

Mayor Josh Morgan and Members of City Council  
City of London  
300 Dufferin Street  
London, ON, N6B 3L1

March 27, 2025  
SBM-24-2205

**RE: Item 3.4 – Planning & Environment Committee (March 18, 2025)  
Z-9536, Application for Zoning Bylaw Amendment  
415 Boler Road, Ward 9**

Strik Baldinelli Moniz Ltd is the agent for the above mentioned Zoning Bylaw Application and is submitting this letter in response to the PEC Meeting discussion heard on March 18<sup>th</sup>, 2025. The purpose of this letter is to confirm the Draft By-Law including the required site-specific provisions for the project and to provide clarification of the intended built form.

**1. Applicant Recommended Draft Bylaw**

At the March 18<sup>th</sup> PEC meeting, a motion was brought forward to PEC by Cllr Lewis to modify the staff recommendation and to include the requested site specific provisions that were recommended by staff for refusal. **We agree with this motion and the inclusion of the following provisions in the Draft Bylaw:**

- i) *to permit a minimum front and exterior side yard depth of 1.5 metres whereas 8.0 metres is required;*
- ii) *to permit a balcony projection in the front and exterior side yard of 0.0 metres whereas 3.0 metres is required;*
- iii) *to permit a minimum of 46 long-term bicycle parking spaces whereas 56 is required; and*
- iv) *to permit a parking setback of 0.5 metres whereas 3.0 metres is required.*

The above site-specific provisions allow for the intended built form to be set back appropriately from neighbouring properties to allow for a 45 degree angular plane, allow for the internal layout design (vehicle and bicycle parking, lobby and common areas, stairs and elevator, etc.) to fit within the building envelope, and allow for appropriate vehicle parking comprised of 1.0 space per unit and long term bicycle parking of 0.75 per unit.

**However, staff have included a new provision into the Draft By-law that we do not agree with and cannot accommodate. Appended to this letter is the requested draft By-law for City Council's consideration.**

Staff have introduced the following provision:

*"The principal building entrance shall be oriented to the corner of Boler Road and Byron Baseline Road or Boler Road."*

The inclusion of this provision has detrimental impacts to the design and viability of the building. Relocation of the building lobby/entrance would also require relocating the elevator and mechanical penthouse and reconfiguring the internal layout and loss of five 2-bedroom units, in exchange for 1-bedroom or studio apartments. More significantly, this change would not

permit the project to utilize the intended streamlined pre-cast structural system. Instead, a custom structural design would be required which would increase construction time and cost.

Where buildings are located at intersections, it is common practice and good urban design to orient the building to both street frontages. This can be done using building massing, architectural features, balcony and window placement, lighting, landscaping, as well as other features. The purpose is to reduce blank walls and improve quality design of new buildings as well as framing or emphasizing the intersection creating a focal point.

This policy is captured within The London Plan (290\_), which reads” *Buildings located on corner sites should address the corner through building massing, location of entrances, and architectural elements.*”

It is noted that the location of entrances is one tool used to emphasize the intersection. The proposed building design uses massing and architectural features, including wraparound canopy; expansive balconies; variation in building articulation; materials and colour; and large windows/glazing to emphasize the intersection. Refer to **Figure 1 – Rendered View from Intersection**. The added provision to relocate the lobby entrance would not independently achieve this policy and would unequivocally obstruct the viability of this project.



**Figure 1.** Rendered View from Intersection

## 2. Street-level Pedestrian Design

As Council is aware, the building is required to be designed by a licensed architect (Patrick Trottier Architects) with consideration for aesthetic quality, spatial functionality, and overall good urban design. The staff report identified a concern with street activity due to the presence of parking internal to the building. Re-iterated at PEC, we heard that there was concern for internal parking and its impact on the street, with a preference with underground parking.

Careful consideration has been given to the design of the building and urban streetscape. We are confident that the building design would positively improve the streetscape of this prominent intersection. The ground-level of the building has been designed to be oriented to the street, providing four entrances to common areas of the building, including the lobby, two stairwell entrances and bike storage room. Refer to **Figure 2** and **Figure 3**, which illustrates the locations of each of the entrances fronting onto Boler Road and pedestrian realm.

