

## Report to Planning and Environment Committee

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

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

**Subject:** Royal Premier Homes (c/o Sivik Planning and Design)  
634 Commissioners Road West  
File Number: Z-9708, Ward 10  
Public Participation Meeting

**Date:** April 09, 2024

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Royal Premier Homes (c/o Sivik Planning and Design) relating to the property located at 634 Commissioners Road West:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 23, 2024, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to **AMEND** the Residential R5 Special Provision (R5-7(30)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
  - i) Provide 1.8-metre-tall privacy fencing along property lines adjacent to residential parcels.
  - ii) Retain as many mature trees as possible, especially along Commissioners Road West and along the east and south property lines between the proposed development and the adjacent single detached dwellings;
  - iii) Provide short-term and long-term bicycle parking stalls;

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

- i) The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages the regeneration of settlement areas and land use patterns that provide for a range of uses and opportunities for intensification and redevelopment;
- ii) The recommended zoning conforms to the policies of The London Plan, including, but not limited to, the Neighbourhoods Place Type, City Building Policies and Our Tools;
- iii) The recommended amendment would permit a development at an intensity that is appropriate for the site and the surrounding neighbourhood.
- iv) The recommended amendment facilitates the development of a site within the Built-Area Boundary with an appropriate form of infill development.

## Executive Summary

### Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to amend the existing Residential R5 Special Provision (R5-7(30)) Zone to permit the development of two 3-storey stacked townhouse buildings (containing 28 dwelling units) and the retention of the existing single-detached heritage dwelling, totalling 29 units. The following special provisions are required to facilitate the development: a reduced front yard depth of 5.0 metres, a maximum density of 67 units per hectare, a reduced interior

yard depth of 3.0 metres when the end wall of a unit contains windows to habitable rooms, a rear yard setback of 1.0 metres per 1.0 metres of main building height but in no case less than 6.0 metres and a minimum 3.0 metre deep landscape strip along the south lot line.

### **Purpose and the Effect of Recommended Action**

The recommended action will permit the development of two 3-storey stacked townhouse buildings (containing 28 residential dwelling units) and the retention of the existing single-detached heritage dwelling, totalling 29 units. All special provisions mentioned above are being recommended for approval.

On January 24, 2024, Council approved a proposed development comprising the development of two 3-storey townhouse buildings (containing 10 new dwelling units) and the retention of the existing single-detached heritage dwelling, totalling 11 units. This new requested zoning by-law amendment seeks to further increase the number of residential units that was approved by Council in January this year. Should this new application be approved, the result will be an additional 17 units to the overall residential unit count on the property for a cumulative increase of **28 residential units**.

## **Linkage to the Corporate Strategic Plan**

This recommendation will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form. (default, everything)
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.

## **Analysis**

### **1.0 Background Information**

#### **1.1 Previous Reports Related to this Matter**

As a component of a complete zoning application, per The London Plan policy 565, a Heritage Impact Assessment was prepared by the applicant's representative and a cultural heritage evaluation was completed using the criteria of O. Reg 9/06. The evaluation determined that the property is a significant cultural heritage resource that merits designation pursuant to Section 29 of the Ontario Heritage Act.

On October 3rd, 2022, a report was brought to the Planning and Environment Committee seeking Heritage designation of 634 Commissioners Road West pursuant to Section 29 of the Ontario Heritage Act.

A Notice of Intent to Designate was published on November 3, 2022, and the last date for objection is December 3, 2022. No objections were received, and Council will pass the By-law to Designate within 120 days of issuing the Notice of Intent to Designate.

#### **1.2 Planning History**

Z-9541 - On January 9, 2023, a Zoning By-law application was brought to the Planning and Environment Committee seeking to amend the current zone of the site to a Residential R5 Special Provision (R5-7(\_)) Zone to permit the development of two 3-storey townhouse buildings (containing 10 new dwelling units) and the retention of the existing single-detached heritage dwelling, totalling 11 units, which is equivalent to 24 units per hectare. Planning and Environment Committee voted in favour of the application, and it was subsequently approved by Council on January 24, 2024.

### **1.3 Property Description and Location**

The subject site is located on the south side of Commissioners Road North, approximately 475 metres west of Wonderland Road South in the Westmount Planning District. The site is 0.445 hectares in size with a lot frontage of 88 metres. The site currently contains an existing 1870 Georgian style single-detached dwelling that is listed as a Designated Heritage Property in the City of London mapping. The site has historically been used as a single detached dwelling.

#### **Site Statistics:**

- Current Land Use: Single-detached dwelling
- Frontage: 88.0 metres (feet)
- Depth: 51.1 metres (feet)
- Area: 0.445 hectares (acres)
- Shape: regular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

#### **Surrounding Land Uses:**

- North: Low Density Residential, Single Detached Dwellings
- East: Low Density Residential, Single Detached Dwellings
- South: Low Density Residential, Single Detached Dwellings
- West: Residential, 2-Storey Office Building and Medium Density Residential, 2-Storey Condo Buildings

#### **Existing Planning Information:**

- The London Plan Place Type: Neighbourhoods Place Type fronting a Civic Boulevard
- Existing Special Policies: N/A
- Existing Zoning: Residential R5 Special Provision (R5-7(30)) Zone

Additional site information and context is provided in Appendix "B".

