

**From:** K. Ladd  
**Sent:** Sunday, March 10, 2024 6:18 PM  
**To:** Lehman, Steve <[slehman@london.ca](mailto:slehman@london.ca)>  
**Subject:** [EXTERNAL] Opposition to Z-9691 (613 Superior)

Dear Councillor Steve Lehman,  
I'm writing to formally oppose the upcoming Zoning By-law Amendment for 613 Superior (File: Z-9691).

In 2012, my husband and I purchased our first home at [REDACTED] Eclipse Walk. I grew up in Toronto, attended UWO, and decided that I wanted to make London my home. We were the 3<sup>rd</sup> family to move into the neighbourhood, and we've been able to watch our beautiful community come together, house by house. We were told by our builder that the lot behind our house was zoned for a school/community dwelling, or single-family homes.

In 2019, our wishes came true when Deb Matthews announced funding, and the LDCSB announced that this would be the lot for their next school ([Catholic school board starts expropriation for school land | London Free Press \(lfpres.com\)](#)). Our children were 5 and 2 at the time, so this was a dream come true. We were enrolled at St. Catherine of Siena, which was already displaying symptoms of severe overcapacity. During the pandemic, all building efforts were delayed, there was mediation/arbitration required for this deal, and suddenly, the LDCSB needed two new schools, and dissolved their deal.

When Ironstone purchased the land from Z-Group, we all succumbed to the fact that they would begin building single-family homes in this location. The Area Plan indicated that this lot could hold 49 single-family homes and required 2.4 ha of greenspace that would connect to the walking path at the west of the subdivision, beside [REDACTED] Eclipse Walk.

We were all completely shocked to see the rezoning request for 142 townhomes. Over 100 of my neighbours and I have grouped together to try and preserve this area and ensure that it is maintained for what it was planned for. We've met with the city, the planner and our ward councillor, on multiple occasions to express our concerns.

We do not oppose building on this lot. However, we do oppose such a large number of units when the infrastructure has proven that it cannot handle the current capacity. Almost tripling the number of units from 49 to 142 will cause an immense burden not only on our subdivision, but also on our schools, our roadways, our wetlands, our stormwater pond, our park and our children's safety. Here's why:

1. **The requested zoning change is not in keeping with the surrounding area.** The by-law states that:

"Density provisions range from 25 units per hectare (10 units per acre), designed to accommodate townhousing development adjacent to lower density areas, to 60 units per hectare (24 units per acre) for inner city areas and locations near major activity centres."

If you approve of this request as is, you're saying that this is an inner-city location. We have no sidewalks along Sunningdale. We have no way to enter or exit the neighbourhood on

foot. If you allow 45 units/hectare, like Ironstone is requesting, you are essentially endorsing an inner-city neighbourhood in the suburbs. The only other neighbourhoods in London with this many units on one lot, are in the inner-city areas, like Kipps Lane, Huron Street, Third Street, and Jalna Blvd. Approving this design inside Uplands North is not at all in keeping with the surrounding area.

1. **The requested density is far higher than anything you've ever approved within a neighbourhood that otherwise is surrounded by 50-foot-wide lots** - Townhouses / high density housing should not be surrounded by single family dwellings, but rather, should be positioned along major roads with safe and easy access to public transit, shopping districts and schools.

Adding 142 units over densifies the area without having proper roadways, proper stormwater management, adequate greenspace, and essential services.

The area should be preserved as low density (R1) residential. A zone change to high density (R5) is inconsistent with other strategies to have high density areas near major roads, public transit, shopping areas and schools.

1. **The roadways are already insufficient** - There is only one entrance and exit into the subdivision. It's extremely unsafe. We've had many recent accidents that have blocked the entire entry/exit; meaning if any of our neighbours required emergency services, they'd be out of luck. Every car has to enter and exit from Canvas Way. Adding approx. 200 more vehicles to this area without adequate roadways is inappropriate planning.
1. **The environmental impact is unacceptable** – Powell Wetlands has been drastically devastated by overcapacity and poor planning during Phase 2 and 3 of the subdivision. After the completion of Phase 1, residents were able to walk fully around the stormwater pond year-round. After the completion of Phase 2 and 3, we can no longer walk around the stormwater pond through the winter all the way through until July. The entire western walkway from the pond to the west end of Eclipse Walk is underwater for months every year. New homeowners in Phase 1 with homes backing onto Powell Wetlands, used to have a beautiful view of ample trees with green foliage.

The water level has risen so high, that most of the trees have been killed. The wildlife is dwindling. A city of London environmental study was completed to determine the impact. The Powell Wetlands area is a provincially significant wetland, and I've been in touch with the Ministry of Natural Resources and Forestry to determine next steps on how to ensure this area is actually protected.

