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The Corporation of the City of London
300 Dufferin Street
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February 16, 2024

Attention: Chair Lehman,
Member of Planning and Environment Committee

RE: Response to Public Comments

613 Superior Drive

Proposed Zoning Bylaw Amendment

Your File Z-9691

Dear: Chair Lehman and Member of Planning and Environment Committee:

The Ironstone Building Company inc. is in receipt of a number of neighbouring landowner comments pertaining to the Zoning Bylaw Amendment Application (Z-9691) which was submitted in support of a proposed one hundred and four-two (142) unit, two (2) storey cluster townhouse development at 613 Superior Drive. The zoning bylaw amendment application was submitted to rezone the subject lands from a Neighbourhood (NF), Residential (R1-2 & R1-3(7)) zone to a Residential (R5-5) zone. Although the City of London has received a number of submissions, the concerns can be summarized as follows:

Form/Style/Design:

- Negatively affect price of neighbouring properties;
- Should use 25uph as per section 9.1 of the London Plan;
- Not in keeping with subdivision;
- Single storey development;
- Privacy/decks 3m from property line;
- Tree planting, higher fence;

Servicing

- Infrastructure not sufficient;
- Stormwater management pond can not support additional flows;
- Wetland is damaged;

Subdivision Issues:

- Canvas Way and Sunningdale intersection bottleneck/traffic and safety concerns;
- Want an alternative construction route;
- Need the school;



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- Lack of greenspace, need more parkland.
- Not enough school space;
- School passed on site because contaminated.

We understand Councillor Pribil met with area residents on two (2) separate occasions to discuss the concerns raised. The first meeting was held on January 20, 2024 and the second meeting (February 6, 2024) was held via zoom was also attended by Catherine Maton, Senior Planner, Planning Implementation to assist Councillor Pribil in providing clarification of the planning process.

The Ironstone Building Company Inc. wishes to provide the following information with respect to the concerns raised by the neighbouring landowners:

FORM/STYLE/DESIGN:

The proposed development is consistent with the existing neighbourhood. The townhomes are proposed to be 2 storeys in height and of similar architectural style to existing homes. Planning is governed by the London Plan, zoning just implements that plan and is subject to change. The London Plan has always contemplated townhomes as a possible use in this location. Townhomes are very compatible with the existing community. Units are proposed to front Superior Drive to provide “active frontage” and a positive urban design.

Height/Yard Setbacks -The key differences in the Residential 1 (current zoning) and the Residential R5 (proposed zoning are:

Height Comparison	Current Zone Max.	Proposed
R1-3	9.0m	9.0m
R1-2	9.0m	
NF	12.0m	

Rear Yard Setback	Current Zone Min.	Proposed
R1-3	6.0m	6.0m
R1-2	4.5m	
NF	6.0m	



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Proposed units are located +/- 6m from the property line; the existing R1-2 zone would have permitted a smaller rear yard setback of 4.5m abutting homes on Eclipse Walk and Canvas Way. The proposed townhouses are no higher than the existing single detached dwellings, or units that could have been constructed under the current zoning.

Density – The proposed density (42 units per hectare) is consistent with townhouse development – actually a bit less, as the standard R5-7 zone permits 45 units per hectare. Table 10 of The London Plan outlines the range of permitted uses on various street classifications; townhouses are a permitted use on both neighbourhood streets and neighbourhood connectors (Superior Drive is a Neighbourhood Connector).

While more dense than a single detached dwelling, their built form is very similar. The proposed development will not introduce an undue burden on the neighbourhood. Increasing the density improves the attainability of housing and housing choice. Introducing some density into the community helps contribute to a “complete community”. These units will introduce more attainable options for younger adults/families to enter the housing market, or offer an option for a single income household, or create opportunities to downsize for older individuals... etc. Without these options members of the community would be forced to leave the neighbourhood in search of housing that meets their needs. The City of London is in a housing crisis, additional units are desperately needed.

Value of Properties - The proposed development will not have a detrimental impact on home values in the area. The current zoning (R1-2 & R1-3) permitted lots with minimum frontages of 9m & 10m (29.5ft & 32.8ft) which are not drastically different from what is proposed.

