

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: Domday Developments c/o Zelinka Priamo Ltd.
1408 & 1412 Commissioners Road West
File Number: Z-9780, Ward 9
Public Participation Meeting

Date: November 12, 2024

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Domday Developments c/o Zelinka Priamo Ltd. relating to the property located at 1408 & 1412 Commissioners Road West:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting November 26, 2024 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(_)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Enhanced landscaping along the interior and rear boundaries that exceed the minimum requirements of the Site Plan Control By-law;
 - ii) The front face and principle building entrance shall be oriented toward Commissioners Road West;
 - iii) Installation of a board-on-board fence that exceeds the requirements 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, which encourages growth in settlements areas and encourages 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 policies of The London Plan, including but not limited to, the Neighbourhoods Place Type, City Building Policies, and Our Tools;
- iii) The recommended amendment would permit a development at an intensity that is appropriate for the site and the surrounding neighbourhood; and
- iv) The recommended amendment facilitates the development of a site in the Built-Area Boundary with an appropriate form of infill development.

Executive Summary

Summary of Request

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-8) Zone to a Residential R8 Special Provision (R8-4(_)) Zone.

Purpose and the Effect of Recommended Action

The recommended action will permit a 4-storey, **22-unit** residential development with a

maximum height of 14.5 metres.

Staff are recommending approval of the requested Zoning By-law Amendment with special provisions for a reduced front yard setback and increased building height.

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 ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Housing and Homelessness**, by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets.

Analysis

1.0 Background Information

1.1 Property Description and Location

The subject lands are located on the south side of Commissioners Road West, in the Byron Planning District. The lands have an area of 0.3 hectares and a lot frontage of 49 metres along Commissioners Road East. The lands currently contain two existing single detached dwellings. The existing dwellings are proposed to be demolished to facilitate the proposed development.

Site Statistics:

- Current Land Use: Single detached dwellings
- Frontage: 49.7 metres
- Depth: 100.3 metres
- Area: 0.30 hectares
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: No

Surrounding Land Uses:

- North: Medium density residential
- East: Single detached dwellings
- South: Single detached dwellings
- West: Single detached dwellings

Existing Planning Information:

- The London Plan Place Type: Neighbourhoods Place Type fronting a Civic Boulevard (Commissioners Road West)
- Existing Zoning: Residential R1 (R1-8) Zone



Figure 1- Aerial Photo of 1408 and 1412 Commissioners Road West and surrounding lands.



Figure 2 - Streetview of 1408 and 1412 Commissioners Road West (view looking south)

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing a 4-storey, 22-unit apartment building with 22 surface parking spaces (1 space per unit).

The proposed development includes the following features:

- Land use: Residential
- Form: Apartment Building
- Height: 4-storeys (14.5 metres)
- Residential units: 22
- Density: 73 units per hectare
- Building coverage: 22.7%
- Parking spaces: 22 surface
- Bicycle parking spaces: 0 (0.9 per unit long term and 0.1 per unit short term will be required)
- Landscape open space: 45.1%

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



Figure 5 – Rendering (Rear Elevation) (August, 2024)

2.2 Requested Amendment

The applicant has requested an amendment to the Zoning Bylaw Z.-1 to rezone the property from a Residential R1 (R1-8) Zone to a Residential R8 Special Provision (R8-4(_)) Zone.

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

Regulation (R8-4)	Required	Proposed
Front Yard Depth (minimum)	8.0 metres	1.0 metre
Height (maximum)	13.0 metres	14.5 metres
Yards Where Parking Area is Permitted	N/A	Interior Side/Rear Yard

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.

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

2.4 Public Engagement

On September 4, 2024, Notice of Application was sent to 206 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 12, 2024. A “Planning Application” sign was also placed on the site.

There were twelve (12) responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Concerns expressed by the public relate to:

- Loss of privacy
- Lighting and noise from vehicles
- Parking, including possible overflows to neighbouring streets
- Property values
- Traffic and safety
- Location of the building too close to the road
- Environmental impact of tree removals and greenspace
- Infrastructure strain
- Stormwater management impacts
- Construction disruptions

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*.

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.

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1 Land Use

The subject lands are located in the Neighbourhoods Place Type on Map 1 – Place Types in The London Plan with frontage along a Civic Boulevard on Map 3 – Street Classifications. The proposed use of a low-rise apartment building is a contemplated

use in accordance with Table 10 – Range of Permitted Uses in the Neighbourhood Place Type.

The proposed low-rise apartment building is consistent with the policies of the Provincial Planning Statement, 2024 and contemplated in the Neighbourhoods Place Type in The London Plan. The recommended low-rise apartment building will contribute to the existing range and mix of housing types in the area, which consists of a mix of single detached dwellings, medium-density cluster townhouses and low-rise apartment buildings further to the east. The proposed use promotes Key Direction 5 of The London Plan by providing for infill and intensification of various types and forms to take advantage of existing services and facilities to reduce the need to grow outward and ensuring a mix of housing types within our neighbourhoods so they are compatible and support aging in place (TLP, 59_). The proposed development supports a positive pedestrian environment, a mix of house types within the neighbourhood to support ageing in place and affordability and a healthy, diverse, and vibrant neighbourhood that promotes a sense of place and character (TLP 193_).

4.2 Intensity

The proposed intensity is consistent with the policies of the PPS, 2024, that encourage residential intensification (PPS Section 1.b)2), an efficient use of land, and a diversified mix of uses (PPS Section 2.3.1.2). The proposed intensity is in conformity with the Neighbourhoods Place Type in The London Plan (TLP Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type), which contemplates a standard maximum of four (4) storeys and an upper maximum of six (6) storeys along a Civic Boulevard (Commissioners Road West).

Concerns were raised by members of the public regarding the increase in height having impacts on privacy. To ensure the building does not exceed the proposed 4-storeys, a special provision has been included to regulate the maximum height to 14.5 metres. The proposed height of 14.5 metres (4-storeys), is consistent with existing apartment buildings in the surrounding area and is consistent with the 2-storey townhouse dwellings to the north. The applicant is not proposing reductions in the rear or interior side yard setbacks to provide for adequate buffering between properties and mitigate concerns for privacy. Through the Site Plan Approval process, the applicant is to provide enhanced landscaping along the interior and rear boundaries for privacy from the existing single detached dwellings.

The proposed residential intensity will facilitate an appropriate scale of development that makes efficient use of lands and services and is compatible and complementary to the existing and planned residential development in the area. The proposed intensity contributes to the intensification target in the Build Area Boundary. Servicing is available for the proposed number of units and no concerns were raised regarding traffic, noise, parking or other negative impacts

4.3 Form

The proposed form is consistent with the Neighbourhoods Place Type policies and City Design policies. The London Plan encourages residential intensification within existing neighbourhoods which add value to the neighbourhoods by adding to their planned and existing character, quality, and sustainability (TLP, 937_). The proposed development facilities and appropriate form and scale of residential intensification that is compatible with the existing and future neighbourhood character (TLP, 953_2). The proposed built form supports a positive pedestrian environment, a mix of housing types to support aging in place and affordability and is designed to be a good fit and compatible within its context/neighbourhood character (TLP, 193_). The location and massing of the proposed building is consistent with urban design goals by providing minimal setbacks to the street to activate the street frontage while providing direct pedestrian connections to the public sidewalk (TLP, 259_, 268_).

The proposed development currently shows two parking spaces between the building and the street. Staff recommend that all parking be located internal to the site and visually screened from the street to encourage a pedestrian oriented streetscape (TLP,

936_4). A special provision requiring parking to be located in the interior side or rear yard is recommended accordingly, as well as an additional special provision requiring a greater parking area setback in the rear yard in order to retain existing vegetation and maintain privacy.

