

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Housing and Community Growth

Subject: Tricar Properties Limited (c/o Zelinka Priamo Ltd.)
1378 - 1398 Commissioners Road West
File Number: Z-9815, Ward 9
Public Participation Meeting

Date: February 19, 2025

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Tricar Properties Limited (c/o Zelinka Priamo Ltd.) relating to the property located at 1378 - 1398 Commissioners Road West:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on March 4, 2025, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-8) Zone **TO** a Residential R9 Special Provision (R9-3(_)*H25) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Screen all parking areas from the public roadway with enhanced all season landscaping, as well as from neighbouring properties to mitigate any noise or light pollution.
 - ii) Explore opportunities to reduce the amount of paved area on site in favour of more landscaped area.
 - iii) Ensure units fronting the public streets are oriented to the street by including principal unit entrances on the street-facing elevation and sidewalks to Commissioners Road West.

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

- i) The recommended amendment is consistent with the *Provincial Planning Statement, 2024 (PPS)*, which encourages growth in settlements areas and land use patterns based on densities and a mix of land uses that provide for a range of uses and opportunities for intensification and redevelopment;
- ii) The recommended amendment conforms to The London Plan, including but not limited to the Key Directions, City Building policies, and the Neighbourhoods Place Type policies; and
- iii) The recommended amendment would permit an appropriate form of redevelopment at an intensity that can be accommodated on the subject lands and is considered compatible with the surrounding neighbourhood.

Executive Summary

Summary of Request

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject lands from a Residential R1 (R1-8) Zone to a Residential R9 Special Provision (R9-3(_)*H25) Zone.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law amendment with

special provisions to facilitate the proposed development.

The recommended action will permit a 6-storey apartment building containing **67 residential units**, with a maximum height of 25 metres and density of 100 units per hectare.

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:

- **Strategic Plan Area of Focus: Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **Strategic Plan Area of Focus: Housing and Homelessness**, by supporting faster/ streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.
- **Housing and Homelessness**, by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.

Analysis

1.0 Background Information

1.1 Previous Report Related to this Matter

No previous reports.

1.2 Property Description and Location

The subject lands, municipally known as 1378-1398 Commissioners Road West, are located on the south side of Commissioners Road West between Reynolds Road and Stephen Street, in the Byron Planning District. The subject lands are comprised of five separate parcels, which once consolidated would have a lot area of approximately 0.6 hectares and approximately 104.6 metres of frontage along Commissioners Road West. Each of the five parcels contain an existing single detached dwelling and individual access from Commissioners Road West. All existing dwellings are proposed to be demolished and the accesses closed.

Site Statistics:

- Current Land Use: Single detached dwellings
- Frontage: 104.6 metres (Commissioners Road West)
- Area: 0.6 hectares (6,000 metres square)
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Medium density residential
- East: Institutional (elementary school)
- South: Low density residential
- West: Low density residential

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods Place Type at the intersection of a Civic Boulevard and two Neighbourhood Streets
- Existing Zoning: Residential R1 (R1-8) Zone



Figure 1 - Aerial photo of the subject lands and surrounding neighbourhood.



Figure 2 - Streetview of the subject lands facing south-east.



Figure 3 - Streetview of the subject lands facing south-west.

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing a 6-storey, 67-unit residential apartment building with a maximum height of 25 metres and a density of 100 units per hectare. An outdoor amenity area is provided at the east side of the apartment building in the form of a common amenity patio. Private amenity areas in the form of balconies are also provided. Vehicular access is proposed from a new entry on Reynolds Road with a vehicular lay-by on the south side of the building. A total of 72 surface parking spaces are proposed, as well as short and long-term bike parking spaces. Pedestrian connections to the subject lands are to be provided from the re-located sidewalk along

Commissioners Road West, existing sidewalks on Stephen Street and a proposed sidewalk on Reynolds Road. The concept site plan is shown below as Figure 4.

The proposed development includes the following features:

- Land use: Residential
- Form: Apartment building
- Height: 6-storeys (25.0 metres)
- Residential Units: 67 units
- Density: 100 units per hectare
- Gross Floor Area: 6,999 metres squared
- Lot Coverage: 20.3%
- Landscape Open Space: 37.5%
- Parking Spaces: 72 parking spaces (1.07 spaces per unit)
- Bicycle Parking Spaces: 61 long-term (0.9 spaces per unit) and 8 short-term spaces (0.1 spaces per unit)

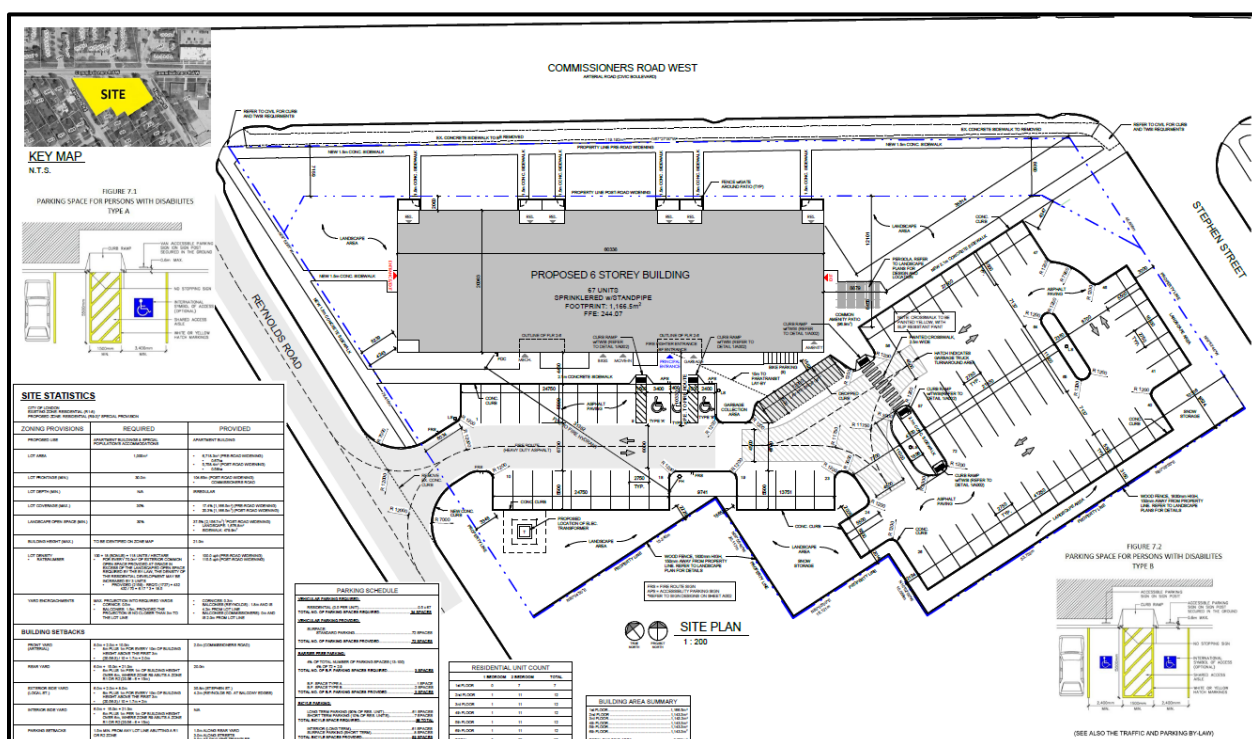


Figure 4 - Concept Site Plan

Additional plans and drawings of the development proposal are provided in Appendix B.

2.2 Requested Amendment

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject lands from a Residential R1 (R1-8) Zone to a Residential R9 Special Provision (R9-3()*H25) Zone. The following table summarizes the special provisions that have been proposed by the applicant.

Regulation (R9-3())	Required	Proposed	Recommended
Front Lot Line Interpretation	Reynolds Road	Commissioners Road West	As requested
Front Yard Depth (minimum)	10.0 metres	2.0 metres	As requested
West Exterior Side Yard Depth (minimum)	13.3 metres	4.2 metres	4.0 metres
Rear Yard Depth (minimum)	21.0 metres	20.0 metres	As requested
Height (maximum)	N/A	25.0 metres	As requested

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 included:

- The Development and Planning Landscape Architect does not support the reduced front yard setback as the front yard must accommodate underground servicing and tree planting, and reduced setbacks will cause conflicts.
- With the parking space near the exit for vehicles, there will not be sufficient storage space for the exiting vehicle. Additional parking spaces at the site entrance will need to be removed to ensure straight clear throat distance.

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

2.4 Public Engagement

On December 13, 2024, Notice of Application was sent to 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 December 19, 2024. A “Planning Application” sign was also placed on the site.

There were 31 responses received during the public consultation period including a public petition with 127 signatures. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

While one response spoke positively about the proposed development, concerns expressed by the public related to:

- Density and cumulative impacts of recent developments
- Height of 6-storeys vs. 4-storeys
- Conformity with neighbourhood character regarding use and intensity/height
- Minimum front yard setback
- Traffic and pedestrian safety (particularly regarding the elementary school)
- Lack of sidewalks and access on Reynolds Road
- Affordability and renovation accountability
- Tree preservation and planting
- Demolition and construction impacts

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

2.5 Policy Context

The Planning Act and the Provincial Planning Statement, 2024

The Provincial Planning policy framework is established through the *Planning Act* (Section 3) and the *Provincial Planning Statement, 2024 (PPS)*. The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the *PPS*.

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

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

Section 1 of the PPS outlines the vision to build more homes for all Ontarians, with the goal of getting at least 1.5 million homes built by 2031. Ontario will increase the supply and mix of housing options, addressing the full range of housing affordability needs. The PPS sets out that every community will build homes that respond to changing market needs and local demand. Providing a sufficient supply with the necessary mix of housing options will support a diverse and growing population and workforce, now and for many years to come (PPS, Section 1).

Section 2.1.4 of the PPS directs planning authorities to provide for a range and mix of housing options and densities required to meet the projected requirements of current and future residents by maintaining at all times the ability to accommodate residential growth for a minimum of 15 years, through lands which are designated and available for residential development (2.1.4.a). The PPS promotes densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation.

The London Plan, 2016

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

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

Staff are of the opinion that all the above criteria have been satisfied.

The London Plan also includes a framework of heights that includes standard maximum and upper maximum heights (TLP Table 8). Our Tools includes policies for zoning to the upper maximum height (TLP 1638-1641). To provide certainty and to ensure that impacts of the additional height and density are mitigated, a site-specific zoning by-law amendment is required to exceed the standard maximum height. This will provide assurance that measures, such as special provisions and Site Plan considerations, will be implemented to address public and Council concerns.

Staff are of the opinion that the proposed zoning provisions sufficiently mitigate the impacts of the additional height and intensity.

3.0 Financial Impact/Considerations

3.1 Financial Impact

None.

4.0 Key Issues and Considerations

4.1 Land Use

The subject lands are in the Neighbourhoods Place Types on Map 1 – Place Types, at the intersection of a Civic Boulevard (Commissioners Road West) and two Neighbourhood Streets (Reynolds Road and Stephen Street) on Map 3 – Street Classifications in The London Plan. The proposed low-rise residential apartment building is a contemplated use in accordance with Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type. The proposed use aligns with the goals of The

London Plan to plan for infill and intensification of various types and forms and by ensuring a mix of housing types within our neighbourhoods (TLP 59_4).

On this basis, staff are satisfied the proposed apartment building use is in conformity with the Neighbourhoods Place Type policies of The London Plan.

4.2 Intensity

In the Neighbourhoods Place Type, an upper maximum height of 6-storeys is permitted where properties have frontage on a Civic Boulevard, in accordance with Table 11 – Range of Permitted Heights. On September 24, 2024, Municipal Council approved an amendment to The London Plan which would allow for greater heights, including an increased maximum height of 8-storeys where a Neighbourhoods Place Type has frontage on a Civic Boulevard. This amendment is not currently in force and effect, as final approval from the Ministry of Municipal Affairs and Housing is required. However, it should be noted the proposed height of 6-storeys (maximum of 25.0 metres) aligns with both the current and Council-adopted vision of the Neighbourhoods Place Type.

The policies of The London Plan require intensification to respect the neighbourhood context, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live (TLP 918_13). The proposed residential intensity will facilitate an appropriate scale of development that is compatible within the existing and future neighbourhood context. The proposed residential apartment building has been designed in a way that mitigates the impacts of the proposed intensity by directing the height and intensity toward the higher order street (Commissioners Road West) with a significant rear yard setback to the abutting low-density residential uses (TLP 918_13). The orientation of the residential apartment building towards Commissioner Road West with a minimal front yard setback ensures a transition in height while maintaining a landscape buffer between uses (TLP 953_).

The subject lands are of a sufficient size and shape (following the consolidation of the five parcels) to support the use and intensity, while ensuring the height is sensitive to, compatible with, and fits within the existing and planned neighbourhood context (TLP 953_). The development will also facilitate the efficient use of land and existing municipal services, as existing services are available and sufficient to adequately service the proposed number of units (TLP 953_ 2 and 3).

On this basis, staff are satisfied the proposed 6-storey intensity is in conformity with The London Plan.

