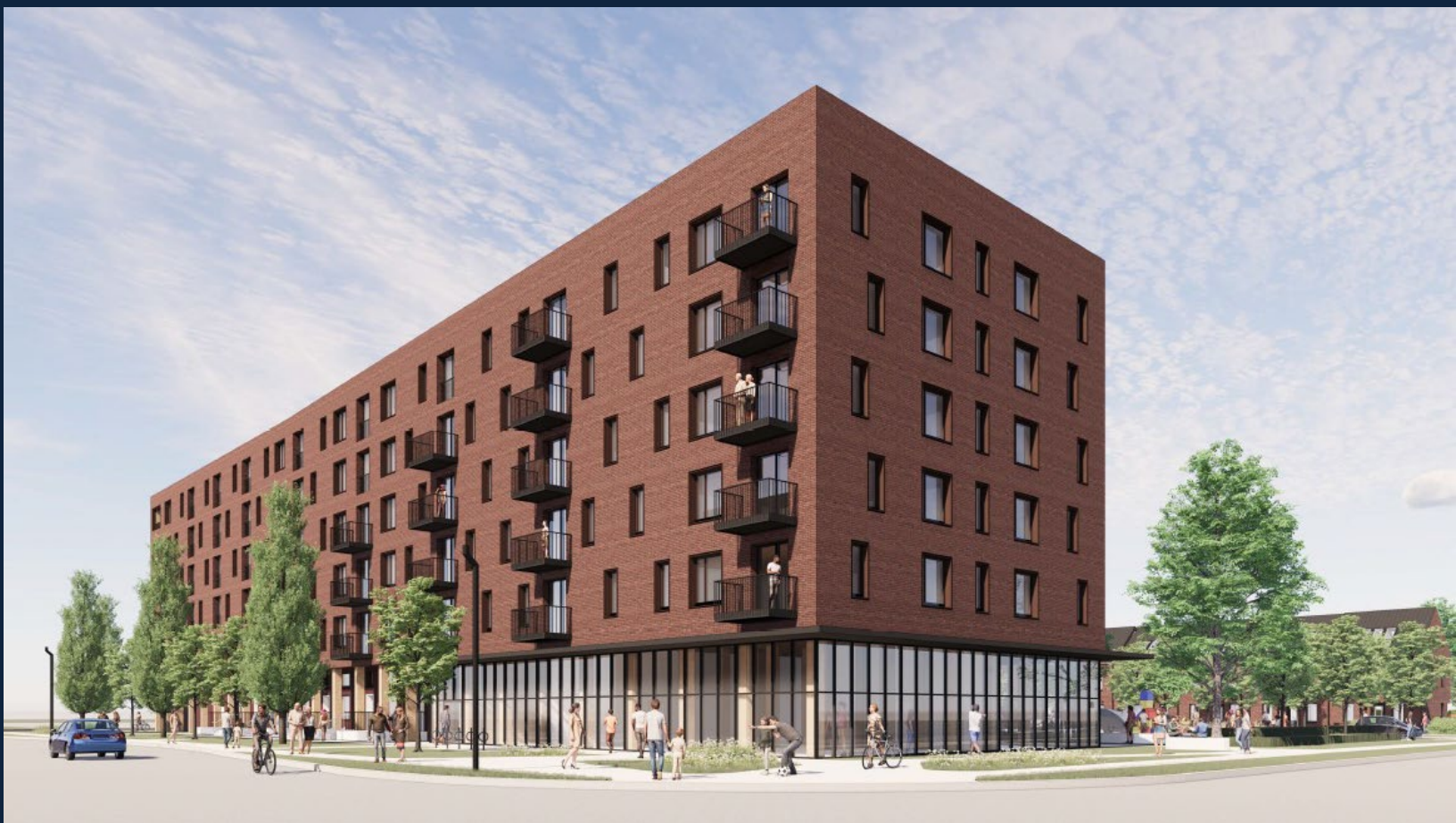


Planning and Design Report

United Property Resource Corporation

1901 Jalna Boulevard

London, Ontario



April 28, 2023



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1.0 INTRODUCTION

This Planning and Design Report has been prepared in support of an application for a Zoning By-law Amendment to permit the development of 110 residential units at 1901 Jalna Boulevard (the 'subject lands'). The proposed residential development will consist of a 6-storey apartment building with 100 units, 10 2-storey townhouse dwelling units, and will feature internal and external community amenity spaces.

Pre-consultation discussions were held with the City of London to confirm the scope of the application and Zoning By-law Amendment submission requirements. A draft Site Plan has been prepared and submitted in support of the application, depicting the location of the proposed buildings, amenity spaces, and general site characteristics.

The proponent intends to provide a significant number (approximately 30%) of affordable units within the proposed development, subject to the proposed Zoning By-law Amendment. The proposed development will provide exceptional site design that meets the standards set out in the *London Plan*, thoughtful landscaping, and abundant amenity space, both indoors and outdoors.

SUMMARY

This report concludes that the proposed development and associated Zoning By-law Amendment is appropriate and desirable for the following reasons:

- The proposed Zoning By-law Amendment is consistent with both the 2020 Provincial Policy Statement and the London Plan;
- The proposed development meets the purpose and intent of the “*Neighbourhoods*” Place Type policies in the London Plan, and the proposed Zoning By-law Amendment will permit an appropriate density and building height given the proximity to higher-order roads; frequent public transit; full municipal services; public recreation areas; and, institutions;
- The proposed development provides a high degree of design along three streetscapes;
- Appropriate separation and transitional elements are provided between the proposed six-storey apartment building, two townhouse blocks, and the existing development in the area. The proposed landscape concept and façade designs will support compatibility along all yards;
- The proposed development is oriented towards the corner of Southdale Road East and Jalna Boulevard, with a main entrance at the corner. This site layout will provide definition to the public realm and a strong gateway to the existing low-density residential neighbourhoods to the south; and,
- Access will be provided to all required municipal services, and the technical reports submitted as part of this application package support the proposed development.

2.0 SUBJECT LANDS

2.1 SITE DESCRIPTION

The subject lands consist of a regularly-shaped parcel with an area of approximately 0.84 ha (2.06 ac) located at the southeast corner of the intersection of Southdale Road East and Jalna Boulevard (Figure 1). The subject lands have approximately 92 m frontage on Jalna Boulevard to the west, 98 m of frontage on Jalna Boulevard to the south, and 98 m of frontage along Southdale Road East to the north. Due to its circular configuration, Jalna Boulevard abuts the west and south property lines of the subject lands.

Figure 1 – Subject Lands and Surrounding Uses



The subject lands are presently occupied by a church (White Oaks United Church) and a community garden. The subject lands have a flat topography, and there is minimal landscaping on the property except for the community garden (Figures 2-4, following page).

Figure 2 – Current conditions (facing south from Southdale Road East)



Figure 3 – Current conditions (facing east from Jalna Boulevard)



Figure 4 – Current conditions (facing north from Jalna Boulevard)



2.2 SPATIAL ANALYSIS AND NEIGHBOURHOOD CHARACTER

The subject lands are located at the intersection of a “*Civic Boulevard*” (Southdale Road East) and a “*Neighbourhood Connector*” (Jalna Boulevard). Southdale Road East provides multiple vehicular lanes in each direction, whereas Jalna Boulevard provides one vehicular lane in each direction. Sidewalks are provided along both Southdale Road East, and Jalna Boulevard.

The subject lands have access to two London Transit Commission bus routes: Route #10 (Barker/Huron – Natural Science / Masonville Place) via Southdale Road East and Route #93 (White Oaks Mall – Masonville) via Jalna Boulevard.