4.4 Zoning

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

A minimum front yard depth of 1.0 metres

A reduced front yard depth of 1.0 metres is proposed by the applicant and is recommended by staff. The reduced front yard depth is to the new property boundary, post road-widening dedication, and is located at a pinch-point. The reduced setback will allow the building to be sited closer to the street and define the street edge, creating an inviting, active, and comfortable pedestrian environment (TLP, 259_). The reduced setback ensures no encroachments into the public right-of-way.

A maximum height of 14.5 metres

An increased building height of 14.5 metres is proposed by the applicant and is recommended by staff. The increase in height is to facilitate the 4-storey apartment building and is consistent with the existing apartment buildings in the area. The maximum height will allow for the implementation of the proposed development, facilitating an appropriate scale of development that is compatible with the existing and future neighbourhood (TLP, 918_13). There are no special provisions requested for reduced interior or rear side yards to provide for adequate buffering from abutting low-density residential uses. Enhanced landscaping in the interior and rear side yards to offset any potential impacts of the increased height will be considered by the Site Plan Approval Authority.

Parking area location – interior side or rear yard

A special provision to regulate the parking area location to the interior side or rear yard is being recommended by staff. Section 4.19 of Zoning By-law Z.-1 does not regulate yards in which the required parking area is permitted where there is no regulations for the R8 Zone. The special provision conforms to The London Plan City Building policies where parking should be located in the interior side or rear yard only (TLP, 269_ and 272_).

Parking area setback (rear) (minimum) – 2.5 metres

A special provision to provide a minimum rear yard parking area setback of 2.5 metres is being recommended by staff. The intent of providing the minimum parking area setback in the rear yard is to retain the existing hedge to provide buffering between the proposed development and neighbouring single detached dwelling at the rear of the site.

4.5 Traffic and Parking

Through the circulation of the application, traffic and safety were among the greatest concerns raised by neighbouring residents. The application has been reviewed by City Transportation staff who raised no concerns with the proposed development. The increased number of vehicles as a result of the proposed development did not require further review or studies.

Concerns were also raised regarding the number of parking spaces proposed in relation to the number of units, resulting in vehicles parking on neighbouring streets. The applicant is proposing a parking rate of 1.0 spaces per unit (22 spaces) exceeding the minimum requirement of 0.5 spaces per unit (11 spaces) as per the Zoning By-law Z.-1. Through the Site Plan Approval process, the applicant will be required to provide visitor parking at a rate of 1 space for every 10 units.

4.6 Servicing and Infrastructure

Concerns were raised regarding the existing infrastructure capacity to support the

proposed development. City Engineering staff have reviewed the application and have confirmed that adequate capacity is available to service the proposed development. A detailed review of the engineering will be completed through the detailed design at the Site Plan Approval stage.

Conclusion

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the property from a Residential R1 (R1-8) Zone to a Residential R8 Special Provision (R8-4(_)) Zone. Staff are recommending approval of the requested Zoning By-law amendment with special provisions.

The recommended action is consistent with the PPS 2024, conforms to The London Plan and will facilitate the development of a site within the Built-Area Boundary with an appropriate form of infill development.

Prepared by: Melanie Vivian
Senior Coordinator – Committee of Adjustment

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, Planning and Economic
Development

Copy:
Britt O' Hagan, Manager, Current Development
Mike Corby, Manager, Site Plans
Brent Lambert, Manager, Development Engineering

Appendix A – Zoning Bylaw Amendment

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1408 and 1412 Commissioners Road West

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

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1408 and 1412 Commissioners Road West, as shown on the attached map **FROM** a Residential R1 (R1-8) Zone **TO** a Residential R8 Special Provision (R8-4(_)) Zone.
2. Section Number 12.4 of the Residential R8-4 Zone is amended by adding the following Special Provisions:

R8-4(_) 1408 and 1412 Commissioners Road West
 - a. Regulations
 - i. Front Yard Depth (minimum) – 1.0 metres
 - ii. Height (maximum) – 14.5 metres
 - iii. Yards Where Parking Area is Permitted – Interior side yard or rear yard
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.

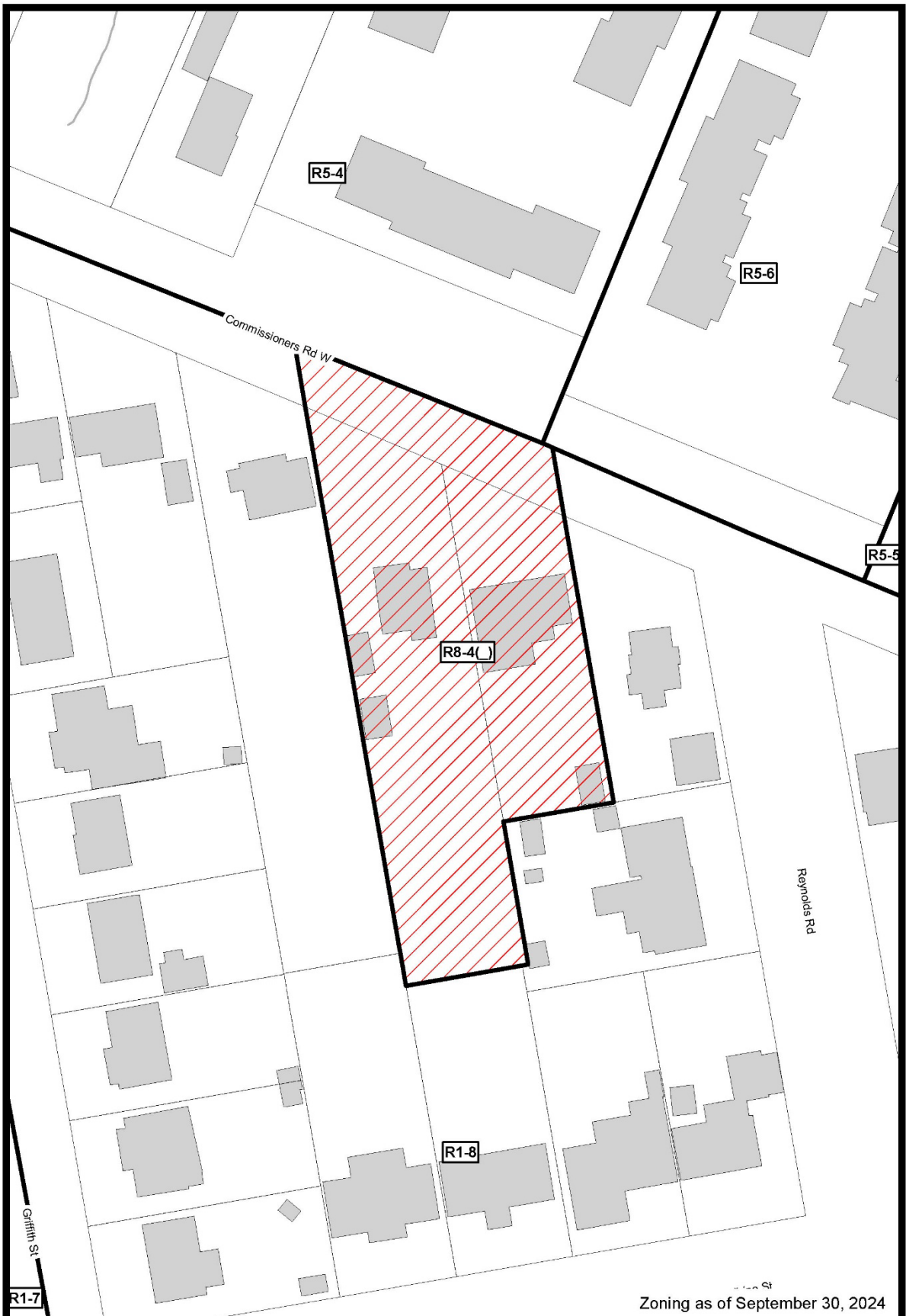
PASSED in Open Council on November 26, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – November 26, 2024
Second Reading – November 26, 2024
Third Reading – November 26, 2024

