

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: 1822056 Ontario Limited (c/o Strik Baldinelli Moniz)
415-421 Boler Road
File Number: Z-9536, Ward 9
Public Participation Meeting

Date: March 18, 2025

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 1822056 Ontario Limited (c/o Strik Baldinelli Moniz) relating to the properties located at 415-421 Boler Road:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 1, 2025, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-8) Zone **TO** a Residential R8 Special Provision (R8-4(_)*H21) Zone;
- (b) The requested Special Provisions, as part of the amendment to Zoning By-law No. Z.-1, to permit a minimum front and exterior side yard depth of 1.5 metres whereas 8.0 metres is required, to permit a balcony projection in the front and exterior side yard of 0.0 metres whereas 3.0 metres is required, to permit a minimum of 46 long-term bicycle parking spaces whereas 56 is required and to permit a parking setback of 0.5 metres whereas 3.0 metres is required, **BE REFUSED** for the following reasons:
 - i) The requested Special Provisions do not conform to the policies of The London Plan, including the City Design policies, Neighbourhood Place Type policies and criteria of the Planning Impact Analysis, nor the regulations of the Zoning By-law No. Z.-1.
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Provide enhanced all season landscaping beyond that required by the Site Plan Control By-law.
 - ii) Reduce the amount of paved area on site in favour of more landscaped areas.
 - iii) The access to Byron Baseline Road shall be removed or restricted to right-in/right-out (RIRO).
 - iv) Explore opportunities to incorporate active uses at grade along the Boler Road and Byron Baseline Road frontages.
 - v) Ensure the principal building entrance shall be located at the corner of Boler Road and Byron Baseline Road and/or along the Boler Road frontage.
 - vi) Provision of an accessible paratransit lay-by in accordance with the standards of the Site Plan Control By-law.

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 R8 Special Provision (R8-4(_)) Zone with special provisions to implement the proposed development.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law amendment with special provisions that will facilitate the proposed height and density but are recommending refusal of the Applicant's request to permit a minimum front and exterior side yard depth of 1.5 metres (whereas 8.0 metres is required), to permit a balcony projection in the front and exterior side yard of 0.0 metres (whereas 3.0 metres is required), to permit a minimum of 46 long-term bicycle parking spaces (whereas 56 is required), and to permit a parking setback of 0.5 metres (whereas 3.0 metres is required).

Notwithstanding, staff are recommending approval of alternative special provisions.

The recommended action will permit a 6-storey residential apartment building containing **62 residential units**, with a maximum height of 21.0 metres and density of 140 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:

- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.
- **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 Planning History

On July 19, 2022, a Zoning By-law Amendment application to permit a 6-storey residential apartment building containing 90 residential units, with a maximum height of 23.0 metres and a density of 202 units per hectare was requested. After receiving comments through the initial circulation, the applicant requested the application be put on hold for the purpose of revising the site design. On December 23, 2024, a revised application was submitted with details provided in Section 2.1 of this report.

1.3 Property Description and Location

The subject lands, municipally known as 415, 417 and 421 Boler Road, are located at the northwest corner of Byron Baseline and Boler Road intersection, within the Byron Planning District. The subject lands are comprised of three (3) separate parcels, which once consolidated, would have a lot area of 0.44 hectares and frontage on both Byron Baseline and Boler Road. Each of the three (3) parcels contain an existing single detached dwelling and individual access from Boler Road. All existing dwellings are proposed to be demolished.

Site Statistics:

- Current Land Use: Residential (single detached dwellings)
- Legal Frontage: 46.2 metres (Byron Baseline Road)
- Area: 0.44 hectares (4,400 metres square)
- Shape: Rectangular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Low density residential
- East: Low density residential/Neighbourhood facility (Place of Worship)
- South: Office/Low density residential
- West: Commercial/Low to medium density residential

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods Place Type at the intersection of two Civic Boulevards (Boler Road and Byron Baseline Road)
- Existing Zoning: Residential R1 (R1-8) Zone

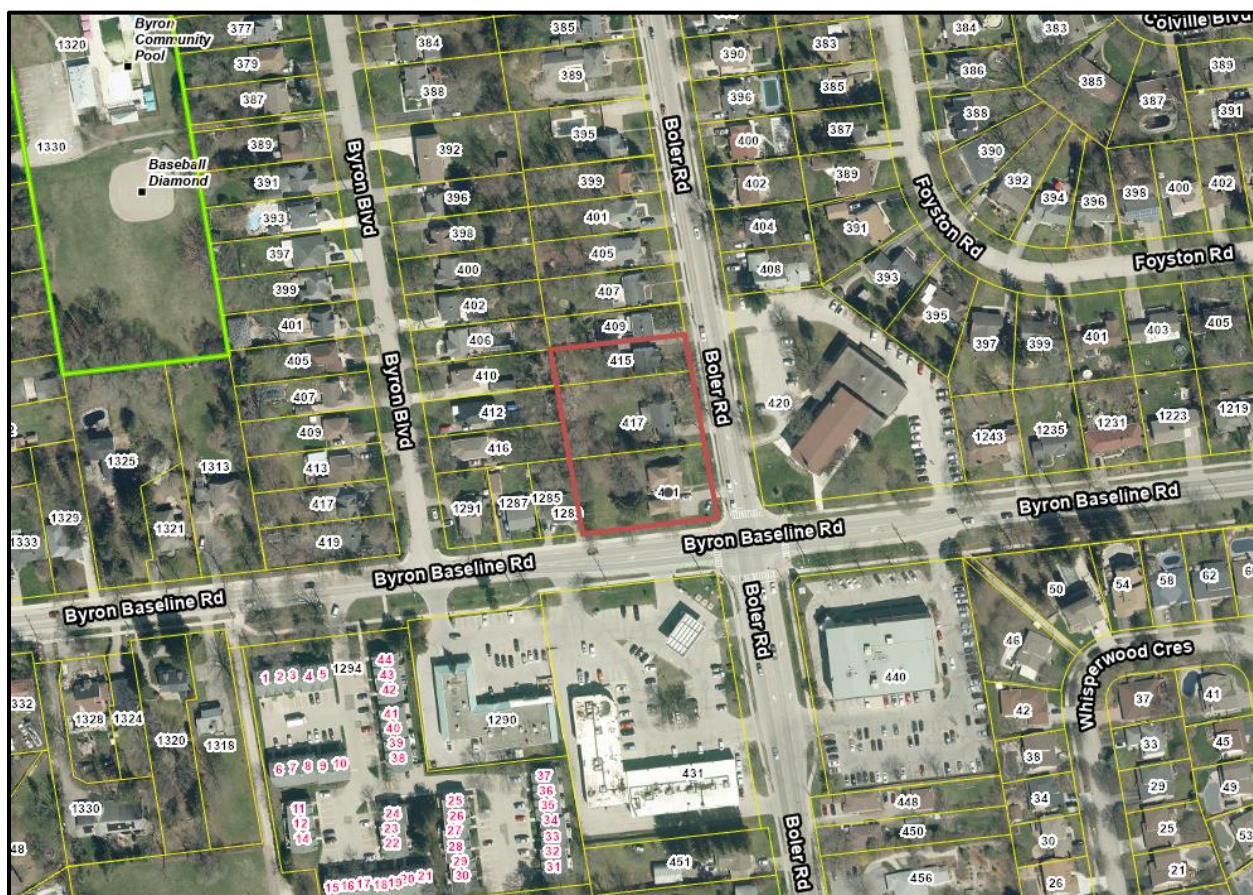


Figure 1 - Aerial photo of the subject lands and surrounding neighbourhood.



Figure 2 - Streetview of the subject lands from the intersection of Boler Road and Byron Baseline Road facing north-west.



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



Figure 4 - Streetview of the subject lands from Byron Baseline Road facing north-east.

2.0 Discussion and Considerations

2.1 Development Proposal

Original Submission – July 19, 2022

The applicant initially proposed an “L”-shaped 6-storey, 90-unit residential apartment building with a maximum height of 23.0 metres and a density of 202 units per hectare. Vehicular access was proposed by way of two (2) driveways; one from Boler Road leading to 25 surface parking spaces at the rear of the site, and the second from Byron Baseline Road that would allow access to 122 underground parking spaces. The original proposal did not contain any step-downs or transitions in building heights and contained balconies and windows on all elevations including on the western elevation of the building facing the abutting low-density residential uses.

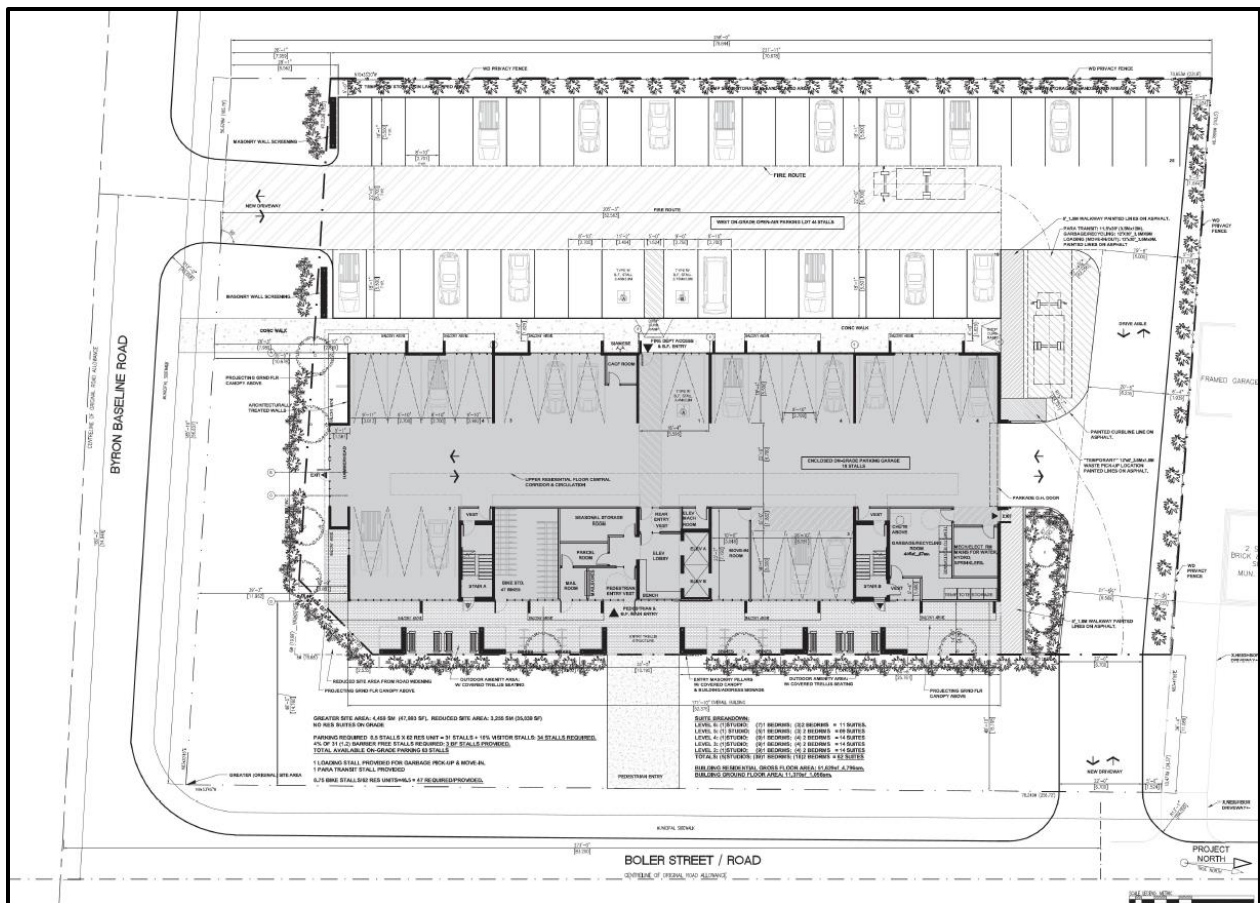


Figure 6 – Revised Concept Site Plan

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 R8 Special Provision (R8-4()*H21) Zone. The following table summarizes the special provisions that have been proposed by the applicant.

Regulation (R8-4())	Required	Proposed	Recommended
Front Lot Line Interpretation	Byron Baseline Road		Boler Road
Building Orientation			The principal building entrance shall be located at the corner of Boler Road and Byron Baseline Road, or along the Boler Road frontage.
Front Yard Depth (minimum)	8.0 metres	1.5 metres	3.0 metres
Exterior Side Yard Depth (minimum)	8.0 metres	1.5 metres	2.0 metres
Front and Exterior Side Yard Encroachment (minimum)	3.0 metres	0.0 metres	1.5 metres
Height (maximum)	13.0 metres	20.0 metres	21.0 metres
Ground Floor Height (minimum)			4.0 metres
Building Step Back Above the 4 th Storey (minimum)			8.5 metres

Regulation (R8-4(_))	Required	Proposed	Recommended
Density (maximum)	75uph	140uph	As requested
Long-term Bicycle Parking (minimum)	56 spaces	46 spaces	As required
Parking Setback (minimum)	3.0 metres 1.5 metres	0.5 metres	3.0 metres 3.0 metres

2.3 Internal and Agency Comments

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

Key issues identified by staff and agencies included:

- Staff have significant concerns with the site layout and building design, including the parking within the ground floor along the Boler Road and Byron Baseline Road frontages and the lack of at-grade common amenity space.
- The Zoning By-law requires 0.5 parking spaces per unit whereby 1.02 parking space per unit is proposed. Parking could be reduced to facilitate active uses on the ground floor and to accommodate greater landscaping
- Should two accesses be preferred and required to allow for waste collection vehicles, then a right-in right-out shall be considered at Byron Baseline Road.
- A minimum 3.0 metre setback from the ultimate road widening along Boler Road and Byron Baseline Road should be provided to ensure space for tree planting.
- A minimum of 3.0 metres setback should be provided along the interior property lines to provide enhanced all season landscaping beyond that required by the Site Plan Control By-law, to further mitigate the proposed intensity.

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

2.4 Public Engagement

On August 31, 2022, 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 September 11, 2022. A “Planning Application” sign was also placed on the site. On January 8, 2025, Notice of Revised Planning Application and Public Meeting was sent to property owners and residents in the surrounding area. Notice of Revised Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on January 16, 2025. An “Application Amended” banner was also placed across the existing “Planning Application” sign on the site.

There were 108 responses received during the initial public consultation period, including a public petition with 55 signatures. An additional 17 responses were received during the public consultation period following circulation of the revised application. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public related to:

- Over intensification and the cumulative impacts of the height and density.
- Inappropriate build form that is incompatible with neighbourhood the character.
- Setback proximity to abutting low-density residential uses and to the intersection.
- Privacy concerns including reduced sunlight and increased noise levels.
- Increased traffic and pedestrian and road safety concerns.
- Safety concerns regarding the access on Byron Baseline Road.
- Insufficient parking which could result in increased street parking.
- Insufficient provision of bicycle parking.
- Environmental concerns including stormwater management and tree preservation and planting.

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 recommended 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 Type on Map 1 – Place Types, at the intersection of two (2) Civic Boulevards on Map 3 – Street Classifications in The London Plan. The range of uses that may be permitted on a property, and the intensity of development that may be allowed, will be related to the classification of street onto which the property has frontage (TLP 919_2). Further, in conformity with Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type, properties fronting onto major streets may allow for a broader range of uses than those fronting onto minor streets (TLP 919_3). The proposed low-rise residential apartment building is a contemplated use where a property has frontage onto a Civic Boulevard in accordance with Table 10.

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 so that they are complete communities (TLP 59_4, 5). Residential intensification will play a large role in achieving our goals for growing “inward and upward”, through forms such as redevelopment, at a higher than existing density, on developed lands (TLP 80_). It is also a target of this Plan that a higher proportion of new residential development will be achieved within the Built-Area Boundary of the city, as is the case with this application (TLP 81_).

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 conformity with Table 11 – Range of Permitted Heights, properties fronting onto major streets may allow for a broader range of more intense forms of development than those fronting onto minor streets (TLP 919_3). Further, if a property is located at the intersection of two streets, the range of intensity of development that is permitted may increase. In general terms, the intent of this approach is to balance neighbourhood stability and predictability with the goals of creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, and vibrant, interesting communities (TLP 919_6). In the Neighbourhoods Place Type, in accordance with Table 11, an upper maximum height of 6-storeys is permitted where properties have frontage onto a Civic Boulevard.

The policy framework directs that planning and development applications within existing neighbourhoods be required to articulate the neighborhood’s character and demonstrate how the proposal has been designed to fit within that context (TLP 199_). Residential intensification is contemplated for properties in the Neighbourhoods Place Type, including forms such as additional residential units, converted dwellings, adaptive re-use of non-residential buildings, lot creation, infill development, and redevelopment (TLP 938_). The policies seek to ensure that proposals for intensification, including through redevelopment at a higher than existing density, fit well within their receiving neighbourhood (TLP 940_).

The following proposal represents residential intensification as the applicant is seeking an amendment for the purpose of removing the existing buildings in favour of an apartment building with a greater number of dwelling units than what currently exists (TLP 939_6). The proposed 6-storey (maximum height of 21.0 metres) residential

apartment building is considered an appropriate form of residential intensification at this location as the use and intensity are permitted under Tables 10 and 11 and can be appropriately accommodated on the subject lands. The subject lands are of a sufficient size (exceeding the required lot area) and shape (following the consolidation of the three 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_). Specifically, the size and shape of the subject lands can accommodate such things as driveways, sufficient parking and adequate buffering and setbacks with technical revisions to the site layout. The proposed residential apartment building will facilitate the efficient use of land and existing municipal services, acknowledging a full servicing submission will be required and approved by Engineering Review staff through the subsequent Site Plan Application.

Furthermore, design measures relating to building height, scale and massing should be used to provide a transition between development of significant different intensities, considering the existing and planned context (TLP 298_). The proposed residential apartment building has been designed in a way that generally mitigates the potential adverse impacts of the proposed intensity by directing the height and intensity toward the higher order street (the intersection of Boler Road and Byron Baseline Road) (TLP 261_). The orientation of the residential apartment building towards the intersection with minimal front and exterior side yard setbacks ensures a transition in height while maintaining a landscape buffer between the street and abutting low-density residential uses (TLP 953_). A building step back above the 4th storey towards the north property line is proposed to allow for a transition in building heights towards the abutting low-density residential uses (TLP 953_2). A sufficient interior side yard and rear yard setback from the proposed residential apartment building to the abutting low-density residential uses to the north and west is also proposed (TLP 918_13). Staff have recommended a special provision for an increased parking setback of 3.0 metres to support enhanced all seasoned landscape buffering beyond that required by the Site Plan Control By-law. In this regard, staff are of the opinion that the proposed residential intensity will facilitate an appropriate scale of development that is compatible within the existing and future neighbourhood context.

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

4.3 Form

Residential intensification is fundamentally important to achieve the vision and key directions of The London Plan. Residential intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. Such intensification should add value to neighbourhoods by adding to their planned and existing character, quality and sustainability (TLP 937_). Specifically, the following urban design considerations apply within the Neighbourhoods Place Type and are relevant to the proposed development (TLP 953_). Compatibility and fit, from a form perspective, will be evaluated based on such matters as:

- Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
- Building and main entrance orientation.
- Building line and setback from the street.
- Character and features of the neighbourhood.
- Height transitions with adjacent development.
- Massing appropriate to the scale of the surrounding neighbourhood.

In addition to the form and residential intensification policies of the Neighbourhoods Place Type, all planning and development applications will conform with the City Design policies of The London Plan (TLP 841_1). These policies encourage compact forms of development for planning new growth, including “inward and upward” compact forms of development (TLP 7_, 59_2, 66_, 79_). The London Plan directs all planning and

development to foster a well-designed building form, and ensure development is designed to be a good fit and compatible within its context (TLP 193_1 and 193_2). The site layout of new development should be designed to respond to its context, the existing and planned character of the surrounding area, and to minimize and mitigate impacts on adjacent properties (TLP 252_ and 253_).

A medium density built form (e.g., in the form of a low-rise residential apartment building) facilitates the efficient use of land and promote more affordable housing options to ensure housing for all Londoners (TLP 55_13). The built form consists of a 6-storey (maximum height of 21.0 metres) residential apartment building, oriented towards the intersection of Boler Road and Byron Baseline Road with a building step back above the 4th storey towards the north property line. The proposed residential apartment building is directed towards the intersection, acknowledging the subject lands as a corner lot, with minimum front and exterior side yard setbacks to define the street edge, and create an inviting, active, and comfortable pedestrian environment while maintaining sufficient space for landscape buffering and the provision of services (TLP 936_, 259_). As proposed, the footprint of the residential apartment building facilitates an appropriate form and scale of residential intensification that is generally designed to mitigate the impact of new development on the adjacent neighbourhood (TLP 839_4). The subject lands are considered to be of a sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent low-density residential uses to the north and west (TLP 841_13).

Notwithstanding the above considerations, when zoning to the upper maximum height, development should include design features required to mitigate the impacts of the additional height and densities whereby the increase in building height may be permitted where the resulting intensity and form of the proposed development represents good planning within its context (TLP 1640_, 1641_). Although in Section 4.2 of this report, the proposed 6-storey intensity was considered in conformity with the Neighbourhoods Place Type policies of The London Plan, and although the footprint of the residential apartment building can facilitate an appropriate form and scale of residential intensification, staff have concerns with certain aspects of the built form and site layout. Specifically, the following site layout and building design features are recommended and should be carried forward in the future development of the subject lands:

- Locate active building uses, such as residential units, amenity areas, laundry rooms, lobbies, etc. on the street-facing façades to promote an active streetscape. Parking and utility rooms (electrical, garbage, storage, etc.) should be located away from public street frontages (TLP 285_, 291_).
- Locate the principal entrance to the residential lobby on the street-facing façade to further promote an active, safe and comfortable public realm, and design the residential apartment building to include a distinct base, middle and top.
- Incorporate a centrally located and adequately sized at-grade common outdoor amenity space and maintaining the proposed balconies for all units to provide private outdoor amenity space and break up the massing of the proposed building (TLP 295_).
- Provide adequate buffering and privacy mitigation measures such as enhanced all-season landscaping and fencing along the interior side and rear property lines and screen any surface parking exposed to the public street (TLP 253_, 278_).
- Provide the required minimum long-term bicycle parking facilities and facilities for temporary bicycle storage (e.g., bike racks) close to the building entrance(s) to promote active transportation (TLP 280_).

On this basis, staff are satisfied these matters can be sufficiently addressed through the subsequent Site Plan Application.

4.4 Access, Parking, and Traffic

Civic Boulevards 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 both Boler Road and Byron

Baseline Road have 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_). Vehicular access to the subject lands is proposed by way of two (2) driveways, one from the existing driveway at 415 Boler Road and the second from Byron Baseline Road. Therefore, closing two of the three existing accesses on Boler Road and directing the access to the furthest location on Boler Road from the intersection contributes to promoting a high-quality pedestrian realm in accordance with the intent of Civic Boulevards (TLP 371_5). Vehicular and pedestrian access to the subject lands from Boler Road helps mitigate for potential adverse impacts regarding traffic, safety and access management (TLP 1578_6). On this basis, staff are supportive of the proposed vehicular access on Boler Road, with the provision of adequate enhanced all-seasoned landscape buffering along the interior property line and to the public street.

Regarding the second access from Byron Baseline, Section 1.3 of the Council-adopted Access Management Guidelines state that direct access to an arterial road must be minimized, and therefore, all proposed driveways must be justified. In accordance with the Access Management Guidelines the preference of the City is for one driveway per development to an abutting arterial roadway. In this case, the proposal includes two (2) accesses onto arterial roadways and within close proximity to an intersection. Additional driveway access to the arterial road network will be subject to special considerations such as traffic analysis justifying the need for additional access to improve safety, flow and/or circulation and shall meet the spacing requirements. Spacing requirements are outlined in Section 1.4.3 of the Access Management Guidelines in which strict applications of traffic engineering criteria may place desirable spacing requirements at 150 metres along an arterial roadway. This type of spacing, however, is mostly unachievable in many urban and suburban environments in which typically spacing of 30 – 60 metres is used along an arterial or primary collector roadway.