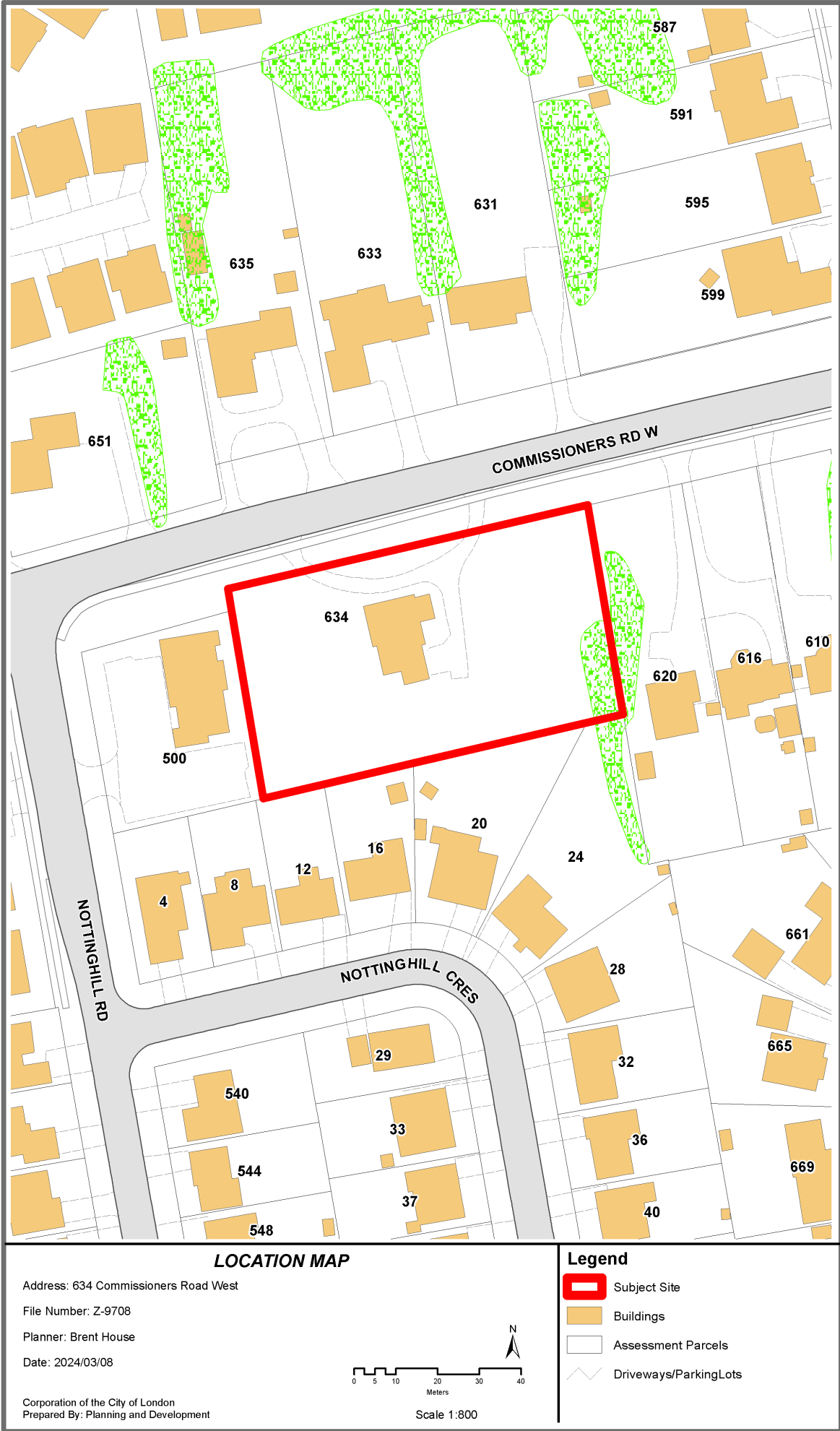


Figure 1- Aerial Photo of 634 Commissioners Road West



Figure 2: 634 Commissioners Road West, facing south (Google Image, June 2023)

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

On February 12, 2024, the City of London accepted a complete application that proposed the development of two new stacked townhouse buildings, containing 28 dwelling units and the retention of the existing 1870 Georgian-style heritage dwelling for a total of 29 units (67 units per hectare).

The development proposal locates the 3-storey stacked townhouse buildings to the west and east of the existing heritage dwelling. The first stacked townhouse building to the west contains 8 dwelling units, while the building to the east contains 20 dwelling units. Vehicular access to the site is proposed to be provided by a single right-in, right-out driveway from Commissioners Road West. Further, the required vehicular parking for the new stacked townhomes consists of 32 surface parking spaces located at the rear of the property. Common outdoor amenity area is located at the rear of the existing heritage dwelling, as well as landscaped strips along the west, east and south property lines.

The proposed development includes the following features:

- Land use: Residential
- Form: 2, 3-storey stacked townhouses
- Height: 3-storeys (12.0m)
- Residential units: 29
- Density: 67 Units Per Hectare
- Gross floor area: N/A
- Building coverage: 25%
- Parking spaces: 32 surface parking spaces
- Bicycle parking spaces: N/A
- Landscape open space: 47.5%
- Functional amenity space: 180m<sup>2</sup>

Additional information on the development proposal is provided in Appendix “B”.

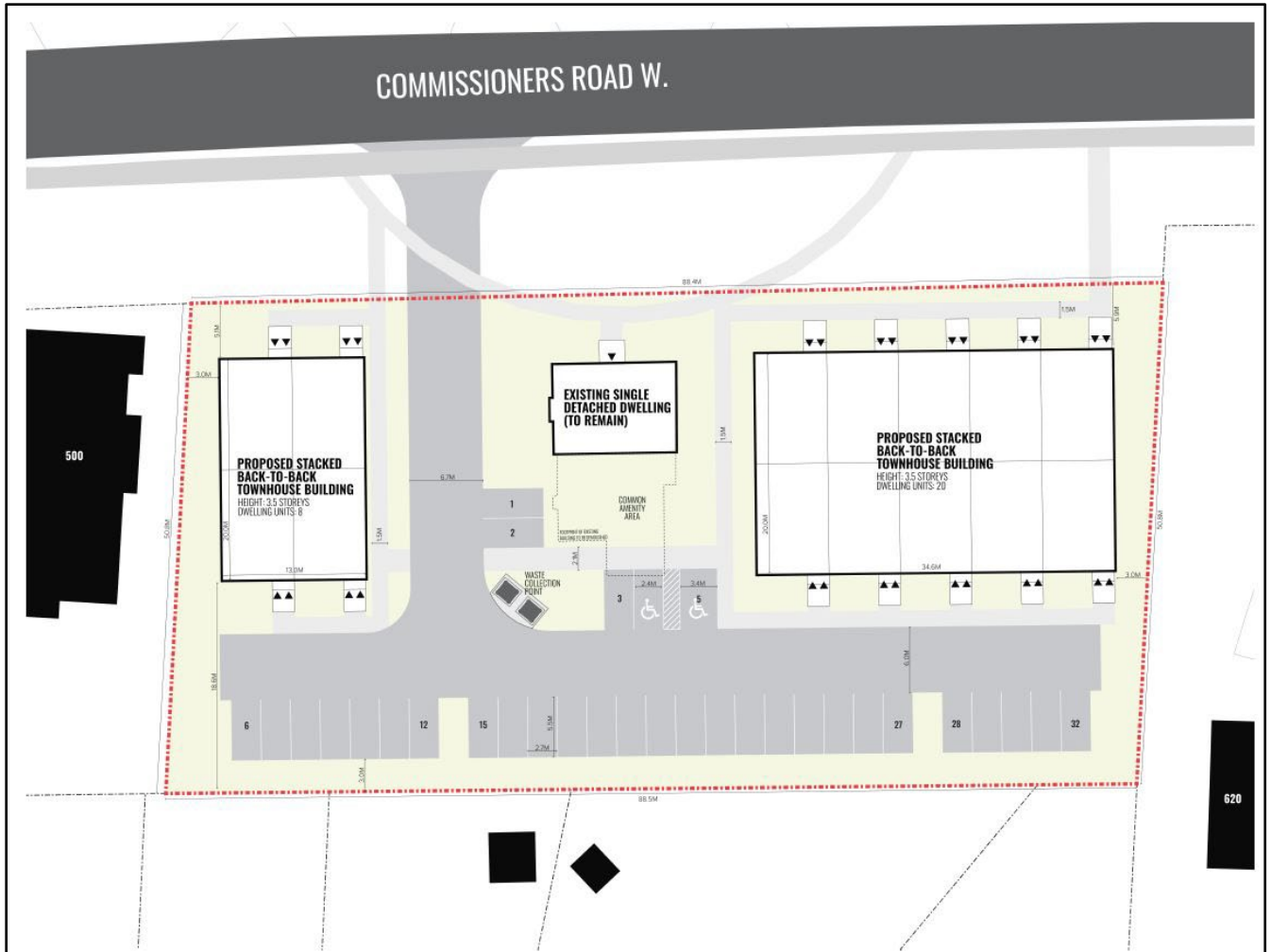


Figure 3 - Conceptual Site Plan (Received January 2, 2024)



Figure 4 – Rendering view from Commissioners Road West facing south (Received January 2, 2024)



Figure 5 – Rendering street view from Commissioners Road West

Additional plans and drawings of the development proposal are provided in Appendix “C”.

## 2.2 Requested Amendment

The applicant has requested an amendment to the Zoning By-law Z.-1 to amend the existing Residential R5 Special Provision (R5-7(30)) Zone.

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

Regulation (R5-7)	Required	Proposed/Recommended
Interior side yard setback (Minimum)	6.0 metres, where there are windows to habitable rooms	3.0 metres, where there are windows to habitable rooms
Density (Maximum)	60 Units Per Hectare	67 Units Per Hectare
Front Yard Depth (Minimum)	8.0 metres	5.0 metres
Rear Yard Setback (minimum)	0.5 metres per 1.0 metres of main building height, but in no case less than 6.0 metres	1.0 metres per 1.0 metres of main building height, but in no case less than 6.0 metres.
Landscaped Strip along rear lot line		3.0 metres

## 2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies:

- Servicing

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

## 2.4 Public Engagement

On February 13, 2024, Notice of Application was sent to 184 property owners and residents in the surrounding area. Notice of Application was also published in the *Public*

*Notices and Bidding Opportunities* section of *The Londoner* on February 22, 2024. A “Planning Application” sign was also placed on the site.