4.3 Form

It is the intent of The London Plan to plan for neighbourhoods with a diversity and mix of developments that avoids the broad segregation of different housing types, intensities, and form (TLP 918_2). Intensification will respect existing neighbourhood contexts and offer a level of certainty, while providing strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live (TLP 918_13).

The proposed built form is consistent with the Neighbourhoods Place Type policies and the City Design policies of The London Plan by facilitating a form and scale of residential intensification on a lot of sufficient size and shape to accommodate the proposed development while mitigating planning impacts on adjacent uses (TLP 935_, 953_2). Specifically, the proposed built form supports a positive pedestrian environment, a mix of housing types to support ageing in place and affordability and is designed to be a good fit and compatible within its neighbourhood context (TLP 193_). The location and massing of the proposed building is also consistent with urban design goals within The London Plan.

As proposed, the built form directs the height and intensity towards the higher order street (Commissioners Road West) with minimum setbacks from the public streets to define the street edge and create an inviting, active, and comfortable pedestrian-scale

environment at street level (TLP 259_ and 918_13). Although the proposed building is taller than the abutting lower intensity uses to the southwest, the siting of the apartment building with minimum setbacks from Commissioners Road West allows for an appropriate transition in height while supporting adequate setbacks from the rear, buffering, and landscaping to mitigate impacts on adjacent properties (TLP 953_2). Specifically, sufficient space is available to provide for appropriate fencing and/or vegetative screening along the property boundaries adjacent to the existing single detached dwellings. Further, the proposed built form and massing of the apartment building have consideration for the surrounding land uses and is appropriate in scale compared to the surrounding neighbourhood context, which includes similarly scaled low-rise residential apartment buildings (TLP 953_2).

Vehicular access to the subject lands is proposed from a new driveway from Reynolds Road and includes a vehicular lay-by on the south side of the building, promoting connectivity and safe movement for pedestrians, cyclists, and motorists (TLP 255_). Pedestrian connections to the subject lands are to be provided from the re-located sidewalk along Commissioners Road West, existing sidewalks on Stephen Street and a proposed sidewalk on Reynolds Road. Parking is located internal to the site, visually screened from the street to encourage a pedestrian-oriented streetscape (TLP 936_4).

To address concerns from staff and the public regarding the visual impacts of the parking area, the Site Plan Approval Authority is directed to ensure all parking areas are adequately screened from public roadways with enhanced all season landscaping, as well as from neighbouring properties to mitigate any noise or light pollution. The Site Plan Approval Authority is also directed to explore opportunities to reduce the amount of surface parking provided in favour of more landscaped amenity area, as the development is currently proposing a parking rate of 1.07 spaces per unit (72 parking spaces), whereas a parking rate of 0.5 spaces per unit (36 parking spaces) is required. Staff are satisfied these matters can be sufficiently addressed through the subsequent Site Plan Application.

4.4 Access, Traffic and Safety

Civic Boulevards (Commissioners Road West) are designed to move medium to high volumes of traffic, prioritize pedestrian, cycle and transit movements, will have a high-quality pedestrian realm and a high standard of urban design (TLP 371_5). At present Commissioners Road West has several existing points of access; however, it is a goal of The London Plan that access management guidelines will be applied with the objective of limiting future driveways onto major streets (TLP 336_). Therefore, closing the five existing accesses on Commissioners Road West and directing the access to Reynolds Road contributes to promoting a high-quality pedestrian realm in accordance with the intent of Civic Boulevards (TLP 371_5). On this basis, staff are supportive of the proposed vehicular access on Reynolds Road.

Reynolds Road and Stephen Street are identified as Neighbourhood Streets which are designed to move low to medium volumes of cycle, transit, and vehicle movements, prioritize pedestrians, minimize widths of vehicle zones will have a high-quality pedestrian realm and a high standard of urban design (TLP 371_8). As proposed, pedestrian connections to the subject lands are to be provided via sidewalks extended into the site from all three streets, which includes a proposed re-location of sidewalks along Commissioners Road and a proposed sidewalk on Reynolds Road for the purpose of emergency fire exit. Further, access is directed to Reynolds Road with no driveways proposed on Stephen Street to avoid conflicts with the traffic and pedestrians associated with the elementary school on the east side of Stephen Street. Therefore, the vehicular and pedestrian access to the subject lands helps mitigate for potential adverse impacts with regards to traffic, safety and access management (TLP 1578_6).

4.5 Zoning

The applicant has also requested an amendment to Zoning By-law Z.-1 to rezone the subject lands from a Residential R1 (R1-8) Zone to a Residential R9 Special Provision (R9-3(_)*H25) Zone. The following summarizes the special provisions that have been

proposed by the applicant and those that are being recommended by staff.

Front Lot Line Interpretation

A special provision identifying Commissioners Road West as the legal lot frontage is proposed by the applicant and is being recommended by staff in accordance with Policy 920_4 of The London Plan, which states “Where development is being considered at the intersection of two streets of different classifications the higher-order street onto which the property has frontage, will be used to establish the permitted uses and intensity of development on Tables 10 to 12.” As Commissioners Road West is the higher-order street and the proposed development is situated with the built edge along this frontage, staff are satisfied that utilizing the street frontage as the legal frontage is appropriate.

Front Yard Depth

A special provision to permit a minimum front yard depth of 2.0 metres is proposed by the applicant and is being recommended by staff. The intent of front yard depths is to ensure sufficient space between the buildings and lot lines to accommodate all on-site functions while still facilitating a pedestrian-oriented development. An increased front yard depth is also required for buildings at greater heights to further mitigate adverse impacts to abutting properties. As proposed, the residential apartment building is sited with minimum setbacks, defining the street edge along Commissioners Road West, creating an inviting, active, and comfortable pedestrian environment (TLP 259_). The reduced setback sufficiently accommodates on-site functions, while ensuring there are no encroachments into the public right-of-way. Further, although comments from Landscape Architecture expressed concerns with the reduced front yard depth, Planning and Development staff are satisfied that sufficient tree planting can be accommodated elsewhere on site. The proposed 2.0 metre front yard depth between the proposed building wall and the north property line is also post road widening and will permit an approximately 9.0 metre separation from the existing sidewalk and approximately 7.0 metres from the proposed sidewalk to the building.

Exterior Side Yard Depth

A special provision to permit a minimum exterior side yard depth of 4.0 metres is proposed by the applicant and is being recommended by staff. As above mentioned, the intent of front and exterior side yard depths is to ensure sufficient space between the buildings and lot lines to accommodate all on-site functions while still facilitating a pedestrian-oriented development. An increased exterior yard depth is also required for buildings at greater heights to further mitigate adverse impacts to abutting properties. The reduced setback is considered sufficient as the reduced exterior side yard depth continues to maintain sufficient space for site maintenance and functionality, including an acceptable landscape buffer, sufficient space for servicing and to ensure there are no projections. The reduced setback will also facilitate the provision of balconies, providing individual outdoor amenities with a minor yard encroachment.

Rear Yard Depth

A special provision to permit a minimum rear yard depth of 20.0 metres is proposed by the applicant and is being recommended by staff. The intent of regulating yard depths is to ensure sufficient space between buildings and lot lines to accommodate onsite functions while mitigating potential impacts on adjacent properties. An increased rear yard depth is also required for buildings at greater heights to further mitigate adverse impacts to abutting properties. In this case, the reduced rear yard depth refers to a specific pinch point along the south property line resulting from the building location and orientation within the irregularly shaped lot, with the concept plan generally achieving the required minimum rear yard depth of 21.0 metres. Therefore, Planning and Development staff are satisfied that the reduction will not impact the functionality of the site nor result in adverse impacts to the privacy of abutting properties to the south.

Building Height

A special provision to permit a maximum height of 25.0 metres (6-storeys) is proposed by the applicant and is being recommended by staff. The Residential R9 Zone does not specify a maximum building height, with height provisions to be reviewed and applied on a site-specific basis to allow for flexibility and to ensure that impacts of the proposed height are appropriately mitigated. As discussed in Section 4.1 of this report, the subject lands are in the Neighbourhoods Place Type, which permits an upper maximum height of 6-storeys where properties have frontage on a Civic Boulevard (TLP, Table 11). As such, the proposed maximum height provision will allow for the implementation of the proposed development, facilitating an appropriate scale of development that is compatible within the existing and future neighbourhood context (TLP 918_13). Further, the proposed maximum height facilitates an appropriate form and scale of residential intensification on a property of a sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses (TLP 839_4).

Additional mitigation measures to offset any potential adverse impacts of the proposed building height, including additional landscape buffering and ensuring the residential apartment building is oriented towards Commissioners Road West, will be considered by the Site Plan Approval Authority.

Conclusion

The applicant has requested an amendment to Zoning By-law Z.-1 to rezone the subject lands from a Residential R1 (R1-8) Zone to a Residential R9 Special Provision (R9-3(_)*H25) Zone. Staff are recommending approval of the requested Zoning By-law amendment and special provisions.

The recommended action is consistent with the *Provincial Planning Statement, 2024 (PPS)*, conforms to The London Plan and will permit a 6-storey, 67-unit residential apartment building.

Prepared by: **Michaella Hynes**
Planner, Planning Implementation

Reviewed by: **Catherine Maton, 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, Housing and Community Growth

Copy:

Britt O'Hagan, Manager, Current Development

Mike Corby, Manager, Site Plans

Brent Lambert, Manager, Development Engineering

Appendix B – Zoning By-law Amendment

Bill No. (number to be inserted by Clerk's Office)
2025

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1378-1398 Commissioners Road West.

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

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1378-1398 Commissioners Road West, as shown on the attached map **FROM** a Residential R1 (R1-8) Zone **TO** a Residential R9 Special Provision (R9-3()*H25) Zone.

2. Section Number 13.3 of the Residential R9 Zone is amended by adding the following Special Provisions:

R9-3() 1378-1398 Commissioners Road West

a. Regulations

a. For the purposes of zoning, Commissioners Road West is deemed to be the front lot line.

b. Front Yard Depth (Minimum): 2.0 metres

c. West Exterior Side Yard Depth (Minimum): 4.0 metre

d. Rear Yard Depth (Minimum): 20.0 metres

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

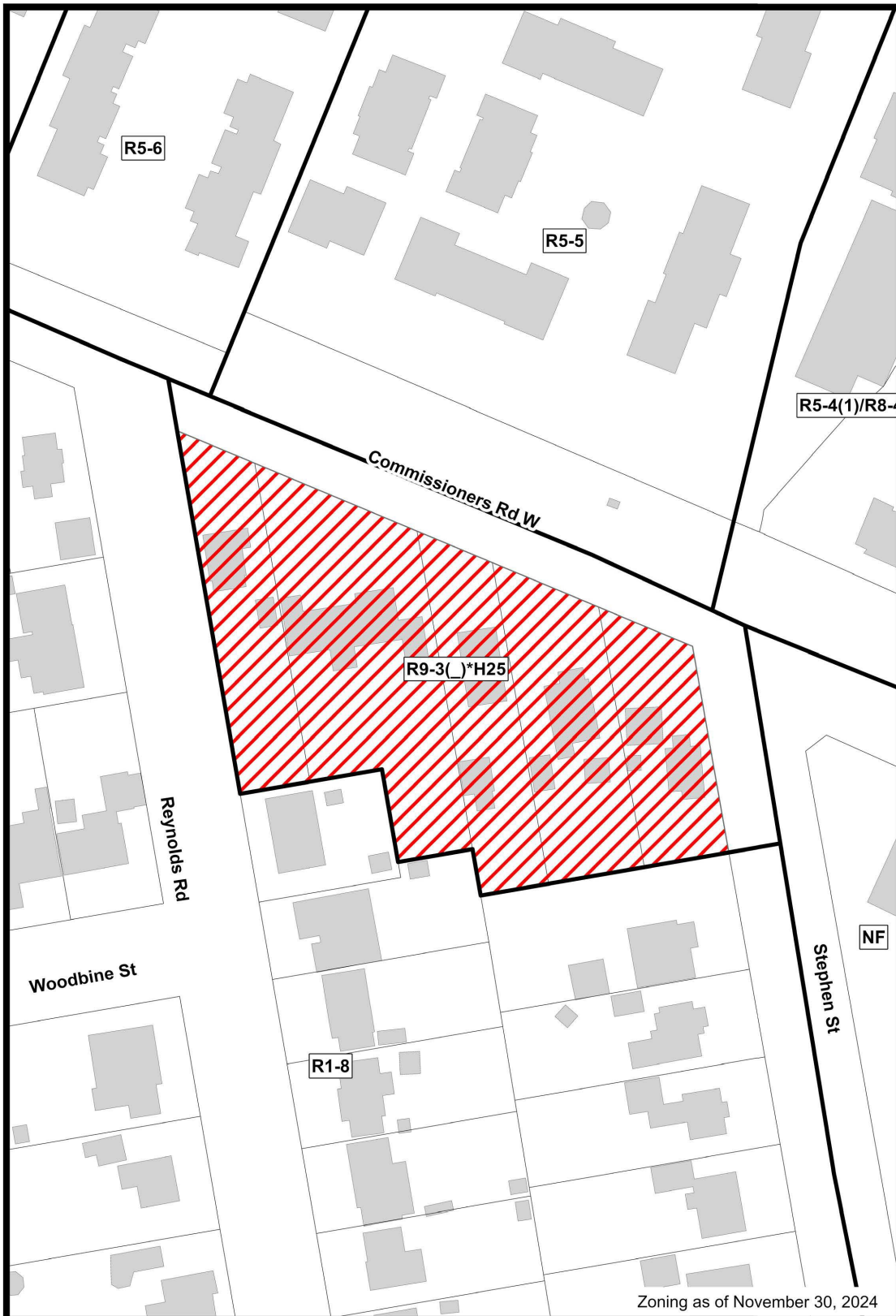
PASSED in Open Council on March 4, 2025, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading –March 4, 2025
Second Reading – March 4, 2025
Third Reading – March 4, 2025

