permitted, maximum density of 100 units per hectare whereas 35 units per hectare is permitted, and to permit cluster townhouse dwellings. The City may also consider the use of holding provisions, and additional special provisions to facilitate the proposed development.

**Public Responses:** Zero replies received.

# Appendix F – Relevant Background

## The London Plan – Map 1 – Place Types



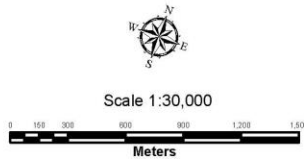
### Legend

- |                        |                          |                                         |
|------------------------|--------------------------|-----------------------------------------|
| 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.

**CITY OF LONDON**  
**Official Plan**  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**

PREPARED BY: Planning & Development



**File Number:** OZ-9697  
**Planner:** MH  
**Technician:** JI  
**Date:** 2024/02/09

# Zoning By-law Z-1 – Zoning Excerpt



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: CR**

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

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

**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-9697

MH

MAP PREPARED:

2024/02/09

Jl

1:1,500

0 5 10 20 30 40  
Meters