There were 5 responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Increase in Density
- Traffic Concerns

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

## **2.5 Policy Context**

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

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

The mechanism for implementing Provincial policies is through the Official Plan, The London Plan. Through the preparation, adoption and subsequent Ontario Land Tribunal (OLT) approval of The London Plan, the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. As such, matters of provincial interest are reviewed and discussed in The London Plan analysis below.

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

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

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

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

## **3.0 Financial Impact/Considerations**

None.

## **4.0 Key Issues and Considerations**

### **4.1 Land Use**

The subject site is in the Neighbourhoods Place Type of The London Plan fronting on a Civic Boulevard. At this location, Table 10 would permit a range of low-rise residential uses including single, semi-detached, duplex, triplex, and fourplex dwellings, townhouses, stacked townhouses, and low-rise apartments (Table 10-Range of Permitted Uses in Neighbourhoods Place Type).



Policy 916\_3 of the Neighbourhoods Place Type identifies key elements for achieving the vision for neighbourhoods, which includes 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. Furthermore, policy 918\_2 states that neighbourhoods will be planned for diversity and mix of unit types and should avoid the broad segregation of different housing types, intensities and forms.

The proposed stacked townhouse development will contribute to the existing range and mix of housing types in the area, which primarily consists of one and two storey single detached dwellings. Existing higher intensity semi-detached and townhouse developments are located along Commissioners Road West, west of Nottingham Road, and townhouses and apartment buildings are located to the east fronting Wonderland Road South. The proposed development will provide choice and diversity in housing options for both current and future residents and provide additional opportunities for residents to remain in their neighbourhood as they age. Further, the townhouse development on the subject site is a permitted use and in conformity of The London Plan policies within the Neighbourhoods Place Type for this area. Within this context, 3-storey townhouse buildings along a Civic Boulevard in this neighbourhood would not be out of place.

The analysis of intensity and form will be further discussed below to demonstrate the proposed stacked townhouse buildings can be developed on the subject site in a way that is appropriate for the site and adjacent neighbourhood.

## **4.2 Intensity**

The London Plan contemplates residential intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods and further directs that intensification may occur in all Place Types that allow for residential uses (84\_). Further, The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of 2 storeys and a maximum height of 4 storeys, with an upper maximum of up to 6 storeys is contemplated in the Neighbourhoods Place Type where a property has frontage on a Civic Boulevard (Table 11-Range of Permitted Heights in the Neighbourhoods Place Type). The intensity of development must be appropriate for the size of the lot (953\_3).

The subject site has frontage on a Civic Boulevard (Commissioners Road West), which is a higher-order street to which higher-intensity uses are directed. The townhouse buildings are to be a maximum of 3-storeys in height (12m), which is in keeping with the height limits of The London Plan. Further, the site is located within walking distance (approximately 8-minute walk) to a broad range of commercial uses at the intersection of Commissioners Road West and Wonderland Road South, as well as Westmount Mall which contains, a movie theatre, restaurants, a grocery store and several other services. Access to several bus routes is located within a 400-metre walking distance of the site, allowing residents convenient access to surrounding commercial uses, recreational facilities and services on Southdale Road (East and West, respectively), Commissioners Road East, Wonderland Road South, and in the Downtown. As the site is currently developed with one single detached dwelling, the proposed development represents an appropriate form of intensification through infill redevelopment. The subject site is located in an area where The London Plan directs and supports intensification and redevelopment. As such, staff are satisfied the proposed intensity and scale of development is in conformity of The London Plan.

## **4.3 Form**

The London Plan encourages compact forms of development as a means of planning and managing for growth (7\_, 66\_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59\_2, 79\_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59\_4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59\_8).

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of site layout, access points, driveways, landscaping, amenity areas, building location and parking, building and main entrance orientation, building line and setback from the street, height transitions with adjacent development, and massing (953\_ 2.a. to f.). City Design policies further direct principal building entrances along the public right-of-way (291\_), the inclusion of outdoor amenity spaces (295\_), and reduction in parking in areas with transit (271\_). The Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (1578\_).

Consistent with The London Plan, the recommended intensification of the subject property would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the city, the redevelopment and intensification of the site for stacked townhouses would contribute to achieving a more compact form of growth and development than the single detached dwelling that currently occupies the site.

The massing of the new buildings will be sensitive to neighbouring lower-scale uses, which is primarily 1 to 2-storey single-detached dwellings to the north, east and south and a 2-storey office building abutting the development to the west. The stacked townhouse buildings and the existing dwelling have been oriented so that the primary building frontage faces towards Commissioners Road West with principal unit entrances and walkways directly to the City sidewalk. This will animate the civic boulevard providing for an interactive, safe and inviting realm along Commissioners Road West.

Adequate parking is provided for the proposed development as required by the Zoning By-law at 0.5 parking spaces per unit. The applicant has provided 32 spaces for parking, which equates to 1.07 spaces per unit. All parking is located in the rear of the site to help screen the parking from the street while providing sufficient space to include trees and fencing to provide additional privacy from the neighbouring properties. Staff have recommended to the Site Plan Approval Authority the inclusion of short-term and long-term bicycle parking to encourage active transportation with the development of the stacked townhouses.

Common amenity areas are located in the rear of the existing heritage dwelling as well as landscaping located along the frontage and east and west edges of the property. Further, the recommended special provisions seek to secure an enhanced landscaped strip along the south property boundary. Although the previous application was able to establish a 6.0 metre landscaped strip at the rear of the property the proposed development has resulted in a larger building envelope and requires additional parking. In order to accommodate the revised development, the enhanced landscaped strip has been reduced to 3.0 metres. The development proposal is still providing double (3.0 metres) the requirement of the Site Plan Control By-law and there remains ample space for tree planting/preservation and buffering from the proposed use to the neighbouring properties. Additionally, the site possesses a unique collection of mature trees, along the frontage and rear of the property lines. The submitted Tree Assessment Report indicated that the applicant intends on removing 22 trees, while preserving 7 of the existing trees. New tree plantings will be contemplated through a future landscape plan at the site plan approval stage.

An important feature of this development is the retention of the existing 1870 Georgian Style Heritage dwelling. The concept plan seeks to retain the front portion of the original building and ensure that the proposed new built form does not alter or overwhelm the heritage attributes of the existing structure from the street.