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



File Number: Z-9815
Planner: MH
Date Prepared: 2024/12/16
Technician: JI
By-Law No: Z.-1-

SUBJECT SITE 

1:1,000

0 25 50
Mete





Renderings



NORTH-EAST CORNER



NORTH-WEST CORNER



SOUTH-EAST CORNER



SOUTH-WEST CORNER

Appendix C – Internal and Agency Comments

Urban Design

Matters for Site Plan

- Provide a minimum front yard setback of 3m from the ultimate right-of-way of Commissioners Road West to allow for a landscape buffer along the busy street while ensuring street orientation. TLP 953_a.,c., 259, 286, 288
- Provide a minimum rear yard (south) setback of 20m to allow adequate space for an appropriate transition to the adjacent low-rise residential uses to the south. TLP 953_a., 253
- Provide a minimum exterior side yard (west) setback of 4.2m from Reynolds Road to address the corner at the intersection of Commissioners Road West and Reynolds Road while avoiding encroachment of footings and canopies onto the public realm. TLP 290, 259, 286, 288

Matters for Site Plan

- The openable framed glass rails with direct connection to the public sidewalk along Commissioners Road West as shown on the site plan are acknowledged and must be carried forward. Ensure the openable features are reflected on the front elevation.
- Include lockable 'front door style entrances' for the residential units facing Commissioners Road West as opposed to sliding patio doors, to define these as unit entrances accessibility, wayfinding and pedestrian comfort. TLP 291, 268, 286
- Address the corner at the intersection of Commissioners Road West and Reynolds Road with enhanced details such as wrapped features, principal entrances, canopies, glazing etc. TLP 290, 261
- The secondary entrance with canopy on the west facade facing the intersection of Commissioner Road West and Reynolds Road is noted. TLP 291
- Replace the door with a clear vision glass double door similar to the entrance door located on the south façade to promote accessibility, wayfinding and offer passive surveillance.
- Provide a similar treatment to the door on the east façade for allowing a direct access from the amenity space, avoid having metal doors visible from the public streets and alleviate potential CPTED concerns. TLP 291, 285, 228
- Consider locating the short-term bike parking close to the secondary entrances where it is visible and easily accessible from the public streets.
- Reduce the amount of surface parking to the minimum required and provide additional space for landscaping and common outdoor amenity space. TLP 295, 275
- Provide an adequate landscape buffer along the south property line to screen the parking from the adjacent single-detached lots and mitigate potential negative impacts. TLP 253
- Provide a combination of low masonry walls (max. 0.75m in height) and all-season landscape buffer to screen the surface parking visible from the public streets to mitigate potential negative impacts on the public realm. TLP 278, 266
- Ensure the transformer exposed to Reynolds Road is well-screened.
- Direction to Site Plan: Consider providing a wider paved area and integrate landscaping, gazebo, seatings, human-scale lighting etc. at the intersection of Commissioners Road West and Stephen Street where the walkway connects to the public sidewalk along Commissioners Road West to create an active interface and add visual interest. TLP 259, 268

Ecology

- This e-mail is to confirm that there are currently no ecological planning issues related to this property and/or associated study requirements.

Parks Planning

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.

Site Plan

Matters for Site Plan

- Use “FR1”, “FR2”, and “FR3” for fire route signage. (SPCB, Figure 6.4)
- Provide and label visitor parking at a rate of one (1) parking space per ten (10) dwelling units. Visitor parking may be included within the total number of required parking spaces. (SPCB, subsection 6.2(ii)).
- Additional comments will be provided at the time of Site Plan Consultation. If there are any substantial changes, please recirculate for comment.

UTRCA

- The lands at 1378 to 1398 Commissioners Road West, London are not affected by any regulations made pursuant to Section 28 of the Conservation Authorities Act. The UTRCA has no objections to this application, and we have no Section 28 approval requirements.

London Hydro

- Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant’s expense, maintaining safe clearances from L.H. infrastructure is mandatory. **Note:** Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.
- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Engineering

Planning & Development

- Engineering has no further comments on this application – Approval is recommended. For the applicant’s benefit, the following comments have provided that will need to be addressed at the site plan stage.

Matters for Site Plan

Wastewater

- The municipal sanitary sewers available to the site are the 375mm on Reynolds and the 525mm on Commissioners Rd W. City Plan No. 18494, 26449 & 26450 shows information pertaining to the municipal sanitary sewer. Applicant’s engineer is to field verify all plan information.
- A site servicing plan which indicates how the proposed development will connect to the municipal sanitary sewer will be required

Stormwater

- As per section 6.9 of the DSRM, Permanent Private Stormwater Systems (PPS) are a mandatory part of a regional stormwater servicing strategy for all Medium and High Density Residential, Institutional, Commercial and Industrial (ICI) site plan developments. 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. This application falls under PPS case 3a.

- As part of a complete development application, the owner will be required to have a professional engineer submit to and have approved by the City Engineer the design of a PPS system, including a Storm/Drainage Servicing report and drawings which should include calculations, recommendations, and details to demonstrate compliance with the below identified SWM criteria and environmental targets:
- As per attached as-constructed 5411 and 5412, the subject site is tributary to the existing 2100mm storm sewer on Commissioners Road W at C value of 0.35. For proposed development in exceedance of the approved C-value of the receiving storm sewer design, the site should store volumes in excess of the allowable release rate. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- the flows from a site being developed are to be restricted to those flows which were allowed for the site in the design of the receiving storm sewer.
- Site grading is to safely convey up to the major storm event (100-year event flows factored by 1.3, ref. 2024 DSRM 6.2.3), including control of external drainage areas.
- 100% of quality and erosion controls are to be provided for the lands to be developed (70% TSS removal, South Thames Subwatershed) as per the applicable Subwatershed Study.
- However, as per as-con 26449 and City of London CCTV record, the City cannot confirm a storm pdc exists to service the property. In accordance with the Drainage By-law, the Consultant would be required to provide for a storm pdc.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan to the satisfaction of the City Engineer, including, but not limited to, decreasing impervious areas and Low Impact Development (LID) when possible. Additionally, as part of climate change resiliency objectives the consultant is to use best efforts to maximize the provided site storage, and is encouraged to consider options, such as but not limited to, optimized grading for ponding areas, roof flow control drains, and orifice controls.
- 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.
- Grading and Disposal of Storm, Surface and Wastewater shall be in accordance with Section 12 of the Site Plan Control By-Law (SPCB).
- 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 E&SC for the subject site shall be prepared by the owner's consultant as part of a complete site plan application. The plan is to include measures to be used during all phases of construction, should identify all erosion and sediment control measures for the subject site, and be in accordance with City of London and MECP standards and requirements. These measures are to also be identified in the Storm/Drainage Servicing Report. For further information on the requirements of the E&SC Plan, please refer to DSRM Section 10.

Water

- Water for the subject lands is available via the 300mm PVC municipal watermain located on Commissioners Road West which is part of the city's low-level distribution system with a hydraulic grade line of 301.8m
- A water servicing report and associated modeling will be required, addressing all domestic demands, fire flows, water quality and the various pressure scenarios

as outlined in section 7.3.1 of the city's Design Specifications and Requirements Manual (DSRM).

- Due to the low topography of the site, water pressures may be high enough to warrant the use of pressure reducing valves as outlined in 7.9.2 of the city's Design Specifications and Requirements Manual (DSRM).
- The existing water services to the buildings which are to be demolished shall be abandoned in accordance with City Standards (i.e. cut and capped at the main).
- Can the owner/Planning & Development confirm that the properties between 1378 and 1398 Commissioners Road West will be joint on title. If the land is to remain as separate properties, an individual water service for each property will be required.
- Water servicing shall be configured in such a way as to avoid the creation of a regulated drinking water system.
- Further comments will be provided during the site plan application

Transportation

- With the parking space being in close proximity to the exit for vehicles, it seems that there will not be sufficient storage space for the exiting vehicle. Additional parking spaces at site entrance will need to be removed to ensure straight clear throat distance.

Landscape Architecture

Major Issues

- The Development and Planning Landscape Architect does not support the reduced front yard setback. Sufficient volume of soil must be provided to support tree growth, as required in Site Plan Control Bylaw and to meet canopy goals of the London Plan and the Urban Forest Strategy. London Plan Key Direction #4 is for London to become one of Canada's greenest Cities. The front yards must accommodate underground servicing and tree planting. Reduced setbacks will cause conflicts.

Matters for Site Plan

- A recommendation for proof of payment for the coordinated removal of city trees [302-304, Veg Unit 1] will be forwarded for Site Plan review. Proof of payment issued by Forestry Operations requirement of Site Plan approval. Trees 327, 334, 335, veg unit A are currently located within the site and proposed for removal, however the lands on which they are growing will be dedicated to road widening. The applicant can remove the trees prior to the road widening being in effect with a tree removal permit, or else once the road widening has taken effect, they become City trees and the applicant will need to coordinate their removal with Forestry Operations. Timing of land transfer will determine process required.
- A recommendation for a letter of consent to injure boundary tree #330 will be forwarded to Site Plan. Boundary trees are protected by the province's Forestry Act 1998, c. 18, Sched. I, s. 21, boundary trees can't be removed without written consent from co-owner.
- 1936 cm dbh proposed for removal; in accordance with London Plan Policy 399, 193 replacement trees are required. Replacement tree requirements will be forwarded to Site Plan.
- The setback proposed to Commissioners Rd W does not meet Site Plan Bylaw requirements of 3.0m.

Appendix D – Public Engagement

Public Comment #1 – Grace Howell-Harries

I'm writing this email in regards to the planning application on 1378-1398 Commissioners Road West. I am unable to make the meeting in February (unless something changes on my end) so I wanted to express a couple of thoughts.

I am not rejecting the application because I know it will likely go through, (because most things are approved) but I see you guys provided a very blurry map that looks like it only has one entrance off Reynolds road. Having only one entrance seems a little off but mainly you are putting it on a road that already has no side walks. I live right off this street and walk my dog every day down it and the amount of times we already almost get hit because traffic is impatient and now you are adding 67 units in that is going to create way more traffic down this already busy street, not to mention when school traffic goes down.

Also not sure if you aware that there is another building going up right beside it in between Griffith Street and Reynold Road which is going to 4 story building. So between the new added 80 something units, somethings gotta give. The traffic that your building is going to bring down Reynolds Street alone, a side walk should be necessary. Safety should be a number one priority for your potential units and the residents around.

Thanks for taking the time to read and I really hope that if anything, a side walk will be put in place because we've been fighting for one for years.

Public Comment #2 – Ashley Jackson

I am a resident of Reynolds Rd and have previously expressed my concerns to Anna Hopkins regarding this development due to traffic concerns.

The proposed driveway access on Reynolds Rd is problematic as our street is already used as a cut through at high speeds despite the 40km speed limit. Adding the driveway to this building on Reynolds will only make this worse. With the high volume of parents of Byron Northview parking on both sides of the street for drop off, pick up, and events, this will be impossible to navigate.

The other traffic concern is the volume and speed of traffic traveling on Commissioners Rd. With all of the development West of Byron Commissioners has become unsafe and extremely busy. I don't see how either of the proposed developments on Commissioners will help this.

I don't suppose that my concern will impact either development, however please reconsider allowing access from side streets. We don't have sidewalks and children walk to school on these streets.

Public Comment #3 – Jacqueline Nolan

“CONCERNS ABOUT THE PLANNING DEVELOPMENT OF TRICAR ON 1378-13978 COMMISSIONERS ROAD WEST, LONDON, ONTARIO.”

Congestion of traffic that already exist on commissioners road west and Byron downtown road (four corners) and surrounding streets.

BYRON FOUR CORNERS, ROAD INFRASTRUCTURE has not been redeveloped for over 20 years and with an increase of population of 400,000 and increase to Byron, (komoka, kilworth, Mount Bridges), the proposed site on Commissioners Road West will lead to traffic havoc.

Redevelopment of the road system is happening all over London, but NOT with downtown Byron (four corners) and Commissioner's road west. What road redevelopment can change the present road system, at the four corners to (Springbank Road, Riverside Road, Sanitorium Road , Commissioners Road West and Boler Road

)which is **presently congested. There are** two apartment /condo buildings , that were recently built on commissioner's road west. (1355 Commissioners road west,) Plus condos built to the east side of Commissioners Road West before the intersection of Springbank Road. Also the new building on 940 Springbank Road. (All these tenants drive to and from Byron Four Corners). The road infrastructure has not accommodated the increase of population in this area, (which has increased traffic considerably.)