Figure 5 – Spatial Analysis

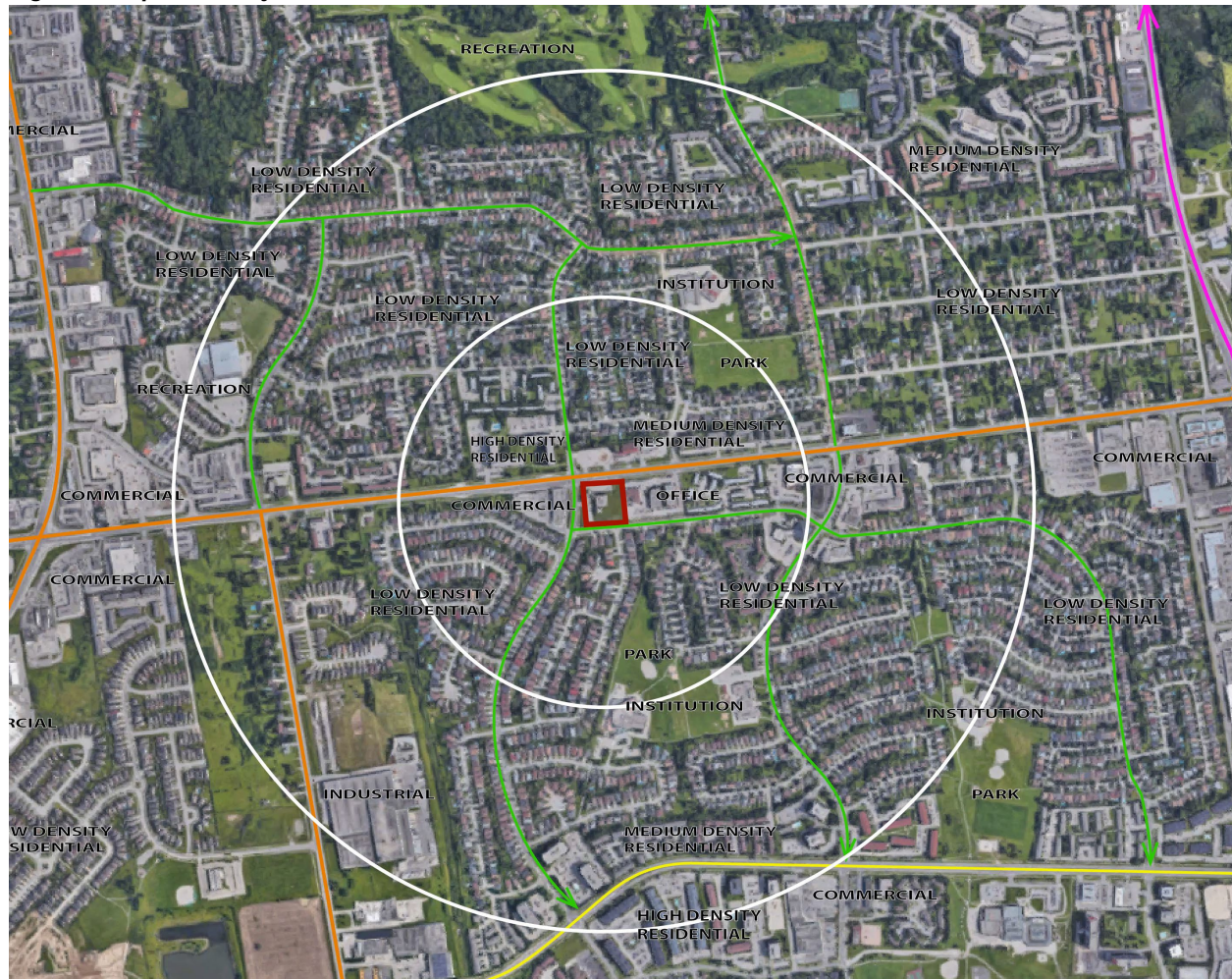


Figure 5 shows the subject lands, notable features and land uses within 400m and 800m radii. The two radii represent walking distances of approximately 5 and 10 minutes, respectively, although due to sidewalk networks and other barriers, the radii may not represent true walking times. Road designations in the *London Plan* are depicted as follows: “Rapid Transit Boulevard” roads are shown in pink, “Urban Throughfare” roads are shown in yellow, “Civic Boulevard” roads are shown in orange, and “Neighbourhood Connector” roads are shown in green.

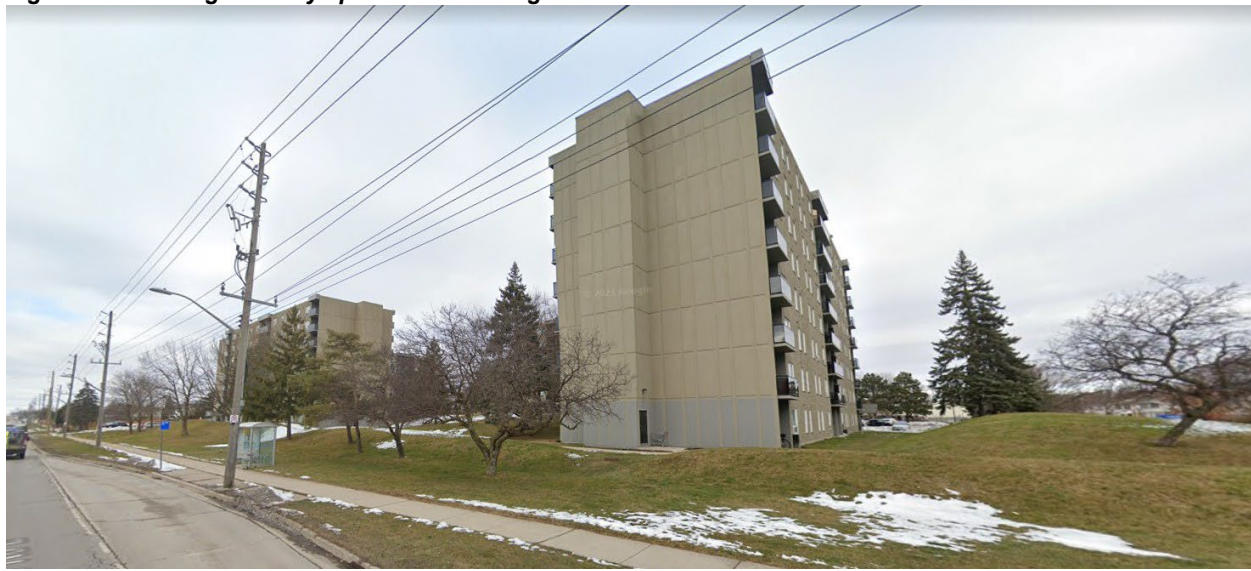
Areas within 400m (5 minutes walking distance) are primarily comprised of low-density residential uses, as well as some commercial and office uses situated to the east and west, along Southdale Road East. In the immediate vicinity of the subject lands, residential uses are high-density across Southdale Road East to the north. Notably, the parcel at 400 Southdale Road East is proposed to be developed for residential uses in the form of a 7-storey apartment building. Office uses occupy the lands to the east. Low-density residential uses are dominant to the south of the subject lands, and a neighbourhood shopping plaza is located to the west.

A significant portion of the 400m study area is developed for low-density residential uses, specifically those areas to the north, south and west of the subject lands. Parcels containing one-

and two-storey single-detached dwellings proximate to the subject lands consist of moderate front yard setbacks, and few landscape elements, including trees, fences and hedges shield the dwellings from the public realm. Most dwellings contribute to a generally uniform, suburban character. Open spaces are accessible from the subject lands to the south which contributes to an active community.

Higher-density residential developments to the north of the subject lands, opposite Southdale Road East, consist of proposed 7-storey and existing 8-storey apartment buildings (Figure 6). These taller buildings address Southdale Road East; provide an appropriate transition to the low-density neighbourhoods to the north; and contribute to a mixed-use neighbourhood. Notably, the lands to the north of Southdale Road East are affected by the “*High Density Residential Overlay*” from the 1989 City of London Official Plan, which allows for increased height and density than permitted in the base “*Neighbourhoods*” Place Type.

Figure 6 – Existing 8-storey apartment buildings



The lands to the east and west within the 400m study area along Southdale Road East are developed for a broad range of land uses, including low- and medium-density residential, commercial, and office uses. The eastern section is dominated by office uses, medium-density residential developments, retailers, fitness centres, and restaurants/cafes. Development to the east of the subject lands has a withdrawn, vehicle-oriented character as a result of the prevalence of, and proximity to, large high-traffic roads. Wide driveways and front / exterior side yard surface parking areas are common, and few building entrance are clearly visible or accessible from the public sidewalk.

The western extent of the 400m study area is developed primarily for low-density residential uses, with some commercial elements directly accessible. The neighbourhood shopping centre adjacent to the subject lands boasts retail, pharmacy and other medical uses. There are clusters of low-density residential housing which back onto Southdale Road East, and the streetscape is dominated by fencing and other landscaping elements.

Sidewalks are provided throughout the 400m study area with adequate network connections, however active transportation use in the area is limited due to the vehicle-oriented development and rear-lotting patterns of the adjacent low-density residential uses.

Lands within an 800m radius (10 minutes walking distance) are comprised of a similar mix of uses, including residential uses at a range of densities, as well as commercial and office uses. Notably, there are light industrial and institutional uses within the 800m study area.

The northern extent of the study area is comprised of primarily low-density residential uses, with a range of public open spaces and institutional uses including the Highland Country Club, Cleardale Public School and Cleardale Park. The southern extent of the study area has a similar neighbourhood composition with low-density residential uses and institutional and public spaces (i.e. Ashley Oaks Public School, St. Arthur Carty Catholic Elementary School, and Ashley Oaks Park). At the southernmost extent of the 800m study area, there are medium- and high-density residential uses and commercial uses which include grocery stores, restaurants/cafes, and personal service uses.

The eastern and western extents of the 800m study area contain similar uses, consisting of a mix of residential uses in a range of densities, office uses, commercial uses including retail; pharmacy; restaurants; and, personal services; places of worship, and recreation areas along Southdale Road East.

Given the applicable land use policy framework, availability of servicing, and central location of the subject lands, the site provides an excellent opportunity for redevelopment and intensification. The subject lands are bordered on three sides by public rights-of-way (being the north, west and south). While roads typically provide physical separation and buffering to limit impacts of development, proposals for the subject lands should consider compatibility with the adjacent low-density residential and office lands to the south and east, respectively. Considerations for compatible development include appropriate buildings heights and transition areas, compatible façade treatments, and landscape features for buffering.

The subject lands should have an opposite approach to the public interface along the north and west frontages. These areas are trafficked frequently by vehicles and pedestrians, and as such should consider orienting buildings and site features along these frontages to enhance the streetscape and outward appearance of the subject lands. An appropriate site layout will screen internal elements such as internal servicing and parking areas, and maintain privacy of residents. It should be noted that a strong street presence should be established along Southdale Road East to mirror planned developments to the north.

2.3 DESIGN GOALS AND OBJECTIVES

The subject lands are well-served by roads, public transit, parks, schools, recreational facilities, utilities and other public services. The lands are within walking distance to a variety of commercial establishments to serve the daily needs of residents, including financial institutions, grocery stores, personal service establishments, restaurants, and retailers. The surrounding area is

characterized by land uses that are compatible with appropriately-scaled, medium-density residential development, such as apartments or townhouse dwellings. The subject lands are large enough to accommodate multiple medium-density residential development forms while providing appropriate setbacks.

