

Dear Josh Morgan, Hadleigh McAlister, Shawn Lewis, Peter Cuddy, Susan Stevenson, Jerry Pribil, Sam Trosow, Corrine Rahman, Steve Lehman, Anna Hopkins, Paul Van Meerbergen, Skylar Franke, Elizabeth Pelozza, David Ferreira, Steven Hillier,
Members of Council,

March 24th, 2026

I am writing to formally object to the Zoning By-Law amendment for 929 Cheapside. File Z-26003.

Please bear with me, I know this is a long letter. I am trying to cover all the bases with as much clarity and historical context as possible. I believe it is important.

I have read the proposal and have many concerns and objections with regard to the Re-Zoning and amendments for the proposed building, and the long-term effects to the neighborhood and the environment. The proposal is a big change from what has existed historically and what tax paying home owners in the neighborhood have come to expect.

On April 19, 2023, there was Pre-Application Consultation with City of London Staff to discuss the proposed re-zoning of the subject lands to permit the development of a 4-storey apartment building with 100 units. More specifically, the purpose of the meeting was to discuss the proposed development and to gather input and comments on the preliminary issues for consideration and requirements for the submission of a complete Zoning By-Law Amendment application.

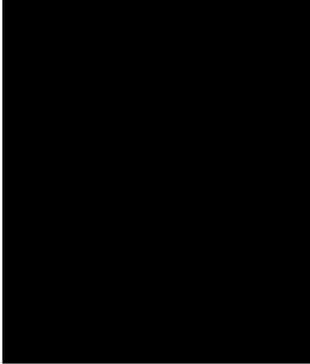
A subsequent application has been submitted for a six-story apartment In January 2026.

However, since April 19, 2023 much has changed, globally, locally, politically, economically and demographically.

During Prime Minister Justin Trudeau's administration, particularly between 2020 and 2023 (during the time of the pre-application consultation on April 19, 2023), Canada experienced a rapid, largely unrestricted expansion of temporary resident numbers—including international students and temporary foreign workers—driven by policy adjustments aimed at addressing labor shortages, but which ultimately outpaced housing and infrastructure capacity.

Facing intense public pressure regarding affordability, the government began a major "180-degree turn" in 2024 to curb these numbers, introducing caps on student visas, stricter work permit eligibility, and tighter, more targeted, immigration pathways. **As of 2025 the urgency for housing in most cities was gone.** (That being said, there are still people who equate the homelessness epidemic, with a shortage of housing. When in fact there is a healthy rental market, the problem is affordability)

Trends for London, Ontario (Feb 2026): The market is seeing a high volume of active listings, offering tenants a wide range of choice. All indicators show a healthy rental Market.



London is growing, and in future will need more housing. But now that the urgency is gone planning needs to go back to being measured and responsible.

I understand, that the government is offering grants to developers for high density housing, but not every lot is suitable.

While the neighborhood is not opposed to construction on 929 Cheapside, they want the construction to be compatible with R1 zoning. The Property developers who purchased the lot would have known it was a small lot in a low density R1 low-rise zone surrounded by two lane streets, in close proximity to neighbors whom consist of family homes.

This is not a downtown core area, or a new development, where high density Mid-rise would be normal. The proposed building seems to be overkill, negatively affecting the natural environment and the existing neighbors and neighborhood.

The number of requested amendments alone, are a red flag.

