



Planning and Design Report

1378-1398 Commissioners Road West City of London, Ontario

Tricar Properties Limited

November 26th, 2024



Zelinka Priamo Ltd.

LAND USE PLANNERS

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1.0 INTRODUCTION AND SUMMARY

On behalf of Tricar Properties Limited (“Tricar”), Zelinka Priamo Ltd. has submitted an application to the City of London to amend its Zoning By-Law to permit the development of the lands known municipally as 1378-1398 Commissioners Road West (hereinafter referred to as the ‘subject lands’) for a 6-storey, 67-unit, mid-rise apartment building.

The purpose of this Planning and Design Report is to provide design details and evaluate the proposed Zoning By-Law amendment application within the context of existing land use policies and regulations, including the Provincial Planning Statement (2024) and the London Plan (City of London Official Plan, 2016).

The report concludes that the proposed Zoning By-Law amendment application to permit the development of a 6-storey, 67-unit, mid-rise apartment building is appropriate and desirable for the following reasons:

- The proposed Zoning By-Law amendment is consistent with the policies of the 2024 Provincial Planning Statement;
- The proposed Zoning By-Law amendment is in conformity with the policies and intent of the London Plan, and fulfills the planned function of lands along a high-order street;
- The proposed Zoning By-Law amendment provides for a form of development that will make more efficient use of underutilized lands within an established, built-up area of the city;
- The proposed development will add much-needed housing supply in London, providing greater diversity and choice of housing types in the Byron neighbourhood.
- The proposed development provides a well-functioning site design and built form that is generally compatible with, and complementary to, the surrounding land uses; and,
- The proposed development exhibits the requisite components of a well-functioning, residential development, including setbacks, parking, and communal amenity space.

2.0 DESCRIPTION OF SUBJECT LANDS

The subject lands are located on the south side of Commissioners Road West, between Reynolds Road and Stephen Street in the Byron neighbourhood (Figures 1 and 2).

Figure 1 - Subject Lands: 1378 – 1398 Commissioners Road West



The subject lands have a gross lot area of approximately 0.7 ha (1.7 acres) pre-road widening, and a net lot area of approximately 0.6 ha (1.4 acres) post-road widening; and, a total frontage of approximately 119.2m (pre-road widening) and approximately 104.6m (post-road widening) along Commissioners Road West. For the purpose of this application, Commissioners Road West is to be deemed the legal frontage of the subject lands. The lands are comprised of five single-family lots fronting on Commissioners Road West (Figures 3-7, following pages).

Figure 2 - Subject Lands (outlined in red) - Drone Photo taken November 18th, 2024



The subject lands are located in the “Neighbourhoods” Place Type on “Map 1 – Place Types” fronting onto a “Civic Boulevard” on “Map 3 – Street Classifications” in the London Plan. The subject lands are currently zoned “Residential (R1-8)” in the City of London Zoning By-Law Z.-1.

Figure 3 - Front View of 1398 Commissioners Road West



Figure 4 - Front View of 1392 Commissioners Road West



Figure 5 - Front View of 1386 Commissioners Road West



Figure 6 - Front View of 1382 Commissioners Road West



Figure 7 - Front View of 1378 Commissioners Road West

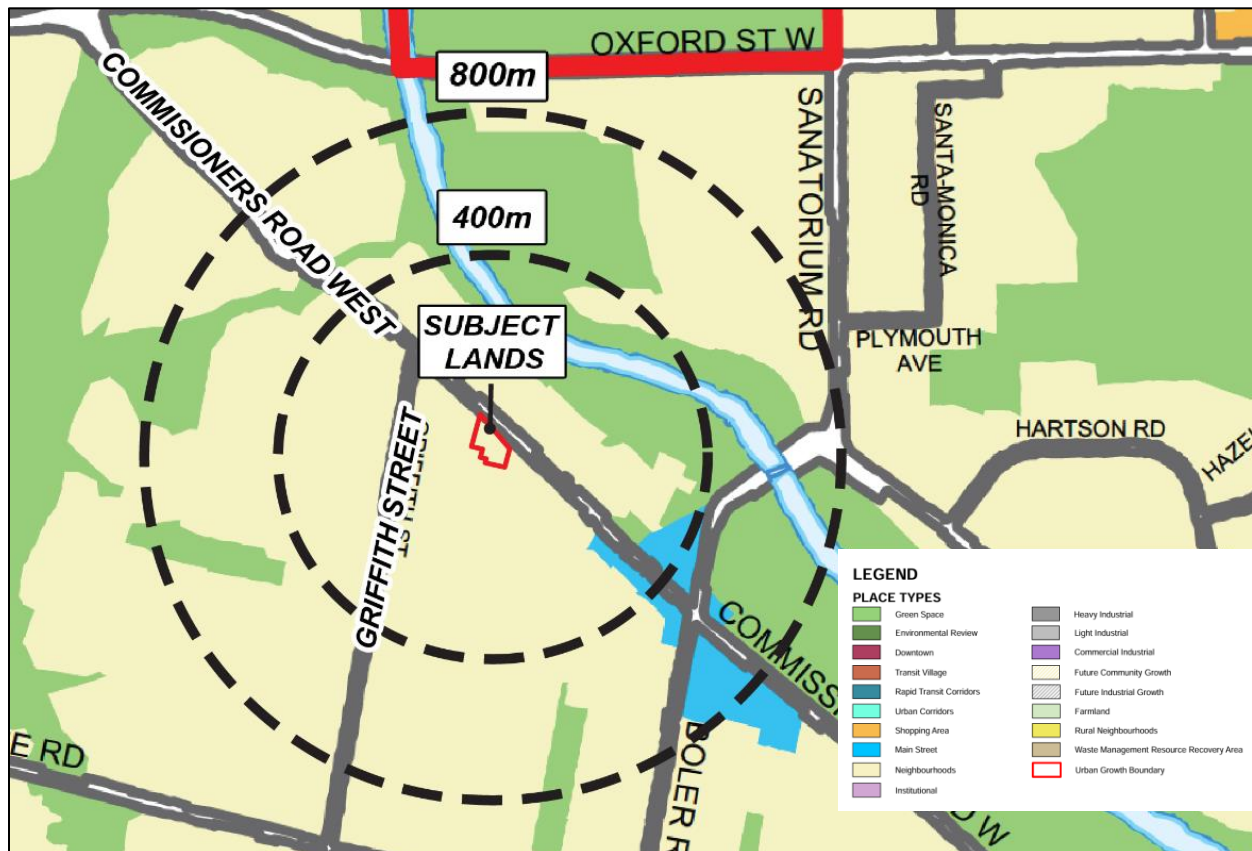


3.0 SPATIAL ANALYSIS AND NEIGHBOURHOOD CONTEXT

3.1 REGIONAL SPATIAL ANALYSIS

Figure 8 illustrates the surrounding place types, as per the London Plan, and Figure 9 (on the following page) illustrates significant landmarks and land uses. Each figure shows a 400m and 800m radius from the subject lands, representing an approximate straight-line walking distances of 5 minutes and 10 minutes respectively. However, due to sidewalk networks and physical barriers, the radii may not represent exact walking times. Significant landmarks are identified by numbers 1-5 on Figure 9.