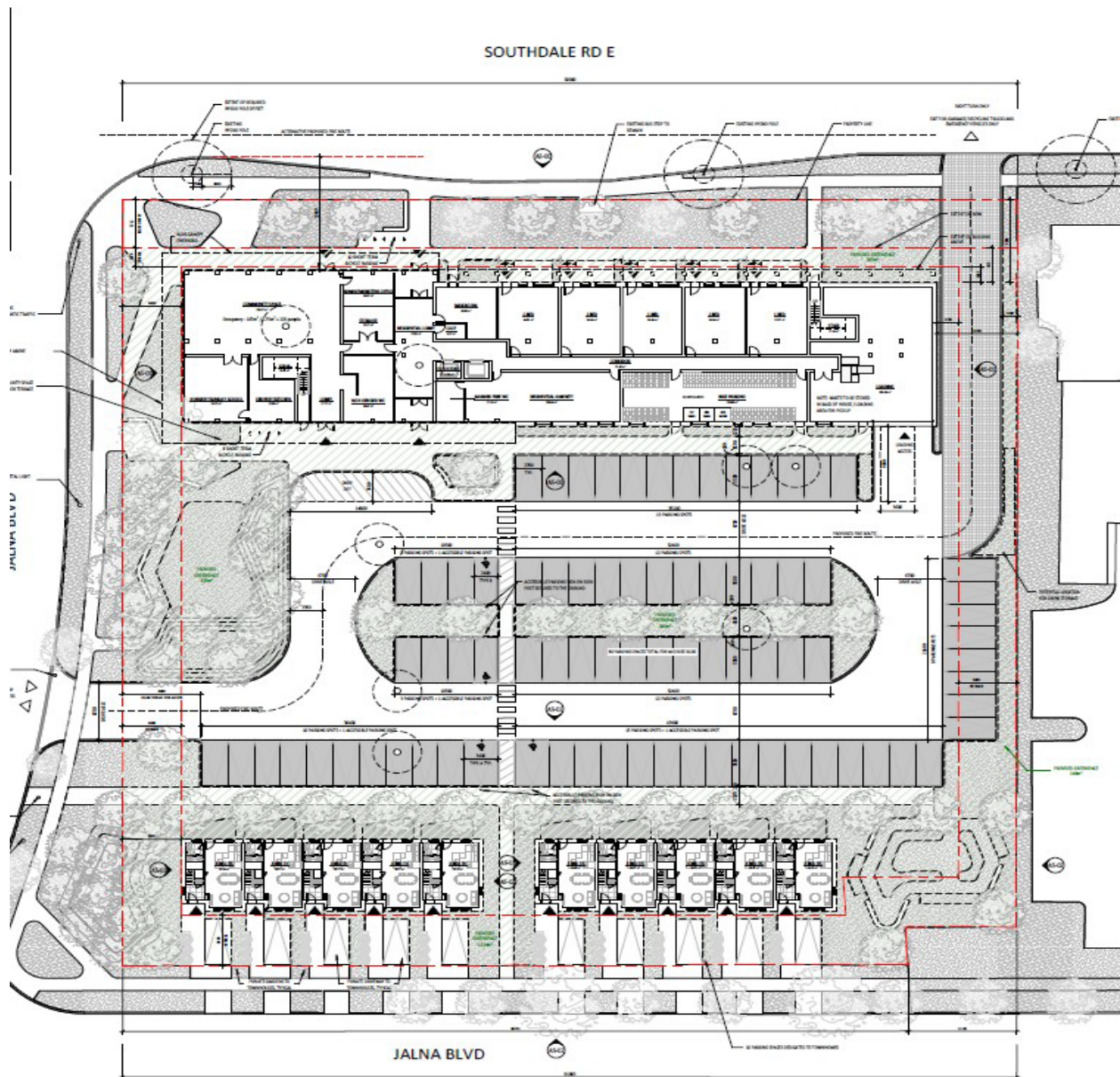
The design goals of the subject lands will seek to provide a form of infill development that makes efficient use of the lands that are contemplated under the current policy and regulatory framework; compatible with, and complimentary to, existing and planned development in the area; and, appropriate for available services, infrastructure and transportation facilities. Appropriate design standards will result in compatibility with adjacent lands and the surrounding neighbourhood, specifically addressing matters such as siting, scaling, massing, and buffering. Entrances, ground-level windows and other active features along the public interface should establish a clear pedestrian focus. Landscape treatments should be used wherever possible to maintain the existing vegetated suburban character of the area and limit impacts on adjacent lands. A site design that will enhance the streetscape and achieve a pedestrian-friendly environment, especially along Southdale Road East and Jalna Boulevard, should be provided. Ensuring parking and service areas are well-screened and buffered from public view will contribute to the pedestrian-friendly environment.

3.0 PROPOSED DEVELOPMENT

3.1 SITE DESIGN

United Property Resource Corporation proposes to develop the subject lands for residential uses in the form of a 100-unit apartment building and 10 townhouse dwelling units. The site design is structured to address the corner location of the lot, and the street presence on three sides of the subject lands. The Conceptual Site Plan shown below (Figure 7) provides details relating to the development as proposed, including the building coverage, site circulation, parking and landscaping. Multiple amenity areas are to be provided to support a community-centred design and enhance the outward appearance of the subject lands.

Figure 7 – Conceptual Site Plan



The primary public interface of the subject lands is defined by the six-storey apartment building which fronts Southdale Road East (Figure 8). The building will provide a strong, continuous street wall, contributing to an active frontage and acting as a gateway to the low-density neighbourhood to the south. Massing and active ground-level uses (i.e. lobby, amenity space, street accessible dwelling units) will effectively highlight and add definition to the corner facing the intersection of Jalna Boulevard and Southdale Road East. Parking areas will be visually screened from the public realm due to the continuous massing along the north- and south-running streets, and the proposed public amenity areas. Vehicular access will be provided to the apartment building via Jalna Boulevard to the west of the subject lands (Figure 9, following page). Each townhouse dwelling unit will have a private driveway to accommodate one vehicle

Figure 8 – Rendering of proposed development, looking southeast from Southdale Road East

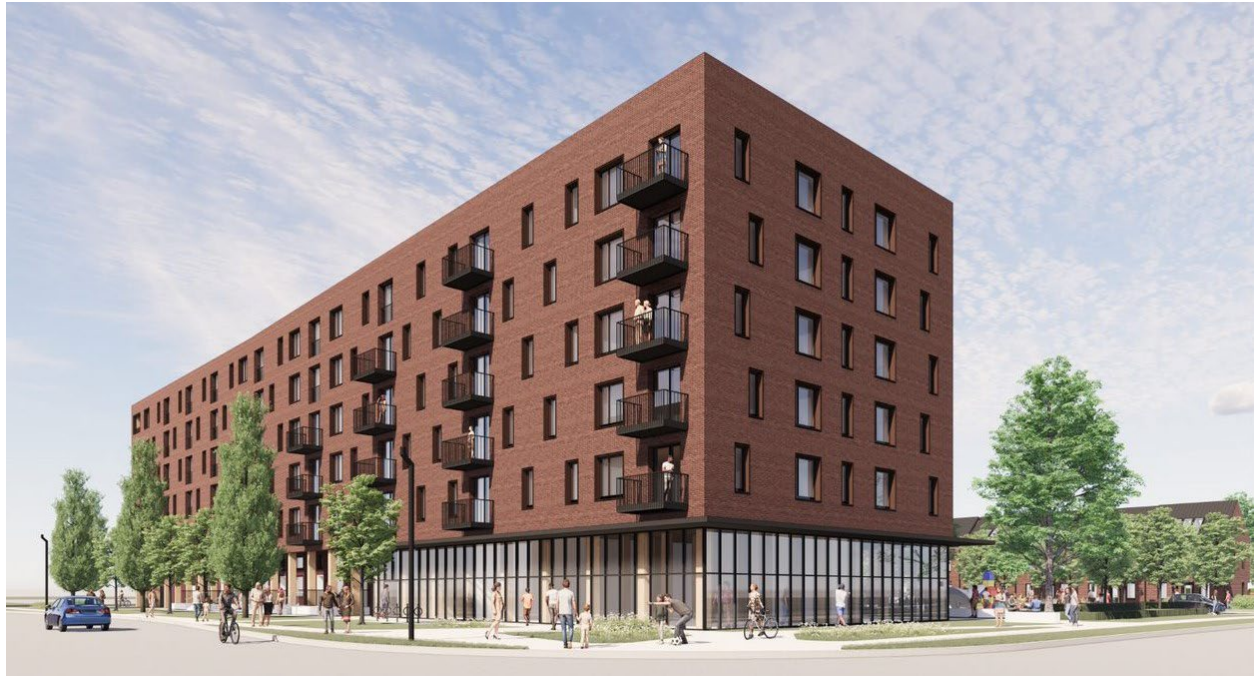


Figure 9 – Rendering of proposed apartment building, facing northwest on the subject lands



Sidewalks are proposed to connect all streets and common driveways frequented by pedestrians. Notably, this development contains a network of internal sidewalks which connect to the community amenity spaces provided. The primary pedestrian entrance to the building will be located at the corner of Jalna Boulevard and Southdale Road East, with a secondary entrance oriented internally to the surface parking area. Ground level dwelling units will have private outdoor amenity patios, further supporting an active frontage and enhancing the public interface.

The townhouses are proposed to be developed in two blocks of two-storey townhouses, each with five units (see Figures 10 and 11, following page). These dwelling units will be oriented towards Jalna Boulevard running south of the subject lands. The townhouses will feature individual unit entrances and private outdoor amenity areas to define front facades. Landscaping will be used to limit visual impacts of vehicles where possible. All of the proposed townhouse dwellings will be oriented towards the public realm and designed to support a positive pedestrian-oriented interface. An amenity area is proposed to the east of the two townhouse blocks to provide for additional outdoor space for public enjoyment.

Figure 10 – Rendering of proposed townhouses, facing south from subject lands



Figure 11 – Rendering of proposed townhouses, looking north from Jalna Boulevard



Parking will be provided at-grade, a rate of 0.69 spaces per unit for the proposed six-storey affordable apartment building (including barrier-free parking), and visitor parking provided at a rate of 0.1 spaces per unit for a total of 89 parking spaces. Each townhouse dwelling unit has parking spaces provided at a rate of 1 space per unit, totalling 10 parking spaces. A lay-by space

will be provided for the apartment building in a location that is proximate to the secondary entrance, providing for pick-up / drop-off needs of residents. A loading area is located at the east end of the proposed apartment building, which is the loading and refuse collection area. All vehicular movement on the site will be screened from the public view by the proposed buildings and amenity spaces. The easterly lot line will be screened by features to be determined during later stages of the site plan approval process, which may include plantings, fencing and decorative elements.

Site-specific details, including landscape elements, refuse areas, and lighting, will be refined and developed in consultation with City Staff during site plan approval discussions.

3.2 BUILT FORM, MASSING AND ARTICULATION

The proposed six-storey apartment building will be massed and articulated to:

- Enhance and add definition along public frontages;
- Activate the public realm;
- Limit perceptions of building height; and,
- Provide effective screening of parking and service areas.