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



File Number: Z-9780
Planner: MV
Date Prepared: 2024/10/10
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:800

0 4 8 16 24 32 Meters



Appendix B - Site and Development Summary

A. Site Information and Context

Site Statistics

Current Land Use	Residential (Single detached dwellings)
Frontage	49.7 metres
Area	0.3 hectares (0.74 acres)
Shape	Irregular
Within Built Area Boundary	Yes
Within Primary Transit Area	No

Surrounding Land Uses

North	Cluster townhouse developments/apartment buildings
East	Single detached dwellings
South	Single detached dwellings
West	Single detached dwellings

Proximity to Nearest Amenities

Major Intersection	Commissioners Road West/Boler Road (770 metres)
Dedicated cycling infrastructure	Commissioners Road West (55 metres)
London Transit stop	Commissioners Road West (north side) (140 metres) Griffith Street (160 metres)
Public open space	Springbank Park (950 metres)
Commercial area/use	Variety of uses (restaurant, retail) (524 metres)
Food store	Metro (1,000 metres)
Community/recreation amenity	Byron Optimist Community Centre (1,100 metres)

B. Planning Information and Request

Current Planning Information

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

Requested Designation and Zone

Requested Place Type	Neighbourhoods Place Type on a Civic Boulevard
Requested Special Policies	N/A
Requested Zoning	Residential R8 Special Provision (R8-4())

Requested Special Provisions

Regulation (R8-4)	Required	Proposed
Front Yard Depth (minimum) (m)	7.0 metres	1.0 metres
Height (maximum) (m)	13.0 metres	14.5 metres
Paving Area Location	N/A	Interior or rear yard
Parking Area Setback (rear) (minimum)	N/A	2.5 metres
Building Orientation	N/A	The front face and principle building entrance shall be oriented toward

Regulation (R8-4)	Required	Proposed
		Commissioners Road West

C. Development Proposal Summary

Development Overview

The recommended action will permit a 4-storey, 22-unit low-rise apartment building with a density of 73 units per hectare.

Proposal Statistics

Land use	Residential
Form	Low-rise apartment building
Height	4-Storeys (14.5 metres)
Residential units	22
Density	73 units per hectare
Building coverage	22.7 %
Landscape open space	45.1 %
New use being added to the local community	No

Mobility

Parking spaces	22 surface parking spaces
Vehicle parking ratio	1.0 spaces per unit
New electric vehicles charging stations	Unknown
Secured bike parking spaces	Determined through Site Plan Approval
Secured bike parking ratio	Determined through Site Plan Approval
Completes gaps in the public sidewalk	N/A
Connection from the site to a public sidewalk	Yes
Connection from the site to a multi-use path	N/A

Environment

Tree removals	Yes
Tree plantings	Yes (number to be determined through Site Plan Approval)
Tree Protection Area	Yes / No
Loss of natural heritage features	No
Species at Risk Habitat loss	N/A
Minimum Environmental Management Guideline buffer met	N/A
Existing structures repurposed or reused	No
Green building features	Unknown

Appendix C – Internal and Agency Comments

Planning and Development

- The two (2) parking spaces in the front yard are not supported by staff. Remove/relocate accordingly. A special provision will be included to permit parking in the interior and rear yard only.
- To address public concerns regarding loss of landscaping and privacy, staff may consider a special provision for an increased setback from the parking area at the rear to retain the existing hedge of approximately 2.5 metres.

Site Plan – September 27, 2024

1. Major Issues

- None

2. Matters for OPA/ZBA

- **A Noise Study** will be required at the first submission of the Site Plan Approval application.
- Provide a minimum **1.5m** parking setback from the property boundary.
- A special provision will be required to permit a reduced minimum front yard setback of **1.0m** whereas a minimum front yard setback of **8.0m** is required.

1. At the time of site plan application submission, update the site plan zoning matrix table to reflect the required **8.0m** setback.

ZONING - R8-4		
REGULATION	REQUIRED	PROPOSED
LOT AREA	1,000 m ²	3,049.20 m ² (0.3049 ha) (PRE-ROAD WIDENING)
LOT FRONTAGE	30.0 m	49.697 m
FRONT YARD	7.0 m	1.0 m
INTERIOR SIDE YARD	4.80 m	11.21 m (WEST) 4.80 m (EAST)
REAR YARD	4.80 m	12.06 m
LANDSCAPE OPEN SPACE (MIN.)	30 %	45.1 % (1,374.49 m ²)
LOT COVERAGE (MAX.)	40 %	22.7 % (690.99 m ²)
BUILDING HEIGHT (MAX.)	13.0 m	* 14.3 m
DENSITY (MAX.)	75 UPHA	73 UPHA (PRE-ROAD WIDENING)

- A special provision will be required to permit a maximum height of **14.3m** whereas a maximum height of **13.0m** is permitted.
- Remove or relocate the proposed front-yard parking spaces.

3. Matters for Site Plan

- Clarify if municipal or private collection garbage and recycling services will be utilized.
 1. The City of London can provide deep waste garbage collection for Earth bins and Earth Worx bins. Private collection will be required for any in-ground recycling.
 2. To future proof the subject site for green bin waste collection, consider how green bin waste pickup will be accommodated on-site.

Parks Planning & Open Space Design – September 19, 2024

Major Issues

- None.

Matters for OPA/ZBA

- None.

Matters for Site Plan

- Parkland dedication has not been taken for this site. It is to be noted that the applicant, as a condition of site plan approval, will be required to provide parkland dedication in the form of cash-in-lieu pursuant to By-law CP-25.

Urban Design – September 19, 2024

Major Issues

- This site is located within the Neighbourhoods Place Type along a Civic Boulevard in The London Plan [TLP] which generally contemplates the proposed use and height. Urban Design is generally supportive of the proposed 4-storey apartment building, but recommends the following comments be addressed.

Matters for OPA/ZBA

- 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:
 - The front face and principal building entrance shall be oriented toward Commissioners Road W.
 - Urban Design is supportive of the other Special Provisions proposed by the applicant.
- Urban Design is not supportive of the proposed parking spaces located between the building and the street. Parking should be located in the interior side or rear yard only.

Matters to be Addressed at Site Plan

- Urban Design recognizes the applicant for proposing the following site layout and building design features. The applicant is encouraged to carry these features forward through the development process:
 - The entrance located on the Commissioners Road W-facing facade with direct walkway access to the sidewalk.
 - Balconies have been included which provide private amenity space and break-down the massing of the building.
 - Weather protection (canopies) is proposed above the building entrances.
- Remove or relocate the two proposed parking spaces located in the front yard. Parking should be located in the interior side or rear yard only [TLP Policy 269, 272].
- 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].
- Consider providing individual accesses to the street-facing ground floor units to encourage active transportation, assist with wayfinding and to activate the street [TLP Policy 291].
- Screen any surface parking areas exposed to the public street with enhanced all-season landscaping [TLP Policy 278].
- Submit a full set of dimensioned and labelled elevations for all sides of the proposed building. Further comments may follow upon receipt of the updated drawings.

Landscape Architecture – October 8, 2024

- Any tree issues identified in the submitted Tree Report can be addressed at site plan. There was only one boundary tree along the west property line, but the layout as proposed will not impact the tree at all.

Engineering – September 19, 2024

Zoning Application Comments:

Planning & Development:

- Engineering has no further comments on this application and recommends approval. For the applicant's benefit, please provide the below site plan comments which need to be addressed as part of a future application.