Figure 8 – Regional Spatial Analysis (Land Use)



Land uses within the 400m and 800m radii primarily consist of the “Neighbourhoods” Place Type, with “Green Space” and “Main Street” Place Types as well. A “Green Space” Place Type is located further north associated with the Thames River and a “Main Street” Place Type strip is located to the southwest representing the village centre of Byron. The “Neighbourhoods” Place Type is primarily intended for residential uses. “Green Space” and “Main Street” Place Types are intended for recreational and commercial uses respectively.

Figure 9 - Landmark Spatial Analysis (subject lands outlined in red)



Notable features within the 400m and 800m radii include (numbers correspond to the figure above):

1. Existing low-density residential uses that consist of single-detached dwellings;
2. Medium to High density residential uses in the form of townhouses and low-mid rise apartment buildings;
3. Commercial and Office uses in the form of 1 – 2 storey buildings, which contain notable restaurants and retail establishments such as Tim Hortons, Subway, and medical clinics and offices;
4. Institutional uses including Byron Northview Public School, St. Anne's Anglican Church, London Fire Station 12 and All Kids Belong (Child Care Agency);
5. Public parks including Grand View Park, Silo Beach, Halls Mills, Springbank Park and CPRI Walking Trail;
6. Commercial plaza consisting of Metro, LCBO, Byron Pizza, etc.

A broad range of land uses are present along Commissioners Road West, reflecting the constant evolving along this civic boulevard. There are 5-storey apartment buildings within the immediate vicinity to the northeast (1355 and 1341 Commissioners Road West). The City of London's Planning and Environment Committee also recently approved zoning for a 4-storey apartment building to the west of the subject lands (1408 and 1412 Commissioners Road West). The Commissioners Road streetscape is evolving towards more intensity and height along this corridor consistent with land use policies set out in the London Plan.

The neighbourhood that surrounds the subject lands consists of a range of residential, institutional and commercial land uses. Residential uses are provided in a variety of forms and densities, ranging from single-detached dwellings (Figure 10) all the way up to mid-rise apartment buildings. Generally, higher residential densities are located along Commissioners Road West, while low density uses are located interior to the neighbourhoods, away from Commissioners Road West. This land use relationship is evolving as higher-density uses are developed along Commissioners Road West, as the proposed Zoning By-Law amendment exhibits.

Figure 10 - Surrounding uses – example of single detached dwelling (1328 Commissioners Road W)



Institutional uses in the forms of schools, churches, and public services are found in the surrounding area (Figure 11).

Figure 11 - Surrounding uses - Byron Northview Public School (adjacent to the east of the subject lands)



Commercial and office uses are present in the broader vicinity in the form of commercial and office buildings containing a range of different stores, clinics, offices and restaurants to the east of the subject lands (Figure 12).

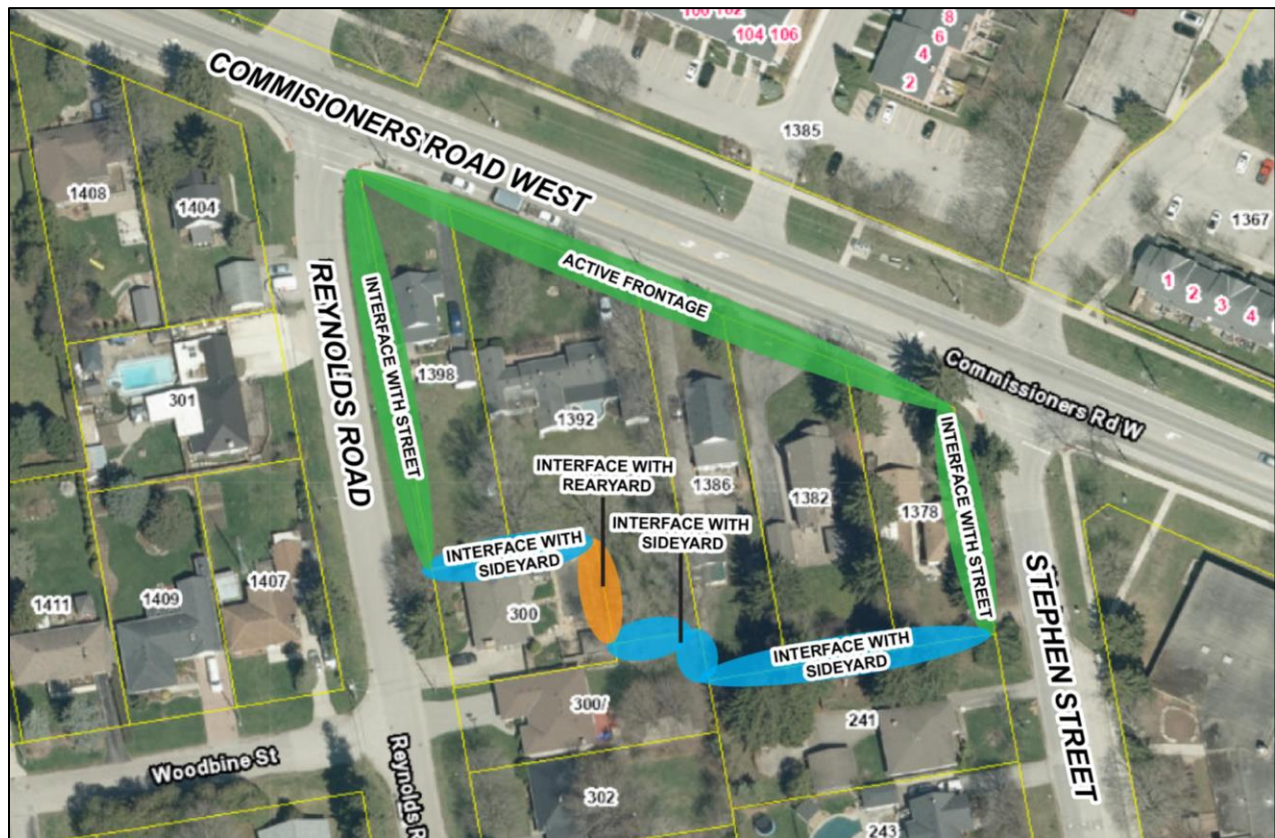
Figure 12 - Surrounding uses – commercial strip at Commissioners Road West and Boler Road



3.2 SITE SPECIFIC SPATIAL ANALYSIS

Figure 13 illustrates a Site-Specific Spatial Analysis, providing information on the immediate context of the site and the interfaces with abutting properties. The front yard of the subject lands interface with Commissioners Road West. There is an existing sidewalk which runs along Commissioners Road at this location, however, this sidewalk has been considered unsafe by several of the neighbours in this area as it is too close to Commissioners Road. Through the proposed application, Tricar is proposing to relocate the sidewalk to make it safer and more pedestrian friendly. The west exterior side yard interfaces with Reynolds Road and the east exterior side yard interfaces with Stephen Street, with Byron Northview Public School further to the east. The rear yard of the property interfaces with the side and rear yards of three single detached lots to the south. There are existing trees of varying sizes on the property and in adjacent yards. A tree preservation plan has been prepared and is submitted with this application which identifies these trees and their condition. Lands to the north, east and west are separated from the subject site by public streets. These adjacent streets, and the physical separation they provide, will help to mitigate any potential impacts of new development. Lands to the south, however, share a lot line with the proposed development site and will require special care to ensure any impacts are appropriately mitigated.