Townhouse units proposed along the southern property boundary will provide an effective transition to the existing low-density suburban character further to the south of the subject lands. The building design will incorporate a variety of features to balance sustainability and a desirable appearance, including: a highly visible entrance addressing the public realm, alternating balcony locations, and incorporating private outdoor amenity spaces for street-level units. Façade treatments will be provided based on combined sustainability and appearance for the proposed development.

The proposed massing will frame the intersection of Southdale Road East and Jalna Boulevard providing a focal point at this key neighbourhood entry (Figures 12 and 13, following page). A distinct entrance feature is proposed to be oriented towards the corner along the west façade of the building, and extend along the north and south facades for continuity. An architectural overhang is proposed to further define the entrance to the apartment building, supported by minimal setbacks along the road frontages.

Figure 12 – Massing (facing southeast)

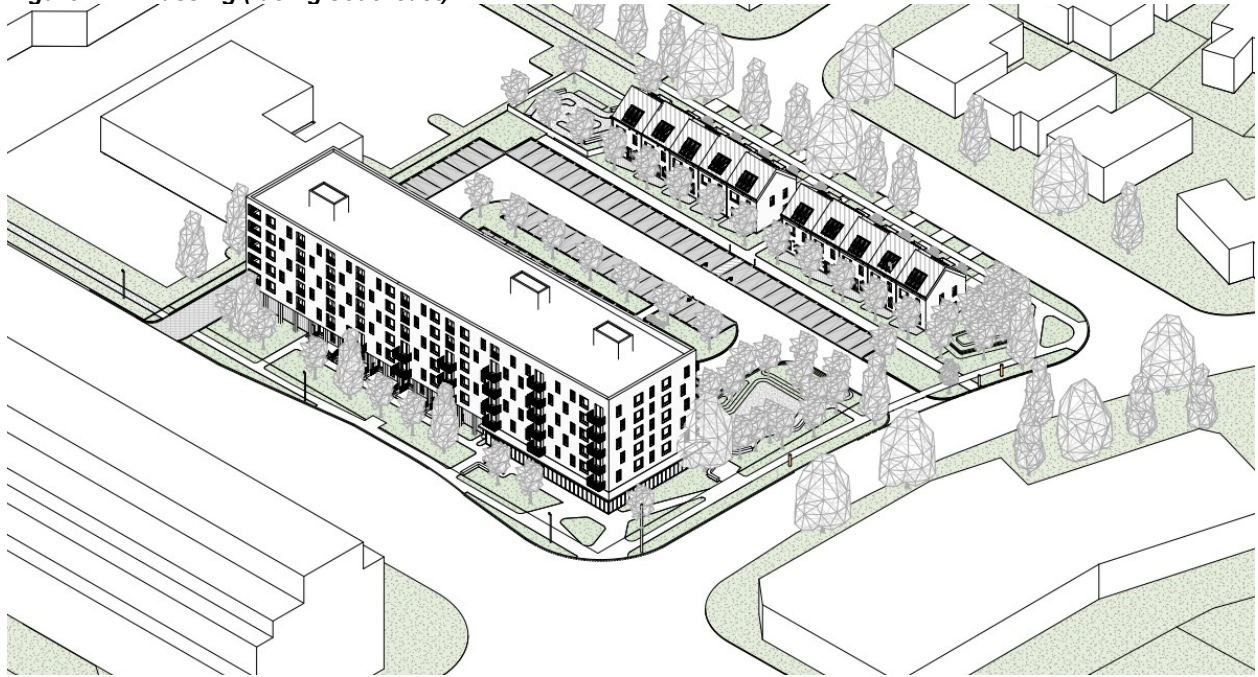
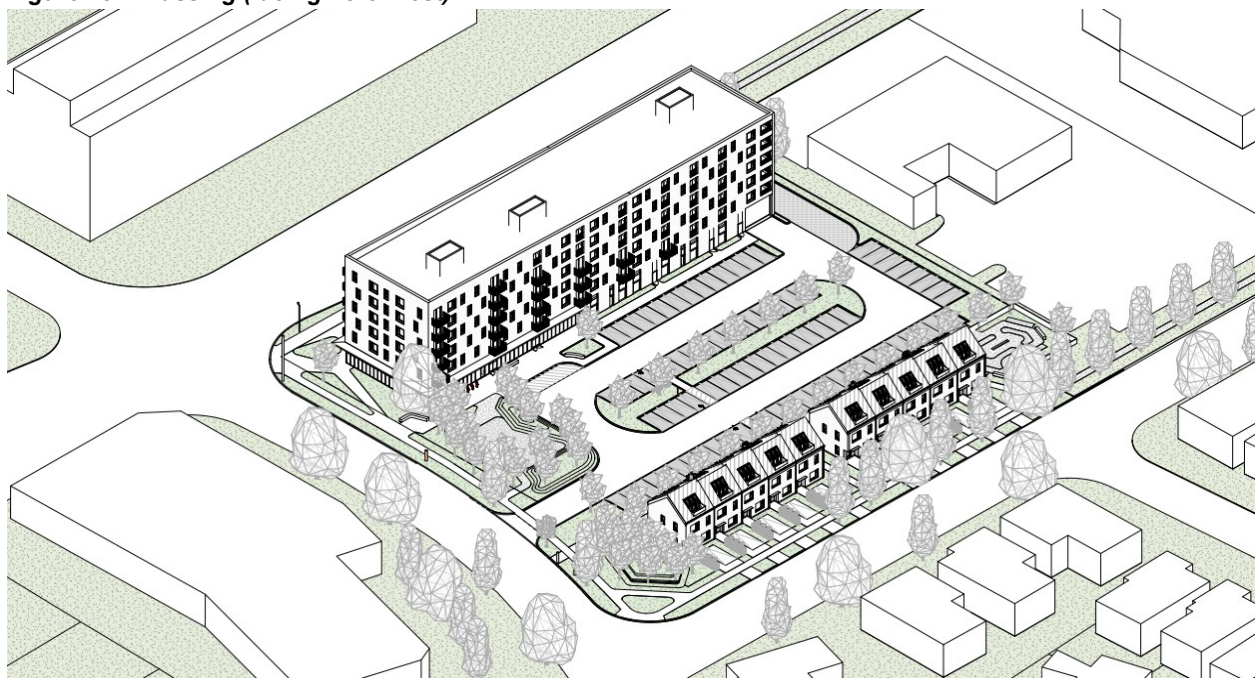


Figure 13 – Massing (facing northwest)



The proposed design will provide distinction between the base and upper levels of the mid-rise building. A one-storey podium consisting of architectural projections and high proportions of vision glass are located along the street. Street-level unit entrances contribute to a defined delineation of public and private spaces. Projecting balconies on the upper floors cascade down the building from the corner entrance to give the building rhythm and articulation. Notably, the corner of the building oriented to the intersection of Southdale Road East and Jalna Boulevard provides an

architectural projection above the first floor to emphasize the landmark location. These articulated elements will be accentuated by fenestration patterns and material selection, as discussed below.

Figure 14 – Render from intersection of Southdale Road East and Jalna Boulevard



Massing and articulation of the proposed townhouse dwellings will be further refined during the site plan approval process. In general, these units will be designed to serve as transitional elements from the taller apartment building along Southdale Road East to the north toward the single-detached dwellings to the south of the subject lands. Each townhouse dwelling will feature a recessed entrance and upper-floor balconies fronting Jalna Boulevard as private outdoor amenity spaces in order to differentiate units from one another and support a desirable appearance.

Overall, the proposed scale and massing are generally reflective of contemporary best practices with consideration for sustainability and affordability in the design and relates well to the existing built form standards of the area, ensuring the proposed development will be a “good fit”.

3.3 ARCHITECTURAL TREATMENT

The conceptual material palette for the proposed six-storey apartment building and townhouse dwellings consists of high-quality, durable materials that balance sustainability and functionality with visual appearance and cost. Materials will be used strategically to reinforce massing and articulation, provide visual interest, and define entrances and openings. A uniform colour scheme will be used to provide continuity between the apartment building and the townhouses.

Fenestration will be provided in an alternating pattern along all facades of the proposed apartment building, which will support a defined rhythm that breaks down perceptions of mass and contributes to a street-oriented function and appearance (Figures 15-17). At ground level, a high

proportion of glazing and other architectural detailing will be used to emphasize openings and enhance the pedestrian realm.

Figure 15 – North elevations for the proposed apartment building (Southdale Road East frontage)



Figure 16 – South elevations for the proposed apartment building (internal to site)



Figure 17 – East (left) and West (right) elevations for the proposed apartment building



Architectural treatment of the townhouses will be of a similar quality and feel, supporting a compatible suburban appearance. A private outdoor amenity area will be provided in the form of an upper-level deck for each of the townhouse units, which will enhance the appearance of the dwellings, and contributes to an overall orderly and cohesive appearance for the entire development (Figures 18-20). Transitional elements in the form of landscaping will be used to differentiate public and private spaces.

