



PLANNING & DESIGN BRIEF

Developer

B.R.F. Investments Inc.

Project Site

219 Commissioners Road West /
London / ON

08.25.2026

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VERSION 1.0

ISSUED

08.25.2026

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ABOUT THIS REPORT

This report has been prepared by Siv-ik Planning and Design Inc. for B.R.F. Investments Inc. as part of our *CREATE* process. The report provides an overview of the physical context, planning framework and technical requirements that are the genesis of the project design process. The graphics and supporting text are intended to highlight links between those factors and the specific planning and design response proposed for the site. The report describes the relevant details of the proposed Zoning By-law Amendment for 219 Commissioners Road West and the unique planning process that is being undertaken by the project team.

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S1: INTRODUCTION

S1.1 Project Consulting Team



Siv-ik Planning and Design Inc. is an urban planning and design studio based in London and Hamilton, serving clients across Southern Ontario. We’re a team of planners and designers who help those around us unpack the complexities of urban development and use graphic design as fuel for these conversations, communicating complex ideas visually.

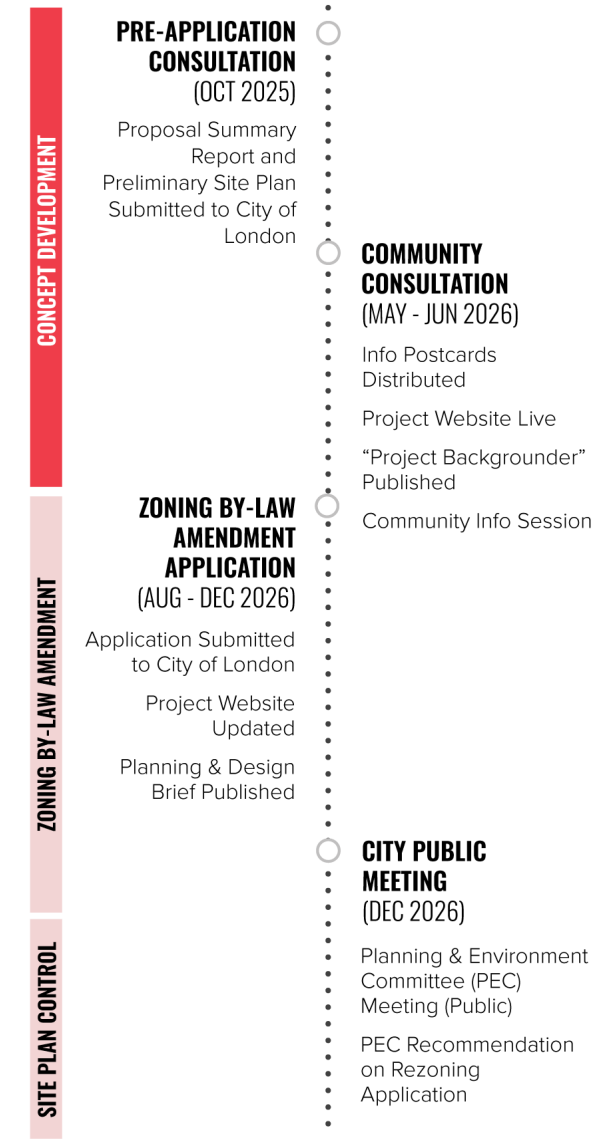


Paradigm Transportation Solutions Limited provides transportation planning and traffic engineering services that help shape how communities move. From residential developments and urban intersections to municipal transportation studies and parking strategies, we are committed to innovative, objective, and collaborative solutions for public and private sector clients across Southwestern Ontario.



Ron Koudys Landscape Architects provide landscape architectural design services that shape the way we live, learn, work, and play. From county estates and urban parks to courthouse facilities and health care centres, we are committed to the principles of art, innovation and nature.

PROJECT TIMELINE



S1.2 About the Project

B.R.F. Investments Inc. is the developer of the property municipally referred to as 219 Commissioners Road West in London, ON. With the support of Siv-ik Planning & Design Inc., and the project team, they are planning a redevelopment of the site for a new mid-rise apartment building. The project team understands that change in neighbourhoods warrants conversation. This report provides an independent professional analysis and opinion regarding the merits of the proposed Zoning By-law Amendment and has been prepared to satisfy the City of London’s complete application requirements. This report explains how the proposed Zoning By-law Amendment aligns with the objectives of the Provincial Planning Statement (2024), the London Plan, represents sound planning, and is in the public interest.

S1.3 Site History

The subject site was used as an automobile service station, including a gas bar with underground gasoline storage tanks, since the 1960s. The London Committee of Adjustment granted permission in 1972 for a carwash bay to the extent that the by-law only permitted buildings existing at the date of passing of the by-law. A car wash use was not recognized under the current Service Station (SSI) Zone or the former C6 Zone in By-law CP 954-43. In 2000, the existing service station and carwash bay were demolished, and the site has remained vacant since.

In 2003, a consent application (B3/03) was conditionally granted by the London Committee of Adjustment to sever the western portion of the lands, which was subsequently conveyed to the adjacent landowner (227 Commissioners Road West). Later that year, an Zoning By-law Amendment application was submitted to the City of London (File No. 2-6464) to rezone the subject lands from a Service Station (SS1) Zone to a Service Station (SS2) Zone, which would have permitted an automobile service station, gas bar, and carwash use. The application was refused by City Council, citing the site’s Low Density Residential designation at the intersection of an arterial and local road as an inappropriate location for a carwash use.

In 2024, the subject site was acquired by B.R.F Investments Inc. The site represents a missing piece in the urban fabric along Commissioners Road West, as one of the few remaining vacant parcels along this arterial corridor.

S1.4 Project Site

The project site is a single parcel municipally identified as 219 Commissioners Road West. The site is located on the northwest corner of Commissioners Road West and West Street, within the Southcrest Planning District, which encompasses the area generally bounded by the Thames River to the north, Wharncliffe Road South to the east, Commissioners Road West to the south, and Wonderland Road South to the west. The site has a frontage of 52.0 metres along Commissioners Road West, a depth of 54.3 metres, and a total area of approximately 2,723.3 square metres. The site is currently vacant and forms one of the few remaining undeveloped parcels along this segment of Commissioners Road West, but is of a sufficient size and shape to accommodate a greater intensity of development.

S1.5 Area Context

The area surrounding 219 Commissioners Road West has historically been developed with a mix of residential uses, ranging from single-detached dwellings to medium and high-density residential forms, alongside auto-oriented, personal service commercial uses along Commissioners Road West. Lands immediately to the north and west of the project site consist of single-detached dwellings. To the east, across West Street, are medium to high-density residential uses including townhouses and apartment buildings. To the south, across Commissioners Road West, are a mix of low-rise apartment buildings and single-detached dwellings.

The land use pattern within 400 metres (5-minute walk) of the site consists mainly of a mix of residential forms including single-detached dwellings, townhouses, and apartment buildings, alongside small-scale commercial and personal service uses fronting Commissioners Road West. The project site is also within proximity to a number of community amenities, including Écoles Élémentaire Catholique Frère-André, Westminster Secondary School, Southcrest Park and Pool, and the Euston Park/Southcrest Ravine trail network.

The site is well-served by public transit. LTC Routes 12 and 24 operate along Commissioners Road West, with a westbound stop located approximately 50 metres west of the site and an eastbound stop located approximately 200 metres west of the site. LTC Route 15 operates along Base Line Road West, with stops accessible approximately 160 metres north of the project site.

AT-A-GLANCE

Site Area	2,723.3m²
Frontage	52.0m
Depth	54.3m
Existing Use	Vacant
Servicing	Full Municipal

-  Convenience Commercial and Single-Detached Dwellings
-  Low-Rise Apartments and Single-Detached Dwellings
-  Single-Detached Dwellings
-  Townhouses and Low-Rise Apartments

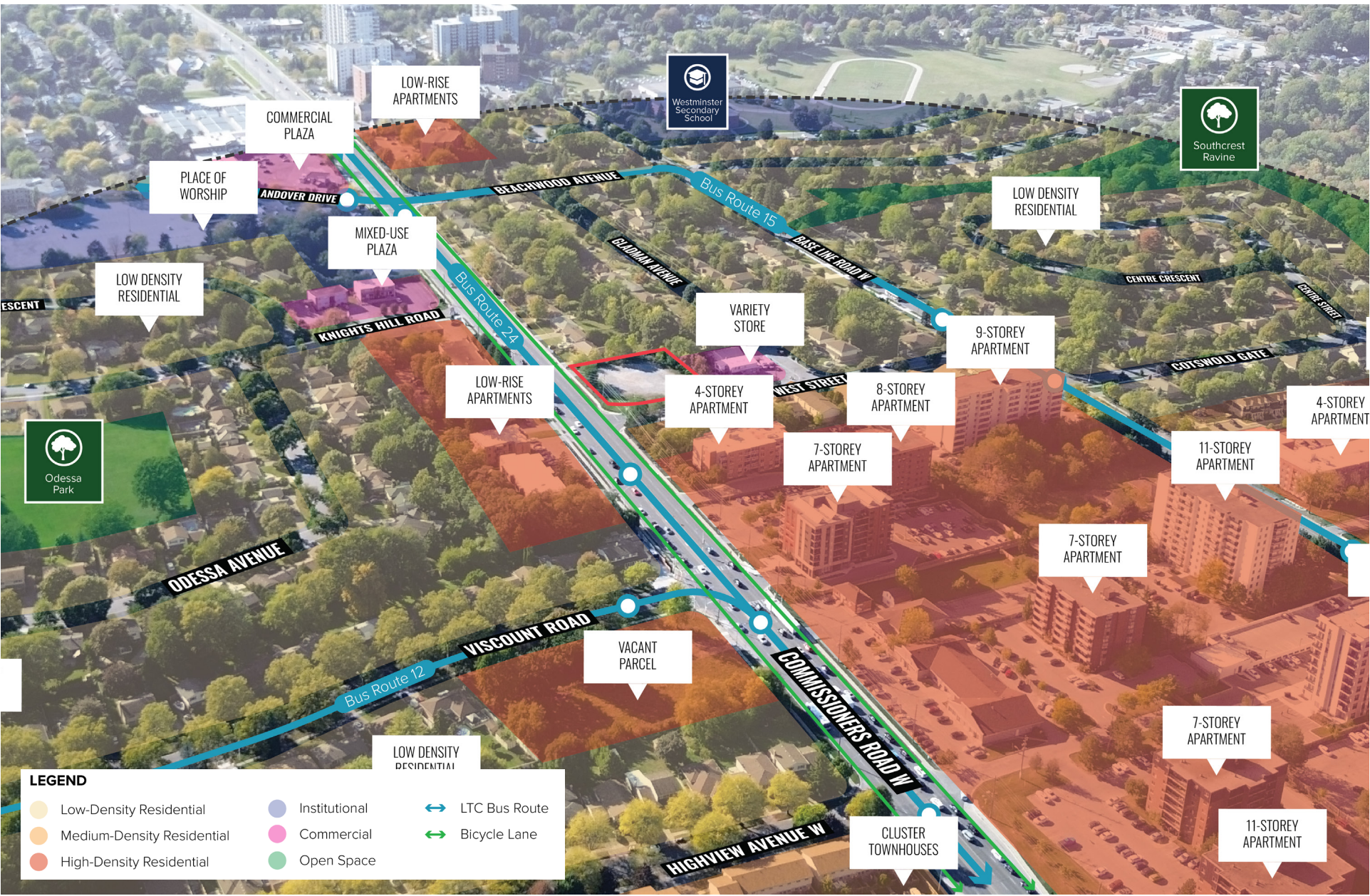


Figure 1. The Project Site



Figure 2. Aerial View of 219 Commissioners Road West looking northwest.