The developer is requesting a zone change from zone CC1(2), R1 to R8.4() Special provision (to allow for 6 stories +) with multiple Zoning By-law Amendments

- Front Yard Depth (minimum) of 4.5 meters (after road widening dedication), whereas 8.0 meters is required;
- Exterior Side Yard Setback (minimum) of 0.5 meters, whereas 8.0 meters is required;
- Rear Yard Setback (minimum) of 5.5 meters, whereas 7.2 meters is required;
- Lot Coverage (maximum) of 50%, whereas 40% is permitted;
- Landscaped Open Space (minimum) of 20%, whereas 30% is required;
- Height (maximum) of 21.0 meters , whereas 13.0 meters is permitted;
- Density (maximum) of 310, whereas 75 units per hectare is permitted;
- Parking Ratio (minimum) of 0.43 spaces per units, whereas 0.5 spaces per unit is required;
- Bicycle Parking Requirement (minimum) of 33 spaces, whereas 0.90 long-term bicycle parking spaces per dwelling unit (95 spaces) are required;

- Notwithstanding Section 4.27 of the City of London Z.-1 Zoning By-Law, yard encroachments up to 0.0m from the lot line are permitted for balconies, architectural features, terraces, patios, porches and canopies, whereas 1.5 meters is permitted provided the projection is no closer than 3.0 meters to a lot line.

Simply put: A construction that requires a long list of amendments is not the right project for the lot size and the neighborhood where it is being proposed. The proposal does not adhere to fundamental zoning standards (Lot coverage, height, density, setbacks, appropriate precedent and parking). None, does it fit the London plan. It also shows a lack of concerns for the negative impact on their own potential tenants and neighbors.

Additional questions and/or great concerns that have not been addressed in the proposal.

1. Brownfield - 929 Cheapside is a potential Brownfield - According to the Developer and City Staff, NO environmental assessment was done. I assume a record of site condition was not filed in the Ontario's Environmental Site Registry either.?

However, it is well known by the community, that going back as far as the 1930's, the site was being used for greenhouses. There was a main commercial building, a boiler house with a coal fed boiler and greenhouses. Furthermore, it is known that previous potential developers had inquired about the land and were told it was contaminated.

Why would it be a Brownfield? **The 1930s saw the height of the use of arsenical pesticides, mercury, and Lead** with reports of deaths resulting from their application. Growing awareness of these hazards in the 1930s set the stage for the transition to synthetic alternatives, with the widespread adoption of synthetic pesticides like DDT (which was introduced in 1939 but mostly used post-war). Farmers and gardeners frequently dealt with severe health risks, including skin damage and ingestion of toxic residues. **Between 1945 and 1984 many other pesticides of concern were used in greenhouses, on plants not meant for consumption. Other Organochlorine pesticides like DDT, that do not break down easily. Many contain forever chemicals, either as active ingredients, degradation products or contaminants in their formulation.** (My own grandfather died of lung cancer, due to the pesticides used in his commercial greenhouses.)

This is of great concern and I request that an environmental assessment be done, and a record of site condition be filed, before considering rezoning 929 Cheapside St. from Commercial to Residential. **There is a risk that if rezoning is done first, the property could be resold at a future date as a residential lot and the history of the lot could be forgotten.** At which point the lot might be redeveloped without decontamination and/or safety precautions.

I have included aerial Photographs showing the history and the greenhouses on the lot.

1922-UWO archives



1939- UWO archives



1970's - UWO archives



1969-1970 local resident



2001- City Of London



Brownfields redevelopment



Ontario.ca

<http://www.ontario.ca> > page > brownfields-redevelopm...

If a brownfield property is being redeveloped for a new use, property owners and redevelopers must meet set requirements for:

- assessing the environmental condition of a property through environmental site assessments
- ensuring that the site meets the applicable site condition standards or standards specified in a risk assessment
- submitting a record of site condition for filing in Ontario's Environmental Site Registry

Source law

You can find the provincial rules related to this activity in:

- [Environmental Protection Act, Part XV.1 – Records of Site Condition](#)
- [Ontario Regulation 407/19: Records of Site Condition - Part XV.1 of the Act](#)
- [Environmental Protection Act, Part XV.2](#)

Records of site condition

A record of site condition summarizes the environmental condition of a property, based on the completion of environmental site assessments.