As part of the revised application, the applicant submitted a Transportation Impact Assessment (TIA) for the proposed development. Transportation Engineering staff reviewed the report and reiterated previously identified concerns with the vehicular access to Byron Baseline Road. Specially, should two accesses be preferred and required to allow for waste collection vehicles, this access should be restricted to a right-in right-out (RIRO) only access to avoid potential traffic safety issues with the intersection. Therefore, staff have included a direction to the Site Plan Approval Authority to remove the access to Byron Baseline Road or restrict it to a RIRO access should an alternative to the current access for waste collection vehicles not be viable without the second access.

Boler Road is a two-lane Civic Boulevard with an average daily traffic volume of 13,115 vehicles per day both north and south of Byron Baseline Road, while Byron Baseline Road is a two-lane Civic Boulevard with an average daily traffic volume of approximately 14,450 vehicles per day east and west of Boler Road. The Boler Road and Byron Baseline Road intersection has a dedicated left turn lane in all directions as well as a dedicated right turn lane on Boler Road heading north. The TIA classifies the proposed 6-storey residential apartment building as a relatively low trip generator, that when distributed between the two driveways and directionally assigned to Boler Road and Byron Baseline Road, would result in additional traffic volumes not considered significant. Based on these results, it is reasonable to conclude that the proposed development will have minimal traffic impacts on Boler Road and Byron Baseline Road, as well as the larger study area road system.

The development will also include appropriate Transportation Demand Management (TDM) measures to facilitate walking, cycling and transit usage at the new development. Existing transit stops also exist along Boler Road (Route #275 – located 36 metres from the site) and along Byron Baseline Road (Route #316 – located 180 metres from the site). Further, pedestrian sidewalks are also provided on both sides of Boler Road and Byron Baseline Road as well as bicycle lanes on both sides of Byron Baseline Road. A more in-depth TIA will be submitted and reviewed by Transportation Engineering staff at the time of Site Plan Approval and will further address public concerns regarding

existing traffic conditions, identifying potential remedial measures that could be implemented as part of this development and/or future road and transit improvements.

A total of 63 parking spaces are proposed, 42 surface parking spaces and 21 parking spaces within the first floor of the proposed apartment building. Section 4.19 of the Zoning By-law regulates parking requirements in which 0.5 parking spaces per unit is required for residential apartment buildings, whereby 1.02 parking spaces per unit is proposed. Given that the proposed number of parking spaces is more than double the minimum required by the Zoning By-law, staff are not concerned that the proposed parking is insufficient to support the proposed development. In fact, staff encourage the total number of proposed parking spaces to be reduced in favour of additional landscaped buffering, an at-grade common amenity space, and active uses at grade within the proposed building. As proposed, 21 parking spaces are to be located within the first floor of the building, whereby parking and utility rooms (electrical, garbage, storage, etc.) should be located away from public street frontages (TLP 285_, 291_). Therefore, a reduction and/or reconfiguration of the internal parking spaces to ensure active uses, such as amenity areas, laundry rooms, lobbies, or additional residential units, are strongly encouraged to promote an active streetscape. A direction to the Site Plan Approval Authority related to this matter is recommended.

4.5 Zoning

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 R8 Special Provision (R8-4()*H21) Zone. The R8-4 Zone variation provides for, and regulates, medium density residential development in the form of low-rise apartment buildings which are more suited to the intended nature of properties in the Neighbourhoods Place Type with frontage onto a Civic Boulevards. 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 Boler Road as the legal lot frontage is being recommended by staff in accordance with Policy 920_4 of The London Plan, which states that 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. Although Boler Road and Byron Baseline Road are both Civic Boulevards, the proposed development is situated with the built edge predominantly along the Boler Road frontage, and therefore, staff are satisfied that utilizing this street frontage as the legal frontage is appropriate.

Front Yard Depth

The applicant has requested a special provision to permit a minimum front and exterior side yard depth of 1.5 metres; however, staff are recommending refusal of this request and alternatively recommending a minimum front yard depth of 3.0 metres and a minimum exterior side yard depth of 2.0 metres to further mitigate potential impacts of the additional height and density and to support enhanced tree planting and landscape buffering.

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 facilitating a pedestrian-oriented development. An increased setback is also required for buildings at greater heights to further mitigate adverse impacts to abutting properties and the public realm. As proposed, the residential apartment building is sited with minimum setbacks, defining the street edge along Boler Road and Byron Baseline Road, creating an inviting, active, and comfortable pedestrian environment (TLP 259_). The reduced setbacks sufficiently accommodate on-site functions, while ensuring there are no encroachments into the public right-of-way. Further, in accordance with Table 9.4 – Design Characteristics of Landscape Strips in the Site Plan Control By-law, a 3.0 metre landscape strip is required to support tree planting along a public street. Therefore, a

front yard depth of 3.0 metre is being recommended along Boler Road. It is noted that the site design complies with the recommended 3.0 metre front yard depth.

In this case, the requested 1.5 metre exterior side yard depth applies only to a specific pinch-point between the proposed residential apartment building and the tapering lot line abutting Byron Baseline Road. Although 3.0 metres is recommended by the Landscape Architect to support tree planting, staff are satisfied that a minimum setback of 2.0 metres is sufficient to accommodate tree planting and enhanced landscaping, as the reduction only applies to the pinch-point and generally achieves a setback greater than this for other portions of the building along this frontage. Further, staff are satisfied that sufficient tree planting can be accommodated elsewhere on site, and that the recommended 2.0 metre setback can be achieved through minor technical revisions to the site design.

Balcony and Canopy Projection

A special provision to permit a minimum front and exterior side yard balcony and canopy projection of 0.0 metres to the lot lines has been requested by the applicant. However, in consideration of the increased setbacks recommended by staff for the front and exterior side yard depths, a minimum front and exterior side yard balcony and canopy projection of 1.5 metres to the lot lines is being recommended by staff. The intent of projection regulations is to ensure that all aspects of the built form are located at an appropriate distance away from the lot lines to mitigate for potential adverse impacts on the street. Given the recommended location at 1.5 metres from the lot line, staff are of the opinion that the balconies and canopies will not cause adverse impacts to abutting properties nor the public streets.

Building Height and Density

A special provision to permit a maximum height of 20.0 metres (6-storeys) was initially proposed by the applicant; however, to support an increased ground floor height, a maximum height of 21.0 metres is being recommended by staff. A special provision to permit a maximum density of 140 units per hectare is proposed by the applicant and is being recommended by staff. 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 and density provisions 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 and density facilitates an appropriate form and scale of residential intensification on a property of a sufficient size and configuration to accommodate the proposed development and number of units, and to help generally mitigate planning impacts on adjacent uses (TLP 839_4).

Parking Setback

Table 9.4 – Design Characteristics of Landscape Strips of the Site Plan Control By-law outlines guidelines for landscape strip locations in which a minimum 3.0 metre setback is required to support tree planting where a landscape strip is located fronting onto a public street and a minimum 1.5 metre setback is required where the landscape strip is not fronting onto a public street. The intent of the landscape strip is to ensure sufficient space between both buildings and parking areas and the lot line to support sufficient space for landscape buffering. This aligns with goals of The London Plan, whereby trees should be recognized as important features of a neighbourhood's planned character and sense of place and landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods (TLP 201_, 235_).

The applicant requested a special provision to permit a minimum parking setback of 0.5 metres. However, to support enhanced all season landscaping beyond that required by the Site Plan Control By-law, a minimum 3.0 metre setback from all lot lines is being

recommended by staff. The intent of requiring an increased landscape buffer is to ensure that potential adverse impacts to the abutting low-density residential uses to the north and west result from the proposed additional building height and density are further mitigated (TLP 918_13). This will allow the proposed residential intensity to facilitate an appropriate scale of development that is compatible within the existing and future neighbourhood context, while also addressing environmental and privacy concerns expressed in public comments. It is noted that parking on site exceeds the minimum requirements of the Zoning By-law, giving opportunity to reduce the parking in favour of additional landscaping and greater buffering to alleviate the potential impacts of the proposed development on adjacent properties.

Long-term Bicycle Parking

Section 4.19.14 of the Zoning By-law regulates bicycle parking requirements in which buildings with five (5) or more residential units are to provide 0.9 long-term bicycle parking spaces per unit. Long-term bicycle parking is intended to provide individuals with security and weather protection for those who use such active transportation methods. As per the Zoning By-law, long-term bicycle parking is to be located indoors in an accessible, secure, and weather protected area which may require additional interior modifications. This form of bicycle parking differs from short-term bicycle parking which is often located exterior to the building.

A special provision to permit 46 long-term bicycle parking spaces whereas 56 long-term bicycle parking spaces are required has been requested by the applicant. To support active forms of transportation, staff are recommending refusal of this special provision, requiring all 56 spaces to be provided. As proposed, the applicant is seeking a reduction to the minimum long-term bicycle parking ratio from the required 0.9 spaces per unit to 0.73 spaces per units. Alternatively, 25 additional short-term bicycle parking spaces are proposed at a ratio of 0.52 spaces per units whereas a minimum of 0.1 space per unit is required for short-term bicycle parking. While additional short-term bicycle parking spaces are proposed, staff are not of the opinion that adequate covered and secured forms of bicycle parking facilities have been provided to encourage cycling as a viable form of transportation for future residents (TLP 280_). Furthermore, staff are satisfied that through modifications to the interior of the residential apartment building, sufficient long-term bicycle parking can be provided.

Staff Recommended Special Provisions

Staff are recommending the following additional special provisions to implement the proposed development in accordance with the policies of The London Plan and to provide additional certainty that potential impacts of the proposed height and density will be mitigated. The special provisions are as follows:

- Building Orientation – Staff are recommending a special provision to ensure the principal building entrance shall be located to the corner of Boler Road and Byron Baseline Road and/or along the Boler Road frontage.
- Ground Floor Height (minimum) – Staff are recommending a minimum ground floor height of 4.0 metres. The intent of the special provision is to further encourage a pedestrian oriented built form by giving prominence to the base of the building and providing additional opportunities for increased glazing to activate the street and provide passive surveillance (TLP 291).
- Building Step Back Above the 4th Storey (minimum) – Staff are recommending a minimum step back of 8.5 metres above the 4th storey (written as an interior side yard depth above the 4th storey (minimum) of 8.5 metres), consistent with the design policies of The London Plan and the proposed design of the residential apartment building. The special provision will ensure that the proposed step back is implemented, and the rooftop amenity space is of a functional size.

Additional mitigation measures to offset any potential adverse impacts of the proposed building height will be considered by the Site Plan Approval Authority. These measures include, but not limited to, additional enhanced all season landscape buffering beyond that required by the Site Plan Control By-law; exploring opportunities to reduce the

overall amount of paved area on site in favour of more landscaped areas; ensuring the principal building entrance be located at the corner of Boler Road and Byron Baseline Road or along the Boler Road frontage; prohibiting structured parking at grade within the portion of the building facing Boler Road or Byron Baseline Road; and, removing and/or restricting the access to Byron Baseline Road to a right-in/right-out access.

On this basis, staff are satisfied the recommended special provisions, accompanied by the abovementioned directions to the Site Plan Approval Authority, are consistent with the *Provincial Planning Statement, 2024* (PPS), conforms to The London Plan and will 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

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 R8 Special Provision (R8-4()*H21) Zone. Staff are recommending approval of the requested Zoning By-law amendment with special provisions but refusing the requests to permit a minimum front and exterior side yard depth of 1.5 metres (whereas 8.0 metres is required), to permit a balcony projection in the front and exterior side yard of 0.0 metres (whereas 3.0 metres is required), to permit a minimum of 46 long-term bicycle parking spaces (whereas 56 is required) and to permit a parking setback of 0.5 metres (whereas 3.0 metres is required). Notwithstanding, staff are recommending approval of alternative 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, 62-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

Travis Macbeth, Manager, Planning Policy (Growth Management)

Huyen Le, Economic Research Analyst

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 415-421 Boler Road.

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 415-421 Boler Road, as shown on the attached map **FROM** a Residential R1 (R1-8) Zone **TO** a Residential R8 Special Provision (R8-4()*H21) Zone.
2. Section Number 12.4 of the Residential R8 Zone is amended by adding the following Special Provisions:

R8-4() 415-421 Boler Road

Regulations

- a. For the purposes of zoning, Boler Road is deemed to be the front lot line.
 - b. Front Yard Depth (minimum): 3.0 metres
 - c. Exterior Side Yard Depth (minimum): 2.0 metres
 - d. Interior Side Yard Depth Above the 4th Storey (minimum): 8.5 metres
 - e. Height (maximum): 21.0 metres
 - f. Ground Floor Height (minimum): 4.0 metres
 - g. Density (maximum): 140 units per hectare
 - h. Balcony and Canopy Projections in Front and Exterior Side Yards (maximum): 1.5 metres to the lot line
 - i. Parking Setback: 3.0 metres to all lot lines
 - j. The principal building entrance shall be oriented to the corner of Boler Road and Byron Baseline Road or Boler Road.
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.

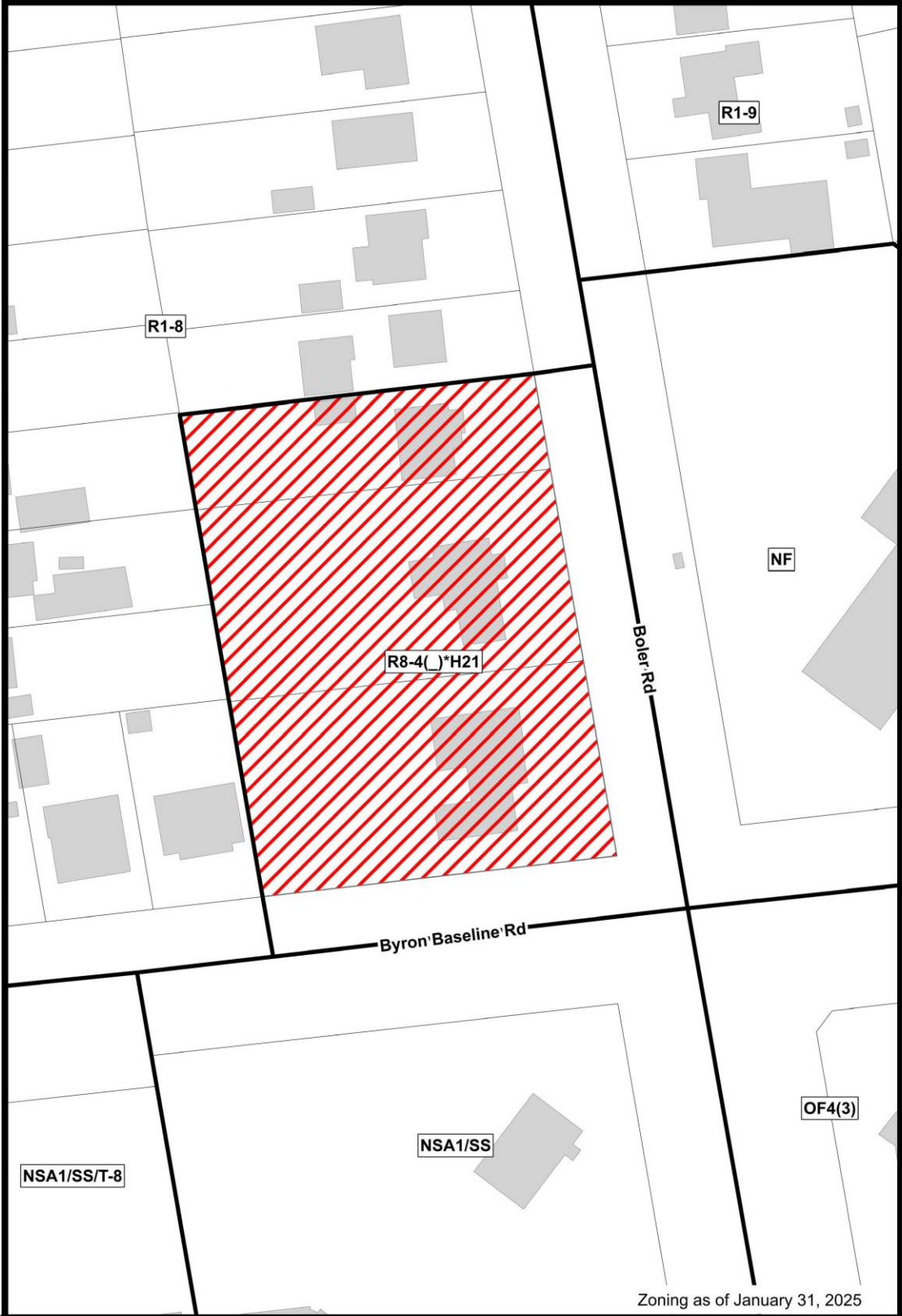
PASSED in Open Council on April 1, 2025, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.



Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 1, 2025
Second Reading – April 1, 2025
Third Reading – April 1, 2025

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

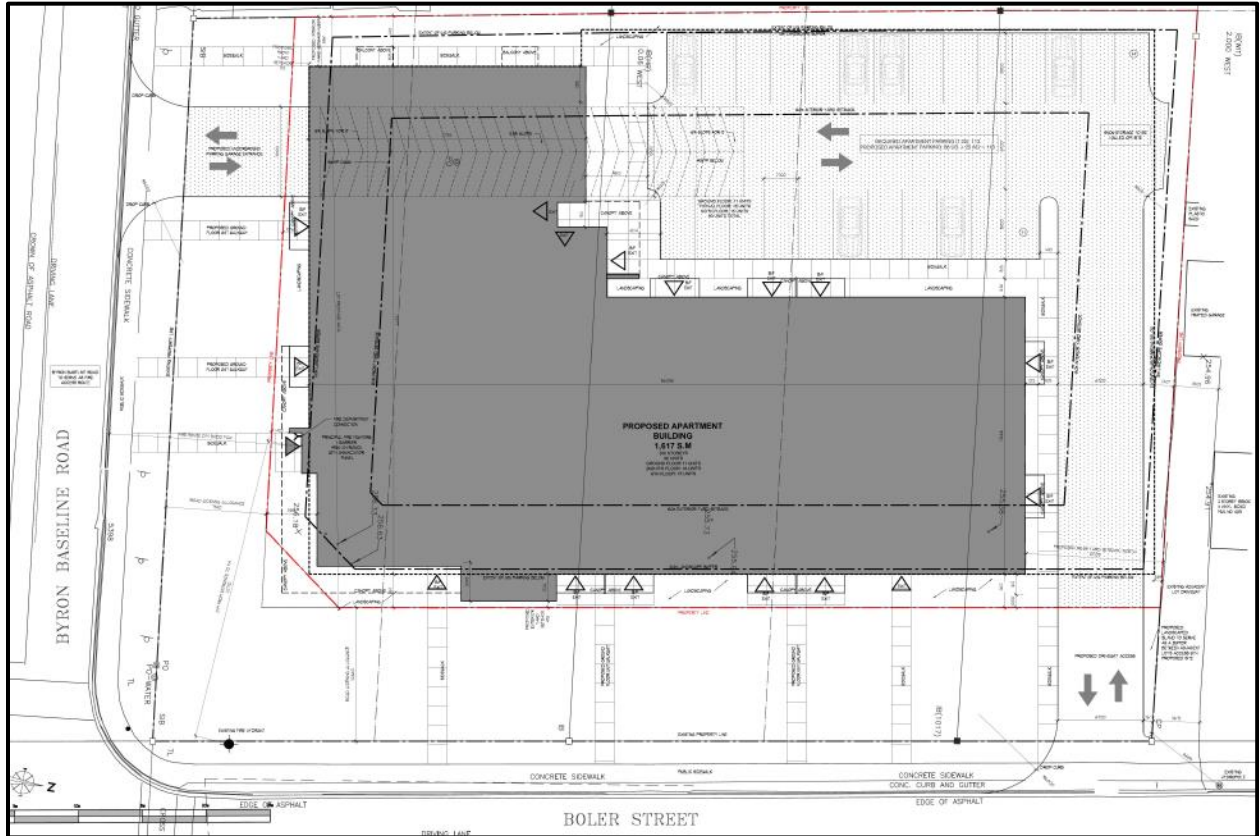


<p>File Number: Z-9536 Planner: MH Date Prepared: 2025/02/21 Technician: JI By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:750</p> <p>0 25 50 Meters </p>
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Appendix B – Additional Plans and Drawings

Original Submission

Concept Site Plan



Renderings



Renderings



Appendix C – Internal and Agency Comments

Original Submission

Heritage

- ARCHassmt req have been satisfied for this application

Engineering

- Engineering is satisfied with the report (Sanitary Feasibility Study)
- Water is available to the site via the existing municipal 250mm PVC watermain on Boler Road or the existing municipal 300mm watermain on Byron Baseline Road.
- Additional comments provided under file for the Site Plan Application
- Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.

Transportation

- Currently, the width from centerline for both Boler Rd and Byron Baseline Rd is 10.058m, therefore a widening of 7.942m is required to retain 18.0m from C/L of the road.
- A Transportation Impact Assessment (TIA) is required. The TIA will need to be scoped with City staff prior to undertaking and be undertaken in general conformance with the City's TIA guidelines. TIA must review vehicle turning diagram for the waste collection, fire truck, and P-TAC vehicles.
- A 6.0m x 6.0m daylight triangle is required at the corner of Boler Rd and Byron Baseline Rd.
- Detailed comments regarding access design and location will be made through the site plan process.

UTRCA

- The UTRCA has no objections or requirements for this application. Thank you for the opportunity to comment. If you have any questions, please contact the undersigned.

Urban Design

- While The London Plan contemplates the proposed form on sites located within the Neighbourhoods Place Type along Civic Boulevards, the form and site design policies of the plan must also be taken into consideration to ensure appropriate intensity.
 - The design of the building massing and form should have consideration for the context of the surrounding neighbourhood.
 - Provide height transition to the abutting properties to the west along Byron Baseline Road and design the west elevation and interior layout to locate balconies on the north and south elevations to alleviate privacy concerns.
- The design of the site should have regard for the large boundary trees, in particular when adjacent to existing development. This may require reduce the size of the parking area and provide greater landscape buffers in order to retain the trees.

Matters for Site Plan

- While The London Plan contemplates the proposed form on sites located within the Neighbourhoods Place Type along Civic Boulevards, the form and site design policies of the plan must also be taken into consideration to ensure appropriate intensity.

- The design of the building massing and form should have consideration for the context of the surrounding neighbourhood.
 - Provide height transition to the abutting properties to the west along Byron Baseline Road and design the west elevation and interior layout to locate balconies on the north and south elevations to alleviate privacy concerns.
- The design of the site should have regard for the large boundary trees, in particular when adjacent to existing development. This may require reduce the size of the parking area and provide greater landscape buffers in order to retain the trees.
- Include a centrally located and adequately sized common amenity space on site.
- Incorporate a variety of materials and textures to highlight different architectural elements and provide interest and rhythm along the building (i.e. trim, framing, decorative masonry details, fenestration rhythm);
- Articulate the facades to provide depth and variation in the built form to enhance the pedestrian environment.
- Differentiate the top of the building (5th and 6th storey) through an articulated roof form, step-backs, cornices, material change and/or other architectural detail.
- Design the building to have regard for its corner location. Building massing and articulation should address the intersection of Byron Baseline Road and Boler Road.
- Provide detailed elevations with colours and materials labeled. Further urban design comments may be provided.
- Provide a conceptual model to display how the massing and materials fits contextually in the neighbourhood as well as to provide pedestrian viewpoints to better understand the massing relationship to the intersection and streetscape.
- This application is to be reviewed by the Urban Design Peer Review Panel (UDPRP), and as such, an Urban Design Brief will be required. UDPRP meetings take place on the third Wednesday of every month. Once an Urban Design Brief is submitted as part of a complete application the application will be scheduled for an upcoming meeting and the assigned planner as well as the applicant's agent will be notified. If you have any questions relating to the UDPRP or the Urban Design Briefs please contact Ryan Nemis at 519.661.CITY (2489) x7901 or by email at rnemis@london.ca.
 - The applicant is to submit a completed "Urban Design Peer Review Panel Comments – Applicant Response" form that will be forwarded following the UDPRP meeting. This completed form will be required to be submitted as part of a complete application.
 - Along with the standard requirements of the Urban Design Brief (as outlined in the Terms of Reference), please ensure the following visuals are included to facilitate a comprehensive review by the UDPRP:
 - A Spatial Analysis of the surrounding neighbourhood;
 - Site Plan;
 - Landscape Plan with a detailed streetscape plan (space between the existing city sidewalk and the building);
 - An analysis on how the privacy of the private amenity areas on the adjacent properties (west and north) would not be negatively impacted;
 - An analysis detailing the appropriate transition between the proposed built form and the existing built form;
 - Building elevations;
 - 3D Renders of the proposed building;
 - Layout of the ground floor with proposed internal uses;
 - Plan view of the proposed building with all proposed step backs included with measurements;
 - Shadow Study.

