

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Housing and Community Growth

Subject: Distinctive Homes London Ltd. (c/o Zelinka Priamo Ltd.)
350-356 Windermere Road
File Number: Z-26014, Ward 5
Public Participation Meeting

Date: April 14, 2026

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Distinctive Homes London Ltd. (c/o Zelinka Priamo Ltd.) relating to the property located at 350-356 Windermere Road:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 28, 2026 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Residential R1 (R1-8) Zone **TO** a Residential R5 Special Provision (R5-7(_)) Zone;
- (b) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the site plan process:
 - i) Orient the buildings to Windermere Road by including a high degree of transparent glazing and principal unit entrances on the south-facing façade.

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 (PPS)*;
- ii) The recommended amendment conforms to The London Plan, including but not limited to the Key Directions, City Building policies, and the Urban Corridor Place Type policies;
- iii) The recommended amendment would permit an appropriate form of redevelopment at an intensity that can be accommodated on the subject lands and is considered compatible with the surrounding neighbourhood.

Executive Summary

Summary of Request

The applicant, Distinctive Homes London Ltd. c/o Zelinka Priamo Ltd. 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 R5 Special Provision (R5-7(_)) Zone.

Purpose and the Effect of Recommended Action

Staff are recommending approval of the requested Zoning By-law amendment with special provisions to facilitate the proposed development.

The recommended action will permit the proposed two 3-storey, back-to-back townhouse blocks with a total of **24 units** at a density of 48 units per hectare.

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:

- **Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Wellbeing and Safety**, by promoting neighbourhood planning and design that creates safe, accessible, diverse, walkable, healthy, and connected communities.

Analysis

1.0 Background Information

1.1 Property Description and Location

The subject lands, municipally known as 350-356 Windermere Road, are located on the north side of Windermere Road between Canterbury Road and Richmond Street, in the Masonville Planning District. The subject lands are comprised of three (3) individual properties including 350, 354 and 356 Windermere Road. The lands at 350 Windermere Road are currently occupied by a 2-storey single detached dwelling and swimming pool. The lands at 354 and 356 Windermere Road each contain a 2-storey single detached dwelling and detached garage. The subject lands have a total area of approximately 0.5 hectares and frontage of 100.8 metres along Windermere Road.

The subject lands are within an urban neighbourhood consisting primarily of low-density residential uses in the form of single detached dwellings. The abutting properties to the north, east and west contain single detached dwellings. Directly to the south is the Mood Research Lab, part of the Western University campus. The road segment between Canterbury Road and Richmond Street has a traffic volume of approximately 14,000 vehicles per day. The site is located along LTC Transit Routes 6, 13 and 34, with a bus stop located approximately 70 metres to the east of the subject lands. The subject lands are also within a short distance to Richmond Street with access to additional transit routes.

Site Statistics:

- Current Land Use: Residential
- Frontage: 100.8 metres (331 ft.) along Windermere Road
- Depth: 51.8 metres (170 ft.)
- Area: 0.5 hectares (1.25 acres)
- Shape: Irregular
- Located within the Built Area Boundary: Yes
- Located within the Primary Transit Area: Yes

Surrounding Land Uses:

- North: Low density residential
- East: Low density residential
- South: Institutional
- West: Low density residential

Existing Planning Information:

- The London Plan Place Type: Urban Corridor Place Type
- Existing Special Policies: Near-Campus Neighbourhood
- Existing Zoning: Residential R1 (R1-8) Zone

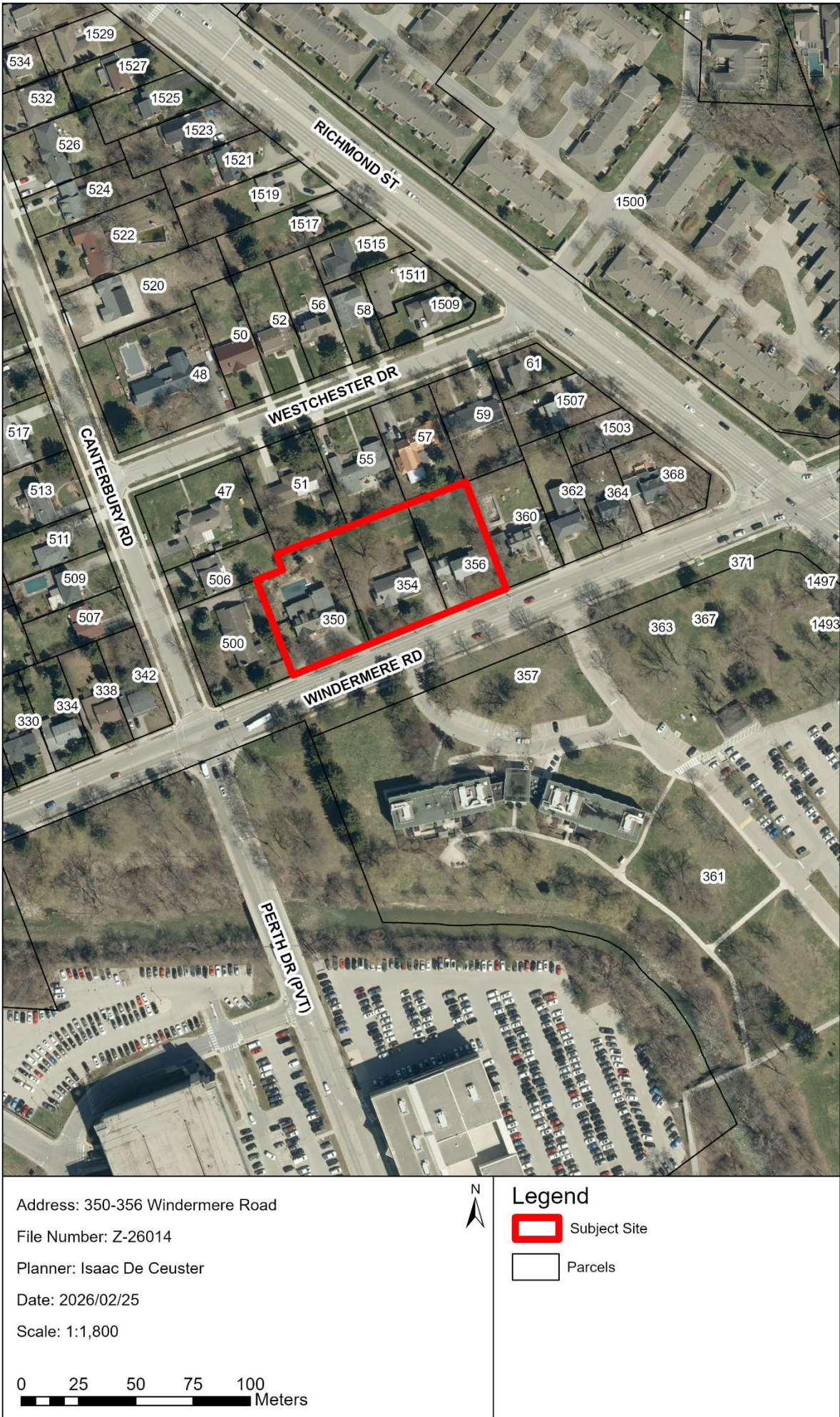


Figure 1 Aerial Photo of 350-356 Windermere Road and surrounding lands.



Figure 2 Streetview of 350-356 Windermere Road

2.0 Discussion and Considerations

2.1 Development Proposal

The applicant is proposing the development of two 3-storey back-to-back townhouse blocks containing 12 units each, for a total of 24 residential units. Both back-to-back townhouse blocks will be oriented towards Windermere Road, with consideration for the required road-widening dedication. An outdoor common amenity area is proposed to be provided at the northwesterly corner of the subject lands, connected to the internal sidewalk for convenient access for future residents. A new centrally located driveway is proposed to provide access from Windermere Road to the rear yard surface parking area containing a total of 26 parking spaces.

The proposed development includes the following features:

- Land use: residential
- Form: cluster townhouse development
- Height: 3 storeys (11.8 m)
- Residential units: 24 units
- Density: 48 units per hectare
- Building coverage: 34.8%
- Parking spaces: 26 surface parking spaces
- Landscape open space: 38.9%
- Functional amenity space: outdoor common amenity space



Figure 3 Conceptual Site Plan (received February 2026)



Figure 4 Front Elevation Proposed Townhouse Development (looking north from Windermere Road)



Figure 5 Front Elevation Westerly Townhouse Block (looking north from Windermere Road)

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

2.2 Requested Amendment

The applicant has requested an amendment to the Zoning By-law Z.-1 to rezone the subject lands from a Residential R1 (R1-8) Zone to a Residential R5 Special Provision (R5-7(_)) Zone.

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

Regulation R5-7() Zone	Required	Proposed	Recommended
Front Yard Depth – from ultimate ROW (minimum)	8.0 metres	3.0 metres	3.0 metres
Interior Side Yard Depth – West (minimum)	6.0 metres	3.22 metres	3.0 metres
Interior Side Yard Depth – East (minimum)	6.0 metres	3.16 metres	3.0 metres
Rear Yard Depth (minimum)	6.0 metres	11.9 metres	11.5 metres

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.

No major issues were identified by staff and agencies. Detailed internal and agency comments are included in Appendix “C” of this report.

2.4 Public Engagement

On February 9, 2026, Notice of Application was sent to 130 property owners and residents in the surrounding area. Notice of Application was also published on the *Public Notices* webpage on February 12, 2026. 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:

- Traffic and parking spillover
- Tree removal
- Tenure
- Lack of compatibility with neighbourhood character

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, 2026

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

None.

4.0 Key Issues and Considerations

4.1 Land Use

The subject lands are in the Urban Corridor Place Type on Map 1 – Place Type with frontage along a Civic Boulevard (Windermere Road) on Map 3 – Street Classifications in The London Plan. As set out in The London Plan, Urban Corridors will support residential and mixed-use development. They will be places that encourage intensification over the life of The London Plan so that they can mature to support higher-order transit at some point in the future beyond 2035 (TLP 828_). The proposed residential use is supported by the policies of the *PPS* and aligns with the vision of the Urban Place Type to plan for a mix of residential uses and support the development of a variety of residential types, with varying locations, size, affordability, tenure, design, and accessibility so that a broad range of housing requirements are satisfied (TLP 830_4 & _11).

The Urban Corridor Place Type contemplates a range of residential, retail, service, office, cultural, recreational, and institutional uses (TLP 837_). As such, the proposed cluster townhouse dwellings are a permitted use in conformity with the Urban Corridor Place Type policies in The London Plan.

4.2 Intensity

The proposed residential intensity is consistent with the policies of the *PPS* that encourage all types of residential intensification, including redevelopment which results in a net increase in residential uses (2.2.1.2), compact built form (2.4.1.3.c), and an appropriate mix of housing options and densities (2.3.1.3). Buildings within the Urban Corridor Place Type will be a minimum of two storeys or 8 metres, and a maximum of 15 storeys within the Urban Corridor Place Type (TLP 839_).

The proposed residential intensity will facilitate an appropriate scale of development, that is sensitive to adjacent land uses on a lot of sufficient size and configuration to accommodate the proposed development and help to mitigate planning impacts on adjacent land uses (TLP 840_1 & _6). Based on the above, the proposed 3-storey cluster townhouse development is in conformity with the intensity policies of the Urban Corridor Place Type in The London Plan.

