



# PLANNING AND DESIGN REPORT

Zoning By-law Amendment

**900 Jalna Boulevard**

**London, Ontario**

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November 2023



# PLANNING & DESIGN REPORT

900 Jalna Boulevard  
City of London

Prepared For: 900 Jalna GP Ltd.

Date: November 2023

Prepared By:

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# 1.0 Introduction

## 1.1 Overview

MacNaughton, Hermesen, Britton, Clarkson Planning Limited (“MHBC”) has been retained by 900 Jalna GP Ltd. to prepare a Planning and Design Report in support of an application to amend the City of London Zoning By-law No. Z.-1 for 900 Jalna Boulevard in the City of London (hereinafter referred to as the “subject lands” or “site”). These lands are located within the City’s White Oaks planning district.

The subject lands have an irregular shape and measure approximately 0.87 hectares in area with approximately 86 metres of frontage on Southdale Road East and 78 metres of frontage on Jalna Boulevard. The Site is located approximately 65 m west of the southwest corner of the Southdale Road East and Ernest Avenue intersection, and is currently occupied by a one-storey commercial building with a gym, physiotherapist office, and surface parking lot.

The Site is located in the Neighbourhoods Place Type; fronting a Civic Boulevard (Southdale Road East) and a Neighbourhood Connector (Jalna Boulevard) according to the City of London Official Plan (‘The London Plan’). Additionally, Zoning By-law No. Z.-1 (“Zoning By-law”) zones the subject lands Commercial Recreation (CR).

The Zoning By-law Amendment (“ZBA”) application would rezone the Site to the ‘Residential R6 Special Provision R6-5( )’ zone in order to facilitate a cluster townhouse development on the Site and establish appropriate site-specific provisions.

In support of the ZBA application, 900 Jalna GP Ltd. retained D1 Studio and AGA Architects to prepare a conceptual design for this project. The following represent core project objectives, which helped to guide the proposed design:

- Design a multi-unit townhouse development that is compatible with the local development context (existing and planned);
- Maximize the use of an underutilized commercial property;
- Align the design layout with the applicable planning policy framework and related design guidelines; and,
- Promote compact, efficient development that provides housing choice and supply within the White Oaks community.

In summary, 900 Jalna GP Ltd. is proposing to develop the subject lands to accommodate cluster townhouses. Based on the preliminary design prepared by D1 Studio and AGA Architects, the proposed townhouses would accommodate 78 residential units. The property would be accessible by an internal roadway with one access point from Jalna Boulevard.

The planning merits of the proposed application are evaluated in detail within this Report and are summarized below:

- The proposal supports the intensification of underutilized lands located within the Urban Growth Boundary (UGB) of the City of London;
- The proposed use and built form are permitted in the Neighbourhoods Place Type;
- The Site is well suited for the cluster townhouse development considering its physical dimensions; its proximity to public and active transportation routes, commercial businesses, schools, and parks; and the local development setting;
- The various stacked townhouse options included in the proposed development broaden housing choice within the White Oaks community;
- Design elements integrated into the proposal promote attractive building forms that would contribute positively to the local streetscape; and,
- The proposed development is compatible with surrounding land uses.

## 1.1 Report Framework

This Planning and Design Report has been prepared for submission to the City of London in support of a ZBA application required to facilitate the proposed development. The Report includes the following primary components:

- An introduction and general description of the subject lands, surrounding uses and existing conditions, to provide an understanding of the locational context;
- A summary of the proposed concept plan, including an overview of the land use planning and design elements associated with the proposed development;
- A description of the proposed Zoning By-law Amendment; and,
- An assessment of the proposal relative to: (1) the policy framework of the Provincial Policy Statement, (2) the City's Official Plan, and (3) the development regulations of the City's Zoning By-law.

The following planning documents were primary references in the preparation of this Report:

- Provincial Policy Statement (2020);
- City of London Official Plan (The London Plan);
- City of London Zoning By-law No. Z.-1; and
- City of London Placemaking Guidelines.

## 1.3 Planning Applications

Our analysis has confirmed that the following applications are required to permit the proposed project:

**Table 1.0 – Required Planning Applications**

<b>Planning Application</b>	<b>Approval Authority</b>
<b>Zoning By-law Amendment</b> To apply the 'Residential R6 Special Provision (R6-5(_))' Zone to the subject lands to accommodate a cluster housing development	City of London
<b>Site Plan Approval</b> (future application)	City of London

A Pre-Application Consultation Meeting was held with City of London staff on July 11, 2023 to review the initial submission requirements for this application. Pursuant to the associated Record of Pre-Application Consultation, the following reports have been prepared in support of the ZBA application:

- Planning and Design Report;
- Functional Servicing Brief;
- Stage 1-2 Archaeological Assessment
- Noise Feasibility Study; and
- Tree Protection Plan.

All required reports are being submitted in conjunction with the ZBA application.

# 2.0 Context

## 2.1 Site Location and Description

The property municipally addressed as 900 Jalna Boulevard is located approximately 65 meters west of the southwest corner of the Southdale Road East and Ernest Avenue intersection. The subject lands are legally described as Part of Lot 28, Concession 2, Former Township of Westminster, now City of London. The property is located within the City's Urban Growth Boundary and forms part of the White Oaks planning district.

The subject lands are irregular in shape, measure 0.87 ha in area, and have 86 m of frontage on Southdale Road East and 78 m of frontage on Jalna Boulevard. The site currently has an existing surface parking lot and one-storey commercial building containing a commercial gym and a physiotherapist office.

City staff have identified that a 5.7 m wide road widening is required along the Southdale Road East frontage.

**Figure 1** of this Report illustrates the general location of the subject lands.

## 2.2 Surrounding Uses

The Site is surrounded by a mix of land uses, including low-rise residential forms, retail/service commercial plazas, institutional uses, public facilities (e.g., fire station), as well as the Southdale Road East and Nixon Avenue intersection. The subject lands are well served by London Transit bus routes, with routes available on Southdale Road East, Ernest Avenue/Nixon Avenue, and portions of Jalna Boulevard.

**Figure 2** illustrates the range of land use activities, public facilities and transit service available within a 400 m radius and an 800 m radius of the Site. The following provides a summary of surrounding land uses as identified in the Figure:

**North:** Southdale Road East is located immediately north of the subject lands, beyond which are low-rise residential dwellings including townhomes within the 400 m radius. Cleardale Park and Cleardale Public School are also located in that radius. Further north are established, low density residential subdivisions, with the Highland Country Club and Mitches Park located at the periphery of the 800 m radius.

**South:** Jalna Boulevard, a place of worship and low-rise residential uses are located immediately south of the subject lands. Additional low density residential neighbourhoods, Sir Arthur Carty Catholic Elementary School, Ashley Oaks Public School, Rick Hansen Public School and White Oaks Optimist Park are located further south, within the 800 m radius. Additionally, a large community

centre is situated further to the south of the lands fronting Bradley Avenue (located at the periphery of the 800 m radius).

**East:** Adjacent to the Site are commercial plazas and a Canada Post office. Further east are residential neighbourhoods comprised of low-rise residential dwellings. A variety of commercial uses are located further east along Southdale Road East, and a major arterial commercial corridor is located at the eastern periphery of the 800 m radius of the subject lands (fronting Wellington Road).

**West:** A townhouse development is immediately adjacent to the subject lands to the west. Beyond the townhouse cluster, commercial uses including a small supermarket and an institutional use (place of worship) are located along the Southdale Road East corridor. Low-rise residential development is located further to the west to the periphery of the 800 m radius.

Southdale Road East contains four lanes of through traffic with a left turn lane at the Nixon Avenue intersection. Sidewalks are provided on both sides of the road corridor and painted bicycle lanes are available along Ernest Avenue/Nixon Avenue. Jalna Boulevard contains two through lanes of traffic with sidewalks located on both sides of the corridor. Jalna Boulevard is connected to the Southdale Road East corridor by way of Ernest Avenue (Nixon Avenue) to the east and Jalna Boulevard (Dundalk Drive) to the west.

With respect to street classification, Southdale Road East is classified as a Civic Boulevard and Jalna Boulevard is classified as a Neighbourhood Connector pursuant to Map 3 (Street Classifications) of the Official Plan. As set out in Policy 371 of the Official Plan, Civic Boulevards are intended to prioritize pedestrian, cyclist, and transit movements, and move medium to high volumes of vehicular traffic. Neighbourhood Connectors are intended to prioritize pedestrians by providing a very high-quality pedestrian realm. Further, Neighbourhood Connectors are intended to move low to medium volumes of cycle, transit, and vehicular movements by minimizing the width of the vehicle zone.

With respect to transit, the Site is located within convenient walking distance of multiple London Transit Commission (LTC) bus stops. In this respect, proximate to the subject lands, LTC routes 10 and 56 can be accessed from Southdale Road East and LTC route 4A/B can be accessed from Jalna Boulevard/Ernest Avenue.