#### **4.4 Zoning**

The proposed stacked townhouse buildings require special provisions to facilitate the development. The following is an analysis of the request and staff's response:

- *A minimum front and yard depth of 5.0 metres* - The reduced front yard depth reflects current urban design standards in The London Plan, which encourages buildings to be positioned with minimal setbacks to public rights-of way to create a street wall/edge that provides a sense of enclosure within the public realm (259\_). The reduced front yard setback is appropriate for the site as it helps to activate the streetscape while still avoiding any encroachment of stairs, footings or other building elements into the right-of-way. The proposed buildings are setback relatively in line with the existing single-detached dwelling, and the 5.0 metre setback will not detract from the contextual relevance of the heritage dwelling along the streetscape. Staff have no concerns with this proposed setback.
- *A reduced minimum interior yard depth of 1.8 metres and 3.0 metres when the end wall of a unit contains windows to habitable rooms* - The intent of interior side yard setback regulations is to locate dwellings and structures at an appropriate distance from one another to ensure there are no adverse impacts on adjacent properties. The minimum setback also ensures that there are no structural encroachments or overhangs into adjacent properties and ensuring space between the property line and the building or structure for permitting access around the dwelling for maintenance and repairs. The proposed interior side yard setback of 3.0 metres when the building wall contains windows to habitable rooms will provide ample space for tree planting and privacy screening to the neighbouring properties. Staff are recommending that a 1.8-metre-tall privacy fence be installed at the site plan application stage. Staff have no concerns with the reduced setback when the end wall of a unit contains windows to habitable rooms.
- *Rear yard depth of 1.0 metres per 1.0 metres of main building height, but in no case less than 6.0 metres.* – The rear yard setback is important due to the proximity of the single-detached homes to the rear. If the new townhouse buildings are built to the maximum allowable height of 12 metres, a 12-metre rear yard would be required. Staff are satisfied that the rear yard depth regulation is sufficient to mitigate privacy concerns and provide for adequate space for the required site functions including amenity space and parking.
- *A minimum 3.0-metre-deep landscape strip along the south lot line.* – The site contains a unique collection of mature trees. As such, the applicant has included a special provision for the rear of the property to provide enhanced opportunities for tree preservation and tree growth. As discussed above, the reduction in the landscaped strip from 6.0 metres in the previous application to 3.0 metres in the current application is due to the increase in intensity and an increase in parking. However, the proposed 3.0 metre setback still provides opportunity for future tree planting and privacy measures to be installed to ensure the neighbours are screened from the proposed development. New tree plantings will be contemplated through the future landscape plan which will be prepared during the site plan control application process. Staff are in support of this special provision.

#### **4.5 Servicing**

Stormwater Engineering made note in their comments provided to Planning and Development Staff that the subject lands have no storm or sanitary sewers fronting this development, and that the applicant will be required to address the extension of the municipal services. Given that there are no sanitary or storm capacity issues with the proposal and storm and sanitary sewers are in close proximity to the site (approximately 20 metres sanitary extension and 60 metre storm water extension). Staff are satisfied that the extension of the municipal services can be addressed at a future Site Plan Application Stage. As such, a holding provision is not required for the Zoning Application.

## 4.6 Public Comments

As noted in the public engagement section of this report, 5 emails were received from 5 members of the public. The public's concerns were related to the following matters:

### *Increased Intensification*

The proposed stacked townhouse development adds a greater number of units to the subject site than what currently exists. The London Plan promotes intensification along higher order streets within the Neighbourhoods Place Type. Specifically, Policy 919\_2 and 3 states that the range of uses and intensity permitted will be related to the classification of the street. Properties fronting onto Civic Boulevards (Commissioners Road West) may allow for a broader range of uses and more intense forms of development than those fronting onto neighbourhood streets. Staff are satisfied that the proposed density is appropriate for the site and the site is able to accommodate sufficient parking, amenity space and remain compatible with the surrounding land uses. Adequate infrastructure, community facilities, transportation and services exist to support the proposal. Staff have placed a special provision within the recommended Zoning By-law to cap the density at 67 units per hectare (29 total units) to ensure additional density cannot be achieved through the Site Plan Approval process.

### *Increased Traffic, Noise*

No significant traffic or transportation impacts are anticipated, as such no Transportation Impact Assessment was required as part of a complete application. Commissioners Road West is classified as a Civic Boulevard with an average daily traffic volume of 13,000 vehicles per day. Residents of the development are within walking distance to several amenities and will have access to transit routes and active transportation infrastructure such as cycling routes and pedestrian sidewalks. Further, the development is not anticipated to produce any significant noise. Noise impacts will be mitigated through spatial separation, landscaping and buffering and board on board privacy fence. Although Transportation does not anticipate any noticeable traffic impact, members of the public have inquired about adding a traffic light to the Commissioners Road West and Nottingham Road. The Traffic Engineering department are undertaking a turning movement count (TMC) study to review if there is warrant for a traffic signal in the area.

## Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to amend the existing Residential R5 Special Provision (R5-7(30)) Zone to permit the development of two 3-storey stacked townhouse buildings (containing 28 dwelling units) and the retention of the existing single-detached heritage dwelling, totalling 29 units. Staff are recommending approval of the requested Zoning Bylaw amendment.

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and the Neighbourhoods Place Type Policies. The recommended amendment will facilitate the development of an underutilized site with a land use, intensity, and form that is appropriate for the site.

**Prepared by:** Brent House,  
Planner, Planning Implementation

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

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

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

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

## Appendix A – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 634 Commissioners Road West.

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

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 634 Commissioners Road West as shown on the attached map comprising part of Key Map No. A106 to amend the existing Residential R5 Special Provision (R5-7(30)) Zone.
2. Section Number 9.4 of the Residential R5 (R5-7) Zone is amended by deleting and replacing the following Subsection:

R5-7(30) 634 Commissioners Road West

a. Regulations

- i) Density (Maximum) – 67 Units Per Hectare
- ii) Front Yard Depth (Minimum) – 5.0 metres
- iii) Interior Side Yard Depth (Minimum) – 1.8 metres when the building wall contains no windows to habitable rooms, or 3.0 metres when the building wall contains windows to habitable rooms.
- iv) Rear Yard Depth – 1.0 metre per 1.0 metre of main building height, but in no case less than 6.0 metres.
- v) Enhanced Landscaped Strip (minimum) – A minimum 3.0-metre-deep landscape strip shall be required along the south lot line.

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

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

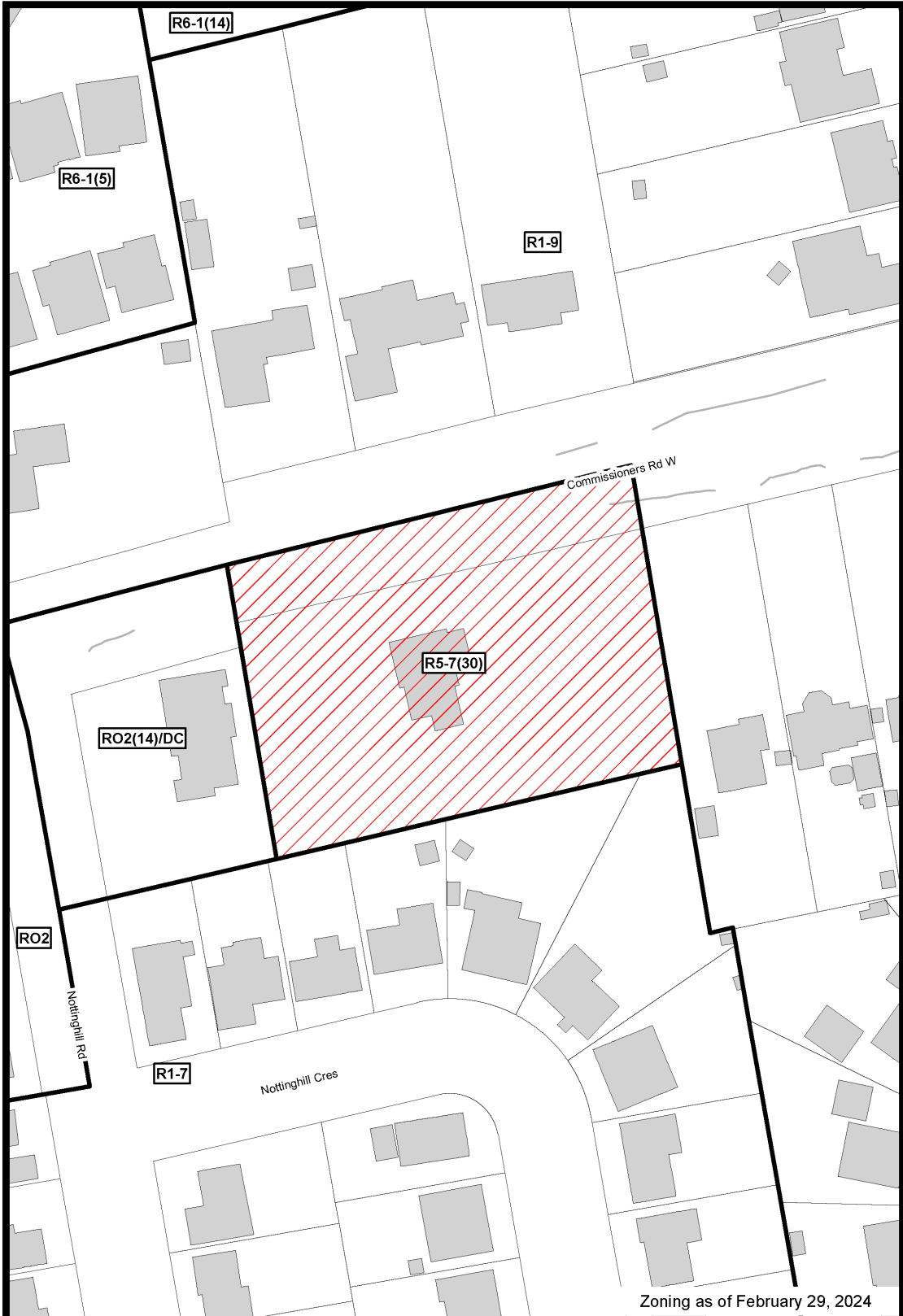
PASSED in Open Council on April 23, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.