4.3 Form

The Urban Corridor Place Type policies outline that buildings should be sited close to the front lot line to create a pedestrian-oriented street wall along Corridors and provide appropriate setback from properties that are adjacent to the rear lot line (TLP 841_2). Surface parking areas should be located in the rear and interior side yard (TLP 841_12). In addition to the form policies of the Urban Corridor Place Type, all planning and development applications will conform with the City Design policies of The London Plan (TLP 841_1). These policies promote compact and efficient forms of growth, encouraging “inward and upward” development patterns (TLP 59_2, 79_). The London Plan directs all planning and development to foster a well-designed built form while ensuring development is designed to fit within its context (TLP 193_1 & _2). A medium density-built form, such as the proposed cluster back-to-back townhouse dwellings, support the efficient use of land and contributes to housing affordability by providing a range of housing options for all Londoners.

The City Design policies of The London Plan direct the site layout of new development to be designed to minimize and mitigate impacts on adjacent properties, and buildings be sited so that they maintain and reinforce the prevailing street wall of street line of

existing buildings (TLP 253_ & 256_). Surface parking areas are to be located at the rear and interior side yard to screen the parking area from the street (TLP 272_).

Both townhouse blocks are oriented towards Windermere Road and are sited close to the street to create a pedestrian-oriented street wall (TLP 841_2). This also results in a substantial rear yard depth to minimize impacts on abutting low-density residential dwellings to the north, while ensuring the surface parking area and common amenity area are located in the rear yard. Further, the proposed side yard depths provide sufficient space for fencing and landscape buffers, with minimal windows proposed along these facades to maintain visual separation. No balconies are proposed to assist in mitigating privacy concerns for the residential properties abutting the subject lands. Staff are satisfied the proposed built form supports a positive pedestrian environment on Windermere Road, a mix of housing types within the neighbourhood to support ageing in place and affordability, and is designed to be a good fit and compatible with the surrounding context (TLP 193_).

On this basis, staff are satisfied the proposed form is consistent with the Urban Corridor Place Type policies and City Design policies of The London Plan, with the detailed design to be addressed through the Site Plan Approval process. To provide additional certainty on the site design, staff are recommending a special provision for a minimum rear yard depth of 11.5 metres as proposed by the applicant to ensure the increased rear yard building setbacks are implemented to minimize impacts on abutting existing residential dwellings to the north. Additionally, staff are recommending a direction to the Site Plan Approval Authority to ensure the buildings are oriented to Windermere Road by including a high degree of transparent glazing and principal unit entrances on the south-facing façade.

4.4 Near-Campus Neighbourhood

The subject lands are located within a Near-Campus Neighbourhood on Map 7 – Specific Policy Areas of The London Plan. The Near-Campus Neighbourhoods are located within proximity to Western University and Fanshawe College and are identified as extremely valuable city neighbourhoods that will be planned to enhance their livability, diversity, vibrancy, culture, sense of place, and quality of housing options for all (TLP 962_ to 964_). The Near-Campus Neighbourhood policies are meant to augment the applicable place type policies and the Our Tools part of The London Plan (TLP 962_).

The following planning goals will be pursued in Near-Campus Neighbourhoods in an effort to support the vision for Near-Campus Neighbourhoods. All planning and development applications will be reviewed to evaluate the degree to which they meet these goals (TLP 965_):

1. Plan for residential intensification in a proactive, coordinated, and comprehensive fashion, utilizing secondary plans and master plans where appropriate.
2. Identify strategic locations where residential intensification is appropriate within Near-Campus Neighbourhoods and zone these opportunities accordingly; use strong transit connections to link these residential intensification opportunities to campuses.
3. Do not allow for incremental changes in use, density, intensity, and lot size through zoning amendments, minor variances and consents to sever that cumulatively lead to undesirable changes in the character and amenity of streetscapes and neighbourhoods.
4. Encourage appropriate forms of intensification that support the vision for Near-Campus Neighbourhoods and discourage forms of intensification that may undermine the long-term vision for Near-Campus Neighbourhoods.
5. In the pursuit of balanced neighbourhoods, recognize areas that have already absorbed significant amounts of residential intensification and residential intensity and direct proposals for additional intensification away from such areas.
6. Encourage a balanced mix of residential structure types at the appropriate locations while preserving stable residential areas.

7. Encourage residential intensification in mid-rise or high-rise forms of development and discourage a concentration of residential intensification and residential intensity in low-rise forms of housing.
8. Direct residential intensification to significant transportation nodes and corridors and away from the interior of neighbourhoods.
9. Utilize zoning and other planning tools to allow for residential intensification and residential intensity which is appropriate in form, size, scale, mass, density, and intensity.
10. Ensure that residential intensification projects incorporate urban design qualities that enhance streetscapes, complement adjacent properties, and contribute to the character and functional and aesthetic quality of the neighbourhood.
11. Conserve heritage resources in ways that contribute to the identity of streetscapes and neighbourhoods, in compliance with the Cultural Heritage chapter of this Plan.
12. Encourage affordable housing opportunities.
13. Ensure intensification is located and designed to respect the residential amenity of nearby properties.

Additionally, the Near-Campus Neighbourhood policies in The London Plan set out that these neighbourhoods have been planned with substantial opportunities for intensification. Most intensification in Near-Campus Neighbourhoods will be directed to place types that are intended to allow for mid-rise and high-rise residential development. These include the Transit Village, Rapid Transit Corridor, Urban Corridor, and Shopping Area Place Types (TLP 967_). In this instance, the proposed back-to-back townhouse blocks will provide intensification on a Civic Boulevard with strong transit connections and located in the Urban Corridor Place Type. The subject lands are located on the exterior of a low-density residential neighbourhood, with the Western University campus located directly across Windermere Road to the south. The proposed zoning allows for a 3-storey built form that is appropriate in form, size, scale, mass, density and intensity (TLP 965_9). The design of the site will enhance the streetscape and contribute to the overall character of the neighbourhood by providing a mix of housing types in close proximity to Western University.

The Near-Campus Neighbourhood policies in The London Plan have been reviewed in their entirety and it is staff's opinion that the proposed Zoning By-law amendment is in conformity.

4.5 Zoning

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

Front Yard Depth

A reduced minimum front yard depth of 3.0 metres from the ultimate right-of-way along Windermere Road has been requested by the applicant and is being recommended by staff. The reduced front yard depth is supported by the policies of The London Plan, which states that buildings should be sited close to the street to maintain and reinforce the prevailing street wall and create an inviting and comfortable pedestrian environment. (TLP 259_). The proposed front yard depth accommodates the required road widening of approximately 7.9 metres and provides sufficient space for on-site functions, including space for landscaping and servicing.

Interior Side Yard Depths

An easterly and westerly reduced minimum side yard depth of 3.0 metres has been requested by the applicant and is being recommended by staff. The proposed interior side yard depths maintain the intent of the Zoning By-law to allow sufficient space for landscaping and fencing.

The following additional special provisions are recommended by staff:

Rear Yard Depth

Staff are recommending a special provision to ensure that the increased rear yard

setbacks as proposed by the applicant are implemented to minimize impacts on abutting existing residential dwellings to the north. The applicant is proposing a minimum rear yard depth of 11.9 metres along the westerly portion of the subject lands, staff are recommending a minimum rear yard depth of 11.5 metres to allow for some flexibility while implementing the current proposal.

Front Façade and Principal Entrance Orientation

Staff are recommending a special provision to ensure the front façade and principal entrances fronting Windermere Road shall be oriented to the street, as is proposed by the applicant. Orientation of the building to the public right-of-way will reinforce the public realm, establish an active public realm and provide for convenient pedestrian access (TLP 291_).

4.6 Neighbourhood Concerns

Concerns raised by neighbouring residents can generally be grouped under several headings – traffic impacts and parking, tree removal, tenure, and lack of compatibility with neighbourhood character. Comments related to use, intensity and form have been addressed in Sections 4.1 to 4.4 of this report.

Traffic & Parking

Concerns were raised about traffic impacts to Windermere Road and Canterbury Road, as well as parking spillover and pedestrian traffic. Windermere Road is classified as a Civic Boulevard, with approximately 14,000 vehicle movements per day on Windermere Road between Richmond Street and Canterbury Road. Transportation staff have reviewed the proposal and have no concerns with the increase in traffic from the proposed development. The proposed development includes 26 surface parking spaces (24 standard spaces and 2 accessible spaces), providing a rate of 1.0 spaces per unit. With regards to pedestrian circulation, the proposed development includes pedestrian connections to the existing sidewalk on Windermere Road, providing convenient access to Richmond Street, the LTC bus stops to the east of the subject lands on Windermere Road and Richmond Street, and Western University.

Tree Removal

Concerns were raised about the removal of trees for the proposed development. As part of the complete application, an Arborist Report and Tree Preservation Report were prepared by Ron Koudys Landscape Architects Inc. (September/October 2025). The tree inventory captures 54 trees, recommending removal of 37 trees and preservation of 19 trees within the subject site and adjacent properties. The reports were reviewed by the Landscape Architect and no issues were identified. Replacement trees will be required as part of the Site Plan process based on the total diameter at breast height (DBH) proposed for removal. For any trees classified as boundary trees, consent to injure or remove boundary trees will be required from the co-owner as a requirement of Site Plan Approval. If consent cannot be obtained from the co-owner, then a non-disturbance setback will be established based on each tree's critical root zone. Finally, questions were raised about the removal of two trees on the subject lands. Although this matter falls under Forestry Operations, the applicant confirmed that a Dead Distinctive Tree Permit was obtained for this removal.

Housing Tenure

Tenure, such as rental or owner occupancy, is not a zoning consideration and is ultimately determined by the applicant.

Compatibility with the Neighbourhood

Concerns were raised about the proposed 3-storey back-to-back cluster townhouse blocks being incompatible with the surrounding neighbourhood character. The Our Tools Chapter of The London Plan includes evaluation criteria for planning and development applications, including the degree to which the proposal fits within its context (TLP 1578_). It should be noted that this is not intended to mean that a proposal must be the same as development in the surrounding context. Rather, it will need to be shown that the proposal is sensitive to, and compatible with its context consisting of existing development as well as the planning policy goals for the site and surrounding

area (TLP 1578_7). As previously stated, staff are satisfied the proposed development provides a use, intensity, and form that is appropriate for the site and is sensitive to, and compatible with, the surrounding context.

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 R5 Special Provision (R5-7(_)) Zone. Staff are recommending approval of the requested Zoning By-law amendment with special provisions to implement the proposed development.

The recommended action is consistent with the *Provincial Policy Statement, 2024 (PPS)*, conforms to The London Plan, and provides for a form of residential intensification that is appropriate for the site and surrounding context.

Prepared by: Isaac de Ceuster
Senior Planner, Planning Implementation

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, Housing and Community Growth

Copy:

Britt O'Hagan, Manager, Current Development

Mike Corby, Manager, Site Plans

Brent Lambert, Manager, Development Engineering

Travis Macbeth, Manager, Planning Policy (Growth Management)

Huyen Le, Economic Research Analyst

Appendix A – Zoning By-law Amendment

Bill No. (number to be inserted by Clerk's Office)
2026

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 350-356 Windermere Road.