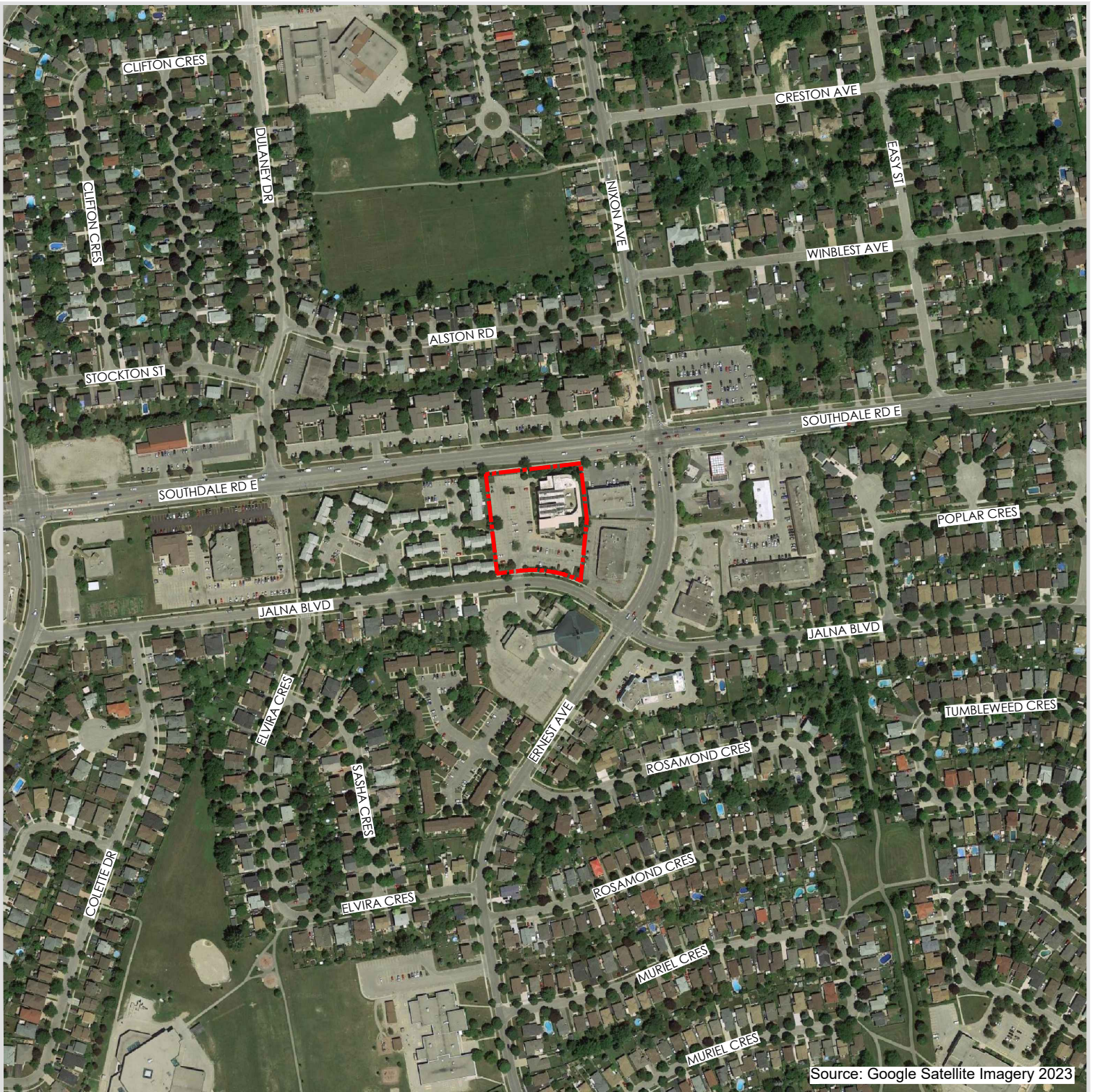



Figure #: 1  
**Location Plan**

**LEGEND**

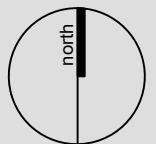
 Subject Lands

**DATE:** November 2023

**SCALE:** 1:5,000

**FILE:** 2387H

**DRAWN:** LC



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**900 Jalna Blvd**  
 City of London  
 County of Middlesex

**MHBC** PLANNING  
 URBAN DESIGN  
 & LANDSCAPE  
 ARCHITECTURE

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Figure #:  
**Context Plan**

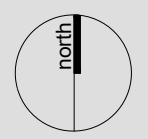
**900 Jalna Blvd**  
City of London  
County of Middlesex

**LEGEND**

- Subject Lands
- 400m Walking Distance
- 800m Walking Distance
- School
- Church
- Park/Open Space
- Bus Route
- Bus Stop
- Multi-Use Trails



**DATE:** September 2023  
**SCALE:** 1:7,000  
**FILE:** 2387H  
**DRAWN:** LC



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# 3.0 Proposal

## 3.1 Design Goals and Objectives

900 Jalna GP Ltd. is proposing to amend the current planning permissions applying to the subject lands to allow for the development of cluster townhouses on these lands. This redevelopment project is intended to be compatible with the surrounding local context and complementary to the mix of uses near the subject lands.

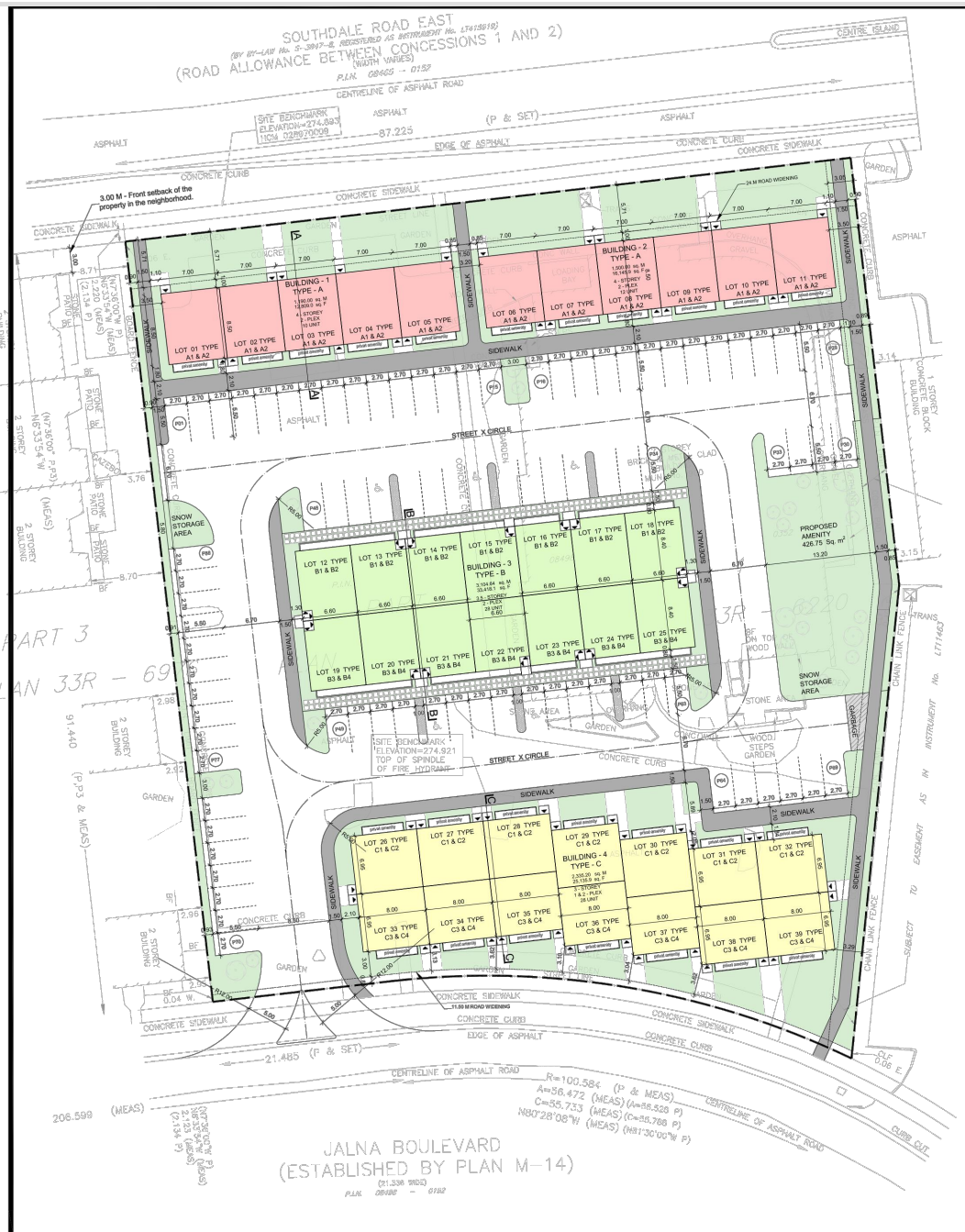
The following design objectives were identified for the proposal:

1. Develop cluster townhouses on the subject property to maximize the use of underutilized lands currently zoned for commercial recreation purposes;
2. Provide a design response that is compatible with the local development context;
3. Design townhouse forms that will create a prominent visual presence to further define the White Oaks Neighbourhood and to help reinforce the street wall along Southdale Road East and Jalna Boulevard;
4. Create a positive addition to the local development context by enhancing the visual qualities of the adjacent streetscapes and by contributing to the design objectives of The London Plan;
5. Intensify the Site in a manner that diversifies housing options in the White Oaks community and supports transit and active transportation modes;
6. Incorporate enhanced outdoor amenity areas and provide multiple pedestrian connections to provide connectivity to adjacent frontages;
7. Provide an internal driveway arrangement with one access point from Jalna Boulevard to minimize local traffic disruptions; and
8. Align the project with the design direction set out in The London Plan and applicable guideline documents, where practical and appropriate.