Matters for Site Plan

Wastewater:

- A site servicing plan which indicates how the proposed development will connect to the municipal sanitary sewer will be required.

Water:

- Water is available for the subject site via the municipal 300mm watermain on Commissioners Road West.
- The existing water services to the existing two property shall be abandon to City Standards.
- A water servicing brief addressing domestic demands, fire flows, and water quality is required.
- Ensure the two properties are under one ownership. Ensure a regulated drinking water system will not be created.

Stormwater:

- As per attached as-constructed 5411 & 5413, the site at C=0.35 is tributary to the existing 900mm storm sewer on Commissioners Road West. As per the Drainage By-law, the consultant would be required to provide for a storm pdc.
- A land use of medium density residential will trigger the application of design requirements of Permanent Private Storm System (PPS) as approved by Council resolution on January 18, 2010. A standalone Operation and Maintenance manual document for the proposed SWM system is to be included as part of the system design and submitted to the City for review.
- As per the City of London's Design Requirements for Permanent Private Storm Systems, the proposed application falls within case 3a, therefore the following design criteria should be implemented:
 - the flows from a site being developed are to be restricted to those flows which were allowed for the site in the design of the receiving storm sewer; and,
 - the major flows are to be controlled on site up to the 100-year event and the site grading is to safely convey up to the 250-year storm event; and,
 - 100% of quality and erosion controls are to be provided for the lands to be developed, as per the applicable Subwatershed Study (Downstream Thames, 70% TSS removal).

The consultant shall provide a servicing report and drawings to present calculations, recommendations and details to address these requirements.

- Although the site may not contain 29 or more at grade parking spaces, per Case 3 of the PPS (CofL DSRM 6.9) the on-site private stormwater system must provide 100% of the quality control for the lands to be developed (70% TSS removal), as there are no downstream quality controls in place.
- 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. In particular, the residential properties to the southwest.

- 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.

Transportation:

- These properties are subject to a road widening of approximately 7 metres that is to be determined by survey by setting 18.0m from the centerline of construction shown on attached plan E083s1.
- Detailed comments regarding access design and location will be made through the site plan process.

Appendix D – Public Engagement

From: Benita Moore

Sent: Tuesday, September 10, 2024 2:52 PM

To: Vivian, Melanie <mvivian@london.ca>

Subject: [EXTERNAL] 1408-1412 commissioners Rd West

I have been notified of the intent to go before council on November 12 2024 concerning the proposal of a 4 storey apartment building on the above land. The development will back onto **[redacted]**, which I own. I have grave concerns as to the adverse affect this will have on my home as well as the neighbourhood.

The plans show the parking area to be at my backyard. Their plans will have profound affect on our daily lives and mental well being. We will lose our privacy. With the traffic going in and out we will have car lights and noise in the backyard at all times of the day and night

They currently have 22 parking spots for 22 units. If all spots are used for the building the overflow will come onto the side streets. If there are no spots and visitors come where will they park?

I have spent alot of time and money developing a backyard that provides peace and tranquility and that will be sacrificed. I purchased this property because of the yard. For what it provides and how it would enrich my life. I was a real estate agent for over 20 years. I know that when it comes time for me to sell it will seriously affect the resale value of my home. It will discourage potential buyers.

There is a vine growing on his property with is harming his trees as well as mine. I have contacted the builder inperson and left three messages at his place of business and he has taken no action to deal with this issue. These vines are killing his trees as well as mine. According to their plans all the trees will be removed and they will put up shrubs. You can't replace 50 year old trees with shrubs. The trees currently provide privacy as well as noise reduction from Commisioners.

Please take my concerns as well as my neighbours as this will profoundly change the character of an existing community to the negative.



Figure 1: Pictures of backyard.



Figure 2: Pictures of backyard.



Figure 3: Pictures of backyard.

From: Janet Edwards
Sent: Thursday, September 12, 2024 7:04 PM
To: Vivian, Melanie <mvivian@london.ca>
Cc: Hopkins, Anna <ahopkins@london.ca>
Subject: [EXTERNAL] 1408 & 1412 Commissioners Road West in Byron

The traffic on Commissioners Road is bad enough with traffic coming from Strathroy, Mt. Brydges, Komoka, Kilworth that I don't want to see another apartment building on that street, Apparently Triglar has bought the land on the east side of Commissioners Road and Reynolds Road. Who knows what will be going on there. I hate seeing residential houses being replaced by apartment buildings.

So if I get to vote, I vote no to another apartment building.

Janet Edwards
[redacted], London, ON [redacted]

From: Roberta Day
Sent: Monday, September 23, 2024 12:03 PM
To: Vivian, Melanie <mvivian@london.ca>; Hopkins, Anna <ahopkins@london.ca>
Subject: [EXTERNAL] 1408-1412 Commissioners Rd W comments/concerns, File Z-9780

To: Melanie Vivian and Anna Hopkins, and Council

Hello,

My name is Roberta Day and I reside in the **[redacted]**, at the intersection of Griffith and Commissioners.

I would like to express and share with City Councillors my concerns with the proposed development at 1408-1412 Commissioners Rd West.

My main concern is the well-being and safety of the Byron community.

I am a walker and there are many other 'walkers' in this neighbourhood. Adults, children going to school, seniors getting exercise, bicyclists, and runners from Riverbend area.

There is even a sign at the corner of Griffith and Commissioners that encourages walking. It says "You are an 8 minute walk to the shops and park". What it does not say is that you take your life in your hands every time you walk from Grandview to Boler Rd especially on the side of the street where this 4 storey apartment building is proposed. The sidewalk down Commissioners on this stretch is really just an extension of the road. There is no boulevard or grassy area or bike lane in most sections as there is no room. Even the sidewalk seems narrower in some spots. Putting up a 4 storey apartment building would make walking even more hazardous with the cars from the 22 units causing more traffic, turning in and out of the driveway. Maybe that is why there are not any apartment buildings on that side of the road now! They are all on the other side where the boulevard is mainly wider and provides a safer distance from the road for pedestrians.

London is known as the Forest City. I would also like it to be known as a Pedestrian Friendly City. Let's make this busy road in Byron area more pedestrian friendly and safe by not adding to an existing safety hazard that more cars and construction will increase.

In summary, there are too many risks to public safety posed by this development:

- building too close to road (especially if road needs to be widened for traffic)
- sidewalk too close to road
- too close to public school (already lots of traffic with parents dropping off kids)
- limited parking for 22 units (currently people already park down Griffith as no parking)
- increase in traffic from an apartment building and turning left is already dangerous (Not to mention that a 4 storey building will impact neighbours backyards and privacy and property values.)

This stretch of Commissioners Rd already has a problem accommodating the many cars, it is curvy in some areas, and the speed limit is 50km not 40km as it would be in a school district. The sidewalk is too narrow and close to the road. This development could compromise the safety and well being of all pedestrians and Byron residents.

Thank you,

Roberta Day

[Redacted]

From: Alisha Goossens

Sent: Monday, September 23, 2024 1:16 PM

To: Vivian, Melanie <mvivian@london.ca>

Cc: JEFF GOOSSENS; Hopkins, Anna <ahopkins@london.ca>

Subject: [EXTERNAL] Proposed Development 1408-1412 Commissioners Road W.

Hello

I would like to express my concerns regarding the proposed development of 1408 and 1412 Commissioners Road, as it abuts the **[redacted]**. I have received the Notice of Application for the above stated property and have been notified that the prior emails which I have sent to the city regarding this proposal will not be included as part of the staff's review.