Figure 3. Aerial View of 219 Commissioners Road West - Top-Down Perspective

S2: PLANNING FRAMEWORK

S2.1 Provincial Planning Policy

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

Through the preparation, adoption, and provincial approval of the City of London Official Plan (The London Plan), the City of London has established the local policy framework for the implementation of the Provincial planning policy framework. Further analysis of the PPS, 2024 can be found in Section 6 of this report.

S2.2 City Policy Overview

Figure 4 provides visual context for the site’s positioning relative to London’s city-structure. The project has direct frontage onto Commissioners Road West which is identified as a Civic Boulevard. The site’s relationship to the overall structure of London, as laid out in the London Plan, provides a framework for how development policies are to be viewed and applied in relation to this site. The following key characteristics of the site provide context for how the site is to be considered from a London Plan perspective:

- Neighbourhoods Place Type
- Within the Primary Transit Area
- Frontage on a Civic Boulevard

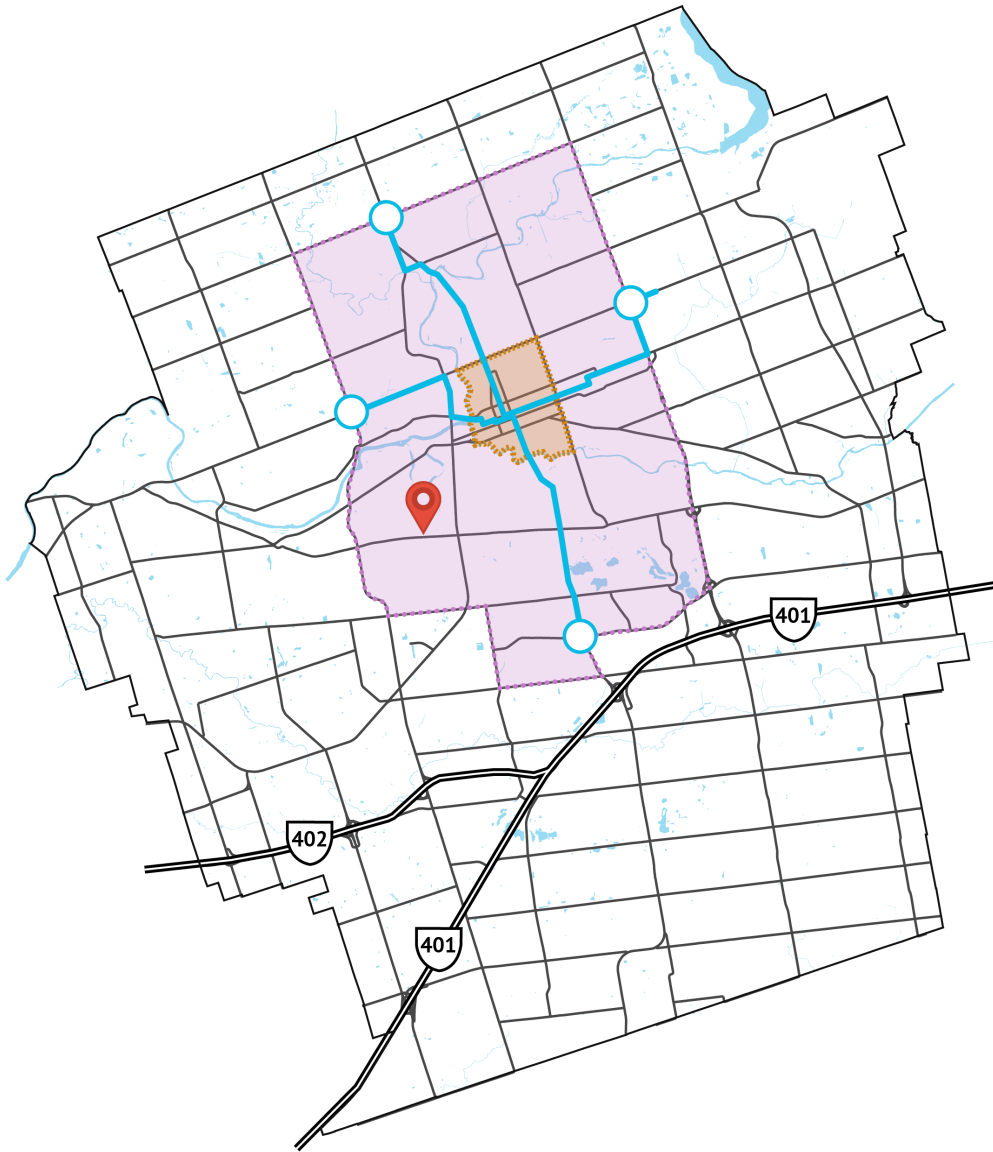


Figure 4. City Structure

S2.3 The London Plan

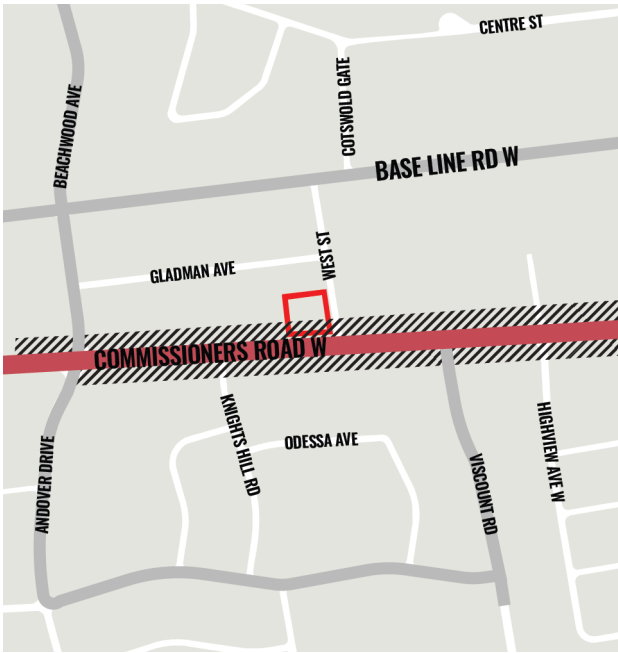
The following mapping represents specific excerpts from Maps 1, 2 & 3 (Place Types, High Density Residential Overlay and Street Classifications) of the London Plan. In accordance with Map 1 - Place Types, the project site is located within the “Neighbourhoods” Place Type. Neighbourhoods are envisioned as diverse places that include a broad range of housing opportunities. Map 2 - High Density Residential Overlay (From 1989 Official Plan), indicates that the project site is located 100 metres west of multiple properties within a High Density Residential Overlay area. The overlay recognizes the High Density Residential areas from the previous 1989 Official Plan, and permits high-rise buildings in addition to the uses permitted by the underlying Place Type policies. The overlay provides context to how these properties will develop in the future. In accordance with Map 3, the project site has direct frontage on a Civic Boulevard and Neighbourhood Street. The intensity of development and range of uses permitted on a given site varies depending on the highest order street classification that the property fronts onto in addition to a number of other factors.

Map 1 - Place Types



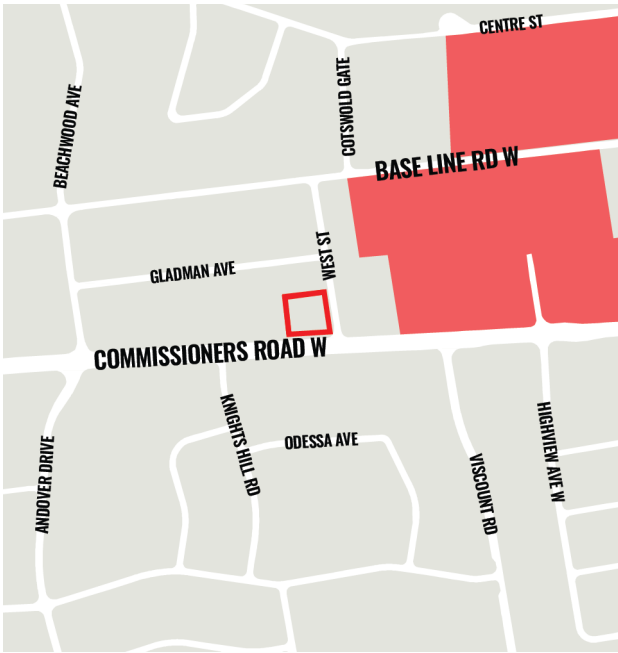
- Neighbourhoods
- Shopping Centre
- Green Space

Map 3 - Street Classifications



- Civic Boulevard
- Neighbourhood Connector
- Special Permissions

Map 2 - High Density Residential Overlay



- Remnant High Density Residential

/ Existing Neighbourhoods Place Type Permissions

Key Policy Implications: 219 Commissioners Road West

STREET TYPE	INTERSECTS WITH	OTHER
Civic Boulevard	Neighbourhood Street	N/A

/ Use

Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, outlined on page 248 of the London Plan shows the range of permitted uses that may be allowed within the Neighbourhoods Place Type. The range of uses available to a given site depends upon the order/ classification of the street on which it fronts.

Permitted Residential Uses:	
☒	Single Detached
☒	Semi-Detached
☒	Duplex
☒	Converted Dwellings
☒	Townhouses
☒	Secondary Suites
☒	Triplexes
☒	Fourplexes
☒	Stacked Townhouses
☒	Apartments
☒	Permitted
☐	Not Permitted

/ Intensity

Table 11 - Range of Permitted Heights in Neighbourhoods Place Type, outlined on page 250 of the London Plan shows the range of permitted building heights in the Neighbourhoods Place Type. The minimum and maximum building heights applicable to a given site depends upon the order/ classification of the street on which it fronts.

Allowable Height (Storeys):	
Min.	2
Max.	8

/ Form

In accordance with policy 938 of the London Plan, Residential Intensification means the development of a property, site, or area at a higher residential density than currently exists. For residential intensification projects, the development must be sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood (953).

Design Criteria for Residential Intensification	
a.	Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
b.	Building and main entrance orientation.
c.	Building line and setback from the street.
d.	Character and features of the neighbourhood.
e.	Height transitions with adjacent development.
f.	Massing appropriate to the scale of the surrounding neighbourhood.

/ City Design Policies (189-306)

The City Design policies of the London Plan provide overarching urban design guidance for new development and public realm projects. The policies recognize that the design of the city is shaped by both its natural setting and its built form, with built form including elements such as streets, streetscapes, public spaces, landscapes and buildings. Overall, the policies seek to create positive relationships between these elements, which influence how people navigate and experience the City. In accordance with the applicable policies, planning and development proposals within existing and new neighbourhoods are required to articulate the neighbourhood’s character and demonstrate how the proposal has been designed to fit within that context. In this regard, the information outlined in Section 1 and 3 of this brief clearly articulates the character of the site and surrounding area. The design approach described and illustrated in Section 4 and the annotated graphics in Section 6 document how the proposed Zoning By-law Amendment and the conceptual site layout and building form have been designed to respond to the unique context of the site, and have taken into account the City Design policies of the London Plan along with other specific planning and urban design policies.