Fences/Trees - Fence & trees will be regulated through Site Plan approval as outlined in the Site Plan Control By-law.

SEVICING:

There is an existing 750mm dia. municipal storm sewer within the Superior right-of-way north of the site. A 450mm storm stub has been provided to property line at the northeast corner of the subject site.

There are 7 rear yard catch basin maintenance holes (CBMH) in the lots along the north side Eclipse Walk. A 6.0m storm easement is located between lots 91 and 92 (Mun. 656 and 668) on Eclipse Walk. These off-site sewers and catch basins will be utilized by connecting to them.

After discharging to the existing municipal sewer, site runoff is ultimately conveyed to the existing subdivision stormwater management facility (SWMF) design and constructed by the City of London, located south of the subject site. Both the 1:100 year and 1: 250 year storm event is controlled on the subject lands.



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The post-development peak flows are to be equal to or less than the allowable peak flows (based on the site's design runoff coefficient of $C=0.50$) for all storm events up to and including the 100-year design storm event (based on City of London IDF parameters);

The proposed site plan results in a site imperviousness of 62% ($C=0.63$). Given that this is greater than the allowable design runoff coefficient of $C=0.50$ (43% imperviousness), stormwater quantity controls are required and will be provided via orifice-controlled surface storage and underground storage. Quality control is to be provided via an oil-grit separator unit. An underground storm water chamber is proposed to contain the stormwater on site and flows to the off-site storm sewers will be controlled by placing orifices (restrictor plates) in the discharge pipes. (see attachment for location of structure located underground the large communal open space area)

The consulting engineers retained to design the civil services for the site are confident this development will not cause any additional flooding to adjacent properties as all stormwater is being contained and controlled on site. The existing off site storm sewer infrastructure is sufficiently sized to accommodate this development. Finally, The City of London Development Engineering Division will be reviewing the engineering drawings as part of Site Plan Approval.

SUBDIVISION ISSUES:

Green space – parkland was provided for this block at the time of subdivision approval; Powell Park was sized to accommodate the subject lands). Development to the west (in the future) would provide additional park resources. Green space requirements for the Subdivision (including this block) were satisfied and resulted in the creation of Powell Park.

Schools – as everyone is aware, this block was originally planned for school development. All school boards had the option to secure the property over the 7+ years between Subdivision Registration and when the block was brought to market. School development is based on funding from the Minister of Education and unfortunately the City/Developer has limited input. As part of the Subdivision process, all school boards within London had "first right of refusal" on the block. The School Boards elected not to move forward with the site; they had "first right of refusal" for 7+ years. These rights were waived and the property was listed for sale in February 2022.

Traffic - Through consultation with City Staff, a TIS (or additional traffic investigations) was not identified as a need for the application. The proposed development should not generate more traffic than the school use would have. Intersection improvements at Sunningdale/Canvas would be up to Transportation staff at the City. There are two proposed access points to/from the proposed development, aligning with both connections of Dauncey Crescent. Superior Drive connects to Canvas Way which provides two connections to Sunningdale Road. East; one directly, and a second via Kleinburg Drive to Appletree Gate. Additional connections will be added when the development located west proceeds



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The Sunningdale/Canvas Way intersection is beyond the Developers control. The roundabout/intersection at Canvas Way and Superior Drive will allow traffic to flow smoothly. Levels would have been established at the time of subdivision approval to trigger signalization of the Sunningdale/Canvas intersection. Suggesting reaching out to the Transportation team at the City. Any upgrades to existing roads would be subject to City budgeting approval, as the subdivision has been assumed by the City of London.

We trust you find our responses to issues and concerns raised informative and will assist you in understanding the proposed cluster townhouse development and the benefits this will provide to the City of London.

Sincerely:

THE IRONSTONE BUILDING COMPANY INC.

Paul V. Hinde
Development Planner

Cc: Council J Pribil – City of London
Mike Corby, City of London
Catherine Maton- City of London
Dave Stimac- The Ironstone Building Company Inc.