Parks Planning

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

Ecology

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

Landscape Architecture

- The City's Landscape Architect has reviewed the Tree Assessment Report prepared by RKLA and has no concerns for the completeness and accuracy of the tree inventory and assessment.
- Seven trees within the City ROW were inventoried, these trees are protected by the Boulevard Tree Protection Bylaw; two of which are large specimen oak trees [16C and 17C. The report recommends that these trees be discussed in detail by the design team and the City to consider the merits of preserving them vs urban design requirements. I support this recommendation.
- No species classified as endangered, threatened, or 'at risk' under the Ontario Endangered Species Act, 2007, S.O. 2007, c. 6 were observed during the tree inventory.
- At time of Site Plan application, the applicant will need to include in submitted documentation:
 - Letter of owner of 416 for removal of 2 offsite trees #26O and 32O
 - Proof of payment for removal of CITY boulevard trees
 - Letter of consent to remove boundary tree #57B from owner of 410 Byron Blvd

UTRCA

- The UTRCA has no objections or requirements for this application. Thank you for the opportunity to comment. If you have any questions, please contact the undersigned.

Site Plan

- Their access encroaching in front of the neighbour – they'll need to clean up that access and hopefully, their footprint is not contingent on that tight access.



- Multiple municipal addresses correspond to this site. Please have a lawyer demonstrate that the parcels are merged. Alternatively, demonstrate that zoning will be independent from the balance of the lands and that appropriate easements are in place for access/services (as required and permitted).

- Update the site plan to include zoning information. Provide complete site data. Minor variance(s) would be required if revisions are not made or included in the rezoning. Additional minor variances may be required, if identified.
- Clarify Landscaped Open Space according to the definition within the Z.-1 Zoning By-law.
- Provide a noise study for noise emissions on to the proposed development.
- The proposal presents discrepancies from the proposed zoning standards, which should be accounted for in a rezoning. Multiple issues have been identified owing to the high intensification shown in the materials
- Provide elevations from all sides in metric. Provide a consistent height on the elevations and site plan legend (i.e. provide both the absolute peak and midpoint of the roof, as defined per the Z.-1 Zoning By-law). Label any proposed decks, porches, or other landings on the site plan with dimensions to ensure compliance with the Z.-1 Zoning By-law.
- **Include a 1.5-metre setback from parking area(s) to property lines** (C.P.-1455-541 6.2.b). Make sure parking does not front onto a street. Include parking curb stops between parking spaces and erect structures (e.g., building, light pole). Ensure all parking islands are appropriately landscaped and of a sufficient size to allow for the planting of trees. Provide landscape islands as end caps to all parking aisles. Planting islands should include shrubs with ground covers and two trees for dual parking aisles. Screen/buffer all exposed parking visible from the street with low landscaping, planting, or low masonry landscape walls (C.P.-1455-541 2.6.3.d.iii). Please illustrate each tree, whether existing or proposed, on the site plan as well as within 3 meters of property lines. Indicate which, if any, trees will be removed. Provide tree protection notes and details for trees to be preserved. For landscape strips along a public street, add at least one tree per every 12 metres, or every 15 metres otherwise (C.P.-1455-541 Table 9.4).
- Please detail the shape of the access (street entranceway) and its connection to the roadway – ensure that the access corner radii do not encroach into designated road space nor extend beyond the projected property line (i.e. road access design is not to extend in front of a neighbouring parcel) (C.P.-1455-541 5.5.b).
- Ensure enough space for collection access to recycling and waste. Clarify how snow storage is stored and accommodated on-site. Identify the location of fire route signage and provide a standard detail on the site plan. For the design of the fire route, refer to Tables 6.2 and 6.3 of the Site Plan Control By-law. Show turning movements of emergency vehicles (C.P.-1455-541 6.7). Ensure adequate turning movements in and out of the permitted parking spaces. Ensure that provisions for firefighting have been provided to comply with 3.2.5.1-3.2.5.7 of the Ontario Building Code.
- Show the location and design of the accessible parking signage (C.P.-1455-541 7.3; 7.4; Table 14.1). Connect accessible parking to the building entrance with <15 metres barrier-free path of travel (C.P.-1455-541 6.2.m & 6.8.1.b). Show barrier-free paths to the building entrances from the street and from the parking. The accessible parking needs to comply with the Site Plan Manual standard and include curb ramp(s) and shared aisle access as a minimum standard. Visitor parking is required at a rate of one (1) space for every ten (10) dwelling units (C.P.-1455-541 6.2.a.ii). Ensure visitor parking spaces are a minimum of 3 metres from dwellings containing windows to habitable rooms.
- Have consideration for the impact of the massing of large floor-plate structures, and back-of-house activates on the adjacent residential uses. The massing may be stepped to permit more light. The architectural design of the building should emphasize its prominence along the streetscape by using building massing to frame the street edge and park space.

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

Revised Submission

Imperial Infrastructure

- Please be informed, there is no Imperial infrastructure in the vicinity of this location, and there is no need for further engagement.

Ecology

- No comments or concerns.

UTRCA

- The lands at 415 to 420 Boler Road, 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.

Heritage

- There are no cultural heritage or archaeological concerns with this application.

Parks Planning

Matters for Site Plan

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

Landscape Architecture

Matters for ZBA/OPA

- **Ensure a minimum 3 metre set back from the ultimate road widening along Boler Road and Byron Baseline Road.** Provide tree planting within the setback along all exterior property lines fronting onto a public street at a rate of 1 tree per 12 metres. All required tree plantings are to be within property limits. Refer to Section 9 of the Site Plan Control By-law.

Matters for Site Plan

- At the time of **Site Plan Application**, the following documentation will be required before final approval:
 - 1. A letter of consent from neighbouring Owners to remove boundary trees (currently 4, 15, 16, 17, 57 on the Tree Preservation Plan).
 - 2. Proof of payment for the removal of City trees (currently 1, 2, 3 on the Tree Preservation Plan).
 - 3. Letter from the Owner of 416 Byron Boulevard for consent to remove the proposed from their property (currently 26 and 32 on the Tree Preservation Plan).
 - 4. A **Landscape Plan** is required as part of a complete Site Plan Application. The plan must be completed in accordance with the City of London Site Plan Control Bylaw Section 1.6.1, Section 9. The base plan should be the same scale as the site plan, superimposed on top of servicing plan. Include:
 - The location by symbol of proposed trees and shrubs (the symbol should reflect the canopy of the proposed trees and shrubs at maturity),
 - A list of all species, including common name, botanical name, quantity, size and condition at planting,

- Planting specifications including sodding
- Cross-sections to show detailed tree and potted shrub planting methods. Planting details and specifications should be in accordance with the City of London Design Specifications and Requirements Manual, Chapter 12 Tree Planting and Protection Guidelines <https://www.roadauthority.com/Standards>.
- The stamp of a Landscape Architect.
- **Ensure a minimum 3 metre set back from the ultimate road widening along Boler Road and Byron Baseline Road.** Provide tree planting within the setback along all exterior property lines fronting onto a public street at a rate of 1 tree per 12 metres. All required tree plantings are to be within property limits. Refer to Section 9 of the Site Plan Control By-law.
- Ensure there is a minimum 1.5 metre landscape buffer along all interior property lines. Provide tree planting along all interior property lines within the landscape strip at a rate of 1 tree per 15 metres. Where high intense commercial uses abut residential uses, the width of the landscape strip should increase to 4.5 metres. Refer to Section 9 of the Site Plan Control By-law.
- Provide vegetative screening for any portion of the parking lot that is visible from the street with all-season vegetation. Refer to The London Plan, Policy 282.
- Provide planted islands within the parking area to achieve the intent of the Site Plan Control By-Law. Provide one planted island for every 15 stalls, with a minimum area of 10 square metres and 0.9 metres in depth. Ensure there is a minimum of one tree with shrubs at the base per planted island. Refer to Section 9 of the Site Plan Control By-law.
- There are two large specimen Oak Trees (16 and 17) that are located within the boulevard. The report recommends that these trees be discussed in detail by the design team and the City to consider the merits of preserving them vs urban design requirements. Landscape Architecture supports this recommendation.

London Hydro

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

Urban Design

Major Issues

- This site is located within the Neighbourhoods Place Type, at the intersection of two Civic Boulevards in The London Plan [TLP]. Urban Design is not supportive of the proposed 6-storey apartment building and has significant concerns with the site layout and building design, including the parking within the ground floor along the Boler Road and Byron Baseline Road frontages and the lack of common amenity space.

Matters for ZBA/OPA

- If the proposed mid-rise apartment building is deemed appropriate, Urban Design recommends the following comments be addressed:
 - Urban Design is not supportive of the proposed at-grade parking within the building along the street frontages and has significant concerns that this will contribute to an unsafe and inactive public realm. Parking should be wrapped in active uses along the street frontages, such as residential units, amenity rooms, and common areas that allow for an engaging, safe and comfortable environment for pedestrians [TLP Policy 276, 285, 286, 289(1), 291].
 - Urban Design recommends the following Special Provisions be incorporated into the proposed R8-4() zone to foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties:

- A Special Provision should be included in the zoning which prohibits parking within a distance ($\pm 10.0\text{m}$) of the front building façade to ensure parking within the ground floor is not permitted along the street frontage.
- Maximum height.
- Minimum front and exterior side yard setback of 3.0m to allow space for landscaping along the street frontages.
- Minimum ground floor height of 4.0m to give prominence to the base of the building and provide additional opportunities for increased glazing to activate the street and provide passive surveillance [TLP Policy 291].
- The principal building entrance shall be located at the corner of Boler Road and Byron Baseline Road, or along the Boler Road frontage.

Matters for Site Plan

- Design the mid-rise building to include a distinct base, middle and top [TLP Policy 289].
- Locate active building uses, such as residential units, amenity areas, laundry rooms, lobbies, etc. on the street-facing facades to promote an active streetscape. Parking and utility rooms (electrical, garbage, storage, etc.) should be located away from public street frontages [TLP Policy 285, 291].
- Locate the principal entrance to the residential lobby on the street-facing façade to assist with wayfinding and to promote an active, safe and comfortable public realm.
 - Include architectural details to distinguish this as the principal entrance such as double doors, a high degree of transparent glazing, weather protection (canopies, awnings), signage, changes in massing, lighting, landscaping, etc. [TLP Policy 291].
- As the proposed building is located at the intersection of two streets, it should be designed to respond to its corner condition through massing, location of entrances, and other architectural elements, to assist with wayfinding and to foster a comfortable and attractive public realm [TLP Policy 290].
- Consider incorporating balconies for all units to provide private outdoor amenity space and break up the massing of the proposed building. [TLP Policy 295].
- Ensure any above-ground or building-mounted mechanical equipment (e.g., utility boxes, air conditioners, transformers, gas meters) is located away from the public street frontage, screened from view, and/or incorporated into the overall building design to reduce its visual impact on the public realm [TLP Policy 231, 232].
- Ensure rooftop mechanical and utility equipment is screened and/or incorporated into the overall building design [TLP Policy 296].
- Include weather protection (a canopy or awning) above the building entrances to provide safe and comfortable access into the building for pedestrians [TLP Policy 286].
- Include facilities for temporary bicycle storage (bike racks) close to the building entrance(s) to promote active transportation [TLP Policy 280].
- Provide a centrally located and adequately sized common outdoor amenity space [TLP Policy 295].
- Provide adequate buffering and privacy mitigation measures such as enhanced all-season landscaping and fencing along the interior side and rear property lines [TLP Policy 253].
- Screen any surface parking areas exposed to the public street with enhanced all-season landscaping [TLP Policy 278].
- Provide a full set of dimensioned and labelled elevations for all sides of all proposed buildings, as well as a fully labelled and dimensioned site plan. Further comments may follow upon receipt of the updated drawings.
 - Ensure any grading considerations (e.g., retaining walls, split levels) as well as any proposed fencing between the building and the public street is accurately shown on the elevations.

Site Plan

Major Issues

- Provide paratransit lay-by within 15 metres of barrier-free building entrance, and closer to elevators.

Matters for Site Plan

- Consider providing door between bicycle storage room and garage.
- Provide site data table.
- Show all associated fire route signs (FR1, FR2, FR3)

Engineering

Planning and 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.

Wastewater

Matters for Site Plan

- The municipal sanitary sewer for the proposed development is the 375mm diameter on Boler Rd, City drawing no. 2223 shows "as-constructed" information related to the municipal sewer. A new PDC adequate for the proposed development required, and the existing PDCs for 421, 417, and 415 to be properly abandoned/removed at the time of construction.
- The proposed 6-storey (90units) apartment building will generate sanitary flows that exceed the design sheet and area plan and may negatively impact the downstream sanitary system.
- As part of complete application, the applicant's engineer is to provide a sanitary capacity study to assess that there is sufficient capacity for the proposed development. The study will need to assess the accumulated flows to the section of downstream sewer at the intersection of Boler Rd and Commissioner Rd West. Additionally, the consultant is to confirm the maximum population and maximum flows will be generated by the proposed development.

Stormwater

Matters for Site Plan

- As per as-constructed 5414A and 5411, the site at $C=0.35$ is tributary to the existing 1350mm storm sewer on Boler Road. The applicant should be aware that any future changes to the C-value will require the applicant to demonstrate sufficient capacity in this pipe and downstream systems to service the proposed development as well as provide on-site SWM controls. On-site SWM controls design should include, but not be limited to required storage volume calculations, flow restrictor sizing, bioswales, etc.
- Any proposed LID solutions should be supported by a Geotechnical Report and/or a Hydrogeological Assessment report prepared with a focus on the type(s) of soil present at the Site, measured infiltration rate, hydraulic conductivity (under field saturated conditions), and seasonal high groundwater elevation. Please note that the installation of monitoring wells and data loggers may be required to properly evaluate seasonal groundwater fluctuations. The report(s) should include geotechnical and hydrogeological recommendations of any preferred/suitable LID solution. All LID proposals are to be in accordance with Section 6 Stormwater Management of the Design Specifications & Requirements manual.

- This site plan may be eligible to qualify for a Stormwater Rate Reduction (up to 50% reduction) as outlined in Section 6.5.2.1 of the Design Specifications and Requirements manual. Interested applicants can find more information and an application form at the following: <https://london.ca/living-london/water-environment/your-water-bill>.
- If the number of proposed/existing parking spaces exceeds 29, the owner shall be required to have a consulting Professional Engineer confirming how the water quality will be addressed to the standards of the Ministry of the Environment, Conservation and Parks (MECP) with a minimum of 70% TSS removal to the satisfaction of the City Engineer. Applicable options are outlined in the Stormwater Design Specifications & Requirements Manual.
- The subject lands are located within a subwatershed without established targets. City of London Standards require the Owner to provide a Storm/Drainage Servicing Report demonstrating compliance with SWM criteria and environmental targets identified in the Design Specifications & Requirements Manual. This may include but not be limited to, quantity control, quality control (70% TSS), erosion, stream morphology, etc.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site, ensuring that stormwater flows are self-contained and that grading can safely convey up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Water

Matters for Site Plan

- Water for the subject lands is available via the 300mm PVC municipal watermain located on Byron Baseline Road, which is part of the city's low-level distribution system with a hydraulic grade line of 301.8m
- Connection to the 600mm trunk watermain located on Byron Baseline Road will not be permitted.
- 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).
- Can the owner/Planning & Development confirm that the subject properties (415, 417 and 421 Boler Road) will be joint on title. If the land is to remain as separate properties, an individual water service for each property will be required.
- Any existing water service to the building which are to be demolished shall be abandoned in accordance with City Standards (i.e. cut and capped at the main).
- 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.
- Currently, the width from

Transportation

Matters for Site Plan

- Currently, the width from centreline for both Boler Rd and Byron Baseline Rd is 10.058m. Therefore, a widening of 7.942m, for both roads, is required to attain 18.0m from centreline as per the London Plan.
- A 6mx6m daylighting triangle would be required at the intersection.
- If two accesses are preferred, then RIRO shall be considered at Byron Baseline Rd.
- The parking seems excessive. According to the by-laws, apartments only require 0.5 parking spaces/unit.
- Waste collection vehicle turn around area may function if there are two driveway entry points however, if the site will have one entrance, then the truck turn-around area will have to be revised, as the spacing will not be sufficient.

Appendix D – Public Engagement

Original Submission

Public Comment – Alex Zimmer

This proposed multi-story unit on the corner of Boler and Baseline is an insult to our community. As if those streets and corner isn't busy enough, adding 100+ more people to it is only going to cause problems. Additionally, Byron does not need another high rise. Rather than thinking purely for the sake of a dollar, we should be considering the quality of life that is being disrupted with this proposal. We are a beautiful community that enjoys our small-town feel, piling in high rises does nothing to improve Byron, especially when you are piling on to an already extremely busy area. The drawings included in the plan are a fantasy that excludes all the pre-existing homes that will lose not only property value but also the appeal of living there at all.

Re-consider the mistake being made here, I beg you not to make this the new normal.

Public Comment – Andrew Robinson

Please do not allow the proposed construction at the corner of Boler and Baseline in Byron. The traffic is already too congested and unsafe in the surrounding neighborhoods. As well too many old beautiful trees will have to be removed for this project. My household is very opposed to this project.

Public Comment – Angus and Verna McLarty

We are strongly opposed to this proposed apartment building being located at this address. Putting a six storey building at that location will intrude on the privacy and rights of all people living in the vicinity. The nature of the entire area has been single family homes that compliment the area and have been there for over sixty years. There is no justification for the changing of the flavour of this community.

b. The application to allow the building to be closer to the road than allowed will place the stark front wall too close to the sidewalk. At this point it should be noted that the building represented in the picture is surrounded

by expansive green grass and trees. What we will be left with is a cement or brick wall a short distance from the curb. It will be just another shoehorned development without any regard for the community.

Public Comment – Anita Harvey

I am writing concerning the proposed development at this intersection in Byron.

Although I am all for infill development and much needed affordable housing, I feel a 6 storey unit at this intersection will not only cause traffic concerns, but also change the whole dynamics of that intersection. As it sits on the southwest corner, surrounded very intimately by residential housing, the lack of privacy and shade for many months of the year, would be felt by many residences in the area. I, myself, live on Stephen St. and enjoy this neighborhood because of its diversity, space and community. As there are newer low rises on Commissioners Rd.W. in the area across from Byron Northview, these units are 5 storeys and although they blend into the neighbourhood, they are only 5 storeys high, they also block the neighbouring townhouses with shade and privacy. We will also be seeing 2 new highrises on Commissioners Rd. W. between Stephen St. and Reynolds and Reynolds and Griffith St. These, as well as the western development from West 5 out to Kilworth and Komoka are causing traffic issues many hours of the day. There is also a proposed development on Baseline Rd. between Griffith and Colonel Talbot which will add to the traffic woes for this area. With this all being said, I feel a 4 storey unit would blend in better with the neighbourhood and reduce the amount of traffic.

Public Comment – Anna May and Steve Cook

We have received the information in the mail requesting a zoning bylaw amendment in order to develop

415-421 Boler Road into an apartment complex.

Please note: We are extremely opposed to a change of the current bylaw. This particular corner in Byron will not be able to absorb the increased traffic associated with any type of apartment building regardless of the number of units. The flow of traffic throughout Byron is already extremely busy. We have lived in our home for 40 years and can confirm a substantial increase in traffic with the ongoing development which surrounds us. The number of emergency response vehicles responding to emergencies has substantially increased as well. In addition, any apartment complex at this corner will not “respect the existing neighbourhood character.” This residential section of Byron and Byron’s appeal in general is built on its small village character and personality. Placing any type of apartment complex at this intersection will significantly jeopardize this. Also the existing properties included in this amendment are solid single family homes that as a first time home owner would be honoured to have the opportunity to consider purchasing! We are not opposed to development however, the West end of London has seen unprecedented growth over the last few years. The West end has been and continues to contribute to the lack of housing in London. This particular request to increase density is unnecessary and unsafe.

Public Comment – Anne Pappmehl

I was recently made aware that there is a zoning amendment application being brought forward with the intent to construct a 6-story residential apartment building, consisting of 90 units and associated parking.

Specifically, the Subject Lands would be an amalgamation of three existing lots – #415, #417, and #421 Boler Road – which are currently occupied by single family residential homes.

As a resident of Byron, though not someone who lives in this immediate vicinity, I will say up front that I am 100% opposed to this development and am dismayed that it is even being considered. In this email, I will outline my reasons why.

While I understand that the intent of infill development is to avoid having to expand outward and to curb urban sprawl, infill is not always a viable solution, and it is certainly not a viable solution for this particular site. Infill makes sense, and is even beneficial, in cases where you have, for example, a distressed building in need of being torn down and rebuilt on existing urbanized and serviced land. In such cases, there are true economic, quality of life, and environmental benefits. For this project, the only benefits I see directly accrue to the developer and not the community.

The parcel of land in question is zoned for single family residential homes. To suddenly impose a six-story high building upon neighbours who have lived in this community for years and who have been under the impression that their community would remain this way shows complete disrespect and disregard for the nearby residents who will be affected by this project.

The immediate neighbouring residential properties both to the north of the site and to the west will bear negative impacts in terms of privacy, access to sunlight, aesthetics, and overall ability to enjoy their respective properties. The addition of a 90-unit building, which adds a potential 90 or more vehicles, would aggravate an already seriously traffic congested intersection. Additionally, during the construction of the project, which one can assume will take a good year (if not more) to complete, there will be serious issues pertaining to noise, dust, traffic delays, and other inconveniences that will be borne not only by the residents who live near the proposed site but the rest of us.

It is indeed a sorry situation when we citizens are constantly put in a position of having to fight developers who don’t want to respect existing zoning by-laws and attempt to

have them amended. I cannot even begin to imagine how the immediate neighbours of this proposed project must be feeling right now.

As an aside, the same developer attempted sought a similar by-law amendment a few years ago on another parcel of land on the south side of Baseline Road. I'm aware from some friends who live nearby that the local residents had to go so far as to pay for the cost of a lawyer to help them fight it, and they eventually won out. That the residents had to pay legal fees out of their own pockets to fight this is unacceptable.

I propose therefore that this corner be left as single family residential and that the zoning change application be flat out rejected.

I am not sure when this will be voted upon, but I assume it will be after the next municipal election. If Anna Hopkins is re-elected as Ward 9 City Councillor, I hope she will support us in opposing this development, given she has had direct and personal experience dealing with similar issues in the past.

Finally, I would appreciate being apprised of any upcoming public consultation/participation meetings.

Public Comment – Bailey Meadows

Hope you are doing well! I am emailing in regards to a new development we received notice of being built on Byron baseline and Boler road. We received a zoning notice about a 6 story, 90 unit residential apartment being built on the corner of this intersection.

We currently live on Boler Road and have some major concerns regarding this.

Boler road is busy on a good day – it has become increasingly difficult to leave our own house during peak hours and we are worried this will increase traffic majorly as there are 90 units being proposed to be built. What is the plan for traffic with this increase? We are not far from this site and construction I am sure will also not only increase traffic in addition to everything else but the noise and the street shut downs are something we are not prepared for. We have a newborn on the way and with noise that intense going on will make matters even worse.

This will likely decrease house values for all homeowners on these two streets.

Is there anything we can do to provide our concerns for this? I know we are not the only upset folk here in Byron and I am sure other emails will be coming.

Public Comment – Beverly Adams

Anna, I have lived in byron since 1985 through the years I have watch it grow and nothing done to help the traffic flow..

As it is now if you drive on commisioners road from springbank to bolear road during rush hour you are at a stand still I leave earlier in the morninso I wont be late going from my home up bolear to southdale..the city plans on allowing this building and I'm sure others are going to follow in the near future but nothing is explained on how the city is going to help the traffic flow..

The city needs to come up with plans to fix the problems that are in byron before putting up buildings and creating more..