/ Residential Intensification in Neighbourhoods (937-958)

The London Plan encourages intensification within existing neighbourhoods to help support aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. In addition to the general City Design policies, the Neighbourhoods Place Type policies provide additional form-based policy direction for intensification proposals. The overall goal of the policies is to ensure that intensification projects are sensitive to, compatible with, and fit within the existing and planned neighbourhood context. This Planning and Design Brief has been prepared to aid in the evaluation of the proposal and draw direct links between key design considerations for residential intensification (see page 9 for list of key considerations) and the proposed site and building design. The graphics and illustrations in this brief also address functional considerations such as driveways, parking, landscaped open space, outdoor residential amenity area, buffering and setbacks, and waste storage/management which are key in evaluating the appropriateness of the proposed intensity of the development in the context of these policies.

/ Our Tools (1577-1579 & 1586-1588)

The “Our Tools” section of the London Plan provides further detail and direction on how the Plan is to be implemented and applications evaluated. With specific regard to planning and development applications, a Planning and Design Report was identified as a requirement of a complete application for this proposed Zoning By-law Amendment. This Planning and Design Brief has been prepared to articulate and address matters relating to the use, intensity and form of the proposal and allow for an evaluation of the proposal by Staff, Council, the public and other key stakeholders as it relates to the Evaluation Criteria for Planning and Development Applications.

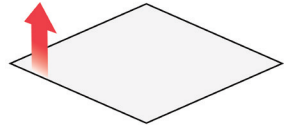
S2.4 City of London Zoning By-law Z.-1

/ Automobile Service Station (SS1) Zone

The project site is currently zoned the Automobile Service Station (SS1) Zone in the City of London Zoning By-law Z.-1. The SS Zone provides for and regulates a limited range of automotive-related uses which provide service to the immediate neighbourhood. There are five (5) variations of the SS Zone, based on the range of uses permitted. The key regulations of the existing SS1 Zone are highlighted below. Our understanding of the existing zone permissions provides a frame of reference to understand the degree of change being pursued through the proposed Zoning By-law Amendment and to understand any potential impacts of the proposed change.

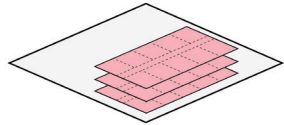
HEIGHT

9.0m
Maximum Height
3
Storeys



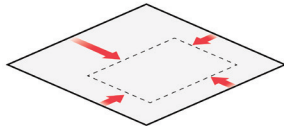
GFA

1,000m²
Maximum Gross Floor
Area



SETBACKS

15.0m
Front & Exterior
3.0m - 6.0m
Minimum Rear
3.0m - 6.0m
Minimum Interior



OTHER

15%
LOS (Min.)
25%
Coverage (Max.)

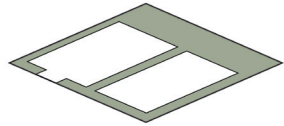


Figure 5. Key Existing Zoning By-law Regulations

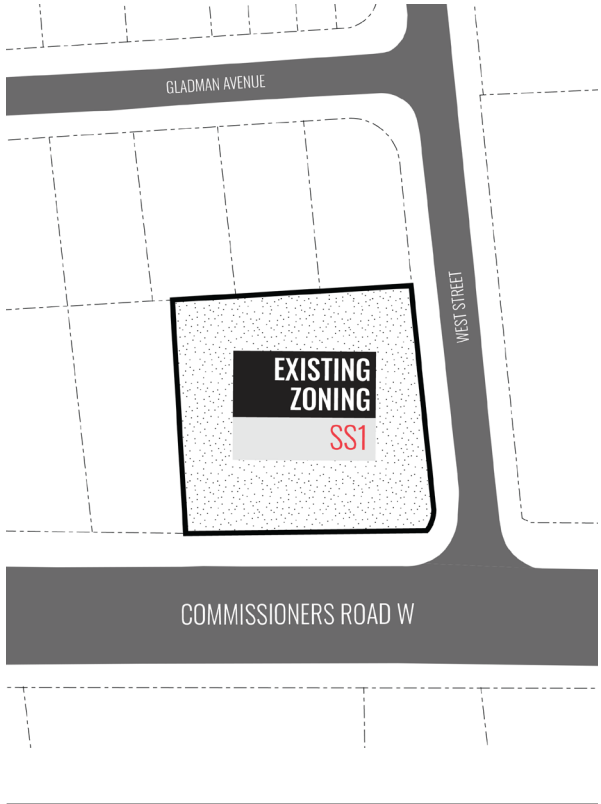


Figure 6. Existing Zoning Map

/ Key General Regulations

The general provisions (Section 4) of the City of London Zoning By-law No. Z-1 contain development standards that apply in London irrespective of the specific zone category that is applied to the site. Section 4.19 outlines requirements) for on-site vehicle parking.

In July 2026, City Council approved Zoning By-law Amendment Z.-1-263460 to increase residential parking requirements from 0.5 to 1.0 parking space per residential unit. This amendment is in force and effect as of August 19, 2026, following the expiration of the appeal period without appeals. The project site is not located within the “exempt from minimum parking standards area”. The standard parking requirements for the uses contemplated in the proposed redevelopment are highlighted below for reference, reflecting the updated 1.0 space per unit requirement for apartments.

PARKING REGS.

Apartments
1.0 per unit

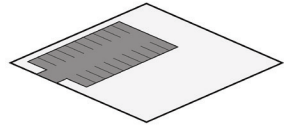
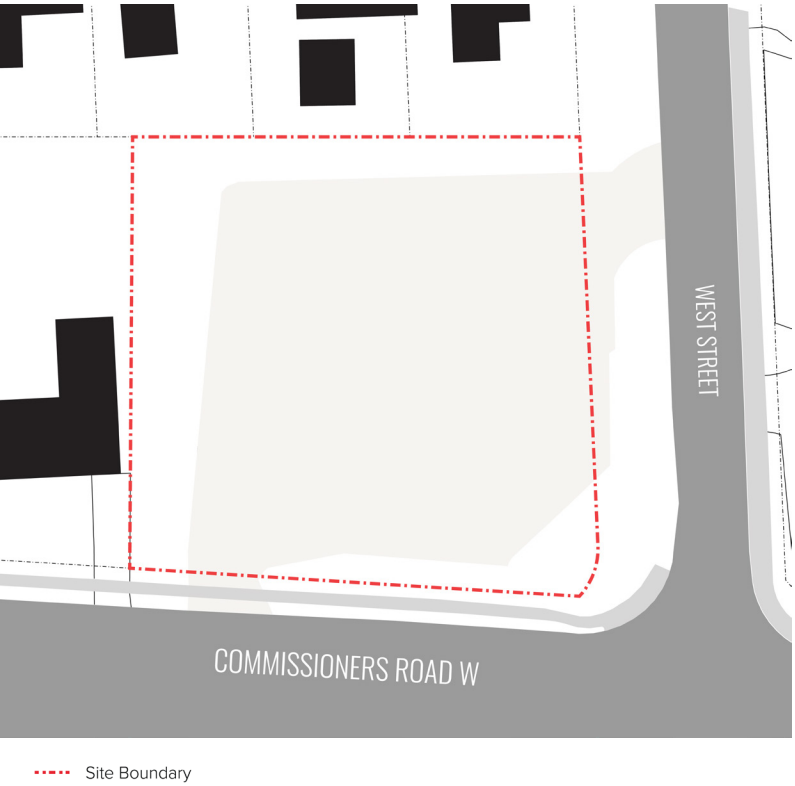


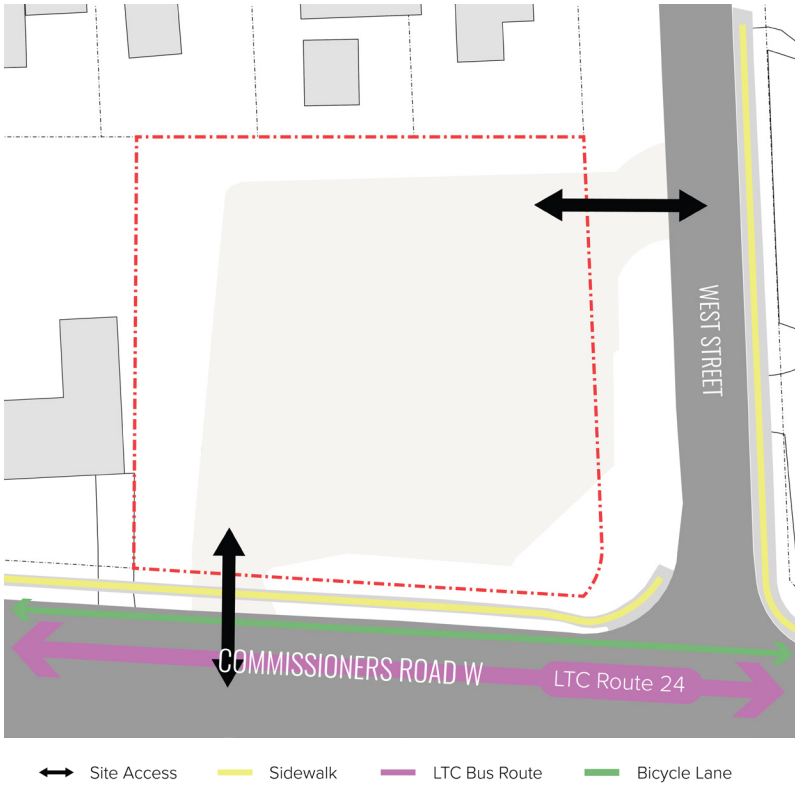
Figure 7. Key General Provisions

S3: SITE ANALYSIS



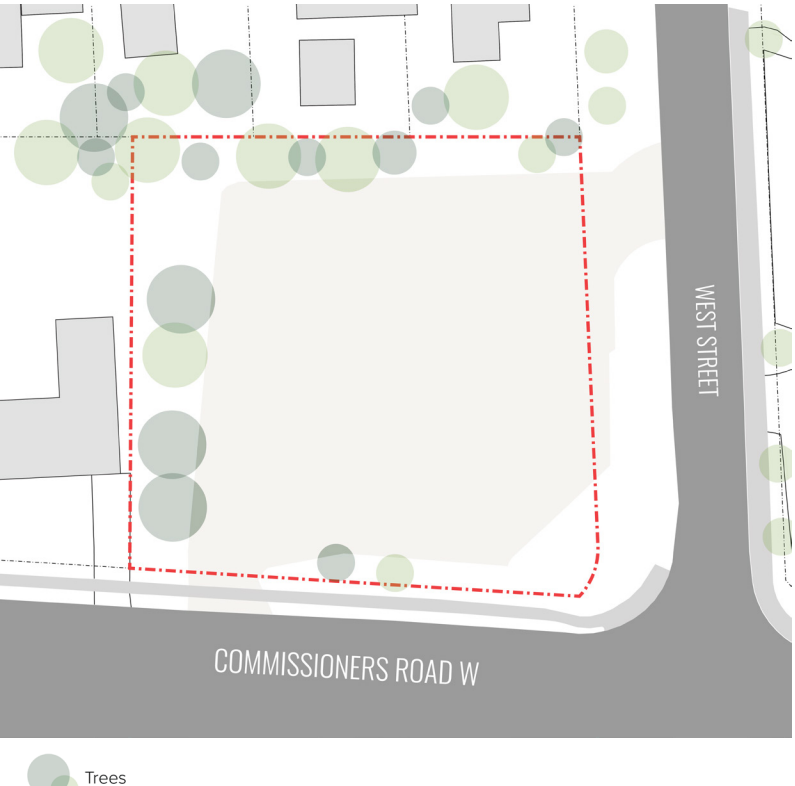
1 Figure Ground

The existing size, shape, and location of built form in the immediate area, surrounding the project site, represents the framework upon which new infill development must integrate with and respond to. The figure-ground diagram illustrates the relationship between the existing built and unbuilt space on and in proximity to the site. Land coverage of buildings is visualized as solid mass, while unbuilt lands and public spaces are represented as voids.