Figure 13 – Site-Specific Spatial Analysis



3.3 SURROUNDING BUILDING SETBACKS AND PARKING LOCATIONS

Apartment buildings located in the surrounding neighbourhood are located close to the street, with parking located internal to the site as to screen the view of surface parking from the road. Medium-density residential forms such as cluster townhouse developments in the area are generally on large parcels of land that contain multiple clusters of townhouse buildings. Townhouse buildings are set back far enough to provide acceptable rear yard amenity space, while also providing adequate separation from abutting buildings. Front yards provide modest separation, between 6m and 18m, from the street and provide sufficient space for driveways that connect to attached garages and provide space for parking.

3.4 SURROUNDING HOUSING FORMS AND ARCHITECTURAL STYLES

A variety of architectural forms and styles are present in the surrounding neighbourhood, reflecting the older, more traditional and mid-century modern design of single detached dwellings, and the significantly different contemporary design of newer apartment buildings. Single-detached dwellings contain architectural elements commonly identified with traditional or mid-century modern styling such as gable and hip roofing; garages protruding from the front elevation or side of the building; medium size fenestrations across the front elevation of the building; and, building forms that are generally rectangular in shape. Most single-detached dwellings are 1-storey in height however, 2-storey dwellings are intermixed as well. Exterior materials for the single-detached dwellings generally consist of brick, vinyl siding, and roof shingles with a wide range of colour consisting of gray, white, black, yellow, brown, and red. The example in Figure 14 has a large front yard setback to provide separation from the street.

Figure 14 – Example of Single-Detached Dwelling (1330 Commissioners Road West)



Townhouses and other multi-unit dwelling types located in the surrounding neighbourhood are consistently 2-3 storeys in height and illustrate built forms and architectural styles that are similar to the single-detached dwellings. Buildings contain gable/hip roofing styles. The front elevation consists of multiple small fenestrations. Rear facades consist of a similar layout to the front elevation with its layout of fenestrations. Materials used for the townhouse buildings consist of vinyl siding, brick, and shingled roofing. Colour palettes consist of colours such as red, yellow, white, gray, black, and brown (Figures 15 and 16).

Figure 15 – Example of Townhouse Development (1399 Commissioners Road West)



Figure 16 – Example of Townhouse Development (1385 Commissioners Road West)



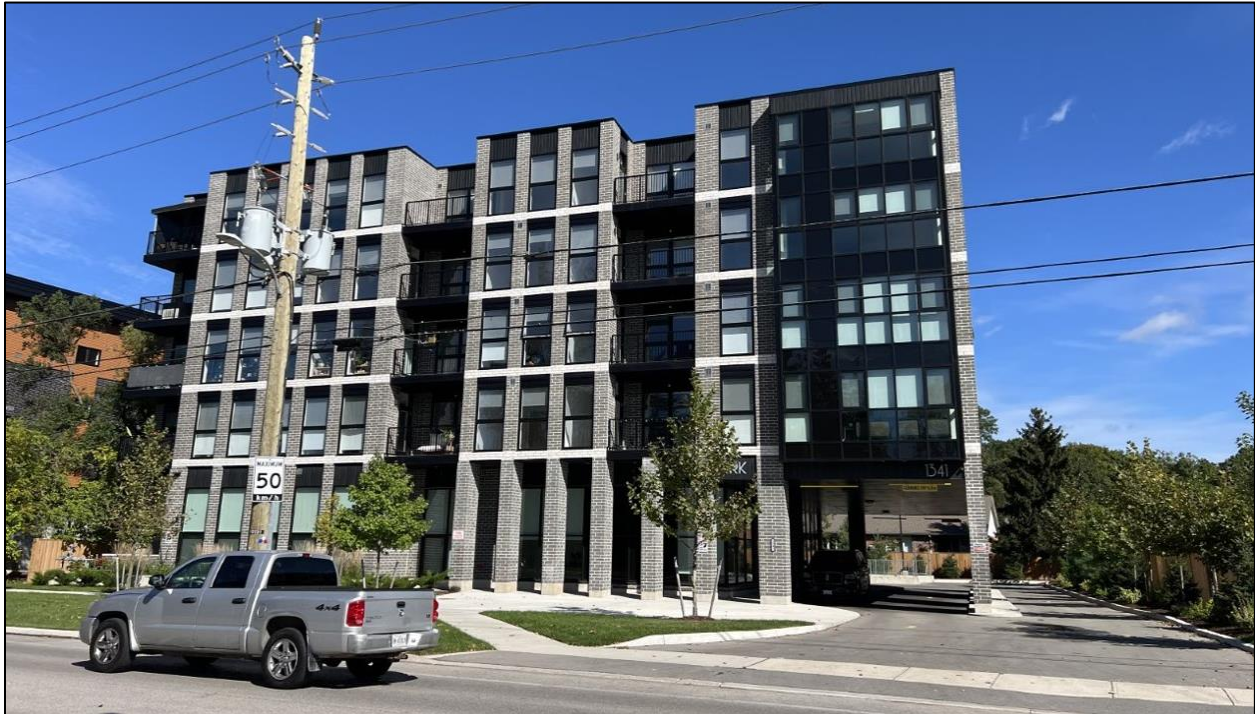
There are several mid-rise apartment buildings (5-storeys) in the area. Buildings are rectangular in shape and most commonly feature flat roofs with noticeable, architectural roof line features. However, there are some buildings located in the area that feature gable and hip roofing. Building materials consist of brick, stone, vinyl siding, and shingles. Colours palettes consist of red, black, yellow, white, gray, and brown (Figures 17 and 18).

Figure 17 – Example of 5-storey Apartment Building (1355 Commissioners Road W)



The newer apartment buildings provide a generally compatible, contrast with the older architectural styles present in the area. The use of colour also adds vibrancy and visual interest along Commissioners Road West.

Figure 18 – Example of 5-storey Apartment Building (1341 Commissioners Road West)



3.5 CONCLUSIONS

The subject lands are located within an area of London that provides a wide range of housing options as well as amenities within walkable distances. There are many different housing types present in the neighbourhood surrounding the subject lands such as single-detached dwellings, semi-detached dwellings, townhouses, and mid-rise apartment buildings.