## 3.2 Concept Plan

900 Jalna GP Ltd. engaged D1 Studio and AGA Architects to prepare a preliminary development concept in support of the aforementioned design objectives. **Figure 3** of this Report illustrates the conceptual site plan (concept plan), and **Figures 4A and 4B** of this Report provide conceptual renderings prepared by the designers.

Collectively, the plans and conceptual graphics included in this Report illustrate the layout, scale and character of the proposed development. The core elements of the proposed development are as follows:

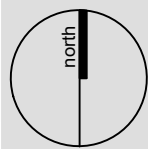


	PROJECT NAME:	REVISION NO.:	[1]	DRAWN:
	900 JALNA BOULEVARD	SC:	1:200	DWG NO.:
	DRAWING TITLE:	SHEET SIZE:	A0	A-03
	SITE PLAN	DATE:	October 2023	

Figure #:3  
Site Plan

**LEGEND**  
 Subject Lands

**DATE:** September 2023  
**SCALE:** NTS  
**FILE:** 2387H  
**DRAWN:** LC



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**Figure 4A: View from Southdale Road**

Image: D1 Studios / AGA Architecture



**Figure 4B: View from Jalna Boulevard**

Image: D1 Studios / AGA Architecture





- A cluster townhouse development containing a total of 78 residential units (equating to a density of 97.5 units/ha);
- Two northerly stacked townhouse blocks (22 units) oriented toward Southdale Road East, with pedestrian entrances on the street-facing façade and rooftop amenity space;
- One central back-to-back stacked townhouse block (28 units), where the bottom units are a single storey with a basement and the top units are two storeys;
- One southerly back-to-back stacked townhouse block (28 units) fronting Jalna Boulevard, where the bottom units are one storey (no basement) and the top units are two storeys;
- A centralized outdoor amenity area on the eastern side of the lands providing approximately 5.5 m<sup>2</sup> of amenity space per unit. Landscaping enhancements are used at prominent locations, such as street frontages and building entrances, to provide a positive pedestrian experience;
- An internal roadway with one access point to Jalna Boulevard. Pedestrian sidewalks are located within the roadway to service all units and provide access to Southdale Road East and Jalna Boulevard; and,
- A surface parking lot providing 86 parking spaces; equating to 1.1 spaces/unit.

### 3.3 Design Considerations

Various design considerations are reflected in the concept plan and preliminary elevations included with this Report. These elements are outlined below and are further addressed in Section 5.0 of this Report. In our opinion, these design considerations and the associated conceptual plans demonstrate that this proposal would integrate with the larger development context of the White Oaks Neighbourhood.

- **Building Form and Orientation.** The proposed three (3) to four (4) storey stacked townhouses are positioned along the Southdale Road East and Jalna Boulevard frontages. The townhouses incorporate design components to promote street activation (e.g., entrance features, landscaping, balconies).
- **Building Massing.** The massing of the townhouses is designed to create low-rise forms that have consideration for the local development context, maintain a pedestrian scale and orientation along the street, and employ a contemporary design. The buildings integrate three principal elements:
  1. **Base Element:** The base element includes the ground floor of the townhouses. This element is intended to encourage active frontages along the adjacent streetscapes by establishing human-scale façades. The ground level of this element includes large windows, porches, and unit entrances with awnings fronting Southdale Road East and

Jalna Boulevard. Architectural elements include colour and material variation to produce distinctive entrance features.

2. **Middle Element:** The middle building element includes the second and third storeys of the townhouse units. This element contains irregularly patterned balconies, which help break up the massing of the townhouses while creating visual interest. Additionally, distinct horizontal and vertical materials are utilized across all four townhouses in order to create visual unity and articulate the middle element.
  3. **Top Element:** Various roof shapes are utilized to create visual interest. Outdoor roof terraces are located on the stacked townhouses fronting Southdale Road East. These ‘top’ elements provide private rooftop amenity space and the varied rooflines offer visual interest, contributing positively to the local streetscape.
- **Façade Treatment.** The building design incorporates a cohesive, modern façade style. Generally, the façade arrangement incorporates varying colours, materials, window sizes to help break up the continuous mass of the structure. Further, the façade treatments emphasize a pedestrian scale and a distinction where private and public realms merge. The intent of this architectural treatment is to promote an attractive, modern design that is compatible with, and complements the local development context.
  - **Pedestrian Environment.** Several architectural features are intended to help activate the streetscape, including large windows and prominent entrance features, including overhang components. Additionally, the landscaping concept intends to provide outdoor amenity space for residents, while also offering further separation between the public and private realms. Prominent landscaping elements would be provided along Southdale Road East and Jalna Boulevard to create a pedestrian barrier from the busy corridor, and to provide privacy for the ground level units.

The architectural renderings and building elevations provided in Figures 4A and 4B illustrate that the proposed massing has been broken up by recessions, balconies, awnings, and horizontal/vertical components. Additionally, visual articulation is achieved by using various building materials and by providing roofline elements. Collectively, the components described above contribute to a contemporary, attractive design that serves to enhance the Southdale Road East and Jalna Boulevard frontages.

## 4.0 Planning Analysis

The proposed Zoning By-law Amendment application must be assessed in terms of applicable policies prescribed by the Province of Ontario and the City of London. The following is a discussion of how the proposal addresses relevant policies in the Provincial Policy Statement and the City of London Official Plan (The London Plan).

### 4.1 Provincial Policy Statement

The Provincial Policy Statement (“PPS”) provides a vision for land use planning in Ontario that encourages the efficient use of land, resources and public investment in infrastructure and public service facilities. A mix of land uses is encouraged to provide choice and diversity. A variety of modes of transportation are promoted to facilitate pedestrian movement and reduce reliance on the automobile. Public transit is encouraged as a means of creating more sustainable and healthy communities. Generally, the PPS encourages development that will provide long term prosperity, environmental health, and social well-being.

The proposed development plan has been evaluated with regard to the policy direction and provisions of the PPS. Based on the analysis, it is our opinion that specific policies in Section 1.0 (Building Strong Healthy Communities) and Section 2.0 (Wise Use and Management of Resources) of this policy document are particularly relevant to the proposal. Table 3.0 demonstrates how the proposed development is consistent with the identified policies.

**Table 3.0 – Consistency with Provincial Policy Statement**

PPS Policy		Response
<b>Section 1.0 – Building Strong Healthy Communities</b>		
<b>1.1.1</b>	<p>Healthy, liveable and safe communities are sustained by:</p> <ul style="list-style-type: none"> <li><b>a)</b> promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;</li> <li><b>b)</b> accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons),</li> </ul>	<p>The proposed cluster housing layout promotes an efficient land use pattern that supports the long-term financial well-being of the Province and the City in the form of increased property tax assessment and the optimization of existing and planned land and infrastructure. Further, the future residential population would support existing retail and service commercial spaces proximate to the site.</p>

PPS Policy	Response
<p>employment (including industrial and commercial), institutional (including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;</p> <p><b>c)</b> avoiding development and land use patterns which may cause environmental or public health and safety concerns;</p> <p><b>f)</b> promoting the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs;</p> <p><b>g)</b> ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs;</p>	<p>The proposed development intends to broaden the range of housing choice and form in this area.</p> <p>The subject lands are located in a development area that contains a range of residential types. Implementation of this proposal would help expand the range and mix of multiple-unit housing available in this area, and more broadly, the White Oaks area. Further, the proposal is designed to be compatible with, and appropriate for, the local development context.</p> <p>The proposed development is not anticipated to result in environmental or public health and safety concerns.</p> <p>The townhouse forms planned for the Site yield a residential density that efficiently utilizes the subject lands currently zoned for commercial recreation uses. Future residents would benefit from proximity to employment opportunities, commercial uses, and public transit. Additionally, the project would implement accessible design and support active modes of transportation.</p> <p>Preliminary servicing reviews have been completed to confirm that (1) the development can proceed in a cost-effective manner and (2) the necessary servicing infrastructure would be available to meet projected needs. In particular, the Functional Servicing Brief prepared by MTE Consultants, dated October 23, 2023,</p>

PPS Policy		Response
		<p>generally concludes that existing infrastructure can accommodate the intended development.</p> <p>It is anticipated that existing public service facilities provided in the White Oaks area would accommodate the demands of this development.</p>
<b>1.1.2</b>	<p>Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years, informed by provincial guidelines. However, where an alternate time period has been established for specific areas of the Province as a result of a provincial planning exercise or a provincial plan, that time frame may be used for municipalities within the area.</p> <p>Within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, designated growth areas.</p>	<p>The proposed application would develop underutilized lands designated for residential purposes and located within the City’s Urban Growth Boundary. As discussed in Section 4.2 of this Report, the proposed cluster townhouse development is consistent with the land use permissions prescribed in The London Plan.</p> <p>The proposed cluster townhouse concept would assist in intensifying the subject lands and diversifying housing choice in the City’s White Oaks community. Moreover, implementation of this proposal would help the City accommodate its forecasted population growth and achieve its projected housing requirements as set out in the Official Plan.</p>
<b>1.1.3.1</b>	Settlement areas shall be the focus of growth and development.	The Site is located within the City’s Urban Growth Boundary which is considered part of a settlement area according to the PPS.
<b>1.1.3.2</b>	<p>Land use patterns within settlement areas shall be based on densities and a mix of land uses which:</p> <p><b>a)</b> efficiently use land and resources;</p> <p><b>b)</b> are appropriate for, and efficiently use, the infrastructure and public service</p>	The proposed development would help to promote the efficient use of land and existing services. As discussed, preliminary servicing reviews have also been carried out to confirm that adequate servicing