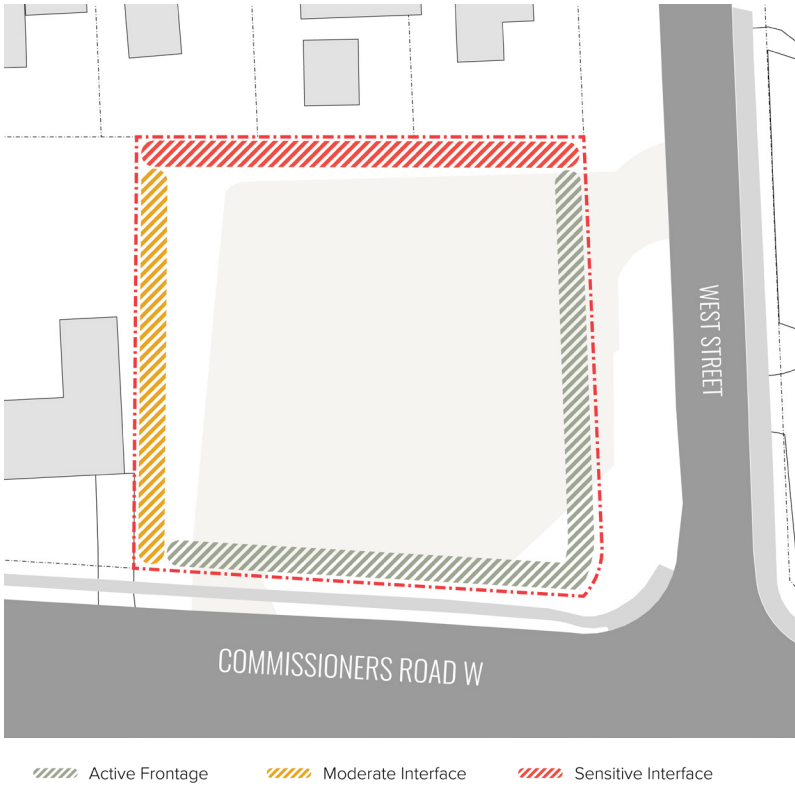
2 Mobility

The surrounding mobility framework (e.g., roads, intersections, access driveways, sidewalks, bike lanes, etc.) has been taken into consideration while planning for the redevelopment of the site to ensure that the ultimate development complements or enhances the planned function of the mobility network and minimizing operational impacts to the extent possible.



3 Site Conditions

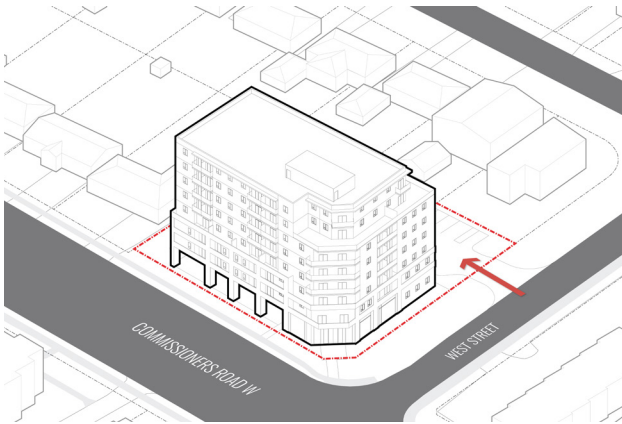
A range of potential physical and natural conditions (e.g., trees, vegetation, natural features, topography, major infrastructure, road widening dedications, etc.) can influence the ultimate design and complexity of any redevelopment project. The graphic above highlights the key physical characteristics of the site. The new development will respond to and account for these conditions from a planning and design perspective.



4 Edge Conditions

The placement, orientation and design of new development has been designed to respond to the existing/planned conditions directly adjacent to the site in order to minimize privacy impacts and protect access to sunlight/sky views for adjacent properties, particularly on adjacent side yards. The graphic above characterizes the various edge conditions/adjacencies that have been taken into consideration.

S4: DESIGN APPROACH

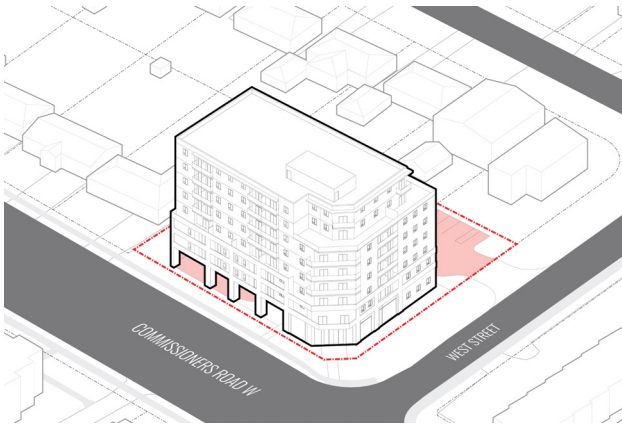


1 Access Configuration

New development will require a new 6.7 metre vehicular access/driveway from an adjacent public street. The access will be located on West Street (i.e., the lower-order street), positioned at a suitable distance from the intersection to avoid conflicts with vehicle turning movements at the intersection of Commissioners Road West and West Street.

Official Plan References

Our Tools - Policies 1770-1772
Neighbourhoods Place Type Policies - Table 11 & Policy 953

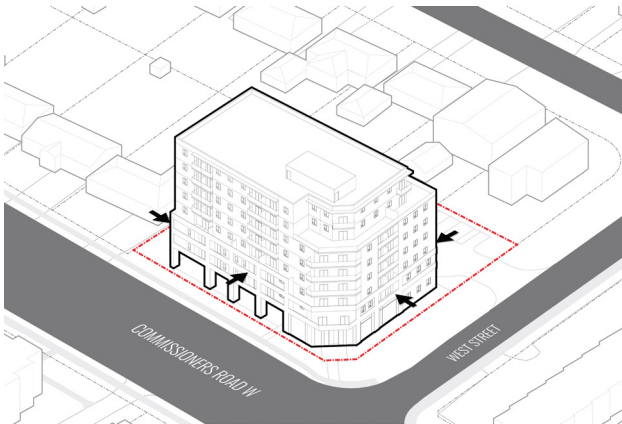


2 Building/Parking Orientation

The building will be located along the Commissioners Road West and West Street frontages to establish a strong street-oriented built form that frames both streets and reinforces the public realm. Parking will be located at the rear of the site and integrated into the building through surface-level and underground parking. The built form will prioritize active street edge conditions and minimize the visual prominence of parking.

Official Plan References

City Design Policies - Policy 199, 252, 253, 256 & 298
Neighbourhoods Place Type Policies - Policy 953

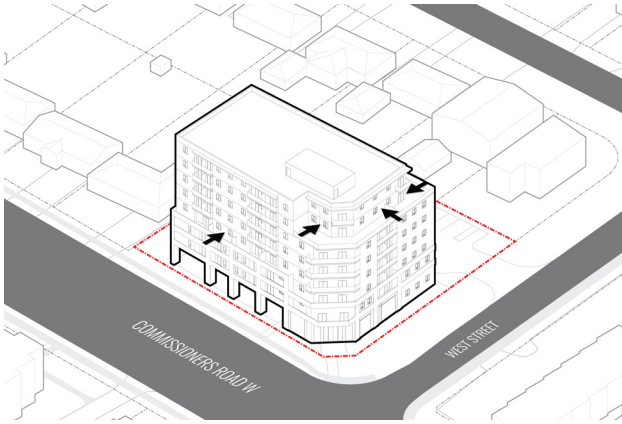


3 Building Setbacks

Building setbacks will be incorporated along the interior and rear property lines to provide appropriate separation from adjacent low-rise residential development. This approach aligns with City policies encouraging compatible intensification and sensitive integration with neighbouring low-rise areas.

Official Plan References

Neighbourhoods Place Type Policies - Policy 953
Our Tools Policies - Policy 1753, 1756 and 1765

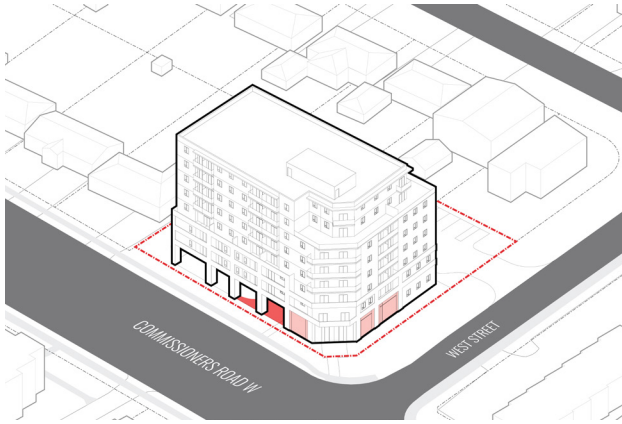


4 Massing & Step-backs

The building massing will be organized with a defined base, providing a clear distinction between the street-related base and the upper levels of the building. The building will be set back 1.5 m above the 3rd floor along the street frontage and 5.0 m above the 6th floor at the rear, reducing the perceived height and visual impact of the building from the public realm and adjacent properties. The rear step-back accommodates the 45-degree angular plane from the adjacent property to the north.

Official Plan References

City Design Policies - Policy 252, 253, 256, 259, 289 & 298
Neighbourhoods Place Type Policies - Policy 953

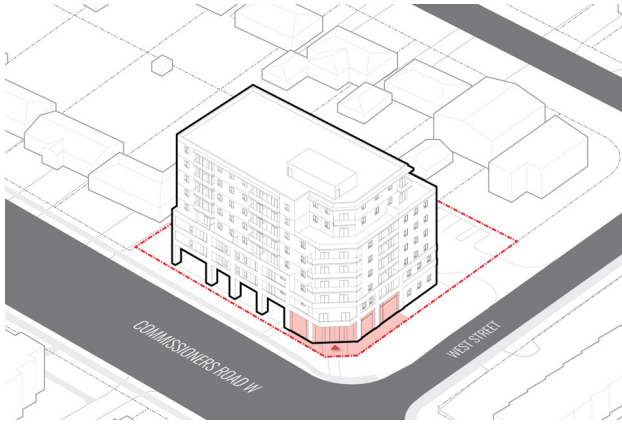


5 Program for Amenity

The development will incorporate a range of indoor and outdoor amenity areas distributed throughout the site. Indoor amenity areas will be located on the first floor, at the street corner. Outdoor amenity will be provided through landscaped areas at grade.

Official Plan References

City Design Policies - Policy 268, 285 & 291
Neighbourhood Place Type Policies - Policy 953



6 Activate the Street

The new building will be oriented such that the primary building frontage faces the intersection of Commissioners Road West and West Street. This frontage will include active elements such as entrances and walkways that connect directly to the City sidewalk where possible.