The above section also highlights the wide range of amenities that are available within walking distance of the subject lands. The Regional Landmark Analysis map highlights significant amenities within 5 and 10-minute walking radii of the site that include parks, schools, churches, and commercial facilities. These are all important amenities that make up a complete community and assist in creating a community that is convenient for active and public transportation methods.

Overall, the subject lands are located in an area that exhibits a mix of land uses, forms, and intensities. More intense developments are occurring along Commissioners Road West, proximate to the commercial node of the neighbourhood.

The following sections outline the details of the proposed development, and how it integrates within the existing neighbourhood.

4.0 DESIGN GOALS AND OBJECTIVES

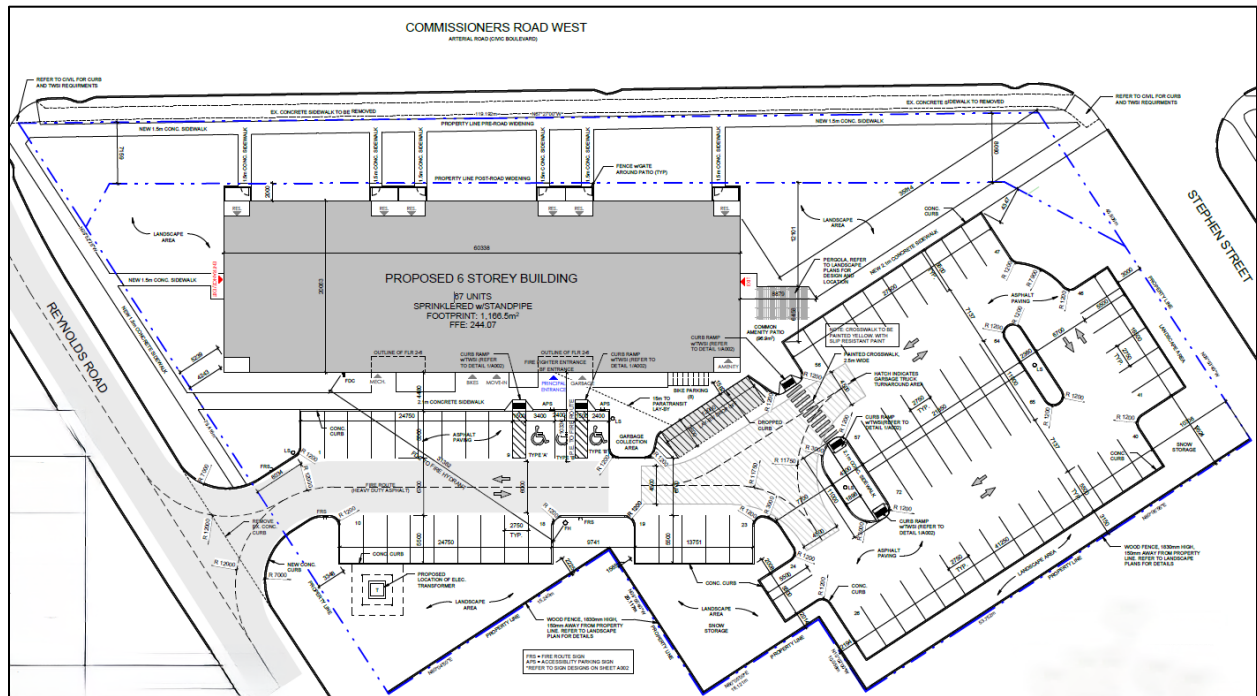
The goal of the proposed development is to provide an attractive, compatible, and complementary addition to the neighbourhood while making efficient use of the assembled lands. In order to effectively achieve this goal for the subject lands, the following design objectives have been identified:

- Improve the functionality of the subject lands and interfacing street frontage by adding a high-quality residential apartment building.
- Implement suitable design standards and privacy elements that ensure compatibility with neighboring uses and the surrounding community.
- Provide additional housing supply and options to meet the needs of London and the Byron neighbourhood.
- Support the continuing residential intensification of the area, which will contribute positively to the development of the Byron neighbourhood; and,
- Effectively integrate the built form into the current land use policy context, particularly concerning massing and height.

5.0 PROPOSED DEVELOPMENT

The subject lands are proposed to be redeveloped for a 6-storey, 67-unit, mid-rise apartment building with associated surface parking (Figure 19).

Figure 19 - Conceptual Development Plan (excerpt)



The proposed building is located as close to the Commissioners Road West right of way as is practical, taking into account a significant road widening requirement and a 2m front yard setback. Individual pedestrian sidewalks are proposed on Commissioners Road West to the ground floor units of the building. Vehicular access is proposed on Reynolds Road with a vehicular lay-by on the south side of the building, facilitating a conveniently located, off-street pick-up and drop-off area. A total of 72 parking spaces are proposed, which allows for 1 parking space per unit plus an additional 5 parking spaces. Parking is provided south of the building, using the building itself to largely screen the parking from public view. Landscaping is proposed throughout the site to provide additional screening of the parking and building, while also providing for outdoor amenity space on the property.

The proposed building setbacks include a 4.2m exterior yard setback on the west side of the lands on Reynolds Road; a 35.8m exterior yard setback on the east side of the lands on Stephen Street; a 2m front yard setback from the boundary line (post-road widening) to the proposed apartment building on Commissioners Road West; and a 20m rear yard setback. It is notable that the 20m rear yard setback only applies to a small portion of the building due to the irregular rear lot line. The rest of the building is located significantly more than 20m from the south abutting properties.

The location of the building and parking has been strategically located to provide for a substantial transitional setback. The proposed building setbacks are large enough to accommodate the robust landscaping, tree planting and fencing that will be proposed to ensure adequate privacy measures. The following figures below are conceptual renderings of the proposed development (Figures 20 and 21).

Figure 20 – South-East Corner



Figure 21 – North-West Corner



5.1 VEHICULAR ACCESS AND PARKING

Access to the subject lands is proposed to be provided by a 6.7m wide private driveway connected to Reynolds Road. The westerly part of the driveway has parking spaces located on both sides, including 3 accessible parking spaces. There is also a parking area located on the east portion of the lands at the end of this driveway which includes a circulatory drive aisle, allowing vehicles to enter and exit the site without the need to reverse. The proposal includes a total of 72 parking spaces including 3 barrier free parking spaces, equating to an overall parking rate of 1.0 spaces per unit.

No driveway is proposed on Stephen Street as to not conflict with the traffic and pedestrians associated with the public school on the east side of Stephen Street.

5.2 PEDESTRIAN CONNECTIONS

Pedestrian connections to the subject lands are to be provided by concrete sidewalks that are extended into the site from the re-located sidewalk along Commissioners Road West (relocated by Tricar to provide greater separation between the sidewalk and the street), and existing sidewalks on Stephen Street and a proposed sidewalk on Reynolds Road. The sidewalk connection to Reynolds Road provides for emergency fire exit. The rest of the sidewalk connections are located at the front of the apartment building and north of the parking area, providing convenient access to all areas of the site.