This proposal will be the first multi-unit dwelling on the south side of Commissioners Road, due west of Boler Road. The proposed building lot is currently zoned for single-family dwellings and the proposed building and parking lot will back directly onto single-

family homes. Additionally, this proposal includes the removal of trees and green space currently on these properties.

My key concerns include:

- The height of the proposed building does not meet current zoning standards and will be situated on lots surrounded by single-family homes
- The loss of privacy to nearby homes
- The environmental impact of the removal of trees and greenspace
- The impact on surrounding properties with the removal of trees and greenspace, being replaced with concrete and other impermeable building materials, especially with increasing severe weather due to climate change
- The infrastructure in the established neighbourhood has been designed for single-family homes and cannot tolerate an increase in building size and population
- Pedestrian and traffic safety concerns, namely the visibility at the corner of Reynolds Road and Commissioners Road with the increase in traffic
- Traffic safety concerns along my street of residence, especially during the construction phase, likely two years as stated by the developer at the public meeting, as we do not have curbs or sidewalks on Woodbine St.
- Safety of the construction of the proposed building, as the builder does not have mid-size apartment buildings in their portfolio of experience

While increasing the number of available homes is important, many factors must be taken into consideration. This proposal is not appropriate for this neighbourhood given the abundance of new residential development taking place to the west and south of this neighbourhood. Residents purchasing property in developing neighbourhoods are aware that construction is ongoing and variable and there is new infrastructure designed to support this type of development.

We are the second owners of **[redacted]** since it's construction in 1957, as is the case for several other homes on Woodbine St. The homes on the north side of Woodbine St. have each only been owned by two or three long -term occupants. We purchased our home due to the private lot and quiet residential street. We have worked tirelessly over the past twenty-five years to maintain our home and provide a safe place for our family.

I have attached photos of our property, the backyard which will be affected by the proposed building. Note, the proposed building will be in the area of the many large trees. I have also included a photo of Woodbine St. taken at the front of my property to demonstrate my safety concerns regarding the increasing amount of traffic that will occur, if approved.

I urge council and any other committee members reviewing this application for re-zoning and development to reject this application as it will cause undue stress in many aspects, including but limited to, safety concerns and environmental issues for this neighbourhood.

Please feel free to contact me or to forward this email to staff involved with this planning application.

Best regards,

Alisha Goossens
[redacted]



Figure 4: Rear yard facing north.



Figure 5: Rear yard.



Figure 6: Rear yard.



Figure 7: Woodbine Street view.

From: Claudia Krupicz
Sent: Wednesday, October 2, 2024 7:04 PM
To: Vivian, Melanie <mvivian@london.ca>
Cc: Claudia Krupicz
Subject: [EXTERNAL] Opposition Letter for proposed development Commissioners Rd West

Good evening, Melanie,
Find attached my letter of opposition for the building development at 1408-1412
Commissioners Rd W.
I appreciate your time.
Thank you
Best Regards,
Claudia

September 27, 2024

Melanie Vivian
Planning & Development-
City of London
PO Box 5035
London Ontario N6A4L9

RE: 1408 & 1412 Commissioners Rd W London ON (File Z-9780)

Dear Melanie Vivian,

I hope this letter finds you well, My name is Claudia Krupicz and I reside at **[redacted]** corner lot. I am writing this letter to express my strong opposition to the proposed development at 1408-1412 Commissioners Rd W London. While I understand the need for growth and economic development, this project raises several serious concerns that I believe will have long-lasting negative impacts on our community.

1) Increased Traffic and Congestion

The proposed development will bring a substantial increase in traffic to our already congested roads. Commissioners Road West being one of three main arteries from neighbouring development from the west (specifically, Komoka, Kilworth & West 5) commuting into London & vice versa. The local infrastructure is not equipped to handle the additional vehicles that will come with new residents, visitors, and delivery services. Most days, specifically during rush hour traffic commuting to work between 7-9am & 3-5pm) makes it near to impossible to even turn onto Commissioners from Reynolds road as traffic is already bumper to bumper with everyone in a rush, and irritated with little to no courtesy to let you in. This has and will continue to increase and result in longer commutes, increased noise pollution and heightened safety risks, particularly for pedestrians and cyclists.

2) Impact on wildlife

The area in question is home to a variety of wildlife species, many of which are already struggling due to habitat loss. This development threatens to further displace local wildlife, which rely on this space for food, shelter and breeding. The destruction of natural habitats not only endangers these species but also disrupts the ecological balance of the area. We have beautiful mature 100 year old trees that are at risk of being cut down that are home to owls, eagles, and various other animals. These trees provide shade in the summer and contribute to serenity & tranquility all year round.

3) Loss of Privacy

This development will significantly infringe on the privacy of nearby residents. The proposed building, will overlook homes and backyards, creating a sense of intrusion for current residents. In the last few years there were many improvements done on my property to allow for privacy, such as building a new fence, and doing landscaping so that I could enjoy the yard to its fullest potential. The erection of a 4-storey building will undoubtedly diminish the quality of life in our neighbourhood, as residents will no longer feel comfortable in their own private spaces.

4) Construction Disruptions

The construction phase of this project will cause significant disruptions to the community. Extended periods of construction noise, dust, and heavy machinery will create a stressful and unhealthy environment for residents, especially those with young children, the elderly, and anyone working from home. Additionally, road closures and detours will further complicate daily life for everyone in the vicinity.

5) Lack of parking space

The development plan does not adequately address parking needs. The number of parking spaces proposed is insufficient for the volume of new residents, visitors and service vehicles. This will likely lead to overcrowded streets, illegal parking, and increased frustration for both new and existing residents. Inadequate parking will not only inconvenience residents but also impose access for emergency services and delivery vehicles. I have also provided an image from my camera system showing a vehicle parked in a no parking zone in front of my residence from the Reynolds Road side access. Cars are NOT permitted to park between Commissioners before the hydro pole between my neighbouring house and mine, and it's indicated and specified with a no parking sign located on the hydro pole between both properties, but yet people still do, I believe this is a perfect example of what the future may hold and will be a more common growing problem with limited parking arrangements for visitors of this proposed building.

6) Stress on Storm Sewer System

The addition of the new proposed building, and other impervious surfaces will put significant stress on the existing storm sewer system. Increased runoff from this development, particularly during heavy rainfall, could overwhelm the current infrastructure, leading to flooding in residential areas, streets, and near-by green spaces. This is a serious concern, as the current storm sewer system is already under strain during storm events, and further development will only exacerbate this problem.

In light of these concerns, I urge the City of London Planning & Developing department to reconsider this project, or, at the very least, require additional environmental impact assessments and community consultations. Our neighbourhood deserves thoughtful development that respects both the natural environment and the well-being of its current residents. Thank you for considering my concerns. I hope that you will take the necessary steps to protect our community.

Sincerely, Claudia Krupicz

[redacted] [redacted]
[redacted]

From: Claudia Krupicz
Sent: Wednesday, October 2, 2024 7:14 PM
To: Vivian, Melanie <mvivian@london.ca>
Cc: Maciek Krupicz
Subject: [EXTERNAL] Opposition Letter Development 1408-1402 Commissioners Rd W

Good evening Melanie,
I am sending this opposition letter on behalf of my Father Matthew. I have cc'd him on this email as well as he was having computer issues.
If you have any questions regarding the attached, please don't hesitate to reply.

Thank you for your attention in this matter.
Best Regards,

Maciej Krupicz
[redacted]
London, ON **[redacted]**
[redacted]

September 15, 2024

Melanie Vivian
Planning and Development
City of London
PO Box 5035
London, ON N6A 4L9

Re: 1408 and 1412 Commissioners Road West, London (File Z-9780)

Dear Melanie Vivian

I, Maciej Krupicz, would like to formally submit a letter in objection to the proposed development at 1408 and 1412 Commissioners Road West, London (File Z-9780). Please accept this letter containing a list of concerns in reference to the aforementioned development as opposition at this time. For reference, my house occupies the space immediately [redacted] of the proposed site for which I have lived for over 12 years.