The city is redeveloping the road system to accommodate the increase in population presently and in the future. For less congestion of traffic, safer road system for drivers and emergency services. Some roads can AND WILL be redeveloped but not with downtown Byron (four corners and Commissioners Road West.)

If there is a development on commissioner's road west, the main focus and objective WOULD BE to improve the present traffic congestion and to improve the safety of all residents and vehicles'.

Also traffic from Komoka, Kilworth and Mount Bridges, using one road into Byron (downtown four corners.) Residents who live on the area (proposed), already have great difficulty getting out of their driveway, (even as early as 7am and especially later into the evening. No matter what time of the day, the traffic is congested. I have to leave my house at 7 am to drive to work 20 mins away , to start at 8 am., (**just to get out of the driveway.) (HOW IS ANYONE GOING TO GET OUT OF THEIR DRIVEWAY, HOW DO I GET OUT OF MY DRIVEWAY AND DRIVE TO THE FOUR CORNERS TO GET TO SPRINGBANK, RIVERSIDE, SANITORIUM ROAD, BOLER ROAD, IF THE PROPOSED BUILDING IS BUILT ON COMMISSIONERS ROAD WEST BY TRICAR.**

(Employers, Employees CONDO TENANTS, SERVICE VECHICLES) Landscaping Trucks with Trailers (Businessess) at the four corners and area should also be considered.

City of London bus route is on Commissioners Road West (more congestion)

Presently there are five houses from 1378 – 1398 commissioners road west.

Average two cars per house, equals 10 cars.

Proposed building on this area will increase the vechicles driving to and from the proposed site,

(apartment and or condo building, will increase traffic further from 10 cars PRESENTLY , up to 35 cars, possibly more with (VISITORS) INCLUDED. THERE IS ALREADY TRAFFIC GRIDLOCK AT THE FOUR CORNERS BYRON.

Where is the road infrastructure planning

How do emergency crews get through. Down hydro lines in the winter and summer (FROM WEATHER AND POWER OUTAGE, FALLEN TREES, SNOW REMOVAL.)

Climate change, increase of torrential rain pour, flooding, crews need clear access through commissioners road west, AND four the corners Byron. Presently it doesn't exist because, of the congested traffic on the streets of Byron and particulary commissioners road west the main road for all traffic ,(Komoka, Kilworth, Mount bridges and present residents of Byron.)

SPRINGBANK ROAD, AND SURROUNDING streets(BOLER ROAD) are already congested with traffic back to back in Byron as the population increases with traffic from Mount Bridges, Komoka, Kilworh, using commissioners road west, to the four corners of Byron.

Planning infrastructure for Komoka, Kilworth and Mount bridges, residents (drivers) from these areas were supposed to use Oxford Street West, (NOT COMMISSIONERS ROAD WEST) as they presently use Commisssioners Road west. Traffic accidents have increased on Oxford Street West with congestion of traffic. Traffic accidents and

fatal accidents will occur. Drivers presently do not have patience and with more congestion of traffic, the outcome of accidents will be certain.

Congested streets (especially the four corners of Byron and Commissioner's Road West, presently create havoc for emergency services, fire, and ambulance. (Fire Department uses the four corners) for ACCESS TO CONDO, APARTMENTS , AND RESIDENTS ON COMMISSIONERS ROAD WEST. (Road works, sewage, WATER FOR FIRE.) ALL need clear access at all times into and out of downtown Byron and along Commissioners road west. How does a vehicle move for FIRE TRUCKS, and AMBULANCE with GRIDLOCK.

There is a school (BYRON NORTHVIEW PUBLIC SCHOOL) on the corner with a **walk crossing signal system, (STEPHEN STREET AND COMMISSIONERS ROAD WEST)** which already stops traffic and traffic in the early mornings when people are driving to work and after. Monday to Friday from 8am, there is a **SCHOOL BUS** that stops to pick up kids for school at the corner of Stephen Street and Commissioners Road West, (The proposed site for Tricar). **From 8.30 a.m. parents will drop their kids to start school and again at 3p.m to pick up their kids. (WHICH ALREADY CREATES CONGESTION AND GRIDLOCK ON COMMISSIONERS ROAD WEST) THE FOUR CORNERS BYRON IS ALREADY UNSAFE (DANGEROUS) FOR BIKERS AND PEDESTRIANS, EVEN AT THE CROSSWALK ON COMMISSIONERS ROAD WEST, AS MANY CARS WON'T STOP FOR THE CROSSING GUARD NOW.**

The (four corners and commissioners road west) cannot accommodate the present traffic flow now.

At the location of **1379 Commissioners road west, London Ontario, is social housing.**

There was emergency call from 1379 Commissioners Road West, in the summer of 2023 BUT, 1379 COMMISSIONERS ROAD WEST, HAS A HISTORY OF EMERGENCY CALLS, FOR DRUGS, DOMESTIC VIOLENCE, WITH AMUBLANCE AND FIRE TRUKS AT THIS LOCATION.

(POLICE VECHICLES AND AMBULANCE ARRIVED AT 1379 COMMISSIONERS ROAD WEST, IN THE SUMMER OF 2023)

All traffic from 1371, 1369 and the townhouses (social housing units) were gridlocked. (unable to leave or go into the area). Also the traffic on commissioners road west were at a stand still, as police were not letting any traffic through in and out of commissioners road west, from any direction.

After a number of hours the police let the traffic continue on Commissioners Road West. This is something TRICAR SHOULD CONSIDER. SAFETY FOR THE RESIDENTS OF 1371 COMMISSIONERS ROAD WEST AND SURROUNDING AREA, SHOULD BE THE MAIN OBJECTIVE, AND NOT GRIDLOCK, CONGESTED TRAFFIC. TO GIVE FIRE TRUCKS, AMBULANCE, AND POLICE CLEAR ACCESS AT ALL TIMES ON COMMISSIONERS ROAD WEST and four corners Bryon. (MAIN INTERSECTION OF BYRON)

With increase population coming to Byron, (**commissioners road west**) this development is environmentally, demographically, and developmentally (ROAD INFRASTRUCURE) UNSOUND.

First and foremost is the safety of all residents, (pedestrians, bikers) emergency crews and traffic in Byron , (four corners and on commissioners road west,) making the roads safe at all times, not further development of CONDOS AND APARTMENTS.

The proposed site, (Traffic flow and road system) FOR COMMISSIONERS ROAD WEST (INCLUDING THE FOUR CORNERS) If developed.

Presently emergency services to residents in the area is not in the residents favor now or will be, if more condos and apartments are built. (On Commissioners Road West and with present congested streets AND BYRON FOUR CORNERS.)

SECONDS MEANS A LIFE, AND OR LIVES

With continued growth of population, in London Ontario, efficiency and safety declines. **(Regulation of population needs to be considered for the CITY OF LONDON and the surrounding areas, especially BYRON, (Commissioners Road West and The Four Corners)** which used to be a village.

My area of work is in the field of Rehabilitation after a Motor Vehicle Accident for Adults and Kids and I continue to see the short term and long term effects of a Motor Vehicle Accident, (including as a pedestrian and biker) which has devastating impacts not only on the victim and or victims but, to the family and friends.

1. To look at the present empty available apartments on commissioners road west,(1341 commissioners road west,) as they have a sign out, saying one month free and to check out other available apartments and condos on commissioners road west that are empty. While driving, I have noticed another sign outside of another new building on hyde park and gainsborough road advertising for up to two months rent reduced. I realize the need to fill housing but ,to build more units when present units are currently available can reduce the building further giving a more logic road infrastructure, to accommodate the four corners intersection, as the current businesses at the corners cannot be moved.
2. There is a 50 km limit on commissioners road west from the corners and as drivers will not keep the speed limit, (their main concern is to get to their destination as soon as possible, even if it means receiving tickets) and with the recent death of a 7 year old December 2024 on Longwoods road, who was getting off a school bus and was killed, please Consider Northview Public School a few yards from the proposed site of Ticar.

Public Comment #4 – Dane Ferry

Dear Michaela and relevant city staff members,

I am writing as a community member and tenant directly impacted by the proposed development project in our neighborhood. As a lifelong resident of London and a tenant in one of the units slated for demolition, I feel compelled to share my perspective and raise critical issues related to planning, infrastructure, and tenant rights.

Planning and Infrastructure Concerns

From a planning perspective, the preliminary traffic analysis raises significant questions. During the community meeting, the initial study presented lacked transparency regarding its methodology, the timing of surveys, and its consideration of nearby developments, particularly the adjacent [22 unit project](#) on Reynolds. Furthermore, it failed to account for the cumulative impact of existing and planned developments west of Commissioners Road which were apparently excluded, potentially underestimating the strain on local infrastructure. I urge the City to:

- Commit to continuous traffic monitoring, both before and after the project's completion.
- Conduct secondary and tertiary studies to ensure infrastructure can support the anticipated growth.

Additionally, the proposed 2-meter setback appears insufficient and inconsistent with industry best practices to support safe pedestrian walkways, particularly in a school zone with minimal traffic control. For pedestrian safety, I strongly encourage the City to revise this aspect of the plan to align with established standards and prioritize public safety.

Housing and Affordability

The lack of affordability in the proposed development is deeply concerning. While I recognize the importance of creating housing for seniors in transition, this project appears to prioritize profit over community needs. Marketing these units as mid-luxury housing contradicts any meaningful commitment to affordability.

For example, units in nearby developments at 1341 and 1355 Commissioners Road West, despite receiving significant concessions, remain largely unaffordable. The average cost of \$2,162.50 for a one-bedroom unit exceeds the CMHC affordability threshold by 130%. For seniors with a median household income of \$75,070, this equates to 46% of their monthly income—far beyond sustainable levels.

Building housing without addressing affordability renders it inaccessible to those who need it most. I urge the City to:

- Require clear and enforceable affordability commitments in development approvals.
- Reevaluate the effectiveness of concessions granted to developers, ensuring they deliver tangible benefits to the community.

I want to emphasize that **building more housing is meaningless if the majority of people who need it cannot afford it.**

Tenant Rights and Protections

As a tenant renting one of the properties slated for demolition, I have experienced firsthand the challenges posed by developers as temporary leaseholders. Even prior to the planning applications initial review, Tricar had already signaled its intent to evict tenants well in advance of any reasonable timeline for plan approval and construction, among other concerning issues. This has been one of the most destabilizing and difficult transitions I've faced in over 11 years as a renter within London. For the first time, I've felt compelled to seek legal counsel—not as a choice, but as a necessity—to ensure my rights are respected.

What makes this even more disheartening is the glaring discrepancy in protections for tenants facing "reno-victions" compared to those being evicted for demolition. Current provincial requirements—120 days' notice and one month's rent as compensation—are arguably insufficient and more importantly, often easily circumvented. These minimal safeguards pale in comparison to the measures other Canadian municipalities have implemented to ensure fairness and accountability in such transitions.

Cities like Toronto, Burnaby, Vancouver, and Hamilton have set stronger precedents by requiring:

- **Increased compensation**, such as 3–6 months' rent or covering market rent differentials.
- **Conditional demolition permits**, tied to tenant protection measures to ensure developers prove genuine intent before approval.
- **Relocation assistance measures**, including securing replacement housing for displaced tenants or providing additional compensation for relocation expenses.

I respectfully request that the City consider:

1. Amending the rental unit repair license program to include developers seeking demolition-related planning applications, requiring more rigorous proof of development intent.
2. Mandating tenant support plans to ensure displaced tenants are treated fairly and respectfully.
3. Enforcing penalties and fines for developers failing to adhere to provincial and municipal requirements.

While I understand and support developer's right to pursue much-needed development, the City has a duty to enforce high standards of accountability to protect tenants during these transitions. As a tenant, I am not just another number in a planning application—I am a real person whose life has been profoundly and permanently altered by this project.

As an advocate, I support development in this city, particularly given the urgent need for housing. However, I also demand the respect, dignity, and accountability that all residents deserve—something I cannot confidently say we always receive. It is critical that we balance the needs of development with the rights and well-being of those affected.

A Call for Balance and Accountability

I urge the City Council to balance the need for development with the needs of its residents by addressing affordability, infrastructure strain, and tenant protections. This project, along with all the other housing projects being considered by the City presents an opportunity to demonstrate leadership in ethical and equitable development practices.

Thank you for your attention to these critical matters. I trust the City will prioritize the well-being of its residents and hold developers to the highest standards. I look forward to your response and the positive steps taken to address these concerns.

Public Comment #5 – Rosanna Pighetti

I am against the 6 story building and 72 parking spots. Please no more than 4 stories. Builders are making enough money pushing through our skies and removing what once considered lovely quiet neighbourhoods. Our lovely village is already over run with vehicles. Boler and commissioners west is very dangerous as it is. I personally fear for being hit each time i cross the intersection. I have been close to being hit on a number of occasions. And the lights change too quickly. The additional 72 vehicles parking spots moving in and out of byron is too much. Once quiet neighbourhoods are no more with vehicles detouring our streets. I live on springbank Avenue and see far too much of it. Adding that excess of storeys increases the number of vehicles and traffic accessing from Reynolds road. Honor the 4 storey development to 4 floors only. Its bad enough already. Byron is being destroyed by over development. Enough is enough.

Thank you. Rosanna Pighetti, a member of this beautiful community. I wish to keep it this way. I wish to sign the petition.

