

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers MPA, P. Eng.,
Deputy City Manager, Planning and Economic Development
Subject: 6756 James Street
Public Participation Meeting
Date: March 7, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the application of Domus Development London Inc. relating to the property located at 6756 James Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting March 22, 2022 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 (R1-10) Zone **TO** a Residential R5 Special Provision (R5-2(_)) Zone.
- (b) **IT BEING NOTED** that the following Site Plan matters have been raised through the application review process for consideration by the Site Plan Approval Authority:
 - i) Boundary landscaping along the north, east and west property boundaries that meet the standards of the Site Plan Control By-law and have screening/privacy qualities;
 - ii) Board-on-board fencing along the north, east and west property boundaries where possible that meet the standards of the Site Plan Control By-law and do not negatively impact on-site stormwater management or any existing landscaping.

Executive Summary

Summary of Request

The owner has requested to rezone the subject site to a Residential R5 Special Provision (R5-2(_)) Zone to facilitate a 2-storey, 22-unit cluster townhouse development.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to facilitate a 2-storey, 22-unit cluster townhouse development.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020;
2. The recommended amendment conforms to the in-force policies of the Southwest Area Secondary Plan, including but not limited to the Low Density Residential designation of the Lambeth Neighbourhood;
3. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions;
4. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the Low Density Residential designation;

5. The recommended amendment facilitates the development of a site within the Built-Area Boundary with an appropriate form of infill development.

Linkage to the Corporate Strategic Plan

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

None.

1.2 Planning History

None.

1.3 Property Description

The subject lands are located on the north side of James Street in the Lambeth Planning District, between Duffield Street and Campbell Street North. The subject lands have a frontage of 46 metres and an area of 8,087 square metres. The lands are currently developed with an existing single detached dwelling.

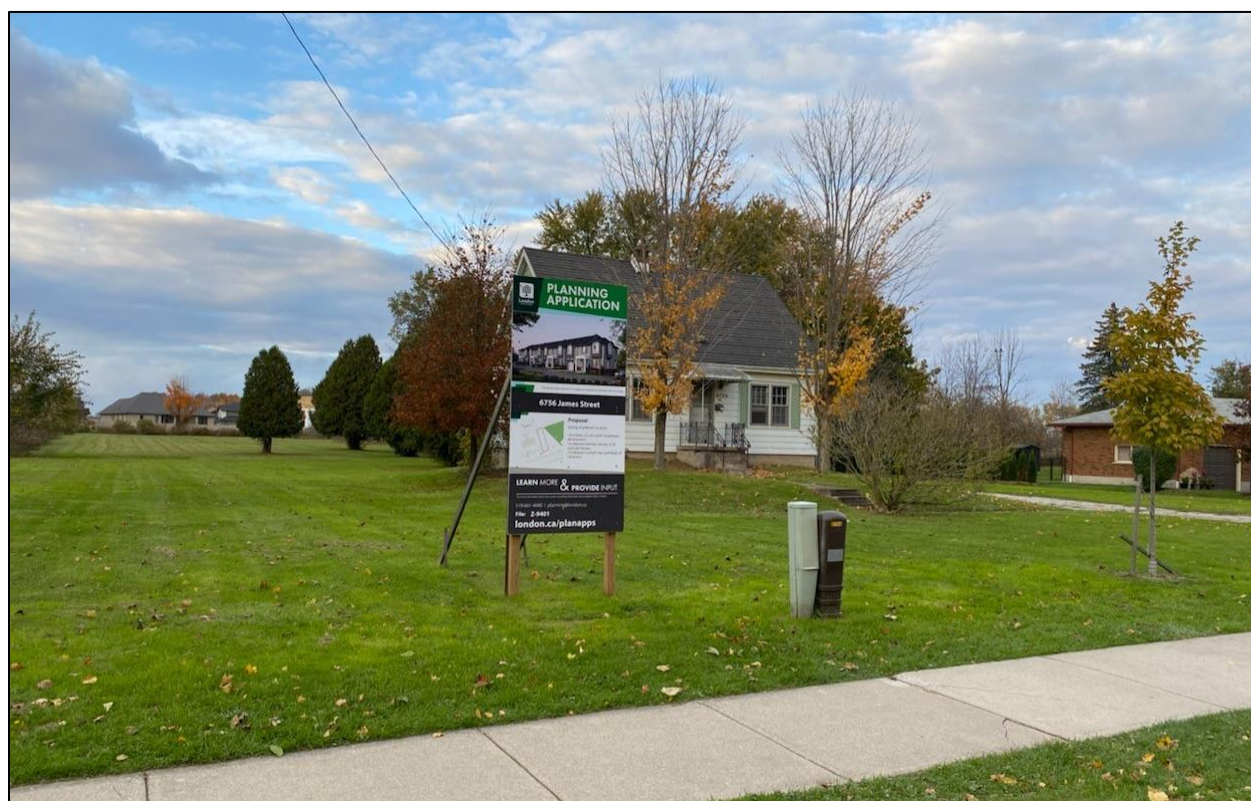


Figure 1: Subject lands (view from James Street)

1.4 Current Planning Information

- Southwest Area Secondary Plan Designation – Low Density Residential
- The London Plan Place Type – Neighbourhoods Place Type
- 1989 Official Plan Designation – Low Density Residential
- Existing Zoning – Residential R1 (R1-10) Zone

1.5 Site Characteristics

- Current Land Use – Single detached dwelling
- Frontage – 30.48 metres (100 feet)
- Depth – 46 metres (150.9 feet)
- Area – 8,087 square metres (87,047.74 square feet)
- Shape – Rectangular

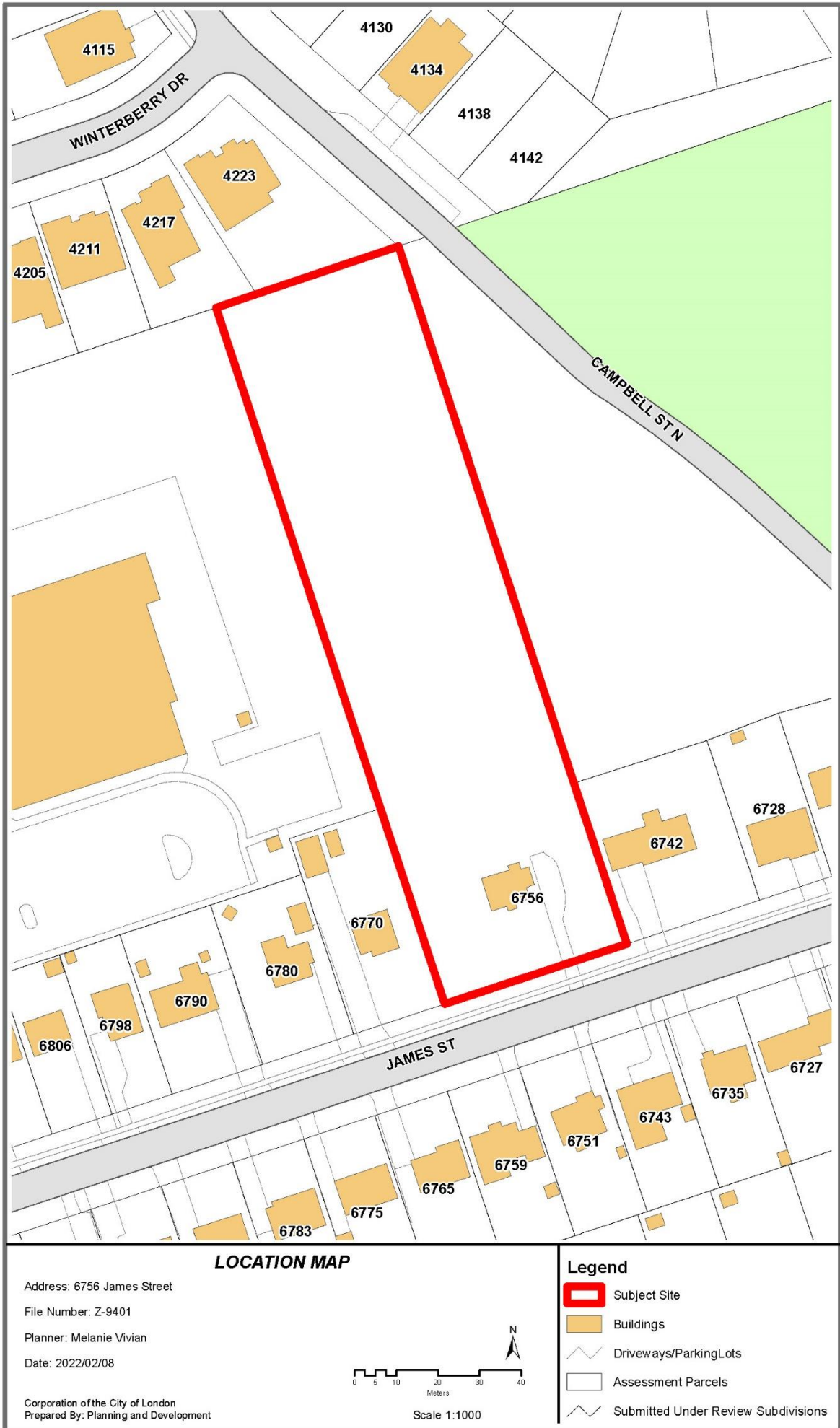
1.6 Surrounding Land Uses

- North – Low rise residential
- East – Low rise residential and undeveloped land
- South – Low rise residential
- West – Low rise residential and Lambeth Public School