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 350-356 Windermere Road, as shown on the attached map **FROM** a Residential R1 (R1-8) Zone **TO** a Residential R5 Special Provision (R5-7()) Zone.
2. Section Number 9.4 of the Residential R5 Zone is amended by adding the following Special Provisions:

R5-7() 350-356 Windermere Road
 - a. Regulations
 - i. Front Yard Depth (minimum): 3.0 metres
 - ii. Interior Side Yard Depth (minimum): 3.0 metres
 - iii. Rear Yard Depth (minimum): 11.5 metres
 - iv. The front facades and principal entrances fronting Windermere Road shall be oriented to the street.
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.

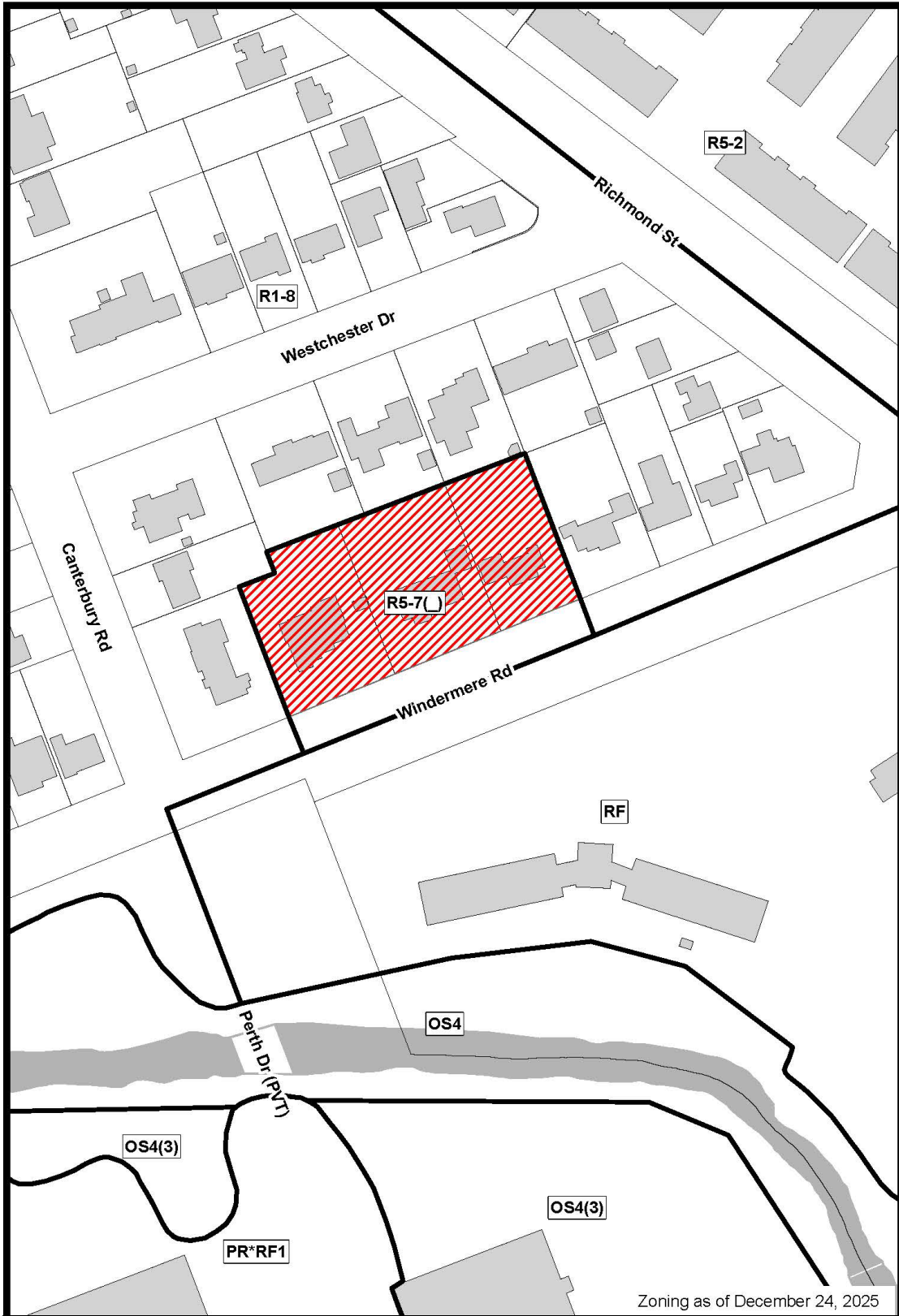
PASSED in Open Council on April 28, 2026 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 28, 2026
Second Reading – April 28, 2026
Third Reading – April 28, 2026

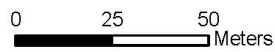
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: Z-26014
Planner: IDC
Date Prepared: 2026/02/25
Technician: JI
By-Law No: Z.-1-

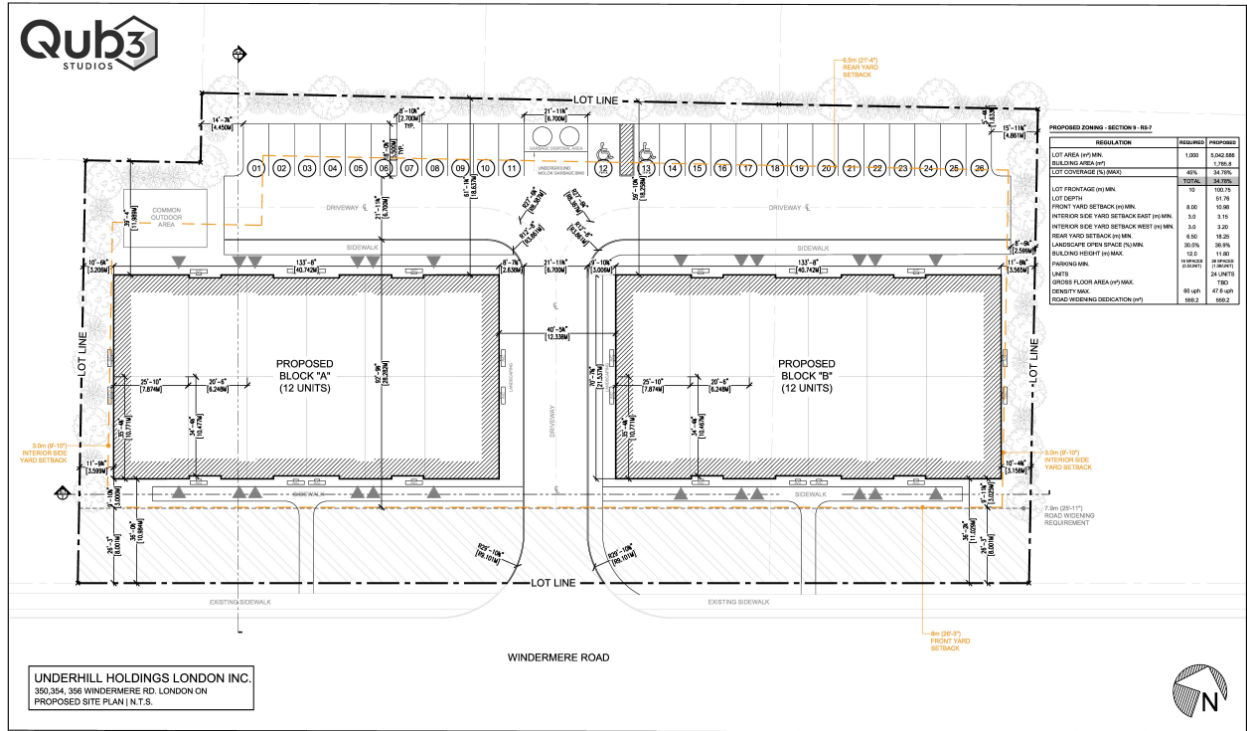
SUBJECT SITE 

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Appendix B – Additional Plans and Drawings

Conceptual Development Plan



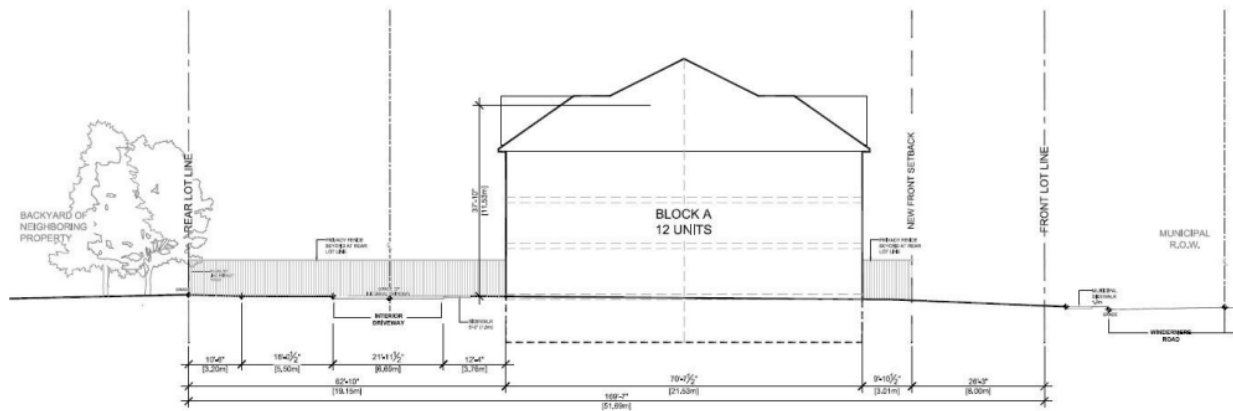
Rear Elevation Proposed Development



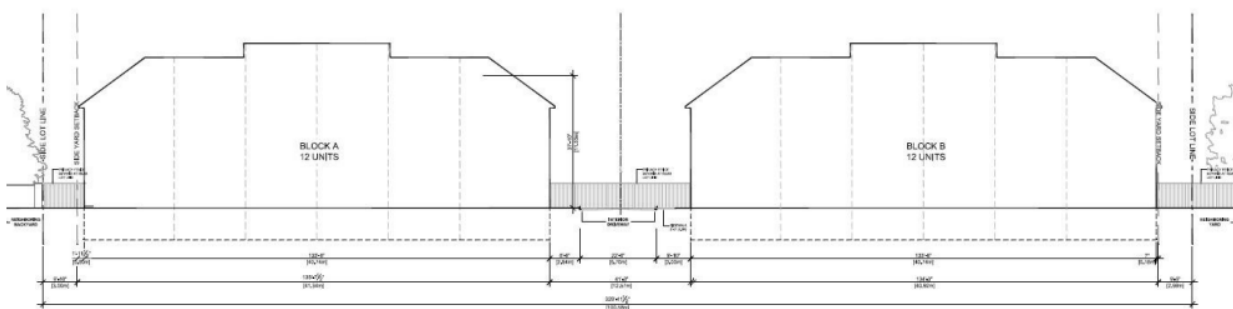
Close Up View Front Elevation Proposed Townhouse Building