PPS Policy	Response
<p>facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;</p> <p><b>e)</b> support active transportation;</p> <p><b>f)</b> are transit-supportive, where transit is planned, exists or may be developed;</p>	<p>capacity is available to accommodate the intended development.</p> <p>It is anticipated that future residents of this development would support existing public service programs and facilities available in proximity to the Site.</p> <p>Where practical and appropriate, the project would incorporate sustainable development principles to help minimize environmental impacts.</p> <p>The site layout promotes active transportation by way of pedestrian walkways that connect to the sidewalks along Jalna Boulevard and Southdale Road East.</p> <p>The subject lands are located within convenient walking distance of existing London Transit bus stops, providing direct transit connectivity to employment areas, major public institutions, shopping centres and recreational facilities.</p>
<p><b>1.4.3.</b> Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:</p> <p><b>b)</b> permitting and facilitating:</p> <ol style="list-style-type: none"> <li>1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs</li> </ol>	<p>The proposed cluster townhouse arrangement promotes compact development within the White Oaks community. The proposed ZBA would facilitate intensification through the introduction of residential permissions on the site with density permissions exceeding standard cluster housing permissions.</p> <p>The proposed development would help the City diversify the range and mix of multiple-unit housing options in the White Oaks community.</p>

	PPS Policy	Response
	<p>requirements and needs arising from demographic changes and employment opportunities; and</p> <p>2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;</p> <p><b>c)</b> directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;</p> <p><b>d)</b> promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;</p>	<p>This development would utilize existing land and servicing resources efficiently. The development would support transit usage through its proximity to convenient access to bus stops, and would support active transportation usage through pedestrian sidewalks that connect to the broader active transportation network.</p>
<p><b>1.5.1</b></p>	<p>Healthy, active communities should be promoted by:</p> <p><b>a)</b> planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.</p>	<p>The proposal incorporates two elements to support healthy, active communities:</p> <p>First, active transportation and social interaction are encouraged by the provision of walkway connections to municipal sidewalks, and the outdoor amenity area for passive recreation.</p> <p>Second, the development integrates residential development in proximity to existing neighbourhoods and business activities, public transit, and the City’s active mobility network.</p>

PPS Policy		Response
<b>1.6.1</b>	Infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs.	Preliminary servicing reviews have been carried out to confirm that the development can proceed in a cost-effective manner, and to ensure that the infrastructure is available to meet projected needs. Additional servicing assessments of this development will be completed as part of detailed design. As discussed, it is anticipated that the development can be accommodated by existing public service facilities.
<b>1.6.7.4</b>	A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation.	The proximity of the subject lands to established retail/service commercial uses, schools, community facilities, and parkland would help future residents minimize the length and frequency of vehicle trips. To further reduce car dependency, residents of this development would also have convenient access to alternative transportation modes (walking and cycling) and nearby transit services. Further, introducing an intensified residential use on the Site would help to support existing and future investments in public transit.

PPS Policy		Response
1.7.1	<p>Long-term economic prosperity should be supported by:</p> <ul style="list-style-type: none"> <li><b>b)</b> encouraging residential uses to respond to dynamic market-based needs and provide necessary housing supply and range of housing options for a diverse workforce;</li> <li><b>c)</b> optimizing the long-term availability and use of land, resources, infrastructure and public service facilities;</li> </ul>	<p>The proposed development has been designed to optimize the use of the subject lands for market-based residential uses. The Site also benefits from its proximity to the City’s road transportation network, transit services and public facilities. It is expected that residents of the proposed development would support these services and facilities.</p> <p>Development of these lands for residential uses is also anticipated to support the long-term vitality of existing service/retail commercial uses within the White Oaks Neighbourhood.</p>
1.8.1	<p>Planning authorities shall support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions, and preparing for the impacts of a changing climate through land use and development patterns which:</p> <ul style="list-style-type: none"> <li><b>a)</b> promote compact form and a structure of nodes and corridors;</li> <li><b>b)</b> promote the use of active transportation and transit in and between residential, employment (including commercial and industrial) and institutional uses and other areas;</li> <li><b>e)</b> encourage transit-supportive development and intensification to improve the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion;</li> </ul>	<p>The project supports the intensive use of lands designated for residential purposes which are connected via the City’s arterial road system, public transit and active transportation systems to employment areas, shopping, community facilities, educational institutions, residential neighbourhoods, and parkland.</p> <p>The proximity of the Site to the above-noted mix of uses is anticipated to reduce commuting requirements and thereby decrease transportation congestion. Moreover, the compact nature of this development would support existing transit services and future transit investments.</p>

PPS Policy		Response
<b>Section 2.0 – Wise Use and Management of Resources</b>		
<b>2.1.1</b>	Natural features and areas shall be protected for the long term.	The subject lands do not contain any designated natural features.
<b>2.4.1</b>	Minerals and petroleum resources shall be protected for long-term use.	The subject lands do not contain any known mineral or petroleum resources.
<b>2.5.1</b>	Mineral aggregate resources shall be protected for long-term use and, where provincial information is available, deposits of mineral aggregate resources shall be identified.	The subject lands do not contain any known mineral aggregate resources.
<b>2.6.1</b>	Significant built heritage resources and significant cultural heritage landscapes shall be conserved.	The subject lands are not in close proximity to any known cultural heritage resources or landscapes.
<b>2.6.2</b>	Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved.	A Stage 1-2 Archaeology Assessment of the Site was prepared by Lincoln Environmental Consulting (“LECC”). LECC concludes in the associated study report, dated August 2023, that no archaeological resources were found on the study property and no further archaeological assessment of the property is required.
<b>2.6.3</b>	Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.	The subject lands do not contain and are not adjacent to any identified cultural heritage resources.



The 2020 Provincial Policy Statement seeks to achieve healthy, liveable and safe communities by promoting efficient development and land use patterns. Given the foregoing assessment, in our opinion, the proposed development concept is consistent with this broad vision. In this regard, the intended use of the subject lands:

- Represents an efficient residential development that supports a compact urban form on underutilized lands designated for residential purposes;
- Proposes a development plan that: has regard for the established development context; provides a pedestrian orientation; encourages active transportation; and is proximate to the arterial road network and transit services;
- Introduces a range of townhouse types to provide additional multiple-unit housing choice in the White Oaks Neighbourhood and to help the City accommodate its forecasted population growth and housing requirements;
- Promotes a scale of development that would:
  - optimize municipal servicing infrastructure and public transit,
  - support active and transportation,
  - support the viability of commercial activities proximate to the Site long term, and
  - generate substantial tax revenues to benefit the financial well-being of the Province and the City; and,
- Would not involve development on lands having known significant environmental, archaeological, mineral aggregate, or petroleum resources.

**In light of these considerations and our broader evaluation of the proposal in the context of this policy document, it is our opinion that the Zoning By-law Amendment is consistent with the 2020 Provincial Policy Statement.**

## **4.2 City of London Official Plan (The London Plan)**

### 4.2.1 Place Type and Policy Overview


The subject lands are designated Neighbourhoods place type pursuant to Map 1 (Place Types) of The London Plan (refer to **Figure 5** of this Report). Several residential forms are permitted in the Neighbourhoods place type, contingent on the adjacent road network delineated on Map 3 (Street Classifications). In this regard, the Site frontages Southdale Road East, a designated Civic Boulevard, and Jalna Boulevard, a designated Neighbourhood Connector. In accordance with Table 10 (Range of Permitted Uses in Neighbourhoods Place Type) of the Official Plan, a number of low-rise residential forms, including stacked townhouses, are a permitted use on lands with these attributes. Further, Table 11 (Range of Permitted Heights in Neighbourhoods Place Type) identifies that a standard maximum building height of four storeys is permitted for development within the subject lands.






















Figure #: 5  
**The London Plan  
 Official Plan Map 1 -  
 Place Types**

900 Jalna Blvd  
 City of London  
 County of Middlesex

**LEGEND**

 Subject Lands

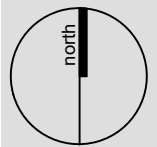
PLACE TYPES	
	Green Space
	Environmental Review
	Downtown
	Transit Village
	Rapid Transit Corridors
	Urban Corridors
	Shopping Area
	Main Street
	Neighbourhoods
	Institutional
	Heavy Industrial
	Light Industrial
	Commercial Industrial
	Future Community Growth
	Future Industrial Growth
	Farmland
	Rural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

**DATE:** November 2023

**SCALE:** 1:15,000

**FILE:** 2387H

**DRAWN:** LC



Q:\2387H\900 JALNA BLVD., LONDON\GRAPHICS\LONDON PLAN MAP 1 PLACE TYPES.DWG

**MHBC** PLANNING  
 URBAN DESIGN  
 & LANDSCAPE  
 ARCHITECTURE

200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9  
 P: 519.576.3650 F: 519.576.0121 | WWW.MHBCPLAN.COM

Accordingly, in our opinion, the proposed cluster stacked townhouse development with a maximum height of four storeys is permitted on the subject lands in The London Plan. Additional commentary regarding built form considerations applicable to the Site is provided in Sections 4.2.5, 4.2.6, and 5.0 of this Report.

#### 4.2.2 Policy Overview

Considering this land use framework and the scope of the project, it is our opinion that the Our Strategy, Our City, City Building and Place Type Policies of The London Plan contain provisions applicable to the proposed development.

The following discussion (1) summarizes, in our opinion, the core policies of The London Plan relating to this proposal, and (2) evaluates the merits of this project relative to this policy framework.