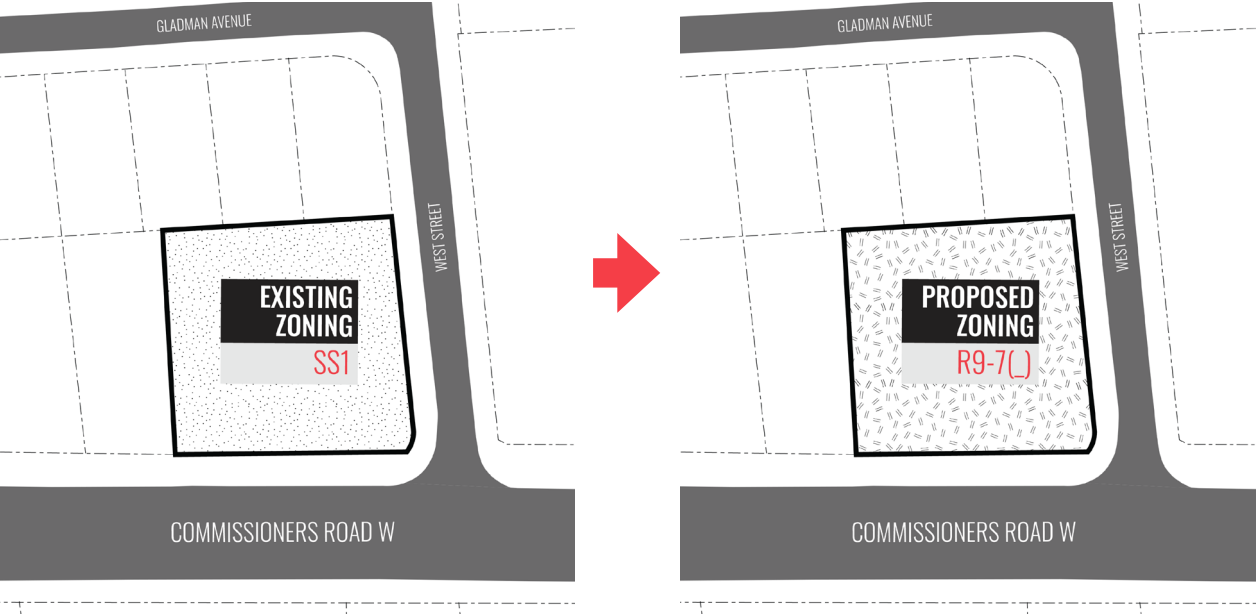
Official Plan References

City Design Policies - Policy 268, 285 & 291
Neighbourhood Place Type Policies - Policy 953

S5: PLANNING APPLICATIONS

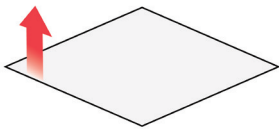
S5.1 Proposed Zoning By-law Amendment

The proposed Zoning By-law will provide a framework for high-density housing in the form of a mid-rise apartment building up to a maximum height of 28.0m (8-storeys) and a maximum density of 300uph. The proposed Residential R9 Special Provision (R9-7(L)) Zone includes special regulations to account for the unique context of the project site and to implement the applicable form-based policy directions of the London Plan. The proposed zone and special regulations are structured to facilitate a limited range of desirable site design outcomes. The proposed Zoning By-law Amendment is not tied to a development design, but will “lock-in” the key development and built form standards while also allowing for limited flexibility to address site and building design details through the future Site Plan Control application process.



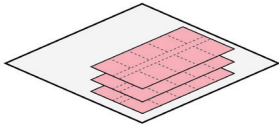
PROPOSED HEIGHT

28.0
Metres



PROPOSED DENSITY

300
UPH



/ Proposed By-law

Regulation	R9-7	R9-7(L)	Special Explanations
Permitted Uses	Section 13.2	In addition to the uses listed in Section 13.2; • Stacked Townhouses	1
Lot Area (min.)	1,000m²	-	
Lot Frontage (min.)	30.0m	-	
Front & Exterior Side Yard Depth (min.)	6.0m plus 1.0 metre (3.3 feet) per 10.0 metres (32.8 feet) of main building height or fraction thereof above the first 3.0 metres (9.8 feet)	3.0m	2
Rear Yard Depth (min.)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 7.0 metres (23.0 feet) 6.0 metres (19.7 feet) plus 1.0 metres (3.3 feet) per 1.0 metre (3.3 feet) in height for all portions of a building above 6.0 metres (19.7 feet) in height where the Residential R9 Zone abuts lands zoned Residential R1 or Residential R2.	Apartment Building: 20.0m Parking Structure: 1.5m	3
Interior Yard Depth (min.)	1.2 metres (3.9 feet) per 3.0 metres (9.8 feet) of main building height or fraction thereof, but in no case less than 4.5 metres (14.8 feet). 6.0 metres (19.7 feet) plus 1.0 metres (3.3 feet) per 1.0 metre (3.3 feet) in height for all portions of a building above 6.0 metres (19.7 feet) in height where the Residential R9 Zone abuts lands zoned Residential R1 or Residential R2.	Apartment Building: 8.5m Parking Structure: 1.5m	4
Landscaped Open Space (min.)	30%	25%	5
Lot Coverage (max.)	30%; plus up to 10% additional coverage, if the landscaped open space provided is increased 1% for every 1% in coverage over 30%	40%	6
Height (max.)	None	28.0m	7
Density (max.)	150uph	300uph	8
Parking	Apartment: 1.0/unit	-	

-: No Change

Table 1: Special Regulations Overview

/ **Special Regulation Explanations**

1 Permitted Uses

Stacked townhouses are permitted within the Neighbourhoods Place Type along Civic Boulevards in The London Plan and represent a flexible housing form that is well-suited to infill intensification. The addition of stacked townhouses as a permitted use within the R9-7(⌒) zone will align the zoning with the London Plan and provide greater housing options while maintaining the character of the planned neighbourhood. Stacked townhouses offer an intermediate density between traditional townhouses and apartment buildings, promoting housing diversity and cost-effective infill development on underutilized properties.

Official Plan References

Neighbourhoods Place Type Policies - Policy 921 & Table 10

2 Urban Front & Exterior Side Yard

The existing 6.0 metre front yard setback requirement, plus 1.0 metre per 10.0 metres of building height above 3.0 metres, in the R9-7 zone would produce a more suburban character than what is envisioned for infill development in the Neighbourhoods Place Type. The proposed special regulation will ensure that the new building will be sited close to the Commissioners Road West frontage at its intersection with West Street, in line with the built form expectations for Civic Boulevard development. This will create a more urban condition that provides enclosure and activation of the public realm.

Official Plan References

City Design Policies - Policy 252, 253, 293 & 298
Neighbourhoods Place Type Policies - Policy 953

3 Rear Yard Depth

The existing rear yard requirement of 6.0 metres plus 1.0 metre per 1.0 metre of building height above 6.0 metres is calibrated for transition to lower-density zones. The proposed special regulation will permit a 20.0 metre setback for the apartment building, which fits entirely within a 45-degree angular plane measured from 3.0 metres above the rear property line through the provision of a 5.0 metre step-back above the 6th floor mitigates impacts on the adjacent properties to the north. The reduced 1.5 metre setback for underground parking facilities is limited to access stairs and an air vent, providing adequate screening through landscaping and fencing.

Official Plan References

City Design Policies - Policy 252 & 253
Neighbourhoods Place Type Policies - Policy 953

4 Interior Side Yard Depth

The existing interior side yard requirement is calibrated for transition to lower-density zones. The subject lands are designated within the Neighbourhoods Place Type along a Civic Boulevard, with adjacent properties anticipated to develop over time in accordance with the Place Type vision. The proposed special regulation will permit an 8.5 metre setback for the apartment building main wall, with a reduced 1.5 metre setback for underground parking facilities. This configuration provides adequate buffering through landscape screening and privacy fencing.

Official Plan References

City Design Policies - Policy 252 & 253
Neighbourhoods Place Type Policies - Policy 953

5 Landscaped Open Space

The R9-7 zone typically provides for a more suburban form of apartment building than what is envisioned for intensification in the Neighbourhoods Place Type along Civic Boulevards. The proposed special regulation will allow for a more urban and compact form of apartment development that achieves the Official Plan direction for compact patterns of growth. It is important to note that the reduction of landscaped open space from 30 per cent to 25 per cent will not result in limitations on amenity space, as the proposed development includes shared at-grade amenity space, as well as private balconies.

Official Plan References

City Design Policies - Policy 295
Neighbourhood Place Type Policies - Policy 918 & 953

6 Lot Coverage

The R9-7 zone typically provides for a more suburban form of apartment building than what is envisioned for intensification in the Neighbourhoods Place Type along Civic Boulevards in The London Plan. The proposed special regulation will allow for a more urban and compact form of apartment development. The concept integrates surface parking into the proposed structure at-grade, which results in reduced parking area coverage and maintenance of adequate landscaped open space.

Official Plan References

City Design Policies - Policy 298
Planning Measures to Plan for Use, Intensity & Form - Policy 753

7 Building Height

The proposed Zoning By-law includes a maximum height provision that establishes permissions for a mid-rise building as per the intent of the applicable London Plan policies. The maximum height regulation is tailored specifically to implement the allowable heights in the Neighbourhoods Place Type along a Civic Boulevard, extending to a height of 8-storeys.

Official Plan References

City Design Policies - Policy 298

8. Density

The proposed maximum density of 300 units per hectare will allow for the implementation of the proposed apartment building and will align with the City’s vision for residential intensification in Neighbourhoods. The proposed development concept demonstrates that the intensity can be appropriately accommodated on the site while maintaining sufficient space for parking, landscaping, outdoor amenity areas, waste management, screening, and other functional requirements.

Official Plan References

Planning Measures to Plan for Use, Intensity & Form - Policy 753

S6: CONCEPT PLAN

S6.1 8-Storey Apartment Building

The following illustrations and graphics provide a detailed overview of the proposed development concept for 219 Commissioners Road West. The concept is representative of the developer’s future intention for the site and represents a desirable implementation of the proposed Zoning By-law Amendment outlined in Section 5 of this report.

The proposed development concept includes an 8-storey apartment building comprised of 82 residential units. The ‘L-shaped building is sited with the majority of the proposed building massing close to the intersection of West Street and Commissioners Road West. A principal lobby entrance is also located at the intersection, with direct pedestrian connections out to the public sidewalk. The development includes 34 surface parking stalls and 48 underground parking stalls. Vehicular circulation is provided via a new access driveway off of West Street, and the site includes a dedicated lay-by parking area to accommodate resident drop-offs, pick-ups and food delivery. Additionally, a waste collection area is also included in the design of the site.

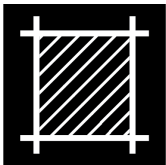
A site plan for the project has been prepared by Creative Structures. and is included as part of the Zoning By-law Amendment submission package. A series of simplified supporting illustrations has been prepared by Siv-ik Planning & Design Inc. to highlight key elements of the site, building and landscape design in a manner that enables a more seamless evaluation by stakeholders and decision-makers. The detailed site plan should be referred to where detailed dimensions and specifications are required for review. The site plan is available for public download at www.siv-ik.ca/219c.



Perspective: View looking northwest from the southeast corner of the project site.

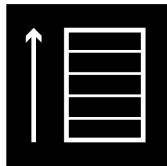
Conceptual Rendering (prepared by Creative Structures)

SITE AREA



0.27
HECTARES

BUILDING HEIGHT



8
STOREYS

28.0
METRES

DWELLING UNITS



82
DWELLING UNITS

PARKING

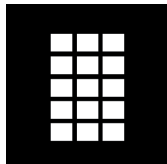


1/unit
OVERALL VEHICLE PARKING RATE



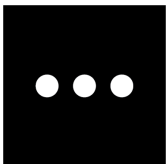
0.9/unit
SECURE/LONG-TERM BICYCLE
PARKING RATE

DENSITY



300
UNITS PER HECTARE

OTHER



29%
LANDSCAPED
OPEN SPACE

38%
LOT
COVERAGE

Perspective: Aerial view looking northeast from the southwest corner of the project site.