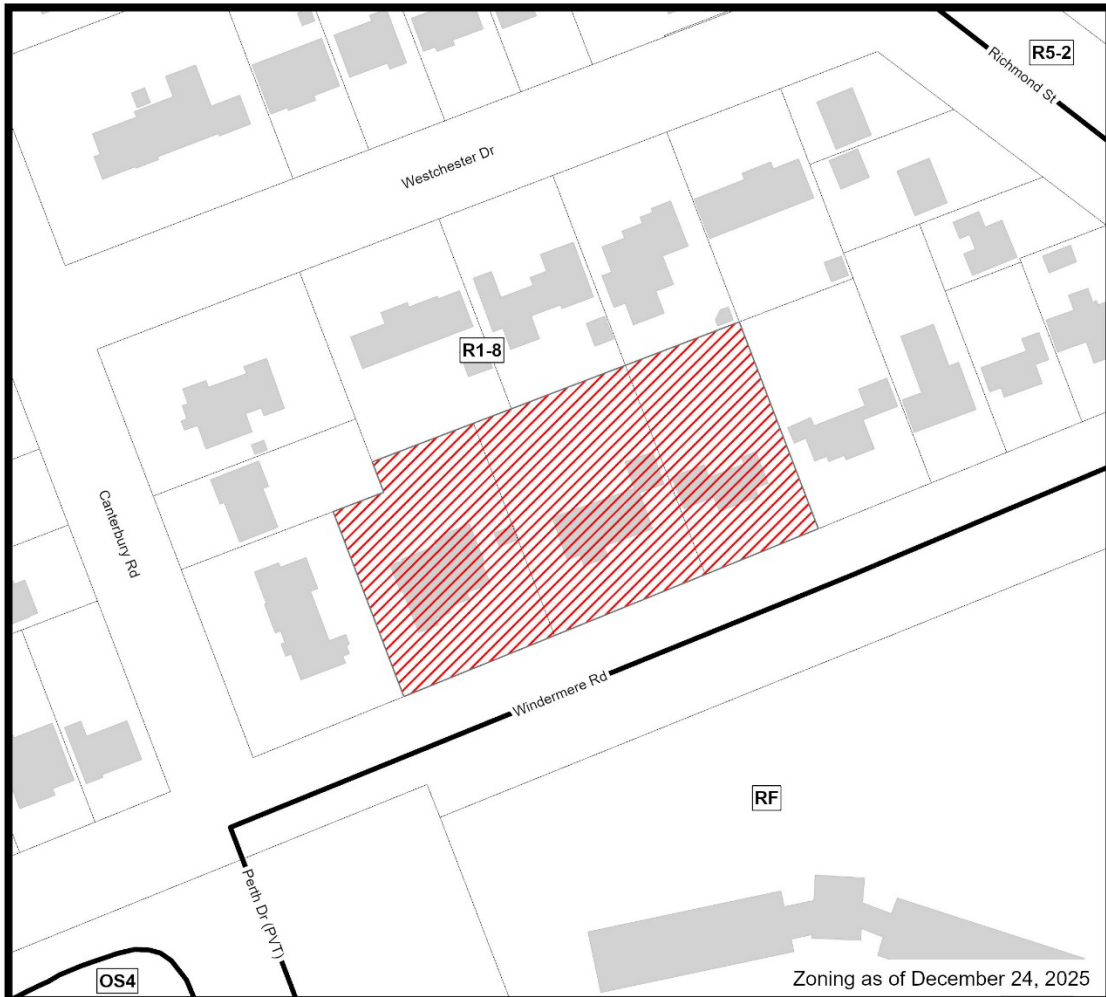
Cross Section Proposed Development, view looking east



Cross Section Proposed Development, view looking north



Zoning Excerpt Zoning By-law No. Z.-1



 **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 |
| DA - DOWNTOWN AREA | LI - LIGHT INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | GI - GENERAL INDUSTRIAL |
| CSA - COMMUNITY SHOPPING AREA | HI - HEAVY INDUSTRIAL |
| NSA - NEIGHBOURHOOD SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| BDC - BUSINESS DISTRICT COMMERCIAL | UR - URBAN RESERVE |
| AC - ARTERIAL COMMERCIAL | |
| HS - HIGHWAY SERVICE COMMERCIAL | AG - AGRICULTURAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| SS - AUTOMOBILE SERVICE STATION | TGS - TEMPORARY GARDEN SUITE |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | RT - RAIL TRANSPORTATION |
| 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**



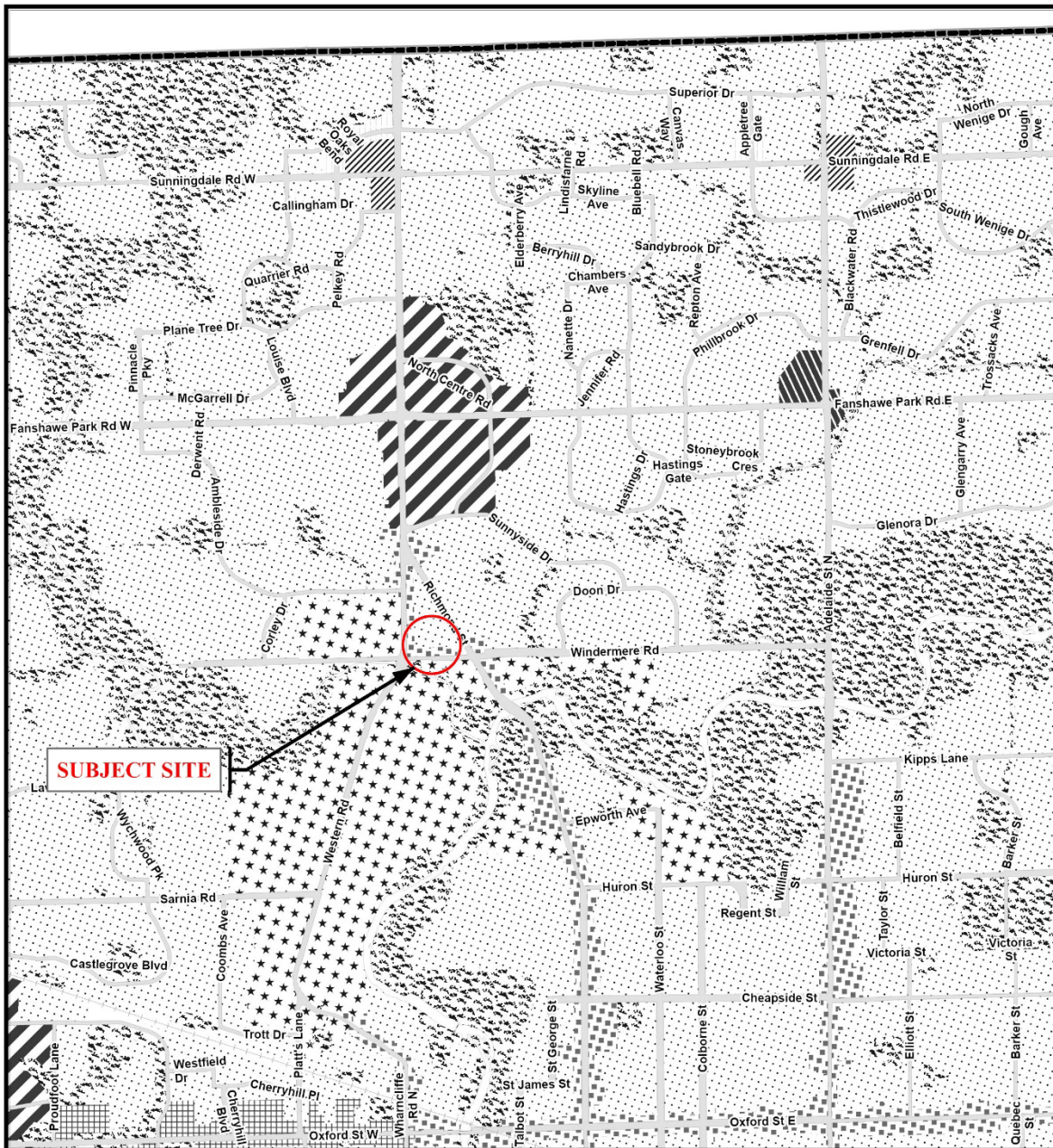
THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:
Z-26014 IDC

MAP PREPARED:
2026/02/25 JI

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Meters

The London Plan Map 1 – Place Types



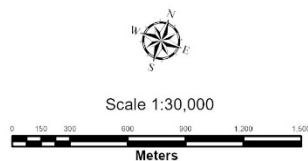
Legend

- Downtown
- Transit Village
- Shopping Area
- Rapid Transit Corridor
- Urban Corridor
- Main Street
- Major Shopping Area
- Neighbourhood
- Future Community Growth
- Heavy Industrial
- Light Industrial
- Future Industrial Growth
- Commercial Industrial
- Institutional
- Green Space
- Environmental Review
- Farmland
- Rural Neighbourhood
- Waste Management Resource Recovery Area
- Urban Growth Boundary

This is an excerpt from Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

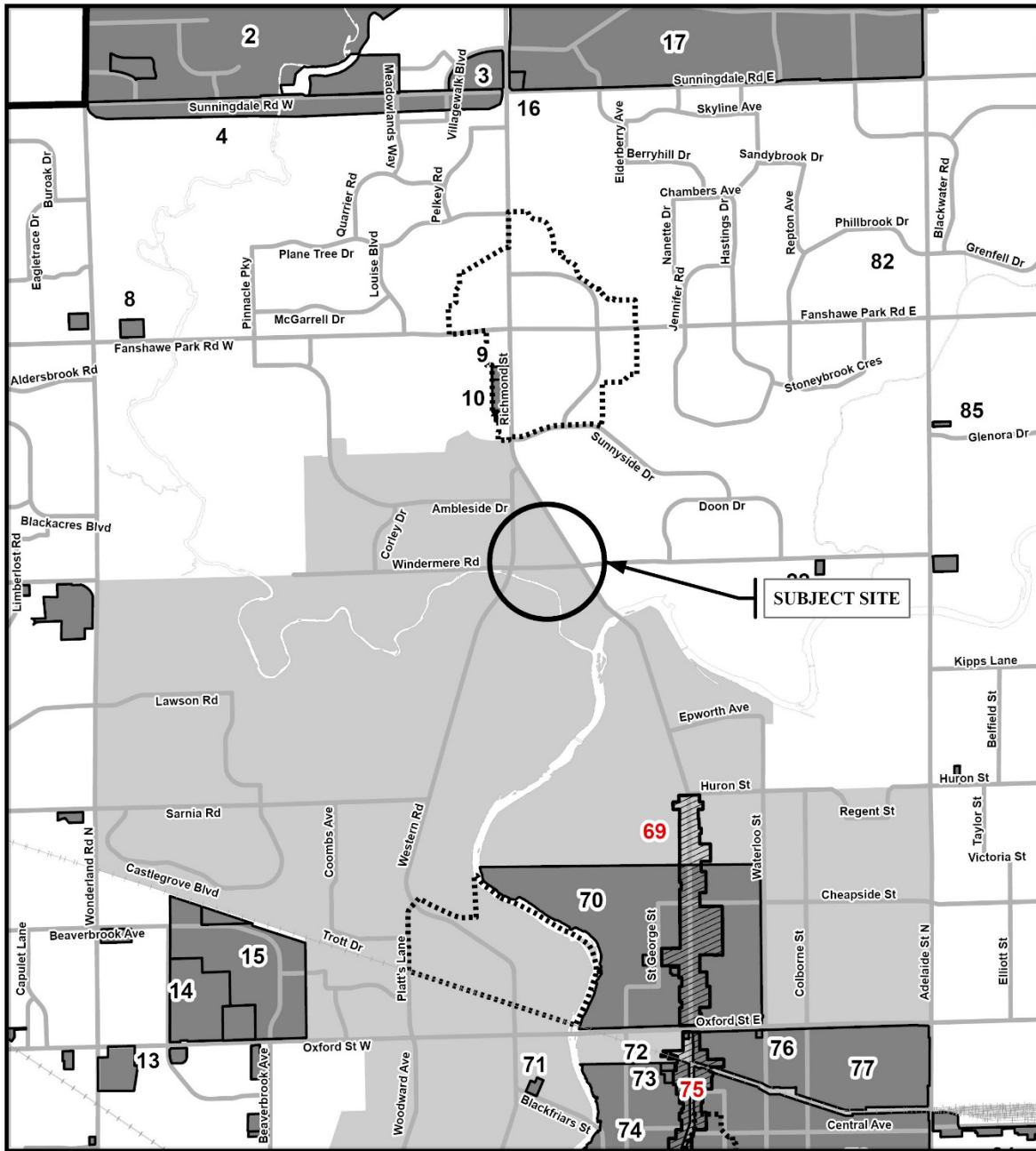
CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development