#### 4.2.3 Our Strategy

The Our Strategy part of The London Plan contains a series of policies that address the values, vision, and key directions of the Plan to help guide planning and city building activities. The core values of The London Plan are set out in Policy 52, and include a number of themes relating to development proposals (e.g., be collaborative, be innovative, think sustainable). Further, Policy 53 defines the vision for The London Plan to provide a focus for planning decisions as follows: “London 2035: Exciting, Exceptional, Connected”.

Policies 55 to 63 define eight key directions to help achieve this broad vision and to guide planning development to the year 2035 (being The London Plan’s 20-year planning horizon). In our opinion, the following key directions and associated planning strategies have particular relevance to this proposal:

##### “55\_ Direction #1 Plan strategically for a prosperous city

1. Plan for and promote strong and consistent growth and a vibrant business environment that offers a wide range of economic opportunities.
4. Revitalize our urban neighbourhoods and business areas.
11. Plan for cost-efficient growth patterns that use our financial resources wisely.

##### 59\_ Direction #5 Build a mixed-use compact city

2. Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward”.
3. Sustain, enhance, and revitalize our downtown, main streets, and urban neighbourhoods.
4. Plan 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.
5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.

8. Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways.

60\_ Direction #6 Place a new emphasis on creating attractive mobility choices

6. Dependent upon context, require, promote, and encourage transit-oriented development forms.

61\_ Direction #7 Build strong, healthy and attractive neighbourhoods for everyone

1. Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well distributed health services.
2. Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services.
3. Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.

62\_ Direction #8 Make wise planning decisions

1. Ensure that all planning decisions and municipal projects conform with The London Plan and are consistent with the Provincial Policy Statement.
4. Plan so that London is resilient and adaptable to change over time.
8. Avoid current and future land use conflicts – mitigate conflicts where they cannot be avoided.
9. Ensure new development is a good fit within the context of an existing neighbourhood.”

It is our opinion that the proposed cluster townhouse development supports the key directions set out in the referenced policies, as this development:

- Promotes a compact form of design that is cost-effective and efficiently utilizes servicing infrastructure to accommodate projected needs;
- Diversifies housing choice to contribute to housing availability by integrating a compact development pattern in an established neighbourhood;
- Contributes to the creation of a complete community by introducing multiple-unit housing forms proximate to existing residential neighbourhoods, retail/service commercial uses, offices, educational facilities, parks and open space;
- Incorporates a land use pattern that is in keeping with Provincial and City planning policies, is compatible with the existing development context, and should not generate adverse land use impacts; and,

- With respect to ‘fit’ considerations, several design elements are incorporated into the development concept to promote compatibility with these surrounding uses, including:
  - Providing a range of townhouse heights;
  - Positioning the buildings towards Southdale Road East and Jalna Boulevard to extend the existing street wall along these corridors;
  - Providing enhanced landscaping along the Southdale Road East frontage and adjacent to at-grade parking to enhance the pedestrian environment at the street level and to minimize the visual impact of parking facilities on the streetscape; and,
  - Incorporating a cohesive, contemporary architectural style emphasizing a pedestrian scale at the street level, balconies, and material patterns to help break up the continuous mass of the structure.

In light of these considerations, it is our opinion that the proposed development conforms to the Our Strategy policies of The London Plan.

#### 4.2.4 Our City

The Our City part of The London Plan contains policies and schedules relating to the City Structure Plan that have particular relevance to this project.

As per Policy 69, the City Structure Plan establishes a framework for London’s growth for the 20-year planning horizon and informs other policies of the Plan. Policy 70 of this Official Plan further prescribes that, “All of the planning we do will be in conformity with the City Structure Plan ... Planning and development applications will only be approved if they conform to the City Structure Plan”.

Policy 69 also identifies that the City Structure Plan is set out in five associated frameworks: growth, green, mobility, economic, and community. Policies 71 to 146 provide policy direction relating to each of these frameworks. Figures 1 and 2 of The London Plan illustrate that the lands are located within the City’s Urban Growth Boundary and Built-Area Boundary. Moreover, the subject lands are situated within the Primary Transit Area as delineated on Figure 3 of The London Plan. Policies associated with the Growth Framework generally direct development and intensification to these areas.

In our opinion, the introduction of a cluster townhouse development on underutilized lands currently designated for commercial uses has regard for the policies and/or schedules relating to the five frameworks of the City Structure Plan.

##### 4.2.4.1 Urban Growth Boundary

With respect to the specific policy direction for the Urban Growth Boundary, Policies 79 and 80 provide that the goal for growing “inward and upward” will be supported by intensification of vacant and underutilized lots within the existing Built-Area of the city. Further, Policy 83 provides that “intensification will be promoted in appropriate locations and in a way that is sensitive to existing neighbourhoods and represent a good fit...”

In our opinion, commentary provided in this Report demonstrates that the proposal supports these aforementioned policy objectives, including the discussion in Section 4.2.5.

#### 4.2.4.2 Servicing

Additionally, Our City policies detail the City’s strategy for growth servicing and financing (Policies 166 to 183). The principal objective of these policies is described in Policy 166: “The city’s structure could not operate successfully without sustainable, secure, reliable, and affordable infrastructure”. Further Policy 168 states that municipal services will be planned on a long-term basis to support the City Structure Plan.

In our opinion, the following policies of this Official Plan section have particular relevance to this proposal:

- “172\_ The City shall be satisfied that adequate municipal infrastructure services can be supplied prior to any development or intensification proceeding.
- 173\_ Planning and development approvals will be discouraged where planned servicing capacity to accommodate the proposed use is not expected to become available within a five-year time frame.
- 174\_ Changes in place type and zoning that would result in the underutilization of previously planned and constructed municipal infrastructure will be discouraged.”

A preliminary servicing review has been completed to confirm that (1) the development can proceed in a cost-effective manner and (2) the necessary servicing infrastructure would be available to meet projected needs. As also summarized in Table 3.0 of this Report, the proposed development has access to, and would contribute to the optimization of, the arterial road transportation network, transit services, municipal servicing infrastructure, active transportation infrastructure, and public service facilities.

Given these considerations, in our opinion, this proposal confirms to the City Structure Plan defined within The London Plan.

#### 4.2.5 City Design Policies

Within the City Building part of this Official Plan, the City Design chapter provides a series of guidelines with respect to urban design. Policies 189 to 306 of this Official Plan define the City Design policies that are intended to guide the character and form of development.

The overarching objectives of these policies are outlined in Policy 193:

“In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:

1. A well-designed built form throughout the city.
2. Development that is designed to be a good fit and compatible within its context.
3. A high-quality, distinctive and memorable city image.
4. Development that supports a positive pedestrian environment.
5. A built form that is supportive of all types of active mobility and universal accessibility.



6. High-quality public spaces that are safe, accessible, attractive and vibrant.
7. A mix of housing types to support ageing in place and affordability.
8. Sustainably designed development that is resilient to long-term change.
9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.”

In our opinion, the project description, concept plan and renderings provided in this Report demonstrate that the proposed development has been designed to achieve these broad objectives. Further, it is our opinion that the project design aligns with the intent of the character, streetscape, public space, site layout and building form policies set out in the City Design chapter. Of particular relevance are those design policies related to the neighbourhood character, site layout, placemaking, and buildings, including the following:

- “197\_ The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage
- 199\_ All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood’s character and demonstrate how the proposal has been designed to fit within that context. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.
- 220\_ Neighbourhoods should be designed with a diversity of lot sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities.
- 252\_ The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.
- 253\_ Site layout should be designed to minimize and mitigate impacts on adjacent properties.
- 255\_ Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.
- 256\_ Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street wall or street line.
- 268\_ Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk
- 269\_ Buildings should be sited to minimize the visual exposure of parking areas to the street.
- 278\_ Surface parking located in highly-visible areas should be screened by low walls and landscape treatments.



286\_ Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.

291\_ Principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access.

295\_ Residential and mixed-use buildings should include outdoor amenity spaces.”

It is our opinion that the proposed townhouse arrangement is in keeping with the aforementioned design direction. Most notably, the townhouse design is intended to promote a definable sense of place and integrate within the local development context.

Additionally, the proposal aligns with the intent of Policy 252, which encapsulates the overall intent of the City Design policy structure:

- Townhouse units would integrate modern facades, prominent entrances, and help enhance the pedestrian character along the Southdale Road East and Jalna Boulevard streetscape (**Figures 6 and 7**);
- Townhouse buildings are positioned to respect and integrate with the existing and planned street pattern along Southdale Road East;
- The surface parking arrangement is largely screened from public view along Southdale Road East and Jalna Boulevard by the positioning of the townhouse buildings;
- The development would include direct pedestrian accesses to Southdale Road East and Jalna Boulevard to support active transportation and convenient access to public transit stops; and
- Townhouse forms and the associated site layout would be designed to a high architectural standard and would include contemporary design elements, where practical and appropriate.

**Figure 6: Streetscape from Jalna Boulevard, Looking North**

Image: D1 Studios / AGA Architecture



**Figure 7: Streetscape from Southdale Road East, Looking South**

Image: D1 Studios / AGA Architecture



## 4.2.6 Neighbourhoods Place Type

Section 4.2.1 of this Report identifies that the subject lands are situated within the Neighbourhoods Place Type pursuant to Map 1 of the London Plan. As discussed, for this Site, several residential forms, including cluster townhouses are permitted.