1.6 Intensification

The proposed 22 residential units represent intensification within the Built-area Boundary. The site is located outside of the Primary Transit Area.

1.7 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

Original Proposal

The owner has requested to rezone the subject site to facilitate the development of 22 two-storey cluster townhouses in five townhouse blocks. Parking is proposed within private garages and driveways and a small surface parking area for visitor parking. A previous iteration of the proposed development included an 8.8 metre trail dedication at the rear of the site. However, upon further discussions with Parks Planning and Design staff, this trail connection was removed from the plan.



Figure 2: Site concept plan



Figure 3: Conceptual rendering

2.3 Community Engagement (see more detail in Appendix B)

36 written responses and four (4) phone calls were received from the public, which are addressed in Appendix B of this report.

2.4 Policy Context

Provincial Policy Statement, 2020

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3). As well, the PPS directs planning authorities to provide for an appropriate range and mix of housing options and densities required to meet projected requirements of current and future residents of the regional market area (1.4.1).

Southwest Area Secondary Plan

The subject lands are designated Low Density Residential in the Lambeth Neighbourhood of the Southwest Area Secondary Plan (SWAP), in accordance with Schedule 6. The intent of this designation is to provide for low-intensity residential uses consistent with existing and planned development (20.5.7.1.i). Where there is a conflict or inconsistency between the parent policies or maps of The London Plan and/or the 1989 Official Plan and the policies or maps of a secondary plan, the secondary plan policies or maps will prevail in accordance with policy *1558_ of The London Plan and policy 19.2.1iii) of the 1989 Official Plan.

The London Plan

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). *The London Plan* policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. *The London Plan* policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The London Plan provides Key Directions (54_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to build a mixed-use compact city by:

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward; and,
- Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 4 and 5).

The London Plan also provides direction to build strong, healthy and attractive neighbourhoods for everyone by:

- Integrating affordable forms of housing in all neighbourhoods (Key Direction #7, Direction 10).

The site is in the Neighbourhoods Place Type on a Neighbourhood Connector, as identified on *Map 1 – Place Types and Map 3 – Street Classifications. The Neighbourhoods Place Type contemplates a range of low-rise residential uses, including townhouses, in accordance with Table 10 – Range of Permitted Uses in the Neighbourhoods Place Type. A maximum height of 2.5-storeys is contemplated in accordance with *Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type.

1989 Official Plan

The subject site is designated Low Density Residential in accordance with Schedule 'A' of the 1989 Official Plan. The Low Density Residential designation is applied to lands that are primarily developed or planned for low-rise, low density housing forms including detached, semi-detached, and duplex dwellings (3.2).

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: Provincial Policy Statement, 2020

The PPS encourages an appropriate affordable and market-based range and mix of residential types, including single-detached, additional residential units, multi-unit housing, affordable housing and housing for older persons to meet long-term needs (1.1.1b)). The PPS also promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

The PPS directs settlement areas to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses which: efficiently use land and resources; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed, is promoted by the PPS (1.4.3d)).

The PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4). The PPS also identifies that

long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

The recommended amendment is in keeping with the goals of the PPS as it facilitates the development of an underutilized site within a settlement area and represents a form of intensification through infill development. The proposed 22-unit cluster townhouse development contributes to the mix of housing types in the area providing choice and diversity in housing options for both current and future residents. No new roads or infrastructure are required to service the site, making efficient use of land and existing services.

Consistent with the PPS, intensification of the subject lands would optimize the use of land and public investment in infrastructure in the area. Located within a developed area of the City, the redevelopment and intensification of the subject lands would contribute to achieving more compact forms of growth and development. than the current single detached dwelling.

4.2 Issue and Consideration #2: Use

Southwest Area Secondary Plan

In accordance with policy 20.5.7.1.ii) of SWAP, the primary permitted uses of the Low Density Residential designation of the 1989 Official Plan shall apply. As identified below, primary permitted uses include single detached; semi-detached; and duplex dwellings. Multiple-attached dwellings, such as row houses or cluster houses may also be permitted. As such, the proposed cluster townhouses are a contemplated use in conformity with the Low Density Residential designation in the Lambeth Neighbourhood of SWAP.

The London Plan

The subject lands are within the Neighbourhoods Place Type on a Neighbourhood Connector in The London Plan. The range of uses permitted within the Neighbourhoods Place Type is directly related to the classification of street onto which a property has frontage (Table 10 – Range of Permitted Uses in Neighbourhoods Place Type). The proposed townhouse use is included in the range of primary permitted uses within the Neighbourhoods Place Type for sites fronting on a Neighbourhood Connector. Further, the recommended amendment facilitates the provision of a mix of housing types, consistent with the policies of The London Plan and PPS.

1989 Official Plan

The primary permitted uses in areas designated Low Density Residential shall be single detached; semi-detached; and duplex dwellings. Multiple-attached dwellings, such as row houses or cluster houses may also be permitted as well as residential intensification proposals subject to the provisions of policy 3.2.3 (3.2.1). The proposed cluster townhouses are contemplated, as multiple-attached dwellings are permitted and serve as a form of intensification through infill development.

4.3 Issue and Consideration #3: Intensity

Southwest Area Secondary Plan

Within the Low Density Residential area of the Lambeth Neighbourhood of SWAP, a minimum density of 15 units per hectare and a maximum density of 30 units per hectare is contemplated (20.5.7.1.iii)a)). Building heights shall not exceed four storeys and shall be sensitive to the scale of development in the surrounding neighbourhood. A density of 27.8 units per hectare and building height of two storeys is proposed, and the recommended Residential R5 Special Provision (R5-2(_)) Zone applies a maximum density of 30 units per hectare and a maximum building height of 12 metres. As such, the proposed development and recommended zoning are in conformity with the Southwest Area Secondary Plan.

The London Plan

The London Plan contemplates intensification where appropriately located and provided in a way that is sensitive to and a good fit with existing neighbourhoods (83_, 937_, 939_2 and 5, and 953_1). The London Plan directs that intensification may occur in all place types that allow for residential uses (84_).

The London Plan uses height as a measure of intensity in the Neighbourhoods Place Type. A minimum height of one storey and a maximum height of two storeys is contemplated for sites fronting on a Neighbourhood Connector (*Table 11 – Range of Permitted Heights in the Neighbourhoods Place Type). The proposed two-storey townhouse development is within the maximum intensity permitted by The London Plan.

The Neighbourhood Place Type policies also identify that the intensity of development must be appropriate for the size of the lot (953_3.). Through the application review process the applicant has worked closely with staff to resolve site design matters and ensure the site functions in a manner which is appropriate for the size of the lot while satisfying the requirements of the Site Plan Control By-law. The site design has been able to incorporate all required parking and an adequate outdoor amenity area and meet the additional requirements of the Zoning By-law outside of a small reduction for the interior side yards. Generally, reductions in parking and landscaped open space, and increases in height, density, and lot coverage serve as indicators of possible over intensification. Although the reduction to the interior side yard setback is required it is considered minor and does not represent over intensification of the site. In Staff's opinion the site is of sufficient size to support the proposed intensity and site design. It is noted that staff is also recommending a special provision for minimum and maximum front yard depths to ensure a consistent street wall is maintained.