Each record of site condition:

- is based on the results of one or more environmental site assessments
- is conducted by a qualified person
- may involve the completion of a risk assessment and the development of property specific standards
- a qualified person must certify that the property meets the applicable site condition standard or a standard specified in a risk assessment for the intended use
- is filed to the Environmental Site Registry once regulatory requirements are met

If you are a property owner who wants to change the use of a property to a new use that is more sensitive than the previous use (e.g., houses on an old factory or dry cleaning site), you must have a record of site condition filed in the Environmental Site Registry first. The filing of a record of site condition in the Environmental Site Registry can reduce potential liability for property owners, municipalities and other groups.

Ministry of the Environment, Conservation and Parks

Client Services and Permissions Branch

135 St. Clair Avenue West, 1st Floor

Toronto ON M4V 1P5

[416-314-8001](tel:416-314-8001) in Toronto, [1-800-461-6290](tel:1-800-461-6290) from anywhere in the province. Fax: 416-314-6810

2. **PARKING** – The proposed parking accounts for .43 spaces per unit. This is below the required .5 spaces per unit. Well below the planning committee's proposed change back to the pre-2022, 1 parking spot per unit. They don't take into account that there will be parking overflow from deliveries, visitors and Tenants with multiple vehicles. Because it is a high-density apartment building this is a problem. **(Landlords**

don't discriminate against tenants based on the number of cars they own.) As electric vehicles become cheaper and more readily available. Car ownership may go up? Canada is a car dependent nation. Even if the intent is to cater to tenants without cars there isn't enough spaces for bicycle parking?

Cheapside has no street parking, Barker and Sterling St. have some street parking for local residents, but there are overnight seasonal parking restrictions. 1 to 1 Parking would be more suitable for this location. This would require a smaller, less dense building.

3. **GREEN SPACE- London's is the forest city!** London's commitment towards the environment must be maintained. It is a fundamental part of the City of London's identity and character. This lot is small, the developer has little or no plans for meaningful greenery or Trees. **Trees and greenery, provide privacy and landscaped green space that offsets pollution and replenishes soil moisture to combat hot spots, drought conditions (an increasing problem across Canada) and help drain areas prone to flooding.** They plan to remove all the mature trees; this is a shame. (Ideally, the mature trees should be moved to the south side of the buildings parking area, in order to provide coverage, privacy and shade for residents and the parking area.

4. **TRAFFIC** - *Paradigm Transportation Solutions Limited prepared a Transportation Impact Assessment (TIA) for the proposed residential development on the subject lands, evaluating the impacts of the surface parking for vehicles and bicycles, along with two vehicular access points on Sterling Street and Barker Street.*

While they project minimal impact to traffic, I assume they are basing their statistics on the 46 available parking spots, do they take into account the vehicles that will be parked on local roads? Visitors, delivery services, etc.... In addition, Tenants without vehicles are the heaviest users of delivery services. Sterling Street is part of a block with a school on it. How will student safety be addressed? London needs to prepare for more cars on our streets. **More people = more cars. Canada is a vast country; we Canadians are car dependent. (Public transport has many problems; including lack of range and regularity.) Larger high-density buildings need to be located in areas with appropriate zoning, on or next to, streets with three to four traffic lanes.**

5. **WATER USE** – The Application states the following: *Domestic water demand was determined based on the Site Plan prepared by Nichol森 Sheffield Architects Inc. (see Figure 4, above). A calculated maximum day and maximum hour flows of 1.08 L/s (65 L/min) and 2.42 L/s (145 L/min), respectively, is anticipated. Per capita flow allowance and peaking factors were obtained from the City of London Design Specifications and Requirements Manual Section 7.3.2.2, January 2025 edition.*

The city has imposed water restrictions between May to September. Why, if there is adequate infrastructure and water supply? Furthermore, without planning for adequate rain water absorption into the local environment, city water usage will be necessary to keep any green spaces alive. This will add to the local water usage. Again, lack of green space adds to local hot spots and drought conditions.