5.3 OUTDOOR AMENITY SPACE

Outdoor amenity area is provided at the east side of the proposed apartment building in the form of a common amenity patio. Additionally, there is an indoor amenity area in the apartment building on the ground floor directly connected to the outdoor amenity area. These spaces have been appropriately sized for outdoor and indoor gatherings and activities. While the outdoor amenity area is denoted on the site plan, specific features of the amenity space have not yet been finalized. Such detailed plans will be determined through the Site Plan Approval process.

5.4 GARBAGE AND SNOW STORAGE

The apartment building has a garbage room on the ground floor's east side, proximate to the lay-by which also serves as a garbage pick-up area. Bins will be rolled out from the garbage room to the garbage pick-up area so that garbage trucks can collect the garbage. Additionally, landscaped areas in surrounding portions along the parking areas will serve as snow storage areas.

Snow storage areas are located around the periphery of the parking area. Specific features to accommodate melt water from snow storage areas will be identified through the Site Plan Approval process to ensure no runoff affects abutting lands.

5.5 BUILT FORM

The form of the proposed apartment building is similar to the recently-constructed apartment buildings along Commissioners Road West. The building design provides elements such as: 6 storey height; rectangular forms with clean lines and angles; flat roofing; and, modern colours and high-quality materials. These elements provide a built form consistent with the surrounding apartment forms.

5.6 DESIGN FEATURES MASSING AND ARTICULATION

The below figures (Figures 22 on next page and 23 on following page) illustrate the massing and articulation of the 6-storey apartment building proposed for the development.

North and South Elevations

The first storey of the elevation is made up of front entrances with ground-level access to Commissioners Road West. The front entrances feature a small front step/porch leading up to the door, evoking a more traditional low-density residential aesthetic along the street. The north and south elevations also feature large windows and balconies on Commissioners Road West. This provides a positive pedestrian context on the street and gives a strong sense of safety and casual surveillance.

Both elevations feature three distinct sections of the building defined by a change of materials and slight variations in setback. More specifically, the three feature 'columns' are constructed with charcoal brick at different heights along the building base with lighter grey painted concrete above. The two sections between the three feature walls are painted in a darker grey, to provide differentiation and to emphasize the front-to-back articulation. Large windows and glass balcony railings have been incorporated into the design to provide a significant compliment of glazing. This design provides a high degree of visual interest, serving to provide a high-quality aesthetic, break up the building's massing, while still maintaining an efficient floorplate.

The south elevation adopts the same design concept, set backs and building material palette. It also includes the principal entrance demarcated by a canopy, the mechanical/electrical room entrance, the bicycle parking room entrance, amenity room entrance, the garbage room entrance and the move-in room entrance on the ground floor (Figure 22 on next page).

Figure 22 - North (facing Commissioners Road West) and South Elevations



NORTH ELEVATION



SOUTH ELEVATION

East and West Elevations

The west and east elevations carry through elements of the north and south elevations and are primarily clad with brick and painted concrete.

The first and second storeys of the side elevation are brick, while the upper levels are a light grey painted concrete, consistent with the other elevations. Each unit on the side elevation has two large windows. The building corners are recessed to provide glass-railed balconies.

Notably, the west elevation includes an entrance that will be highly visible from Commissioners Road West. This entrance is to serve as a focal point for the intersection and wayfinding point for the building and includes a canopy, denoting it as an important secondary entrance. It is connected to the public sidewalk on Reynolds Road with a concrete walkway. The east elevation also provides an entrance, but this will be in service as an emergency exit (Figure 23 on next page).

Figure 23 – East and West Elevation



5.7 LANDSCAPING AND FENCING

As shown in Figure 24, landscaping buffers are to be located around the perimeter of the subject lands to the south, east, and west. Privacy fencing will be located along the southerly lot line. Specific landscaping and fencing details will be identified through the Site Plan Approval process. The combination of robust landscaping, including a variety of coniferous and deciduous trees, and fencing, will aid in ensuring privacy for dwellings to the south of the subject lands.

Figure 24 – Conceptual Landscape Plan



5.8 SERVICING

This development will make full use of municipal services with stormwater, sanitary, and water services. On a preliminary basis, there is sufficient capacity to service the proposed development. A Sanitary Servicing Letter was prepared by MTE Consultants for the proposed Zoning By-law amendment application which concludes that no downstream capacity issues are anticipated as a result of the proposed development.

6.0 POTENTIAL IMPACTS TO ABUTTING AND NEARBY LANDS

As is always the case when existing properties are intensified, redevelopment of the subject lands for a 6-storey apartment building will be noticeable to residents in the neighbourhood. Generally, impacts associated with the proposed development may consist of:

Visual: Residents will generally see the proposed building from their properties in areas where landscaping does not provide a full visual barrier. However, tree retention, proposed landscaping and tree plantings will serve to aid in visual screening through growth over time. Location of the proposed building to the extreme north of the site will maximize physical separation of the new building to the south and will minimize privacy concerns for abutting properties. Furthermore, the aforementioned building design features incorporated into this development break-up the massing of the structure and will present a high-quality building aesthetic.

Auditory: Sound, from such sources as vehicles, conversations, children, and normal residential activities will be audible to abutting residents. However, noise generated from this development will remain within the context of what is typically expected in a residential neighbourhood. Furthermore, the proposed building will provide some blockage and noise abatement from car traffic on Commissioners Road West. Tricar will be completing a Noise Study as part of the Site Plan Approval process.

Light: Light from night-time lighting of the building and parking lot may be noticeable to abutting properties; again, this is mitigated by the positioning of the building to the extreme north in the site design, and will be further mitigated by sensitive lighting, landscaping, tree planting and fencing. A photometric/lighting plan will be required through the Site Plan Approval process to ensure that outdoor lighting is directed away from adjacent properties.

Traffic: The proposed development will not significantly increase traffic levels on the streets surrounding the subject lands. A Traffic Impact Assessment was not deemed a requirement for a complete application submission by the City of London, due to the minimal increase; however, Tricar retained Paradigm Transportation Solutions to complete a preliminary traffic analysis, which outlined the hourly traffic flows at peak times. Traffic generated by this development is calculated to be in the neighbourhood of 10 cars per hour on Reynolds Road during the peak AM and PM

period. This will be meaningfully indistinguishable from pre-development traffic. Furthermore, there will be no access from Stephen Street, avoiding traffic impacts and potential conflicts with school pick-up and drop-off.

Sun Shading: A sun shadow report was prepared and clearly shows that, due to the orientation of this site to the sun, the new development will not cast problematic shadows on adjacent lands.

Drainage: The new development will be required to retain all stormwater on site and dispose of it through the storm sewer. Appropriate engineering plans will be prepared and approved through the site plan process to ensure this is achieved.

7.0 NEIGHBOURHOOD OPEN HOUSE

A Neighbourhood Open House was held on Monday, November 11th, 2024 at Boler Mountain to provide area residents with an opportunity to review the proposed development and provide feedback. Concerns voiced by residents at the open house included increased traffic, loss of privacy, and the perceived lack of need for an apartment building on the subject lands. The written comments and comments received via email are submitted with this application and responses are provided in that document.