Conceptual Massing Diagram





SW PERSPECTIVE



NE PERSPECTIVE

1 The ground floor of the building has been designed with active lobby uses and individual unit entrances/patios to create a pedestrian-friendly and animated interface with the public street. The architectural treatment of the ground floor includes a high proportion of glazing at the primary entrance and a main floor height of 4.0m to further enhance the built edge condition.

2 Outdoor amenity space at-grade along the Commissioners Road West frontage provides streetscape activation and visual separation between the covered parking area and the public street. This ground-level programming enhances the pedestrian experience along the Civic Boulevard.

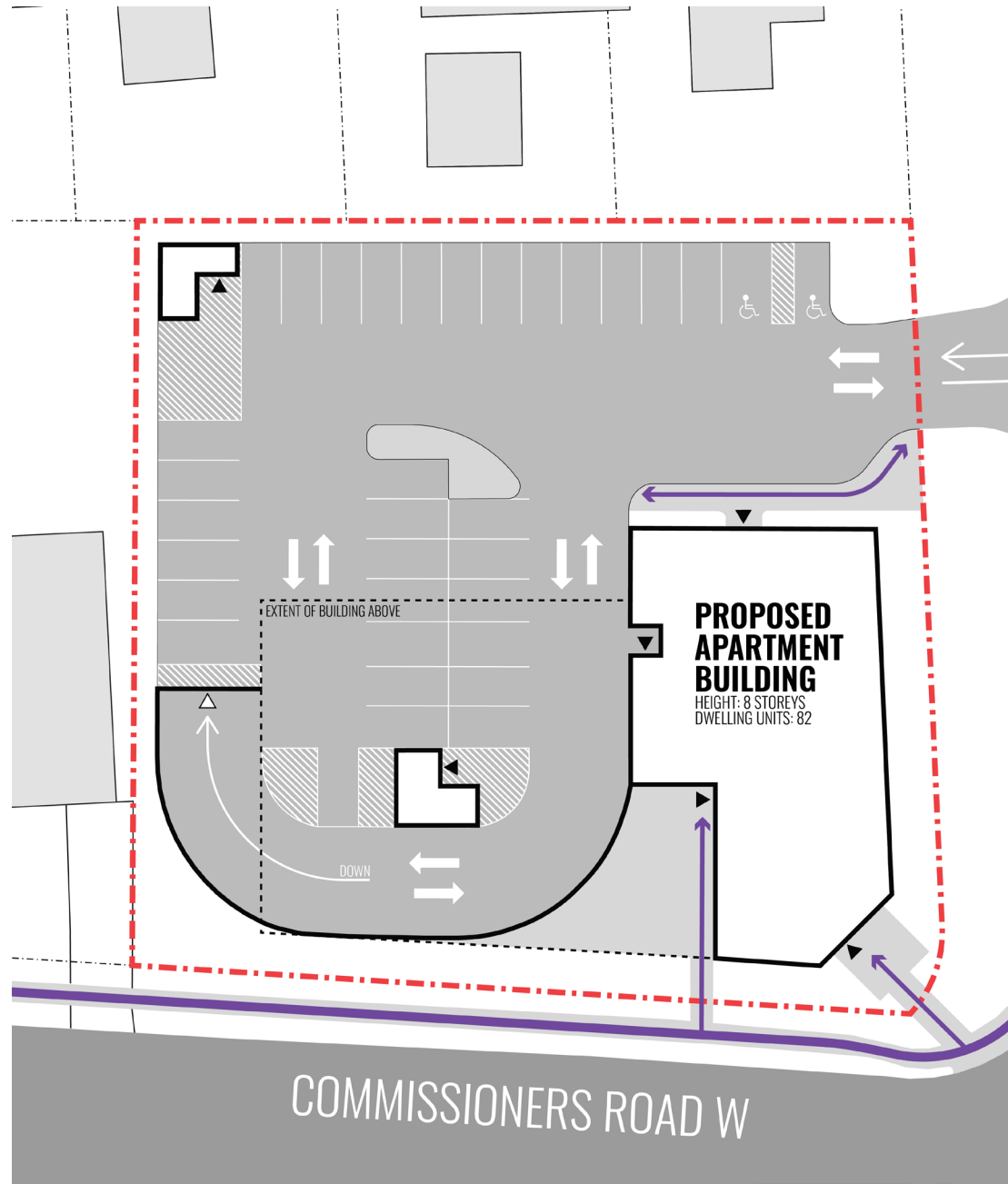
3 Driveway access is provided from West Street, positioned to provide horizontal separation between the proposed apartment building and existing residential properties to the north.

4 The massing of the new apartment building has been designed with a step-back above the 3rd floor, along the Commissioners Road West frontage to break up the visual bulk of the massing. The step-back in this location maintains street proportion and open views of the sky from the public realm.

5 A paratransit lay-by accommodates drop-offs, deliveries, and move-ins without disrupting on-site traffic flow. This location also provides secondary pedestrian access to the building.

6 The surface parking area has been strategically located towards the rear of the site and is screened from Commissioners Road West and West Street by the proposed building massing. Areas identified for enhanced landscaping (i.e., privacy fencing, screening vegetation) have been provided for along the north and west property lines where the parking is not screened by the proposed building.

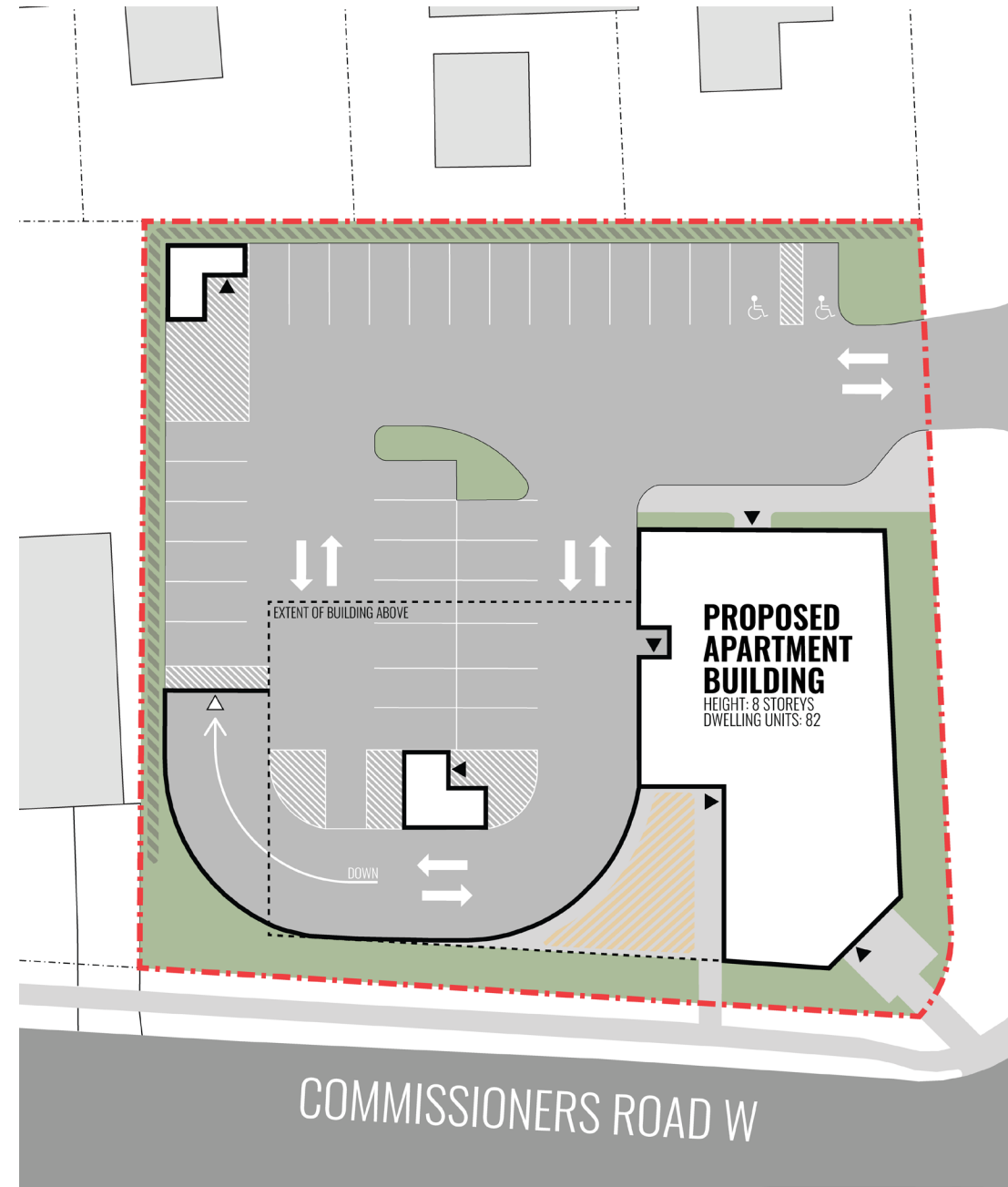
7 The proposed building includes a step-back above the sixth storey along the northerly portion of the building to break up the massing and enhance the interface with neighbouring properties to the north. This step-back limits direct overlook to adjacent residential properties to the north, protecting privacy while maintaining an appropriate transition in built form.



LEGEND

- ▲ Primary Building Entrance
- Site Boundary
- New Building Footprint
- Existing Sidewalk
- New Pedestrian Circulation
- Vehicular Circulation/Movements
- Underground Parking Access

Note: This simplified site access and circulation plan has been prepared based on the detailed site concept plan by Siv-ik Planning & Design Inc. It is meant to aid in illustrating the key attributes and functions of the development concept related to vehicular and pedestrian movements. For dimensions and full site details, please refer to the 2026.02.27 conceptual site plan.



LEGEND

- ▲ Primary Building Entrance
- New Building Footprint
- Site Boundary
- Landscaped Area
- ▨ Enhanced Edge Treatment
- ▨ Common Outdoor Amenity Area

Note: This simplified landscape plan has been prepared based on the detailed site concept plan by Siv-ik Planning and Design Inc. It is meant to aid in illustrating the parameters for the future detailed landscape plan which will be prepared by a Licensed Landscape Architect during subsequent stages of the planning process and reviewed through the Site Plan Control application.

Figure 8. Site Access and Circulation Plan

Figure 9. Conceptual Landscape Plan

S7: PLANNING ANALYSIS

S7.1 Provincial Planning Policy

The provincial planning policy framework is established through the Planning Act (Section 3) and the Provincial Planning Statement (PPS), 2024. The Planning Act requires that all municipal land use decisions affecting planning matters be consistent with the PPS, 2024. The primary mechanism for the implementation of the provincial plans and policies is through the London Plan (City of London Official Plan). Through the preparation, adoption and provincial 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 largely addressed in the Official Plan discussion in this report. However, when acknowledging the scope of the proposed development and the nature of the application being submitted (i.e. Zoning By-law Amendment), it is important to highlight some of the key objectives and policy directions of the PPS, 2024.