File Number: Z-26014
Planner: IDC
Technician: JI
Date: 2026/02/25

The London Plan Map 7 – Specific Policy Areas



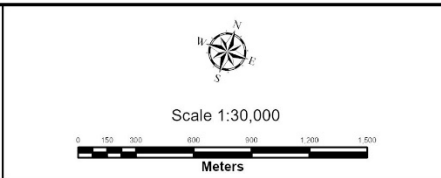
<p>LEGEND</p> <ul style="list-style-type: none"> Specific Policies Rapid Transit and Urban Corridor Specific-Segment Policies Near Campus Neighbourhood Secondary Plans 	<p>BASE MAP FEATURES</p> <ul style="list-style-type: none"> Streets (See Map 3) Railways Urban Growth Boundary Water Courses/Ponds
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This is an excerpt from Planning & Development's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

CITY OF LONDON
Official Plan

**LONDON PLAN MAP 7
- SPECIFIC POLICY AREAS -**

PREPARED BY: Planning & Development



FILE NUMBER: Z-26014

PLANNER: IDC

TECHNICIAN: JI

DATE: 2/25/2026

Appendix C – Internal and Agency Comments

Urban Design

The proposed site is located with the Urban Corridors Place Type fronting onto a Civic Boulevard where back-to-back townhouses are contemplated in *The London Plan* (TLP). Urban Design is supportive of the proposed townhouse development and acknowledges the applicant for locating the proposed buildings close to the public street, with parking in the rear.

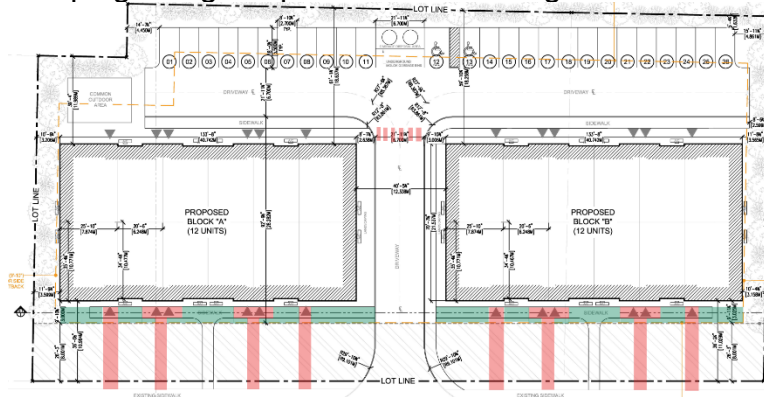
Matters for Zoning

Urban Design recommends the following Special Provisions be incorporated into the proposed R5-7() Zone to foster a safe, comfortable and accessible public realm, and to reduce potential impacts on neighbouring properties:

- Minimum front yard setback of 3.00m (as proposed by the applicant) from ultimate road right-of-way along Windermere Road to ensure the proposed built form is street-oriented [TLP 252, 256, 259].
- Provide minimum interior side yard of 3.0m (as proposed by applicant) to mitigate any potential impacts on adjacent properties [TLP 252, 253, 256, 259].
- Orient the built forms to the public street with front façade and principal entrances fronting Windermere Road (as proposed by the applicant) [TLP 291].

Matters for Site Plan

- Ensure that safe and continuous pedestrian circulation has been provided throughout the site connecting the principal building entrances and parking area to the public street [TLP 255, 268].
 - Delineate pedestrian pathways that cross parking areas and drive aisles (e.g. inset/raised concrete, painted lines, etc.) to promote pedestrian safety and connectivity.
 - Provide individual direct accesses from public sidewalk to the unit entrances fronting Windermere Road to allow more space for enhanced landscaping along the public street frontage.



- Ensure the buildings are oriented to Windermere Road by including a high degree of transparent glazing and principal unit entrances on the south-facing façade [TLP 291]:
 - Design the street-facing unit entrances with weather protection, such as porches or canopies.
 - Include other human-scale architectural details on the street-facing façade, such as articulation and material changes, lighting, and landscaping.
- Create a visual focal point by placing a larger landscaped island or outdoor amenity space at the terminus of the main access from Windermere Road [TLP 282].
 - Relocate garbage and associated uses away from the view of the public street frontages and ensure that it does not detract from pedestrian connections [TLP 266].
- Provide a centrally located and adequately sized common outdoor amenity space [TLP 282, 295].
- Consider incorporating balconies for all units to provide private outdoor amenity space and break up the massing of the proposed buildings [TLP 295].

- Include facilities for temporary bicycle storage (bike racks) close to the building entrance to promote active transportation [TLP 280].
- Consider incorporating a mix of complimentary architectural styles, materials and colours in the design of individual townhouse units to assist with wayfinding, break-up the massing and to add interest to the overall building design [TLP 301].
- The design and layout of the site should have regard for and incorporate significant mature trees [TLP 210, 258].
- Incorporate green development initiatives in the design of the site and building, such as white and/or green roofs, bicycle facilities, etc. [TLP 294].
- Provide a full set of dimensioned elevations for all sides of the proposed building(s) as well as a fully dimensioned and labelled site plan. Further comments may follow upon receipt of the drawings.

Site Plan

Matters for OPA/ZBA

- None

Matters for Site Plan

- To avoid reversing out of the site, the applicant is to showcase that a waste collection vehicle has enough space to maneuver a three-point turn.
- Snow storage areas are to be specified on the site plan.

Heritage

There are no cultural heritage or archeological concerns associated with this application.

Ecology

This email is to conform that there are currently **no** ecological planning issues related to this property and/or associated study requirements.

Major Issues Identified

- None.

Notes

- Avoid tree removal within the active bat roosting period (March 15 – November 30) to reduce potential interactions with Endangered bat species, to avoid contravention of the *Endangered Species Act*.

Landscape Architecture

Major Issues

- No potential grounds for refusal, or issues that could require significant changes to the proposal.

Matters for OPA/ZBA

- No matters that will influence the OP/ZBL mapping, designation/zone, regulations, special provisions, holding provisions, etc.

Matters for Site Plan

- Replacement trees to be recommendation to Site Plan Review based on total dbh removed. The overall inventory captured 54 individual trees and 2 vegetation units; 37 are proposed for removal. 1120cm dbh is proposed for removal.
- Two vegetation units on the east property boundary of the subject site and 360 Windermere Road are proposed for removal. These vegetation units are composed of Norway Maple trees 10-30cm dbh. These trees are classified as boundary trees. Consent to injure or remove boundary trees from 360 Windermere Road will be a requirement of Site Plan approval. If consent cannot

be obtained from co-owner, then a non-disturbance setback will need to be established at each tree's critical root zone limits as determined by dbh. Tree removal consent.

- The TPP indicates the removal of trees 1,2,5, 26,27,28,29. These trees are growing on lands to be dedicated to the City for road widening. They can be removed through Site Plan process without payment or permit. However, if removal occurs after land transfer, the applicant will need to contact Forestry Operations to pay for the coordinated removal of trees.

Parks Long Range Planning and Design

Major Issues

- None

Matters for OPA/ZBA

- None

Matters for Site Plan

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-25 and will be finalized at the time of site plan approval.

Engineering

Matters for Zoning

Engineering has no further comments on this application – Approval is recommended. For the applicant's benefit the following comments have been provided and are to be addressed as a future site plan application.

Matters for Site Plan

Wastewater

- The Municipal sanitary outlet is to the 525mm sanitary sewer on Windermere Road. City Record drawing # 1607 Shows information pertaining to the sanitary sewer and PDC's
- The existing SF houses 100mm PDC's are to be abandoned at time of construction to City Standards.
- A new 150mm sanitary PDC shall be connected from the site to the 525mm sanitary sewer in the Windermere ROW.
- A sanitary brief outlining the intended population and the peak flow produced by the proposed development.
- Sewer Engineering has no objection to this rezoning.

Water

- Water Engineering has no comment on the zoning application noted above as there is adequate capacity within the 300mm Windermere Road watermain to service the proposed development. Water is available via the 300mm PVC watermain located on Windermere Rd.
- Water metering for the proposed unit shall be configured in accordance with the City's standards for stacked townhomes.
- A water servicing report and associated modeling will be required, addressing all domestic demands, fire flows, water quality and the various pressure scenarios as outlined in section 7.3.1 of the city's Design Specifications and Requirements Manual (DSRM).
- Water servicing shall be configured in such a way as to avoid the creation of a regulated drinking water system.
- Further comments will be provided during the site plan application.

Stormwater

- SWED staff have no objection to this zoning amendment. The submitted stormwater servicing solutions are in compliance with the identified SWM criteria

as noted under PAC24-071. SWED look forward to a detailed review in the subsequent site plan application submission. The subject site is not tributary to the fronting 375mm storm sewer on Windermere Road. Should the Consultant to connect to the said storm sewer, the consultant shall be required to provide support of the proposed release rate with a pre to post development calculation and supporting documents.

- As per section 6.9 of the DSRM, Permanent Private Stormwater Systems (PPS) are a mandatory part of a regional stormwater servicing strategy for all Medium and High Density Residential site plan developments. 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. This application falls under PPS case 3c.
- As part of a complete development application, the owner will be required to have a professional engineer submit to and have approved by the City Engineer the design of a PPS system, including a Storm/Drainage Servicing report and drawings which should include calculations, recommendations, and details to demonstrate compliance with the below identified SWM criteria and environmental targets:
 - The consultant shall provide/connect to a pdc in accordance with Drainage bylaw (WM-4) and DSRM requirements.
 - The on-site private stormwater system must provide 100% of the quality, erosion and quantity control for the lands to be developed as per the applicable Subwatershed Study (Medway Creek Subwatershed, 80% TSS removal).
 - 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 major storm event.
 - Any increase in peak flows from pre to post development conditions shall be managed by onsite SWM control design including, but not limited to, bioswales, infiltration galleries/systems, storage volume calculations, flow restrictor sizing, etc. It is suggested that primarily “clean” roof runoff be directed to infiltration features.
 - A Stormwater Management checklist for Site Plan shall be signed and submitted with the initial application. Please refer to DSRM Section 6.1.5 & 6.12.
- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan to the satisfaction of the City Engineer, including, but not limited to, decreasing impervious areas and Low Impact Development (LID) when possible. Additionally, as part of climate change resiliency objectives the consultant is to use best efforts to maximize the provided site storage, and is encouraged to consider options, such as but not limited to, optimized grading for ponding areas, roof flow control drains, and orifice controls.
- Grading and Disposal of Storm, Surface and Wastewater shall be in accordance with Section 12 of the Site Plan Control By-Law (SPCB), and include the following considerations:
 - Storm water is contained within the site to the greatest extent practical, and directed to an internal storm drainage system, thereby generally preventing drainage onto adjacent properties.
 - Conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands is to be assessed and maintained in post-development.
 - Storm sewers on private property are regulated by the Ontario Building Code (OBC). Where there are no specific regulations in the OBC, applicable design guidance from Chapter 5 & 6 of the City of London, 2024 Design Specifications and Requirements Manual (DSRM) shall apply.
 - An E&SC for the subject site shall be prepared by the owner's consultant as part of a complete site plan application. The plan is to include measures to be used during all phases of construction, should identify all erosion and sediment control measures for the subject site, and be in accordance with City of London and MECP standards and requirements. These measures are to also be identified in the Storm/Drainage Servicing Report. For further information on the requirements of the E&SC Plan, please refer to DSRM Section 10.