1989 Official Plan

Development within areas designated Low Density Residential shall have a low rise, low coverage form that minimizes problems of shadowing, view obstruction and loss of privacy (3.2.2). Within the Low Density Residential designation, Residential Intensification will be considered in a range up to 75 units per hectare. Infill housing may be in the form of single detached dwellings, semi-detached dwellings, attached dwellings, cluster housing and low rise apartments (3.2.3.2).

The recommended amendment would facilitate the development of the subject site with cluster townhouses at a density of approximately 27.2 units per hectare. In accordance with Section 3.2.3.2 of the 1989 Official Plan, Zoning By-law provisions are to ensure that infill housing projects recognize the scale of adjacent land uses and reflect the character of the area. Surrounding land uses in the immediate vicinity of the subject site are predominantly in the form of single-storey homes fronting on James Street and two-storey single detached dwellings fronting on Winterberry Drive. Also adjacent to the site is Lambeth Public School to the west and an undeveloped City-owned parcel to the east.

The proposed development is of a low-rise scale with a low lot coverage, providing little risk of shadowing and privacy issues on adjacent lands. This also allows for the opportunity for outdoor amenity and landscaping, as well as parking to serve residents and visitors. Residential intensification in the Low Density Residential designation is subject to a Planning Impact Analysis on the basis of criteria relevant to the proposed change (3.7.2). See Appendix C of this report for a complete Planning Impact Analysis addressing matters of both intensity and form.

4.4 Issue and Consideration #4: Form

Southwest Area Secondary Plan

The general urban design policies of SWAP seek to promote development that is compact, pedestrian-oriented and transit-friendly (20.5.3.9.i)a)). In the Low Density Residential designation of the Lambeth Neighbourhood, built form is to be street-

oriented on all public rights-of-way and specific building setbacks may be considered where a larger setback will support the preservation of existing character and the retention of ageing building stock (20.5.7.1.iii)b)). The proposed development provides for a form of intensification that is compatible with surrounding land uses with three (3) townhouse units fronting along James Street. The street facing units preserve the character of the existing neighbourhood while providing screening from the rear units.

A minimum and maximum front yard depth are recommended to ensure the development generally aligns with the existing street wall and consistent with the neighbourhood character, ensuring policy 20.5.7.1.iii)b) is achieved. The townhouse units along the James Street frontage have been designed with varying front yard depths of 11.3 and 12.8 metres. This setback is generally in line with the front yard depths of neighbouring properties, resulting in a consistent street wall. A 6.0 metre rear yard setback and a 5.5 metre interior side yard setback provide a sufficient setback between neighbouring properties and offers adequate space for perimeter tree planting. Tree planting efforts will be considered at the site plan stage in accordance with applicable policies, by-laws, and regulations. During that review, the applicant should be encouraged to choose tree species that have screening/privacy qualities.

With the exception of the three units oriented to James Street, the majority of the units have been positioned beyond the property lines of the adjacent low density residential properties. As a result, the units back onto the neighbouring school site to the west and undeveloped City-owned property to the east, rather than private residential properties. Private amenity spaces have been provided for each unit in the form of at-grade patios, rather than raised decks. These design considerations assist in alleviating privacy concerns for adjacent neighbours.

The two-storey townhouse units have been designed with private garages with an additional parking space in the driveway to accommodate two (2) parking stalls per unit. The surface parking area for visitor parking has been positioned such that it is adjacent to the undeveloped City-owned property to the east, rather than adjacent residential properties.

The London Plan

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_) and encourages growing “inward and upward” to achieve compact forms of development (59_ 2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_ 4) and encourages supporting infill and intensification in meaningful ways, to manage outward growth (59_8).

Within the Neighbourhoods Place Type, and according to the urban design considerations for residential intensification, compatibility and fit will be evaluated from a form-based perspective through consideration of the following: site layout in the context of the surrounding neighbourhood; building and main entrance orientation; building line and setback from the street; height transitions with adjacent development; and massing appropriate to the scale of the surrounding neighbourhood (953_ 2.a. to f.). Similar to the Planning Impact Analysis criteria within the 1989 Official Plan, the Our Tools section of The London Plan contains various considerations for the evaluation of all planning and development applications (1578_). Staff have reviewed the evaluation criteria through the completion of the Planning Impact Analysis and is satisfied the criteria has been met.

1989 Official Plan

The Low Density Residential designation of the 1989 Official Plan contemplates residential intensification in different forms, including multiple attached dwellings and low rise apartment buildings. The scale and form of infill housing projects must recognize the scale of adjacent land uses and reflect the character of the area (3.2.3.2).

Residential Intensification projects shall use innovative and creative urban design

techniques to ensure that character and compatibility with the surrounding neighbourhood is maintained (3.2.3). Consideration has been given to the form of the proposed development and specific measures to mitigate compatibility concerns. Further analysis can be located within the SWAP policies above.

4.5 Issue and Consideration #5: Flood Hazard

Through the review of the application, the Upper Thames River Conservation Authority (UTRCA) confirmed the site is not regulated and a Section 28 permit is not required for the proposed development. However, while UTRCA staff confirmed there were no objections to the application from a regulatory perspective, conceptual floodline mapping for the Dingman Subwatershed (dated October 2021) was provided to City staff for review. Based on this conceptual mapping, the site would have no flood-free access through the surrounding road network. As a result, the UTRCA has identified the a possible issue for consistency with PPS policy 3.1.2 which states “development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards.”

Through discussions with the UTRCA, it was determined that flood-free access (based on the conceptual October 2021 mapping) to Colonel Talbot Road will become available via Campbell Street North and future roads constructed through the subdivisions to the north. In addition, flood-free access is currently available (based on the conceptual 2018 Dingman Screening Area mapping) to Main Street via either South Routledge Road or Campbell Street North. On this basis, and since both the 2018 and 2021 mapping are conceptual at this time, both City staff and the UTRCA are satisfied that flood-free access is currently available to the site.

4.6 Issue and Consideration #6: Traffic

Through the circulation of this application, several neighbouring property owners expressed concerns with respect to traffic. While the community has identified traffic along James Street as a pre-existing issue, City Transportation staff have confirmed the proposed 22 units does not meet the industry standard to warrant a traffic impact assessment. Further, Transportation staff have confirmed the number of units would not exacerbate any pre-existing traffic issues in the neighbourhood. James Street currently contains three sets of speed cushions and a pedestrian crosswalk will be installed at the intersection of James Street and Campbell Street. This will provide a safe crossing for students and parents in the Heathwood Subdivision to the north, and for those who park their vehicles at Lambeth Optimist Park to walk their children to school. Requests for further traffic calming measures on other streets in the neighbourhood should be made by the community in accordance with the Council-approved process and are beyond the scope of this planning application.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of the Southwest Area Secondary Plan. The recommended amendment is in conformity with the in-force policies of The London Plan, including but not limited to the Key Directions and Neighbourhoods Place Type, and the in-force policies of the 1989 Official Plan, including but not limited to the Low Density Residential designation. The recommended amendment would facilitate the development of an underutilized site with a land use and intensity that is appropriate for the lands and with the surrounding context.

Prepared by: Melanie Vivian
Site Development Planner

Reviewed by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

Submitted by: **Scott Mathers, MPA, P. Eng**
Deputy City Manager, Planning and Economic
Development

cc:
Heather McNeely, Manager, Current Development
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. Z.-1-22_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 6756
James Street

WHEREAS Domus Development London Inc. has applied to rezone an area of land located at 6756 James Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms to the Official Plan;

THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable the lands located at 6756 James Street, as shown on the attached map comprising part of Key Map No. A110, from a Residential R1 (R1-10) Zone to a Residential R5 Special Provision (R5-2(_)) Zone.
- 2) Section Number 9.4 of the Residential R5 (R5-2) Zone is amended by adding the following Special Provision:

R5-2(_) 6756 James Street

a) Prohibited Uses

i) Cluster Stacked Townhouses

b) Regulations

- | | |
|--|--|
| i) Front Yard Depth
(minimum) | 11m |
| ii) Front Yard Depth
(maximum) | 13m |
| iii) Interior Side Yard Depth
(minimum) | 5.5m when a wall of a unit
contains windows to
habitable rooms |

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force 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.