### 4.2.6.1 Vision

Policy 916 defines an overall vision for development in the Neighbourhoods Place Type, stating it “...will be vibrant, exciting places to live that help us to connect with one another and give us a sense of community well-being and quality of life”.

Within Policy 916, there are eight principles that are defined to help realize this vision:

1. A strong neighbourhood character, sense of place and identity.
2. Attractive streetscapes, buildings, and public spaces.
3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.
4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.
5. Lots of safe, comfortable, convenient, and attractive alternatives for mobility.
6. Easy access to daily goods and services within walking distance.
7. Employment opportunities close to where we live.
8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.”

Further, Policy 918 provides additional direction regarding the achievement of this broad vision, including these policies which are relevant to this proposal, in our opinion:

1. Through the review of all planning and development applications, neighbourhoods will be designed to create and enhance a strong neighbourhood character, sense of place and identity.
2. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.
7. Street networks within neighbourhoods will be designed to be pedestrian, cycling and transit-oriented, giving priority to these forms of mobility.
13. Intensification will respect existing neighbourhood character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live.

In addition, Policy 919 provides the approaches for new and existing neighbourhoods in the Neighbourhoods Place Type. Approach 6 has particular relevance to the proposal:

“...the intent of this approach is to balance neighbourhood stability and predictability with the goals of creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, and vibrant, interesting communities.”

In our opinion, the proposed townhouse development integrates several components to support the broad vision of the Neighbourhoods Place Type and the related objectives of Policy 918. Most notably, the proposal promotes a distinctive character and responds to the local development context. The development also supports the optimization of the Site for residential purposes and responds to market demand for housing. Further, the development encourages active transportation opportunities to promote neighbourhood connectivity (e.g., sidewalks connecting to the broader network).

#### **4.2.6.2 Permitted Uses and Building Heights**

Pursuant to Policy 920\_6 of The London Plan, where development is being considered on a lot having frontage on two streets of different classification, the lower-order street is generally used to establish the permitted uses and intensity of development. Notwithstanding, this policy also identifies that the higher-order street may be used where the development (1) fulfils the criteria in the Planning and Development applications section of the Our Tools part of the Official Plan and (2) complements the planned character of each frontage. As identified in Section 4.2.7.2 of this Report, in our opinion, the proposal meets the referenced policies of the Our Tools component of the Plan. Further, as discussed in this report, it is our opinion that the street-fronting components of the project are compatible with, and complement, the existing Southdale Road East and Jalna Boulevard streetscapes.

With respect to permitted uses, Table 10 of The London Plan specifies that lands fronting Civic Boulevards may be developed for several residential forms, including stacked townhouses. In relation to intensity, Table 11 of The London Plan specifies that building heights for permitted forms range from two and four storeys for standard maximum heights.

Respecting development form, Policy 936\_1 of the Official Plan prescribes that, “All planning and development applications will conform with the City Design policies of this Plan”. Given the components of the conceptual cluster townhouse layout and commentary provided in this Report, in our opinion, the proposal is in keeping with the application form policies of this place type.

Given the foregoing, it is our opinion that the proposal satisfied the permitted use, intensity and form policies of the Neighbourhoods Place Type.

### **4.2.7 Our Tools**

#### **4.2.7.1 Guideline Documents**

The Our Tools part of The London Plan identifies in Policy 1712 that “City Council may adopt guideline documents to provide direction for the implementation of the policies of this Plan or to guide development of a specific area”. Policy 1716 lists a number of approved guideline documents, including

The City of London Placemaking Guidelines, which in our opinion has particular relevance to this project. Section 5.0 of this Report addresses the alignment of the proposal with this guideline document.

#### **4.2.7.2 Evaluation Criteria**

The proposed development has been evaluated within the context of the Evaluation Criteria for Development Applications policies of the Our Tools section of The London Plan (Policies 1577 to 1579).

In our opinion, the proposal demonstrates consistency with the PPS and conformity with the policy direction and provisions of The London Plan. Also, it is our opinion that the intended design components of the development and the associated site layout should not generate significant land use impacts. Further, in our opinion, the project represents an appropriate development for the Site and would fit effectively in the local context. Commentary presented in this Report demonstrates that this project is compatible with the streetscape character and that the building and site design supports the objectives of the City Design policies of this Official Plan.

#### **4.2.8 Summary**

In our opinion, the proposed development and associated Zoning By-law Amendment support the broad vision and objectives established for the Neighbourhood Place Type in The London Plan and align with the development permissions prescribed for this place type. In light of these considerations, it is our opinion that the proposal conforms to the City's Official Plan.



## 5.0 Urban Design Guidelines

Generally, the City of London Placemaking Guidelines, dated November 2007, are intended to promote liveable communities, an identifiable character, a sense of place and a high quality of life. In our opinion, a number of goals and themes set out in this document are relevant to this specific proposal.

The following summarizes the principal guidelines that generally provided design direction for this project:

### “4. Concept Plan

- Establish key social, pedestrian and public transit connections between new development and the existing fabric of the city.
- Identify key streetscapes and coordinate the conceptual design and location of landscaping and built forms.

### 5. Sense of Place

- Buildings should be located close to the street and should be architecturally articulated to provide an appropriate level of detail that will visually animate the streetscape.
- Design convenient pedestrian linkages to focal points and public transit.
- Utilize paving and landscaping treatments in the design of visual focal points.
- Design buildings to be individually and collectively supportive of the overall design concept
- Employ exterior building materials and colours that are stylistically appropriate.
- Avoid architectural designs that are ubiquitous and non-descript because they do not contribute to a sense of place.

### 6. Designing the Public Realm

- Make it a priority to design and develop a high quality public realm composed of public spaces such as parks, squares, sitting areas, streets and buildings that reflect the desired image of the community.

### 7. Mixing and Blending

- Larger communities and neighbourhoods should offer low, medium and high density residential housing that produces the critical mass needed to support local amenities. This mix of housing types also ensures a community can adapt to new trends in community development.
- Providing a range of housing opportunities through an integrated approach to community design can increase the economic opportunities for the residents of a community or neighbourhood as well as for the developer.
- A mix of housing opportunities can accommodate the changing lifestyles of an aging population while allowing neighbours to continue to live in the community.

## 8. Pedestrian Environments

- Use landscaping strategically to enhance the pedestrian environment.
- Orient buildings, their massing, architectural elements and habitable areas so that they promote an eyes-on-the-street approach to streetscapes and public spaces.
- Design buildings and spaces to encourage social interaction.”

The proposal effectively responds to these Guidelines as follows:

- The buildings are oriented to the pedestrian realm with entrances, windows, and landscaping directed to both street frontages (see **Figures 8 - 10**);
- The three to four storey building forms provide a transition in height from the northern portion of the Site fronting Southdale Road East to the southern portion of the Site fronting Jalna Boulevard, and have been located to the north and east of the site to create additional separation from the existing townhouse development to the west;
- The proposed development is integrated into the surrounding active and vehicular transportation networks with (1) dwelling and internal sidewalk networks connected to both street frontages and (2) one vehicular access from Jalna Boulevard;
- The cluster townhouse development generally aligns with the character of the White Oaks Neighbourhood; and,
- The proposal provides a medium density residential development that is compatible with, and contributes to, the diversity of housing forms available in the Neighbourhood.

As project planning advances, design direction from these Guidelines will be referenced further and applied where appropriate.



**Figure 8: Stacked Townhouses along Southdale, Viewed from Inside the Subject Lands**

Image: D1 Studios / AGA Architecture



**Figure 9: Interface between Northern and Central Townhouses, Looking East**

Image: D1 Studios / AGA Architecture



**Figure 10: Townhouses along Jalna Boulevard, Looking South**

Image: D1 Studios / AGA Architecture



# 6.0 City of London Zoning By-law

## 6.1 Existing Zoning

Figure 11 of this Report illustrates that the subject lands are zoned Commercial Recreation (CR) pursuant to Schedule A of the City’s Zoning By-law. Section 38.1 of the Zoning By-law identifies that the CR Zone is typically used to regulate indoor commercial recreational uses located outside of the City’s flood fringe and floodway. Generally, the permissions of this zone are as follows:

- The CR Zone permits indoor commercial recreational uses such as commercial recreation establishments, golf courses, private clubs, private outdoor recreation clubs, private parks, recreational buildings, and recreational golf courses.
- The maximum permitted height (H) is 12 m.

## 6.2 Proposed Zoning

As the existing zoning structure does not permit stacked townhouse forms or the proposed site layout, a ZBA application is therefore required to permit the proposed cluster townhouse development at this location. It is proposed that a Residential R6 Special Provision (R6-5(\_)) zone be applied to permit the proposed development layout and increase residential density permissions to 100 units/ha (refer to Figure 12).

The R6-5 zone permits single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, townhouse dwellings, stacked townhouse dwellings, apartment buildings, and fourplex dwellings with a maximum height of 12 metres and a maximum density of 35 units per hectare.

Table 4.0 below highlights the proposed development’s level of compliance with the zoning regulations applicable to the R6-5 Zone (refer to Appendix C for the Zoning Data Sheet).