8.0 PROPOSED ZONING BY-LAW AMENDMENT

As noted in this report, the subject lands are currently zoned “Residential (R1-8) Zone” in the City of London Z.-1. Zoning By-Law, which permits single detached dwellings. A Zoning By-law amendment is proposed to re-zone the subject lands to a site-specific, special provision “Residential (R9-3(_)) Zone” to permit the apartment building use in the subject lands. The following special provisions are proposed for the R9-3(_) zone:

- *A minimum front yard depth of 2.0m; where 10.0m is the minimum permitted as per Table 13.3;*
- *A minimum exterior side yard depth of 4.2m (balcony); where 8.0m is the minimum permitted on Reynolds Road as per Table 13.3;*
- *A minimum rear yard depth of 20.0m; where 21.0m is the minimum permitted as per Table 13.3;*
- *A maximum height of 25m where there is no maximum permitted height in the R9-3 zone as per Table 13.3.*
- *Commissioners Road West is to be considered the ‘front lot line’; whereas Reynolds Road is the shortest lot line abutting a public street.*

9.0 PLANNING POLICY ANALYSIS

The following section of this Planning and Design Report provides analysis evaluating the proposed Zoning By-Law amendment through applicable land use policies and regulations, including the following policy documents:

- 2024 Provincial Planning Statement (PPS);
- The London Plan; and,
- The City of London Z.-1 Zoning By-Law

9.1 PROVINCIAL PLANNING STATEMENT, 2024

The Provincial Planning Statement (PPS), issued under the authority of Section 3 of the Planning Act, “provides policy direction on matters of provincial interest related to land use planning” in order to ensure efficient development and the protection of resources. All planning applications, including a Zoning By-law amendment application, are required to be consistent with these policies. An analysis of these policies is provided below:

- The proposed residential development is a suitable addition to the existing range of housing options in the surrounding area, which includes apartment buildings, townhouses, and single detached dwellings (**Policy 2.1.4**).
- This development is designed to be compact, efficient, and cost-effective. It will utilize existing municipal services within London’s urban growth boundary, thereby minimizing servicing costs and land consumption (**Policy 2.1.4**).
- The site is conveniently located near a commercial strip on Commissioners Road West, a high-order street containing public transit bus stops, ensuring convenient transportation throughout the City of London for the proposed residential units (**Policy 2.1.4**).
- The proposed density makes efficient use of the consolidated properties and provides a density which can be supported by the other zoning provisions (i.e. parking and landscaped area) (**Policy 2.2.1 c**).
- The proposed development is considered growth in the City of London’s built-up area. The subject lands are within a growing settlement area (**Section 2.3.1.1**).
- The proposed development contributes to the range of residential uses in a mixed-use area of London. The proposed increased density is expected to positively impact the neighborhood's housing supply by providing high-quality housing options close to major employment and educational institutions, while making efficient use of land and resources (**Policy 2.3.1.2**).

- The subject lands are close to public transit bus stop along Commissioners Road. The proposal aims to encourage the use of existing transit services, increase public transit utilization, and support improvements to public transportation (**Policy 2.3.1.2**)
- The proposal exemplifies intensification by promoting high-density housing supported by municipal infrastructure, contributing to the development of complete communities (**Policy 2.3.1.3**).
- The subject lands are located in a neighbourhood with a large population and employment opportunities. The surrounding uses include institutional, commercial, and recreational, and is serviced by public transportation. The proposal has a strategic location as it supports more affordable, and accessible housing (**Policy 2.4.2**).
- The proposed development aims to provide a suitable housing type and density that addresses the needs of both current and future residents within the City of London (**Policy 2.4.3**).
- This project is characterized as residential intensification and has been planned to be compatible within the surrounding context of the area. Furthermore, the subject lands are capable of supporting the proposed development without generating any significant adverse impacts on surrounding land uses (**Policy 2.4.3**).
- The proposed development will make use of full municipal services. These details will be further reviewed and refined through the Site Plan Approval process (**Policy 3.6.2**).

Based on this analysis, the proposed Zoning By-Law amendment is consistent with the 2024 Provincial Planning Statement.

9.2 THE LONDON PLAN (CITY OF LONDON OFFICIAL PLAN, 2016)

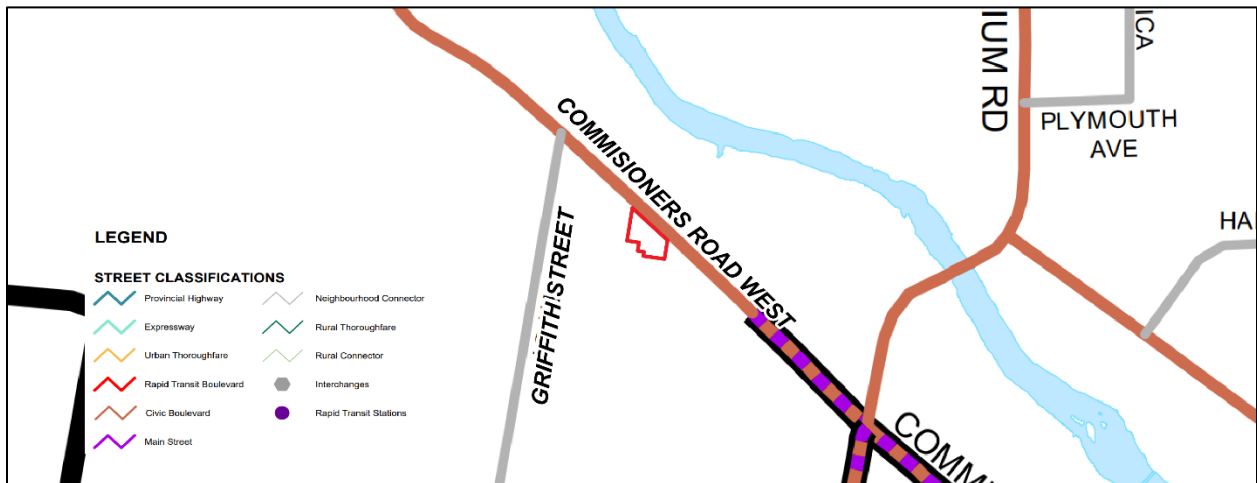
The London Plan is a policy document that outlines a long-term, comprehensive land use strategy for the City of London. It guides land use decisions for all development within the City by preserving and improving the natural environment, directing growth patterns, and supporting the city's strategic vision. The London Plan also ensures that provincial policies are applied in the local context.

As noted in this report, the subject lands are located in the “*Neighbourhoods*” Place Type on “Map 1 – Place Types” (Figure 25) fronting onto a “*Civic Boulevard*” on “Map 3 – Street Classifications” (Figure 26) in the London Plan. This combination of Place Type and Street Classification explicitly contemplates the proposed apartment building with a height up to 6-storeys.