Transportation

- 7.942 metre road widening (18.0m from centreline) on Windermere Rd.
- Identify and label snow storage location(s) on-site and ensure they do not obstruct visibility at the entrance.
- Waste collection vehicle turn around movements and swept path analysis shall be provided.
- Fire truck route on-site shall be displayed.
- Provide a drawing of the site entrance in relation to the entrance for 357 Windermere Road. The entrances shall align to avoid turning movement conflicts. Transportation staff will review following the submission.
- Site entrance shall be designed according to the City's Access Management guidelines. All dimensions, i.e., storage length/width, and curb radii, will need to be displayed on the site plan.
- Detailed comments regarding access design and location will be made through the site plan process.

London Hydro

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

UTRCA

The properties located at 350-356 Windermere Road in London are not affected by any regulations made pursuant to Section 28 of the Conservation Authorities Act. The UTRCA has no objections, and we have no Section 28 approval requirements.

Appendix D – Public Engagement

On February 9, 2026, Notice of Application was sent to 130 property owners and residents in the surrounding area. Notice of Application was also published on the *Public Notices* webpage on February 12, 2026. A “Planning Application” sign was also placed on the site.

Nature of Liaison: 350-356 Windermere Road – The purpose and effect of this Zoning Amendment is to permit two (2), 3-storey back-to-back townhouse blocks containing a total of 24 residential units. Possible change to the Zoning By-law Z.-1 **FROM** a Residential R1 (R1-8) Zone **TO** a Residential R5 Special Provision (R5-7(_)) Zone with special provisions to implement the proposed development. The City may also contemplate alternative zoning such as a different base zone, additional permitted uses, additional special provisions, and/or the use of holding provisions. File: Z-26014.
Planner: I. de Ceuster.

Public Comment #1 – Penn Camp

RE: Proposed Rezoning — 350–356 Windermere Road (File No.

Dear Mr. de Ceuster,

I am writing to provide my comments on the above-noted application to rezone 350–356 Windermere Road from R1 to R5 to allow the construction of 24 townhouse units.

As a resident of [Redacted by Staff], I have the following concerns:

1. It is essential to preserve our existing neighbourhood character in London, with its historical significance. My family and I moved to Canterbury Road on January 6, 1950 when I was 5 and I am still happily living in the house that I grew up in, 76 years later. We were the first subdivision in London at that time. I moved back home 25 years ago, because I loved what we call the Triangle.
2. Canterbury is a pedestrian way for students, not cars. My mother, Anne Kemp, was instrumental in having the City close off Canterbury to car traffic at the north end. The Triangle is family-oriented, with students easily and respectfully assimilated into the mix. Kids still play ball on the road. The street has maintained its quiet, neighbourly personality, despite its proximity to the Hospital and Western U. Canterbury south of Westchester still gets a lot of traffic cutting through to Richmond, and these buildings would only add to that congestion.
3. We are called the Forest City: is this to be in name only? Already along Canterbury, many perfectly healthy trees have been removed in the last few years. We need to preserve the trees we have. Science shows us that mature trees provide us with better air quality as well as beauty, tranquility and cooling shade.
4. I object to destroying several perfectly good homes for this development. They were well-built c. 1950 by the developer, Mr. Beauregard, and would perhaps last longer than the proposed townhouses.

I respectfully request that the application be denied. I would like this letter to be included in the public record and to be notified of any future decisions regarding this application.

Sincerely,
Penn Kemp

Public Comment #2 – Lorrie Lefebvre

RE: Proposed Rezoning — 350–356 Windermere Road

Dear Mr. de Ceuster,

I am writing to provide my comments on the above-noted application to rezone 350–356 Windermere Road from R1 to R5 to allow the construction of 24 townhouse units.

As a resident at [Redacted by staff], I have the following concerns:

1. Volume of Traffic: Windermere Road is a heavily used street at certain times, specifically between the hours of 6:30 AM to 9 AM and 4:00 PM to 6:00 PM, Monday through Friday. I worry that this development will add to the already heavy, and sometimes dangerous, traffic. Most likely, this development will target student housing and with that comes increased car usage. On our street alone, most of the student housing has at least 5 cars in the driveway.
2. Despite the heavy traffic, Windermere remains a charming street. I worry that the loss of trees will have a negative impact on the attractiveness of the street and well as a negative impact on the environment. Also, a 4-storey townhouse will stick out like a sore thumb amid the large detached homes that populate this section of Windermere.
3. The residents on Westchester Drive whose homes will abut this development will surely suffer a decrease in the value of their homes. I don't think it's fair to expect long-standing residents to absorb a substantial financial loss so that a developer can make a comparable substantial gain. This development would also impact on their privacy and quality of life.

I respectfully request that this application be denied.

I would like this letter to be included in the public record and to be notified of any future decisions regarding this application.

Sincerely,

Lorrie Lefebvre

Public Comment #3 – Mark Sandford

Dear Mr. de Ceuster,

I am writing to provide my comments on the above-noted application to rezone 350–356 Windermere Road from R1 to R5 to allow the construction of 24 townhouse units.

As a resident of Canterbury Road, I have the following concerns:

1. The re-zoned housing is not appropriate for the surrounding area. It will erode the quiet character of the neighborhood.
2. The re-zoning to higher density brings increased congestion.
3. The higher density housing will de-value the surrounding homes.
4. There will be environmental impact including tree loss.

I respectfully request that you not approve this re-zoning request.

I would like this letter to be included in the public record and to be notified of any future decisions regarding this application.

Sincerely,

Mark Sandford

Public Comment #4 – Keith Morrow & Joanne Morrow

February 20, 2026
Isaac de Ceuster, Planner
City of London – Planning & Development
300 Dufferin Avenue
London, Ontario N6A 4L9

RE: Proposed Rezoning — 350-356 Windermere Road-file Z-26014

Dear Mr. de Ceuster:

We are writing to provide our comments on the above-noted application to rezone 350-356 Windermere Road from R1 to R5 to allow the construction of 24 townhouse units. As residents of [REDACTED], we have the following concerns:

1. Westchester and Canterbury Road, both beautifully tree lined streets 10 years ago, lost significant numbers of mature trees due to infrastructure replacement recently. Notwithstanding the planting of replacement boulevard trees it will be decades before a similar level of tree cover will be achieved to match the environment before the infrastructure replacement. The demolition of 3 homes on Windermere Road will result in the removal of ALL very mature trees currently on the 3 lots which we are told number 37. While the Developer has a landscaping plan it will be decades before the current level of tree cover is achieved if ever. London calls itself the Forest City but in the subject area the logo would be more appropriate if it was **de**Forest City. As a side note, over the past week all the trees on the east side of Western Road north and south of the Sarnia Road intersection have been removed by Davies Tree Removal, seem **de**Forest City logo is gaining traction.
2. The two rental buildings are directed towards the student rental market. At our address we are surrounded by student rental properties and landlords/property owners are extremely poor neighbours. The rental properties receive only the minimal care and upkeep. Front yards are maintained to minimal standards with no pride of ownership being displayed. While these will be new units, deferred maintenance is a hallmark of rental properties that surround our location.
3. Windermere Road is 4 lanes which is inadequate for the current levels of traffic during peak times. Windermere Road is without a designated bike lane and lacks available current road width to instal one. Western Road, a very short distance west from the site of the applied by law amendment, is a designated Bus Rapid Transit corridor road. Richmond Street, an equally short distance to the east, is a major north south commuter corridor at peak times. All of this very near north south traffic demands at a minimum a 5th lane on Windermere Road which can only be placed on the north side of the road as the south side has significant grade issues. Additionally, the south side real estate is University owned and they would not be keen to see it given over to a City road notwithstanding the benefit to the University. The only option for the City is to place both the bike lane plus existing sidewalk and a 5th traffic lane on the north side which will result in elimination of the already merger front yards. Front yards on the proposed new structure will be virtually nonexistence. As a sidenote it is not unusual to observe drivers heading south short circuiting the Richmond and Windermere corner, turning west onto Westchester and south on to Canterbury Road in an attempt to circumnavigate the heavy traffic and have a speedier trip to Western Road.
4. While not an impact to my location, the property owners immediately to the north of the 3 lots (south side of Westchester) will have a complete loss of back yard privacy. Though fencing and tree planting is indicated it will not overcome the view available to 3rd storey tenants.
5. The lovely tree lined mature residential neighbourhood that was once Canterbury Road and Westchester has been in a steady decline over the past 10 years and is in danger of becoming a student ghetto area. The properties are predominantly student rentals exhibiting deferred maintenance and no pride of ownership.

We respectfully request that the application be denied and would like this letter to be included in the public record and to be notified of any future decisions regarding this application.

Sincerely,

Keith Morrow – Joanne Morrow

Public Comment #5 – Sherry Xu

Isaac de Ceuster, Planner
City of London — Planning & Development
300 Dufferin Avenue
London, Ontario N6A 4L9

RE: Proposed Rezoning — 350–356 Windermere Road

Dear Mr. de Ceuster,

I am writing to provide my comments on the above-noted application to rezone 350–356 Windermere Road from R1 to R5 to allow the construction of 24 townhouse units.

As a resident of [REDACTED], 300 meters away from the planned rezoning site, I have been living in this street for 17 years and witnessed many changes brought to this originally quiet and beautiful neighbourhood due to the turnover of residents and its proximity to the university. Frankly, the street is already slowly transforming into a student rental property dominated area since majority of newcomers are students who rented houses which were sold to investors by senior residents who can't live by themselves anymore. As a homeowner, you know what that means to your own life and your property value. Witnessing my own street is going to be a student predominated area is heartbroken for me who enjoy a quiet and clean neighbourhood to live the rest of my life. Turning three individual houses into 24 rental units will just speed up the steps to convert the entire community of Canterbury and Windermere block into a student housing occupied Area. Parties, garbage, noises, and traffic will further drive away any remainder residents who just want to enjoy a simple life here. If nothing has been done now to change the trajectory, the character of this neighbourhood will soon be permanently altered.

Another concern I have is about the traffic. The intersection between Canterbury Rd and Windermere Rd is quite dangerous for drivers especially during the rush hour since left turners from Windermere Rd to Canterbury Rd both ways can't see the front coming vehicle very clearly due to the narrow width of Windermere Road. I have observed multiple car crashes in this intersection in the past years. Adding high density developments to the area is to bring more vehicles and more traffic load to this weak intersection and one can imagine what risk that will bring to drivers.