Figure 18 – North elevations for the proposed townhouses (internal to site)



Figure 19 – South elevations for the proposed townhouses (Jalna Boulevard frontage)

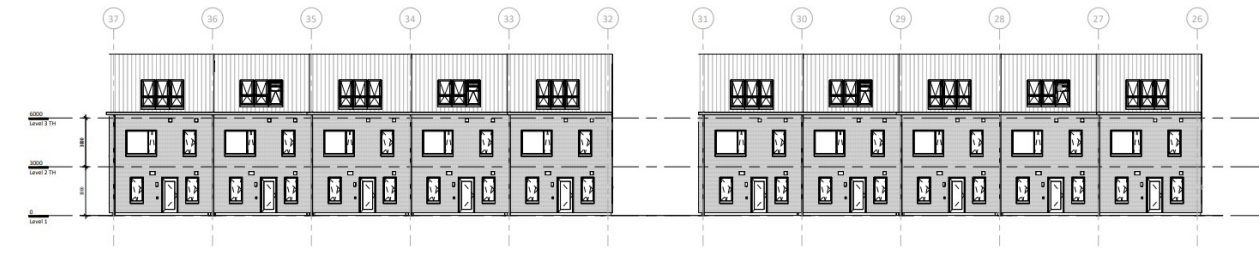
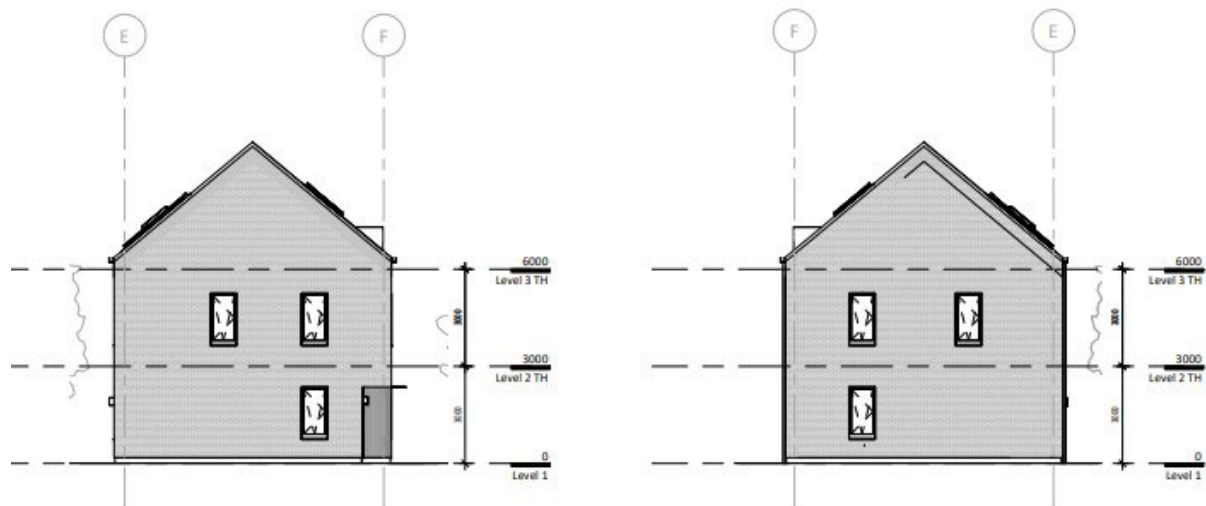


Figure 20 – East (right) and West (left) elevations for the proposed townhouses



Overall, this material and architectural strategy will contribute to a strong character and image that is suitable for the proposed development. Detailed building elevations will be refined in coordination with City staff as part of future Site Plan and Building Permit applications.

3.4 SERVICING

Functional servicing requirements for the proposed development consist of lighting, loading and refuse. A photometric plan demonstrating lighting intensities is to be provided during the Site Plan Approval process. Generally, no light is permitted to spill onto adjacent properties. The proposed townhouse units are designed to accommodate loading and refuse areas via private driveways and curbside areas.

The loading requirements for the proposed six-storey apartment building will be accommodated in the proposed lay-by space, located along the internal driveway from Jalna Boulevard. This space will provide an area for moving trucks, delivery vehicles and passenger pick-up / drop-off to avoid disruptions to vehicular or pedestrian traffic flows. A garbage room will be located on the ground floor of the apartment building, within a specifically designated loading area which can be easily accessed on collection days and will effectively eliminate adverse visual impacts and odors. Loading and refuse areas are conveniently designed to serve the needs of the proposed development and minimize impacts on adjacent properties.

3.5 PUBLIC REALM

The primary public interface consists of the intersection of the Southdale Road East and Jalna Boulevard streetscapes. It is noted that the Jalna Boulevard streetscape consists of two realms, although the characteristics of each are similar. The three rights-of-way will be enhanced by the proposed development through high-quality building design and landscape elements.

The proposed apartment building will be situated close to the exterior lot line to contribute to the strong streetscape along Southdale Road East, and provide a landmark main entrance to the neighbourhood to the south. A high proportion of transparent glazing will be provided facing the intersection where a lobby and indoor amenity space occupies the main floor. An outdoor community amenity area will be provided along Jalna Boulevard, just south of the apartment building. Additional outdoor landscaped open space will be provided adjacent to the building entrances to support pedestrian movement.

Additional pedestrian-friendly features will be incorporated into the site layout, including sidewalks, planted islands / medians, trees, and lighting fixtures. Landscape elements will be oriented to separate public and private realms, and enhance the visual appearance of the site. Overall, these features will enhance the public realm and add definition to a corner site that will serve as a gateway to the southern low-density neighbourhood.

The townhouse units will be designed to support the public realm in similar ways with consistently provided street-oriented entrances, outdoor amenity spaces, and high-quality landscape treatments. These units will introduce a strong street wall along Jalna Boulevard to the south, and will provide an appropriate transition from the apartment building to the rest of the neighbourhood. Additional outdoor amenity space will be provided to the east of the townhouse block to further enhance the pedestrian realm.

Overall, the public realm in the vicinity of the subject lands will be defined, enhanced and be extremely pedestrian-oriented as a result of the proposed development. The six-storey apartment building is appropriate for the area given the heights of existing and proposed developments along Southdale Road East. The townhouse blocks act as an appropriate transitional feature to the low-density neighbourhood to the south.

4.0 PROPOSED ZONING BY-LAW AMENDMENT

A Zoning By-law Amendment ('ZBA') to re-zone the subject lands from "Neighbourhood Facility" to a site-specific "Residential (R8-4(□))" is required. The re-zoning would permit the proposed residential use on the subject lands, and the site-specific provisions would address the unique requirements of the proposed development.

The following Special Provisions are requested:

- Include townhouse dwellings as a permitted use;
- A minimum front yard setback of 6.0 m (Jalna Blvd);
- A minimum north exterior side yard setback of 2.0 m (Southdale Rd E);
- A minimum south exterior side yard setback of 6.0m (Jalna Blvd);
- A maximum height of 22.0 m; and,
- A maximum density of 132 units per hectare.

5.0 CURRENT POLICY AND REGULATORY FRAMEWORK

The following sections of this Justification Report provide analysis of the proposed development and ZBA application with respect to applicable policy and regulatory documents, including the Provincial Policy Statement (2020), the London Plan (2016), and the City of London Zoning By-law (Z.-1).

5.1 PROVINCIAL POLICY STATEMENT, 2020

The Provincial Policy Statement (PPS) is issued under Section 3 of the *Planning Act* and “provides policy direction on matters of provincial interest related to land use planning and development.” In accordance with Section 3 of the *Planning Act*, all decisions affecting land use planning matters shall be consistent with the PPS. The proposed development is consistent with the PPS, including the following applicable policies:

Section 1.1.1:

Healthy, liveable and safe communities are sustained by:

- a) Promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*
- 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);*
- c) Avoiding development and land use patterns which may cause environmental or public health and safety concerns;*
- e) 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 the cost of land consumption and servicing costs;*
- g) Ensuring that necessary infrastructure and public service facilities are or will be able to meet current and projected needs.*

The proposed development is beneficial to the financial well-being of the Province and the City of London by providing a compact, medium-density development that minimizes land consumption, represents an efficient use of land and services, and will not require any unjustified or uneconomical additions to municipal infrastructure, services or utilities.

The proposed mix of housing types is reflective of current and projected housing needs for a range of demographics, and will provide housing options for those in need of affordable units. The proposed development includes a mix of rental units, approximately 30% of which are to be provided at or below market rent for the City of London, up to 30% of a household’s annual income.

The subject lands are not located in any sensitive environmental areas, and will not result in any foreseeable issues relating to public health and safety.

The proposed development promotes cost-effective, integrated development patterns by providing a density (132 UPH) that is appropriate given the access to adequate servicing infrastructure, higher-order roads, direct access to public transit routes, and several commercial, institutional and recreational areas. The existing infrastructure and public service facilities can support the proposed development.

Section 1.1.3.1

Settlement areas shall be the focus of growth and development.

The subject lands are located within a settlement area (Urban Growth Boundary and Built-up Area). The development proposes to redevelop an underutilized parcel in a form of development which is compact and desirable for the existing neighbourhood.

Section 1.1.3.2

Land use patterns within settlement areas shall be based on densities and a mix of land uses which:

- a) Efficiently use land and resources;*
- b) Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
- c) Minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- e) Support active transportation; and,*
- f) Are transit-supportive, where transit is planned, exists or may be developed.*

The proposed development efficiently utilizes the subject lands to provide a mix of residential uses and built forms in the area. The proposal will make efficient use of an underutilized parcel located within the existing built-up area. The development is able to connect to existing municipal infrastructure and utilize public service facilities in the neighbourhood, and avoids unjustified or uneconomical expansion of services.

The proposed development aims to achieve at least 60% reduction in carbon usage and greenhouse gas emissions through the building design alone to minimize negative impacts to air quality and climate change, and promote energy efficiency.

The proposed development provides residents with direct access to multiple transit routes, and the site layout encourages active transportation. The proposed buildings are street-oriented, ensuring legibility and convenience for pedestrians. As the subject lands are located within 800m of several points of interest, including several bus routes, residents are subtly encouraged to choose active transportation to carry out daily activities.

Section 1.1.3.3

Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing infrastructure and public service facilities required to accommodate projected needs.

The proposed development will introduce a desirable range of affordable housing options at an appropriate location proximate to higher-order roads and public transportation routes. The proposal boasts a compatible form and will have minimal, if any, adverse impacts on the existing neighbourhood. Appropriate development standards will be applied, including building setbacks that reflect contemporary planning practices, well-screened surface parking locations, and landscape buffers along lot lines. The proposed development will provide adequate connections to all required municipal services.

Section 1.1.3.4

Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

The proposal as presented will redevelop and intensify the subject lands with a compact form of development that maintains the goals and intent of the *London Plan*. The proposed Zoning By-law Amendment would permit the residential development, in a form which represents appropriate massing, height and intensity that can be accommodated through thoughtful design standards and architectural treatment.

The proposed zoning regulations are reflective of standard regulations established in the existing Zoning By-law, with minor appropriate site-specific adjustments, as discussed in this report. There are no inherent risks or adverse impacts arising from the proposed development.

Section 1.1.3.6

New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

The proposed development is adjacent to an existing residential area, and efficiently uses land, infrastructure and public service facilities. The development form is compact and provides a range of residential types and densities that will complement the existing residential area.