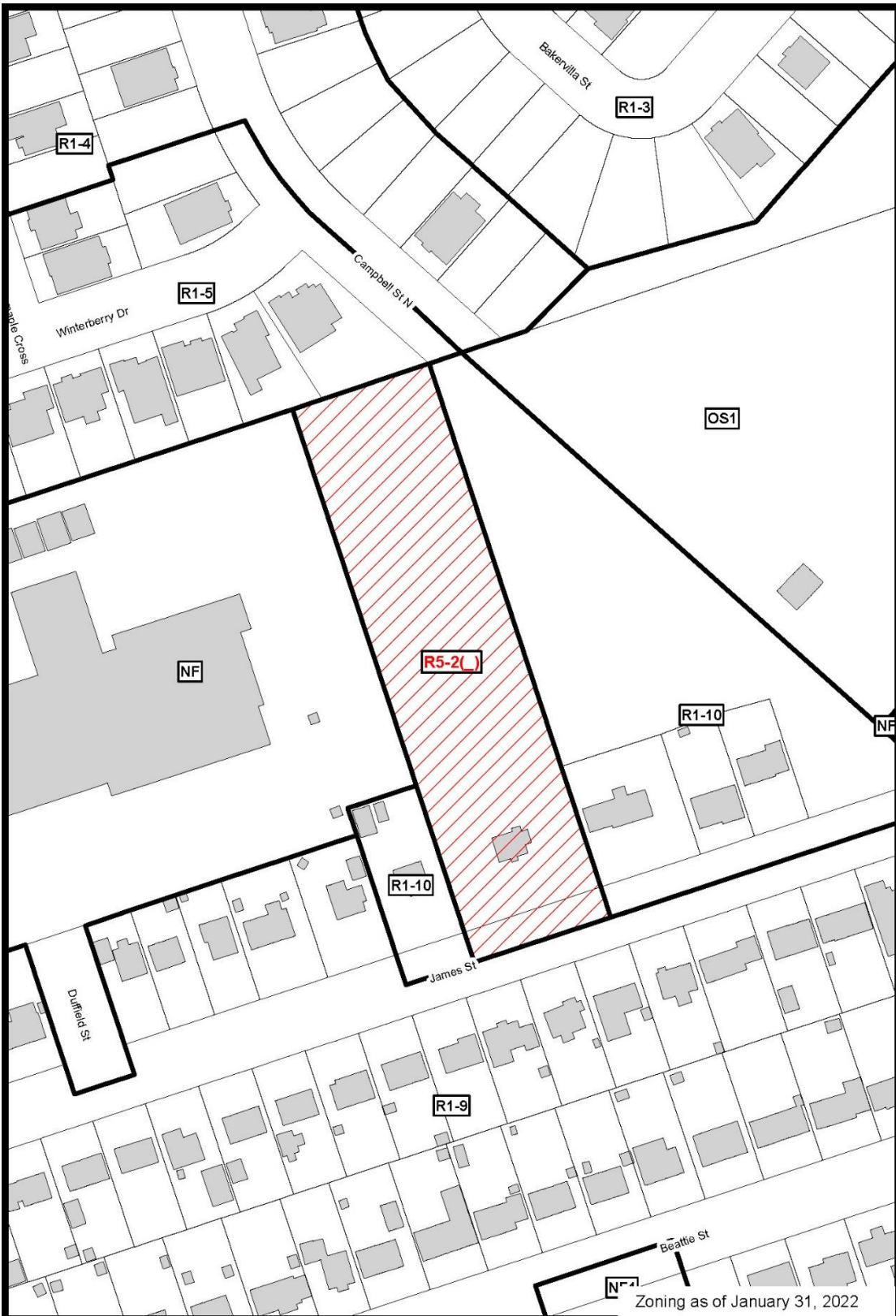
PASSED in Open Council on March 22, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – March 22, 2022
Second Reading – March 22, 2022
Third Reading – March 22, 2022

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



File Number: Z-9401
Planner: MV
Date Prepared: 2022/02/08
Technician: rc
By-Law No: Z.-1-

SUBJECT SITE 

1:1,500

0 5 10 20 30 40
Meters



Appendix B – Public Engagement

Community Engagement

Public liaison: On September 1, 2021, Notice of Application was sent to 77 property owners and 5 tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 2, 2021. A “Planning Application” sign was also posted on the site.

The applicant hosted a virtual Community Information Meeting on November 25, 2021. 13 members of the public were in attendance.

A petition containing 65 signatures in opposition to the proposed development was received. An electronic (change.org) petition with 242 signatures in opposition to the proposed development was also received.

On February 9, 2022, Notice of Revised Application and Notice of Public Meeting was sent to 84 property owners and 5 tenants in the surrounding area. Notice of Revised Application and Notice of Public Meeting was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 10, 2022.

Nature of Liaison: The purpose and effect of this zoning change is to permit the development of a 2 storey, 22 unit cluster townhouse development. Possible change to Zoning By-law Z.-1 **FROM** a Residential R1 (R1-10) Zone **TO** a Residential R6 Special Provision (R6-5(_)) Zone. Special provisions would permit a reduced maximum density of 30 units per hectare (whereas a maximum of 35 units per hectare is permitted) and a reduced minimum rear yard depth of 1.8 metres (whereas a minimum of 6 metres is required). The City may also consider an alternative zone variation and/or additional special provisions. File: Z-9401 Planner: C. Maton ext.5074

The purpose and effect of this zoning change is to permit the development of a 2-storey, 22-unit cluster townhouse development. Possible change to the Zoning By-law Z.-1 **FROM** Residential R1 (R1-10) Zone **TO** a Residential R5 Special Provision (R5-2(_)) Zone. Special provisions would permit a reduced minimum interior side yard setback of 5.5 metres when a wall of a unit contains windows to habitable rooms (whereas a minimum interior side yard setback of 6.0 metres is required when the wall of a unit contains windows to habitable rooms), establish a maximum front yard setback of 13.0 metres and a minimum front yard setback of 11.0 metres. File: Z-9401 Planner: M. Vivian

Responses: Three phone calls and 45 written responses from 36 members of the public were received. The following concerns were raised:

- Inaccurate portrayal of the site/surrounding context in submission materials (ie use of outdated aerial imagery and labelling of existing homes as “future residential”);
- Need for robust landscaping to provide buffering/screening at the rear of the site to mitigate privacy concerns and issues with vehicle headlights shining into homes/yards (note that infiltration beds on properties fronting on Winterberry Cres prevent homeowners from planting trees and shrubs);
- Potential stormwater runoff/drainage issues;
- Privacy/safety/security concerns regarding the previously proposed trail at the rear of the site;
- Increased traffic along James Street;
- Traffic safety concerns given the site’s proximity to Lambeth Public School;
- Over-intensification of the area and increased pressure on the capacity of Lambeth Public School;
- The site should be used for an expansion to Lambeth Public School rather than residential development;
- Inappropriateness of 2-storey townhouses and the impacts they would have on the aesthetic of the neighbourhood, as it is predominantly developed with single detached dwellings;
- Need for a single storey seniors complex rather than townhouses;

- Reduce the proposed height from 2-storeys to 1-storey and remove the units fronting James Street;
- Noise and shadow impacts from the new development;
- Decreased property values.

Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone	Written
Leslie Harden 4223 Winterberry Drive London, ON N6P 0H5	Leslie Harden 4223 Winterberry Drive London, ON N6P 0H5
Jim Posthumus 6770 James Street London, ON N6P 1A4	Jenn McNabb 3915 Stacey Crescent London, ON N6P 1E8
Marion Hardy 6759 James Street London, ON N6P 1A7	Jessica Kanally
	Sue Litke 36 Sunray Avenue London, ON N6P 1C3
	Clari Thornicroft 71 David Street London, ON N6P 1B4
	Erin Morris
	Jo-Dee Snell 6817 James Street London, ON N6P 1A4
	Candice Moffatt
	Dominic and Mary Vita 7030 James Street London, ON N6P 1A1
	Jeremy Ward
	Joe Overberghe
	Jim Posthumus 6770 James Street London, ON N6P 1A4
	Don and Teresa Mayo 6870 Beattie Street London, ON N6P 1A3
	W. Unger 6695 James Street London, ON N6P 1A6
	Rob Mugford
	Allison Sitarz
	Maureen Brookes 6751 James Street London, ON N6P 1A6
	Kristyn Colvin
	Laura Webster 2068 Bakerville Street London, ON N6P 0E9
	Dawn Eedy
	Wayne Eedy
	Maxine Eedy

	Jen Locker 2067 Westwick Walk London, ON N6P 0A2
	Ray and Shirley Refoir 6783 James Street London, ON N6P 1A4
	John D'Orsay 6775 James Street London, ON N6P 1A6
	Betty Posthumus 6770 James Street London, ON N6P 1A4
	C. Vanderboog 6955 Lambeth Walk London, ON N6P 1A5
	Dilpreet Bajwa
	Kim Bartlett 2 Martin Street London, ON N6P 1B2
	Michael Molnar
	Kamila Karpierz 6742 James Street London, ON N6P 1A2
	Harnek Kalirai
	Lisa Grieve
	Klaud Czeslawski 931 Oxford Street East London, ON N5Y 3K1
	Ivana Loncarevic 39 Kirk Drive London, ON N6P 1E2

From: L H
Sent: Thursday, September 2, 2021 2:50 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] Re: Z-9401 - 6756 James Street

Thank you Catherine. In taking a quick look I have a question regarding the drainage plan. Our lot has an infiltration bed at the back of our property which drains down towards the pond. All properties along our rows were challenged to manage heavy rains and would not be capable of handling additional load. Is there an infiltration bed or similar drainage support as part of this plan
Please advise regarding the source for this
Regards, Leslie Harden

From: Jenn McNabb
Sent: Thursday, September 2, 2021 3:57 PM
To: Development Services <DevelopmentServices@london.ca>; Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] 6756 James Street

To whom this may concern,

I am a resident of Lambeth, and my children attend Lambeth PS. Through social media, I have become aware of the proposal for a condo development at the lot located at 6756 James Street.

I am strongly opposed to this development, as I'm sure many area residents and Lambeth PS parents will be.

There is simply not enough capacity for a development there. Whoever has planned this clearly doesn't live in the area and has no idea of the congestion along James due to the school. My sister lives across from this location - some days she can barely reverse from her driveway. I invite whoever designed and/or submitted this for approval to come try to drive James Street next week - good luck. To add another development would be a sure fire traffic issue.

Further, there is no capacity at Lambeth PS. Where are the plans for another school since Lambeth PS has been over capacity from the beginning when MacEachern was closed??

The rate in which this area is growing is unsustainable. Lambeth PS is overfull. There is no parent parking. The old streets of Lambeth are not designed to handle this kind of population. The area is still on septic. Not to mention, growing at this rate has really taken the small town feel that many of us moved here in search of away. In continuing to jam these overfull developments where they do not belong, you are ruining this area.

This property should have been sold or given (or however that works with the school board) to Lambeth PS to use as a continuation of their parking/round about for parents to take the congestion off the street. It could've also expanded the school yard for Lambeth PS students, since their yard is getting smaller and smaller by the year with the addition of many portables (due to the overcrowding). These uses would serve the Lambeth area much better than any townhouse development.

In conclusion, this is a terrible idea. There are much better uses of this property for the Lambeth area or Lambeth PS. Please don't continue to ruin the Lambeth we all love.

Respectfully,

Jenn McNabb
Lambeth Resident/Lambeth PS Parent

From: jessica kanally
Sent: Thursday, September 2, 2021 4:36 PM
To: Maton, Catherine <cmaton@london.ca>; Hopkins, Anna <ahopkins@london.ca>
Subject: [EXTERNAL] Feedback on 6756 James street proposal

Good Evening,

I saw that you were accepting feedback on the townhouse development for 6756 James Street. I just wanted to say that living in lambeth and walking down James street everyday to bring my kids to school, that this development would be an awful idea and would negatively impact the lambeth neighbourhood. The traffic on this road is already pretty bad during the school year and already really compact with people.

Also as a parent of 2 children that attended Lambeth Public School, I would hate to see even more construction happening so close to the school for many more years to come. The small school is already filled with over 800 children and to add 22 more family to the area with all the other development would be unnecessary and potentially add a lot more children to attend the school and make the area even more compact.

Also to have an intersection in that spot would potentially be dangerous and have a big impact on traffic in that area. During the school year cars are lined up down the street and 800 kids are leaving the school out of one entrance.

I do not support this project and think it will negatively impact the neighbourhood in many aspects.

Jessica Kanally

From: Sue Litke
Sent: Thursday, September 2, 2021 5:48 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] 6756 James St, Lambeth development

Hello:

I am writing to offer my input as a Lambeth resident and homeowner for almost 20 years, in support of this development. Yes, I said in support of the plan to develop this lot.

I think it is great for neighbourhoods to have varied forms of housing available, and not to have single family homes exclusively. I know this is not the most popular opinion and you will have many opposing it, and so I hope that my voice will count for something in the conversation, for what weight or value that holds.

I don't believe in exclusivity in neighbourhoods.

I believe that many opportunities should be available to have options for where to live, and welcome any and all new neighbours to the community of Lambeth. Most areas of the city of London have varied and mixed housing, and I don't believe our area should be excluded. This is a great opportunity for in-filling of space and saves us from sprawling outward instead.

Thank you for your time, and have a great day,

Susanna (Sue) Litke
36 Sunray Ave (and 58 Broadway Ave)

From: clari thornicroft
Sent: Thursday, September 2, 2021 9:09 PM
To: Maton, Catherine <cmaton@london.ca>
Cc: Hopkins, Anna <ahopkins@london.ca>
Subject: [EXTERNAL] James St building

This is not what we need in Lambeth. We are being swallowed up by subdivisions. Lovely Lambeth needs a new seniors community living area, one floor . There is a great need for this in Lambeth. 11 Howard has a long wait list, is in need of some TLC. We who have lived in Lambeth for many years or our whole life time, wish to stay in Lambeth. I hope this will be considered rather than town house building.

Thanks.

Clari Thornicroft
71 David St
London On.

From: Erin Morris
Sent: Thursday, September 2, 2021 10:24 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] 6756 James Street

In regards to the proposed land use change on James Street near Lambeth Public School.

I am oppose to this zoning amendment!

As it stands now the school is not equipped to handle the current student population. This land is now the only empty space that Lambeth Public School could expand into to accommodate more staff and students and/or to provide more realistic safe parking and drop off points for the staff/parents/students. For the best interest of the community it is prudent to consider allowing this land to be utilized for our already growing elementary age population to ensure they are safe in school, have an appropriate classroom setting to learn in and green space to be outdoors.

Townhouses are not what Lambeth needs. Stop taking space from our children to cram in more unnecessary buildings.

Thank you
Erin Morris

From: clari thornicroft
Sent: Thursday, September 2, 2021 11:47 AM
To: PEC <pec@london.ca>
Subject: [EXTERNAL] Building in Lambeth

This is a BIG black mark on Lovely Lambeth. This is not what we need. We need a seniors complex, single story units for our folks who wish to stay in Lambeth. Yes, we have 11 Howard, it's getting so it needs a face lift, and has a long wait list. We need a place so we could get to Foodland easy, etc. If you can get into the Lambeth face book page, there are many many people saying this very same thing. I think that this council and planning committee need to rethink this building and do something that will give us seniors a comfortable affordable place to live.

I would welcome your thoughts on this. I hope this is not a cut and dried plan.

Clari Thornicroft
71 David St
London On

From: Sue Litke
Sent: Friday, September 3, 2021 10:27 AM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] Re: 6756 James St, Lambeth development

Thank you Catherine, for your response.

I feel that most of the concerns from residents are going to be around traffic volume on James and adjoining streets, due mainly to families delivering and picking up children from the public school there, attending events at the school etc. So I also would hope that we in Lambeth are in line for the next new school building, as Lambeth Public School is bursting at the seams with over 800 students and 9, or is it 10 - portable classrooms, which are not dignified learning spaces. Common area use is rationed and not all students get fair access to facilities, ie playground equipment, music program, gym time etc. New residents are having their children bussed to other neighbourhoods which is not an ideal solution. So along with this type of development, there needs to be a proper plan in place immediately about the school situation here.

Where should we direct these concerns if not the city? Is it a provincial oversight?

Please add these comments along with any others of mine.

Thanks so much again,

Sue Litke

From: Candice Moffatt
Sent: Friday, September 3, 2021 1:21 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] 6756 James St

I am a resident on James St in Lambeth and I think there are better alternative living accommodations that could go in on this property than townhomes, of which there are an abundance of on Main St which are currently sitting vacant (Mostly due to the amount of rent).