Provision	Required (R6-5(_)) Zone)	Provided	Compliance
Min. Lot Area	850 m <sup>2</sup>	8,089.30 m <sup>2</sup>	Yes
Min. Lot Frontage	10.0 m	77.9 m	Yes
Min. Front Yard and Exterior Side Yard	6.0 m (Jalna)	3.83 m	No
Min. Rear Yard and Interior Side Yard	3.0 m (Southdale)	1.0 m (after widening)	No
Min. Landscaped Open Space	30.0%	36.0%	Yes
Max. Lot Coverage	45.0%	27.3%	Yes
Max. Height	12.0 m	12.0 m	Yes
Max. Density Units Per Hectare	35.0	97	No
Min. Parking	86	86	Yes



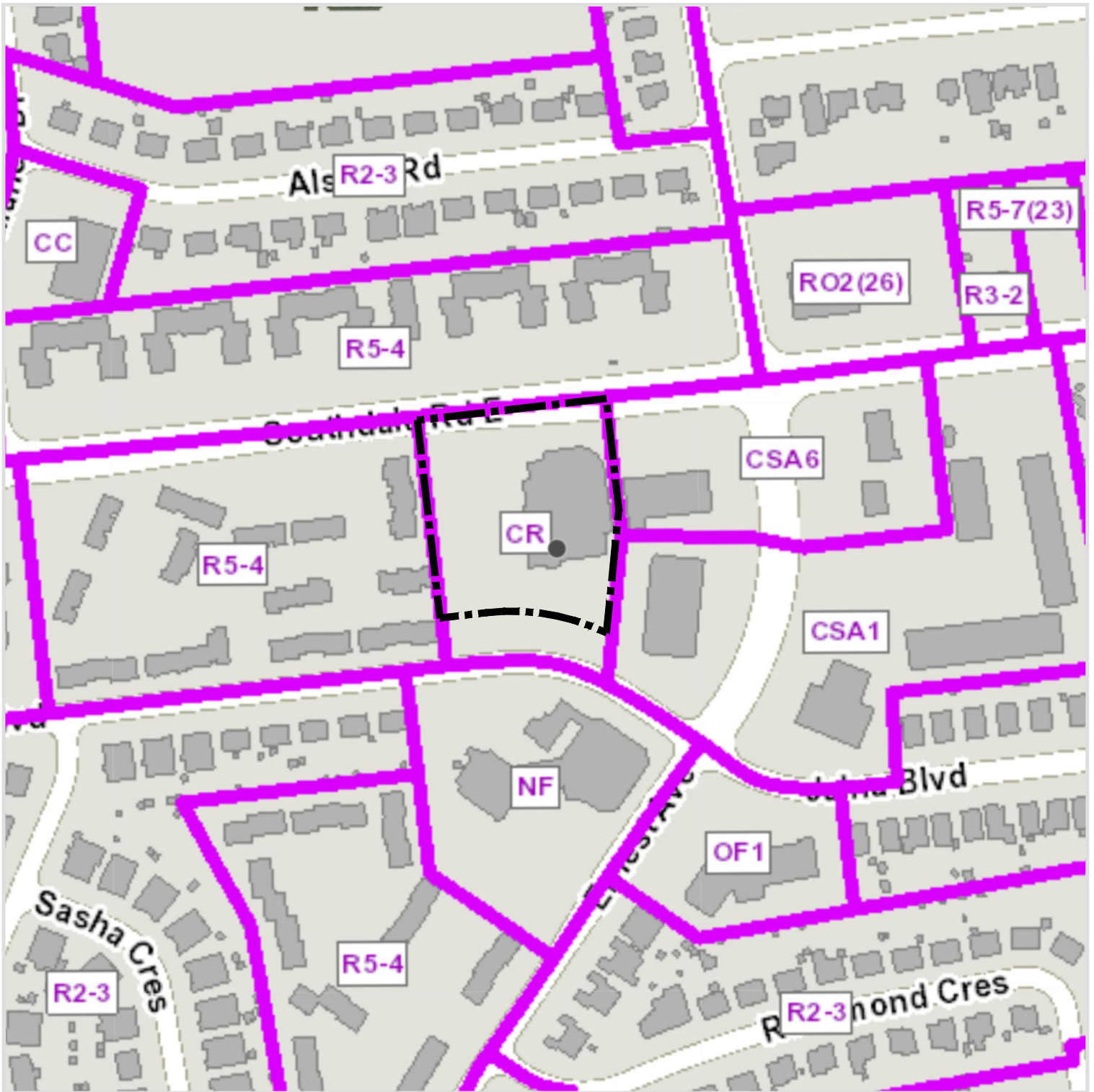


Figure #: 11  
**City of London Zoning**  
**By-law No. Z.-1**

900 Jalna Blvd  
 City of London  
 County of Middlesex

**LEGEND**

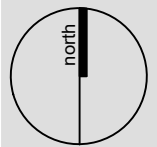
- Subject Lands
- CC Convenience Commercial Zone
- CR Commercial Recreation Zone
- CSA1 Community Shopping Area 1 Zone
- CSA6 Community Shopping Area 6 Zone
- NF Neighbourhood Facility Zone
- R2 Residential R2 Zone
- R3 Residential R3 Zone
- R5 Residential R5 Zone
- RO2 Restricted Office Zone
- OF Office Zone

**DATE:** November 2023

**SCALE:** 1:2,500

**FILE:** 2387H

**DRAWN:** LC



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**MHBC** PLANNING  
 URBAN DESIGN  
 & LANDSCAPE  
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200-540 BINGEMANS CENTRE DR. KITCHENER, ON, N2B 3X9  
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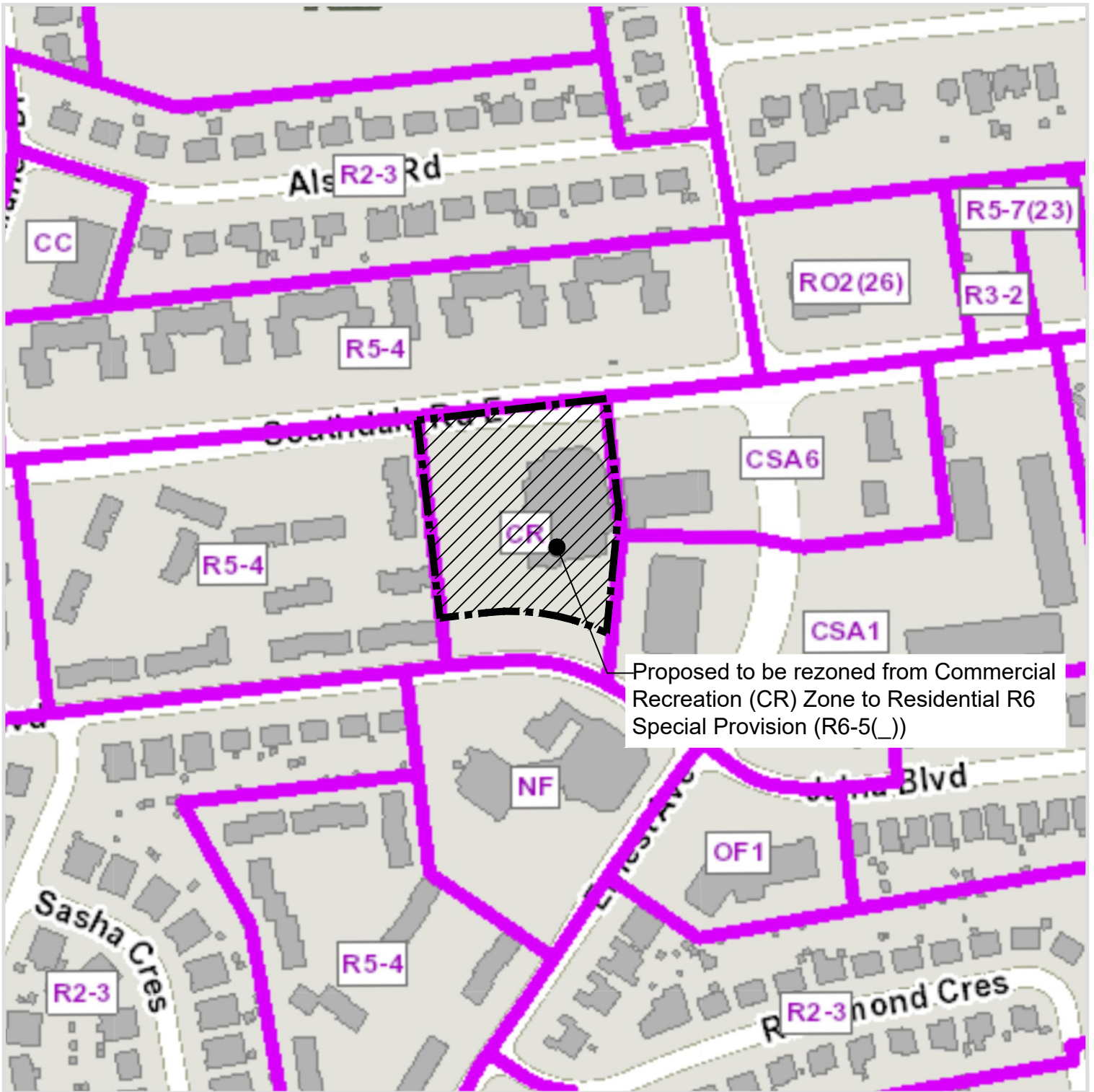


Figure #: 12  
**Proposed Zoning**

**LEGEND**

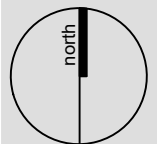
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## 6.3 Zoning Justification

Justification for the proposed Zoning By-law Amendment and site-specific provisions are provided below.

### Residential Zone

The subject lands are currently zoned Commercial Recreation and are occupied by a commercial use. The proposed Zoning By-law Amendment would rezone the site to a residential zone to permit the proposed stacked townhouse development.