Section 1.4.3

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 by:

- b) Permitting and facilitating:
 - 1. All housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and,*
 - 2. All types of residential intensification, including additional residential units, and redevelopment in accordance with Policy 1.1.3.3.**
- c) 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; and,*
- d) 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.*

The proposed development will contribute a range and mix of housing types that meet the current and projected needs for market-based and affordable housing. The proposed variety of unit sizes is reflective of demographic trends and will effectively meet current and projected housing demands. The proposal is consistent with affordable housing targets for the City of London, as outlined in the *London Plan*, and encourages cost-effective development that is supportive of public transit and active transportation.

Section 1.6.6.2

Municipal sewage services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.

The subject lands have direct access to municipal sewage and water services. The proposed development can be adequately serviced with existing infrastructure, as confirmed by City staff, and no significant or unjustified expansions are required to service the development.

Section 1.7.1

Long-term economic prosperity should be supported by:

- a) Promoting opportunities for economic development and community investment-readiness;*
- 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; and,*
- e) Encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.*

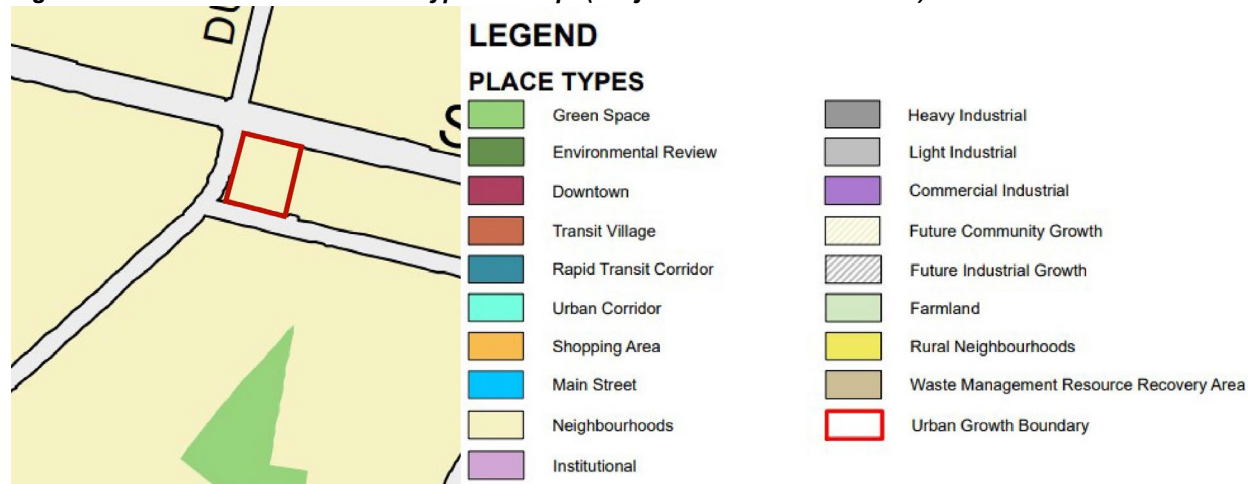
The proposed residential development will provide an opportunity for economic development on an underutilized parcel that is well-served by a variety of commercial, recreational and institutional areas. The proposed development offers a diverse range of housing types that are reflective of market-based preferences and affordable housing needs. The development will also encourage a sense of place, providing a thoughtful built form at a landmark location and incorporating community amenity space into the design.

Based on the above analysis, the proposed residential development is consistent with the applicable policies of the PPS.

5.2 THE LONDON PLAN (2016)

The *London Plan* came into effect in 2016, and provides a policy framework which encourages the development of vibrant, healthy, safe and fulfilling neighbourhoods, attractive mobility alternatives, and affordable housing for those in need. The proposed development is located within the “Neighbourhoods” Place Type, at the intersection of “Civic Boulevard” and “Neighbourhood Connector” streets as identified in the *London Plan* (Figure 20).

Figure 20 – The London Plan Place Types Excerpt (subject lands outlined in red)



The following analysis confirms that the proposed development is consistent with the policies of the *London Plan*:

Policy 80

Residential intensification will play a large role in achieving our goals for growing “inward and upward”. Intensification will be supported, subject to the policies of this Plan, in the following forms:

- 4. Infill development of vacant and underutilized lots; and,*
- 6. Redevelopment, at a higher than existing density, on developed lands.*

The proposal seeks to redevelop an underutilized parcel of land for residential purposes. The proposal reflects an intensity that is appropriate and desirable for the subject lands considering

the access to full municipal services and amenity areas, and represents the desired direction of residential growth.

Policy 84

Intensification may occur in all of the Place Types that allow for residential uses.

The subject lands are located within the “Neighbourhoods” Place Type, which permits residential uses and encourages intensification. The subject lands are also located within the “Primary Transit Area”, which is the focus area for residential intensification.

Policy 154

Through our urban regeneration efforts we will:

- 2. Maximize the value returned on the investment made in civic infrastructure.*
- 8. Facilitate intensification within our urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the existing neighbourhood.*
- 9. Expand the City’s range of housing choices and create opportunities for affordable housing in London through the regeneration of urban neighbourhoods.*

The intensity of the proposed development supports a high return on investment relating to civic infrastructure, including transit and utilities. The proposal will enhance an existing neighbourhood, acting as a gateway feature to a low-density residential area. The proposal will contribute to regeneration through thoughtfully designed built forms that balance increased intensity and fitting within the existing built context. The proposed residential development will increase the range of housing units available by providing a mix of housing types, including affordable units, in an appropriate location.

Policy 161

Affordable housing opportunities will be explored to help stimulate regeneration.

The proposed development will provide a range of affordable housing options on an underutilized parcel by virtue of increasing the supply and range of housing units available to future residents, and by applying lower than average market rent to a significant portion of the units within the proposed development.

Policy 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.

The proposed development is designed to contribute to a sense of place and character by providing:

- A thoughtful interface along three public roads defined by active building walls and high-quality landscape treatments;
- Buildings addressing the street, simultaneously supporting pedestrian activity and screening internal surface parking;
- Pedestrian pathways throughout the site to encourage active transportation and enhance the existing pedestrian network; and,
- Quality landscape treatments, including community amenity areas, to support a naturalized appearance including street trees and landscape strips.

Policy 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.

This report provides a detailed assessment of the neighbourhood's character and discusses how the proposed development responds to existing conditions.

Policy 202

Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity.

The subject lands are located at a significant entry point, adjacent to the intersection of Southdale Road East and Jalna Boulevard. The positioning of the six-storey apartment building emphasizes this corner location while adequately screening internal parking areas. Architectural detailing and the orientation of the main building entrance support a landmark presence. In contrast, the position of the proposed townhouse dwellings along the rear lot line extends the low-density suburban character of the neighbourhood, providing an appropriate transition and contributing to a sense of place and character.

Policy 221

The design of streetscapes will support the planned vision for the place type and will contribute to character and a sense of place. The parameters for street character are defined in Table 6 – Street Classification Design Features of the Mobility chapter of this Plan.

The proposed site layout contributes positively to adjacent streetscapes, supporting a distinct sense of place and neighbourhood character. The proposed apartment building engages with the higher-order street adjacent to the subject lands by orienting entrances and a high proportion of vision glazing towards the public realm. The proposed two-storey townhouses engage with the lower-order street within the suburban neighbourhood similarly by orienting entrances and outdoor amenity areas towards the street.

Policy 222A

The proportion of building and street frontages used for garages and driveways should be minimized to allow for street trees, provide for on-street parking and support pedestrian and cycling-oriented streetscapes.

The primary public frontage along Southdale Road East will be dominated by the six-storey apartment building, with a right-out-only exit proposed for emergency service vehicles and garbage trucks near the eastern property line. Dedicated vehicular access to the apartment building is proposed from Jalna Boulevard on the west side of the property designed to the minimum standard width. Each of the townhouses will have a dedicated driveway from Jalna Boulevard to the south. High-quality landscape treatments including street trees, amenity areas, and planting boxes will be used as a buffer from parking areas to support a pedestrian-oriented streetscape.

Policy 235

Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods.

The proposed development provides a variety of landscape features to stimulate pedestrian activity and stimulate visual interest. Landscape features are oriented to delineate private and public realms; highlight pedestrian areas and outdoor amenity areas; screen driveways, parking and service areas; and, to improve the aesthetic quality of the neighbourhood.

Policy 242

Public spaces will be designed to support the planned vision of the place type by enhancing views and vistas, providing places to meet and gather, and establishing connections.

The proposed development incorporates spaces specifically designed to be utilized by the community. The development includes a community amenity space on the ground floor of the proposed apartment building, and two community gardens with pedestrian walkways.

Policy 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.

The layout of the site addresses the context in many ways. The apartment building fronts onto the higher order street (Southdale Road East), the exterior building design addresses the intersection, and the public community space is visible from the intersection also. Additionally, the townhouse dwellings front onto Jalna Boulevard to the south, which abuts low-density residential

dwellings, to provide an appropriate transition from the apartment to the single-detached dwellings.

Policy 255

Site layout will promote connectivity and safe movement for pedestrians, cyclists, and motorists between, and within, sites.

The proposed development includes a network of pedestrian paths through the site to provide appropriate connections to external uses, building entrances, parking areas, outdoor amenity areas, and refuse / loading spaces. The primary building entrance is clearly visible and accessible from the intersection of Southdale Road East and Jalna Boulevard, creating a pedestrian-oriented streetscape. The proposed site design supports safe and efficient movement for all modes of transportation by providing a clear and appropriate degree of separation between pedestrians, cyclists, and vehicles.

Policy 259

Buildings should be sited with minimal setbacks from public rights-of-way and public spaces to create a street wall / edge and establish a sense of enclosure and comfortable pedestrian environment.

The proposed six-storey is setback 2.64m from Southdale Road East and 6m from Jalna Boulevard, which will contribute to a pedestrian-oriented environment and a strong street presence. The proposed two-storey townhouses are setback 6.48m from Jalna Boulevard to achieve a similar pedestrian-oriented environment and sense of enclosure compatible with the low-density residential uses to the south.

Policy 261

Buildings at corner sites should be oriented towards the higher-order street classification.