Public Comment #6 – Janet Downie

Hi, in response the the proposed zoning change and development proposed a few concerns about the safety or ou community and children. Has a traffic's survey been conducted in byron .and will traffic calming measures be put in place on all the roads as was done in Westmount. Currently we have cars racing down side street to avoid commissioners and boler traffic - Springbank Ave has become a dangerous street especially with no sidewalks - adding additional 60-100 cars to the neighbourhood is insanity. Byron infrastructure is also an issue at least once a month hydro glitches are happening and water pressure is affected on the weekend. When was the last upgrade done on Byron sewer system - not on the last 50 years my family has lived in the village will the be done as part of the development costs to sustain the growth and not paid by current taxpayers.

Public Comment #7 – Frank Garton

I would like to express my concern re: this proposal. I believe this development should be a 4-storey 43 unit building, instead

of a 6-storey 67 unit building. This would conform with a recent approval for a 4-storey 22 unit building for 1408 and 1412 Commissioners Road.

Thank you for your consideration.

Public Comment #8 – Judy Wunsch

Good afternoon Michaela; Just a short note to let you know about my concerns for the proposed 6 story monster building by Tricar. They will be removing homes from an established neighbourhood in Byron. They are proposing replacing them with a very tall building that will be able to peer into neighbours back yards and reduce privacy. Please lower the building to 4 stories so it blends in with other apartments along the street I am also concerned about the destruction of trees in the area. I believe that as many trees as possible should be preserved. We all know that once the construction starts rolling along trees will be long forgotten. Please put it in writing the preservation of trees is a priority. Thank you for your time.

Even though I am not right beside the proposed monster 6 story building between Stephen and Reynolds Road it will affect me directly. A building that big in a residential area will appear out of place and reduce the surrounding property values. I also think we should write it into any proposed plans to the area to preserve the trees. We all know that tree's become expendable during these big projects. Trees will cushion the blow of this building proposed and be good for the environment. Thank you for your time.

Public Comment #9 – John Bloxam

The 6 Storey building at 1378-1398 Commissioners will be totally out of sync with the community, even worse than the ones across from St Anne's church.

To make matters worse is it's entrance off of Reynolds Rd when there is a left turn lane on Commissioners from Reynolds to Stephens which would keep the traffic off of Reynolds.

Public Comment #10 – Daisy McCallum

I am writing regarding the six story apartment building to be constructed on Commissioner Rd W in Byron. I reside on the north side of Commissioners Rd. This road already has extremely heavy traffic using it. It is not unusual for residents to sit for 10 minutes to make a left hand turn onto Commissioners. Some find it necessary to leave for work earlier than it should be necessary, just to get out of Byron.

I personally have experienced very close calls when using the crosswalk as numerous drivers do not pay attention to the flashing lights. Byron North View school is right on the corner of Commissioners and Stephen St. There are school buses and city buses travelling Commissioners.

As a walker, I use the lights at Boler and Commissioners. Even though I watch the traffic turning right I recently had a scare with a fast moving vehicle making a right hand turn from Commissioners. A gentleman walking a bit behind me said he thought he would be going to my funeral. The afternoon traffic coming from the east is very often lined up right from Snake Hill. Not much different coming from Oxford and Riverside into Byron.

Tricar as well as other developers, advertise Springbank Park. My bird watching friends no longer go there because it is so busy. The weekends are especially bad. Developers talk about being along the river, well many spots are full of garbage and kids doing drugs.

I recall a city councilor saying that when the Oxford St extension was being constructed the traffic would not take Commissioners Rd through Byron. Wonder if he still lives in Byron?

Byron is losing its identity to massive development including numerous apartment buildings.

I realize the Tricar development is a “done deal” but being raised in London and living in Byron since 1979, I feel I must express my concerns. Its all about the mighty dollar!

Public Comment #11 – Benita Moore

My name is Benita Moore. The build at 1408-1412 Commissioners is right in my backyard. I am aware of all the upset in our community about these buildings going up. My main concern is Reynold Ave and that the parking lot for the building at 1378-1398 will have its entrance off of Reynolds . Most of the people in the area use Reynold to get access to Commissioners as you can see the traffic coming from commissioners. If you use Griffith the home at the corner blocks your view of on coming traffic from Commissioners . I understand that they did a study on the car traffic in the area however there is a lot of pedestrian traffic on Reynolds at all times of the day. I am not sure of the answer but I feel it is an accident waiting to happen given the school one block over and all the pedestrian traffic. Reynolds does not have sidewalks so all the pedestrian traffic is on the road. With close to 90 units between the two projects the traffic will increase.

One thought is a traffic light at the corner of Stephen where Byron Northview is located might slow the traffic down .

Thankyou for your attention to this matter.

Public Comment #12 – Daisy McCallum

I would like to express my concern regarding the submitted planning application and request for rezoning of the properties 1378 - 1398 Commissioners Road West.

The proposal includes redevelopment for a six storey apartment building. I am requesting city council to approve a maximum height of four storeys for this development to ensure consistency with the recent rezoning approval of 1408 - 1412 Commissioners Road West.

However, my greatest concern is the placement of the driveway for this development on Reynolds Road, as submitted on the Site Concept drawing. Existing mid-size multi-unit buildings in this area have their entrance/exit on Commissioners Road. To achieve consistency with existing buildings this driveway should be placed on Commissioners Road.

I have safety concerns regarding the proposed Reynolds Road driveway placement for this development. Reynolds Road is a residential street without any sidewalks. In its current state, the corner of Reynolds Road and Commissioners Road poses safety issues for pedestrians due to the angle of Commissioners Road and the visibility of traffic incoming from the west. My children and others in the neighbourhood walk to school on using this street. Byron is a walkable neighbourhood. I walk to the library, restaurants and other businesses and services in Byron. I also cycle to work downtown for personal health and environmental benefits using the Thames Valley Parkway. The proposed driveway placement for this building puts the safety of the neighbours using Reynolds Road at risk and I urge city council to redirect the placement to Commissioners Road West.

Please take my concerns into consideration and forward this email to the staff or city council members involved in this matter.

Please feel free to contact me if you have any questions.

Public Comment #13 – Jakob Gross

Dear Michaela Hynes and Anna Hopkins,

I am writing to express my concerns about the proposed zoning bylaw amendment for 1378-1398 Commissioners Road West. While I understand the need for urban

development, I believe the current proposal for a six-story, 67-unit building does not align with the character and existing maximum building heights of the neighbourhood.

As a member of the Byron community, I urge the City to consider an alternative approach, such as the proposed adjustment to a four-story, 43-unit building. This adjustment would better ensure consistency with surrounding properties, maintain the aesthetic harmony of the area, and mitigate potential impacts on privacy and livability for neighbouring homeowners.

Furthermore, I support the community's request to limit the height and density of this development in line with the recent application for 1408 and 1412 Commissioners Road, which proposes a four-story, 22-unit building. Approving this adjustment would reflect a fair and balanced approach to development that respects both the needs of new residents and the rights of existing property owners.

I kindly request that the Planning Committee approve this development with a change to reduce the height and density to four stories. Thank you for considering this feedback, and I encourage you to take the community's concerns into account during your deliberations.

Public Comment #14 – Gary Fletcher

I have little confidence that this project will not be approved. All involved in the decision from the City are obviously committed to high density housing in single family zoning areas. That being said: 1 This building should be no higher than 4 floors. 2 There should be no street parking(both sides) allowed on Reynolds Rd and Stephen St from Commissioners Rd to Helena monague street. Same restriction on Woodbine. 3 Visitor and delivery parking spaces should be included in the parking plan for the development. Thank you for your attention.

Public Comment #15 – Anita Mallett

I wrote my concerns to the agent on November 7, 2024 regarding my objection to the Tricar Project Location. I am again writing to strongly oppose this redevelopment for a 6-storey apartment building.

As I mentioned in my previous correspondence, I live on the north side of Commissioners Rd West, close to the project location. Byron Northview Public School is across the street with many children, school buses, parents picking up their children at Stephen St and on Commissioners. This alone makes this area with a high volume of traffic not conducive to a project of this kind. Cyclists also use Commissioners to add to the volume and quite often they ride on the sidewalk. If I'm walking on the sidewalk I always have to look around to see if a cyclist is coming.

Just because the parking lot entrance is on Reynolds St doesn't reduce the traffic congestion going east or west on Commissioners. Those cars aren't going to restrict themselves to Reynolds St to go to work or for groceries; of course they'll be using Commissioners Rd. We have a difficult time crossing from our driveway onto Commissioners as it is and this project is only going to make matters worse.

I've read an article today about neighbours' suggestion to reduce the project from a 6-storey to a 4-storey and apparently that is not what is in your plans and it seems will never be. I live in a 4-storey building and it is very comfortable and adequate.

As noted in the article, Byron was originally a village. Now it's becoming overcrowded. The streets are narrow and were not meant for all the traffic we have now.

I hope you will listen to the many objections against this project and locate it elsewhere.

Public Comment #16 – Gary McAlister

I am a resident of Bryon living close to the proposed development. I have a masters degree in planning and worked for 30 years as a planner and senior manager with the

Ontario Ministry of Municipal Affairs and Housing and the Ontario Municipal Board. I was also a Member of the Canadian Institute of Planners, (as well as President of the Toronto Chapter), the American Institute of Certified Planners and the Royal Town Planning Institute. I therefore have a great deal of experience to bring to bear in offering my comments.

The proposed development will not provide greater diversity and choice of housing types in the Byron neighbourhood. There is already an abundance of luxury housing. It is incredulous to say that it supports more affordable and accessible housing.

The proposed development will not be compatible with and complimentary to the surrounding land uses which are low rise single family homes and townhouses set in a beautiful and tranquil environment.

The consultant's report notes that "lands to the south ... share a lot line with the proposed development site and will require special care to ensure any impacts are appropriately mitigated". This also applies to the larger area south of the proposed development. A 4 storey building would greatly minimize the need for extraordinary mitigation measures.

Existing apartment buildings near the proposed development on Commissioners Road West are not as high as the proposed 6 storey building with a 4 storey building recently approved. It should be noted that the higher storey buildings are on the opposite side of Commissioners Road West and do not sit in front of detached single family houses so as to obliterate their privacy.

The proposed landscaping will not, as suggested, aid in ensuring privacy for dwellings to the south of the subject lands because the building will be too high. A 6 storey apartment building will be more than noticeable to residents of the neighbourhood. The design and height of the building is not at all sympathetic to the impact on nearby residents. It will not be a positive architectural showpiece and will set a negative precedent for all future developments along Commissioners Road West up to Warbler Woods. Why must we accept mediocre developments?

The developer's Neighbourhood Open House was problematic for a number of reasons. Firstly, it was held on Remembrance Day so many residents did not attend out of respect. Secondly, only residents within 120 metres were notified when the impact will be much larger. The 120 metre requirement does not apply to such open houses. The few who did attend, including myself, were opposed and our concerns were not taken seriously by the planners (two firms!) and the developer who seemed unfamiliar with the neighbourhood and unwilling to consider any changes.

The proposed building is not designed to be compatible within the surrounding context of the area. The painted poured concrete uninspired building is not respectful of the surrounding area. It will be the highest building.

The proposed development is not an appropriate transition in height between the existing range of residential uses that are proximate to the subject lands which range to a maximum of 5 storeys.

There has not been adequate community notice or involvement. There is no posting on the site about a Planning Application being considered. The developer's sign implies that it is already approved and "coming soon".

In conclusion, I wish to quote from the City of London's "NeighbourhoodGood London" website: "Byron is characterized by its small town feel and strong sense of community". It is therefore appropriate to only approve a 4 storey apartment building on this site, especially in the absence of a Byron Secondary Plan which is definitely necessary now. A proper community meeting is also necessary.

Public Comment #17 – Roberta Day

The 6 story apartment building proposed by Tricar at 1378-1398 Commissioners Rd West will make Byron less walkable and less safe due to:

- too many cars, increased traffic
- congestion to the area
- exhaust fumes and pollution

City priorities in this 'village' should be focused on wider sidewalks, improved cycling lanes, public transit, and less urban density for the health and well being of the community including the children who attend the public school just across the street.

Adding a 6 story apartment building to this stretch of Commissioners will only create more hazards for the people who like to walk in this area.

Public Comment #18 – Diane Shea

I am concerned regarding the planned building for 1378-1398 Commissioners Rd I strongly suggest reducing the building to a 4 storey 22 unit building A public school is on Stephen St and the traffic that would be produced by a larger building has the potential to become a dangerous situation Let us not put our children in danger The traffic situation is already spilling over onto all surrounding streets from the drop off and pick up situation at the school Thank you.

Public Comment #19 – Anne Pappmehl

I hereby submit my remarks to the PEC regarding Tricar Group's Proposed Zoning By-Law Amendment (File Z-9815) to build a 6-storey, 67-unit building on the above-referenced site.