London has a gross shortage of affordable wheelchair accessible housing. I propose we have a 2 or 3 story apartment building with fully wheelchair accessible 1 and 2 bedroom units. This would also be good for the aging population that has mobility issues but are still able to live independently. The seniors in this community that are finding a house and yard to be too much work would be able to stay in the area they know and love and might even find joy in the sound of the students of Duffield playing at recess.

The residents that need assisted living could live on the ground floor and those that can live without help would live on the second and third floors. Currently for assisted living there is a multi-year wait list, forcing families to retrofit their homes in order to ensure their loved ones are getting the care they need without being isolated in one room.

Should you have any questions or comments, please don't hesitate to reach out.
Candice Moffatt

From: Dom V

Sent: Friday, September 3, 2021 2:09 PM

To: Maton, Catherine <cmaton@london.ca>; Mary Vita; Mike Vita

Subject: [EXTERNAL] DOMUS DEVELOPMENT 6756 JAMES ST. OBJECTION

I am an owner on James St. I do not agree with a dramatic departure in our single-family home zoning area. It changes the whole look and feel of our small community. The two storey buildings are not clustered in one the area with most being single floor homes nearby. There are story and 1/2 and two story on James but spread apart. 2 story is not the issue but the density is.

Consider a small court street with 5 residences or other, not high density. A cluster of one floor condos much like Applegate community is also better with less units. These are commanding \$700,000 now. Domus can do better.

Dominic and Mary Vita
7030 James St.
London Ontario.

From: Jeremy Ward

Sent: Friday, September 3, 2021 10:27 PM

To: Maton, Catherine <cmaton@london.ca>

Subject: [EXTERNAL] 6756 James St 👍

Hi Catherine,

I just wanted to say that I saw the proposal for 6756 James St, and I think it is fantastic. Lambeth needs more affordable housing, and I think townhouses in the area would be great.

I'm sure you get lots of angry emails... there's a whole Lambeth Facebook group who are griping about change. I'm sure that's how all new developments go though.

Keep up the good work.

Regards,

Jeremy Ward

From: L H

Sent: Saturday, September 4, 2021 10:13 AM

To: Maton, Catherine <cmaton@london.ca>; Hopkins, Anna <ahopkins@london.ca>

Subject: [EXTERNAL] Inaccurate Portrayal of lands surrounding 6756 James Street-
Planning and Design Report

I am very concerned about the **inaccurate portrayal of the area surrounding 6756 James Street, London in the planning and development report dated August 12,2021.**

The planning and design report pictures, including the one on the front page of the presentation, show empty fields behind the property(north) and refer to this area as 'future development'. In fact, the lands directly bordering this property have many completed, owner occupied homes, construction is well underway in this entire development. As this report is supposedly current, it is surprising that the information is so out of date regarding the surrounding area. We looked at a completed model home at the corner of Campbell and Winterberry in August 2020 so I suggest these pictures are from several years ago. There are numerous paved roads etc in this location- not the farmland shown. Why would this report not include an accurate portrayal of the neighbourhood?

Note that in the city plan, there will be a large multifamily (60+ attached units) development near the corner of Campbell and Tripp- this is in the official Heathwoods plan supporting a variety of housing in Lambeth. This is approximately 2 blocks from the proposed plan and does offer housing choices to residents wishing to live in this part of Lambeth.

I will submit a more formal response however in the meantime, **I am concerned that many people, including key decision makers, may have a very different impression of the impact of this plan with the outdated photos and reference to 'future development' where established homes and neighbourhoods exist.**

Regards,
Leslie Harden
4223 Winterberry Drive
London

From: Jenn McNabb

Sent: Monday, September 6, 2021 9:09 PM

To: Maton, Catherine <cmaton@london.ca>

Subject: [EXTERNAL] RE: 6756 James Street

Hi Catherine,

I appreciate your response. I would absolutely like to be added to the list - my address is 3915 Stacey Cres, London, N6P1E8.

I have since read the proposal in its entirety and have a few further comments:

- 1) The site plan shows the lots behind Lambeth PS as future residential. There are already houses (lived in) there, meaning it is current residential. The houses have been there for 6+ months, putting the accuracy of the plan into question.
- 2) The new neighbourhood (Heathwoods) that extended Campbell Street will contain in excess of 60 high density units where Cambell St meets Tripp St. That is already more than this area can handle and satisfies the mixed residential requirement for Lambeth. There is no need to add to this issue any further.
- 3) James Street and the pre-existing residential streets in the area are comprised of single family, primarily one floor homes. Adding a large span of two story townhomes will impact the overall esthetic, appearance and consistency of the area. Further they

will devalue the existing homes in the area, causing financial hardship to the residents of Lambeth.

In summary, the use for this lot needs to be reconsidered. The residents of Lambeth (many multi-generational) should not be caused any hardship, whether it be due to financial, overcapacity, traffic congestion or loss of neighbourhood appeal, to line the pockets of any developer (or the City).

Respectfully,

Jenn McNabb

From: Joe Van Overberghe
Sent: Tuesday, September 7, 2021 5:07 PM
To: Maton, Catherine <cmaton@london.ca>
Cc: Hopkins, Anna <ahopkins@london.ca>
Subject: [EXTERNAL] 6756 James St Lambeth Village

Just wanted to say that this project looks good. Add a little bit of more affordable housing to to area. Also on a great side of the street with sidewalk access to the local school, parks and shopping.

Overall a good infill project. Biggest concern is the parents who park up and down the street at the end of the school day, but that is not this project.

Joe Van Overberghe

From: Teresa Mayo
Sent: Thursday, September 9, 2021 11:46 AM
To: Planning <Planning@london.ca>
Subject: [EXTERNAL] 6756 James St. London

I am a life long resident of Lambeth, having lived here for 60 + years. I am very concerned about how the City of London is changing the landscape of Lambeth. I understand everything changes however to fill in a small piece of vacant land with townhouses is unacceptable.

The proposal of 6756 James St. Is not in keeping with the current neighbourhood. Questions about traffic overload seem to be overlooked, as James St. and Beattie St. are already struggling with high traffic volumes. It looks James St. will be only access in and out of this townhouse complex. Not to mention where are all of these kids going to go to school, as the Lambeth Public School is overflowing and maxed out with portables.

The families that have lived here are just trying to live a quite, respectful life, and along comes some money grabbing developer with deep pockets and destroys all that people have worked hard all their lives to achieve and maintain.

It seems the City of London is always more concerned with tax dollars, than average people or existing neighborhoods. Lambeth has already been destroyed by being annexed and the city allowing big developers to gobble up good farm land and cut down heavily treed areas.

I would be great to see the City side with the regular people for once and not just cater to the big players.

We are all tax paying citizens and deserve respect and equal consideration.

Please stop this development from encroaching of this single family residential street.

Don & Teresa Mayo
6870 Beattie St.
London, Ontario

N6P 1A3

From: London ON
Sent: Thursday, September 9, 2021 4:25 PM
To: cmanton@london.ca; Hopkins, Anna <ahopkins@london.ca>
Subject: [EXTERNAL] Zoning By-Law Amendment. File Z-9401

September 9, 2021

To Whom it may concern,
As a long time resident of James street, I am NOT in favour of the proposed development on 6756 James St.

1. All of the houses on our street are 50 to 70 years old. The developer needs to find a property that would better accommodate his plan. This would not look good on our street.

Surely there are currently plenty of development sights around our city where these people could invest their money.

2. About 4 years ago when they put the new sanitary sewer down Campbell street, the neighbours on James close to Campbell wanted to hook up while the sewer line was open.

They were NOT ALLOWED! Strange that someone is allowing that now.
I would like to know who at city hall has tentatively approved hookup now?
No one would have gone this far in planning without hope of completion.
Why was approval given now and not 4 years ago?

Is it because somebody knows the right person in city hall or is paying the right person now?

3. Why would anybody be allowed to change the rear yard space from 6 meters to 1.8 meters? That sounds absolutely crazy. Again, I think you would need some friends in city hall to pull that off.

These are my concerns,
W. Unger
6695 James St
London

From: Rob Mugford
Sent: Thursday, September 9, 2021 11:04 PM
To: Hopkins, Anna <ahopkins@london.ca>; Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] James st townhouse development

Hello,

I'm sending this email I hopes to discourage the building of the 22 unit development on James st

The development is basically in a backyard, not properly zoned for dense housing.