Figure 25 – London Plan Place Types – Map 1 (subject lands outlined in red) (excerpt)



Figure 26 – The London Plan Street Classification – Map 3 (subject lands outlined in red) (excerpt)



The following section provides an analysis on three key considerations relating to how the proposed development conforms with The London Plan: use, intensity, and form.

USE

The land use policies applicable to subject lands contemplate residential apartment buildings up to 6-storeys in height.

INTENSITY

A range of residential intensities are permitted in the “Neighbourhoods” Place Type based on the street classification of Commissioners Road West. As per Table 11 in The London Plan, building heights up to 6-storeys are permitted on lands fronting Civic Boulevards. As noted throughout this report, the proposed building is within the permitted use and height for the existing Place Type and Street Classification combination. The London Plan does not contain policies on density

minimums or maximums, and density is based on proper site functionality and context. The proposed 20% lot coverage and proposed 37.5% landscaped open space further justifies the room for site functionality. The proposed development consists of all components of a well-functioning residential development (parking, landscaping, pedestrian circulation) with the proposed 100uph density.

FORM

All Planning Act applications are to conform with the City Design policies of The London Plan. The City Design policies set out general urban design principles that apply to the entire City of London. The proposed development conforms to these urban design policies as follows (policies are listed in italics with responses underneath):

Character

197_The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.

199_All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context.

The design of the proposed 6-storey residential apartment building contributes to the planned vision of Byron and Commissioners Road West, being a vibrant, thriving, mixed-use area that contributes to a distinct sense of place and character.

Street Network

211_The City's street network will be designed to ensure high-quality pedestrian environments, maximize convenience for mobility, access to focal points, and to support the planned vision for the place type.

213_Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.

Commissioners Road West is a high-order road connecting mixed-use areas with a variety of employment and educational institutions. Commissioners Road West connects future residents with goods, services, and employment along the corridor and in surrounding areas.

The building design connects functionally to the sidewalk system, featuring a proposed re-located sidewalk to provide greater separation between the pedestrians and traffic, supporting a safe and navigable pedestrian environment.

Streetscapes

221_The design of streetscapes will support the planned vision for the place type and will contribute to character and sense of place.

Standard 1.5m sidewalks are proposed throughout the proposed development, and the existing sidewalk on Commissioners Road West is proposed to be relocated further back

from Commissioners Road West in order to enhance the streetscape and provide a safer pedestrian environment. A 3.0m grass boulevard is proposed to be provided along Commissioners Road West, and tree planting in the boulevard will be provided if approved by the City. For these reasons, the streetscape along this portion of Commissioners Road West provides a safe and convenient corridor for pedestrians. Such features contribute to the character and sense of place.

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.*

On street parking is not permitted along Commissioners Road West. The proposed driveway on Reynolds Road allows for street trees on Commissioners Road and supports a more engaging streetscape on the active frontage for the subject lands. All parking for the proposed building is planned to be accommodated on site, with no need for on-street parking.

231 *Switch boxes, transformers, electrical and gas meters, ground-mounted air conditioning units and other above-ground or building-mounted mechanical equipment should be located away from building frontages, entrances, street intersections, and public spaces.*

Any mechanical/utility equipment will be screened from view from the street, parking area, and adjacent properties where feasible.

Site Layout

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 proposed development provides a built form that is well situated within on the subject lands and provides a suitable distance to the Commissioners Road West streetscape.

253 *The site layout should be designed to minimize and mitigate impacts on adjacent properties.*

The location and orientation of the building is sensitive to the single detached dwellings to the south, as the proposed building is located close to Commissioners Road West, as far from adjacent buildings to the south as possible.

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

The site layout has been designed with access from Reynolds Road. Parking and drop off areas are located at the south side of the proposed apartment building. Internal pedestrian sidewalks will be provided to connect the building entrance(s) to the surface parking area and external sidewalks. The overall site layout provides for safe movement for all modes of transportation and abilities.

258_The layout and grading of a site should retain and incorporate desirable trees.

Existing trees will be retained where feasible. A Tree Preservation Plan has been prepared showing necessary tree removals as a result of tree conditions and construction.

268_Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk.

Internal sidewalks are proposed to connect to the public sidewalks and parking areas to the principal entrance at the south side of the building with an additional secondary entrance at the west.

269_Buildings should be sited to minimize the visual exposure of parking areas to the street.

The location and orientation of the proposed building minimizes the visual exposure of the parking area from the public realm. The proposed building is appropriately located near Commissioners Road West.

270_The location, configuration, and size of parking areas will be designed to support the planned vision of the place type and enhance the experience of pedestrians, transit-users, cyclists, and drivers.

Considering the proposed building's proximity to public transit, there is a strong focus on promoting active transportation to and from the area. In addition, the development includes bike parking encouraging cycling as a means of transportation to and from the subject lands.

279_Lighting of parking areas will be designed to avoid negative light impacts on adjacent properties.

Lighting on the property will not project beyond the property line. A photometric plan will be provided through a future Site Plan Approval application.

Buildings

284_All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establishes character and a sense of place for the surrounding area. This will include matters such as scale, massing, materials, relationship to adjacent buildings, heritage impact and other such form-related considerations.

The planned vision for properties within the “Neighbourhoods” Place Type fronting a “Civic Boulevard” is to allow for compatible forms of housing at appropriate density levels. The provision of a 6-storey residential apartment building supports this planned vision. The orientation, location, and scale of the proposed building allow for an appropriate interface and relationship between the proposed development and Commissioners Road West, and fits well within its surrounding context, and are positive contributions to the broader neighbourhood.

295_Residential and mixed-use buildings should include outdoor amenity spaces.

The proposal includes an outdoor amenity space on the east side of the building in addition to indoor amenity areas.

298 *An appropriate transition of building height, scale, and massing should be provided between developments of significantly different intensities. This may be an important consideration at the interface of two different place types.*

The proposed development is an appropriate transition in height, scale, and massing between the existing range of residential uses that are proximate to the subject lands, ranging between 1-2 storey single detached dwellings to the south and west, 1-3 storey townhouses to the north and northwest, and 4-5-storey apartment buildings to the north and northeast.

301 *A diversity of materials should be used in the design of buildings to visually break up massing, reduce visual bulk and add interest to the building design.*

The building will feature a variety of materials and textures to break up its massing and add visual interest. These elements will help define the different parts of the building, including the entrance, base, middle, and top of the elevation.

With regard to all applicable land use policies provided in the London Plan and as per the above analysis of such policies, the proposed Zoning By-Law amendment to permit an apartment building use maintains the intent and policies of The London Plan and is appropriate for the subject lands.

9.3 CITY OF LONDON ZONING BY-LAW Z.-1

The subject lands are currently zoned “Residential (R1-8) Zone” in the City of London Z.-1 Zoning By-Law, which permits only single detached dwellings (Figure 25). A Zoning By-law amendment is proposed to re-zone the subject lands to a site-specific, special provision “Residential (R9-3()) Zone” to permit the apartment building use on the subject lands. The “R9-3” zone is an implementing zone for this type of apartment building infill development and, as noted above, the proposed use and height is consistent with the policies and intent of the London Plan.