The last concern I have is to preserve the natural environment of this neighbourhood. In 2019, the Canterbury street and the sidewalk were rebuilt in brand-new asphalt and concrete by the city since it was about fifty years old. Because the project damaged a significant number of trees which grew near the street, nearly half of the big trees are replaced by small young trees since then. As you know, each big tree hosts a large ecosystem of lives each of which brings a unique enrichment to the environment. Losing so many trees have already changed ecosystem of the environment as you can imagine. At least bird's number seems to significantly drop after the trees were gone. Adding high density development, like any new projects, will for sure damage trees and I heard developers have already started to cut down many large trees in those lots, which is not something we want to see from the perspective of protecting neighbourhood's ecosystem.

I respectfully request that application to rezone 350–356 Windermere Road from R1 to R5 to allow the construction of 24 townhouse units will be denied by the city and keep the original state of the old houses in this area.

I would like this letter to be included in the public record and to be notified of any future decisions regarding this application.

Sincerely,

Sherry Xu

Public Comment #6 – Khaled Baroudi

Khaled Baroudi & Family
59 Westchester Drive
London, Ontario

March 12, 2026

To:

City Planner – Mr. Isaac de Ceuster
City Councillor – Mr. Jerry Pribil

Subject: Objection to Proposed Rezoning at 350–356 Windermere Road

Dear Mr. de Ceuster and Councillor Pribil,

My name is Khaled Baroudi. My wife, Rim Siblani, and I live with our four children — [Redacted by Staff]— in the immediate neighborhood of the proposed rezoning at 350–356 Windermere Road. We are writing to formally express our strong objection to the proposal to rezone these properties in order to construct a 24-unit townhouse development.

Our family purchased our home in 2022 with the understanding that this area was a quiet, low-density residential neighborhood primarily composed of single-family homes. The character of the area has always been family-oriented, peaceful, and safe for children. This was a major factor in our decision to invest our life savings into purchasing our home.

We respectfully oppose this proposal for the following reasons:

1. Severe Impact on Emergency Vehicle Access and Public Safety

Windermere Road serves as a critical access route for Western University's main entrance, nearby hospitals, and other emergency facilities. Adding 24 new townhouse units will significantly increase traffic, creating potential delays for ambulances, doctors, university staff, and students. Any blockage or slowdown in this corridor could directly endanger lives by preventing quick access for emergency vehicles.

2. Mandatory Construction Fencing for Safety and Pollution Control

Before any construction begins, the builder must be required to install sturdy fencing and protective barriers around the construction site. This will:

- Minimize dust, debris, and air pollution entering neighboring homes.
- Protect children, cats, dogs, and other pets from entering the construction zone, reducing the risk of accidents or injury.
- Maintain a safer and healthier environment for families and animals living adjacent to the development during all phases of construction.

3. Impact on Older Residents' Health and Well-Being

Many older people in the neighborhood enjoy a quiet and smooth daily life. Approving this high-density project will dramatically increase noise, traffic, and pollution, which can negatively affect their health, mental well-being, and overall quality of life.

4. Incompatible Density and Neighborhood Character

The proposed development introduces a high-density townhouse complex into an area that has historically consisted of low-density single-family homes. This abrupt change is not consistent with the established residential character of the neighborhood and disrupts the quiet, family-oriented environment.

- 5. Parking Areas Located Beside Existing Homes**

The current proposal places a large number of parking spaces directly beside our backyard and neighboring homes. This would expose our families to constant vehicle movement, headlights at night, engine noise, and reduced privacy. Residential backyards should not face large parking lots serving dozens of vehicles.
- 6. Noise and Air Pollution from Increased Vehicles**

With 24 units and dozens of associated vehicles, traffic, noise, and exhaust emissions will increase significantly. This will negatively affect air quality and the peaceful living environment for families, children, and older residents.
- 7. Children's Right to a Safe and Healthy Residential Environment**

Our four children, along with other children in the neighborhood, rely on their backyards as safe spaces to play outdoors. Increased noise, pollution, and traffic directly beside family homes reduces the safety and health of our residential environment.
- 8. Loss of Mature Trees and Green Space**

The properties currently contain large mature trees that provide shade, environmental benefits, and privacy between homes. Removing these trees to accommodate dense construction and parking will permanently reduce the natural character and environmental quality of the neighborhood.
- 9. Shadowing from Three-Storey Buildings**

The proposed three-storey buildings will likely block significant sunlight from reaching nearby homes and backyards. Reduced natural light affects not only our home but also neighboring families and children who depend on sunlight in their outdoor living spaces.
- 10. Traffic Congestion and Safety Concerns**

The development would add many daily vehicle trips to an already busy area. Increased traffic raises safety concerns for pedestrians, cyclists, and children living in the neighborhood.
- 11. Infrastructure and Sewage Capacity Concerns**

A development of 24 units may place additional pressure on existing municipal infrastructure, including sewage, drainage, and utility services designed for lower-density housing.
- 12. Construction Disruption**

Construction activities such as excavation, heavy machinery, dust, vibration, and prolonged noise will significantly disrupt the daily lives of families, pets, and older residents living nearby.
- 13. Impact on Property Values**

Large-scale townhouse developments in low-density neighborhoods often negatively affect the market value of existing homes due to increased traffic, reduced privacy, and loss of neighborhood character.
- 14. Stormwater Management Concerns**

Additional impervious surfaces from roads, driveways, and buildings can overwhelm existing drainage systems, increasing flood risk for neighboring homes and creating long-term maintenance challenges for the municipality.
- 15. Strain on Local Schools and Services**

Adding 24 new units may place pressure on local schools, parks, and recreational facilities that are currently scaled for a low-density population, potentially reducing the quality of service and access for existing families.

16. Community Cohesion and Mental Well-Being

Sudden high-density development can disrupt neighborhood cohesion, increase stress levels among residents, and negatively affect mental well-being for families, children, older residents, and pets who chose this area for its quiet, family-friendly environment.

For all these reasons, we respectfully request that the rezoning application for 350–356 Windermere Road be denied.

If the City nevertheless considers approving the project, we strongly request the following modifications to reduce the negative impact on existing residents:

- **Reduce the number of units** to significantly lower density, traffic, noise, and infrastructure pressure.
- **Relocate parking areas to the front of the units rather than beside existing residential backyards** to protect privacy, reduce noise, and minimize direct vehicle impact on neighboring homes.
- **Limit building height and massing** to reduce shadowing on surrounding homes.
- **Preserve mature trees wherever possible** to maintain the environmental quality of the neighborhood.
- **Require mandatory construction fencing and dust/pollution control measures** to protect children, older residents, and pets during construction.
- **Conduct a detailed traffic, emergency access, infrastructure, and stormwater impact assessment**, given the proximity to major hospital, university, and research facility access routes.

Please include this letter in the public record for this application. We also request that you be notified of any future meetings, reports, or decisions related to this matter.

In addition, we respectfully request the opportunity to speak at the official public meeting to present our concerns directly to the decision-making committee and ensure that the perspectives of local families, older residents, and pet owners are fully considered.

Thank you for your time and consideration of the concerns raised by families, older residents, and pet owners who live in this community.

Sincerely,

Khaled Baroudi
Rim Siblani
London, Ontario

Public Comment #7 – Lorraine Jaikaran

Isaac de Ceuster,
City of London - Planning Department
300 Dufferin Avenue
London, Ontario, N6A 4L9

File: Z-26014

Dear Mr. de Ceuster,

My name is Lorraine Jaikaran and I live at [REDACTED], I received your Zoning By-law and Amendment notice and would like to give you my input. Below is a list of all my questions/concerns re this project.

1. Traffic - the traffic between Western Road and Richmond Street is horrendous. I think the City should look into fixing the traffic problem before issuing permits for development and zoning along that stretch of Windermere. Has anyone thought about the problem additional buildings would cause for the hospital (ambulances) and the fire trucks as well as the residents of this area who want to turn onto Windermere off of Canterbury. Also, cars/trucks will start to use Westchester drive to avoid the chaos on Windermere which in turn will lead to more accidents (cars turning left off of Westchester drive onto Richmond Street).
2. In the notice it states that the change in zoning is "Residential R5 Special Provision(R5-7) Zone". Does this mean that the amendment is just for 350-356 Windermere Road? You need to state the area that is affected by the zoning change
3. 24 3-storey back-to-back townhouse blocks will destroy the privacy of the houses that back onto the development and will change the aesthetic.
4. The owner of the current houses has already cut down all the mature trees around the house. Does he/she have no concern about the environment? Those houses were built in the 1950s and 2 of them are lovely houses.
5. Your notice states 26 vehicular parking spaces (1.08 spaces per unit) - what is .08 of a parking space? Does this mean that each unit is allowed one parking spot and then there are 2 visitor parking spaces? That is not feasible. Where is the overflow going to park - Canterbury and Westchester? Please remember that both Canterbury and Westchester are "No Parking".
6. Are the units student rentals? How many bedrooms? How many students per unit? If the units are student rentals who is going to responsible for upkeep/maintenance? Is the owner an absentee landlord?

I think this project needs to be revisited. I really don't think any thought was put into the development - someone is just looking to make money without any consideration for the neighbourhood, hospital and University which are all expanding. I sincerely hope that someone who is very sick or injured who needs to get to the hospital is not delayed because of the backlog of traffic on that stretch of Windermere Road. The units need to be scaled back for example less units and only 2-storey townhouses.

Lastly, I am very disappointed that the owner of those proposed townhouses and our Councillor Jerry Pribil has not gone door to door to introduce themselves and chat about the proposed changes. Just in case they don't realize it we are a very close knit neighbourhood.

Sincerely,

Lorraine

Public Comment #8 – George Laczko

Subject: Objection to Rezoning Application – 350-356 Windermere Road (R1 to R5)

Dear Planning Department and Members of Council,

My name is George Laczko, and I reside at [REDACTED], London, Ontario, [REDACTED]. I have lived in this home since 2016, with my wife and two kids. I am writing to formally object to the proposed rezoning at 350–356 Windermere Road, which seeks to change the zoning from R1 (low-density residential) to R5 (higher-density residential) in order to permit a multi-unit development.

My home at [REDACTED] will be directly facing this new development. The proposed building will overlook my property and neighbouring homes.

My objections are as follows:

1. Height and compatibility with the neighbourhood

All existing homes on this street are two-storey detached houses, while the proposed structure would be three storeys in height. This creates a clear incompatibility with the surrounding built form. Upper-level windows will directly overlook adjacent yards and homes, creating significant privacy concerns. In addition, a building of this scale will overshadow nearby properties, reducing sunlight and negatively affecting neighbouring homes.

2. Density and neighbourhood impact

The proposal introduces 24 residential units on a relatively small site. This represents a substantial increase in density compared with the surrounding R1 neighbourhood, which consists primarily of single-family homes. A development of this scale will increase traffic, noise, and pressure on local infrastructure in an area that was designed and zoned for low-density residential use.

3. Precedent for further rezoning

Approving this rezoning would establish a precedent for similar applications along this block. Once R5 zoning is introduced into a predominantly R1 neighbourhood, it becomes easier for additional intensification proposals to follow. This risks gradually transforming the area from family-oriented homes into higher-density rental housing, fundamentally altering the long-standing character of the neighbourhood.

Request

For these reasons, I respectfully request that the City deny the rezoning application.