Based on my review of the Application, my concerns as a Byron resident, and my telephone conversation with my City Councillor, Anna Hopkins (who is not a PEC member) on November 29, 2024, I feel that this Application must be rejected based on the following reasons:

Environmental Impact

The proposed project involves the destruction and demolition of five perfectly functioning and livable homes, in addition to many trees. A substantial amount of fossil fuel energy will be used and pollution created to carry out the demolition alone, with more spent energy and pollution created to transport the truckloads of building materials to the landfill and recycler. This is wasteful, greenhouse gas intensive, and environmentally irresponsible. Furthermore, the building will add 72 parking spaces. Adding more parking spaces increases the use of cars (according to 2016 study *Effects of Parking Provision on Automobile Use in Cities: Inferring Causality* <https://journals.sagepub.com/doi/abs/10.3141/2543-19>). Given London has declared a climate emergency in The London Plan, a development that fosters increased automobile use does not conform to our environmental policies.

Displaced Residents

I understand there are currently individuals living at least a few of the five houses which will be demolished to allow for construction of the new building. The individuals currently living in them will be displaced and forced to find new accommodation at a time when there are limited affordable renting options. Adding to that burden will be their moving costs, time needed to pack and unpack their belongings, and various other time-consuming tasks and stresses associated with a move. At a time when our politicians

are declaring a housing crisis, I fail to see how removing five perfectly good homes from London's housing inventory and displacing people helps to solve the problem.

Disruptive Impacts of Demolition and Construction

The demolition and construction will be highly disruptive, noisy, and dirty. It will affect not only the nearby residents, but anyone travelling on Commissioner's Road. Given most of the work will be done in the daytime, peak traffic times, drivers can expect lengthy delays and even stops. I recall how a few years ago, during the construction of the two buildings on the north side (slightly east of the proposed project), travel along that stretch of Commissioners Road became virtually impossible during peak times. Traffic would often be at a standstill for lengthy periods. Adding to this is the recent zoning by-law change approval for a site on the next block west of there (between Griffith Street and Reynolds Road). If there are two new buildings being constructed at the same time, the negative effects on traffic will be amplified. This is more than what we should be expected to put up with.

Impacts of Building on Traffic Once Built

I understand Tricar retained Paradigm Transportation Solutions to conduct a preliminary traffic analysis which outlined the hourly traffic flows at peak times. The estimate is that traffic generated from this development will be about 10 cars per hour on Reynolds Road from peak a.m. to peak p.m. times. While that may not seem to be a significant increase, we residents can state that at present it is nearly impossible to turn left onto Commissioners Road from Grand View Avenue, Griffith Street, Reynolds Road, and Stephen Street during peak traffic times. In fact, even turning right can be a challenge. Adding a development with 67 units and potentially as many cars compounds the existing problem even further, resulting in more traffic congestion and potential for accidents.

Impacts on Immediate Neighbours

A building this size puts tremendous stress on the immediate neighbours. Residents of the houses on Stephen Street and Reynolds Road will now have a six-storey structure abutting their properties or close to their respective properties. While I obviously cannot speak directly on their behalf, I can say that if I were in their position, I would be very disturbed in having my once peaceful and private backyard space now close to an imposing structure and massive concrete parking lot with cars coming and going at all hours of the day. The immediate neighbours are not the only ones who will be affected. Residents on both sides of both streets will now have a six-story building in their midst, invading their privacy and blocking their light. While the Planning and Design Report

downplays these concerns, I believe that the reality for immediate neighbours will be quite different. I also question what will happen to these homeowners' property values.

Does Not Address Community's Needs

While the developer is not yet sure whether the said units will be condominiums for sale or rentals, it is certain that, either way, they will be expensive. If condos, they will likely start at \$500,000, and if rentals, around \$2,400 per month, beyond the financial reach of many Londoners. Just east of this location is a 4-storey apartment building that was completed a few years ago that still has vacant units. Given there already appears to be low demand for this type of housing, I question how the developer plans to fill all these units. As I see it, instead of solving a community need for more affordable housing, this project destroys what little there is left of it (by displacing the tenants who currently rent the existing houses) and adds more unaffordable housing to the market, while pushing the sustainability limits of the community, adding more crowding and congestion, and diminishing our quality of life.

Conclusion

To be clear, I am not against infill development where it makes sense (i.e., giving new life to distressed areas) and where it conforms to City of London's policies. Where I take exception is when the infill policy is used to create a market for developers while undermining the wellbeing of communities. I feel this Application and proposed building

do exactly that. There are plenty of open spaces around the city where developers can build that are not in the middle of a mature neighbourhood. To destroy five existing homes and displace their tenants is unsustainable, irresponsible, and poor planning.

In closing, I wish to restate my opposition to this By-law Amendment. Thank you for considering my remarks.

Public Comment #20 – Jacqueline Sparks

I have recently become aware of this Proposal via a neighbourhood petition. Unfortunately, I was not informed by London City Council, or Tricar, of the Neighbourhood Open House, November 11th. 2024.

I wish to make comments on the above Tricar proposal.

I have lived for fifty years on Reynolds Road, this is one of the first sub-divisions in Byron, built in early 1950's.

The above Proposal is for an extremely large, for profit, rental building to be installed without any consideration for the impact this will have on the residents and owners of the existing dwellings. This in no-way helps the community with affordable housing. Rather, it appears to be a "wish list" of what Tricar requires.

The houses within this sub-division are small one storey houses with large gardens/backyards. There are a few, one and one half storey, but practically no two storey houses.

Please consider this a "wish list" from a resident:

- The street address of the proposed building is Commissioners Road. The entrance/exit should be on Commissioners Road. Otherwise, as there is insufficient parking for building residents and/or guests, Reynolds Road will become the 'overflow' parking lot for the proposed new building. If this comes to be, Reynolds needs to be (enforced) one hour parking only.
- There are also safety concerns as the first and second 'blocks' of Reynolds Road has become the popular vehicle "drop off/pick up point", morning and end of school, for area children and out of area children (ie. Riverbend residents) attending Byron Northview Elementary School.
- The building height should be three to four storey, at maximum, as there are no other apartment high-rise buildings on the south side of Commissioners Road, from Boler Road through the Byron village area.
- Balconies should only be allowed on North, East, and West sides of the proposed building. Existing residents should have privacy, and not be overlooked in their yards. With that in mind, windows on the South side of the proposed building, should not be at eye level from inside Tricar's building, third storey upwards.
- The garbage area of new build needs to be ventilated and exhausted above the roof area of propose building. We no longer have weekly garbage collection in London and refuse smells badly.
- An eight foot high concrete dividing wall along adjacent properties (241 Stephen & 300 Reynolds). This would provide noise reduction from the parking area of the new build plus some privacy.
- The snow collection dump areas on SE. & SW. corners of new property to have a reasonable height restriction. Then snow trucked out.
- Some "Green building" features to mitigate the additional impact on Municiple services. Byron has infrastructure that dates back decades; Can all these new structures keep being added ?

Thank you for your time in considering this.

Public Comment #21 – Sue Zimmer

I hereby submit my remarks to the PEC regarding Tricar's Proposed Zoning By-Law Amendment (File Z-9815) to build a 6-storey, 67-unit building on the above-referenced site. Based on my review of the Application, my concerns as a London resident we are categorically rejecting this development.

Environmental Impact

The project involves the destruction and demolition of five perfectly functioning and livable homes. Tons of fossil fuel energy will be used to carry out this task, and then more will be used to transport the truckloads of building materials to the landfill and recycler. This is wasteful, greenhouse gas intensive, and environmentally irresponsible. London, has proclaimed a climate emergency, and tries to present itself as an environmental innovator, thus this application must be denied.

Displaced Residents

Currently individuals living at least a few of the five houses which will be demolished to allow for construction of the new building. The individuals currently living in them will be displaced and burdened with the stressful task of finding new accommodation at a time when there are limited affordable renting options. Adding to that burden will be their moving costs (expensive), the time needed to pack and unpack their belongings, and various other time-consuming tasks and hassles associated with a move. Where is your mandate to ensure people are not homeless and live a quality life in London?

Disruptive Impacts of Demolition and Construction

The demolition and construction will be highly disruptive, noisy, and dirty. It will affect not only the nearby residents, but anyone travelling on Commissioner's Road. During the demolition, there will be several tons of debris that need to be removed. Once the site is clear, there will be an enormous foundation to dig requiring the bringing and taking away of heavy machinery, which will disrupt traffic. Given the work is done during the daytime, peak traffic times, drivers can expect lengthy delays and even stops. I recall how a few years ago, during the construction of the two buildings on the north side, travel along

that stretch of Commissioners Road became virtually impossible during peak times. During times when cement trucks were pulling in and out, traffic would often be at a standstill for lengthy periods.

Other times, traffic going in one direction would be halted, while traffic going in the other direction would be allowed to pass. Then those vehicles would be halted while the halted vehicles were allowed to pass. Adding to this is the recent zoning by-law change approval for a site on the next block west of there (between Griffith Street and Reynolds Road). If there are two new buildings being constructed at the same time, the negative effects on traffic will be amplified.

Impacts of Building on Traffic Once Built

Tricar retained Paradigm Transportation Solutions to conduct a preliminary traffic analysis which outlined the hourly traffic flows at peak times. The estimate is that traffic generated from this development will be about 10 cars per hour on Reynolds Road from peak a.m. to peak p.m. times. I find this "laughable" and I would contend that this Transportation Solutions company has a vested interest in ensure that the "research" aims to prove favourable result for the developer; they know what the developers want to hear, so they gave it to them. **Common sense** tells us 10 cars per hour increase is not reality.

Impacts on Immediate Neighbours

A building this size puts tremendous stress on the immediate neighbours. Residents of the houses on Stephen Street and Reynolds Road will now have a six-storey structure

abutting their properties. While you insist that the sunlight will not be impacted, again **common sense** says it absolutely will be! How could it not be? There will be cars coming and going all day/night, car doors slamming, car key peeps going – the noise pollution will be intensified as will their stress level and mental health.

You are setting a dangerous precedence for city. If developers can manage to get our City politicians to agree to a zoning by-law change on arterial roads, who is to say they're not going to try next (and succeed) in doing the same on side streets? And in many other areas in the city of London, again, removing people from their homes, and decreasing the values of homes in the surrounding areas. What is the goal? To continue to cram in the greatest number of people into the smallest of spaces? We already know this is not conducive to mental health. There are not enough green spaces for residence to find peace and quiet and enjoy nature. Springbank Park is overflowing and crowded and can no longer accommodate the people. Just go there on a Saturday or Sunday and see for yourself.

Does Not Address Community's Needs

While developers and politicians cite a housing crisis as justification for this endless cycle of new builds, the fact of the matter is that the current crisis has much more to do with affordability than availability. There is plenty of unaffordable housing available and this proposed new build will add to that surplus inventory. Building these units will not help the affordable housing situation in London or Canada. Use the existing empty office/commercial spaces and build apartments that are affordable.

Conclusion

Giving new life to a distressed area, and infilling where it makes sense is a great idea (and where it conforms to the City of London's policies). Based on this Planning Application, this project does not comply this this ethic.

London has a large quantity of vacant buildings, office buildings, distressed buildings – all of which could be converted into residential spaces. These are areas that could potentially benefit from a building such as the one Tricar is proposing. To demolish five perfectly livable homes, displacing tenants in the process, is morally reprehensible.

We oppose this new construction. Developers/builders need to put the five properties back on the market and sell them to individual families (for rental or living).

Public Comment #22 – Heather and Cam Bennett

We are emailing to express our concerns regarding the proposed 6 storey 67 unit development at Commissioners and Reynolds Road. Our primary concern is for traffic and pedestrian safety.

This area can get very busy, especially during school drop off and pickup times and with a lack of sidewalks on Reynolds and only one one side of many of the streets in the area, there is always a risk of harm to the children heading to school, as well as any pedestrian.

We are requesting the city consider two points:

1. to consider changing this 6 storey development to a 4 storey 43 unit building to reduce building height to match those in the area as well as reduce traffic.
2. Add sidewalks on Reynolds Road when this building goes in. Reynolds Road is on the list for new sidewalks in 10+ years. We fear this will be too long for pedestrian safety with the driveway to this building being on Reynolds itself, there will be more cars on this road, which is a straightaway and easy to speed down.

Thank you for reading our concerns.

Public Comment #23 – Sherry Fletcher

To: The Planning and Environment Committee of the City of London

I am a neighbour close by to the proposed Tricar Properties development at 1378-1398 Commissioners Road West.