- » Efficient Use of Land and Infrastructure (Policy 2.1.4): The development provides for compact, efficient urban growth within the built-up area of London. It utilizes full municipal services (Policy 3.6.2) within the Urban Growth Boundary, supports existing infrastructure, and contributes to cost-effective development by minimizing land consumption and servicing needs.
- » Contribution to Housing Diversity (Policy 2.1.4 & 2.4.2): The project contributes to a broader mix of housing types in the area, complementing existing low-rise to high-rise forms along this section of Commissioners Road West. The proposal increases housing supply and offers an accessible, higher-density option in a location supported by transit and community amenities.
- » Growth Within Settlement Areas (Policy 2.3.1.1 & 2.3.1.2): The site is located within a designated settlement area and represents appropriate residential intensification that supports the achievement of complete communities. The proposal makes efficient use of land and resources and is supported by existing and planned public service facilities.
- » Transit-Supportive Development (Policy 2.3.1.2): The subject lands are located along Commissioners Road West, identified as a Civic Boulevard in The London Plan and serviced by public transit. The proposed density supports the viability of transit and active transportation and reduces dependency on private vehicles vs. other forms of lower density development that could be realized on the site.
- » Complete Communities and Intensification (Policy 2.3.1.3 & 2.4.3): The project aligns with the PPS goal of building complete communities by providing intensification in an established neighbourhood with access to nearby commercial, institutional, and recreational uses. The proposed scale is appropriate for its location and context and contributes to a walkable, connected community.
- » Appropriate Density and Compatibility (Policy 2.4.3): The proposed site design reflects a thoughtful response to the surrounding neighbourhood and has been planned to mitigate potential adverse impacts. Site design considerations including setbacks, building step-backs, landscaping, and building articulation will ensure compatibility with adjacent uses and reinforce the area’s residential character.

In view of the PPS, 2024 policies noted above, the site represents an appropriate location for intensification and redevelopment within the City’s built-up area and is an optimal location for intensification and redevelopment. The development adds to the mix of housing types/options available within the area, which aligns with provincial direction of providing a range and mix of housing options and densities. The concept plan complements existing and planned uses and integrates with other residential forms in the area. The development represents appropriate infill on a vacant parcel of land that represents a missing piece along the Commissioners Road West corridor. In recognition of the policies, it is our opinion that the proposal is consistent with the PPS, 2024.

S7.2 The London Plan

The London Plan provides detailed policies to support infill and intensification within the existing built up area of the city in order to achieve compact forms of development. While intensification is permitted in all of the Place Types that allow for residential uses, the policies in the Neighbourhoods Place Type are context-specific. The following provides an additional analysis to support the proposed Zoning By-law Amendment application from a use, intensity and form perspective and to complement the analysis provided in Section 5.

/ Use

As detailed in Section 2 of this report, the site is located within the Neighbourhoods Place Type, with direct frontage on a Civic Boulevard. The London Plan promotes land use patterns that contain a mix of residential building forms in the Neighbourhoods Place Type, promoting compact, walkable communities. Sites that front onto Civic Boulevards are located on the periphery of neighbourhoods and are generally intended to allow for a broader range of uses and more intense forms of development than those fronting onto minor streets. Thus, residential apartment buildings are a permitted use as per Table 10 for sites that front onto Civic Boulevards. The proposed apartment development will contribute to a mix of housing choices in a compact form and is street-oriented, which also contributes to an active street front along Commissioners Road West, creating a safe pedestrian environment that promotes connectivity. The proposed zoning is considered appropriate and consistent with the applicable permitted uses within the Neighbourhoods Place Type along Commissioners Road West

/ Intensity

The London Plan places an emphasis on growing “inward and upward” to achieve a compact form of development. There is a greater focus on encouraging and supporting growth within the existing built-up area of the city. Notwithstanding the site’s current “Neighbourhoods Place Type” designation, it is important to recognize that Policy 917 of the London Plan provides that each of our neighbourhoods provides a different character and function, giving Londoners an abundant choice of affordability, mix, urban vs. suburban character, and access to different employment areas, mobility opportunities, and lifestyles. Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type provides the range of permitted heights in the Neighbourhoods Place Type, within the Primary Transit Area, based on street classification.

The proposed building height (i.e., 8-storeys) aligns with what is permitted by Table 11 for sites adjacent to Civic Boulevards. In this regard, the proposed height is appropriate and represents a logical intensification of the site that aligns with broader planning objectives while maintaining compatibility with the surrounding context. The site is suitable for this form of mid-rise intensification due to its depth and frontage, providing an opportunity to orient the building towards the intersection of Commissioners Road West and West Street, creating a significant rear yard setback, which provides a buffer and mitigates potential impacts on neighbouring properties. The development has been strategically designed to address other key measures of intensity, ensuring that all of the functional needs for the development and future residents are met and that potential impacts on surrounding uses are appropriately addressed. The following analysis provides an overview of how the proposal addresses those other key measures of residential intensity:

Parking

Section 4.19 of the City of London Zoning By-law prescribes on-site parking supply requirements for all different categories of land use permitted by the By-law. In this regard, Section 4.19 currently requires 0.5 stalls per unit for apartment buildings. The proposed 82 parking spaces represent a rate of 1.0 space per unit, exceeding the minimum requirement of 0.5 spaces per unit.

Amenity

To support livability and residential community amenity, the development includes a range of indoor and outdoor amenity areas. Common indoor amenity spaces are intended to be located within the ground floor of the apartment building. Additionally, the site provides for over 100m² of shared outdoor amenity space at-grade. Finally, individual private amenity areas are contemplated in the form of balconies and patio spaces for each apartment unit. Collectively, these amenity areas reinforce a high-quality urban living environment in an area planned for growth and intensification.

Functional Considerations

The site design also allows for other key functional elements including site access, a dedicated on-site lay-by for para-transit vehicles, resident drop-offs, pick-ups and food delivery and a dedicated outdoor waste staging area designed to allow for temporary staging of waste collection bins on collection day. The building is able to accommodate the required indoor/secure bicycle parking requirements of 0.9 stalls per unit.

In view of the foregoing, the proposal represents an appropriate intensity of development and is able to accommodate the functional requirements for the proposed 82 dwelling units and the proposal is appropriate based on all comparable and objective measures of residential intensity prescribed by the London Plan.

/ Form

The London Plan provides a comprehensive framework for evaluating the “form” of development, with direction found primarily within the City Design, Neighbourhoods Place Type, and Our Tools sections. These policies emphasize the importance of creating positive relationships between built form, the public realm, and surrounding land uses, while ensuring that new development is context-responsive, pedestrian-oriented, and contributes to a cohesive and well-designed urban environment. The proposed development has been carefully designed to align with these objectives, demonstrating a high-quality built form that integrates appropriately within both the existing neighbourhood and the planned function of Commissioners Road West as a Civic Boulevard.

The site layout reflects a context-sensitive approach in accordance with Policies 252 and 253, responding to both the arterial corridor condition along Commissioners Road West and the adjacent low-rise residential neighbourhoods to the north. The building is oriented to the intersection of Commissioners Road West and West Street, with a strong presence along the Commissioners Road West frontage, reinforcing the planned urban structure of the corridor. The proposal provides appropriate transitions to more stable low-rise residential areas to the north through building placement, a substantial rear-yard setback and a rear landscaped strip.

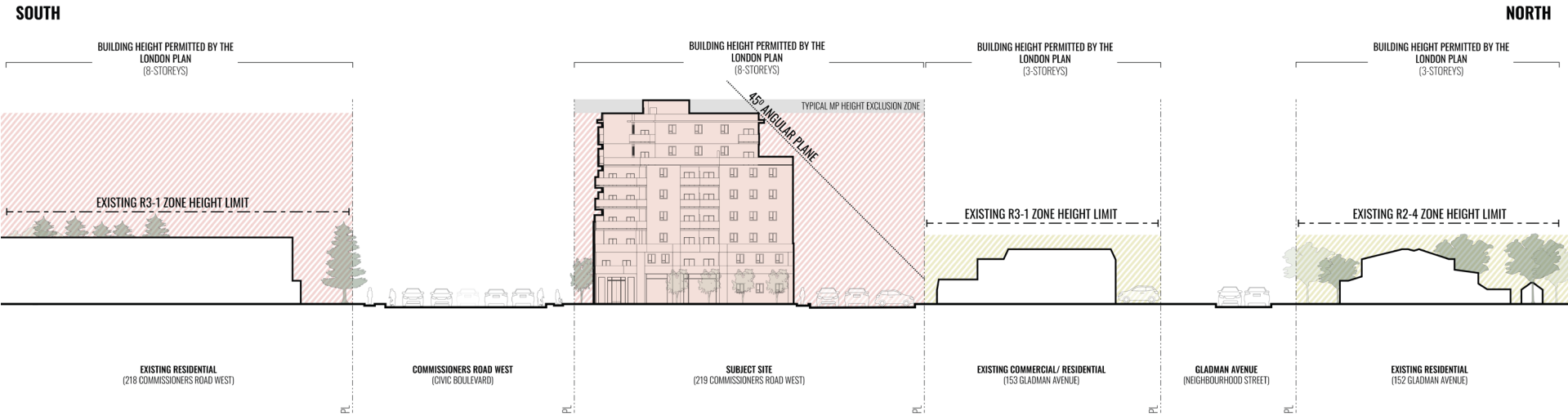
The proposed development reinforces a strong street-oriented built form, consistent with Policies 256 and 259. The building establishes a defined street wall along Commissioners Road West, contributing to a sense of enclosure and creating a comfortable and legible pedestrian environment. At-grade, indoor amenity space is oriented toward both the intersection and public street, which features glazing that provides transparency, animation, and passive surveillance. The building design incorporates a high degree of architectural articulation and material variation, consistent with Policy 301. The use of a defined building base, recessed building form, upper-level step-backs, balconies, and terraces reduces perceived massing and introduces visual interest.

Connectivity and safe movement are supported through a well-defined network of pedestrian connections in accordance with Policy 255. Direct and accessible walkways connect the municipal sidewalk to the building entrances, reinforcing permeability and ease of access. The site benefits from existing sidewalks, cycling infrastructure, and transit service along Commissioners Road West, supporting a range of transportation options and reducing reliance on private vehicles. Vehicular access is strategically located from West Street, minimizing interruptions along the primary frontage and maintaining a pedestrian-focused streetscape along the Civic Boulevard.

The proposal minimizes the visual impact of parking in accordance with Policy 272. The majority of parking is accommodated within a below-grade parking level, with only limited surface parking located internally on the site and screened from view from the public street. This approach ensures that parking does not dominate the streetscape and allows the building to present a continuous and active edge along Commissioners Road West and West Street. A comprehensive amenity program is integrated throughout the development, contributing to resident well-being and aligning with the broader objectives of the London Plan. Indoor amenity areas are prominently located at the intersection of Commissioners Road West and West Street, complemented by outdoor amenity spaces at-grade along the Commissioners Road West frontage. Private balconies for each unit further enhance access to outdoor space and support a high-quality living environment.

Overall, the proposed development demonstrates conformity with the London Plan’s form and urban design policies. It achieves a balanced approach to intensification by integrating thoughtful site design, articulated massing, and a high-quality public realm, while responding appropriately to both the surrounding neighbourhood context and the strategic importance of Commissioners Road West as a key corridor.