The subject lands are ideally located for residential development as they are well-served by active and public transportation, are proximate to residential amenities including schools, parks, shopping and services, and surrounding land uses are compatible with residential uses.

The proposed R6-5 Zone permits cluster stacked townhouse dwellings, and other forms of low-rise cluster housing, that, in our opinion, are compatible with the adjacent townhouse development to the west and the townhouse development to the north. The R6-5 zone additionally permits flexibility for an alternate design and form of development, subject to Site Plan Approval.

It is our opinion that the proposed R6-5( ) Zone is appropriate for the subject lands.

### Reduced Minimum Front Yard (Jalna Boulevard)

R6-5 Zone permissions require a 6.0 m setback from Jalna Boulevard. A reduction to 3.5 m is requested to facilitate the proposed development and accommodate the curve in Jalna Boulevard along the frontage of the subject lands.

The intent of a minimum front yard provision is to provide ample space for parking, servicing, and landscaping, as well as to provide an attractive pedestrian realm. In this case, the intent of the minimum front yard setback is achieved as:

- Parking is provided in the interior of the site, negating the need for a 6 metre setback that can accommodate a vehicle in a driveway;
- Adequate lands are available to provide servicing to the dwellings;
- An attractive streetscape is provided through enhanced building facades and landscaping.

### Reduced Rear Yard (Southdale Road East)

R6-5 Zone permissions also require a minimum rear yard of 6.0 m. While the proposed townhouses along Southdale Road East are proposed to be setback 6.71 m from the right-of-way, City staff have indicated that a 5.71 m wide road widening is required along Southdale Road East, reducing the front yard setback to 1.0 m along this frontage in its ultimate condition.

The purpose of a minimum rear yard is to provide private amenity space and to provide adequate spacing between buildings for privacy, servicing, and aesthetics. In this case, these objectives are achieved as private amenity space is provided in rooftop terraces and adequate spacing is provided between townhouse blocks for servicing. In recognition that the Southdale Road East frontage will be highly visible, the proposed development features enhanced facades with dwelling accesses and pedestrian connections linking the subject lands to the pedestrian realm along that corridor.

It is noted that the adjacent townhouses to the west are setback 3.0 m from the right-of-way and are located within the road widening that is requested along the subject lands. In the event of a future road widening it is anticipated that reduced setbacks will be common in the vicinity of the subject lands.

### Increased Density

The R6-5 Zone establishes a maximum density of 35 units per hectare, which is typical of single detached dwellings and very low for modern cluster developments.

The intent of a maximum density provision is to regulate growth and ensure adequate infrastructure is available to service growth. In this case, preliminary assessments have been completed and demonstrate that the subject lands have adequate servicing to accommodate the proposed density.

In our opinion, the subject lands are well suited for the proposed residential density given the Site's physical dimensions, its connectivity to the City's higher-order road system and its proximity to community facilities, parkland, transit services and active transportation facilities.

Additionally:

- The proposed site layout uses architectural features, setbacks, and landscaping to align with and contribute to the character of established low-rise residential neighbourhoods proximate to the Site;
- The proposed density would facilitate the efficient use of land and municipal services and support the City's current and future investments in public transit;
- The intensity of the development would support the long-term vitality of the surrounding commercial and institutional uses by supplying the area with additional patrons; and
- The proposed cluster townhouse layout integrates 78 residential units on an underutilized site to help to (1) diversify market-based housing options in the White Oaks Neighbourhood and (2) assist the City in addressing its housing needs.

**In conclusion, the requested site-specific Zoning By-law Amendment represents good planning as:**

- The proposed R6-5( ) Zone structure intensifies underutilized lands designated for residential purposes;
- The increase in density will provide additional residential units, broadening housing choice in the White Oaks Neighbourhood;
- The cluster housing permitted in the R6-5 zone is compatible with and considers the surrounding neighbourhood;

- Preliminary assessments indicate adequate municipal services are available to service the proposed development; and,
- The requested setback reductions are appropriate and achieve the intent of the Zoning By-law.



# 7.0 Consultation

## 7.1 Public Consultation

The Planning Act (specifically O. Reg 544/06, amended by O. Reg. 178/16) requires that applicants submit a proposed strategy for consulting with the public with respect to an application as part of the complete application requirements. This section summarizes the proposed Public Consultation Strategy.

The public consultation process for the proposed Zoning By-law Amendment is anticipated to follow the Planning Act statutory requirements. The following key points of public consultation are proposed:

1. A Notice of Application setting out the intent of the proposed ZBA will be circulated to local property owners and placed on the City’s corporate website for consideration and requesting comment. The Notice will also identify that a future Planning and Environment Committee (“PEC”) will be held respecting the application;
2. A PEC meeting at which time all available information including the City Staff Report will be available and public input will be received; and
3. A Council Meeting, at which time the City Staff Report, the PEC recommendation, all available information, and public input will be considered in Council’s final decision. A Notice of Council Decision will subsequently be issued to interested parties.

The consultation strategy proposed will provide members of the public with opportunities to review understand and comment on the proposed ZBA. The consultation strategy will be coordinated with City Staff and additional opportunities for consultation may be warranted based on the input received.

# 8.0 Technical Reports

A brief summary of the technical reports prepared in support of the application is provided below. For additional details refer to the full reports.

## 7.1 Functional Servicing Brief

The Functional Servicing Brief, completed by MTE Consultants and dated October 26, 2023, was prepared to assess servicing options for the proposed development. As set out in the study report, MTE Consultants concluded the following regarding servicing, stormwater management and erosion and settlement controls:

- There is adequate existing infrastructure in the vicinity of the development to provide fire protection and domestic water supply;
- The existing downstream sanitary sewer is adequately designed to service the proposed development;
- Passive infiltration measures are recommended to minimize water balance changes; and,
- Quality controls are recommended to be achieved through a mixture of passive infiltration and a conventional oil-grit separator.

## 7.2 Noise Feasibility Study

The Noise Feasibility Study, prepared by HGC Engineering and dated November 24, 2023, was prepared to assess the impacts of road traffic noise from Southdale Road East on the proposed residential dwellings. Section 1 of the study report sets out the following general conclusions:

- The daytime and nighttime sound levels exceed the Ministry of Environment, Conservation and Parks guideline limits;
- The proposed development is feasible with the implementation of various noise control measures which include central air conditioning and upgraded glazing for the units adjacent to Southdale Road East. Forced air ventilation systems are required for all units further south. Noise warning clauses are required for all units to advise of noise excesses.

## 7.3 Archaeological Assessment

The Stage 1-2 Archaeological Assessment, completed by Lincoln Environmental Consulting (“LECC”) and dated August 2023, was prepared to assess whether the subject lands contain archaeological features and to document study findings. LECC summarizes the following key findings in the Executive Summary section of the study report:

- The Stage 1 Assessment indicated that the study area exhibits high potential for the identification and recovery of archaeological resources;
- The Stage 2 Assessment, conducted on August 10, 2023, did not identify archaeological resources in the study area; therefore,
- No further archaeological assessment of the property is required.

## **7.4 Tree Protection Plan**

A Tree Protection Plan was prepared by JK Consulting Arborists, dated November 10, 2023, to assess existing trees on or proximate to the subject lands. The Plan identified a total of 50 trees, of which 15 are proposed to be retained and 35 are proposed to be removed to accommodate the proposed development. In keeping with the City's compensation requirements, 93 trees are required to be planted to compensate for the removed trees.

## 9.0 Conclusions

The purpose of this Planning and Design Report is to evaluate the proposed Zoning By-law Amendment that is required to facilitate the redevelopment of the subject lands. This report has assessed the proposed application in the context of existing land use policies and regulations, including the Provincial Policy Statement, the City of London Official Plan and the City of London Zoning By-law. The analysis contained in this report demonstrates that the proposed Zoning By-law Amendment is in the public interest and represents good planning for the following reasons:

- The proposed application is consistent with the Provincial Policy Statement and represents intensification in the Urban Growth Boundary;
- The subject lands are well suited for the proposed cluster townhouse development given its size, location within the Built-Up Area, and its proximity to high-order roads, public transit, active transportation routes, retail/service commercial uses, schools, and low-density residential neighbourhoods. In this respect, future residents would have convenient access to local activities and contribute to the long-term vitality of these uses and services. Further, the residential development planned for the Site would support the diversification and intensification of the White Oaks Neighbourhood;
- The massing, orientation, and articulation of the proposed townhouses is compatible with the surrounding uses, complementary to the local context, and supportive of pedestrian and transit routes. The development should not generate significant land use conflicts with adjacent properties;
- The residential units associated with the various styles of stacked townhouses would broaden housing choice within the White Oaks Neighbourhood to respond to market demand;
- Design components integrated into the proposal promote an attractive and prominent building form that would contribute positively to the local streetscape;
- Preliminary assessments indicate that adequate servicing infrastructure is available to accommodate the proposed development;
- The development proposal conforms with the policy direction and permissions of The London Plan; and,
- The proposed amendments to the City's Zoning By-law for a Residential Special Provision (R6-5(\_)) would appropriately implement the intended building design and site layout and are appropriate.

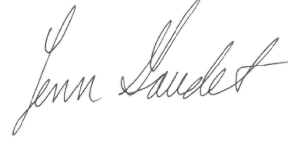
Based on these conclusions, it is our opinion that the application for Zoning By-law Amendment is appropriate and should be considered for approval by the City of London.

Respectfully submitted,

**MHBC**



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Partner



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Senior Planner