I bought my house for the privacy and backyard that I have and I pay the taxes to the city for it..byron has high taxes compared to other parts of the city..I'm sure you have heard from mant other byronites that dont want this buildings put up..I would like to know your stance on this subject.

Signed angry byronite that already struggles with traffic jams and not happy that an apartment building will be almost in my backyard.

Public Comment – Beverly Adamo

Hello, my name is Beverly Adamo, I have lived in Byron since 1985, part of the reason I chose Byron to live was the beauty of it..over the years I have watched Byron being built up to the point where the traffic is awful and the main streets are getting bottlenecked.

I still love the feel of the Byron neighborhood it feels like home..however all these buildings going up have me concerned about how much more our streets in Byron can take I don't believe that Byron streets can support all these new buildings..I do believe that we should have a say whether or not these buildings should be built as we are one of the areas that pay higher taxes to the city..I stay and pay these higher taxes in Byron however I live on Byron Blvd. I pay dearly for my private lot and my peaceful surroundings and this building is going to be in my backyard...I don't understand how the city feels that slapping up a building in a residential area is ok..that building will back in to many lots and take away privacy and people enjoying their backyards..if this building goes up are you going to lower my taxes as I feel that this will only lower the value of my property..which my husband and I worked very hard for over the years. This is such a disappointment to most of Byron and should really be denied...I can say how much I'm trading having an apartment building in my back yard..I wonder is your backyard safe from this kind of thing...

Signed an angry Byronite..

Public Comment – Brenda Ladich

I'm emailing today to say No to the City proposed build site of an Apartment Building at the corner of Boler Road and Baseline Byron Road.

Boler Road is a residential street and should remain a residential street.

The Byron United Church is located on the East side of Boler Road and remains a tranquil setting.

The remainder of Boler Road is residential.

I am extremely disappointed with the number of these pop up apartment buildings happening throughout Byron.

Two recent ones... across from Byron Northview Public School... Commissioners Road West. The recent wood walled apartment is still under construction.

Apartment buildings should be placed at the end of Westdel Bourne and Baseline Road West on the edge of the Byron community... please do not continue to bulldoze houses and put up apartments.

You are allowing the village of Byron to disappear and be replaced with traffic and the village charm is being bulldozed.

In case you haven't driven on Commissioners Road W or Baseline Road Byron or Boler Road.... extra traffic is not what we need.

The roads out here cannot support the volume coming in from Lambeth and Riverbend let alone adding apartment buildings in Byron. 37 years living in Byron.

Public Comment – Brett Shepherd

I'm wondering where this application is at in the review process and if public consultations will be held. I'm concerned with the exemption request to increase the height of the building. That intersection is becoming very busy already.

Public Comment – Bonnie Saucier

Hello, The traffic in Byron is becoming insane. I live at 1385 Commissioners Rd W It took me 11 minutes before I could turn left onto Commissioners The speed is definitely an issue.

b. We already have 1 apartment building to the East and another beside still under construction There is now one considered on Boler Griffiths and at baseline possible. It's time our council to stand up to developers.

- Traffic increase
- Noise issues
- Safety issues

Public Comment – Brian Drivers

I'm writing to express my concern of the high density building applications that are being applied for Byron.

Both the one a Boler and Byron Baseline and the one for Byron Baseline near Lansing/Griffith.

It is bad enough our community reports countless vehicles running stops signs in this area but very simply Byron Baseline is just too congested as it is to even thinking about adding the population these units would bring.

If you haven't experienced It, I invite you to try and navigate the area between 7:30-9am. Or return to the area about 4-5:30pm....

Riverbend is exploding with an already poor road infrastructure supporting the population to navigate to that area. And don't get me started on the schools being over crowded from the lack of additional schools.

I'm all for development and affordable housing but such high density is not possible with the road infrastructure today. Please table these concerns as best possible.

Public Comment – Brian and Beverly Stewart

This email to you is in response to the notice of planning application for a zoning by-law amendment. The proposal at 415-421 Boler Road, must be denied for the following reasons:

- 1.) The added traffic volumes to the Boler and Baseline West intersection would cause serious safety concerns. Due to the fact that the intersection cannot be expanded, and that the building proposed will take away the only existing side walk temporarily causing the people that use this route to divert to a much longer route or risk using the road during the construction phase. The development to our west of Baseline is extensive and as we know this will add to our traffic dilemmas. Therefore, the proposal will cause further issues to the residents of Byron.
- 2.) The added population in this concentration will cause problems with the existing school populations already maxed classrooms sizes, and cause the children to attend a school much farther away, this being Byron Northview, due to boundary restrictions. Another safety concern for travel to and from the school along heavily congested current routes.
- 3.) As of now the zoning is single family home area. To add a six storey, ninety unit complex, on a series three-lot single family detached dwelling properties will cause an inconsistency with the surrounding community.
- 4.) The development of said proposal will eliminate the existing mature trees on those said properties. This obviously goes against our forest city policy of growing our cover and protecting the existing trees.

5.) Property values of the surrounding homeowners will not be maintained, but will decrease due to the congestion, the loss of privacy, and non-alignment with the current community standards for housing. As a home owner in Byron for over 50 years I think that the proposal to build a 6-story apartment would ruin the village atmosphere. Therefore, the proposed building will be a blight in the Byron community.

6.) The proposed building, on the three lots shown, will not be viable as proposed to contain all the building elements as stated. ie the greenspace, parking and sidewalks.

7.) The proposal sent by planning to the area residents was sent mid-August, and looked like junk mail to most residents. The city decided to mail said proposal during the peak of when local residents typically are away from their summer holidays. Yet giving a deadline of August 30th to respond. This practice seems to be scaled towards the developers needs instead of the taxpayers in the community. The deadline also coincides with the labour day weekend, and start of school. Putting the local residents in a time crunch to respond to the city of London's application. This seems to the average person as a shortcut for the developer, and ignoring the residents wants or opinions.

After extensive discussions with the community members, our neighbours, and friends, all agree that the city should deny this proposal in the public interest. The reasons listed above are all valid, and the safety concerns listed require this proposal to be denied by the planning committee.

If this proposal is denied and the community of Byron's safety concerns are taken seriously, the overall vibrant community of Byron will remain protected.

Public Comment – Carter & Dona Moore

First, let me say the picture of the proposed new building design for the corner of Byron Baseline and Boler Road looks very nice, neat, clean and modern.

That being said, it does not fit aesthetically into the old village look of the 1950's, 1960's home surrounding it...smaller two-bedroom, single family homes.

Obviously, the proposed building plan does not fit the lot, nor the builder's intentions for the property.....asking to increase its size toward the sidewalk and roads on both streets.

My main concerns are for TRAFFIC and SAFETY. We have lived just three doors down on Baseline for more than 40 years.

A few years ago, Baseline was tore up for new sewers, sidewalks and curbs. The road was narrowed, a bike lane added, but street parking was taken away. An inconvenience for many visitors. The narrowing of Baseline did not take into the massive expansion of the Wickerson subdivision, and it continues to grow. The proposed site would sit directly in a school zone. The corner intersection of Boler and Baseline has become a very dangerous and unsafe corner for school children, pedestrians and bikers. We have walked our grandchildren to Byron Southwood School for fourteen years and cannot believe the increase in traffic, danger and aggressive drivers. It is not safe to cross at any green light! Cars fly through the intersection. Red lights are frequently not observed, nor cars making a proper red light stop when turning right at the corners. Cars frequently enter the bike lane when making a right handed turn. City buses and trucks often cannot maneuver the corner and end up driving up over the curbs. Although the corner was widened, it still has problems. It is simple not safe to cross at the green light. Many of these are traffic violations which are the police dept.'s problem, but they are still very real to the safety of pedestrians and bikers.

If the city were to do a traffic control count they would see how busy this corner is and how much traffic jam confusion has been created by narrow roads and growing subdivisions. Some days it takes more than 5 or 6 minutes to get out of our laneway. I have seen traffic backed up from Commissioners Rd up to the Boler/Baseline lights, as well as traffic halfway to North Street going toward Wickerson. In winter weather it is

much worse. Yes, there are the down times at the corner, but it remains a very unsafe crossing due to TRAFFIC!

My last concern is that there is a property on Baseline Road owned by Birani, another three houses were torn down there years ago. Mr. Birani has also tried many times to develop this into a high density property area. If the 90 unit proposed building is approved, it legally opens the way for Mr. Birani to do the same....adding more traffic

Perhaps the city could move the proposed building up to the end of Boler Road. There is a lot of open farm land, undeveloped, previously own by the Cornell family. The roads there have also been widened.

Maybe this time big money can't buy city hall....as is always the public's perception.

Public Comment – Cathy Tarvit

I am very concerned about a proposed apartment at Boler and Baseline. I am writing to express my disapproval of this project.

Public Comment – Charlotte Kaye

I live in Byron, in the area of Boler and Byron Baseline. It has come to my attention that a planning application has been submitted for a multi story building at that corner.

I would like to register my opposition to such a large building in this location. As a resident of the neighbourhood, with children who go to school locally, and use the parks, roadways and bike lanes, I do not see how the current infrastructure would support the increased traffic that the construction and subsequent residence would cause.

I have emailed Anna Hopkins and the city a number of times in regards to the dangerous intersections and lack of traffic control in the neighbourhood.

I have major concerns for the safety of pedestrians and cyclists in the village. I have concerns that there are not enough transit options for the neighbourhood and that the road ways are single lane and already struggle to support the current traffic.

Can you please add me to the Circulation List. I would appreciate being able to provide feedback in the future. If there is a way to register opposition officially, I would appreciate it.

Also, who makes the final decision as to whether this planning application will be approved?

Will there be alternate plans submitted? Perhaps a low rise 5-6 unit townhouse would be more appropriate for this area.

Public Comment – Claire Arscott and Matthew Leduc

Please accept this letter as an expression of our extreme opposition to the zoning bylaw amendment in order to develop 415-421 Boler Road into an apartment complex.

We have lived on Byron Blvd. which is the next road parallel to where this building would be located for four years and even in this brief time have witnessed a significant increase in traffic volume along Baseline Road and at the intersection of Boler and Baseline. I use Boler Road daily to travel to and from work and have had to become very proactive with whether I am making a left turn at Boler and Baseline or going farther up the road to turn at Guest Ave. instead, due to poor visibility and sightlines. It is incredibly difficult to see oncoming traffic if there is someone also waiting to turn left on the opposite side (which would be in front of this new development) which often leaves you waiting until the light has changed. Most days it takes at least two but up to four light cycles before you can turn left after 4 PM and even then, you are often turning after the light is amber due to people racing through this light. There have been far too

many close calls. Adding an additional occupancy of 90+ people and their vehicles to this corner is not sustainable for an already dangerous traffic volume.

Furthermore, building an apartment complex in this location does not align with the character and charm of what is considered one of the two main streets of Byron. Our subdivision is already filled with anomalies where someone has bought an older home, torn it down and built a modern behemoth in its place. Since receiving this notice I have sat at this intersection looking North, East, South and West and cannot imagine how something of this scale could ever match with or enhance the charm and character of all the homes along this road that I have appreciated since I was a child visiting my grandparents in Byron. There are many areas on the outskirts of Byron where this type of building would fit in and be a beautiful complement to the existing aesthetic.

Public Comment – Colin Lauchlan

I would like to offer the following concerns regarding this new development on the corner of Boler Baseline Rd and Boler Rd:

1. This new development should be no more than 3 stories high. Anything higher will be an invasion of privacy on the homes in the surrounding area and out of character with the rest of the buildings at that intersection.
2. Traffic congestion is already a concern on Boler Rd. Unless Boler Rd is widened to cope with increasing traffic and provided with turning lanes, there should be no entrance/exit from this development onto Boler Rd.

Public Comment – Colleen Wilton

I am writing today with my concerns of this proposal. I was gobsmacked, to receive this letter. This is an absolute invasion of our privacy. If you were to come out and look at how this would affect our lifestyle, you would perhaps understand the stress of a building like this would have on us. Firstly, our backyard is like our oasis. There has been a huge increase in traffic on Boler rd in the past several years. With 90 units, this increase in vehicular traffic is unthinkable. The potential for that many cars/trucks in and out right beside us, day and night, is incomprehensible. Being able to retreat to our backyard is what keeps our sanity. To have an apartment building with a driveway right beside us, is unfathomable. People's balconies with a view to our backyard would take away our privacy. The sun would be blocked in the winter months due to location of the building, which directly affects snow melting and indirect home heating, not to mention, the plan shows no area for the tenants to be outside in any park like setting other than staring into our backyard. In addition, we are avid birders. This is a migratory bird nesting and breeding area, of several species. We have pictures to prove that. According to Matthew Betts, professor of forestry, once birds are disrupted from the area, they don't come back. Monarch butterflies come here to lay their eggs on the milkweed we have grown for them. They have recently been put on the endangered list. Our large pond in our backyard oasis, has been recognized by the Canadian Wildlife Federation as a sanctuary, in that it is a habitat for butterflies, dragonflies, wild ducks etc... Some of the trees on those properties (415-421 Boler rd), have produced 4 generations of crows, Merlin's, Cooper's hawk as well as red tailed hawks and peregrine falcons. This is in addition to the migratory birds.

I would like to be included in all future meetings and decisions on this matter.

Public Comment – Chris Olech

I would like to pass along a hard no to the proposed building on byron baseline and boler of the 90 unit apts. This is on behalf of our household at 2173 Ironwood rd as well as my in laws at 2280 Lilac ave. There are safety concerns due to more congestion and adding additional people to the area. Kids crossing the road there will have limited view. Byron is getting too busy as is, apt buildings are not the way to go! There has also been an added theft issue in Byron the last year, this will only compound the problem.

Please voice the opinion of most Byronites as a no to apt buildings, starting with this one.

Public Comment – Dale Armstrong

As a resident within the 120 metre area of this proposed zoning change, I am totally opposed to this proposal. This proposed change would not only impact residents within this limited area it would affect all of Byron.

As more and more development occurs in the west end of London and in Middlesex County, there is not the infrastructure to handle this development. Boler and Baseline are both two lane streets with little prospect of widening them. Nor should they be widened.

Congestion at Boler and Baseline is a continuing problem and will only get worse.

I'm surprised that the firm of Strik Baldinelli Moniz would make such a proposal when a three story walk up apartment just a short distance east on Baseline was rejected by the city.

If that proposal was rejected then surely a six storey 90 unit apartment proposal should be soundly rejected.

Obviously, Stik Baldinelli Moniz, to use an expression, is trying to push the envelop with the city. It's a case where money has no conscience!!!

Public Comment – Dave Poustie

I am writing to provide feedback on the aforementioned proposal and to register my concerns with this going forward. At present, the intersection in question is already clearly over capacity in terms of traffic, particularly during peak times. The proposed build will undoubtedly strain an already overburdened road system in the area. As it stands there have been many collisions on Byron Baseline Road, particularly at the intersections of Griffith Street. Anecdotally I have had a number of close calls during the morning and evening commutes. Less safety focused but equally concerning is the neighbourhood esthetic which would be forever changed and in my opinion negatively impacted.

Public Comment – David Clifford

Can you please advise on the status of the proposed 6 story infill building at 415-421 Boler Rd in Byron? I am opposed to this project and would like to participate in any public planning meetings

Public Comment – David Corke

I am writing you as a 20 year resident of Byron to express serious concerns regarding the proposed building at Boler and Baseline. You may know or be familiar with the already serious congestion and traffic slow and full stoppage along Boler south from the intersection. It is horrible and occurs at all hours of the day. Any additional traffic due to the addition of the proposed building would make the situation that much worse.

b. Further, the building and development west of Byron extending to and including Kilworth has vastly increased the volume of traffic along Baseline and Commissioners Rd. Increasing volumes of traffic have now resulted in vehicles cutting through residential areas, which in and of itself is an additional concern. I ask respectfully that you please do not support this proposed development.

Public Comment – David Loughlin

I am writing to you with regard to the zoning application changes for 415, 417 and 421 Boler Road. My home is a few blocks away and I have lived in Byron for almost 40 years.

I do understand the need for new affordable housing. However Byron is generally low density housing and the majority of residents would prefer it stay that way. We live in this area because that is what we wanted.

Putting up low rise buildings creates a nice view of people's backyards for the people living in these buildings. If someone put up a building near my backyard I would move out of the area immediately. And I would suffer a property value loss due to the new building in the backyard. So this development would hurt existing homeowners who bought a property for the beauty of the area.

There are many areas in London that have high and low-rise buildings and more such high density housing should be built there. An approval for this 6 storey residential building will open up the floodgates to more such buildings and turning Byron into a high density housing zone. It will also up the floodgates to people like me moving out of the area before I end up getting a building in my backyard. A reasonable compromise for this location would be a single story condo development, however I believe they should be required to acquire several more lots before that could be considered.

Public Comment – Deanna Twiddy Lavoie & Lionel Lavoie

My children walk by this property daily to go to school. I worry about the increase in traffic this building would cause within 100 yards of a public school. I also worry that the increase in traffic issue would result in our road being widened and our community turned into a highway. People already drive too fast as is. Another concern is the amount of noise that could come from a building that size and with that many residents.

We moved to Byron because it still feels like a village even though we live on a main road it is mostly occupied by families and elderly. We are still a community.

If this is approved it will loom over families backyards and potentially make it easier for these investors to scoop up the aging populations homes and build more apartments. This is not right. This would not be a good reflection on London. Let's keep Byron having a small town feels within the city. I once lived in London England, Wanstead to be exact. Each borough has its own feel and community, this is the feeling I get in Byron.

I understand developing and evolving the area but townhomes would be a less intrusive option and still offer more places to reside than the 3 current dwellings.

Public Comment – Debbie Braden

I am not usually one to email elected officials, but thought that it was important to voice my concerns about the planning application for a 90 unit apartment complex that is proposed for the corner of Boler and Baseline Roads in Byron. In the more than 40 years that I have lived in Byron, I have seen many changes. The increased population and traffic flow is very noticeable and the infrastructure has not been changed to address the traffic. The proposal for this unit, in my opinion, will create a traffic nightmare at an already busy corner. With various schools just blocks away, the safety of school buses and children walking or biking to school will be more than compromised, it will most certainly be jeopardized. Using your voice as our elected official, I urge you to reject this proposal so that the safety and traffic flow at this busy corner can be more properly addressed.

Public Comment – Debbie Woo

I'm writing with concerns of increased traffic with the proposal of a new building at the corner of Byron Basline and Boler Rd. I understand that it will have 90 units with parking. It is a congested corner especially at high traffic times. At those times there are many pedestrians and bicycles. Can I please be assured that there are traffic studies being done? I know that Boler Rd traffic is backed up and totally plugged along Boler Rd at rush hour.

Public Comment – Diane Masters

I would like to provide my opinion, that as a long term resident of Byron, a 90 unit building at this small corner is a bad decision.

This area is primarily single family dwellings and at least three will be razed for space. The increase of traffic, on top of a large housing development under way further down Boler, will make a huge negative impact on this corner, and residents living in this area. Traffic is already congested. This proposed building is too big. There is lots of available land further down Boler Road.

Public Comment – Diane Thompson

My husband and i are concerned about this proposed six story apartment building at a key Byron intersection (Baseline and Boler).

This is a residential single home neighbourhood and this building will tower over neighbours. It will block sun and the view/sky/trees for many people nearby. It will reduce or eliminate any privacy in backyards for many people living nearby, as those on floors 3-6 will be able to see down into previously private yards. It's not me, but I'd be crushed if someone built a high rise next to or near my house where I already lived with an assumption of what was established already around me. And this is a corner that does not need 90 more cars (plus guests and deliveries) coming in and out throughout the day.

Public Comment – Doug Quigg

Our house is the property right beside the proposed 6 storey building that they want to put up.

I have major issues with this and want to be heard at all meetings.

I see this as greed, wanting 90 units when they could put up 2 or 3 storey condos like someone did on Boler rd. just north of us.

- We will have zero privacy in our backyard.
- More congestion of traffic at a major corner with cars trying to enter and leave the proposed building
- We will have to listen to vehicles day and night passing right beside our house.
- No green space on our side.
- No buffer spacing between our house and the building (the concept drawing is not true) The lot plan shows the entrance at the property line.
- This is residential for a reason and should stay that way. People enjoy their backyards and lawns.
- We will lose sunlight with a 70-foot building right beside our house.
- The tenants of this building don't even have any park like setting so they can sit outside and enjoy.

Public Comment – Dragan Jakimovski

Hello, Im 21yr old byron renter, at boier and byron baseline. I work down the street as well, and use our public transit at both stops at the corners.

I would like to share concerns for the re zoning 421 boier @ Byron baseline. We can't get out of our own driveways now? We can not build 90 more units there.

That is impossible to ask of our Boier road and current bogged traffic now. We understand housing but this location is terrible.choice.

The newest west five builds, or west 3 blocks already a new subdivision being built now. Or south Boier at Southdale is all new builds. We have endured enough.

None of the roads are finished. We, Byron Baseline are, 50km speed that no ones abides now. We have to race out every morning because the traffic that routinely speeding in a school zone.

Public Comment – Elaine Darwin

As a community member I would like to voice my concerns about the proposed development of 90 units in this lot. (415, 417, 421 Boler Rd)

As much as I recognize the need for housing in London - Affordable Housing that is!, I feel that this is not the right location for a complex.

From the perspective of a resident of this community of over 20 years we have already been negatively impacted by the increase in traffic through our neighbourhood with the urban sprawl in the West end of the city - Riverbend, Komoka, Kilworth etc. and additional apartments recently built on Commissioners road across from the elementary school Byron Northview.

The traffic moving in and out of this community has increased so dramatically in the past couple years that between Warbler Woods and the cross road of Baseline and Commissioners,at most a 2 KM radius..., there will soon be SEVEN TRAFFIC LIGHTS., and a CROSSWALK. How crazy is that ?! Because of this people take detours and one of them is along Baseline Rd W, to Boler. This is an issue that will just continue to get worse and adding an apartment complex at that corner only adds up to more people, more cars, MORE TRAFFIC. That of course will then lead to perhaps a traffic light on Baseline Rd, between Westdale Bourne and Boler—Even crazier.

While you might think you are helping solve the housing problem, it is at the expense of creating a new one! The bottle neck of traffic and people coming and going through this community only creates more stress and frustration for the west end commuters and the residents who already live here and pay taxes.

In addition, its not only the added stress its the sad feeling of the fabric of the community changing from what was a quiet suburban neighbourhood to a hectic, busy, congested one that has more noise and is less safe.

Safety being amongst the top of the list, especially with the demographics of families with school age children in the area who walk to community schools. While I get that everybody should do there part to help society this is not going to be helpful but detrimental to many.

I encourage you to continue to look at the big picture and not use band aid solutions regarding housing. Please do not build a 90 Unit apartment building on a tiny, already busy corner at 415, 417, 421 Boler Road.

Public Comment – Elizabeth Wells

I just became aware of this application and I know that I have missed the Aug 31st deadline but I still thought I would write.

I wish to voice my opposition to this proposed plan. I live on Norman Ave, not far from this site and over the years, the traffic on Boler Road has become incredibly congested. I cannot turn left onto Boler at most times of the day. This proposal intends to provide housing for 90 families as compared to the three houses that will be demolished. It follows then that there will be further substantial increase in traffic using this road.

If I lived in the houses that back onto the proposed site, I would vehemently object to this building. We moved to this area because of the quiet neighbourhood and well kept large lots. This area has been long been a low density housing area and this high density apartment building will open the door to further such developments.

Thank you for the opportunity to express my views on this application.

Public Comment – Emma Hammer-Healy

I just saw that there is a proposal to build a 90 unit building at the corner of Boler Rd and Byron Baseline Rd. The idea to add something so massive in such a small and already increasingly congested area will not work. We moved to the Wickerson Hills area 3 years ago and have seen the traffic increase so much already with the addition of more homes in our neighbourhood and the West 5 area. Some days we are stuck in traffic jams in Byron just trying to slip out to the store or go to an appointment. This area was once a small town of it's own and was not designed to stream large amounts of traffic through the area, as we are clearly experiencing now. This new building would only add to an existing problem and is a terrible idea.

Thanks for reading my email, I appreciate having the opportunity to voice my opinion.