Figure 27 - City of London Z.-1 Zoning By-Law Mapping (subject lands outlined in red) (excerpt)



The following special provisions are proposed for the R9-3() zone:

- A minimum front yard depth of 2.0m; where 10.0m is the minimum permitted as per Table 13.3;
- A minimum exterior side yard depth of 4.2m (balcony); where 8.0m is the minimum permitted on Reynolds Road as per Table 13.3;
- A minimum rear yard depth of 20.0m; where 21.0m is the minimum permitted as per Table 13.3;
- A maximum height of 25m where there is no maximum permitted height in the R9-3 zone as per Table 13.3.
- Commissioners Road West is to be considered the ‘front lot line’; whereas Reynolds Road is the shortest lot line abutting a public street.

Front and Exterior Yard Depths

The general intent of the front yard and exterior side yard depths in the Zoning By-law are similar as they both abut public streets. As per the conceptual development plan provided, the proposed front yard depth is 2.0m, whereas 10.0m is permitted in the R9-3 zone. An exterior side yard depth of 4.2m is proposed, whereas 8.0m is permitted in the R9-3 zone. The exterior side yard setback is measured to the main building. A setback of 4.2m is proposed for the exterior side yard balconies, which is a minor yard encroachment. The intent of the minimum front and exterior side yard depths is to ensure adequate separation between the proposed building and the abutting right of ways. These setbacks are also to provide a sufficient landscaped area and vehicular access to the subject lands. A 2.0m front yard setback between the proposed building wall and the north property line post road widening is suitable in this context as there is currently approximately 9.0m separation from the existing sidewalk and approximately 7.0m separation from the proposed sidewalk to the building. The proposed front yard setback provides sufficient space for a comfortable pedestrian environment in relation to the height and intensity of the proposed building and the location of the proposed sidewalk.

A 4.2m exterior yard setback between the proposed building and the westerly property line (Reynolds Road) is suitable in this context as the proposed distance does not affect the functionality of the proposed use and provides enough space for landscaping features such as trees, to be implemented in that area.

The proposed 2.0m front yard depth and the 4.2m exterior yard depth maintain the purpose and intent of the City of London Z.-1 Zoning By-Law, and is appropriate for the subject lands.

Rear Yard Depth

The rear yard depth of 20m is proposed, whereas 21m is required based on the proposed building height. The intent of the minimum rear yard depth in this context is to ensure adequate separation between abutting uses and the provision of sufficient space to include parking and landscaping. The proposed building location and orientation are based on the irregular shape of the subject lands and the required road widening. In essence, the 20m setback applies only to a small portion of the building while the remainder is located significantly further away than 20m from the rear lot line. The proposed 20m rear yard depth will not affect the functionality of the site and will provide privacy to abutting properties to the south. Additionally, there is a minor numeric difference of 1.0m between what is permitted and what is being proposed. The proposed 20m rear yard depth maintains the purpose and intent of the City of London Z.-1 Zoning By-Law, and is appropriate for the subject lands.

Height

The maximum height in the R9-3 base zone is not outlined in the City of London Z-1. Zoning By-law Table 13.3 and is assessed on a site-by-site basis. The proposed height of 25m is consistent with that of a 6-storey building, which is consistent with the height permissions in the London Plan. It should be noted that the site plan shows a building height of 21m, however that height

delineation is to the roof structure, and the addition height permission allows for items such as the roof parapet, other architectural features, and margin for error in constructions drawings. However, in no case will be building exceed 6 storeys.

Front Lot Line

Through the proposed development, the front lot line is proposed to be Commissioners Road West. The building is facing and closer to Commissioners Road and this is a higher order street. Reynolds Road has a shorter lot line abutting a public street, and would be considered the front lot line from a Zoning By-law perspective; however, Commissioners Road West makes for a more efficient front lot line from a development perspective.

Given the analysis above, the proposed site specific, special regulation “*Residential 9 (R9-3(_))*” zone is appropriate for the subject lands and is an appropriate zone to implement the policies of The London Plan.

10.0 CONCLUSIONS

The proposed Zoning By-Law amendment application seeks to permit a 6-storey, 67-unit residential apartment building on the subject lands. Based on the analysis throughout this report, the proposed application is consistent with the 2024 Provincial Planning Statement; maintains the purpose and intent of the policies in The London Plan; and, maintains the purpose and intent of the regulations in the City of London Z.-1 Zoning By-Law. As such, the proposed Zoning By-Law amendment application represents good planning practice, is appropriate for the subject lands, and is in the public interest.

Appendix A - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Single detached dwellings
Frontage (post-road widening)	104.65
Depth	Irregular
Area (post-road widening)	0.58ha (1.4ac)
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	No

Surrounding Land Uses

North	Residential (Townhouses and apartments)
East	Institutional (Elementary School)
South	Residential (Single detached dwellings)
West	Residential (Single detached dwellings)

Proximity to Nearest Amenities

Major Intersection	Commissioners Road West and Boler Road, 591m
Dedicated cycling infrastructure	Commissioners Road West, 0m
London Transit stop	Commissioners Road West, 20m
Public open space	Halls Mills Park, 300m
Commercial area/use	Tim Hortons, 300m (residential only)
Food store	Metro, 700m (residential only)
Community/recreation amenity	Byron Northview Public School, 20m (residential only)

B. Planning Information and Request

Current Planning Information

Current Place Type	"Neighbourhoods", "Civic Boulevard"
Current Special Policies	N/A
Current Zoning	Residential (R1-8) Zone

Requested Special Provisions

Residential (R9-3) Zone	Required	Proposed
Front yard depth (Commissioners Road West)	10m	2m
Exterior yard depth (Reynolds Road)	8m	4.2m
Rear yard depth	21m	20m
Height	N/A	25m
Front Lot Line	Reynolds Road	Commissioners Road

C. Development Proposal Summary

Development Overview

Proposal Statistics

Land use	Residential
Form	Apartment Building
Height	6-storeys
Residential units	67
Density (pre-road widening)	100 uph
Gross floor area	6,999m ²
Building coverage (post-road widening)	20.3%
Landscape open space (post-road widening)	37.5%
New use being added to the local community	No

Mobility

Parking spaces	72
Vehicle parking ratio	1.0
New electric vehicles charging stations	0
Long-term secured bike parking spaces	61
Short-term bike parking spaces	8
Secured bike parking ratio	0.9 (long-term), 0.1 (short-term)
Completes gaps in the public sidewalk	N/A as sidewalk already exists along Commissioners Road W
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

Environment

Tree removals	50
Tree plantings	Approximately 39
Tree Protection Area	No
Loss of natural heritage features	N/A
Species at Risk Habitat loss	N/A
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	No
Green building features	N/A