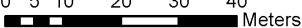

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – April 23, 2024  
Second Reading – April 23, 2024  
Third Reading – April 23, 2024

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



<p>File Number: Z-9708 Planner: BH Date Prepared: 2024/03/08 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:1,000</p> <p>0 5 10 20 30 40 Meters </p> <p></p>
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## Appendix B - Site and Development Summary

### A. Site Information and Context

#### Site Statistics

Current Land Use	Single-detached dwelling
Frontage	88.0 Metres (feet)
Depth	51.1 Metres (feet)
Area	0.445 Hectares (acres)
Shape	Regular
Within Built Area Boundary	Yes
Within Primary Transit Area	Yes

#### Surrounding Land Uses

North	Low Density Residential, Single Detached Dwellings
East	Low Density Residential, Single Detached Dwellings
South	Low Density Residential, Single Detached Dwellings
West	Residential, 2-storey office building

#### Proximity to Nearest Amenities

Major Intersection	Wonderland Road South/Commissioners Road West, 423 metres
Dedicated cycling infrastructure	Commissioners Road West, 423 metres
London Transit stop	Commissioners east of Nottinghill EB - #474, 5 metres
Public open space	Lynngate Grove Park, 391.9 metres
Commercial area/use	Commissioners Court, 443.9 metres
Food store	Food Basics, 582.9 metres
Community/recreation amenity	Westmount Mall, 380.9 metres

### B. Planning Information and Request

#### Current Planning Information

Current Place Type	Neighbourhoods fronting a Civic Boulevard
Current Special Policies	N/A
Current Zoning	Residential R5 Special Provision (R5-7(30))

#### Requested Designation and Zone

Requested Place Type	Neighbourhoods fronting a Civic Boulevard
Requested Special Policies	N/A
Requested Zoning	Residential R5 Special Provision (R5-7( ))

#### Requested Special Provisions

Regulation (R5-7)	Required	Proposed
Interior side yard setback (Minimum)	6.0 metres, where there are windows to habitable rooms	3.0 metres, where there are windows to habitable rooms
Density (Maximum)	60 Units Per Hectare	67 Units Per Hectare
Front Yard Depth (Minimum)	8.0 metres	5.0 metres
Rear Yard Setback (minimum)	0.5 metres per 1.0 metres of main building height, but in no case less than 6.0 metres	1.0 metres per 1.0 metres of main building height, but in no case less than 6.0 metres.

Regulation (R5-7)	Required	Proposed
Landscaped Strip along rear lot line		3.0 metres

## C. Development Proposal Summary

Permit the development of two 3-storey stacked townhouse buildings (containing 28 dwelling units) and the retention of the existing single-detached heritage dwelling, totalling 29 units.

### Development Overview

The development proposal identified two, three-storey stacked townhouse buildings, each located to the west and east of the existing heritage dwelling. The first stacked townhouse building to the west contains 8 dwelling units, while the building to the east contains 20 dwelling units. Vehicular access to the site is proposed to be provided by a single right-in, right-out driveway from Commissioners Road West. Further, the required vehicular parking for the new stacked townhomes consists of 32 surface parking spaces located at the rear of the property. Common outdoor amenity area is located at the rear of the existing heritage dwelling, as well as landscaped strips along the west, east and south property lines.

### Proposal Statistics

Land use	Residential
Form	2 3-storey stacked townhouse
Height	3-Storeys (12.0 metres)
Residential units	29
Density	67 Units per hectare
Gross floor area	N/A
Building coverage	25%
Landscape open space	47.5%
Functional amenity space	180 Metres <sup>2</sup>
New use being added to the local community	Yes

### Mobility

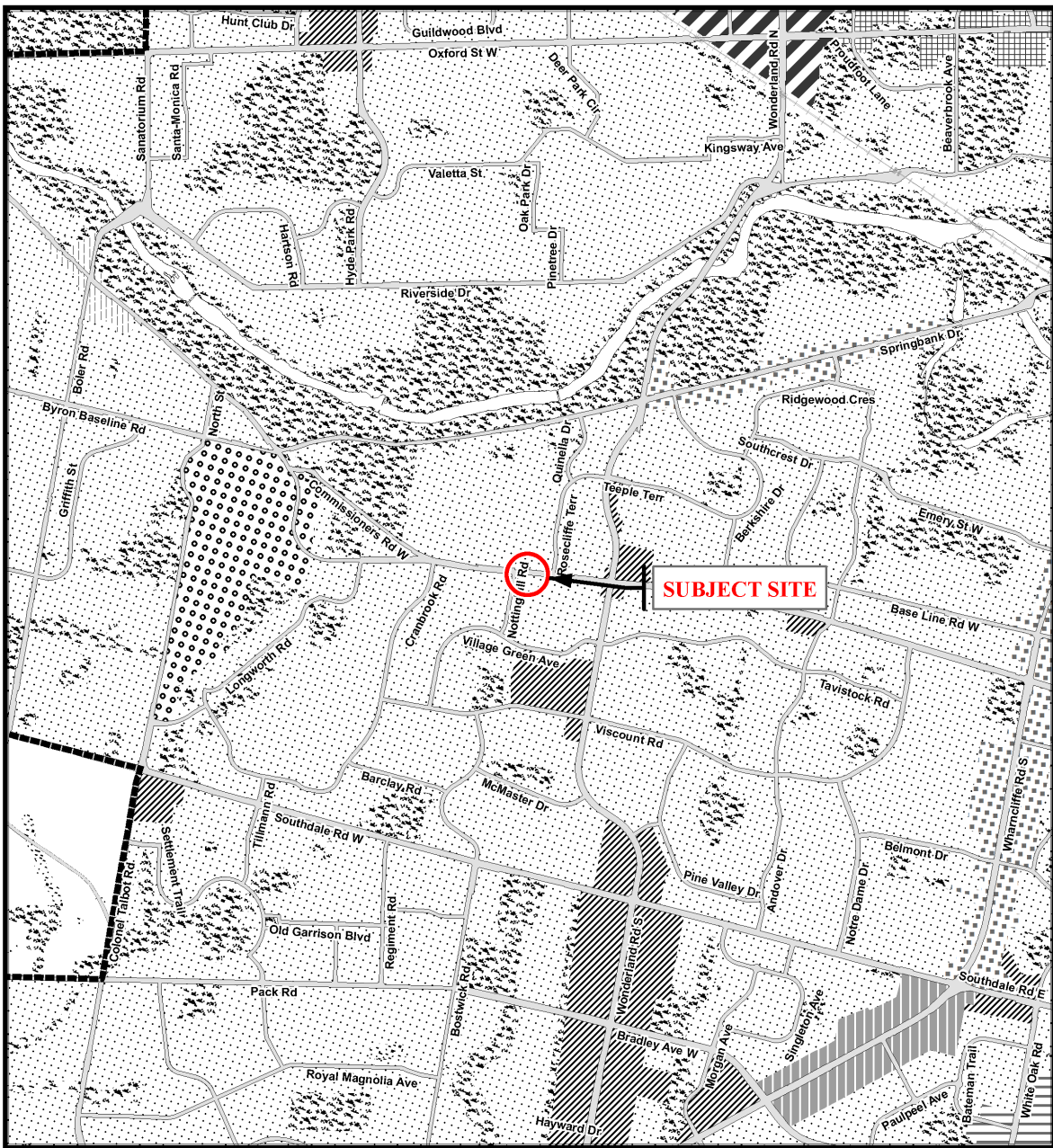
Parking spaces	32 surface parking spaces
Vehicle parking ratio	1.07 spaces per unit
New electric vehicles charging stations	Unknown
Secured bike parking spaces	Unknown
Secured bike parking ratio	Unknown
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