Public Comment – Erin Helm

Please find this email in opposition to the proposed zoning amendment from single family detached at 415 - 421 Boler Road to R8-4 for a 6-storey apartment building. As a nearby homeowner, I feel that this is an unreasonable density increase that will tower above anything in the area and drastically alter the character of this mature, pedestrian-friendly neighbourhood.

I reside on the street directly to the west of this proposal and know that this building would not conform to our neighbourhood, therefore negatively impact the mature tree canopy, privacy, home values, pedestrian & cyclist safety, and nearby elementary school zones.

Furthermore, the intersection of Boler Road and Byron Baseline Rd would become a complete bottleneck. Without doubt, our street without sidewalks would see a considerable increase in traffic as a cut-through, with the proposed driveway access to this 90 unit development being less than 100 meters from our street. Like an already common city-wide concern, our single lane roadways & infrastructure are not capable of handling the the volumes of motorists that are resulting from the development boom that London is experiencing. It is unreasonable to approve this type of density ahead of infrastructure improvements and in this case, it does not seem likely that this arterial road can be widened to accommodate.

We ask that the City of London oppose this amendment for increased density & intensification in our single family home neighbourhood.

Public Comment – Gary Brown

It was made aware to me via mail yesterday that a planning application has been submitted to the city of london to build a 6 level multi housing unit.

I purchased my home located at 410 Byron Blvd in September of 2020. I'm a single father who was thankfully able to find a home for my 2 sons in an insane real estate climate.

I sincerely question what thought was put into this idea. Help me understand how the current infrastructure can accommodate 90 units? With the current state of traffic bottle necking in Byron daily how will it accommodate 90 units full of cars? Explain to me how our schools in Byron will be able to accommodate that many more children? Explain to me who is going to make up for the lost property value I will sustain due this monstrosity that doesn't fit this area of Byron. Nobody will ever pay fair market value for this home specifically with the parking lot being in my backyard and the light pollution that will affect my families sleep. I'm not against the thought of multi unit housing, but the idea and location is beyond baffling.

Ms. Hopkins I sincerely hope this ridiculous proposal does not pass. I am so upset as to what this will do to this neighbourhood. I can honestly say I'm not beyond involving legal council to derail this terrible concept.

Public Comment – Gary Fletcher

Is anyone actually planning the ongoing replacement of housing with multi-family dwellings with attention on traffic flows in the west end of this city? Replacing three houses with 90 units now accessing the same traffic routes is madness. The thoughtless and hodgepodge development of riverbend has already overloaded the existing roadways.

Public Comment – Gary Rains

I am writing to express my support for the redevelopment of the properties presently addressed as 415-421 Boler Road into a 90-unit MURB. It is a perfect location for a MURB as the other 3 corners of the Boler Road / Baseline Road intersection are already occupied by a church, a largely medical building, and a mixed occupancy strip mall containing restaurants, convenience stores, gas station, pharmacy, etc. Furthermore, the proposed MURB is within walking distance of downtown Byron (at Boler & Commissioners). The property is presently serviced by London Transit and there are dedicated (but under-utilized) bicycle lanes on Baseline Road.

The ONLY concern that I have about this development is traffic in the southbound lanes of Boler Road. The residents of Byron will certainly be aware that there are times of the day that the southbound lanes of Boler Road, between Baseline Road and Norman Avenue, are clogged with traffic - and I don't see this traffic congestion issue on the other road segments that lead into / out of the Boler & Baseline intersection. Although there is a left turning lane at Boler and Baseline, my unscientific observation is that during those times of the day when these bottlenecks occur, most if not all the traffic is intent on going straight through (i.e. continuing south) - so dedicated turn lanes do nothing to alleviate the congestion.

Occupants of this proposed MURB will certainly become frustrated in their attempts to get in or out of the subject property, and thereby be more prone to act in a reckless manner. I don't know what the solution might be, but it is certainly something that needs to be taken into consideration in the redevelopment plans for this site.

Public Comment – Gerlof Katoen

My wife says 6 stories is too high for this corner, so is impact on traffic onto Boler. Anyway thanks.

Public Comment – Grace and Mike Rundle

We have received the information in the mail requesting a zoning bylaw amendment in order to develop 415-421 Boler Rd into an apartment complex. Please note that we are extremely opposed to a change of the current bylaw. This particular corner in Byron will not be able to absorb the increased traffic associated with anytype of apartment building regardless of the number of units. The flow of traffic throughout out Byron is already an issue. We have lived in our home for 10+ yrs and can confirm that there is a substantial increase in traffic with the development on Westdel Bourne Rd and the Riverbend area. The number of emergency response vehicles responding to emergencies has substantially increased as well. In addition, any apartment complex at this corner will not "respect the existing neighbourhood character." This residential section of Byron and Byron's appeal in general is built on its small village character and personality. Placing any type of apartment complex at this intersection will significantly jeopardize this. Please know that we are not opposed to development and understand the need for housing in London. However, the West end of London has been particularly developed over the last few years and has seen unprecedented growth. The West end has done its fair share in contributing to the lack of housing in London. This particular request to increase density is unnecessary and unsafe.

Public Comment – Graham Males

I was looking the proposed development planned for 415-421 Boler Road (File: Z-9536) and have concerns about the exemptions the builder is requesting.

The size of the building is unreasonable in relation to all surrounding buildings. All residential housing and commercial buildings along Baseline / Boler are between 1 and 2 stories. The requested building design is uniformly 6 stories tall and will be nearly 3x the height of all other buildings.

Furthermore, the property is located at the intersection of Baseline / Boler and the builder is requesting an exemption for the setback of the building.

Buildings with minimal setbacks should not be placed at intersections. It causes visual issues with drivers approaching that intersection as their views will be obstructed. The provided renderings of the building do not accurately show the setback of the building on the property in relation to the roads/intersection.

I support the construction of apartments / townhomes in the area. The apartments at 1355 and 1343 Commissioners are adequately sized in comparison to the existing apartment buildings in the area. Furthermore the 7-storey ParkWest condos at 1200 Commissioners are similar in size to the neighbouring buildings and are adequately set back from the road.

However, this scale of this building is excessive and does not take the neighbouring buildings, streets and intersection into consideration.

Public Comment – Rev. Dr. Gregory Brawn (Byron United Church)

The Board of Trustees of Byron United Church met on Friday August 26, 2022, to review the material received regarding the above noted matter. The Church is not in regular session during the summer, so we have rushed to get our response to you by August 31, 2022.

The Board of Trustees have two major concerns regarding this development namely:

- The impact that this development will have on an already busy intersection at Baseline and Boler
- The proposed density of the development (Maximum density of 202 units per hectare)

Please place the Board of Trustees on your mailing list for all notices that may be sent out regarding this matter.

Public Comment – Greg Cumming

Hello I am uniting with my new Byron friends and want to share my opinion on how an apartment building at Lansing and Bolder would be a bad idea. The traffic is already insane here. People go through Byron now since Killworth and Komoka are getting busier and this would escalate it. There really needs to be a traffic light at that intersection. It is insane how aggressive people are and don't obey the stop signs there! Maybe they don't see well due to the hills located there.

Anyways please do consider a different location for this building as people are gonna be right ticked and it would just add way more congestion to an area that is already really congested.

Public Comment – Heather and Sam Baglieri

This email is in response to the proposed plan for the 6-storey, 90 unit apartment building in Byron. We strongly oppose this proposed plan. The population of residents and the volume of traffic would increase dramatically in this particular area of the village. This large building would not enhance this residential area of the village, nor would it provide any esthetic appeal whatsoever. Again, we do not support this proposed plan.

Public Comment – Heather & Michael Hines

We have just been alerted by our neighbours that there are now 2 planned multi unit developments for Boler Road between Baseline Road south to Griffith Street!!

I had previously requested to be alerted to any application information and planning meetings for the development at the corner of Baseline and Boler Road - NW corner.

Byron cannot handle anymore traffic volume!

We have now been told that there are plans for a multi unit development on the east side of Boler Road between Wayne Road and Griffith Street.

We have been residents on Comox Court in Byron for more than 35 years and this area has never been designated for multi family units.

If the development between Wayne Road and Griffith Street is approved, it will destroy our property value.

We want to make sure that we are advised of ALL UPCOMING applications and meetings with regards to this specific project.

Public Comment – Jamie Niles

I am contacting you today to express my strong opposition in regards to the Zoning By-Law Amendment for municipal addresses 415 - 421 Boler Rd, file # Z-9536.

It is with overwhelming support of my community, that we feel this new development would be a major detriment to our neighbourhood and small close-knit community. I live on the street directly to the west of this proposed building. As you will see, that is close to the south end of the street, almost directly behind the proposed build.

There are countless concerns from myself and residents from this community about the negative effects from such a proposal. The concern of the added traffic and safety risks at an already very busy intersection of Boler Rd and Byron Baseline Rd. During the morning and evening rush hour, the traffic at this intersection is heavily loaded to say the least. Adding to this traffic would only congest the commute that much more. Not to mention the added risk for pedestrian traffic as there are children that use this area to travel to and from school, and parishioners that travel to the church across the street. With the proposed driveway entrance/exit off of Byron Baseline Rd, there would be a massive addition of traffic on my street, Byron Blvd, due to people "cutting through" off of Boler Rd to enter the building parking lot on Byron Baseline Rd. My quiet street has a mix of residents from small children to seniors. This street is the place where these people walk and cycle, as our street does not have sidewalks, so that added traffic and risk is completely opposed.

The zoning of these addresses as R1-8 are there for a reason and should not be amended to R8-4 to accommodate a 6 storey, 90 unit building. This proposed development would not fit in with the existing landscape, look and feel of this small community. There are no other buildings in the immediate area, commercial included, that even come close to the height of this proposed development. It is my opinion that just the view alone of this proposed development would alter the integrity of this mature neighbourhood, especially those to immediate to the west. This undoubtedly will have an adverse effect on the market value of these homes and the abutting properties that would be in direct view.

Furthermore, what kind of impact would this development have on the aging infrastructure, i.e. 56 year old sanitary and storm sewers?

As I look at the building renderings, I can't help but notice that a large amount of very old mature trees on the proposed site are not included. These mature trees are home to many birds & tree dwelling creatures that would ultimately be negatively affected by this development.

Lastly, it is surprising to me that the City Planning Division would even entertain this proposed amendment to the By-Law for the development of this 6 storey dwelling impacting the continuity of this neighbourhood.

Public Comment – Jay & John Cahill

We are needing to air our utmost concern re proposal for upcoming units on Byron/ Boler Rd. How can this area support anymore traffic ? The congestion is already very difficult to navigate. We are not alone in our concerns and would like an opportunity to discuss further as a community BEFORE the upcoming election.

Public Comment – Jason Attwell

Hello! I am writing to express my concern for a proposed 6 storey condo at Boler and Baseline in Byron. I'm all for new buildings however I think that is a bad spot . The traffic very congested as is and it would only make it much worse, and I am also concerned for the safety of our kids getting to and from school as unfortunately there are a lot of idiots of there driving cars! Thanks for your time!

Public Comment – Jason Witty

I live in Byron and I would like to express my concern with the possible development on Byron Baseline and Boler Road intersection. I have a major concern with congestion on that corner and the lack of proper infrastructure that is already evident in many parts of the city including Byron Village. There is a lot of building happening in the Byron area and as far as I can tell, very little effort into planning the appropriate infrastructure to support it. We still do not have city buses travelling up into the Wickerson area and I have lived there for around 13 years now. Not to mention the public transit issues that are already being faced by the city. We are a growing city and I understand that but with that growth requires proper research into infrastructure and city planning.

I hope this e-mail sees you well and I wish you luck in the upcoming election, please take my concern forward with the many others I'm assuming you have received about this possible development.

Public Comment – Jeff Morris

As a resident close to this proposed site, I find it absurd that a structure this high could be place here. The majority of housing in the area are only single floor homes and the volume of traffic that a 90 unit residence will only add to the congestion Boler and Baseline are now seeing from Lambeth traffic cutting through the area.

I as many Byron residents explore the city to reconsider this project in it's entirety or at least force a modification to the place to drastically shrink the size to something more compatible with this established and quiet community.

Public Comment – Jennifer Ridout

I understand there has been an email response that the notification sign is being made and will be posted at the site but as the deadline for comments/objections is but a few days away, this suggests this is not being made available to the public for review, in a timely manner. We cannot be expected to take to social media to find these plans out. Where is the sign stating intent?

Unhappy, upset about the rezoning application for the properties on 415-421 Boler Rd , this posting provides more information on the initial stages of this process and how to have your opinion heard.

The facts and the process:

1. The owner of the above properties has submitted a planning application (Z-9536) to the City Planning Division. Provincial legislation binds the City to receive and consider

all planning applications. It also dictates City Council must render a decision on the application within a prescribed time frame.

2. This application is presently going through review period that ends August 31, 2022 though comments within a few days past this date will be accepted.

3. Any resident outside the 125 Meter radius can contact the planner, send the planner comments regarding the application, and ask to be added to the list of future notifications. Similarly anyone is free to provide additional comments or information to the Ward 9 councilor and any member of City Council.

4. The planner will consider and include all comments that were raised during their review.

5. On completing their analysis, the Planner prepares a report with their recommendation which will be brought to the Planning & Environment Committee (PEC). The members council on the PEC are Anna Hopkins Chair, Stephen Turner, Steve Lehman, Steve Hillier and Shawn Lewis. The Mayor is an ex officio voting member of all committees.

The planner's recommendation presented to the committee could be either:

- to refuse the application
- approve it or
- approve with modifications.

Public Comment – Joan and Bob Kirk

We often pass through this intercession and are mortified at the plans to add 90 units and perhaps 70 or more cars trying to enter the intercession. The current lanes could not hold additional traffic without major changes to the surrounding roads and properties. (A church, a plaza, and a busy business.) We suspect that very few of the traffic department have taken a personal look at the intersection, which has taken on more traffic as an option to travel north and south in west London.

We sincerely hope that these plans will be changed.

Public Comment – Jocelyne and Mike Anderson

If this building receives permission to be erected it will create an enormous traffic problem for the already busy intersection at Byron Baseline and Boler Roads. I live in this neighbourhood and know first-hand how congested the traffic gets there every weekday afternoon.

First of all, the construction phase of this project would involve heavy equipment and large trucks moving in and out of the area, causing delays and serious safety concerns over a long period of time.

Secondly, if the building is unwisely permitted to be completed, having 90 units with associated parking at that corner will produce ongoing traffic problems. It's likely that those 90 units will house tenants with at least 90 vehicles among them. Consider seriously the confusion and frustration that will occur every workday morning when these tenants leave for work. There will be traffic buildup for blocks along Byron Baseline and Boler that will result in dangerous conditions for pedestrians and drivers alike.

This building will destroy what is still basically a residential neighborhood with a church right across the street. Children walking to and from the several elementary schools in the immediate area will be put at risk for the sake of a commercial venture.

Please give this application the common sense and serious consideration it deserves and recommend to the City that it be denied.

Public Comment – Jolana Barova

I am emailing you regarding a proposed 6-storey residential apartment building on Boler Road in Byron. (existing lots #415, #417, #421).

We do reside in Byron, off Somerset Crescent and my husband and I disagree with the proposition. However I am not sure if "peoples' opinions matter" anymore when it comes to any land development.

There is a lot of space outside of Byron, and our already busy and cramped up subdivision.....this is Canada, the second biggest country in the world, with only 38 million population.....a lot of space to build and develop outside the already set up Byron Village. Thank you for your understanding and time.

Public Comment – Jon Newman

I am writing with my concern about the planning application Z-9536 415-421 Boler Rd. I live in the area and with the traffic congestion that is already present with the Byron area I have concerns about adding 90 additional units on an already busy corner. Adding 120-150 cars on a daily basis seems like the already slow traffic will come to a total standstill. As well as the years long construction that will put a strain on the roads, traffic and neighborhood.

As well the size and nature of the apartment will encroach on the surrounding backyards and area. There needs to be some serious traffic studies and community meetings related to a project of this nature. I in no way support this project as a member of the Byron community.

Public Comment – John and Wendy Curren

Good afternoon Anusha, I am emailing about our deep concern regarding the proposed 6 story residential apartment building at the corner of Boler and Baseline Road.

A building of this size would be overwhelming on the property in this location.

We have lived in Byron for 29 years with expansive growth in the area and very minimal traffic solutions to the increased traffic. Roads into Byron have remained largely as they were in 1993 when we moved here yet there has been substantial development.

London cannot continue to approve such development without first improving traffic flow. London continues to allow growth without improving roads. Boler Road is currently congested on a daily basis with traffic at times lined up from Commissioners Road to Baseline Road. This is NOT an anomaly and adding 90 units and presumably 90 plus additional vehicles to this small footprint will only exacerbate the congestion.

A building of this height will also be overwhelming in an area where the highest structure would be a 2 story commercial/office building on the opposite corner.

We are very much AGAINST this proposed structure going forward as it has been presented.

Public Comment – Judy Poustie

I am opposed to an apartment building at the corner of Byron Baseline and Boler Rd

Traffic is congested most days. This was my view this morning at 0745. I was turning right onto Boler from Byron Baseline. Even though my light was green, I couldn't turn onto Boler properly as the traffic was congested to Commissioners Road. Adding 90 apartments and possibly 90 vehicles to the area is beyond comprehension. It makes no sense. The area is stressed as it is. People are running stop signs and pedestrians are struck. People will be cutting through the neighbourhoods. A lot of the side streets do not have sidewalks. The risk of people (especially children) being struck increases exponentially.

Surely there is a better area of the city for a 90 unit apartment building. Not Byron.

Public Comment – Julie Blake

I am sending this note from the ad placed in the Byron Advocate for the proposed 6 story - 90 unit apartment building at the corner of Boler and Byron Baseline Road.

I am all for progress and looking at Byron's future and have many questions.

How can that area of Byron support anymore traffic? With 3 single family homes currently there, have you been in the traffic on Boler moving north towards Commissioners between 3pm-6pm? It very congested NOW.

We have even noticed a lot more traffic the other way going south towards Southdale with the new subdivision being built across from the Byron Complex.

- Has a traffic study been done?
- How can that area support 90 apartments VS 3 single family homes?
- How many parking spots are estimated for that many units? (Let's estimate generously that 45 apartments have vehicles). That is a lot more vehicles than what currently exists for 3 family dwellings.

We have already witnessed an upturn in traffic from demolishing 2 family homes and building a condo complex on Commissioners across from Springbank park. The traffic on Commissioners is already ridiculous. It is not all due to that building specific but add on the 2 new apartment buildings across from Byron Northview and all the traffic going out to Riverbend and you have chaos.

The road infrastructure at Boler/Baseline and Boler/Commissioners can't support the traffic it has now, how can bringing in 90 more units help?

Maybe I am missing something but I just can't imagine this will help Byron in any way when we are already bursting at the seams.

Public Comment – Kaia Van Belois

I'm writing because I live in Byron and have concerns about the high density building proposal on the corner of Boler and Baseline.

Byron doesn't have the infrastructure to support much more traffic. As you know there are really only two ways out of Byron and the congestion was never properly identified or forecasted even decades ago.

Byron was skipped for the rapid bus transit which did not help our situation.

I understand building up on existing lots instead of building out on farmland but Byron is not the place to do this as we can't support any additional traffic and couldn't even a decade ago.

Can you kindly reconsider the decision to add any additional high density housing in Byron and limit even medium and low density housing until a viable solution that addresses transportation in this area of the city is finalized please? Two ways out of the subdivision doesn't cut it and we literally can't support additional people.

Public Comment – Karlee Schonken

I am messaging with respect to the proposed apartment building at #415, #417 and #421 Boler Road. I myself think this is a good idea for the area, to create more housing options. However, I think it would be a lovely touch to add in a couple commercial restaurants on the main floor. Perhaps a coffee shop or other café with patio? In Byron I

feel there are not a lot of local food options. And there is no coffee shop at all. This is very much needed in the area and this spot would be a good location.

This is my two cents on the project. Please let me know if you want to discuss this idea further.

Public Comment – Kate Brawn

I'm writing today to voice my concerns over what I consider to be an extremely large building for our neighbourhood. Traffic is already at an overwhelming amount of cars due to the amount of new construction to the west. Adding another possible 180 cars in our immediate area seems overwhelming. Not to mention the possibility of increased crime and decreased property values. Perhaps a concession to a two story unit built as if it belongs. Byron has always been a very safe and beautiful part of the city. It would be a shame to have such an eyesore as an over sizes apartment building.

Very concerned about this project,

Public Comment – Katherine Whalen

I am writing to express my opposition to the proposed **Zoning By-Law Amendment, File: Z-9536, Application: Strik Baldinelli Moniz.**

My husband and I were attracted by the quiet, established (no foreseeable new developments), family-centric and established neighbourhood. There are very few areas in the City which can boast both excellent walkability and access to all amenities and peaceful natural surroundings. We intend to live here for many years, enjoying all that this area has to offer.

Receiving word of the proposed build was troubling, to say the least. And the more I learned about it, the more I felt that this project is completely out of sync with the neighbourhood around it.

A 6-storey, 90 unit, building with such a modern aesthetic would completely dominate the otherwise small, single-family homes around it. The design of the building does not fit at all with these homes.

The roadways of Bryon Baseline and Boler is already seeing an increase in traffic due to the new subdivision with 40 homes currently being built (off Boler near Optimist Park) and the addition of the the "Enclave development" in which 8 "luxury" homes were built where there was previously only one home. I am very concerned about how the roads would be able to support the increase in traffic. This road does not accommodate high density builds of this nature within such close proximity to family homes.

Traffic and safety of pedestrians and cyclists are major areas of concern. Traffic jams north of Boler already span the distance between Boler and Commissioners and the intersection is routinely blocked by traffic onto Boler toward Byron Baseline during rush hour.

An additional concern is the proposed height of the building itself. A 6-storey building would loom over the tree line, creating issues of shadowing on the adjacent properties, and interfere with privacy and enjoyment of the resident's private yards.

While I can very much appreciate that this type of development contributes to a thriving future for our city, I would ask for the following considerations:

1. Restricting the development of the building to something more reasonably in line with the surrounding neighbourhood, perhaps something similar to the "Enclave development" or semi detached homes.
2. Restricting the height of the building to something in line with the surrounding neighbourhood, perhaps 2 or 3 stories.

3. That no approval is granted until developers are able to show that environmental impacts will be minimized, and that all long-term impacts have been considered and precautions put in place.

4. Consider the impact of traffic congestion for current residents

I am aware of many others in the area who share my concern, many of whom will not speak up because they feel that the decision has already been made or been given the opportunity to address their concerns due to the timing of the notice over the summer holidays and only being given approximately 2 weeks to respond.

Public Comment – Kathy Mallett

I am concerned re the new proposed development on the corner of Boler and Byron Baseline. Anyone who lives in Byron knows that there has been an immense increase of traffic thru our area over the last few years due to all the new subdivisions being built around us. Byron has become a nightmare to navigate and is constantly dealing with traffic back ups.

The Boler and Byron baseline intersection is already congested. I have waited three sets of light changes to turn left onto Boler, from traveling East on Byron Baseline.

There actually should be an advance green at the intersection especially in the am and at 3:30 - 5:30pm. I can't imagine what the intersection will be like with the complex proposed for that corner.

That complex does not fit into the overall feel of Byron. I realize every area needs to grow but the increase in car traffic trying to get in and out of the driveway for that building is going to be a nightmare.

I can't even imagine more traffic in an area that is already not able to cope with the current increase in traffic. The complex will have 90 units that is potential 90 more vehicles trying to maneuver that intersection. I realize not every resident will have a car and some may have 2 and I realize that all 90 cars will not be on the road at the same time but I think you get my meaning.

If widening the road is being considered to cope with that, I don't think anyone wants 4 lanes running thru the Byron Village area. We already deal with cars racing up and down Byron Baseline from Westdel Bourne using it as their own personal race track. Going down Boler back out Commissioners to Oxford extension and back up Westdel Bourne to start their loop all over again.

I am against this proposed build and appreciate your time in considering my email.

Public Comment – Kelly Kirkpatrick

Please reconsider the absurd proposal of a 6-storey residential apartment building on the corner of Boler road and Baseline Road in Byron. Is there not a better suited area for that large of a building that would satisfy the builder and you, the city Planner? Has anyone taken into consideration the traffic that is already cumulating each day at that corner from the constant new area being built just outside of Byron..... it would be a nightmare!! I hope my email to you is not a waste of time, leave that corner as is, no one in Byron wants an apartment building on that site. The area is meant for single family residential homes, not a massive building consisting of 90 units. Please don't allow this to go through.