If the project is to proceed at all, I strongly request that the height be reduced to two storeys so that it is more consistent with the existing scale and character of the neighbourhood.

This proposal does not represent gentle or compatible intensification. Instead, it introduces a scale of development that is out of step with the surrounding community.

Thank you for considering my comments.

Sincerely,

George Laczko

Public Comment #9 – Kuldip Sharma

Dear Mr. de Ceuster and members of the Planning and Environmental Committee,

I am the registered owner of [REDACTED]. I am writing to formally express my strong objection to the requested zoning bylaw amendment noted above to change the zoning of 350-356 Windermere Road from a residential zone to a residential special provision zone.

I do understand the need for housing in London, ON; however, proposing two multi-story townhouse blocks with 24 residential units will wreak havoc in this neighbourhood.

The current state of driving congestion is problematic and will only be further exacerbated by this proposal. In addition to the issues posed to drivers on this road, the

potential bottleneck risk of traffic for firetrucks, ambulances , and city busses with the high density units will only further hinder the effective flow of traffic.

The proposed high density multi-level units will not maintain the current character of the established single family detached homes in the area.

A major concern will be the lack of sufficient parking that would be appropriate for the number of dwellings proposed. In addition to the parking required for legal residents of these proposed units, the parking that would be needed for potential guests of the units is beyond the reasonable number of spaces that can fit in this proposed area. Currently, Canterbury Street has no parking available during the work day due to the volume of vehicles that would otherwise park on this street to access the hospital or University without the current parking enforcement in place. Increasing the population of residents in this small area would only make this situation far worse for current residents and for the general public commuting through Windermere and Western Roads.

Furthermore, the single driveway being proposed for entering and exiting the units will create major traffic jams and is a safety concern for pedestrian traffic as well as traffic turning onto Windermere road from Western road, which is already rife with backups at most times of the day.

The city has considered the addition of bike lanes on Windermere road (study was being conducted last year). If the proposed bike lane is approved, the presence of the proposed units will create an increased safety risk for pedestrians, bikers, and drivers alike by having so many residents traversing a very small stretch of road.

My humble request to the Planning and Environment Committee and City Council is to strongly reject this application. Any proposals by the developer for this area need to be presented in a manner that is compatible with the present single family dwellings and current character of the neighbourhood.

Sincerely,

Kuldip Rai Sharma

Public Comment #10 – Robert Seiler

Robert Seiler
[REDACTED]
March 19, 2026

Via e-mail (ideceust@london.ca)

Isaac de Ceuster
City of London – Planning & Development
300 Dufferin Avenue
London, Ontario N6A 4L9

CC: Councillor Jerry Pribil (jpribil@london.ca)

RE: Proposed Rezoning – 350-356 Windermere Road (File No: Z-26014)
Application to rezone 350-356 Windermere Road from R1 to R5 to allow the construction of 24 townhouse units.

Dear Mr. de Ceuster and whomever this may concern,

I am the owner of [REDACTED], which is [REDACTED] east of the proposed development. I am writing to formally express my concerns regarding this proposed

project and a recent trend of multi-unit residential development being approved in areas that have traditionally been designated for single-family homes.

My objections are as follows:

1. Infrastructure issues. Within the past couple decades that I have owned my house at [REDACTED] I have had my basement flooded three times with sewage/storm water. To my knowledge, the sewer trunk lines are not large enough to remove the waste water and storm water during heavy rains. The last time this has happened was in the summer of 2024 and it took days to clean up the mess. I couldn't begin to tell you the added stress this has put on me when these events happen. I do not know what has been done to address this or even if there has been an attempt to address this but it certainly keeps happening. Replacing three homes with 24 townhouses will obviously make this issue much worse. Having the city not address these fundamental housing issues before creating new projects are, in my mind, a failure on behalf of the City of London.
2. The current zoning has established a community of home owners/tenants that enjoy living in the area. The large townhouse complexes that are proposed do not mesh well with the single-family home aesthetic this community is known for. We have already seen, within the past few decades, houses built for sole purpose of student housing. While I understand there is money to be made and students need to live somewhere, the ratio of single-family home owners to purpose built student housing has become heavily skewed towards student housing. This hurts the character of the area and relative enjoyment of those who live here. It also negatively impacts the value of the homes that are not student houses.
3. Traffic Entering/Existing and Safety. The stop lights at Windermere Road and Richmond Street continue to be a high accident intersection due to congestion. This is the reason there is/was red light cameras at that intersection. Also, current traffic volumes/traffic jams are extremely heaving during evening rush hour. What normally takes an average of five minutes to get from [REDACTED] to Wonderland Road now takes a a minimum of 30 minutes during rush hour. Having higher density will only make this worse. Adding more vehicles on the same traffic network has me not driving in that area between 4 – 6 pm.
4. The unruly approach to densification we're now witnessing is concerning. I fear basic checks and balances, to ensure the quality of our urban environment, have been erased from planning reviews. This project will negatively effect city services, traffic, parking, heritage preservation and green space. What's worse is that the new zoning bylaws do little to ensure increased levels of affordable housing. City streetscapes are being razed to build expensive \$1200/month/bedroom buildings. Relying on a 'trickle-down effect' is not a well-grounded planning strategy to ensure that people/UWO students have the homes they need at the price they can afford.

What's worse are these changes to what bylaws allow will be irreversible. Before our city is damaged beyond repair, we ask that you put in place specific risk-management strategies to mitigate potential harms arising from developments, mandate real consultation with existing communities before developments are approved, address infrastructure pressures, address infrastructure pressures, ensure public safety and align projects with current strategies such as the Integrated Mobility Plan and the Environmental Protection Plan.

There's rising dissatisfaction throughout the city because people's voices aren't being heard. Their communities are being radically altered without their input.

Sincerely,

Robert Seller

Public Comment #11 – John E Steele

Mr Isaac de Ceuster

Planning & Development. City of London

London, ON, N6A 4L9

Dear Mr de Ceuster,

Re: 350-356 Windermere Road. File: Z-26014

I am writing to lodge an objection to the amendment being proposed for 350-356 Windermere Road.

The section of Windermere between Richmond Street and Western Road has three busy intersections. These include intersections at the aforementioned roads as well as the entrance to University Hospital. The entrance to University Hospital in particular is poorly designed and dangerous for pedestrians as well as vehicular traffic. Placing an apartment building on Windermere at this point will serve as a choke point that will impede the flow of traffic on Windermere. It should also be remembered that traffic on Windermere will become a much busier transfer route between Western Road, Richmond Street and Adelaide when the rapid transit route is completed. An apartment building on Windermere which will require drivers to slow down to make a turn will impede the flow of traffic on Windermere.

I also object to this proposal for the reason that it will increase traffic through Westchester Dr and Canterbury. There is no question but that drivers coming from the north for the purpose of visiting the University and university Hospital will come through Westchester to avoid the Richmond intersection – they already do. This situation will only get worse as the traffic on Windermere increases. It has already begun to happen. This is a fine residential community which does not deserve to be diminished by turning it into a traffic bypass to suit a developer.

John E Steele
[REDACTED]

Public Comment #12 – Harkamal Singh Chahal

Harkinder Singh Chahal
[REDACTED]

Date: March 19, 2026
VIA EMAIL (ideceust@london.ca)

Isaac de Ceuster
Planning & Development, City of London
PO Box 5035 N6A 4L9
CC: Councillor Jerry Pribil (jpribil@london.ca)

RE: Notice of Planning Application & Public Meeting File Number: Z-26014
Applicant: Distinctive Homes London (c/o Zelinka Priamo)
Subject Lands: 350-356 Windermere Road

Dear Mr. de Ceuster and Members of the Planning and Environment Committee,

I am the registered owner and resident of [REDACTED], the property located [REDACTED]. I reside here with my wife Dalbir Kaur Chahal. I am writing to formally express my strong objection to the requested Zoning By-law Amendment (File: Z-

26014) to change the zoning of 350-356 Windermere Road from a Residential R1 (R1-8) Zone to a Residential R5 Special Provision (R5-7(_)) Zone.

While I understand the general need for housing in London, this specific proposal of two 3-storey back-to-back townhouse blocks containing 24 residential units represents a severe overdevelopment of the site and fails to respect the existing character, scale, and function of our established neighbourhood.

My primary objections are rooted in the following planning and community impacts:

1. Incompatible Density and Massing

The current R1-8 zoning reflects the established character of the area: single-detached dwellings on generous lots. Jumping straight to an R5-7 zoning to accommodate 48 units per hectare is a drastic and incompatible leap in density. The proposed 3-storey, block-style massing will loom over my property at 360 Windermere Road. The conceptual site plan shows the driveway and parking area pushed right up against our shared property line, bringing intense noise, exhaust, and light pollution directly into my living space and yard.

2. Severe Lack of Parking and Anticipated Spillover

The proposal includes only 26 vehicular parking spaces for 24 residential units—a ratio of just 1.08 spaces per unit. In this area of London, it is highly likely that many units will house more than one vehicle. There appears to be zero dedicated visitor parking. This severe parking deficit will inevitably result in overflow parking issues, causing congestion on Windermere Road and likely leading to unauthorized parking on my property or illegal street parking that poses safety hazards.

3. Privacy and Overlook

The introduction of 3-storey structures immediately next to a single-storey/low-rise residential home destroys the privacy we currently enjoy. The sheer scale of the buildings, combined with upper-level windows looking directly down onto my property, constitutes a severe loss of privacy and quiet enjoyment of my home.

4. Traffic Ingress/Egress and Obstruction of Emergency Hospital Access

Introducing 24 high-density units will drastically increase vehicular traffic entering and exiting via a single driveway onto Windermere Road. More critically, this proposed development is situated dangerously close to the Emergency admit entrance to University Hospital. The increased traffic volume, vehicles waiting to turn into the complex, and the inevitable street parking caused by the parking deficit will create severe bottlenecks. This risks causing traffic jams and undue obstructions for ambulances, emergency personnel, and patients in critical distress trying to access the hospital. Adding this level of density and noise so close to an emergency healthcare access point is poor planning and a public safety hazard.

5. Shadowing and Loss of Sunlight Access

The sheer height of the proposed 3-storey back-to-back townhouses, situated immediately adjacent to my lot line, will inevitably cast significant shadows over my property. This massing will severely block natural sunlight from entering my home and will permanently alter the microclimate and usability of my backyard. No shadow study has been provided to residents to justify placing such tall structures this close to an existing low-rise home.

This proposal is an aggressive overreach for a site constrained by adjacent low-density, single-family homes. The scale, lack of parking, and immediate physical impact on 360 Windermere Road make the requested R5-7 Special Provision entirely inappropriate.

I purchased my home in 2006 specifically because of the stable, low-density R1 character of this neighbourhood. Long-term residents rely on the predictability of established zoning for the quiet enjoyment of their properties. Introducing a high-density, three-storey development abruptly shatters this established character and fundamentally alters my ability to reasonably enjoy my home with my family in the manner I have for nearly two decades.

I respectfully request that the Planning and Environment Committee and City Council **reject** this application in its current form and require the developer to propose a built form that is genuinely compatible with the surrounding R1 properties.

Furthermore, pursuant to the *Planning Act*, please consider this letter my formal written submission regarding this file. I also explicitly request to be notified of the decision of the City of London on the proposed zoning by-law amendment. Please confirm receipt of this submission.

Sincerely,

Harkinder Singh Chahal