Which would possibly add 22 households to an already over populated school with 10 portables

Rob Mugford

From: Allison Sitarz
Sent: Friday, September 10, 2021 6:33 AM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] James Street Lambeth

Good morning,

Could you please add my name as well as each member of my family to the petition against the new builds on James street.

Allison Sitarz
Chris Sitarz
Aria Sitarz
Luka Sitarz

Thank you.

From: LEIGH BROOKES

Sent: Friday, September 10, 2021 10:37 AM

To: Maton, Catherine <cmaton@london.ca>; Hopkins, Anna <ahopkins@london.ca>

Subject: [EXTERNAL] Planning Application 6756 James Street London

I am writing this in response to the planning application submitted for the above property. I am STRONGLY opposed to the change in zoning of this property from Single detached residential to residential R6 special provision zoning. This would affect the rest of the residential properties on the street with regards to traffic, taxes, utilities, peacefulness, etc. and, a building scale that doesn't fit with the rest of the street where the houses have been since the 50's and 60's. I don't think there are even 22 houses on the street.

I reside right across the street from this "development" and have lived on this street for 60 years and in my present location for 44 years. My house was built in 1950. All other houses around me are about the same, including 6756 James that will be demolished. I am retired, on a fixed income and future "developments" to the above mentioned property will no doubt, have an impact on my taxes, and overall disruption in the area.

The school on the street is already overcrowded and has been for the last number of years and have noticed further student, car and bus traffic over the last approx. 5 years.

I do NOT believe there should be any special provisions to accommodate this planning application and any future application should most definitely keep in mind the permitted uses and policies concerning the above property.

I hope full attention is given to ALL objections and concerns of James Street residents and that this application will be DENIED!!

Maureen Brookes
6751 James Street
London, Ont.
N6P 1A6

From: Kristyn Colvin

Sent: Friday, September 10, 2021 11:15 AM

To: Maton, Catherine <cmaton@london.ca>

Subject: [EXTERNAL] James street condos

Hi

I am writing about the potential condos being built on James street.

That area is already dangerous enough during the school year with no parking, adding a condo development will cause more congestion.

Lambeth public school is already bursting at the seams, adding more housing in a small area will cause that school too become over populated.

It will ruin the little green space left within our small community.

There are condos on savoy close by and new buildings going up beside the fire station.

We are over populating this small area in Lambeth, with no space in schooling or local parks for the kids to go!

Please reconsider. A better use would be a parking lot for the parents and guests of the school, or leave it grass space for wild life and kids to watch and explore.

Kristyn Colvin

From: Laura Webster
Sent: Friday, September 10, 2021 3:27 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] James Street townhome development

Good afternoon Ms. Maton,

I'm emailing today to voice my opposition to the proposed townhouse development by Domus Development on James Street in Lambeth. I am new to the Lambeth community but love it very much.

This street is small, quiet and narrow. Presently it cannot accommodate more traffic and certainly townhomes would increase area traffic.

Additionally, the proposed townhomes are directly beside Lambeth Public School which has approx. 490 students aged JK to grade 8. Increased traffic in this area would be especially detrimental to the safety of the students and staff at the school. Drop off and pick up times in the area are chaotic with the street and sidewalks often packed with cars and people. Considering the small size of the street and surrounding streets, adding many residents into a compact area would be ill-advised.

Furthermore, this section of Lambeth has many older homes which have been lovingly cared for over decades. Personally, I feel a townhouse complex would not suit the aesthetic and community feel of this area.

I hope you will take this email into consideration while assessing the proposed by-law amendment.

Thank you for your time,

Laura Webster

From: Dawn
Sent: Friday, September 10, 2021 8:06 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] Re: 6756 James Street in Lambeth (file Z9401)

Good Evening,

I'm emailing today to voice my opposition to the proposed by-law amendment by Domus Development at 6756 James Street in Lambeth (file Z9401). This amendment seeks to build a townhouse complex at said address.

James Street is a small, quiet and narrow street. Presently, it cannot accommodate more traffic and townhomes would certainly increase area traffic. The increased traffic would also negatively impact Beattie Street as well, which has already been impacted by the change to Main Street.

Additionally, the proposed townhomes are directly beside Lambeth Public School which has approx. 490 students aged JK to grade 8. Increased traffic in this area would be especially detrimental to the safety of the students and staff at the school. As with many school zones, drop off and pick up times are chaotic with the street and sidewalks often

congested with cars, buses and people. Considering the small size of this street and the surrounding streets, adding many residents into a compact area would be ill-advised.

Furthermore, this section of Lambeth has older homes which have been lovingly maintained for many decades. Personally, I feel a townhouse complex would not suit the aesthetic and community feel of this area.

Thank you for your time and consideration.

Regards,

Dawn Eedy

From: Wayne Eedy
Sent: Friday, September 10, 2021 8:48 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] Re: Domus Development at 6756 James Street in Lambeth (file Z9401)

Dear Evening,

I'm emailing today to voice my opposition to the proposed by-law amendment by Domus Development at 6756 James Street in Lambeth (file Z9401). This amendment seeks to build a townhouse complex at said address.

James Street is a small, quiet and narrow street. Presently, it cannot accommodate more traffic and townhomes would certainly increase area traffic.

Additionally, the proposed townhomes are directly beside Lambeth Public School which has approx. 490 students aged JK to grade 8. Increased traffic in this area would be especially detrimental to the safety of the students and staff at the school. As with many school zones, drop off and pick up times are chaotic with the street and sidewalks often congested with cars, buses and people. Considering the small size of this street and the surrounding streets, adding many residents into a compact area would be ill-advised.

Furthermore, this section of Lambeth has older homes which have been lovingly maintained for many decades. Personally, I feel a townhouse complex would not suit the aesthetic and community feel of this area.

Thank you for your time and consideration.

From: Maxine Eedy
Sent: Friday, September 10, 2021 9:11 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] townhouses on James Street in Lambeth

I do not agree to the townhouses being built on James Street in Lambeth. The street cannot support more traffic. Besides the fact that sanitary sewers would be required when we have been fighting for years to get them on our streets ever since London has taken us over. No to the townhouses

From: Derek and Jen Locker
Sent: Monday, September 13, 2021 10:30 AM
To: Maton, Catherine <cmaton@london.ca>; Hopkins, Anna <ahopkins@london.ca>
Cc:
Subject: [EXTERNAL] Notice of Planning Application (File # Z-9401)

Hello Catherine and Anna,

As a resident of Lambeth and Anna Hopkins Ward, I would like to voice my opinion regarding rejecting the 2-storey, 22 unit cluster townhouse development @ 6756 James St. near Lambeth Public School.

I have been a member of School Council and Home & School since September 2011 when our daughter started at the school and this will be my final year as our son is now in Grade 8. Our Elementary School and many portables (I have lost track, but I know it's over 8) is bursting at the seams with Enrollment and there currently isn't even enough parking spaces for staff and visitors. We have discussed numerous times to have a Kiss 'n' Ride as well as better & more spots for the 10+ school buses we have each day put in where the easement/vacant land is. To hear that more housing is being considered is unbelievable. We need a through-way and/or more parking, not more housing to an already overcrowded school to help with safety issues of our current students and staff.

Thanks,
Jen Locker and Family

p.s. -- I also signed the Petition this past weekend

From: John D'Orsay
Sent: Tuesday, September 14, 2021 9:56 AM
To: Hopkins, Anna <ahopkins@london.ca>; Planning <Planning@london.ca>
Subject: [EXTERNAL] James St Neighbours, Lambeth. File: Z-9401

To: City of London Planning,
We the neighbours on James St in Lambeth Ontario are writing you, the planning department of London, Ontario, in order to discuss the new zoning application filed under Z-9401.

We the neighbours, all stand together that we do not wish this specific land use change be approved. This area of James street is all 60' lots with single family homes. We wish to keep the curb appeal of the street as to not impact any land value and keep our current strong family atmosphere of the neighbour hood in tact.

We do not wish to block improvements to the land and would really enjoy being part of the process to ensure all parties can achieve the desired outcomes. We are confident that there are multiple ways forward to which we can all benefit from the land being developed while maintaining a fantastic neighbourhood.

I have personal signatures of each and every one of our neighbours. I request a meeting with both the planning department and the Anna Hopkins to discuss next steps on how we can all come together here to find a remedy that will work for all parties.