### Environment

Tree removals	25
Tree plantings	unknown
Tree Protection Area	No
Loss of natural heritage features	No
Species at Risk Habitat loss	No
Minimum Environmental Management Guideline buffer met	Yes

Existing structures repurposed or reused	Yes
Green building features	Unknown

# Appendix C – Additional Plans and Drawings

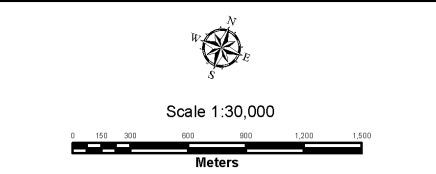


### Legend

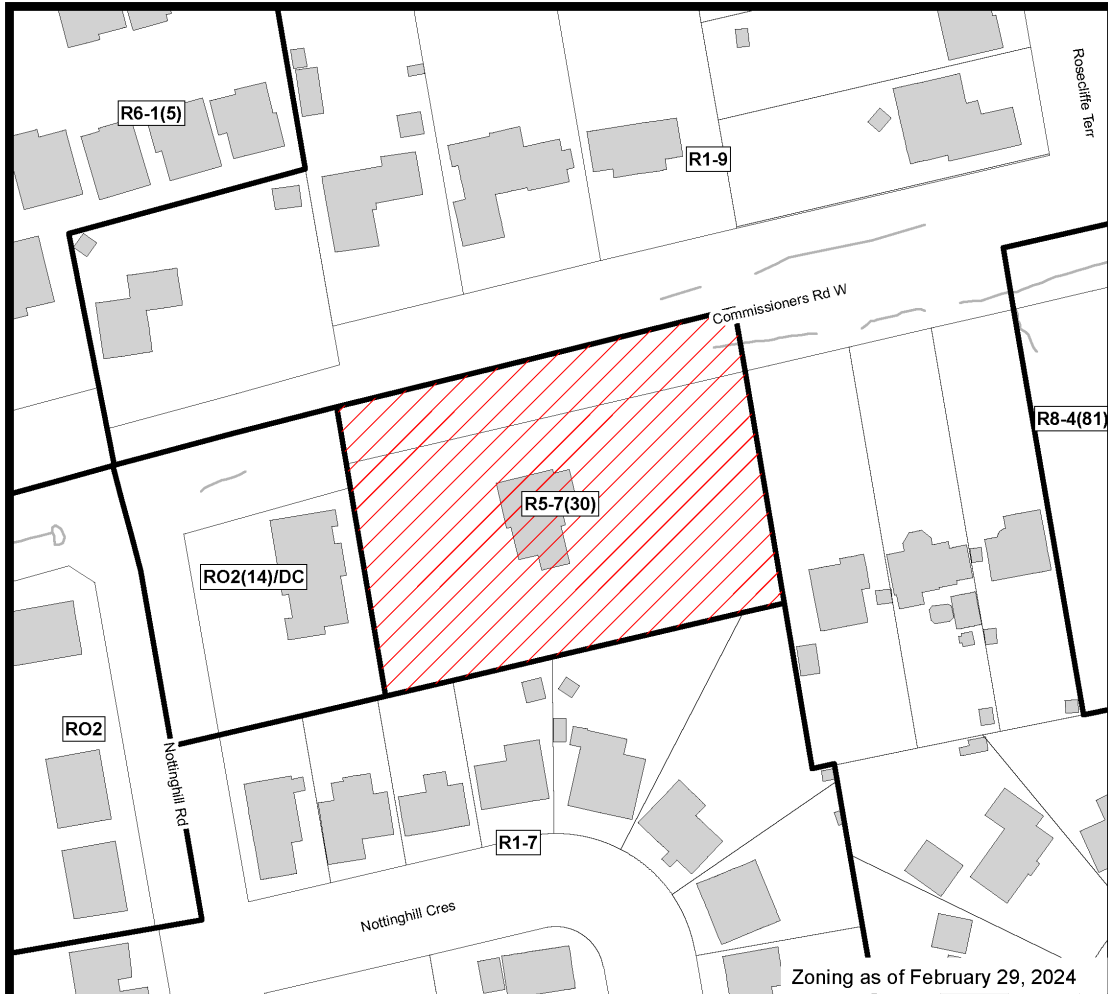
- |                        |                          |   |
|------------------------|--------------------------|---|
| Downtown               | Future Community Growth  | Environmental Review                    |
| Transit Village        | Heavy Industrial         | Farmland                        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

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

**CITY OF LONDON**  
**Official Plan**  
**LONDON PLAN MAP 1**  
**- PLACE TYPES -**  
 PREPARED BY: Planning & Development



**File Number:** Z-9708  
**Planner:** BH  
**Technician:** RC  
**Date:** 2024/03/08



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

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

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

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:

Z-9708

BH

MAP PREPARED:

2024/03/08

CK

1:1,250

0 5 10 20 30 40

Meters

**Appendix D – Internal and Agency Comments**

Heritage – Received February 27, 2024

## **Z-9708 Commissioners Road West**

### *ZBA for cluster townhouses*

#### Context

- The property at 634 Commissioners Road West is designated pursuant to Part IV of the *Ontario Heritage Act*. Any development on or adjacent to the heritage-designated property should be designed in a manner that is sympathetic and compatible with the existing on-site heritage resources.

#### Matters for Zoning

- Heritage is supportive of the retention of the existing of dwelling on the heritage-designated property. Though not identified as a heritage attribute of the property, heritage staff also commend the applicant on the retention of the semi-circular walkway in front of the heritage dwelling as a landscape feature that helps to enhance the heritage value of the property.

#### Matters for Site Plan

- With the increase from the previously-approved 10 unit concept to the proposed 28-unit application, the new townhouse units on the property adjacent to the heritage dwelling have increased substantially in the footprint, scale, massing, and form. While heritage remains supportive of the application, the recommendations of the Heritage Impact Assessment, in particular as it relates to the exterior materials and cladding of the proposed townhouses will be important considerations at the site plan stage, if approved.
- Heritage staff will be seeking to confirm that the recommendations identified in Section 9 of the Heritage Impact Assessment have been, or will be, satisfied through the Site Plan process.
- In addition, Heritage Alteration Permit approval will be required prior to the removal of the rear addition of the existing dwelling to ensure that the removal will not affect the heritage attributes of the property. The exterior treatment of the rear of the existing dwelling will need to be considered and addressed as a part of the Heritage Alteration Permit approval. HAP approval will be required prior to the issuance of a Building Permit.