Along the entire frontage of the building would be seating areas and walkways, short-term bicycle parking, low vegetation to delineate public/private space, and climate protection (e.g. pergolas, canopy, and pony-walls) to encourage pedestrian usage. Additional building renderings have been appended to this letter for your consideration. Through the Site Plan Control application review, the project team would also be amenable to review the exterior material selections for the ground floor wall and window treatment facing the street frontages with the City's urban design staff.



**Figure 2.** Rendering of street level design and entrance locations





**Figure 3.** Rendering of overview of street level pedestrian realm

### **3. Design Highlights**

The initial application was submitted in 2022. Significant feedback was received from the public and City staff; which was weighed and balanced prior to a total redesign of the building and site layout. There has been significant design consideration given to this project which includes the following:

#### **Solar Access:**

- Use of 45 degree Angular Plane from property limits of neighbouring lots.
- Building stepback, down to 4 storeys in height on the north side.

#### **Privacy & Security:**

- Perimeter wood privacy fencing and tree planting.
- Upper level windows facing north have been limited to storeys 2-4 storeys.
- Secure vehicle & bicycle parking internal to building.

#### **Amenity Space**

- Terraced amenity space above 4<sup>th</sup> level with screening to reduce overlook .
- Internal amenity room on the 5th level, with access to rooftop terrace.
- Use of large balconies for private amenities.

#### **Street Level Activation:**

- Activated ground floor and street-oriented, with building entrances, seating areas and large wrapping canopy.
- Street trellis screening and seating areas along frontages.
- Pedestrian walkway connections from Byron Baseline Road and Boler Road.

Based on the above, we respectfully request that City Council approve of the appended draft By-law that would enable the timely and cost-effective development of this project that exhibits a concerted effort to maintain a viable project and benefit the community.

If you have any questions, please do not hesitate to contact the undersigned.

Respectfully submitted,

**Strik, Baldinelli, Moniz Ltd.**

Planning • Civil • Structural • Mechanical • Electrical



Nick Dyjach, MCIP RPP CPT  
Associate, Planning Division Manager

cc. 1822056 Ontario Ltd.

Encl:

Appendix 1. Proposed Draft Bylaw

Appendix 2. Architectural Renderings

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

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area  
of land located at 415- 421 Boler Road.

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

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

follows:

1. Schedule “A” to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 415-421 Boler Road, as shown on the attached map FROM a Residential R1 (R1-8) Zone TO a Residential R8 Special Provision (R8-4(\_)\*H21) Zone.
2. Section Number 12.4 of the Residential R8 Zone is amended by adding the following Special Provisions:

R8-4(\_) 415-421 Boler Road

Regulations

- a. For the purposes of zoning, Boler Road is deemed to be the front lot line.
  - b. Front Yard Depth (minimum): 1.5 metres
  - c. Exterior Side Yard Depth (minimum): 1.5 metres
  - d. Interior Side Yard Depth Above the 4th Storey (minimum): 8.5 metres
  - e. Height (maximum): 21.0 metres
  - f. Ground Floor Height (minimum): 4.0 metres
  - g. Density (maximum): 140 units per hectare
  - h. Balcony and Canopy Projections in Front and Exterior Side Yards (maximum): 0.0 metres
  - i. Parking Setback: 0.5 metres
  - j. Long Term Bicycle Parking (Minimum): 46 spaces
  - k. Parking Setback from Front Lot Line: 0.5 metres
3. This Amendment shall come into effect in accordance with Section 34 of the Planning Act, R.S.O. 1990, c. P13, either upon the date of the passage of this bylaw or as otherwise provided by the said section.

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





**415 - 421 BOLER ROAD, BYRON - PROPOSED 6 STOREY STEPPED APARTMENT BUILDING**

**BOLER ROAD PEDESTRIAN ENTRY FROM MUNICIPAL SIDEWALK**







**415 - 421 BOLER ROAD, BYRON - PROPOSED 6 STOREY STEPPED APARTMENT BUILDING**



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**CORNER PERSPECTIVE @ BOLER ROAD & BYRON BASELINE ROAD FROM MUNICIPAL SIDEWALK**





**415 - 421 BOLER ROAD, BYRON - PROPOSED 6 STOREY STEPPED APARTMENT BUILDING**



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**PERSPECTIVE @ BYRON  
BASELINE ROAD FRONT YARD**





**415 - 421 BOLER ROAD, BYRON - PROPOSED 6 STOREY STEPPED APARTMENT BUILDING**



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**PERSPECTIVE @ BYRON BASELINE ROAD PARKING LOT ENTRY/EXIT**