Public Comment – Kevin Woods

When I saw the proposed 6 storey apartment building at the corner of Boler and Byron Baseline I could not believe that such an idea was even tabled. This is an example of insensitive, out of touch "planning" by trying to cram an oversized, obtrusive development into an established neighbourhood. Such a monstrosity does not belong at this relatively quiet

intersection that is already seeing high rush hour traffic volume. This would only create more congestion with its entrances and exits from 90 units, not to mention the unwelcome sight it imposes on the area. A one level condominium would make much more sense here.

This subdivision was zoned and designed as single family dwellings by earlier planners for a reason, so just because you can change it to multi-unit doesn't mean you always should in the interest of in-fill "planning", disregarding adjacent homes. It seems like another developer driven decision as we are seeing around the city, impacting the quality of life that has made London and especially Byron a desirable place to live.

Public Comment – Krista Loughlin

I am writing to you with regard to the zoning application changes for 415, 417 and 421 Boler Road. My home is a few blocks away and I have lived in Byron for almost 40 years.

I do understand the need for new affordable housing. However Byron is generally low density housing and the majority of residents would prefer it stay that way. We live in this area because that is what we wanted. Putting up low rise buildings creates a nice view of people's backyards for the people living in these buildings. If someone put up a building near my backyard I would move out of the area immediately. And I would suffer a property value loss due to the new building in the backyard. So this development would hurt existing homeowners who bought a property for the beauty of the area.

There are many areas in London that have high and low-rise buildings and more such high density housing should be built there. An approval for this 6 storey residential building will open up the floodgates to more such buildings and turning Byron into a high density housing zone. It will also up the floodgates to people like me moving out of the area before I end up getting a building in my backyard. A reasonable compromise for this location would be a single story condo development, however I believe they should be required to acquire several more lots before that could be considered.

I drive though the intersection of Boler Rd and Byron Baseline Rd everyday on my way to work. This is already a very high traffic corridor through Byron. I see people running red lights to make a left hand turn everyday. Adults are riding bicycles on the sidewalk, dirt bikes and e-scooters are also being ridden on the sidewalks through this area. I can't imagine what adding so many more residents to an already busy and sometimes dangerous intersection will do to my neighbourhood. I sincerely hope this zoning application is not approved.

Public Comment – Lara Medina

Just wanted to let you know I'm not happy with the proposal of building a 6 story building. Traffic is crazy busy on that corner (Boler Rd and Byron baseline) and adding a 90 unit in that corner will be horrible.

There is more land around London where this can be building, and Boler Rd will not be a good place.

Public Comment – Leslie VanBuskirk

If you don't reside in Byron then you maybe unaware of the ongoing and increasing issues with traffic and aggressive drivers.

Byron Baseline road has been coined the "Byron 500" for a number of years now, due to the increase volume of housing and of traffic and aggressive drivers traveling at

excessive speeds - usually running the red lights at Boler Rd and speeding or at minimum rolling right through all of the stop signs along the entire roadway. This street is a Segway to outlying areas for commuters and along with that comes this attitude that the laws of the roads don't apply to drivers rushing to and from destinations.

Many of us have brought this to the attention of LPS but it is unreasonable to expect officers to babysit irresponsible drivers in one community. It is entirely unreasonable to expect that this residential area would be able to safely accommodate a multi unit building and the increased traffic issues that it will present. This intersection is already a high risk one due to the speed and volume of cars.

I would like to believe that the city policy is not to wait for a tragedy to occur before changing their approach to approve projects.

Public Comment – Linda Damore and Aaron Beachey

We have received the information in the mail requesting a zoning bylaw amendment in order to develop 415-421 Boler Rd into an apartment complex. Please note that we are extremely opposed to a change of the current bylaw. This particular corner in Byron will not be able to absorb the increased traffic associated with *any* type of apartment building regardless of the number of units. The flow of traffic throughout out Byron is already an issue. We have lived in our home for 30 yrs and can confirm that there is a substantial increase in traffic with the development on Westdel Bourne Rd and the Riverbend area. The number of emergency response vehicles responding to emergencies has substantially increased as well. In addition, *any* apartment complex at this corner will not "respect the existing neighbourhood character." This residential section of Byron and Byron's appeal in general is built on its small village character and personality. Placing *any* type of apartment complex at this intersection will significantly jeopardize this. Please know that we are not opposed to development and understand the need for housing in London. However, the West end of London has been particularly developed over the last few years and has seen unprecedented growth. The West end has done its fair share in contributing to the lack of housing in London. This particular request to increase density is unnecessary and unsafe.

Public Comment – Linda Egan

I recently noticed the zoning amendment application at the corner of Boler & Baseline Roads and was horrified! I would like to express my opposition to such a zoning change.

I recognize the need for "inward and upward" growth and options in housing, but this is not the right location for such a development. My reasons are as follows:

This is an already busy and somewhat dangerous intersection. I cannot fathom the impact 90 new residential units - where there are currently just 3 - will have on traffic and congestion. Boler Road is a busy street with fast-moving traffic. We should be looking at ways to slow traffic down at that intersection, not increasing it.

The density of the proposed building will dramatically alter the neighbourhood and impact the enjoyment of property for neighbours. Imagine living in a house that has existed for over 50 years and suddenly having dozens of apartments looking into your backyard. I believe this development will decrease property values for homeowners in the immediate area.

I thank you for taking my concerns into consideration and will be watching closely as this application is considered by the planning committee and council.

Public Comment – Lisa McLarty

My husband and I saw the recently proposed apartment building that is planned to go on the corner of Boler and Baseline in Byron. We have lived in Byron for our whole lives. This six storey building is not at all what the neighborhood is suited for in that area. The properties around it will be shadowed by this monstrosity and it will cause

such an immense increase in traffic for that area. That corner is already VERY busy at peak times of the day and many kids cross there to go to school. This area is a long time residential area with a small strip mall only and the level of traffic is already too large. Adding this building will interrupt this flow completely. Additionally, I understand there was an additional ask in the application to build closer to the sidewalks/edge of the property than normally allowed. Why would this even be considered?? This will completely destroy the greenery/nature/mature trees that are around this area. Putting in a 90 UNIT building where there is currently only 3 single detached homes is outrageous.

We are extremely disappointed in this proposition and strongly hope it is rejected.

Public Comment – Lyle Mills

My family and I live in Byron, a couple of blocks from the proposed residential building. We also go to the Byron United Church across the street from the proposed project. I am very concerned about this proposal as it would bring an estimated increase of well over 150+ people and vehicles to an already busy intersection and streets. Boler Rd. is already extensively congested most of the day. Byron Baseline Rd. is also becoming increasingly busy from western developments using it as a route to get to the city.

I understand that the addition of this project would be a great bonus for the municipal tax revenues brought in, and the sales revenues for the vendors of products and services close to the proposed site. However, it will cause street/traffic gridlock, overcrowding at areas such as the Byron pool, tennis courts, shopping areas and other services. It will also diminish the quaintness and esteem of Byron.

The interior of Byron is NOT the place to be building large residential units. There are much better areas to propose this project around London, instead of cramming another development in where it shouldn't be.

For the tranquility and sanctity of the residents of Byron, please reconsider this proposal and move it elsewhere.

Public Comment – Lynda Cunningham

I'm writing to express my concern about the proposed new residential 90 unit apartment in Byron. Boler Rd is already so busy during peak times. It's stop and go traffic from Byron United church to the Commissioner traffic lights every morning.

I'm all for growth of the city but Boler Road is already too busy to support 90 units.

Public Comment – Mandy Etheridge

I am emailing to oppose the proposed 90 apartment building at 415 bolar rd. At the corner of baseline.

I am sure my email will do nothing to change your minds cause money is king but here is hoping from a resident paying huge taxes.

Public Comment – Marie and Larry Rooks

We would like to add our names to the list of Byron residents who are concerned with the proposed Rezoning Application for properties on 415-421 Boler Road.

We are into our 50th year as residents of Byron and hardly a day has gone by that we haven't passed through the Byron Baseline/Boler Road intersection. Just imagine the changes we have seen over the years, especially with the traffic and safety conditions in that location . As we see it, this area cannot accommodate such a high density structure and allow for pedestrian and vehicular safety as well.

Public Comment – Marian Ross

STRONGLY OBJECT. We live on Boler Road and the traffic is difficult at the best of times. Noise levels have risen dramatically over the past few years, even during the night. There is zero law enforcement for high speed traffic violations, making Boler a convenient straightaway for the surprising number of people who think 50 KPH means 90 KPH or higher.

With new developments near Optimist Park, and the soon to be developed massive property at the top (South) end of Boler, we are all going to need traffic lights at our driveways just to get out of them safely. Putting yet another high density edifice at an already busy and congested corner like Boler/Baseline is irresponsible.

This is a decent neighbourhood, and it still manages to feel like a neighbourhood, but developers aren't interested in maintaining that. They quietly buy up perfectly fine single family homes and suddenly...poof. Here comes yet another depersonalization of a reasonably nice area.

Don't even get me started on the massive number of mature trees which will disappear forever when every inch of the property(s) in question is razed to the ground.

This is a residential area with many people out walking, including children and the elderly. Taking your life in your hands just to cross the road should be considered unacceptable.

Apparently comments were supposed to be in by August 31st, but since the sign for this proposed item didn't go up on said property until about that date I apologize profusely for not getting this to you sooner.

Public Comment – Mary Thompson

I have lived in Byron since 1952 and have seen a great many changes to our “Village” – most of them have been an improvement. This proposed development would not!

Baseline Road West and Boler Road are major routes through Byron and getting busier all the time. On any given day, Boler Road can be backed up from the main intersection at Boler and Commissioners to Baseline Road going either way (north or south).

The traffic on Baseline Road West has also increased significantly. It is already a problem, at times, getting out from the side streets as the development of the areas to the west have greatly increased.

It is my opinion that putting a development of this size, right at that corner would create major problems that would affect *movement* through the whole “village”.

Public Comment – Matt Zirul

The proposed zoning amendment for 415,417, and 421 Boler Road is absolutely ridiculous. I live on Byron Baseline and the area has become increasingly busy over the past few years due to construction. The intersection of Boler and Byron Baseline are extremely busy, lack green advances, and are constantly bottled necked with traffic. Building a 60 storey 90 unit apartment will only further contribute to these issues. I am a graduate of construction management and this is a very poor choice of location for such a project. The property backs onto residential homes that will now be stuck with an eye sore, that also does not suit the style of the 40s/50s style community. I am extremely disappointed that the City of London would even consider the amendment. Nobody in this community wants this building to ever see the light of day. What happened to keeping the small town feel in Byron? If this building was to be built elsewhere in Byron; per se Wickerson Heights where the community is not fully developed, and open it may work.

Public Comment – Meredith Armstrong

There is a proposed 60 unit building to go up at the corner of Byron Baseline and Boler Road. If you have ever driven through Byron between 7:30-10:00am and 3:45-6:30pm

you will know that the traffic can back up all the way from Commissioners Road to Byron Baseline on Boler Road. Byron is not equipped to handle the traffic it has now, let alone adding in a high rise in the heart of the congestion. This is the same on the other side of Boler Road at Commissioners. Boler Road will back up all the way to Sanitorium Road from Commissioners Road. Also on Commissioners Road itself, when approaching Boler Road during rush hour, it can be backed up all the way to Storey Book Gardens, and on the opposite side it can get backed up to Stephen Street.

All of the main streets in Byron leading in and out of Byron are 2 lane roads. 1 lane in each direction. Unless the city plans to widen the roads in all directions leading in and out of Byron, all this apartment building will do, is upset a lot of people.

This would be a huge failure. It would increase accidents, cause numerous upsets with many people that live in Byron. People move to Byron because it is quite at night and away from London. Not because they want to keep building high rises here. When there are many other areas around the city that are much more capable of handling the increased traffic.

Having a company like Vantage Property Management come in and want to tear down their existing 3 houses and turn it into a high rise. The problem is, Vantage does not maintain the properties they already manage here in Byron. This means even more failure for that intersection. Biggest issue is the traffic though. NOT GOOD!!!

Public Comment – Michelle Bothwell

I understand there's new construction planned at the corner of Boler and Baseline Rd. in Byron for a proposed 90 unit apartment building.

I have lived in Byron for over 12 years and am raising my children in Byron. They both walk or bike this corner regularly and have been close to being hit on a number of occasions. This is already an extremely busy and congested corner and I very much worry about the safety of our community if a new large unit was put there.

Another issue is the extreme congestion at this corner at many of times of day. With the city growing these roads are used for through traffic for both getting in and out of the city. The safety issue is of course of utmost importance to me, but this is still an issue. Please consider another location for this build.

Thank you in advance for your time and attention to this matter.

Public Comment – Michelle Burnett- Cooke

I am not usually one to email officials but thought that it was important to voice my concerns about the planning application for a high density apartment complex that is proposed for the corner of Boler and Baseline Roads in Byron.

In the more than 30 years that I have lived in Byron, I have seen many changes. The increased population and traffic flow is very noticeable, and the infrastructure has not been changed to address the traffic.

The proposal for this unit, in my opinion, will create a traffic nightmare at an already busy corner. With additional cars and people entering and exiting this space, the traffic flow through Byron towards Springbank Park will be at a standstill at critical times of the day. With various schools just blocks away, the safety of school buses and children walking or biking to school will be more than compromised, it will most certainly be jeopardized.

Using your voice as our elected official, I urge you to reject this proposal so that the safety and traffic flow at this busy corner can be more properly addressed.

Public Comment – Patricia Chung and Marc Lachance

Greetings, We are concerned about the traffic congestion in Byron. We lives on Boler Rd since 1996, and the traffic is already very dense day and night. We do not want this 90 unit apartment on the corner of Boler and Byron Baseline. For the safety and well-being of residents in Byron , we disapprove this project of construction on Boler and Byron Baseline. Thank you so much for your consideration.

Public Comment – Nancy Wren

I am writing in regards to the proposed apartment building on Boler Rd in Byron. This would be a totally inappropriate use of the lots in question.

First of all, a six story building would dwarf the nearby homes and neighbourhood. Secondly, 90 units with a corresponding number of cars will create a traffic nightmare at the intersection of Baseline and Boler as well as on roads in and out of Byron.

This plan should not be approved!

Public Comment – Pete Comrie

I am messaging to extend my disapproval of an apartment building located at the corner of baseline and Boler rd.

The traffic is already to congested with todays traffic. Untill the streets have been updated or redesigned this would be a hardship for everyone in byron.

I plan to fully Oppose any plans to build apartment buildings at this location at this time.

Public Comment – Renee D’Orsay

Dear Anna and Arusha...Byron is such a quaint, peaceful and beautiful part of town. To put a 90 unit apartment at the corner of Baseline and Boler would completed derail the feel of the community - young kids enjoy riding their bikes to the store across the street and we as parents do not worry much. With that amount of units planned to go in, the business at this corner would ruin these memories of living in a smaller part of town -of kids being able to play, shop - have independence - not to mention the elderly that live in and around the area. We ask you to think about the chaos, traffic and business these buildings bring to a community and to please reconsider this plan.

Public Comment – Richard Hooper

At this time I would like to inform you that the zoning amendment File:Z-9536 should not be approved as submitted in my opinion due to many factors I am sure due diligence is most important and I would ask if a traffic study had been performed. I point out that the driveway entrance off of Byron Baseline Road, to the planned underground parking entrance that is directly opposite a very busy corner filled with a restaurant, gas station ,takeout pizza ,variety store and many many more business with their own extremely limited access to their property to name but a few. This intersection has a limited left turn lane only going east to try and help not only the two LTC buses on their routes, turning left to go north, but to help with the traffic flow which is very busy most of the day. The other proposed entrance off of Boler Road would indeed hinder and slow traffic going south and if turning right once again slowing or halting traffic to a stop for those going west on Byron Baseline Road.

I would personally like the opportunity to speak to the planning committee with more of my thoughts regarding the loss of residential (R1-8) zoning, if a precedent is allowed to go forward with this amendment change and what the future of this community would hold for the future.

Is this the beginning we are going, down a dark path??

Thanking you in advance for your time, help and understanding.

Public Comment – Richard Licastro

I only see a for rent sign on one of the Boler Rd. properties mentioned in this application. Did I miss a sign informing the public a planning application has been made?

What are the rules about the length of time such a sign must be displayed? Personally, I only learned of this late plan via a friend last week which leaves few days to

consider and submit comments/objections.

Please put my name and email to the notification list of communication/meetings, etc regarding this application.

Public Comment – Rita Melville

I wish to express my concerns regarding the proposal for a 6 story/90 unit residential apartment building at the corner of Byron Baseline Rd and Boler Road.

As you're most likely aware, the traffic in Byron has increased to such an extent that it's next to impossible to move in, out, or around the area. There's absolutely no way that this area can absorb the amount of increased vehicle traffic that this proposed apartment will bring. How on earth will they ever be able to even enter or exit their building through the current traffic?

Please have a traffic study completed before giving consideration to this proposal. Infill is what the city and taxpayers desire, but there needs to be serious discussion as to the impact on the current population and existing traffic before adding even more into this small area of Byron that already suffers from gridlock.

Public Comment – Karin and Rob Clarke

As residents of Byron (Baseline and Griffith) we are concerned about the proposed zoning change and plans for the corner of Boler and Byron Baseline. Even though it is a commercial corner the area is still home to many single family dwellings and a six story building would in our opinion be too large for this area. There is already a plan for development east of Griffith and Baseline and our primary concern would be the increased traffic in the area, particularly with school crossings nearby. There is already traffic backed up all along Byron Baseline and Boler during much of the day and it is making it difficult to navigate through and out of Byron. Such large buildings will only make this situation much worse. We are aware that new development will occur in Byron as it is such a nice place to live but we feel a smaller building would be more suitable. We hope that we, and all Byron residents opposed to this plan can count on your support.

Public Comment – Ross Bishop & Val Roche

We must clearly state that we are against approval of a zoning change from R1-9 to R5-7 for an 11 unit townhouse development proposed for 489 Upper Queen Ave. Specific to our property location, the completed development as proposed will create a slowing and backing up of traffic at the corner of Ridout and Commissioners Rd with the increased number of vehicles entering and exiting this property location. Southbound traffic on Ridout at the commissioners intersection has been slowed and backed up with the newly installed island placements for the extended bike paths at the corner. Once the Ridout St bridge is completed this problem will be exacerbated though greater traffic volume loaded onto Ridout Street. The development will cause increased slowing and backing up of traffic heading North on Upper Queen towards Commissioners with vehicles attempting to turn left into the property against currently busy southbound traffic flows. The building design has its drawbacks as well, in relation to matching existing home designs in the area and building height in relation to existing condo property neighbours to the west of the property.

Again, we are against the approval of this townhouse development and request the City of London to deny approval of the proposed zoning change.

Public Comment – Shannon Stead

I would like to formally issue a complaint about all the upcoming condo buildings that the city has approved developers to build in old Byron village. I am not sure if this is the correct person to email but I would appreciate it get sent to the correct address.

As you know, Byron is a little village in London and the appeal to it is that it's small and almost like it's outside of London, but isn't.

The fact that the city is ruining our community and building apartments all over us absolutely horrible. You have approved plans for developers to knock down beautiful houses where single families could enjoy to build new condo buildings. Byron is now becoming way to crowded with cars and traffic and this is only going to make it worse.

I propose you stop allowing developers to build units all over Byron before it's totally ruined and the atmosphere of community is ruined here. There are plenty of units around London that could be built given all the vacant units Farhi has and parking lots he owns. People like him who monopolize all of London should be opening their vacant units for rent instead of tearing down great homes and building more townhouse/ apartment buildings.

I really hope this project gets cancelled because it's a huge mistake and I know many of the Byron community are not happy about this.

Public Comment – Sheila, Shawn and Liam

My husband, my son and myself have been residents of Byron for over 20 years and we are not at all pleased with this proposed new development in Byron. Major concerns:

- Loss of community character
- Traffic congestion at the intersection (possibly dangerous for the large number of young children in that vicinity) -The building would be far too large for the location

Public Comment – Sherisse Dillabough

I hope this email finds you well. I am writing in today to voice my concerns regarding the proposed new 6-storey residential apartment building at 415, 417, and 421 Boler Road. As a resident of Bryon for the past 12 years, I can attest to the fact that our roads and schools have become increasingly busy and adding this volume would negatively impact our community.

As a mother of a child in grade 8 who has been a student in the Byron schools since kindergarten, I have watched the number of students increase every single year due to the new construction surrounding Byron and the lack of new schools to support said growth. My daughter's school has had to build multiple new portables each year, which has caused classes to be displaced into unfit areas of the school during construction, such as the gym, lunchroom, library, etc. I do not think that it is realistic to continue to build 1-2 portables each year.

Additionally, the traffic in our area has continued to increase to what many would say is unacceptable levels. As you know, Boler Road (where the new units will be constructed) is only one lane each way. This leads to many delays, as well as a safety issue when drivers are forced to drive up onto the sidewalks to allow for emergency vehicles to pass, which has happened to me personally on more than one occasion (and I work from home). These are the roads that our residence use. These are the sidewalks that our children walk on. Boler Road is not equipped to become a main / major road and I do not see this changing any time in the near or distant future.

Thank you for your consideration.

Public Comment – Sherry Coulson

Good morning Anisha and Anna, I would like to voice my concern over the proposed development at BOLER/BASELINE. Due to the traffic congestion that it would create at

an already busy intersection, I am absolutely OPPOSED to the development. As a pedestrian that uses that corner frequently, I am also concerned about the safety of pedestrians at what will become an overloaded street corner. Further, I live at 21 Whisperwood Crescent, and would be directly affected by the construction noise, and then the added noise of at least 90 additional people. I DO NOT WANT A 90 UNIT APARTMENT ON THAT CORNER. If you would like to speak to me about my concerns, I would be pleased to do so. My phone number is (519) 859-2260. Thank you for hearing me.

Public Comment – Snir and Anna Golan

We would like to let you know that we strongly oppose the plan to build 6 store apartment building on Boler rd and Byron Baseline intersection. Byron is a quiet village like community with many households living here their entire life and others came to Byron because they wanted a quiet neighbourhood. Building this apartment building will ruin the quiet lifestyle we have. It will be a huge mistake to put this building here. It does not fit the neighbourhood where all houses are one or two stories private houses. It will take from quality of our lives with increased traffic and increased density of the population. Even now it becomes harder and harder to get out of our street and merge to Byron Baseline or Boler rd in the mornings and afternoons because of increased traffic. How anyone could even think that adding additional 90 units (and assuming each family in our days have at least two vehicles which makes it about 200 additional vehicles getting out in the morning and coming back in the evening), how is that making any sense??? We want our street to stay quiet, we want our children to play on the street.

We and all our neighbours strongly protest. We will not allow such a development here. If needed we will take lawyers and take you to the court.

Go and build somewhere else, do not ruin our Byron!!!

Public Comment – Stephanie Zimmer

After reviewing the proposal to erect a gigantic 6 story, 90 unit apartment building on the second busiest intersection in Byron raises many concerns:

1- traffic is already backed up, dangerous and awfully frustrating there.

2- parking- assuming there is enough room for parking the 90 new families (who could possible have more than one car). Will the streets be full of their overflow parking? (Back to the street already being too busy)

3- migrating birds. Tall building are top killer for birds- there isn't any other building on that block that high, have we looked into who's using the sky and who we maybe disturbing. We need to respect biodiversity.

4- a personal concern I could see less people respecting is the destruction of the all the mature trees! Took decades to grow and are now supporting so much life (back to biodiversity)

5- what about the other houses/residents that have been settled in and expected to be living in a suburban community of two storey houses now has an awful (and probably crowded, maybe even loud) few of a building. I'd be pissed.

I hope you can reconsider this proposal for a better suited location because this is an awful idea.

Public Comment – Steve Andrew Nurse Nurse

A proposal is being brought forth to construct a 6 story - 90 unit apartment building at the corner of Boler and Byron Baseline Road.

Which currently has 3 family dwellings.

That area of Byron simply cannot support anymore traffic. Have you been in traffic on Boler moving towards Commissioners between 3pm-6pm? It's very congested. Unless the city or the developers are planning to construct and underground tunnel Rd for the access traffic, this is going to create a serious congestion and public safety problem.