I have reviewed the proposal by Tricar Properties Limited and below please find my comments:

- I fully support the petition which has been circulated to lower the proposed building height to 4 storeys
- Why is the City allowing the demolition of 5 single detached dwellings when there are open building lots that could be used or empty/under-capacity office buildings that could and should be converted to housing first?
- Properties to the south of the proposed development will face decreased property values due to this development
- As a neighbour south of the proposed development, I am concerned about loss of privacy because of having a 6-storey building nearby. Tenants in the building will be able to see into our backyards on both Stephen Street and Reynolds Road. Over the years that we have lived in our home we have spent a lot of time, money, and effort to have beautiful and private backyards.
- I have concerns about the number of parking spaces allotted with only 72 parking spaces. By my count, which will only allow 5 additional parking spaces for visitors which will result in visitors parking on Stephen Street and Reynolds Road. With increased traffic anticipated there should be no parking allowed on Stephen Street and Reynolds Road to Helena Montague. This should also include restricting to no parking in the bus lane on Stephen Street.
- I believe that there should be a traffic study conducted on Stephen Street, Reynolds Road, and an updated study on Commissioners Road West. There is already heavy vehicle traffic on Stephen Street before, after and during the hours of 8 a.m. and 6 p.m. Monday to Friday with school buses, and parents dropping off/picking up children. There is heavy pedestrian traffic between 8 a.m. and 4 p.m. I have concerns for the safety of children and parents with the volumes now present. Adding a 67 unit apartment building nearby will add additional foot and vehicle traffic which will add to an already hazardous situation and put children's safety at risk.
- I have concerns about the tree preservation plan included in Tricar's proposal. There are approximately 66 trees on the 1378-1398 lots and 51 of those are proposed to be removed to make way for construction and parking. Some of these are still generally healthy trees. What happened to being the Forest City if we allow removal of such a large number of trees in such a small space? Some of the tallest trees are a habitat for red tail hawks. I recognize that Tricar has stated that they will replace approximately 39 of these trees but it will take years for these to mature
- I believe such a building as is being proposed will further change the ecological landscape of this neighbourhood.
- I am concerned about noise, and additional traffic hazards during the construction period
- I am concerned about the effects of additional snow accumulations on properties to the south of the building from north winds going over the building
- I am concerned about wind "downdraft effect" impacting neighbouring properties and pedestrians., https://www.windcrane.com/application/files/1715/7184/4214/image009_large-1.jpg

I do not support this development in its current form and am therefore, not in favour of the proposed Zoning Bylaw Amendment.

Public Comment #24 – Brian Sutton

Regarding the topic above I and my wife have serious concerns as to the size of the building, notably six stories as opposed to four.

The height just does not fit into the surroundings well. The nearby neighbours will have no privacy in their yards and will feel like they are living in a goldfish bowl.

Arguments can be made as to increased traffic flow and there will be that but this city seems to not care about such things as seen in previous areas of development.

The buildings across Commissioners Road that were built a few years ago are 4 stories in height. They appear to fit in well with the neighbourhood.

Changing the landscape to accommodate our growing population should not mean you totally snub your nose at the current neighbours. Thus, four stories seems like a reasonable compromise.

Do not the neighbours of this proposed development deserve the same consideration?

Public Comment #25 – Valerie Schulz

Proposed Change to Zoning 1378-1398 Commissioners Road

This is a submission of Concerns and Issues regarding the request for R1 (single family homes) to a R9 Special Provision to build a 6-story 67-unit condominium development

CONCERN: Elementary school pedestrian safety and neighborhood pedestrian safety concerns on Reynolds Road

REQUEST: Move the driveway to exit onto Commissioners Road to safeguard elementary school pedestrian safety and neighborhood pedestrian walking/cycling safety on Reynolds Road

R-9 Zoning change applies to main artery roadways and therefore the traffic impact should be on Commissioners Road. Commissioners Road driveways are characteristic of the residence buildings within the area and have absorbed the traffic. We request that the developers' proposal for a driveway on Reynolds Road be denied as this neighborhood road does not have sidewalks nor traffic calming measures and is routinely used by elementary school children and families.

London's Road Safety plan boasts a commitment to Active and Safe Routes To School with a call to reduce traffic around schools. *Elementary school pedestrian safety and neighborhood pedestrian safety on Reynolds Road is ignored in the Change to Zoning Request by placing the impact of a 67-unit apartment/condo complex's traffic onto the small side road, Reynolds Road.*

Byron Northview Public School is on Stephen Street. Elementary school children walk to and from school to homes or cars parked on neighboring streets including Reynolds Road. The elementary school walking occurs with the caregivers and younger siblings within the quiet, safe, residential neighborhood. Young children have unpredictable actions darting onto the roadway increasing the liability of adding the 67-unit building driveway onto Reynolds Road.

The Zoning Change Request section 6.0, Potential Impacts to Abutting and Nearby Lands, is dismissive of traffic and vehicular congestion. It states that "a Traffic Impact Assessment is not deemed a requirement for a complete application submission by the City of London". Tricar retained their own company which we believe was for the purposes of sidestepping this requirement and to bolster the business interest rather than having a true regard for elementary school pedestrian safety and neighborhood pedestrian safety. The traffic impact of the unit's residents including their vehicles, delivery vehicles, maintenance and repairs vehicles, visitor's vehicles, emergency

vehicles and so on, is understated in the submission. Most importantly, pedestrian safety on Reynolds Road is ignored.

If the driveway to the Condominium building is on Reynolds Road, then drivers travelling south, will naturally turn left onto Reynolds Road. This will turn the quiet, neighborhood street into a thoroughfare. Half of the city and the 401 is south of the proposed driveway exit onto Reynolds Road. Willful omission of obvious safety concerns leads to liability. We know that injuries are not accidents but rather are predictable events. This proposed zoning change has serious safety concerns that will become the City of London's responsibility to amend with an urgent need for sidewalks and traffic calming measures on Reynolds Road.

However, if the construction company places the driveway onto Commissioners Rd West, then those travelling south will naturally turn onto Commissioners Road West, and then right onto Boler Road. Although the traffic could still impact Reynolds Road safety, it is more likely to flow on main arteries designed for this vehicle traffic.

We fully endorse the neighborhood request for the 4 story, lower density building as that measure will also improve safety by reducing the traffic impact on small sideroads by the school.

In summary, we request that the proposed 67-unit condominium building driveway be moved to Commissioners Road to reduce the risk of the traffic impact and thereby improve the safety for elementary school pedestrian walking and neighborhood pedestrian walking/cycling on Reynolds Road. These actions will minimize the neighborhood resistance to the proposed development.

Thank you for your attention to this important concern.

Public Comment #26 – Frank Callaghan

Proposed Zoning Changes 1378-1398 Commissioners Road West

We are writing to express concerns regarding the proposed zoning changes for the properties from 1378 to 1398 Commissioners Road West requested by Tricar Properties Ltd. ("Tricar").

As homeowners on Reynolds Road, Christine Callaghan and I are concerned about the overall scale of this proposal and its impact on the neighbourhood.

Our concerns relate to the following:

1. Density – the Tricar proposal seeks approval for a six storey, 67 unit apartment building on the site. This would result in a density of 100 units per hectare which we believe is excessive for this location and the surrounding neighbourhood.

It is important to note that the apartments at 1341 and 1355 Commissioners Road West, have densities no greater than 75 units per hectare. Additionally, the City of London Planning and Environment Committee ("the Committee") recently approved a proposal for a four storey apartment on the combined properties at 1408 and 1412 Commissioners Road. The Committee approved a density for the site of 73 units per hectare.

We also draw attention to the Committee's approval of a zoning change last year for the property at 1494 Commissioners Road West. This change transformed the property from Residential R1 (R1-8) to Residential R8 Special Provision (R8-4) with a density of 55.5 units per hectare.

The Tricar proposal as presented, does not align with the appropriate density for the site and its surrounding neighbourhood. It also deviates from the character of the neighbourhood.

2. **Traffic** - the impact of the Tricar proposal needs to be reviewed in the context of the volume and flow of traffic on the surrounding streets.

Given past zoning change requests, the Committee is aware the volume of traffic has increased significantly along this section of Commissioners Road West. While the Tricar proposal suggests there will be minimal impact on the surrounding streets, the Committee should evaluate this proposal in the broader context of the neighbourhood's traffic trends and future development along Commissioners Road West.

There is an ongoing trend of increasing traffic on Commissioners Road West from the West Five area, Komoka, and Mount Brydges. We anticipate further land consolidation along Commissioners Road West from Reynolds Road to Chestnut Hill which will lead to additional zoning change requests.

The escalating traffic volume along Commissioners Road West has catalyzed a "funneling" effect on local roads, particularly Reynolds Road and Stephen Street. Consequently, drivers seeking to avoid the congestion on Commissioners Road West resort to utilizing both Reynolds Road and Stephen Street as an egress. It is noteworthy that a similar "cut through" phenomenon is now occurring in the Boler Road – Baseline Road West area.

Neither Christine nor I harbour any objections to change or developments that enhance a neighbourhood. Approval of this project would establish a benchmark for additional lands along Commissioners Road West with excessively high density. We believe the Tricar proposal, as currently presented, is unsuitable for this neighbourhood. Therefore, we request that the building be restricted to an overall density of no more than 75 units per hectare.

Public Comment #27 – Anita Harvey

As a resident of Stephen St., I am writing as a concerned neighbour as to the development of a 6 storey unit. As noted in my previous email, for a separate concern on Boler and Baseline, this growth in Byron will increase traffic and negatively impact the face of this community. Many neighbours do not oppose development, only the size. If development is anticipated and happening in our neighborhood, we would also like to see it blend in, instead of 'standing out'. That is such a small parcel of land, and privacy for neighbours, will be an issue. I sure wouldn't like, after living in my home for years and years, have someone 6 storeys high, looking in my backyard. After all, we as residences, have been here and moved here for exactly those reasons...quietness and privacy.

Please reconsider the 6 storey height to a more blending into the neighbourhood height of 4 storeys.

Public Comment #28 – Mike Bloxam

Even though I no longer live on Reynolds Road, I grew up there and my dad still lives in the family home. The proposed development at 1378-1398 Commissioners Rd. W. gives me a few concerns in the site plan, so I hope this can be considered at some point:

1. Move the parking underground. There is way too much surface parking in this proposal that could otherwise be green space for the residents to enjoy. We need to stop making everything car-focussed! Maybe a few spots for deliveries, emergency services, or guests, but certainly none of the residents should be parking above ground.
2. Move the driveway to Commissioners Road, and ideally make it a right-in, right-out. This will ideally mean fewer issues with left turns given the increased density at the site. A driveway off Reynolds (or Stephen) is a terrible idea.
3. Ensure there are separated/elevated bike lanes as part of the future plans for this stretch of Commissioners. If the density is going to continue to increase - as it should

being a prime location for transit & cycling infrastructure - making sure that people can SAFELY bike from one end of Commissioners to the other (or at least from Oxford to Springbank!) would be a huge benefit to reducing single-vehicle trips.

Thank you for your kind consideration in this matter.

Public Comment #29 – Jaysen Cole

Hi there, we're just getting our mail now and read about a petition being signed against the 6 storey building proposed by Tricar. We're late on signing the petition but I'm emailing direct to state that 6 storeys shouldn't be allowed. Two new buildings were built in recent years on Commissioners Rd West at 4 storeys, and these added units alone have made traffic a serious problem. Commissioners Rd West in Byron is now very congested with traffic, and with Northview school a block away from this proposed new Tricar building, traffic and pedestrian safety is a serious issue. Let's at least keep the restriction at 4 storeys in this small village. Thank you.

Public Petition – Submitted by Alexandra McAlister with 127 signatures

To the Planning and Environment Committee of the City of London

We are nearby neighbours to the proposed 6-storey apartment development at 1378-1398 Commissioners Road West. As concerned neighbours we developed and circulated a petition to neighbours surrounding this proposed development.

While we would prefer no development of this land and have heard strong similar sentiments from several of our neighbours, we are aware of the City of London's Plan and desire to provide additional housing. With that in mind, we proposed in our petition to limit the number of storeys in the proposed 6-storey development to four from six.

We received an excellent response to our petition with circulation to approximately 250 homes. More than 125 neighbours signed the petition. We have attached the petition for the Planning and Environment Committee's perusal.