The *London Plan* classifies Southdale Road East as a “*Civic Boulevard*” and Jalna Boulevard as a “*Neighbourhood Connector*”. The proposed six-storey apartment is oriented towards Southdale Road East, with a pedestrian-oriented frontage which boasts ground-level unit entrances and a high proportion of vision glazing. The primary building entrance is oriented to the corner of Southdale Road East and Jalna Boulevard, clearly visible from the higher-order street.

Policy 266

Loading, garbage and other service areas will be located so that they will not have a negative visual impact from the street or detract from pedestrian connections.

A combined loading and garbage collection area is proposed at the eastern wing of the proposed apartment building, adjacent to the right-out exit to Southdale Road East. In order to limit visual impacts, this space will be minimal in length and will be screened with high-quality landscape

treatments. Rooftop mechanical units will be contained in enclosed rooms to be shielded from public view. Overall, the loading, refuse and service areas will not result in any negative impacts visually from the street or pedestrian networks.

Policy 268

Sites shall be designed to provide a direct, comfortable and safe connection from the principal building entrance to the public sidewalk.

The site design provides direct, barrier-free access from the public sidewalk to the proposed six-storey apartment from the principal and secondary entrances. The primary entrance faces the intersection of Southdale Road East and Jalna Boulevard, establishing safe and legible routes for pedestrian access to the building. To further enhance the principal entrance, a high proportion of vision glass and strong architectural details are incorporated.

Policy 269

Buildings should be sited to minimize the visual exposure of parking areas to the street.

The proposed site layout uses the buildings to effectively screen large parking areas from highly-trafficked streets. Landscape elements, including street trees, amenity areas and planter boxes, will be provided to further screen at-grade parking areas.

Policy 272

The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear or interior side yard.

The parking facilities are located internally to the subject lands. The parking area will be screened from the public realm by strategic placement of the apartment building and townhouse dwellings, appropriate landscaping, and the proposed amenity areas.

Policy 279

Lighting of parking areas will be designed to avoid negative light impacts on adjacent properties.

Lighting will be provided in accordance with the Photometric Plan, to be submitted as part of a future Site Plan Approval application and will not negatively impact adjacent properties.

Policy 280

Adequate bicycle parking facilities will be required for all development to encourage cycling as a viable form of transportation. Covered and secure forms of bicycle parking should be incorporated into multi-residential, large-scale commercial or retail, institutional, and recreational developments.

The proposed six-storey apartment building incorporates a secure long-term bicycle storage room located on the ground floor, and short-term storage racks adjacent to both the primary and secondary entrance.

Policy 281

Large surface parking lots shall be designed with areas dedicated for pedestrian priority to ensure safe pedestrian connectivity throughout the site.

Sidewalks are proposed throughout the surface parking area to provide safe and convenient access to building entrances, amenity areas and the public sidewalk.

Policy 286

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

The proposed building design promotes human-scale relationships by providing a covered, prominent main entrance; fenestrations, ground-level unit entrances and private outdoor amenity areas oriented toward the public sidewalk; appropriate massing to minimize perceptions of bulk; and, a variety of landscaping features on all frontages (including street trees where possible).

Policy 288

Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.

The proposed site design provides a strong and desirable interface along three public rights-of-way, including appropriate building setbacks, attractive building facades, and thoughtful landscaping to add definition to public spaces.

Policy 289

High and mid-rise building should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted:

- 1. The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting and the use of materials that reinforce a human scale.*
- 2. The middle should be visually cohesive with, but distinct from, the base and top.*
- 3. The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design.*

The design of the proposed six-storey apartment building generally meets the intent of this policy, in the following ways:

- The ground level is designed with a prominent main entrance, private entrances for at-grade units, and a large proportion of vision glazing providing views to and from ground-level units. A lobby area is provided which connects the primary entrance and the secondary entrance with the lay-by space, and private amenity space is provided for each ground floor unit. Overall, these features establish a human-scale façade with active frontages;
- Patterns in massing and fenestration are differentiated through the upper part of the building. Projecting balconies are oriented toward the intersection of Southdale Road East and Jalna Boulevard, and cascade down the building moving away from the intersection to provide a cohesive yet distinct appearance; and,
- The building top is generally uniform, with a slight variation in height facing the intersection which hides all mechanical equipment from pedestrian view. Overall, this design will provide variation between the lower- and upper- levels of the building.

Policy 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.

The proposed development provides an active ground level along all street frontages consisting of well-defined entrances, ample outdoor amenity areas along public rights-of-way, and a high proportion of vision glazing addressing the public realm. These features collectively will encourage active, pedestrian-oriented frontages.

Policy 295

Residential and mixed-use buildings should include outdoor amenity spaces.

The proposed development includes community outdoor amenity spaces along Jalna Boulevard in two locations. The amenity areas are directly accessible from the street, and provide additional pedestrian network connections. Private outdoor amenity areas are provided for most dwelling units in the form of patios or balconies.

Policy 298

Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context.

The proposed six-storey apartment building is oriented toward Southdale Road East, away from existing low-density residential areas and opposite proposed high-density residential development (lands at 400 Southdale Road East are proposed to be developed into a 7-storey apartment building). The proposed two-storey townhouses are oriented toward Jalna Boulevard to provide an effective transition between the existing neighbourhood and the proposed development in the area.

Policy 302

Materials should be selected for their scale, texture, quality, durability, and consistency within their context.

The proposed material palette consists of durable, cost-effective materials that are generally consistent with the existing neighbourhood character. The proposed apartment and townhouse development will effectively utilize bricks, glass, concrete and metal to provide a sustainable and functional design that is visually appealing and appropriate for the neighbourhood.

Policy 506

Subject to the City Structure Plan and Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan, infill and intensification in a variety of forms, including secondary dwelling units, will be supported to increase the supply of housing in areas where infrastructure, transit and other public services are available and accessible.

The proposed development represents an opportunity for infill and intensification that would increase the housing supply in a neighbourhood that is well-served by transit and infrastructure, and in close proximity to commercial, institutional and recreational facilities. A range of residential forms and unit mixes are proposed within this development that support the intent of the *London Plan* policies.

Policy 517

A target of 25% of new housing, in aggregate, is to be affordable to low- and moderate-income households as defined by the Provincial Policy Statement and this Plan. This target may be met through residential greenfield development and the many forms of intensification identified in the City Structure policies of this Plan.

The proponent intends to provide affordable units within the proposed development which contributes to the target set out in Policy 517.

Policy 920.4

Where development is being considered at the intersection of two streets of different classifications: a. The higher-order street onto which the property has frontage will be used to establish the permitted uses and intensity of development on Tables 10 to 12. b. The development will be oriented toward the higher-order street. c. The development will be permitted only if it can be demonstrated, in conformity with the policies of this Plan, that it will be a good fit and not undermine the character of the lower-order street.

The subject lands have frontage on a “Civic Boulevard” (Southdale Road East) and a “Neighbourhood Connector” (Jalna Boulevard). Per subsection ‘a’ and Tables 10 to 12 in the *London Plan*, properties with frontage along a “Civic Boulevard” may developed for a range of uses including apartments to an upper maximum of six-storeys in height. The proposed development is oriented toward the intersection, with an articulated main entrance area clearly visible and accessible from Southdale Road East. Additionally, the proposed development provides a sensible transition from the higher-density building adjacent to the higher-order road to the lower-density uses fronting on the lower-order road.

Policy 921

Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification.

As per Table 10 of the *London Plan*, the subject lands may be developed for a variety of permitted uses, including low-rise apartments to an upper maximum of six-storeys, and townhouses, based on a “Civic Boulevard” street classification.

Policy 939

This Plan creates a variety of opportunities for intensification. The following list spans from a very “light” and discreet form of intensification to more visible and obvious forms. All are important to realize our goals of purposeful, sensitive, and compatible intensification within our neighbourhoods:

- 5. Infill development – developing one or ore new residential units on vacant or underutilized lots, or adding residential units through additions to existing buildings.*

6. *Redevelopment – the removal of existing buildings in favour of one or more new buildings that house a greater number of dwelling units than what currently exists.*

The proposed apartment building represents a form of infill and redevelopment, and is designed in response to established neighbourhood standards. The proposal achieves the goals of purposeful, sensitive and compatible intensification within existing neighbourhoods.

Policy 940

It is an important strategy of this Plan to support all of these forms of intensification, while ensuring that they are appropriately located and fit well within their neighbourhood.

The proposed development, as discussed throughout this report, is designed to fit within the planned and existing neighbourhood. The proposed mix of residential buildings will provide an appropriate transition between the proposed high-density residential development north of the subject lands with the existing low-density residential uses south of the subject lands. Strategies for massing and architectural treatment boasts high-quality materials that are durable and compatible with existing character. Landscaping along all lot lines and throughout the subject lands will minimize impacts on adjacent properties, screen parking areas, and support a cohesive outward appearance.

The analysis provided of the *London Plan* confirms that the proposed residential development is consistent with the intent and goals of the policies.

5.3 CITY OF LONDON ZONING BY-LAW (BY-LAW Z.-1)

The subject lands are currently zoned “*Neighbourhood Facility (NF)*” in the City of London Zoning By-law Z.-1 (see Figure 21 below). The uses permitted in the current zoning of the subject lands do not permit residential uses. A ZBA is required to rezone the subject lands in order to permit development consisting of multiple residential forms, including an apartment building and townhouse dwelling units. Furthermore, site-specific provisions are requested to capture the extent of the affordable residential development.

Table 1 below provides a comparison of the regulations for the “*Residential (R8-4)*” zone with the proposed regulations for the affordable residential development.