The first concern I would like to bring forth is the impact this development will have on the privacy of not only my-self and my family, but also the other single-family residences that surround the proposed property development. The existing homes are mainly 1 to 1 ½ storey homes with open back yards. Adding a 4-storey development over two lots will revoke the privacy that is so precious to our well-being. In my personal opinion, having neighbours that are able to overlook my backyard, brings much hesitation to me, impacting the enjoyment of my private yard. Furthermore, in order for this project to move forward, it will have to involve the removal of the beautiful trees that make our community so unique. Not only will that impact our privacy and remove that shade, but also impact the serenity of our properties. The small amount of light that does come through will also now be permanently blocked by the height of the building.

Post development, it is reasonably foreseeable to see a significant increase in traffic with the addition of twenty-two new families. The volume of traffic that already commutes through this neighbourhood is significant, whereby adding these additional occupants in the area, the traffic concerns will only increase. Traffic travelling northwest, looking to turn into the proposed building site will undoubtedly cause an increased risk for motorists and pedestrians alike. The proposal also suggests the addition of only 22 parking spaces for 22 families. It is well understood that not all families have vehicles, however, majority of families in this day and age have a minimum of 2 vehicles, add in the need for visitor's parking and we have created a hazardously calculated issue. Where shall we expect this influx of vehicles to park, particularly overnight? I would also like to continue that there is a lack of safety for foot traffic in this area as there are no sidewalks available on the off streets, or street crossings within reasonable distance.

One further concern I would like to present relates to the drainage in respect to the anticipated runoff cause during all seasons. During winter months, the two properties provided adequate amount of exposed soil for drainage, and with the proposed building will now cover that soil with both the structure along with the adjoining pavement/concrete needed for parking, walk ways and such. The ability to store and remove the snow during the winter months will have an impact on those that live in the area. The noise of clearing and removing, along with the potential of increased water during the months of melting snow as well as rain, will cause additional stress to the surrounding neighbours, my-self included as well as all the other unpredictable issues that should arise.

In addition to the previous concerns, the sheer volume of construction traffic and noise created by this project will have a negative impact on those living in the area but also those that rely on this thruway as their primary means of travel, presumably for work but also leisure activities. Parking for the workers, as well as the construction vehicles, shall cause significant concern. Those of us that live in the area that are working shift work will also be negatively impacted by the volume while trying to sleep. This will be detrimental to our health.

As noted, there are many significant concerns with this proposed development. I would like to kindly request that these are taken into consideration when reviewing the development application. My personal vote on this matter is to decline the application.

I have included a few pictures to show visual of the affected areas. The proposed 4-storey building behind the wooden fence on the south/west side, in place of the two

soon to be demolished one-storey family homes cutting out sunlight. All area's behind said fence cleared from mature vegetation and paved to almost 100%. Parking lights turned on during nights and excess traffic disturbing all surrounded neighbours. Tenants of proposed buildings overlooking my backyard robbing me from privacy.

I would like to thank you for your time and consideration. Surely, as a community we are able to rally together to put a stop to high rise development in our beloved community. Should you have any further questions, please feel free to contact me.

Kind regards,

Maciej Krupicz

From: JEFF GOOSSENS

Sent: Thursday, October 3, 2024 6:10 PM

To: Vivian, Melanie <mvivian@london.ca>

Subject: [EXTERNAL] 1408 and 1412 Commissioners Road

As a resident **[redacted]** the proposed development at 1408 and 1412 Commissioners Road West, I would like to present the following points as to why such a development is a negative factor to our neighborhood.

Single family homes are the current use, this is what makes Byron the haven that it is.

Traffic needed to be diverted from the west as we constructed the Oxford street bridge. Overloading our current Commissioners Rd. corridor negates what we were trying to accomplish in the first place.

A required setback of 7 meters is minimal for the safety of pedestrians and for individuals entering Commissioners Rd. off of any side street. 1 meter is a very dangerous and unnecessary distance to consider as a setback.

The water runoff from essentially paving an entire property will have negative if not dangerous outcomes for any neighboring property and / or roadway.

Old Byron need not be reinvented for another's profit- it is meant to be enjoyed by those of us who dwell there and maintain our properties.

So called 'Cheap Housing' seems out of place for an established neighborhood. Locations such as West Five and developing neighborhoods have water retention ponds and the infrastructure and roads to handle the occupancy that this development requires.

Flora and fauna is unique in this area with many species under risk already (spiny softshell turtle etc.) Removing foliage and increasing road traffic only seems harmful.

Safety issues, with a primary school only a block and a half away, this development seems to only impede a safe walking environ for the many people who walk along Commissioners Road.

There are many reasons to not allow a development of this nature to destroy a lovely residential area such as ours. As a proud Byronite from 1967 to this day, I understand progress is inevitable in our times, I only request that the city carefully assess how and where these developments are allowed to enter our communities.

Thank you
Jeff Goossens
[redacted]
Byron

From: Shannon Blain

Sent: Monday, October 7, 2024 8:00 AM

To: Vivian, Melanie <mvivian@london.ca>

Subject: [EXTERNAL] Opposition Letter

September 30, 2024

Melanie Vivian
Planning and Development
City of London
PO Box 5035
London, ON N6A 4L9

Concern Regarding Proposed Development [redacted]
Re: 1408 and 1412 Commissioners Road West, London (File Z-9780)

Dear Melanie Vivian,

I hope this message finds you well. My name is Tim Westbrook at [redacted] and I have lived here for the past 7 years. Each year I have invested increasingly large amounts money to make my property my personal oasis, my peace and calm and a spot to relax in this current busy lifestyle we all lead today.

I am writing to express my concerns about the proposed 4-story development [redacted] to my property. While I understand the need for progress, I believe this project poses significant challenges for our community, especially regarding privacy, environmental impact, traffic congestion and some deception on the part of the developer.

Firstly, the height of the development would greatly invade my privacy, as tenants would have direct sightlines into my backyard and pool. I have invested over \$150,000 in creating my private sanctuary/ paradise and the prospect of losing that is quite distressing...for my privacy, peace & health.

Additionally, I am alarmed by the plans to cut down a mini forest of over 100-year-old mature trees to make way for a parking lot....which will cause run-off of oil & gas into my pool and kill the fish in my koi pond!! The grade will be higher of this parking lot than my yard.. will there be any guarantees and precautions put in place for this not to happen?

This natural area is not only beautiful but also serves as a habitat for various wildlife, including owls, cardinals, blue jays, and eagles....but also some Red Headed Woodpeckers which I believe is on the **Endangered List** in Ontario due to declining lack of nesting sites and suitable habitats but also reduction in food supply and this 60% decline has happened only in the last 20yrs!odpeckers. I. I have enjoyed getting some of these birds on video also. The removal of these trees would diminish local biodiversity and eliminate the shade they provide during the summer months.

Is London not called the Forest City for a reason?

Moreover, I am concerned about the impact on our neighbourhood's traffic. The addition of 22 to 44 new occupants will exacerbate an already busy Commissioners Road. Turning left onto this road is already a challenge, and the influx of new residents, visitors, and construction workers will only worsen the situation.

There is also the issue of parking; without sufficient space on-site, I fear that visitors will park along Reynolds Road, which lacks sidewalks and poses a danger to pedestrians. Reynolds Rd already sees visitors from the townhouses across the street but also from parents who park & walk their children to school and then pick them up same way. Tell me where all the vehicles of these units will park that have more than 1 vehicle per unit? I've already witnessed an accident with a young boy on a bike get hit by a car turning onto Reynolds Rd...which is on video.