Figure 10. North-South Section Diagram



S7.3 Other Considerations and Requirements

/ Tree Preservation

The City Design Policies of the London Plan highlight a desire to preserve and incorporate existing mature trees into new developments, where possible. A Tree Preservation Plan has been prepared by Ron Koudys Landscape Architects Inc. (RKLA) and has been submitted as part of the complete Zoning By-law Amendment application. The plan identifies and evaluates all trees of all sizes in the City right-of-way and trees greater than 10cm in diameter measured at breast height on, and within 3.0 metres of, the project site. The inventory identified 9 individual trees and 1 vegetation cluster. The size, location and quality of the existing trees can be found on the Tree Preservation Drawing in Appendix A of the RKLA Report. No rare or endangered tree species were identified. In considering the potential impacts and disturbance associated with the proposed development concept, it was concluded that there is potential to preserve 1 out of the 9 existing trees. The tree preservation strategy will continue to be refined through subsequent stages of the development process when further details about site grading and engineering are finalized (e.g., through the future site plan control application process). New tree plantings will be provided through the future landscape plan which will be prepared during the site plan control application process and will provide replacement tree planting to address the loss of existing trees.

/ Traffic Impacts

A Transportation Impact Assessment (TIA) has been prepared by Paradigm Transportation Solutions Limited for the proposed development. The TIA includes an analysis of existing traffic conditions, a description of the proposed development, traffic forecasts for a five-year horizon from build-out (2035), and an assessment of development traffic impacts. The TIA reviewed the function and level of service at five study area intersections during the weekday AM and PM peak hours and considered the nearby future residential development at 129–131 Base Line Road West.

Based on the assessments carried out, it was identified that the study area intersections operate with acceptable levels of service under existing conditions, with the exception of several critical movements. At Commissioners Road West and Beachwood Avenue/Andover Drive, the northbound left-turn and southbound left-turn movements experience queueing issues during peak hours, and the northbound right-turn experiences queueing during the AM peak. At Commissioners Road West and West Street, the southbound approach operates with poor levels of service during the PM peak hour due to side street stop control. Under 2035 total traffic conditions, the study area intersections are forecast to operate with the same critical movements as background conditions. The proposed development is forecast to generate 27 and 33 trips during the AM and PM peak hours respectively, with minimal impact on study area intersections except for the already-constrained southbound approach at West Street and Commissioners Road West. The operational issues noted in the TIA are a result of existing and forecasted background conditions, and the proposed development will have minimal impact on study area intersections. A northbound left-turn lane at the proposed site access on West Street was not warranted under 2035 conditions. Transportation Demand Management measures including on-site walkways, bicycle parking, and access to multiple transit routes are proposed to facilitate reduced automobile reliance.

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S8: ENGAGEMENT

S8.1 Our Program

We understand that change in neighbourhoods warrants conversation. Our public consultation program was designed to provide an opportunity for those who are interested to learn more about the redevelopment vision for 219 Commissioners Road West early on in the planning process and share their thoughts. The timeline below shows a general overview of the steps in the planning process for 219 Commissioners Road West and how those steps interact with our applicant-led public consultation strategy.

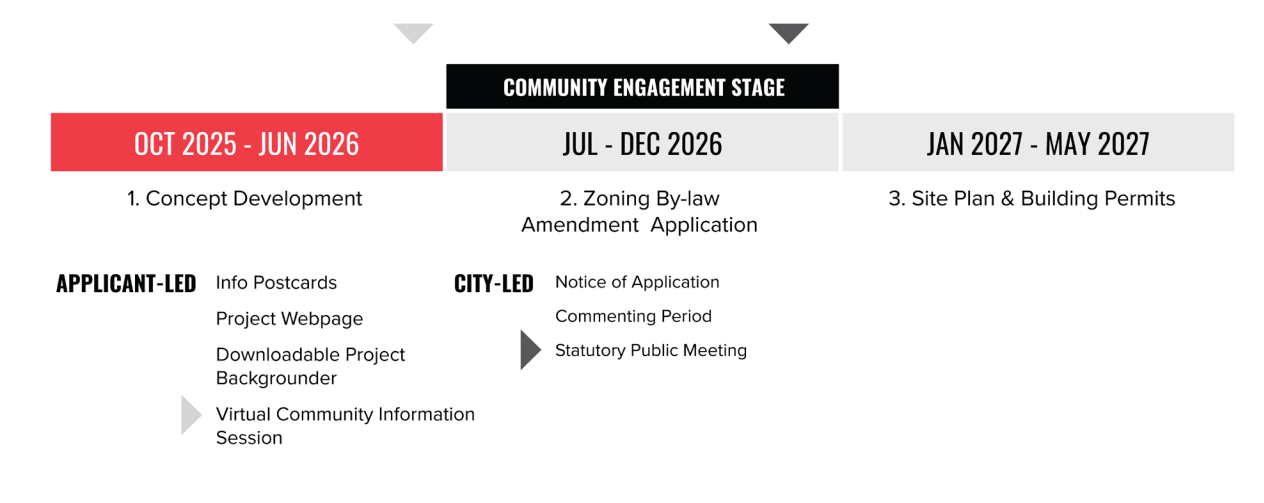


Figure 11. Engagement Program Overview

Feedback received through our outreach program was used to deepen our understanding of the local context and shape the ongoing design evolution of the project. We acknowledge that change is difficult and that no outcome will satisfy all interested parties completely. As such, the project team cannot integrate everything suggested by our neighbours and the community at-large. However we commit to: providing residents with quality and up-to-date information about the project; helping residents to understand how they can participate in the process; asking for their thoughts and opinions; and sharing what we have heard and our team’s response to it.

ENGAGEMENT SUMMARY

Info Postcard

In total, 95 information postcards were circulated to surrounding homes and businesses to notify the local community (within 120m of the project site) of the planned redevelopment via direct mail and to direct them to the project website.

Project Website

A project website (www.siv-ik.ca/219c) was launched on June 3, 2026 to provide a “home base” for sharing information and updates about the project and gathering feedback through an online feedback form.

Downloadable “Project Backgrounder” Publication

Siv-ik published a project backgrounder document to provide informative content regarding City planning policy, the planning process and the preliminary design principles that were established for the site. The backgrounder was made available for download on the project website.

Virtual Community Information Session

The project team hosted a Zoom webinar on June 17, 2026 to provide a live forum to share information directly with residents/participants and to facilitate a Q&A session with lead members of the project team.

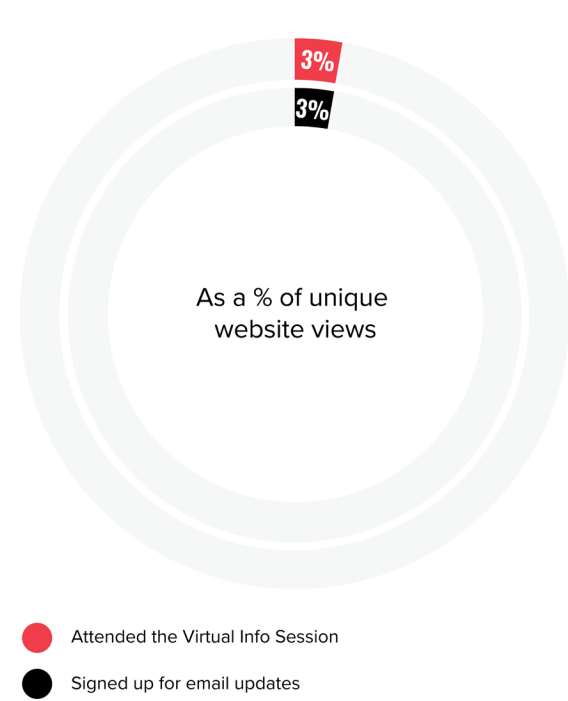
Report of Verbatim Feedback

The report was published and shared on our project website. The report clearly documents all the feedback that was received through various channels and provides a summary of participation in the applicant-led engagement process.

REACH



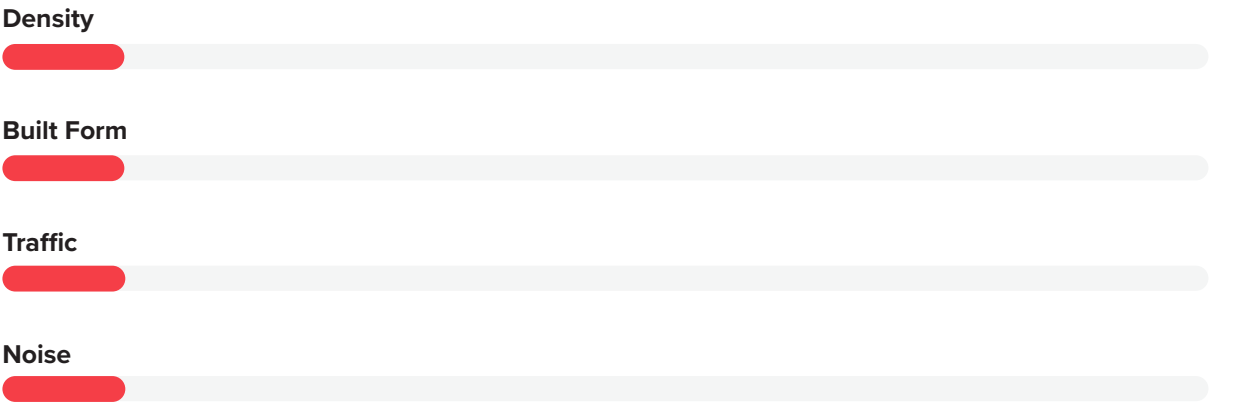
ENGAGEMENT



FEEDBACK

TOPICS OF INTEREST

Key topics of interest have been extracted from the feedback and comments provided. The table below shows the frequency that respondents provided feedback on specific topics. Some respondents provided feedback on more than one topic of interest. In some cases, comments were received that could not be organized into a topic of interest but were taken into consideration as part of this application process and included in this report.



Note: The graphics and text above represent highlights of our applicant-led community engagement program. Verbatim feedback received can be found in the 2026-08-25 Feedback Record by Siv-ik Planning and Design Inc. that has been submitted as part of this Zoning By-law Amendment. The record is also available for public download at www.siv-ik.ca/219c.

S9: CONCLUSIONS

In consideration of both provincial and municipal planning objectives, the proposed 8-storey apartment development represents a contextually appropriate form of intensification that fits well within the residential development pattern along this corridor. Located within the Neighbourhoods Place Type with frontage on a Civic Boulevard and a Neighbourhood Street, the site occupies a strategic position in an established neighbourhood within the Primary Transit Area. The design of the building provides a considered transition to adjacent properties while optimizing the use of available land, demonstrating careful attention to urban form and neighbourhood integration.

The proposed special provision zone seeks to accommodate increased height and density in recognition of the site’s location along Commissioners Road West, a Civic Boulevard within the Neighbourhoods Place Type as contemplated by The London Plan. The building is positioned to align with the emerging street wall along Commissioners Road West, reinforcing the pedestrian-oriented character of this Civic Boulevard. The proposed Zoning By-law Amendment includes special provisions that enable this urban form while ensuring sensitive transitions to adjacent residential properties through thoughtful massing and setback strategies.

As noted in the Planning Analysis section of this report, the proposed Zoning By-law Amendment is consistent with the PPS, 2024, in conformity with the policies of the London Plan and represents good planning. The proposed development will be subject to Site Plan Control under Section 41 of the Planning Act, which will ensure that the proposed development concept conforms with the approved direction for the Zoning By-law Amendment.



REFERENCES

1. Provincial Planning Statement, 2024.
2. The London Plan.
3. City of London Comprehensive Zoning By-law Z.-1.
4. City of London, London City Map (Last Updated June 18, 2024).
5. City of London Southcrest Neighbourhood Profile (2016).
6. Transportation Impact Assessment, prepared by Paradigm Transportation Solutions, dated August 2026.
7. Tree Preservation Plan prepared by Ron Koudys Landscape Architects Inc., dated May 26, 2026.