## **Ecology**

#### Major issues identified

- No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

#### Ecology – complete application requirements

- None.

#### Notes

- None.

## **Engineering – Received February 28, 2024**

#### Zoning application comments:

##### ***Planning & Development:***

- As there are no storm or sanitary sewers fronting this development, an h-149 holding provision will be required to address the extension of municipal sewer.
- Engineering has no further comments on this application. For the applicant's benefit, please include the below commentary with the zoning approval notice.

#### Matters for site plan:

**Wastewater:**

- In order to service the site, the applicant will need to extend the sanitary sewer to the mid-block of the proposed site which will allow for a 90-degree connection from the site sewer to the extended municipal sanitary main; this is at the cost of the applicant/developer.
- If the proposed units are not intended to be part of a condo block, then sanitary servicing for any street facing units is to be to the municipal sewer rather than a private internal sewer.
- Any site sewers or PDCs are to cross perpendicular to the 900mm & 300mm diameter watermains.
- Any road cuts are to be perpendicular to the ROW.

**Stormwater:**

Comments specific to the site:

- As per Storm Drainage area plan Drawing No (16954) the site at C=0.50. Currently, there is no fronting storm sewer. Therefore, the consultant is to provide a SWM functional report indicating how the site is proposed to be serviced (e.g. on-site controls, LID, etc.). In addition, Changes in the "C" value will require the applicant to demonstrate sufficient capacity in the receiving pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. As-constructed information should also be updated to reflect the proposed development. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- As per the Drainage By-law, the consultant would be required to provide for a storm PDC ensuring existing peak flows from the 2 through 100-year return period storms are maintained pre to post development with any increase in flow being managed onsite. The servicing report should also confirm capacity in the existing sewers.
- Roadside ditches are intended for road surface drainage only, and never intended to accommodate intensified flow from infill development.
- Any proposed LID solution should be supported by a Geotechnical Report and/or hydrogeological investigations prepared with focus on the type of soil, its infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high ground water elevation. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution.
- The (current/proposed) land use of a medium residential density will trigger(s) the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
  - "normal" level water quality control (70% TSS removal) for the lands to be developed, as there are no downstream quality controls in place.
  - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
  - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
  - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
  - shall comply with riparian right (common) law.

- The consultant shall submit a servicing report and drawings which should include calculations, recommendations, and details to address these requirements.
- As per 9.4.1 of The Design Specifications & Requirements Manual (DSRM), all multi-family, commercial and institutional block drainage is to be self-contained. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely convey the 250 year storm event. **If the 250 year flows cannot be safely conveyed, these flows must be controlled through the site stormwater management design.**
- Additional SWM related comments will be provided upon future review of this site.

#### General comments for sites within Central Thames Subwatershed

- The subject lands are located within a subwatershed without established targets. City of London Standards require the Owner to provide a Storm/Drainage Servicing Report demonstrating compliance with SWM criteria and environmental targets identified in the Design Specifications & Requirements Manual. This may include but not be limited to, quantity control, quality control (70% TSS), erosion, stream morphology, etc.
- The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

#### **Transportation:**

- A response to comment letter is required for each following comments:
- A TMP is required for any work in the City ROW, including any servicing, restoration, proposed construction, etc. To be reviewed as part of a PAW submission.
- Provide Engineering Plans showing existing infrastructure, include utility poles/boxes, fire hydrants, light standards, etc.
- Ensure proposed access meets minimum clearance requirement of 1.5m from any infrastructure and 2.0m from communication boxes.

#### **Water:**

- Water is available for the subject site via the municipal 300mm high-level watermain on Commissioners Road West.



- A water servicing brief addressing domestic demands, fire flows, and water quality.
- If the existing water service is to be used for the adjacent building, the owners engineer is to confirm if it is adequate to use.
- Ensure water servicing within the subject site does not create a regulated drinking water system.

#### **UTRCA – Received February 23, 2024**

- The subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*.

#### **Urban Design – Received February 23, 2024**

Urban Design is generally supportive of the proposal and has the following comments:

The Applicant is commended for incorporating the following:

- Retaining the existing curved driveway/pathway into the design of the site
- Providing a landscaped area at the end of the drive aisle to enhance the view terminus while approaching the site from Commissioners Road West.

##### Matters for Zoning

Urban Design supports the special provisions requested by the Applicant and would recommend carrying them forward.

##### Matters for Site Plan

1. Remove parking 1 & 2 to create a safer and well-defined common outdoor amenity space and establish a clear vehicular and pedestrian priority zone within the site. TLP 272
2. Ensure any parking and garbage area exposed to Commissioners Road West is screened with an enhanced all-season landscaping buffer. TLP 278, 266
3. Retain as many mature trees as possible, especially within the curved driveway that contributes towards building the streetscape along Commissioners Road West. TLP 258

#### **Parks Planning – Received February 21, 2024**

1. Major Issues
  - None.
2. Matters for OPA/ZBA
  - None.
3. Matters for Site Plan
  - Parkland dedication has not been taken for this site. It is to be noted that the applicant, as a condition of site plan approval, will be required to provide parkland dedication in the form of cash-in-lieu pursuant to By-law CP-25.

#### **Landscape Architecture – February 26, 2024**

1. Major Issues
  - No potential grounds for refusal, or issues that could require significant changes to the proposal. The Tree Assessment Report prepared by RKLA, November 2023 captured 35 individual and 3 vegetative units. There are no boundary trees associated with this site.

## 2. Matters for Site Plan

- A recommendation for proof of payment for the coordinated removal of city trees #1, 2, 5 and hedge will be forwarded for Site Plan review. Proof of payment issued by Forestry Operations requirement of Site Plan approval.
- One thousand six hundred and eighteen [1618] cm dbh proposed for removal. In accordance with London Plan Policy 399, 161 replacement trees are required within site; a recommendation will be forwarded to Site Plan. If there is insufficient space within the site, cash-in-lieu will be calculated by multiplying the number of replacement trees that could not be planted on site by \$350.

## 3. Complete Application Requirements

- There is a discrepancy between the inventory table and the Tree Preservation Plan regarding actions proposed for trees # 22 and 23. Applicant to confirm action proposed to calculate total dbh proposed for removal.
- Vegetative units were not included in the inventory table. Please confirm the following:
  - all trunks of vegetative unit 1 are less than 10cm dbh greater than and equal to 10cm
  - address of growth for veg unit 2 and that all dbh of individual trunks are less than 10cm

## **Site Plan – February 27, 2024**

### Major Issues:

- The proposed and existing built forms are located within the Enbridge Gas pipeline setback. Consult with Enbridge to confirm whether the applicant will need to enter into an easement agreement with Enbridge Gas and/or provide any required setbacks.

### Zoning:

- The proposed special provisions are in alignment with the zoning comments provided during the Site Plan Consultation, SPC23-111.
- As a proposed development fronting onto *The London Plan's Active Mobility Network*, the proposed built form lends itself to benefit from bicycle parking. Consider providing at grade bicycle parking for the proposed stacked townhouse units.

### Site Plan:

- In alignment with the January 24<sup>th</sup>, 2023, City of London Council meeting, the applicant shall provide 1.8-metre-tall privacy fencing along the property boundary where the parcel abuts residential uses. Privacy fencing shall not be provided along the Commissioners Road West frontage.
- Site Plan has concerns regarding the turning radius of emergency vehicles within the proposed development. Confirm the turning radius along the proposed emergency vehicle route.
- Utilize all-season landscaping to buffer the parking and the waste, recycling, and green bin collection point abutting the proposed amenity space.
- Identify the on-site snow storage location(s). Snow storage shall not impact the proposed enhanced landscape buffer at the rear of the subject site or proposed/existing trees.
- The applicant exceeds the minimum parking requirements. To future proof the proposed development, retain existing mature trees, and provide additional all-season landscaping, consider reducing the proposed vehicular parking to provide bicycle parking, open green space, and/or electric vehicle charging station(s).