Figure 21 – City of London Z.-1 Zoning By-law Excerpt (subject lands outlined in red)

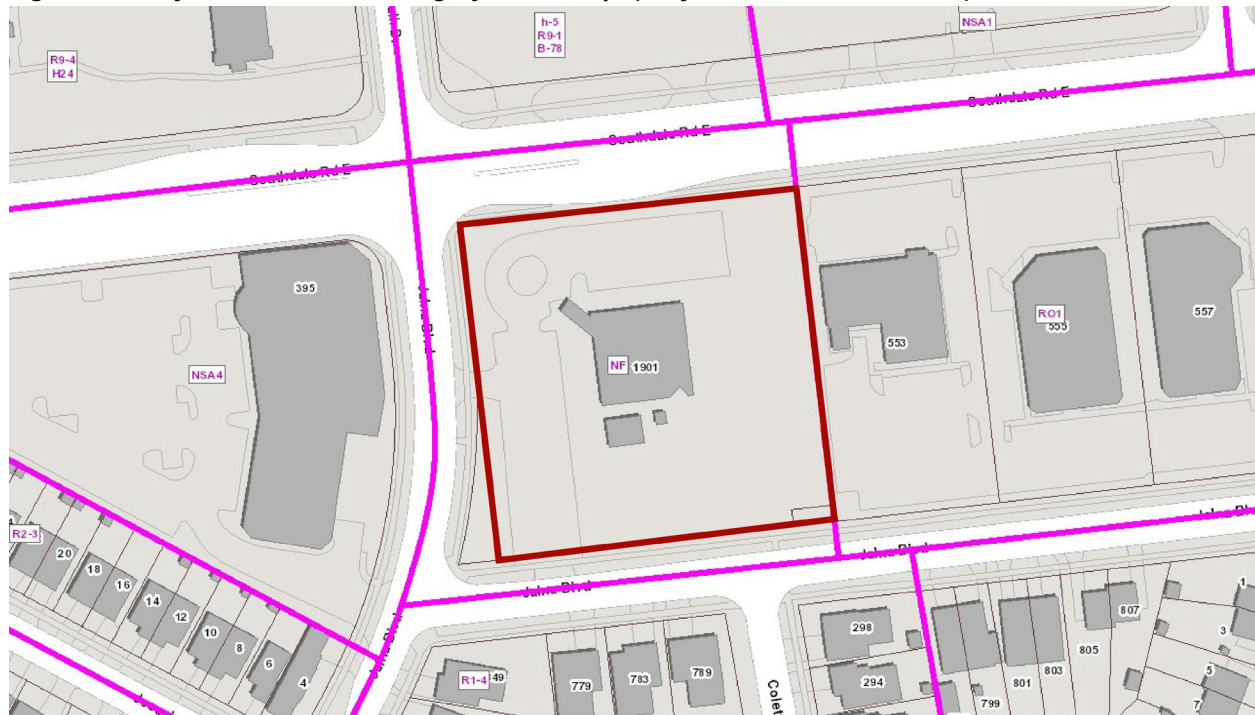


Table 1 – Zoning Statistics

	Current Zoning	Required (R8 4) Zone	Proposed (R8 4()) Zone
Lot Area (min.)	700 m ²	1000 m ²	8,360 m ²
Lot Frontage (min.)	30 m	30 m	92 m – Southdale Rd E (north) 91.4 m – Jalna Blvd (west) 91.2 m – Jalna Blvd (south)
Front and Exterior Side Yard Depth (min.)	6 m	8 m	<i>2 m – Southdale Rd E (exterior - north)</i> <i>6 m – Jalna Blvd (front - west)</i> <i>6 m – Jalna Blvd (exterior - south)</i>
Interior Side and Rear Yard Depth (min.)	6 m	7.2 m	8.2 m
Landscaped Open Space (min.)	25%	30%	32%
Lot Coverage (max.)	30%	40%	23%
Height (max.)	12 m	13 m	<i>22 m</i>
Density (UPH max.)	N/A	75	<i>132</i>

Generally, the zone regulations proposed in the “R8-4” zone are standard, except for specific regulations relating to minimum setbacks, maximum building height and maximum density, as discussed below:

Setbacks

The proposed six-storey apartment building is approximately 2.29m from Southdale Road East (north – exterior yard), 6.0m from Jalna Boulevard to the west (front yard), and 6.48m from Jalna Boulevard to the south (south – exterior yard), whereas 8.0m is the standard for front and exterior side yard depths under the base “R8-4” zone. This report concludes that reducing these setbacks are appropriate for the following reasons: orienting buildings close to public rights-of-way promotes active frontages and engaging streetscapes at a key entrance to a neighbourhood; screening of parking and servicing areas provided by building mass; and, supporting a pedestrian-oriented site layout. The proposed design will limit adverse impacts resulting from the reduced setbacks by: providing adequate landscaping buffers such as street trees; and incorporating pedestrian-friendly designs, including sidewalks, to support active transportation.

Building Height

The proposed building height is approximately 21.3m, whereas 13.0m is the standard under the base “R8-4” zone. A zoning regulation permitting a maximum building height of 22.0m is proposed in order to afford flexibility, if required through the detailed Site Plan Approval process. The difference will not result in an additional storey, rather would serve the purpose of accommodating changes in average grade or architectural features. The analysis in this report concludes that buildings with increased height and intensity are appropriate as a result of the following: land use designation considers intensification up to six-storeys in height; corner location that serves as a gateway to an existing neighbourhood; land use context that is compatible with appropriately-scaled development; and, availability of municipal services and public transit routes. The proposed design will limit negative impacts resulting from the proposed height increase by: providing appropriate massing and transitional elements; maintaining separation between built elements; providing compatible elevations that limits loss of privacy; and providing landscape buffering wherever possible along the public frontage.

Density

The density of the proposed development is 132 UPH, whereas 75 UPH is standard under the base “R8-4” zone. This report concludes that the subject lands are an appropriate location for increased residential density as they are proximate to public transit, commercial facilities, higher-order roads, public recreation areas, and institutions. The proposed site design seeks to limit impacts of increased density on adjacent parcels through thoughtful architectural design and landscape treatments. Overall, the proposed development effectively leverages the proposed density to meet the intent and objectives of the *London Plan* and contribute positively to the existing neighbourhood.

Based on the above, the requested “R8-4()” zone is an appropriate implementing zone for the proposed development and associated ZBA. The requested amendments are consistent with the goals and intentions of the Provincial Policy Statement and the *London Plan*.

6.0 SUPPORTING SUBMISSION MATERIALS

This Planning and Design Report relies in part on the supporting materials as outlined below. The supporting submission materials were prepared in accordance with the submission requirements identified in the Record of Pre-Application Consultation, dated January 23, 2023. It is acknowledged that further updates to the submitted supporting materials may be required through the Site Plan Approval process.

Hydrogeological Assessment Report

The Hydrogeological Assessment Report, completed by Grounded Engineering (dated February 28, 2023) was prepared to evaluate the hydrogeological conditions of the proposed development and to develop a plan to mitigate and manage risk of potential impacts associated with the proposed residential use. A Water Balance Assessment was completed as part of this report. The report concluded that in order to maintain groundwater recharge for the property, Low Impact Development (LID) methods should be implemented, where practical. It was determined that there was a surplus of water available following development to maintain groundwater recharge and function. To match pre-development infiltration, approximately 20% of roof runoff would need to be captured. Additionally, the report recommended that the groundwater table should be verified in order to prepare a detailed well design.

Transportation Impact Assessment

A Transportation Impact Assessment was prepared by Paradigm Transportation Solutions Ltd. (dated February 2023) in support of the Zoning By-law Amendment application. The purpose of this study is to identify and assess potential impacts resulting from the proposed development on area traffic operations. The assessment concluded that the intersection of Southdale Road East and Jalna Boulevard currently operates at acceptable levels of service. The site is expected to generate a total of 40 AM peak hour trips, and 47 PM peak hour trips once completed. As under background traffic conditions, all observed intersections are forecast to operate adequately by the 2029 horizon without any problem movements. Existing left-turn lane storage lengths are adequate to accommodate projected turn queue lengths, and the site access is satisfactory. A right-out exit for emergency service vehicles and garbage collection vehicles only on Southdale Road East; passenger vehicles will utilize the proposed entrance and exit from Jalna Boulevard. The proposed exit would not impact traffic flows along Southdale Road East, as the exit would not be used consistently.

Stage 1 Archaeological Assessment

The Stage 1 Archaeological Assessment was prepared by Archaeological Services Inc., dated November 25, 2022, in support of the Zoning By-law Amendment. The purpose of the study was to assess the site for archaeological potential, as identified by the City of London. The Stage 1 background research analyzed the site based on the proximity of previously registered archaeological sites and the original environmental setting of the subject lands; settlement trends from the nineteenth- and twentieth-centuries; and the general requirements of the City of London's

Archaeological Management Plan. Research indicated that there would typically be potential for the presence of significant resources on the subject lands, however, it was concluded that none of these artifacts would have survived due to widespread and intensive ground disturbance from previous development. The assessment concluded that the subject property does not retain any archaeological potential due to the previous extensive and pervasive ground disturbances. The assessment was entered into the Ontario Public Register of Archaeological Reports on February 13, 2023 as confirmed by the Ministry of Citizenship and Multiculturalism.

7.0 CONCLUSIONS

Given the findings of this report and the supporting materials, it is concluded that the subject lands are well suited for the proposed residential development. The proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement and the London Plan. The Zoning By-law Amendment will facilitate a residential development consisting of a six-storey apartment building and two-storey townhouse dwellings which are not permitted under the current zoning. The proposed residential development generally complies with the City of London Z.-1 Zoning By-law provisions for “Residential (R8-4)” zones, with some site-specific provisions required.

The form, scale and massing of the proposed apartment building and townhouse blocks are generally appropriate for the surrounding neighbourhood. Appropriate setbacks, height transitions, and landscaping will be provided to ensure compatibility with the adjacent low-density neighbourhood. The appearance and sustainability of the proposed development is enhanced with large outdoor amenity areas, a landmark entrance lobby addressing Southdale Road East and Jalna Boulevard, material and architectural treatments which are durable, cost-effective and contribute to an overall sustainable functionality.

The subject lands are intended for residential development and are compatible with surrounding existing and future uses. The proposed development contributes a range of dwelling types consistent with the character of the neighbourhood, and will include a significant proportion of the residential units to be provided at or below market rent. No unacceptable adverse impacts are anticipated for surrounding land uses resulting from the proposed development. Overall, the proposed development will provide housing affordability in a manner that is desirable and sustainable, and will contribute positive features to the existing residential community.