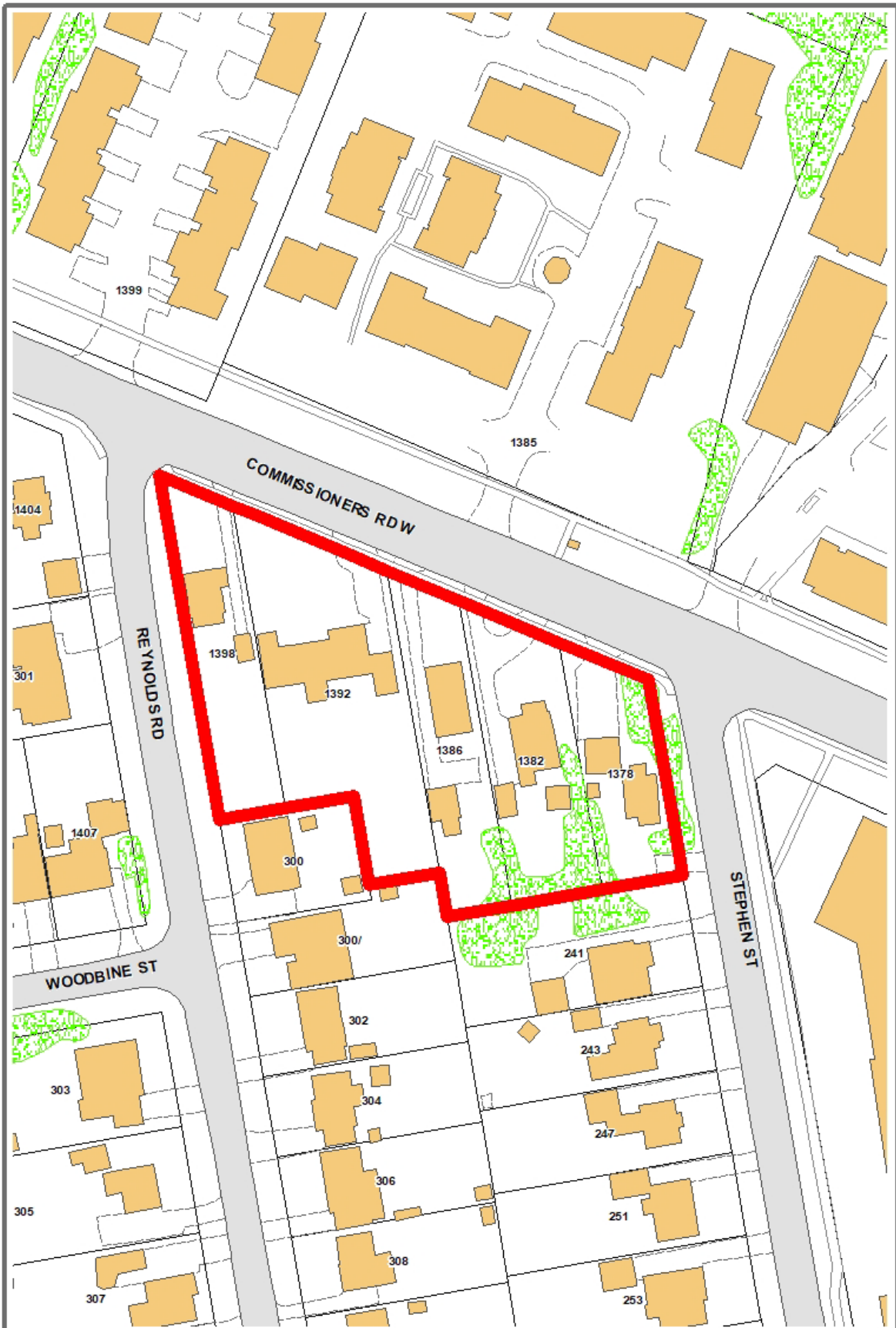
As we talked to neighbours, we also heard the following concerns about this development:

- Extreme concerns about additional traffic to Reynolds Road, Stephen Street, Commissioners Road West, and Springbank Avenue because of this development
- Concerns about vehicle and pedestrian safety with additional traffic as the result of 67 apartment/condominium units added to the neighbourhood
- No additional infrastructure planned to support the additional traffic. This part of Commissioners Road West is a 2-lane roadway, not a 4-lane arterial road.
- Concerns about insufficient parking within the development resulting in additional parking on Stephen Street, Woodbine St, and Reynolds Road
- Additional noise, traffic, parking, and street closures as the result of construction of this development
- Concerns about a large development so close to the Byron Northview Public School which is across Stephen Street from the development.
- Additional concerns for safety of school children and their parents during construction of such a large development
- Air, noise, and light pollution from this development to neighbouring homes
- Environmental impact on birds and animals in the area e.g. red tail hawks living in the tall evergreens on the proposed development lot
- Concerns about the impact of tree roots on neighbouring lots as the result of those trees being removed on the proposed development lot
- Concerns about proper drainage to adjoining properties
- Concerns from residents that moved to/live in Byron because of its village/small community characteristics. The addition of these looming city-scape buildings mars the village landscape, the family friendly and, in fact the historic roots of our community

- The City of London has stated that there is a housing crisis. How can the City approve demolishing 5 single-family dwellings, some that are over 70 years? And displacing those residents which include children
- The City Plan states that the emphasis currently is on affordable housing. We understand that this development does not include affordable housing units
- The infrastructure and design of this neighbourhood was designed for single family dwellings

We appreciate the Planning and Environment Committee taking into consideration our petition and concerns before amending the Zoning By-law for 1378-1398 Commissioners Road West. Should the Planning and Environment Committee approve this zoning bylaw amendment and construction proceeds, we ask that Tricar Properties Limited consider and address the concerns that we have noted.

Appendix E – Relevant Background



LOCATION MAP

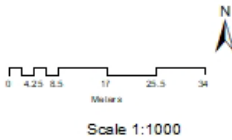
Address: 1378-1398 Commissioners Road West

File Number: Z-9780





Planner: Michaela Hynes

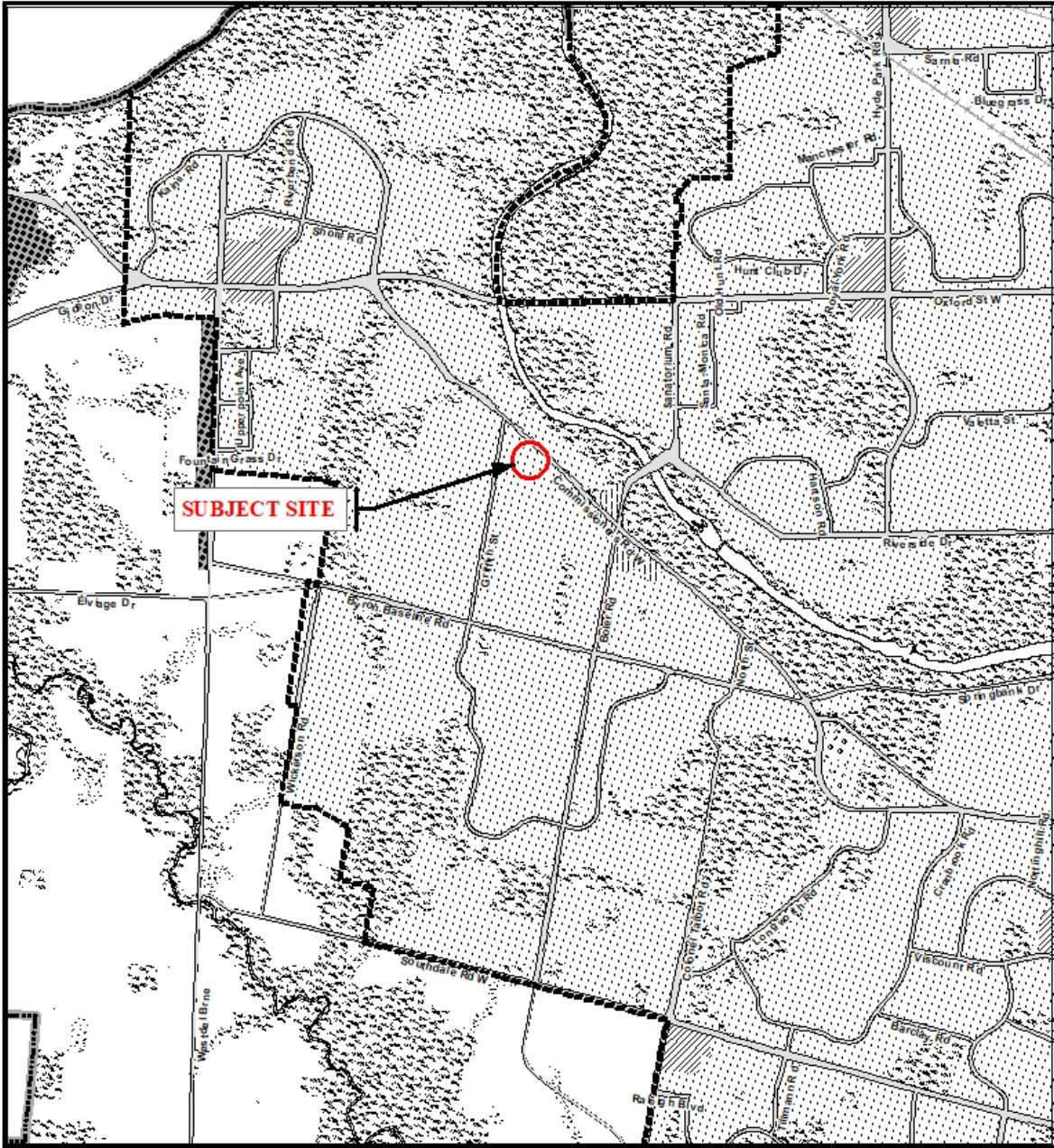
Date: 2024/12/16

Corporation of the City of London
Prepared By: Planning and Development



Legend

-  Subject Site
-  Assessment Parcels
-  Buildings
-  Driveways/Parking Lots



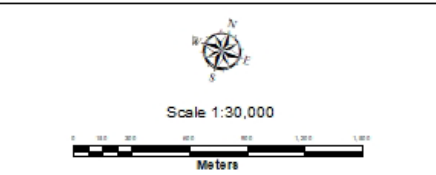
SUBJECT SITE

Legend

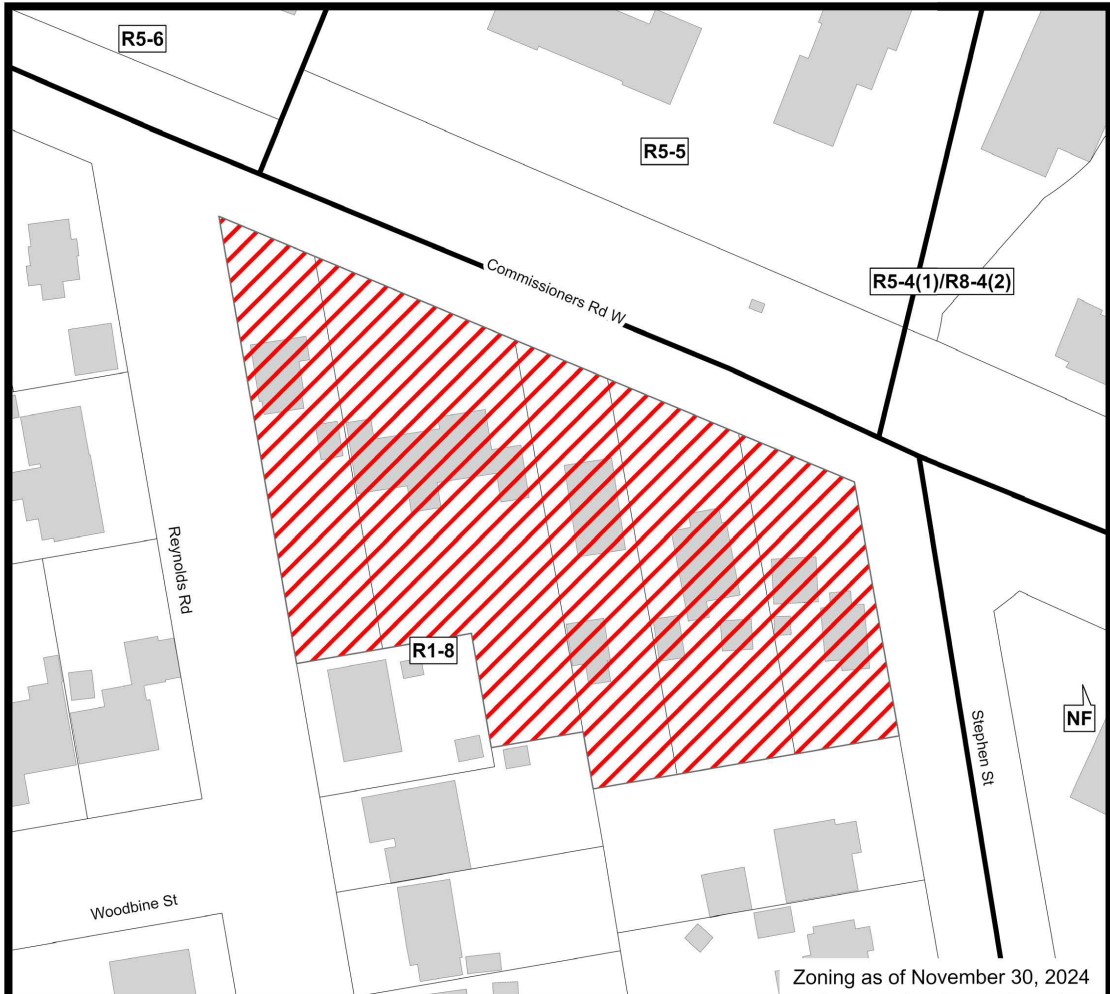
- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management 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-9815
Planner: MH
Technician: JI
Date: 2024/12/16



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-8

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 | |
| R7 - SENIOR'S HOUSING | OS - OPEN SPACE |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | CR - COMMERCIAL RECREATION |
| R9 - MEDIUM TO HIGH DENSITY APTS. | ER - ENVIRONMENTAL REVIEW |
| R10 - HIGH DENSITY APARTMENTS | |
| R11 - LODGING HOUSE | OB - OFFICE BUSINESS PARK |
| | 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 | |
| AC - ARTERIAL COMMERCIAL | AG - AGRICULTURAL |
| HS - HIGHWAY SERVICE COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL | TGS - TEMPORARY GARDEN SUITE |
| SS - AUTOMOBILE SERVICE STATION | RT - RAIL TRANSPORTATION |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | |
| OR - OFFICE/RESIDENTIAL | "h" - HOLDING SYMBOL |
| OC - OFFICE CONVERSION | "D" - DENSITY SYMBOL |
| RO - RESTRICTED OFFICE | "H" - HEIGHT SYMBOL |
| OF - OFFICE | "B" - BONUS SYMBOL |
| | "T" - TEMPORARY USE SYMBOL |

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-9815 MH

MAP PREPARED:
2024/12/16 JI

1:1,000
04.75 19 28.5 38
Meters