The construction phase will also introduce noise and congestion, further disrupting our community. It is essential to consider the quality of life for current residents, especially those who work shifts and may find the environment increasingly challenging.

Lastly, the developer Jason at Domday, has attempted to deceive some of my surrounding neighbours by telling them that others have decided to sell, which they did not and that I have agreed to sell my property. That is a **flat out lie!** Why would he need to resort to being so dishonest to people? That is not the morals and ethics of a good business man or company one would want to do business with now is it!

Why would the City of London/Community of Byron want to align themselves with such an unprofessional, shady and very questionable company?

I urge you to take these concerns and all of the other property owners in the neighbourhood into account during the planning process.

You just cannot put a price on nature & wildlife, privacy & peace in our busy world today!

I appreciate your attention to this matter and look forward to your response.

Sincerely,
Tim Westbrook

[redacted]
[redacted]
[redacted]

From: Kristen Deschamps

Sent: Tuesday, October 8, 2024 9:15 AM

To: Vivian, Melanie <mvivian@london.ca>

Subject: [EXTERNAL] File Z-9780 1408 & 1412 Commissioners Road, West

For consideration by Council,

I am writing to appeal the 'Notice of Planning Application' of the properties of 1408 & 1412 Commissioners Road West. File Z9780, proposal of a four storey, 22 units, 22 parking spaces building, Applicant Domday Developments c/o Zelinka Priamo Ltd.

I am a current tenant residing at [redacted], West & have resided in this community since [redacted]. I chose this home for the quaint neighbourhood, family homes, & close-knit community. As well, due to my physical limitations, I have been able to adapt & modify this home & property over the years to accommodate my physical special needs. A modern, ostentatious 4-storey building placed between 2 well-established homes will change the character & charm of the neighbourhood drastically. Being directly next door to the proposed building & also considering homeowners of 10+ years that have lived peacefully in the neighbourhood, concerns of consistent extreme noise, dirt, traffic & construction will definitely cause undue hardship & stress on all residents in the area.

Aside of personal concerns, there are also the building concerns

The proposal states 22 units with 22 parking spots available, which is substantially inadequate for the allotted ratio of units to parking spots. Where do visitors, overflow vehicles, maintenance/service workers park?

Parking is not available on Commissioners Rd, West or Reynolds Road

The flow of traffic on Commissioners Road West is consistent & moderate to heavy at most times, there is no left turn into the proposed building site thus disrupting the flow of traffic causing more congestion on an already busy main street where speed is also a factor.

The proposed property has tree removal of 14 mature, well-established trees & 3 'veg. units' all reflecting being in good/fair condition but is a construction conflict. The removal of trees causes concern of no natural barriers causing excess exposure to wind & snow. Mature trees provide shade in the summer & windbreak in the winter. As well, removal of trees will cause ecological disruption.

A tall 4storey building on the west side of my residence will greatly impact the amount of sun my property receives, tree-limbing & care for trees on my property are maintained for maximum sun exposure.

The windows on proposed building facing east will face my west bedroom window causing lack of privacy. The east facing windows on the proposed building will allow absolutely no privacy on the north, west, south sides of my yard/property.

Thank you for your consideration

Regards,

Kristen Deschamps

[redacted]

London, Ontario [redacted]

[redacted]

From: Lisa Braiden

Sent: Wednesday, October 9, 2024 5:33 PM

To: Vivian, Melanie <mvivian@london.ca>; Hopkins, Anna <ahopkins@london.ca>

Subject: [EXTERNAL] File:Z-9780

As residents of [redacted] for over twelve years, we are deeply concerned about the proposed 4-storey apartment building at 1408 and 1412 Commissioners Road West. The proposed building has 22 units and 22 parking spaces. Where are visitors going to park when visiting?

The other major concern is the additional traffic. Commissioners Road West is already significantly backed up at numerous times during the day.

In the immediate vicinity (across the street) there are numerous large condominium complexes which already generate substantial traffic throughout the day.

Your consideration in this matter is appreciated.

Lisa and Bob Braiden

From: Shannon Blain

Sent: Thursday, October 10, 2024 8:39 AM

To: Vivian, Melanie <mvivian@london.ca>

Subject: [EXTERNAL] Opposition Letter Addition

Good morning Melanie

In regards to Tim Westbrook's letter, he would like to bring attention to the following:

The 45 degree rule would be a Zoning Violation if this proposed structure was allowed ...please see attachment.

Thank you for adding this to the other list of important issues!

Tim Westbrook

Get [Outlook for Android](#)

From: Nick & Sheryl Gregson

Sent: Thursday, October 10, 2024 3:33 PM

To: Vivian, Melanie <mvivian@london.ca>; Hopkins, Anna <ahopkins@london.ca>

Subject: [EXTERNAL] Comments on 1408 and 1412 Commissioners Road West Zoning By-Law Amendment

We are writing to express our concerns regarding the new apartment building proposed in our neighborhood, specifically regarding the parking arrangements for the residents and visitors.

We have noted that the plan allocates only 22 parking spaces for 22 apartments. While this might seem adequate on paper, the reality is that it could lead to significant parking overflow onto our streets, particularly Griffith Street, where we reside. Already, neighboring condominiums contribute to parking congestion on our street, and additional vehicles from the new apartments would exacerbate the issue.

Furthermore, we are particularly concerned about the lack of visitor parking, which will likely lead to spill over onto our street. This creates inconvenience and potential safety hazards, especially near the corner where buses frequently travel. Parking in these areas obstructs the smooth flow of traffic, affecting not only residents but also public transportation.

In light of these concerns, we strongly urge you to address the parking allocation and layout. Specifically, I propose:

1. Increasing the number of parking spaces to include visitor spaces to reduce the likelihood of overflow onto nearby streets.
2. Implementing a clear no-parking zone on the east side of Griffith, near Commissioners Road, to avoid interference with turning buses.
3. Ensuring that visitor parking arrangements do not encroach on areas that are critical for bus routes and other public transportation.

Additionally, on behalf of neighboring properties, I request that the apartment complex incorporate tall trees in its landscaping plan to mitigate light pollution. This is particularly important to preserve the quality of life for existing residents and to maintain the character of our neighborhood.

We believe that addressing these issues proactively will contribute to maintaining the quality of life in our neighborhood and ensure that the new apartment building integrates smoothly into our community.

Thank you for considering my concerns.

Sincerely,
Sheryl and Nick Gregson

[redacted]

From: Judy Wunsch

Sent: Wednesday, October 16, 2024 3:08 PM

To: Vivian, Melanie <mvivian@london.ca>

Subject: [EXTERNAL] Build @ 1408,1412 commissioners Rd. Wt.

Hello Melanie: I would like to ask a question about the building on commissioners Rd. Wt.

I read the plans for 1408 and 1412. Having lived in the neighbourhood since 1959, I am not going to view it as a welcome addition.

I did not see any plans for the 1418. **[redacted]**. This will affect me directly if you develop this narrow piece of property.

Do you have any plans for the future for ?townhouses at 1418 Commissioners Rd. Wt.