<https://agriculture.canada.ca/en/agricultural-production/weather/canadian-drought-monitor/current-drought-conditions#a5>).

6. **PRIVACY** - As per the proposed planning report [*The proposed development is designed to respect the existing low-rise form, through the provision of setbacks at the east and west portion of the building facing Barker Street and Sterling Street (from six (6) to four (4) stories), while also advancing an infill and intensification project that accommodates compact urban form and higher-density in keeping with the London Plan policies.*] The sides with the least number of windows, will have small insufficient step backs, but the sides with the most windows will be 6 stories 100+ units looking straight down on neighbors. **No meaningful provisions will be made to ensure privacy. No buffer, no real setbacks. Simply because there is no room on this lot! How is this respecting the existing low-rise form?** Six floors mean no privacy for many residents on Barker St and Sterling St (the orientation of the existing lots means it will affect more people). Furthermore, these are the neighbors who will be dealing with the parking overflow. 51 units will have unobstructed close view into private property on the south side. There is no buffer, just encroachment on neighbors' privacy and their ability to enjoy their private properties. These are family homes, whose residents pay taxes for the privilege of private property.

(Privacy for and from three stories buildings in R1 zones are easily manageable through structures and vegetation as seen at Meadowview apartments and Bellwood Terrace).

7. **PRECEDENT** - In the proposal they try to set a precedent by providing a small number of examples, but none of the examples match the project they are trying to undertake: Village Park Place at **1024 Commissioners Road West 45 units**, low density, Fifty Plus Housing Co-operative at **980 Huron Street 56 units**, low density, a larger lot and is on a three lane street, **Topaz Luxury Rental Apartments at 1020 Coronation Drive is 59 units**, low density in an area zoned for high rise, it is part of a step down from a high rise 14 floor building to a low rise buildings in a new subdivision, and Weatherfield Apartments at **650 Waterloo Street 45 units**, low density, has tall trees shielding neighbors, limited centralized windows and is on a three lane street.

None of these properties are surrounded on all four sides by low rise houses and buildings and two-lane streets. None are high density. *None of these properties mirror the conditions of the proposed construction (lot size, building, parking, green space and infrastructure). The level and number of affected residential neighbors is low to minimal.*

The actual precedent for the area, are 3 story apartment complexes, such as nearby Meadowcrest apartments and Bellwood terrace. Buildings located on two lane streets. Buildings with lots of green space and a buffer from surrounding neighbors. Buildings whose height and size allows for adequate coverage by trees and greenery, providing privacy for tenants and neighbors and green space to offset pollution and replenish soil moisture to combat hot spots and drought conditions. They have plenty of parking. This is the ideal apartment complex for the neighborhood at large.

In conclusion,

I acknowledge, that as London grows, there will be a need for new housing. However, it has to be done thoughtfully, respectfully, and must be compatible with it's surroundings. Negative effects on neighbors and neighborhoods need to be taken into account and minimized. **Just because you can, doesn't mean you should.**

This project is too big for the lot size and location. As demonstrated by the number of requested amendments. It does not adhere to fundamental zoning standards (Lot coverage, height, density, setbacks, appropriate precedent and parking). Nore, does it fit the London plan. It would infringe on the rights of too many local residents. It doesn't take into account the environment.

A three-story apartment, with more green space to create a buffer for tenants and neighbors, would be more appropriate, and a more responsible step up from the low-rise bungalows that surround 929 Cheapside.

The issue of Brownfield needs to be addressed.

On March 10th,2026, four out of five City Councilors voted against the proposed rezoning and amendments for 929 Cheapside. Their attention and thoughtfulness, was greatly appreciated. I hope you will join them!

It is with great respect, that I request that City Council deny the proposed Rezoning and By-law Amendments for 929 Cheapside St.

Please include (with my consent to publish) this letter into public record and staff reports for FileZ-26003, 929 Cheapside St. I also request written notification of Council's decision.

Respectfully,

Catherine Church