Ironstone's planner, Paul Hinde, indicated that with every new dwelling, less water will be able to naturally absorb into the earth. It's basic engineering knowledge. Therefore, with a development of this size, more water will flow into the stormwater pond. The city seems to think that this stormwater pond is sufficient, yet it's overflowing into the wetlands every single year. Please see the devastating photos attached. We need less homes built on 613 Superior to protect our wetlands from further deteriorating. I assume there are fines for

killing the trees and wildlife, and the city should be responsible for replacing them, if that's even possible.

1. **Insufficient greenspace** – Greenspace has not been planned appropriately for the number of children and families living in the neighbourhood already. The original Uplands North Area Plan (City of London Planning Division, May 2003, in conjunction with MHBC Planning, Whitney Engineering, and Earth Tech Canada Inc.) Section 4.4 page 22 recommended two adequate greenspace areas. The first is the current Powell Park, and the second is described below:

“The other neighbourhood park will form part of the school campus setting in the central part of the study area. This park will be located entirely on the Drewlo lands between the two school sites and should be a minimum of 6 ac. (2.4 ha.). This park will also be highly visible situated along the main eastwest collector road and will be accessible by pedestrians through the creation of a northsouth trail system and sidewalks provided along the secondary collector road.”

Even without a school on this lot, 2.4 hectares of this land is required to be greenspace. There are more families here now than they were planning for in 2003, so if they knew this land should be greenspace back then, why would the city be able to say there is no longer a requirement for greenspace?

1. **Safe Access** – The number of vehicles is increasing in the neighbourhood with no secondary entrance or exit into the subdivision. This has made the entrance/exit at Canvas Way extremely difficult to get in and out of. Cars are jumping ahead to get in front of people exiting, doing U-turns in the single lane road, and causing accidents that have physically blocked the entire entrance/exit. There is also a city bus stop right on Sunningdale without any shelter or barriers to protect your citizens.

In addition to the roadway insufficiencies, there are also no sidewalks bordering the neighbourhood along Sunningdale Road. High school students who attend Mother Theresa are ineligible for school bussing, because they are too close to the school. Students are walking to school with no sidewalks. Adding a substantial number of cars into the neighbourhood will only make the situation more unsafe.

1. **The area schools cannot support this:** The LDSCSB local school (St. Catherine of Siena) is over capacity by 70%, and with the delay of the new schools in Fox Field and Cedar Hollow, there is no capacity to send potentially 100 – 200 new kids to this school. When the new Fox Field school opens, Siena will still be overcapacity. It would be irresponsible for the City of London to continue approving zoning changes that will increase a single block's capacity by nearly 3 times as many families.

My children are now aged 10 and 7. My 10-year-old is in the **18<sup>th</sup> portable** at Siena, with no additional washrooms, gym, or library space. There are not enough supervisors to watch these children during lunch and recess. I know the school capacity isn't really the city's

responsibility, but you are directly at fault. You have approved too many medium- to high-density areas in these zones and you have caused this injustice to our children.

I'd like to express my concerns over how the City of London staff has handled this zoning by-law amendment. The irresponsible actions taken by city staff have caused our entire community to wonder how serious decisions like these could be placed in their hands.

We've been told the transportation department has no concerns over this rezoning, yet when we asked for an update traffic study (the last was 6+ years ago), we received no response. We've sent in photographs of accidents that have occurred at the entrance of Canvas Way and Sunningdale, fully blocking access into, and out of, the neighbourhood and the city has shown complete disregard for our safety.

We were told by a city staff member that we could start using the dirt road, an unassumed, unpaved, unlit, construction road, that is called Appletree Gate. This is the most reckless response we could have received to our demand for additional roadways. My insurance company, TD insurance, has informed me that they will not cover any damage that will occur in response to me driving along this "road". I'm still in shock that the city endorsed this as an acceptable alternative.

If this lot must be approved as medium density, the City of London should endorse the following:

1. Maximum of 75 units, per the city's own by-law.
2. Minimum 10 meters from the property line.
3. Plant trees behind all houses and between each block.
4. Use a fence along Superior instead of the frontages.
5. Maximum single story (with a real entrance / gated community style).
6. Add additional visitor parking to the interior of the lot, taking extra cars away from Superior and Dauncey Cres.
7. 2.4 hectares to greenspace, like the original Area Plan required.
8. Appletree Gate must be extended to Superior Drive. The city needs to expropriate the land and complete this roadway before any of this construction should even be considered.

These concessions would reduce the number of homes, which would also protect some of the other factors expressed above, safe roadways, consideration for the environment, school capacities, etc.

The common theme with these factors is that the city is approving these zoning requests before ensuring that there is safe and adequate infrastructure.

I will be in attendance on March 19 at the public participation meeting, and I am praying that this consideration is taken seriously for the sake of my family's future. I will personally be representing the area doctors, nurses, teachers and school administrators who are unable to attend this meeting but deserve the right to have their opinions heard as well.

Kristin Ladd (and Kevin Ladd)