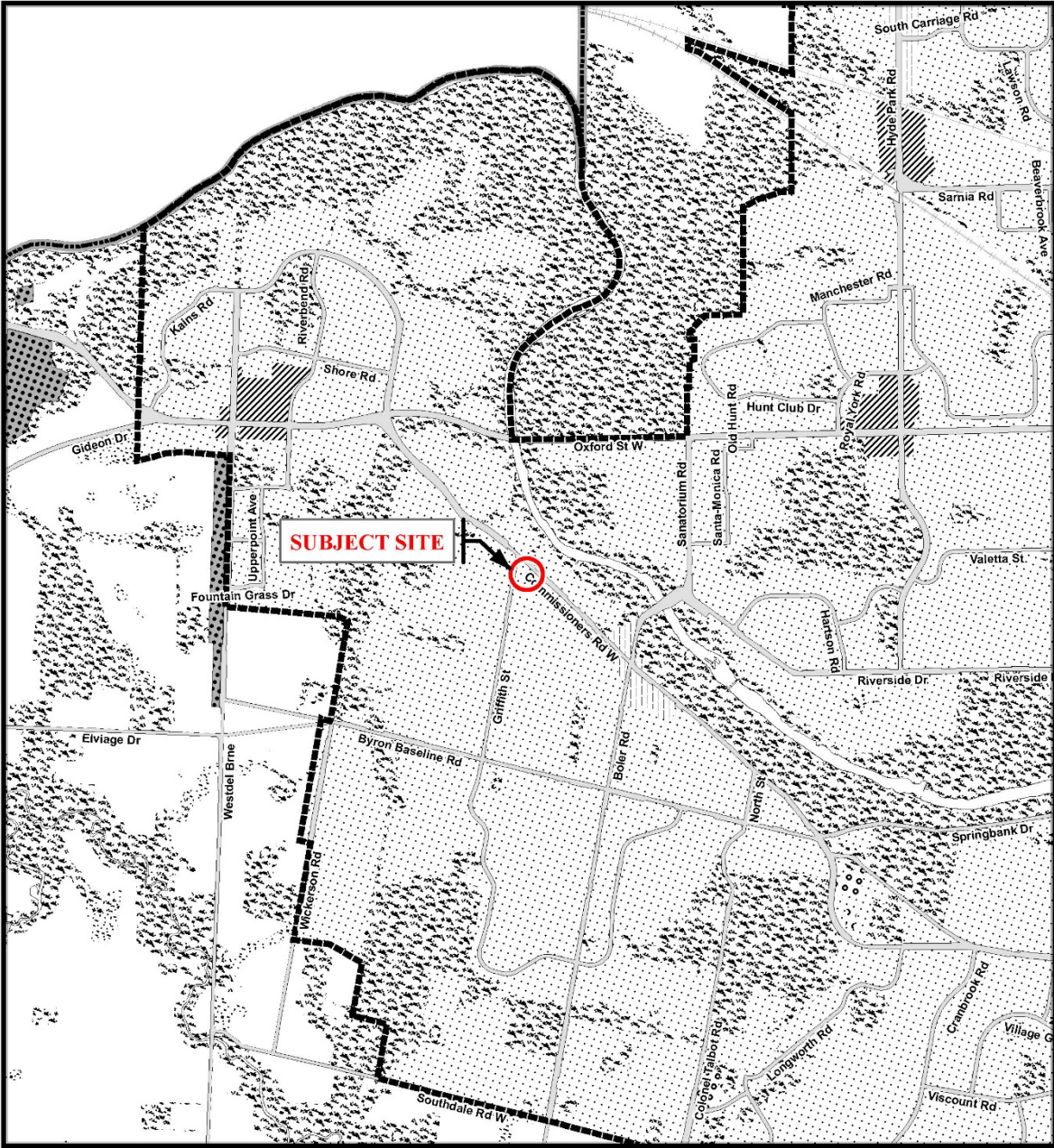
I live at **[redacted]**. If you develop plans for future building will Domday be offering to buy more land?

I hope you can answer my questions. I phoned the city twice and no one had any idea what I was talking about.

The file number is Z-9780 if this is of any help.

Thank you for your time Judy Wunsch. **[redacted]**

Appendix E – Relevant Background

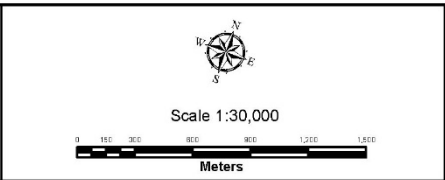


Legend

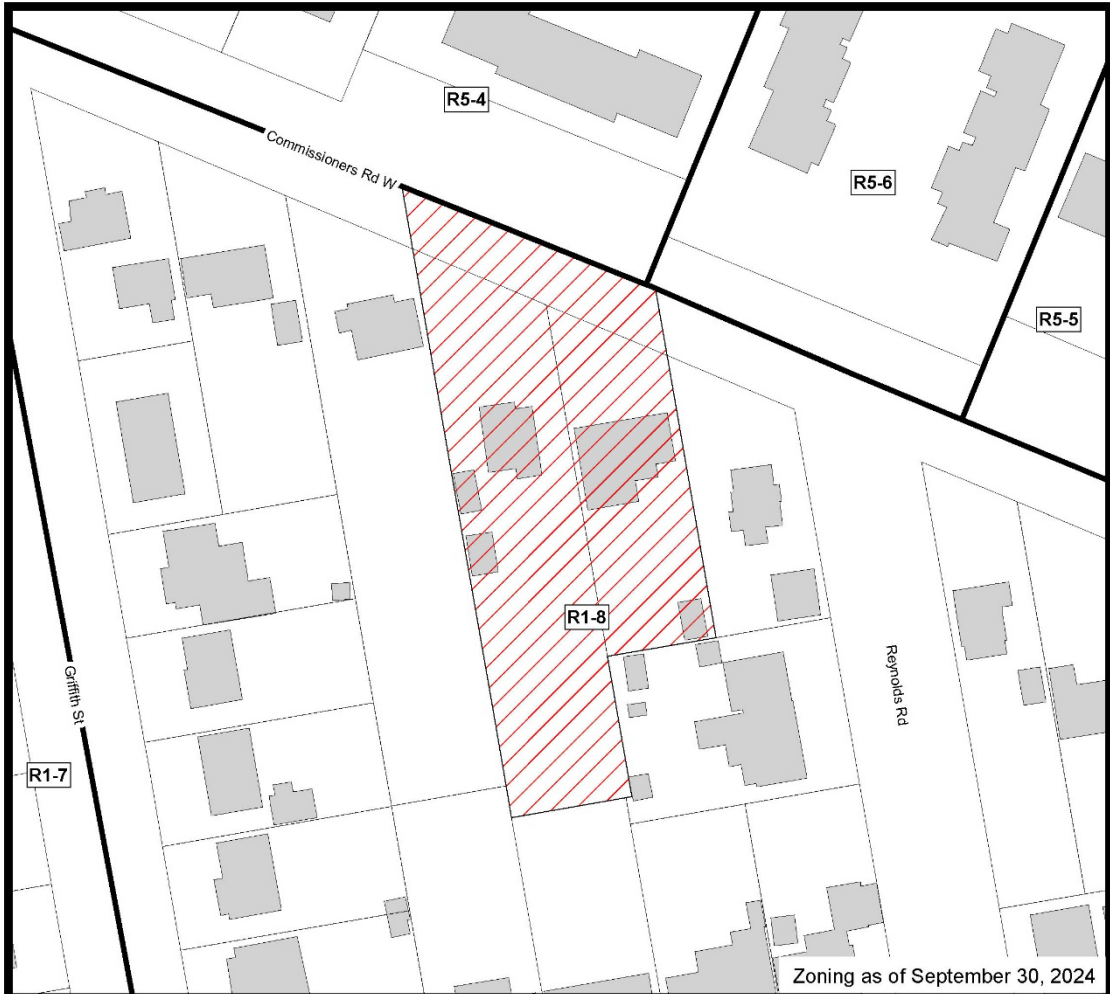
Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street	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-9780
Planner: MV
Technician: RC
Date: 2024/10/10



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: R1-8

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

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

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

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



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

FILE NO:
Z-9780 **MV**

MAP PREPARED:
2024/10/10 **RC**

1:1,000
0 5 10 20 30 40
Meters