### Note to the Planner:

- An updated Noise Study is required.

**London Hydro**

- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

**Enbridge Gas Comments – Received February 29, 2024**

- I forwarded your concerns to our District Engineer for London, and she has replied that we have no concerns.
- Our pipeline does appear to be in the road allowance, not on the property.

## Appendix E – Public Engagement

The applicant provided multiple ways for public engagement:

### **Info Postcard**

170 information postcards were circulated to surrounding homes and businesses to notify local citizens of the planned redevelopment via direct mail and direct them to the project website.

### **Project Website**

A project website ([www.siv-ik.ca/634cw](http://www.siv-ik.ca/634cw)) was launched on May 10, 2022 to provide a “home-base” for sharing information and updates about the project and gathering feedback through an online feedback form. On October 18, 2023, the project website was updated with the new development concept for the site.

### **Virtual Community Info Session**

The project team hosted a Zoom webinar on November 1, 2023 to provide a live forum to share information directly with residents/participants and facilitate a Q & A session with lead members of the project team.

### **Community Engagement**

#### **Notice of Application:**

Public Liaison: On February 13, 2024, Notice of Application was sent to 184 property owners and residents in the surrounding area. Notice of Application was also published in the Public Notices and Bidding Opportunities section of The Londoner on February 22, 2024. A “Planning Application” sign was also placed on the site.

There were 5 responses received during the public consultation period.

**634 Commissioners Road West** - The purpose and effect of this zoning change. Possible change to the Zoning By-law Z.-1 Possible change to Zoning By-law Z.-1 FROM a Residential R5 Special Provision (R5-7(30)) Zone TO a Residential R5 Special Provision (R5-7(\_)) Zone. Special provisions include: Maximum density of 67 units per hectare, whereas 60 units per hectare is the maximum permitted; a minimum front yard depth of 5.0 metres, whereas 8.0 metres is the minimum required; Interior side yard setback of 3.0 metres when the end wall of a unit contains no windows to habitable rooms, or 6.0 metres when the wall of a unit contains windows to habitable rooms; a rear yard setback of 1.0 metres per 1.0 metres of main building height but in no case less than 6.0 metres; a minimum 3.0 metre deep landscape strip along the south lot line. The City may also consider the use of holding provisions, and additional special provisions to facilitate the proposed development. File: Z-9708

Response: A summary of the various comments received include the following:

- Increased Intensity
- Increased traffic

#### **Public Comment #1 – Dave Queen**

Please register and consider these comments in argument against the density increase request.

File: Z9708 Applicant: Royal Premier Homes (c/o Siv-ik Planning & Design Inc.)

Proposal: Zoning amendment to allow:

Cluster stacked townhouses consisting of two 3.5 storey with 28 Units at a density of 67 Units per hectare.

On or about December 21, 2022 a request was done for a zoning amendment to allow:

Cluster townhouse development consisting of 10, 3 storey dwelling units and the retention of an existing Single detached dwelling totaling 11 units. File: Z-9541

It appears that this request was granted.

Getting out of our complex is already difficult and with the increase in building these extra townhouses, the traffic will be worse than it is now.

A TRAFFIC LIGHT WOULD BE A MUST FOR THIS INTERSECTION. That should be at Nottinghill Rd and Commissioners Rd. West.

What was already approved by the city is appropriate for that site in consideration of the keeping of and respect warranted to the Heritage building on that parcel.

This is opposed by Diana and David Queen, [REDACTED]  
[REDACTED]

### **Public Comment #2 – John Harris**

I am writing in regards to the proposed Zoning By-law Amendment for 634 Commissioners Road West.

I reside at [REDACTED] and have lived at that address for over 25 years. During that time period the traffic volumes on Commissioners have dramatically increased. Most likely to the recent and continuing residential development to the west of the city. It is frequently did and dangerous to cross Commissioners as a pedestrian or to exit our small community of condominiums using your car.

This development with 28 units will only add to the existing traffic volumes. More significantly the driveway has been situated on the west side of the development, close to Nottinghill Road. Nottinghill is a relatively busy side street. At times it is very difficult and dangerous to exit it to Commissioners; turning right or left.

If this development is allowed to proceed it would be safer to have the driveway shifted to the most easterly side of the property. The developer could easily do that while retaining the single-detached home, but would forego using the existing driveway.

Alternatively, while I am reluctant to suggest this, perhaps a traffic light should be installed at Nottinghill Road.

Thank you for your consideration,

John Harris.

### **Public Comment #3 – Kathy Moorhouse**

Subject: Re: Opposed to increasing density on 634 Commissioners Rd W parcel  
To the attention of Mr House and Councillor Van Meerbergen,

Please register and consider these comments in argument against the density increase request.

Major issue-

The Developer Royal with Consultant group Siv-ik regarding 634 Commissioners W have, of course, requested increased density to what the city has already granted.

Traffic access and egress from our complex onto Commissioners is already dangerous and that danger will be compounded dramatically should the developer get this density increase outlined in the notice we received - approved.

28 dwellings on that little parcel or more\* (\*developer will likely ask to build even more units once they get the requested increased density approved- the cars, delivery trucks, garbage trucks in and out of that property onto Commissioners will add substantially to traffic from our complex , traffic from Nottingham Rd. and from neighbouring residential areas . Without a traffic light at Nottingham and Commissioners Rd W this is an unreasonable and dangerous proposal to the extreme.

\*\*\*What was already approved by the City is appropriate for that site in consideration of the keeping of and respect warranted to the heritage building on that parcel of land.

Thank You  
Katherine Moorhouse  
Owner:

#### **Public Comment #4 – Maribeth McCluskey**

I am writing with respect to the proposed increased density and height of the previously approved 11 stacked townhouses at 634 Commissioners Rd.W.

I am opposed to this new plan by the developer Royal Premier Homes with consultant group Siv-ik for the following reasons:

1. Previously approved number of 11 stacked townhouses was more acceptable than 28 stacked townhouses on a small piece of land.
2. It's already difficult to turn left (east) on Commissioners Rd.W. when exiting our driveway entrance at [REDACTED]. The proposed increased density of the new development will lead to even more traffic congestion.

Maribeth McCluskey

#### **Public Comment #5 – Mary and Michael Melanson**

To the attention of Mr House and Councillor Van Meerbergen,

Please register and consider these comments in argument against the density increase request.

Major issue-

The Developer Royal with Consultant group Siv-ik regarding 634 Commissioners W have, of course, requested increased density to what the city has already granted.

Traffic access and egress from our complex onto Commissioners is already dangerous and that danger will be compounded dramatically should the developer get this density increase outlined in the notice we received - approved.

28 dwellings on that little parcel or more\* (\*developer will likely ask to build even more units once they get the requested increased density approved- the cars, delivery trucks, garbage trucks in and out of that property onto Commissioners will add substantially to traffic from our complex , traffic from Nottingham Rd. and from neighbouring residential

areas . Without a traffic light at Nottingham and Commissioners Rd W this is an unreasonable and dangerous proposal to the extreme.

\*\*\*What was already approved by the City is appropriate for that site in consideration of the keeping of and respect warranted to the heritage building on that parcel.

Sincerely expressed,  
Mary and Michael Melanson

A black rectangular redaction box covering the names and contact information of the signatories, Mary and Michael Melanson.