I understand that money talks but this proposed unit will cause alot of problems for everyone involved especially those that live in this tight nit community.

I respectfully ask that you do the right thing and reject the proposal for a 90 unit apartment at the corner of Boler Rd and Byron Baseline Rd in London Ontario.

Public Comment – Tara and Audrey Scott

We can't get out of our own driveway now? 90 more units there? That is impossible to ask of our Boler road? We understand housing but this location is terrible.

The newest west five builds, or west 3 blocks already a new subdivision being built now. Or south Boler at Southdale is all new builds. We have endured enough.

None of the roads are finished. We, Byron Baseline are, 50km speed that no ones abides now. We have to race out every morning because the traffic that routinely speed in a school zone.

Every other day we watch and hear squealing cars because no one respect kids school path or the public lights crossing either.

NO, move this to somewhere that will welcome to this unneeded traffic.

SUGGESTIONS,

try driving, or even walking around Byron and this area., Start metro parking lot, try to pulling out at rush hour now?

Make a left on commissioners from, Boler rd, a left on to Stephen St. and make a left back to Byron Baseline towards Boler, your corner, at 8-830am monday to friday. Or 430-5pm same days.

Even worse when school gets back, if the summer has been this bad with traffic.

Even cutting this to HALF isnt going to benefit anyone. We know they will not be affordable housing either.

To many accidents at at Griffith and Byron Baseline too, Many emails sent in from Byron and area,

A light isnt going to help that. Again a school zone street.

Public Comment – Ted & Barbara Gauci

Together with my wife we wish to comment regarding the recent Planning Application for a Zoning By-Law Amendment to install a 6-storey, 90-unit apartment building at 415-421 Boler Road. We feel that this amendment should not be granted, and would like to point out a few reasons:

1. The traffic on Boler Road is already quite high, especially at certain times of the day. We live on Byron Blvd, approximately half way between Guest Ave and Byron Baseline Road, and we find that accessing Boler from Guest is frustrating at times, hence we go up to Baseline and turn north at Boler. The increased traffic from this apartment building will worsen the situation.

2. Driving out of the building onto Boler going north will be tricky and possibly dangerous. It is also quite common to see a long line of vehicles south bound on Boler Road and stationary waiting for the red lights at Baseline to change. These will block the entrance to the parking lot.

3. Destroying three perfectly good homes, not to mention the associated trees. Are we still called the "Forest City"?

4. Given the current lot sizes of the three homes the new building will have to be very close to the lot lines of homes situated on Byron Blvd.

This will impact those homes negatively, especially during construction, resulting in loss of privacy and likely property value. The new building will overlook the back yards of some homes situated on Byron Blvd.

5. Finally, this area consists mainly of single family homes. Placing a 6-storey building among these homes will drastically alter the nature of the neighbourhood. The new building will tower over the nearby homes.

Thank you for listening to our concern regarding this proposal.

Public Comment – Terry Lowe and Suzanne Pemberton

Please do your best to stop the 90 unit building Application at the corner of Boler Road and Baseline rd in Byron. The traffic here is already congested. PLEASE STOP THIS!

Public Comment – Tiffany Lubinski

After reviewing the details of the proposal for a new apartment building at the corner of Boler Road/Baseline in Byron, I am writing to express concerns and a formal opposition to this plan.

Reasons for opposition:

- 1) The increased density in housing units at this corner will increase the traffic at an already busy and dangerous intersection.
- 2) The proposed building will cause a loss of privacy for the residents in the character homes on Byron Boulevard with many units able to see directly into their yards and thereby reduce their future property value as well as their enjoyment of their personal space.
- 3) This building would further reduce the village feel of Byron that has attracted many people to want to build a life in this wonderful community.

There has already been a significant increase in housing density in Byron with the number of apartment buildings on Commissioners Road. That's enough.

Thank you for your consideration.

Public Comment – Tom Bender

This email is to let you know that I am opposed to the zoning amendment being proposed for the properties along Boler Rd. and my reasons for it.

The neighbourhood surrounding the properties which are under a zoning application amendment were built in the 50's and 60's and consists primarily of detached raised bungalows. Very few homes in the area have second stories and garages for a matter of fact. I moved to the area in 2006 due to the large lots, mature trees and the sense that Byron gives you a feeling of living in a small town but you're actually living in a large urban city. My house is a single story detached raised bungalow with no garage.

The intent of the zoning amendment is to allow for a 6-story apartment building. A 6 storey apartment building in the area will only destroy the residential character of the neighborhood and its desirability as a place of detached residences.

The 6-storey apartment will tower over the single storey homes directly adjacent the apartment building property devaluing their homes by they will lose the privacy of their homes and yards that they enjoy, the apartment building height and bulk will interfere

with the free circulation of air and monopolizing the rays of the sun which otherwise would fall upon the adjacent homes.

By allowing for this zoning amendment and apartment building you are opening the door for others to follow which they will. Currently, there are no mid-rise buildings along Boler or Byron Baseline Rds. These types of buildings are best suited for larger arterial roads such as Commissioners Rd, Southdale Rd and Oxford St. that can handle the increased vehicles and pedestrians.

The City doesn't have the infrastructure in place to support a 90 unit apartment mid-rise at the intersection of Boler and Byron Baseline Rds. Boler Rd. The lack of proper infrastructure will cause traffic problems and congestion. Boler Rd. is consistently backed up from Commissioners all the way to Byron Baseline especially during rush hour. The roads of Boler and Byron Baseline are not large enough to add left turning lanes into the apartment complex. People will then seek ways around this area and will drive their automobiles through the neighbouring residential areas to avoid the area impacting the safety of the neighbourhood. There are no bike lanes on Boler Rd, and side walk on the west side of Boler Rd. north of Byron Baseline Rd. is directly next to the road without a boulevard, making it nerve-wracking to walk on this sidewalk due to the speeding cars traveling only inches away from you. There is poor public transit in the area and doesn't look to improve since the City decided not to bring the BRT to Bryron.

Don't let developers destroy Bryon.

Public Comment – Trevor Belaen

This is the worst plan ever.

The City of London needs to consider the safety of the children of the community of Byron.

I've attached the amount of schools and daycares that are in this small community.

Just think if you're child had to walk past a construction site that barely handle the everyday traffic.

You're putting lives at risk.

Also, Consider the increased traffic, Boler can't handle the traffic now. This is insane and thoughtless.

People of this beautiful community will move from Byron if this is passed.

Please put a stop to this now.

1. Safety of the children & community
2. Too much traffic
3. Terrible design
4. Too tall of a building
5. Depreciation of my home value
6. Affordable Housing
7. More drugs
8. More theft
9. THE SAFETY OF THE CHILDREN AND THE COMMUNITY OF BYRON
10. The list goes on and on

It's also embarrassing the City sends this notice out, at the end of August with only two weeks to respond. People are on vacation.

Please do the right thing and put a stop to this NOW! Represent Byron and think of the children and the beautiful community.

Public Comment – Whitney Cottingham

I'm writing with concerns regarding the proposed multi unit residential development at 421 Boler Road. As a homeowner on Byron Blvd, I can't see how the traffic generated from a building with this many residential units can be supported in this area. Both Boler Road and Byron Baseline already experience a high traffic volume which makes it nearly impossible to move in certain directions at specific times of day. In fact, by allowing traffic volume to increase by such a large amount may also negatively impact neighbouring businesses as the "gridlock" this would create would discourage motorists from entering and exiting surrounding plazas due to the difficulty in doing so.

Boler and Baseline both still contain mainly single family residential homes, and this is what these streets were meant to support. This is also the character of this immediate neighbourhood. In fact, it's part of the reason our family chose this location to raise our children.

I feel it's really quite irresponsible to consider allowing a development of this size in this location. There are many other more appropriate locations in the southwest area of London.

Public Comment – Wilma Clarke

I am writing to raise my concerns regarding the proposed land change for 415, 417 and 421 Boler road. I would like this to remain single family homes. If it must be multi-dwelling, then perhaps up to 3 floors high versus a 6 floor high structure. Please consider this as I am concerned with the neighbourhood and the increase traffic to an already busy area.

Public Petition – 55 Signatures

In speaking with many of our neighbours about this zoning amendment application, we were learning that several residents do not use computers to send in an individual email to voice their concerns on this application. They requested that we use a petition style format to express the issues that would result if such a zoning amendment were approved. These issues are found summarized below, with supporting signatures as attached.

Re: Planning Application File Z-9536 (415 - 421 Boler Road, London)

The applicant is requesting a zoning change from Residential R1-8 to R8-4, from single family detached to an apartment designation accommodating 6 storeys and 90 units.

The intent of the R1 designation is very stringent and specifically put in place to protect and limit development to only single family detached dwellings.

The dominant use in this area is in fact single family detached with institutional across the street (church) and commercial development along the southeast and southwest corners of Boler and Byron Baseline Roads. This commercial development is in the form of a two a storey office/commercial building and a one storey strip plaza respectively and with surrounding development fully single family residential in nature.

If the city were to allow this Zoning By-Law Amendment to occur it is our opinion that this would have a substantial negative impact on the existing residential properties directly to the west and beyond. The height would not conform at all to surrounding existing development (whether commercial or residential) and this would most definitely not respect the integrity of the existing neighborhood character, nor the associated homeowners. The elevated traffic and view to the upper levels of this proposed improvement would adversely impact the marketability (and as a result, market value) of the exiting residential properties directly to the west and further beyond.

The traffic along Boler Road and Byron Baseline Rd is considerable already, as single lane roads. Adding a development of this density will further congest the vehicle

volume at this intersection. This will also increase and adversely affect the traffic along Byron Boulevard by motorists intending on avoiding this intersection.

While we understand the City's intent is to promote intensification, this particular proposal would not be in the best interest of the homeowners in the existing neighborhood and most certainly the surrounding property owners immediately to the west. This proposed property type would not conform at all with the exiting character of the neighborhood, particularly the density and height the applicant is requesting.

Revised Submission

Public Comment – Anita Harvey

I am writing concerning the proposed development at this intersection in Byron.

Although I am all for infill development and much needed affordable housing, I feel a 6 storey unit at this intersection will not only cause traffic concerns, but also change the whole dynamics of that intersection. As it sits on the southwest corner, surrounded very intimately by residential housing, the lack of privacy and shade for many months of the year, would be felt by many residences in the area. I, myself, live on Stephen St. and enjoy this neighborhood because of its diversity, space and community. As there are newer low rises on Commissioners Rd.W. in the area across from Byron Northview, these units are 5 storeys and although they blend into the neighbourhood, they are only 5 storeys high, they also block the neighbouring townhouses with shade and privacy. We will also be seeing 2 new highrises on Commissioners Rd. W. between Stephen St. and Reynolds and Reynolds and Griffith St. These, as well as the western development from West 5 out to Kilworth and Komoka are causing traffic issues many hours of the day. There is also a proposed development on Baseline Rd. between Griffith and Colonel Talbot which will add to the traffic woes for this area. With this all being said, I feel a 4 storey unit would blend in better with the neighbourhood and reduce the amount of traffic.

Public Comment – Tara Scott

AGAIN, NO ROOM, tons of space else where. We can drive around here now. 3 infrastructure at this corner, ENOUGH. NO need for these there. Maybe an out of town company should stop by the spot some time. SMH School zones, taific. no reason to beat this dead horse. Faking the low cost units you know is BS. when condos across are half a million. `starter` condos eh Ann.

OWNER across the street 32nd year. Southdale is clear. westernbourne is clear. NOT BOLER <https://london.ca/sites/default/files/2025-01/Planning%20%26%20Design%20Report.pdf>

There is no room for the stupidity.

These aren't reasonably priced.

The construction alone is ridiculous.

This is a failed project.

Pick another location

Tara Scott the condos beside, where we can't drive out safe now.

This is terrible waste of money.

Public Comment – Linda Damore and Aaron Beachey

We are writing to you in response to the recent communication regarding the Zoning Bylaw Amendment at 415-421 Boler Rd. If passed the bylaw amendment would allow for a 6 storey residential apartment building with 62 units and 63 parking spaces at the

corner of Boler Rd. and Byron Baseline Rd. It is our understanding that you received significant community feedback in 2022 that strongly opposes this rezoning. It is disappointing and frustrating that this rezoning continues to be pursued.

Once again, we are communicating to you that we do not support this development. As you are aware, the traffic volume in Byron has increased substantially with the all the new developments on Westdel Bourne Rd., Southdale Rd. and Colonel Talbot Rd., Commissioners Rd. and in the Riverbend area. As a result, the corner of Boler Rd. and Byron Baseline Rd. has become a significant artery with school and work commutes experiencing so much congestion that vehicles are backed up on both roads in all directions. Our community simply can not absorb another 62 vehicles at this intersection not only due to volume but due to safety.

Members of the Byron community have been expressing to you ongoing concerns about safety at the intersections of Byron Baseline Rd. and Griffith St. as well as Byron Baseline Rd. and Grandview Ave. Increasing the volume of traffic will just add to an ongoing problem rather than addressing it. Side streets like Byron Blvd. will likely become a thoroughfare for those trying to avoid Boler Rd. making it more unsafe for families to enjoy the quality of life that had them move to Byron in the first place. We can all agree that drivers' impatience has significantly increased over the past few years and that this development will likely just add another layer of frustration.

We have lived in Byron for over 30 years and what attracted us initially was the feeling and energy of a village. We understand that one of the factors that the Planning and Development Committee must consider when making decisions about rezoning is how "intensification" will impact "the existing neighbourhood character." Our concern is that this very meaningful and principal value of being a Byron resident is being completely undervalued by the planning committee and the developer who is requesting a zoning amendment. Although it is an intangible asset and does not have dollar figure that we can directly provide we know that our quality of life, health, connection to our neighbours and community has a direct correlation to Byron being a village. The impact of a 6 storey building at the core of Byron's village will completely change the character of our neighbourhood. The negative impact of this should not be underestimated. Quality of life should not be so easily sacrificed at the expense of development. And as mentioned previously, there has already been much development at the West end of the city.

We look forward to you representing our concerns. We understand that there is a public meeting on March 18, 2025 that can be attended in person at City Hall or virtually to further express concerns . We have copied in the Planning Environment Committee requesting a virtual invitation as well as keeping us updated and informed regarding any decisions that are made in regards to this request for a zoning bylaw amendment.

Public Comment – Mike and Grace Rundle

We are writing to you in response to the recent communication regarding the Zoning Bylaw Amendment at 415-421 Boler Rd. If passed the bylaw amendment would allow for a 6 storey residential apartment building with 62 units and 63 parking spaces at the corner of Boler Rd. and Byron Baseline Rd. It is our understanding that you received significant community feedback in 2022 that strongly opposes this rezoning. It is disappointing and frustrating that this rezoning continues to be pursued.

Once again, we are communicating to you that we do not support this development. As you are aware, the traffic volume in Byron has increased substantially with the all the new developments on Westdel Bourne Rd., Southdale Rd. and Colonel Talbot Rd., Commissioners Rd. and in the Riverbend area. As a result, the corner of Boler Rd. and Byron Baseline Rd. has become a significant artery with school and work commutes experiencing so much congestion that vehicles are backed up on both roads in all directions. Our community simply can not absorb another 62 vehicles at this intersection not only due to volume but due to safety.

Members of the Byron community have been expressing to you ongoing concerns about safety at the intersections of Byron Baseline Rd. and Griffith St. as well as Byron Baseline Rd. and Grandview Ave. Increasing the volume of traffic will just add to an ongoing problem rather than addressing it. Side streets like Byron Blvd. will likely become a thoroughfare for those trying to avoid Boler Rd. making it more unsafe for families to enjoy the quality of life that had them move to Byron in the first place. We can all agree that drivers' impatience has significantly increased over the past few years and that this development will likely just add another layer of frustration.

We have lived in Byron for over 16 years and what attracted us initially was the feeling and energy of a village. We understand that one of the factors that the Planning and Development Committee must consider when making decisions about rezoning is how "intensification" will impact "the existing neighbourhood character." Our concern is that this very meaningful and principal value of being a Byron resident is being completely undervalued by the planning committee and the developer who is requesting a zoning amendment. Although it is an intangible asset and does not have a dollar figure that we can directly provide we know that our quality of life, health, connection to our neighbours and community has a direct correlation to Byron being a village. The impact of a 6 storey building at the core of Byron's village will completely change the character of our neighbourhood. The negative impact of this should not be underestimated. Quality of life should not be so easily sacrificed at the expense of development. And as mentioned previously, there has already been much development at the West end of the city.

Public Comment – Jim Holody

Thank you for sending the amended application for the above rezoning.

I had recently reviewed the city's long term road master plan and I noticed that Boler Rd had been identified for future road widening. Last year I attended a city planning session regarding a proposed bicycle path identified for the east side of Boler Rd from Southdale Rd, north to Commissioners and Springbank Park. My question is has the applicant and Planning Staff taken these proposed changes to Boler Rd as well as a turning lane from the application site on Boler turning west onto Baseline?

As the property owner of 440 Boler Rd I see the congestion now and wonder how the planning staff are addressing a turning lane, a proposed road widening and bicycle path identified.

Thank you for your consideration.

Public Comment – Justin Grace Mulder

I am a resident of London writing to express my support for the proposed development for 415-421 Boler road (File #: Z-9536). This project presents a thoughtful approach to gentle infill, which is crucial for London's continued growth and development. Initiatives like these help foster sustainable urban density while respecting the character of existing neighbourhoods.

However, I must express a significant concern regarding the lack of long-term bicycle parking. The plan only provides 46 storage spaces, instead of the 56 required as set out by the zoning requirements. This omission undermines the opportunity to fully align with the principles of active transportation established by the London Plan. As our city increasingly prioritizes sustainable and accessible transit options, ensuring that developments support cycling infrastructure is essential.

The inclusion of secure, accessible, and weather-protected bicycle storage would not only enhance the project's appeal but also promote healthier, environmentally conscious commuting options for residents. Ignoring this need risks missing a key opportunity to support London's commitment to reducing car dependency and fostering vibrant, connected communities.

I urge the planning team to require the developer to meet the zoning requirements they themselves are requesting to be placed upon the project. Doing so would help set a positive example for future projects and better align with London's goals for sustainable urban development.

Thank you for your time and consideration. I look forward to seeing how this project continues to develop.

Public Comment – Claire Arscott and Matthew Leduc

We are writing to express our strong opposition to the proposed Zoning Bylaw Amendment at 415-421 Boler Road, which would allow for the construction of a six-story residential apartment building with 62 units and 63 parking spaces. This development would have a detrimental impact on traffic congestion, road safety, and the character of the Byron community.

As long-time residents of Byron, we have witnessed a significant increase in traffic along Baseline Road and at the intersection of Boler and Baseline. The volume of vehicles using Boler Road daily has already made it increasingly difficult to navigate safely, particularly when making left turns at Boler and Baseline. Poor visibility and frequent congestion mean that during peak hours, it often takes multiple light cycles to turn safely, with many drivers resorting to making risky turns on amber or red lights. The addition of 60+ units at this already strained intersection will only exacerbate the existing dangers and traffic bottlenecks.

We are also concerned about the broader impact of this development. The influx of additional residents and vehicles will likely push more traffic onto side streets like Byron Blvd., creating further congestion and posing additional risks to pedestrians, cyclists, and families. With continued development along Westdel Bourne, Southdale, Colonel Talbot, and Commissioners Road, Byron has already absorbed a substantial increase in population and vehicle density. It is unreasonable to expect our roads and infrastructure to sustain further intensification without proper planning and mitigation measures.

Beyond the immediate traffic concerns, the proposed development is entirely out of character with the surrounding neighborhood. Byron has long been valued for its village-like charm, a quality that drew many of us to live here in the first place. The existing residential landscape consists of low-rise homes that maintain a cohesive and inviting aesthetic. Over recent years, we have already seen significant changes in our subdivision with the introduction of large, modern structures replacing traditional homes, altering the visual harmony of our streets. Placing a six-story apartment complex at the heart of Byron will further erode the unique charm that defines our community.

Furthermore, in 2022, significant community feedback strongly opposed this rezoning, yet it is disappointing and frustrating that this proposal continues to be pursued. It appears that the concerns of Byron residents are being overlooked in favor of unchecked development. As the Planning Environment Committee evaluates this amendment, we urge you to consider not just the economic interests of developers but the very real, tangible impacts on the quality of life, safety, and character of our neighborhood.

We ask that this proposal be reconsidered and that future developments be placed in areas more suited to higher-density housing—such as the outskirts of Byron—where they can complement the existing cityscape rather than disrupt it. Preserving the integrity of Byron should be a priority, and we trust that our voices as residents will be heard and respected.

Thank you for your time and consideration. We look forward to your response and hope that the committee will take our concerns seriously.

Public Comment – Dale Armstrong

As I indicated previously I am opposed to this zoning change. Placing a 6-storey apartment at this corner is totally inappropriate. It will make a very busy corner More

dangerous for drivers and pedestrians. Many school children need to use this corner at some of the busiest times of day.

I question whether our infrastructure (sanitary and storm sewers) can really support this large structure. In the last ten years my neighbours and myself have experienced flooding as a result of heavy rainfall. I've lived in my home for forty years. I believe all the new development south of Baseline Rd Byron has led to far greater run off that our storm sewers do not collect. Everything runs to the river! My property may not be affected but I believe homes along Boler Road will be impacted.

I realize that quality of life is no longer a priority of this city council. This type of predatory development rings of "the haves vs the have nots". Would city council consider re-zoning property on Timber Drive and Westdel Bourne? There are a couple developers who could accommodate a few six story apartments in their front lawns and still have lots of space.

There was a recent report in The Globe and Mail about livable cities in Canada. London ranked 168! I guess the good news is 29 communities rated below us. City council's acceptance of this vulture behaviour from developers sure doesn't help the livability for Londoners.

Public Comment – Colleen Wilton

I feel the proposed amendment is a clear invasion of my privacy. The shadow effect from this building will definitely affect my houseplants in the winter and outdoors in the summer. It will affect our heating costs and snow melt as a result.

I suffer from SAD, (seasonal affective disorder). This is detrimental to my health.

We are recognised by the Canadian Wildlife Federation as a safe habitat for wildlife. Being close to the Thames River has been recognised by the Canadian Ornithologists Society as a preferred breeding area for migratory birds. We have several species that breed in the area and we help them through feeding during the breeding season for their migration back to south and Central America.

It's said this is a 6 story building ,but the blueprint/drawing clearly shows a large structure on the top that adds an even higher shadow casting.

Having vehicles driving in/out right next door, anytime of day or night will have an adverse affect on my health. The loading zone location makes it very clear that we will hear it all... I have the right to lay out in my fenced backyard topless or not, without the fear of onlookers imposing on my privacy. This is an infringement on my rights and freedoms. What about the families with pools and children?

Doug Ford was quoted in March 2024 as saying "4-6 story buildings in residential areas was off the table." It would be met with public outcry.

The current traffic congestion is an issue now. Even Sundays!!

How is the city going to deal with the increase especially within metres of a major corner and main artery (Boler rd)?

Currently this is a fairly peaceful neighbourhood. We enjoy our backyard everyday. This proposal will change it all and I am strongly against it.



Public Comment – Jamie Niles

I am contacting you again to express my strong opposition in regards to the Zoning By-Law Amendment for municipal addresses 415 - 421 Boler Rd.

The concerns from our community were brought to your attention Counsellor Hopkins, city planner Anusha Singh and the engineering firm Strik, Baldinelli, Moniz who are representing the developer. These concerns were by way of e-mails, feedback from a virtual meeting and a signed petition from those who will be affected by this proposed bylaw(s) amendment and future build.

It comes with deep concern and a growing level of frustration that there has been an amended proposal for the same 6 story building, but now 62 units instead of the 90 which was proposed in 2022.

Due to this recent amended proposal, It feels as though all of the concerns and correspondence from the community has fallen on deaf ears.

It is with overwhelming support of my community, that we feel this new development would be a major detriment to our neighbourhood and small close-knit community. I live on the street directly to the west of this proposed building at 399 Byron Blvd. As you will see, that is close to the south end of the street, almost directly behind the proposed build.

There are countless concerns from myself and residents from this community about the negative effects from such a proposal. The concern of the added traffic and safety risks at an already very busy intersection of Boler Rd and Byron Baseline Rd. During the morning and evening rush hour, the traffic at this intersection is heavily loaded to say the least. Adding to this traffic would only congest the commute that much more. Not to mention the added risk for pedestrian traffic as there are children that use this area to travel to and from school, and parishioners that travel to the church across the street. With the proposed driveway entrance/exit off of Byron Baseline Rd, there would be a massive addition of traffic on my street, Byron Blvd, due to people "cutting through" off of Boler Rd to enter the building parking lot on Byron Baseline Rd. My quiet street has a mix of residents from small children to seniors. This street is the place where these people walk and cycle, as our street does not have sidewalks, so that added traffic and risk is completely opposed.

The zoning of these addresses as R1-8 are there for a reason and should not be amended to R8-4 to accommodate a 6 storey, 62 unit building. This proposed

development would not fit in with the existing landscape, look and feel of this small community. There are no other buildings in the immediate area, commercial included, that even come close to the height of this proposed development. It is my opinion and my community, that just the view alone of this proposed development would alter the integrity of this mature neighbourhood, especially those to immediate to the west. This undoubtedly will have an adverse effect on the market value of these homes and the abutting properties that would be in direct view.

Furthermore, what kind of impact would this development have on the aging infrastructure of the sanitary and storm sewers?

As I look at the building renderings, I can't help but notice that a large amount of very old mature trees on the proposed site are not included. These mature trees are home to many birds & tree dwelling creatures that would ultimately be negatively affected by this development.

Lastly, we as a community understand the need for more housing, it is quite frustrating to see a new subdivision go in across from Optimist Park Dr at the south end of Boler Rd (Manhattan Dr, Princeton Terr), this new development was recently created on new undeveloped ground. The subdivision is full of very large single family homes with absolutely no intensification or multi residential units. It seems as though that would have been a perfect place for multi level residential building(s). The 6 storey dwelling proposed at 421-415 Boler Rd would negatively impact the look, feel and continuity of our community.

Public Comment – Doug Quigg

I am writing this so my comments and concerns are noted to you and city council before the Feb 12th deadline.

My first concern is with the shadow study. I have looked it over and find that it is not within the guidelines of percentage and time.

Looking at the Dec pictures of shadow it is more than clear that our lot is well over the guideline principles.

DEC 21st 10am all of our backyard, part of house in shadow. (Large pine tree will not have light)

12 noon still all backyard, most of our house in shadow.

2pm still all back yard, all the house, and front yard.

4pm ½ of backyard, all of house and front yard.

MAR 21st safe to say 11am over 50% covered.

2pm well over 50% still

4pm about 80% covered

The shadow issue is most critical in winter because you plan on removing all natural light from reaching our land and house.

We depend on the natural light to help reduce heating cost and snow melt on our property. Further to this, most of our indoor plants will no longer get any sunlight from November until mid April.

My next concern is the roof top patio which should have at least a 6 foot privacy fence on the north and west sides.

You have placed the patio in a location that allows many people to be viewing our backyard and many other backyards with kids and pools. How is it fair that 40 + people get to use our backyard oasis for their own scenic view?

My next concern is that we have never had to worry about headlights shining in our bedroom window before.

Now you're allowing a parking lot at the back of our house which will affect our sleep.

My next concern is that we will be hearing most of this apartments traffic. Why? Because the underground parking door is right beside our home. The load/ unload is also close enough for us to hear every truck.

Why can't they be set on Byronbaseline side of the building??

My last concern is that we have heard from our own Premier saying that 4-6 story apartment builds will not be built beside residential housing. " its off the table" yet council does not follow this.

I look forward to the city hall meeting.

I will be sending another email with pictures and a link to Doug Fords talk about 6 story next to residential.



Public Comment – Aaron Russell

I hope this message finds you well. I am writing to formally request a zoning bylaw amendment concerning the proposed multi-unit housing project at the intersection of Boler Rd and Baseline Rd. As a concerned resident of the Byron community in London, Ontario, I would like to express my significant concerns regarding the proposed development, specifically in terms of its impact on local infrastructure, traffic, and the community's character.

Byron, with a population of approximately 9,000 residents, is a small, predominantly residential neighborhood with an established, peaceful environment. The proposed addition of this 6 floor high-rise building is concerning for several reasons. Our community simply does not have the capacity to support such an increase in population density.

The area's current infrastructure, including roads, sewage systems, and public services, is not designed to accommodate such a sudden and substantial influx of residents. The increased demand on local traffic infrastructure would lead to severe congestion, particularly along Boler Rd and Baseline Rd, which are already subject to heavy use during peak hours. This would not only diminish the quality of life for current residents but also create safety hazards for pedestrians, cyclists, and drivers. Local schools, healthcare facilities, and public transit services, which are already operating at capacity, would also face undue strain.

Furthermore, the addition of a high-rise building is inconsistent with the established character of our community. Byron is primarily a low-rise residential area with a focus on single-family homes, and this type of development does not align with the existing zoning or the general makeup of the neighborhood. It risks altering the charm and cohesiveness of the area, potentially reducing property values and the overall appeal of living in this community.

In conclusion, I respectfully request that the proposed zoning bylaw amendment for this multi-unit housing project be reconsidered. The scale of this development is simply not feasible given the current infrastructure and demographic makeup of our neighborhood. I would welcome the opportunity to discuss this further and explore more suitable options for growth that will preserve the integrity of Byron while addressing the need for increased housing.

I ask you to please consider the residents of Byron during this matter. We are not opposed to reasonable change. This project does not fall into the category of "reasonable".

Thank you for your attention to this matter. I look forward to your response.

Public Comment – Erin Helm

I am writing to express my disappointment with the proposed development at 415 – 421 Boler Road. Living on the adjacent street of Byron Boulevard, I can echo the concerns of my community that the intensification at this location would negatively impact the continuity of what was a village neighbourhood, zoned for single family dwellings, by becoming the tallest structure in the area.

My primary concern is the traffic congestion, backed up turn lanes at peak times and the nearby school / pedestrian activity in the area. Boler Road and Byron Baseline Rd are already so busy and have not yet been widened to absorb all the additional traffic from our neighbouring newer subdivisions of Wickerson, Riverbend / West 5, and Westdel Bourne. These 2 lane arterials are routinely backed up and adding 2 proposed entrance / exits for this multi-residential building would congest this even further.

The building entrance / exit on Byron Baseline Road does not even meet the minimum corner clearance, so I would expect that motorists will take the path of least resistance and cut down our quiet street of Byron Boulevard.

I live on the west side of Byron Boulevard, but I sure do empathize with the homeowners on the east side of street, whose mature backyards will have a 6 story building towering down on them.

Public Comment – Melissa Haas

After reviewing the details of the proposed project and the recent amendments, I believe it will not be viable due to the significant impact it will have on local traffic. As a resident of the Byron area, and specifically Byron Blvd, for over 20 years, I've seen firsthand the increasing traffic congestion in this area. The roads, in their current state, are not equipped to handle the existing volume, especially with the ongoing developments near Optimist Park. With the addition of this new development, I'm concerned that the situation will only worsen, further straining an already overburdened infrastructure.

I strongly urge the city to reconsider the impact on traffic and explore potential solutions to address this issue before proceeding.

Public Comment – Tom Bender

I am submitting these comments regarding planning application File: Z-9536 for the property at 415-421 Boler Rd. The application proposes a zoning change to permit a multi-residential development at this location.

On April 23, 2019, the City of London declared a climate emergency, committing to reducing greenhouse gas emissions and adapting to climate change through a Climate Action Plan. This plan states that the City will "develop, implement, and lead initiatives to address climate change" and work to "reduce our human impact on the environment" by lowering our collective carbon footprint.

With these principles in mind, I am concerned that constructing a large multi-unit housing complex in Byron—a community not to be serviced by the Bus Rapid Transit system and with a fragmented, inconsistently maintained network of bike lanes and paths—will create an isolated pocket of housing dependent on automobiles. This would directly contribute to the climate challenges London has committed to addressing.

Since the City has not declared a housing emergency, the declared Climate Emergency should take precedence. The City must prioritize its climate commitments and ensure developments align with sustainability goals.

Furthermore, this is not a suitable location for such a development. The existing road infrastructure is already inadequate for current traffic levels. The bridge over the Thames creates a bottleneck, frequently causing congestion on Boler Road from Commissioners Road to Byron Baseline Road. Adding a multi-unit residential complex here will only exacerbate an already significant traffic issue.

The City must uphold its Climate Emergency declaration and reject this development proposal.

Public Comment – Trevor Belaen

Please do not move forward with this project. The Village Of Byron and its community cannot handle this scope of work. If this is approved, you will be dropping a bomb on the intersection of Boler Rd. & Baseline. There is too much traffic as it is. I have traffic jams multiple times out front of my home every day. I struggle every day to exit and enter my driveway.

There's a perfect development on Westdel Bourne for this project, move it there. Lots of room to build.

If the intersection struggles now, what happens when you invite tractor trailers, floats, dump trucks, ready mix trucks, trade trucks, excavators, dozers, cranes, boom trucks, haulers etc.....while City Buses are passing. What happens when first responders are

dispatched to an emergency? How will they get by all the traffic? Fire trucks and ambulances travel down Boler Rd. everyday and its only two lanes.

Someone will be injured or will die do to the traffic situation.

Council, please consider:

- The safety of the children (5-10 schools in Byron)
- The safety of the First Responders
- The safety of pedestrians, runners, cyclists, drivers
- Impact on the Environment
- Impact on Local Businesses
- Who is accountable for the depreciation of my home?
- Nobody in Byron wants this development, terrible design and height
- The 3 beautiful heritage homes being demolished
- THE SAFETY OF THE CHILDREN!
- The Community of Byron
- ETC.....

The community of Byron does not want an Affordable Housing Apartment at this location. This equals drugs and theft. I haven't heard positive comment about this project.

Council, please do not move forward with this, you will crush a beautiful community.

Public Comment – Anna May Cooke and Steve Cooke

We are writing to you in response to the recent communication regarding the Zoning Bylaw Amendment at 415-421 Boler Rd. If passed the bylaw amendment would allow for a 6 storey residential apartment building with 62 units and 63 parking spaces at the corner of Boler Rd. and Byron Baseline Rd. It is our understanding that you received significant community feedback in 2022 that strongly opposes this rezoning. It is disappointing and frustrating that this rezoning continues to be pursued.

Once again, we are communicating to you that we do not support this development. As you are aware, the traffic volume in Byron has increased substantially with all the new developments on Westdel Bourne Rd., Southdale Rd. and Colonel Talbot Rd., Commissioners Rd. and in the Riverbend area. As a result, the corner of Boler Rd. and Byron Baseline Rd. has become a significant artery with school and work commutes experiencing so much congestion that vehicles are backed up on both roads in all directions. Our community simply can not absorb another 62 vehicles at this intersection not only due to volume but due to safety.

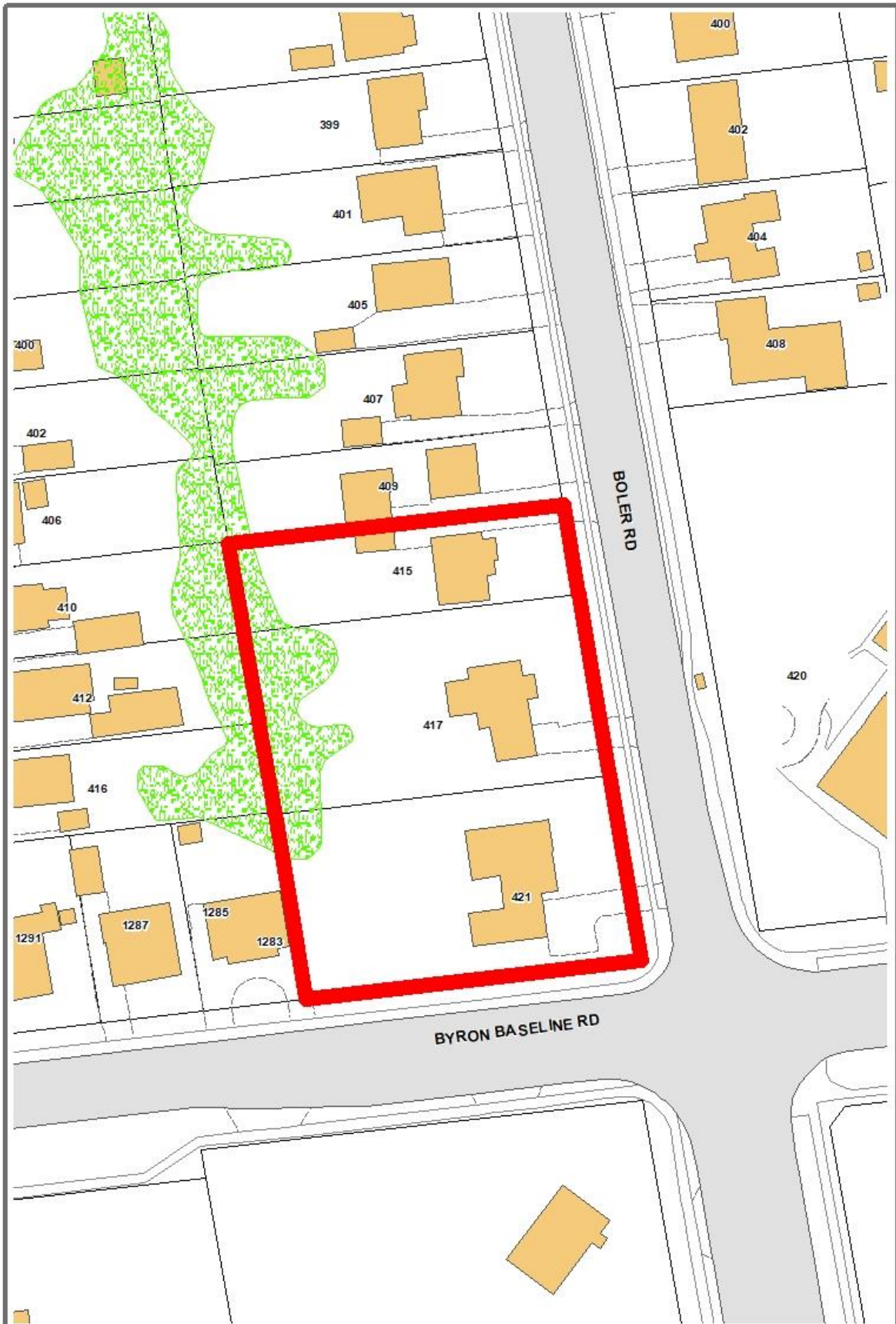
Members of the Byron community have been expressing to you ongoing concerns about safety at the intersections of Byron Baseline Rd. and Griffith St. as well as Byron Baseline Rd. and Grandview Ave. Increasing the volume of traffic will just add to an ongoing problem rather than addressing it. Side streets like Byron Blvd. will likely become a thoroughfare for those trying to avoid Boler Rd. making it more unsafe for families to enjoy the quality of life that had them move to Byron in the first place. We can all agree that drivers' impatience has significantly increased over the past few years and that this development will likely just add another layer of frustration.

We have lived in Byron for over 47 years and what attracted us initially was the feeling and energy of a village. We understand that one of the factors that the Planning and Development Committee must consider when making decisions about rezoning is how "intensification" will impact "the existing neighbourhood character." Our concern is that this very meaningful and principal value of being a Byron resident is being completely undervalued by the planning committee and the developer who is requesting a zoning amendment. Although it is an intangible asset and does not have dollar figure that we can directly provide we know that our quality of life, health, connection to our neighbours and community has a direct correlation to Byron being a village. The impact of a 6 storey building at the core of Byron's village will completely change the character

of our neighbourhood. The negative impact of this should not be underestimated. Quality of life should not be so easily sacrificed at the expense of development. And as mentioned previously, there has already been much development at the West end of the city.

We look forward to you representing our concerns. We understand that there is a public meeting on March 18, 2025 that can be attended in person at City Hall or virtually to further express concerns. We have copied in the Planning Environment Committee requesting a virtual invitation as well as keeping us updated and informed regarding any decisions that are made in regards to this request for a zoning bylaw amendment.

Appendix E – Relevant Background



LOCATION MAP

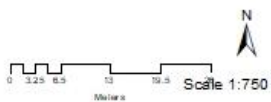
Address: 415-421 Boler Road

File Number: Z-9536

Planner: Michaela Hynes

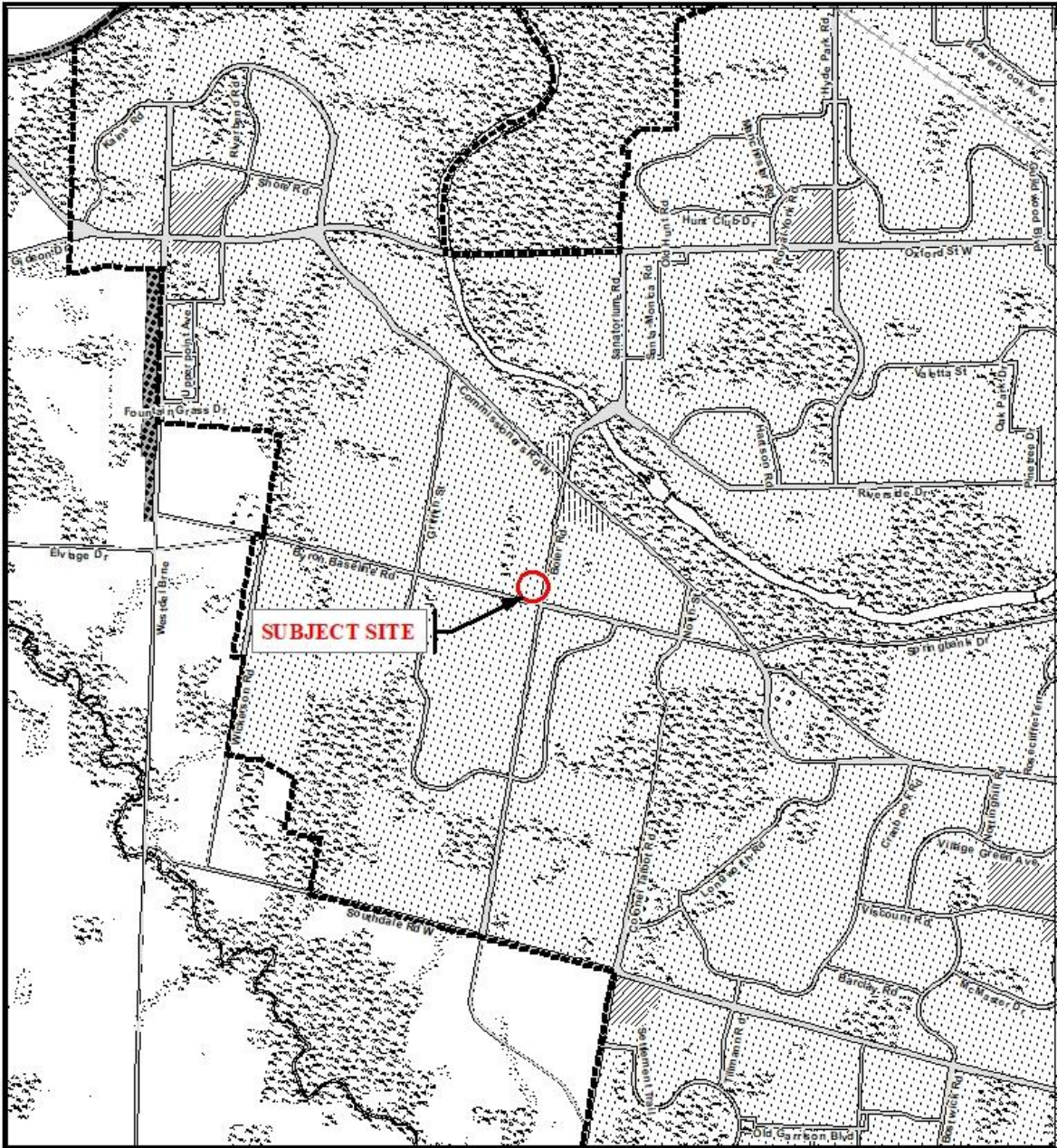
Date: 2025/02/11

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



Legend

-  Assessment Parcels
-  Buildings
-  Driveways/Parking Lots
-  Vegetation



Legend

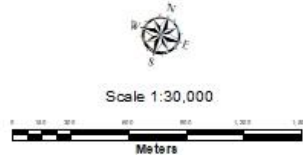
Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street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

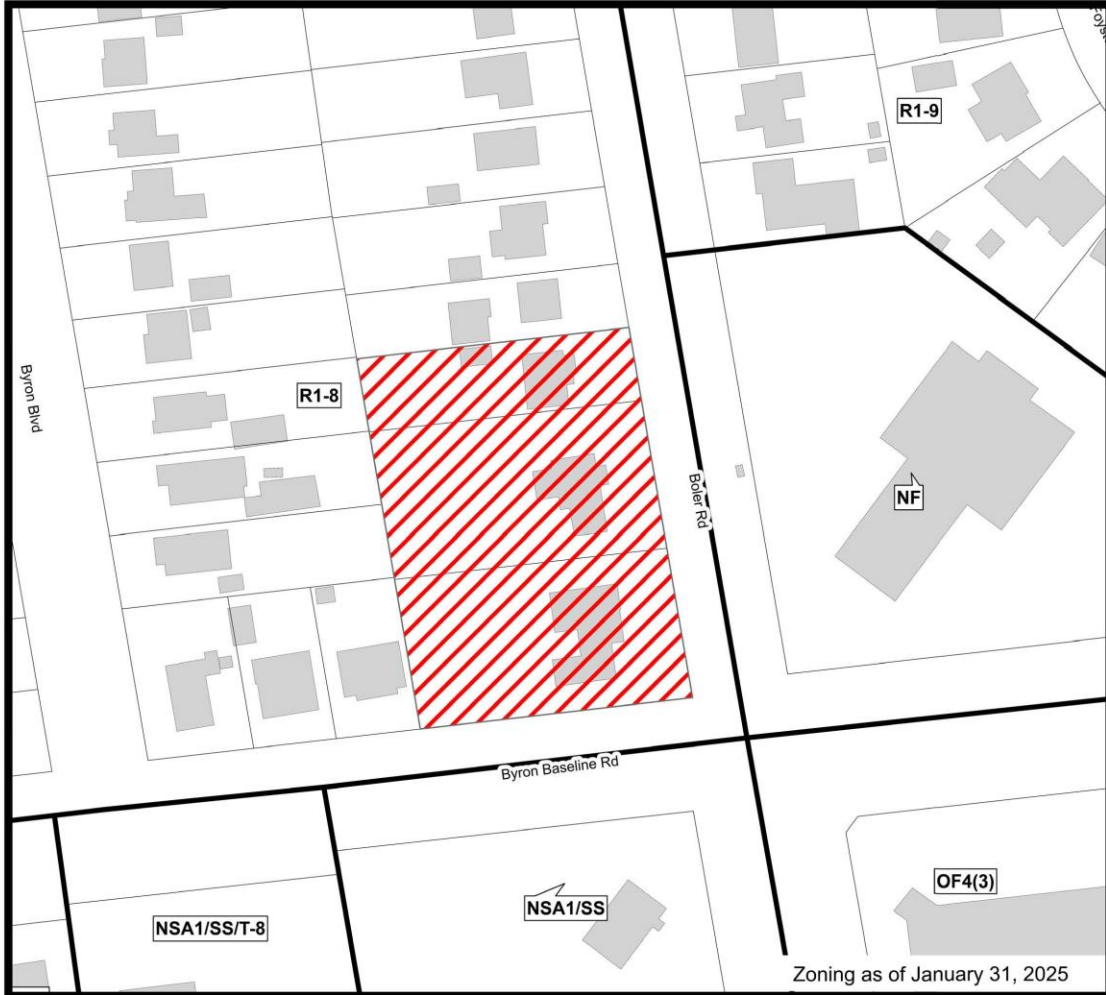
**CITY OF LONDON
Official Plan**

**LONDON PLAN MAP 1
- PLACE TYPES -**

PREPARED BY: Planning & Development



File Number: Z-9536
Planner: MH
Technician: JI
Date: 2025/02/11



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-8

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

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "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-9536 MH

MAP PREPARED:
2025/02/11 JI

1:1,200
0 5 10 20 30 40
Meters