I look forward to hearing from you. Feel free to contact me anytime by email or phone or text.

Sincerely yours,

John D'Orsay and all the neighbours on James St, Lambeth

John D'Orsay

From: L H
Sent: Tuesday, September 14, 2021 1:21 PM
To: Hopkins, Anna <ahopkins@london.ca>; Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] Follow up- application for 6756 James-

Follow up- application for 6756 James- Concerns specific to homes at north end of proposal

As homeowners at 4223 Winterberry we back on the described land 6756 James, please note the following requests to be considered in the planning of any development. Note, we did careful investigation into the existing zoning in advance of purchase and had guidance that the city does not approve R1-10 to multisite however in hindsight realize we should not have selected this lot due to inherent risk. Although I appreciate the current council goals and recognize that a multi-family development will likely be approved, I am seeking planning considerations to mitigate significant impacts associated with this townhouse proposal.

1) Direct Impacts to property

Car lights directly into back of home at 4223 Winterberry: Car lights on the driveway in the current proposal will shine directly into our property. As we have a city-installed infiltration drainage bed extending 55 feet across the back of our lot we cannot install any trees in this area. . Request barrier landscaping across the back of 6756 James as part of any project. A few trees are shown on the plan but would not block lights.

Note: City Engineering dept. can explain role, design and planting limitations of infiltration beds.

Proposed 'Trail'- not shown in any zoning plan SIGNIFICANT impact to Winterberry homes and Lambeth PS security.

Page 7 Planning and Design Report refers to '*an active frontage zone* 'along the north portion of the subject lands along the future pedestrian trail. As the purchaser of lot 4223 Winterberry backing on 6756 James this is certainly new information not on any official plan. As noted the 55 foot infiltration drainage bed at the back of our property; (and all lots in this row) prevents us from installing landscaping barriers - the option usually taken to provide privacy. The 'trail' is shown as a narrow walkway that would not accommodate bikes, strollers or two way traffic in the volumes likely to use this access.

Lambeth PS is fenced and the play yard is secure at that corner. The school property was locked in the summer due to security concerns, has the school been consulted about the security impacts of this proposal?

Recommendation

a) Request substantial barrier landscaping to block lights

b) Consider relocation of trail to city lands on Campbell or further from shown property lines at the north end of 6756 James. Consider reducing number of units allowed by one on each side to allow properly drained, accessible pathway if it must be in this location.

2) Drainage- lot 4223 infiltration bed on this property at capacity (follow-up to Engineering Dept. response via C. Maton)

At the back of our lot 4223 Winterberry is a large infiltration vault to support drainage in this area. Despite this, significant ponding occurred at properties along the lots backing on 6756 James and Lambeth Public School. The city engineer has been consulted by the owners of lot 4205 Winterberry.

We have noted that clay soils in the area, significantly delay drainage (i.e. we had bull rushes growing in shallow ponds at back of our property during this rainy summer). Page 6 refers to underground storage chambers as part of Option A- where will these be located. Noted that option A is preferred in the report it is to be assumed that storm sewer upgrades have already occurred or will occur before building.

Thank you for your review of these concerns, Please call me at REDACTED if you have questions. I appreciated the telephone follow-up from Anna Hopkins September 14, 2012.

Regards, Leslie and Randy Harden

4223 Winterberry Drive

From: JIM/BETTY POSTHUMUS

Sent: Wednesday, September 15, 2021 10:35 AM

To: Maton, Catherine <cmaton@london.ca>

Cc: Hopkins, Anna <ahopkins@london.ca>

Subject: [EXTERNAL] File Z-9401 Zoning amendment 6756 James St.

Catherine Maton

This letter is to address my concerns in regards to the proposed zoning change to 6756 James St.

In short I am against this change for our neighborhood. Every home on this street are single family homes and to put 22 two storey homes on one small lot will be so out of place and will destroy the look and feel of our community. It is nothing short of landscape pollution. I did talk with Anna Hopkins and she repeatedly stated that it had been reduced from 35 to 30 units per hectare which if that was supposed to make me feel better it did not. I live at 6770 James right beside the lot that has the proposed changes and I doubt that no one from the planning dept. has come out here to survey the lot and actually see what it will do to our street's value and looks.

These are some of my personal concerns, but there are many other concerns that the planning dept. might not have considered. Some are as follows:

1) Traffic congestion with the school.

At present the cars are lined up and down the street as far as the eye can see and vehicles have a difficult time navigating the street let alone the school buses that can't at times even get down the street. Home owners have a difficult time getting out of their driveways at these times and then add approx. 44 more vehicles trying to navigate this congestion as well is a recipe for disaster.

2) Safety concerns:

There are no less than 200 kids many with parents walking to and from the school at peak times and we have personally seen kids that have almost been hit by cars. Again add more traffic to this scenario and it is a recipe for disaster. I would challenge some one from the planning dept. to come and actually see this when school is starting in the morning and when letting out in the afternoon. One option would be to have the TVSB. purchase the property and use it for school bus drop off and pick up as well as additional staff parking which is severely lacking as some staff have to park on the street at present.

3) Please consider one story retirement homes which are so desperately needed in this area which would be less of a traffic hazard at school times.

4) Septic problems. Every home is on septic tanks and how will this impact the homes in the immediate vicinity.

5) Consider reducing the two story dwellings to one story and remove the 3 town homes proposed for the front and keep that as green space to enhance the street view and start the town homes back by the school school line.

We are not opposed to changes but this seems to be way overboard for our neighborhood. Please consider our community with all of the proposed changes.

Sincerely,

Jim Posthumus

6770 James Street

From: JIM/BETTY POSTHUMUS

Sent: Wednesday, September 15, 2021 11:32 AM

To: Maton, Catherine <cmaton@london.ca>

Cc: Hopkins, Anna <ahopkins@london.ca>

Subject: [EXTERNAL] Zoning By-Law Amendment for 6756 James Street

Re: File Z-9401

Good Morning Catherine,

I am writing this letter as I have some very serious concerns about the proposed 2 storey townhomes that may be slated to be built on the property of 6756 James Street.

1.) James Street has had single family homes for more than 60 years. A complex of 22-2 storey townhomes will not fit in at all with the current neighborhood.

2.) Lambeth Public School is already at over capacity. The new addition was built for 500 students and there are presently 825 students with 10 portables. With the new townhomes, there will be numerous families moving in with children who will need to attend a local school. There is no room left at our Lambeth school.

3.) James Street is a School Bus route. Every morning and mid afternoon James Street is packed with parked cars, occasionally on both sides of the street, belonging to parents who are dropping off or picking their children up from school. Along with this congested traffic, there are also several school buses trying to navigate the street. If 22 new homes are added to James Street, will it be safe for the children and parents walking to and from school? This is an accident or worse still, a death of a child waiting to happen. At present more than 225 children (I counted them) walk down this sidewalk every morning and evening. Can you guarantee the safety of our kids? Most families own 2 cars so now you're also potentially adding 44 vehicles entering and exiting the new complex. Our children will be in continuous danger with the increased traffic.

4.) There is a new intersection at James Street and Campbell Street North. I dare say more than half of the students who attend Lambeth Public School have to navigate this very unsafe intersection to reach their homes. Again, the traffic flow will only increase with the new builds on Campbell Street and James Street and further endanger the lives of the kids who must cross over Campbell Street to reach their homes.

We have lived on James Street for over 42 years and have always enjoyed the small town feel of Lambeth. There has been a lot of expansion over the years surrounding Lambeth which has brought in some great homes and families. However, trying to jam 22 townhomes onto a small piece of land in a single family residential area is a huge mistake in so many ways.

Please reconsider the plans for 6756 James Street. Come and see for yourselves how this proposed new build is not at all right for this area.

Sincerely,
Betty Posthumus
6770 James Street.

From: Case
Sent: Wednesday, September 15, 2021 1:42 PM
To: Maton, Catherine <cmaton@london.ca>
Cc: Hopkins, Anna <ahopkins@london.ca>
Subject: [EXTERNAL] zoning by-law amendment

RE: File Z-9401
6756 James Street

Catherine Maton

I object to the development. Lambeth Public School is also on James Street which hundreds of children attend. We already have enough traffic with people driving down James Street to avoid the lights at Main Street and North Talbot Road. We don't need more people driving down James Street and endangering the lives of our children. A better idea would be to let Lambeth Public School acquire the property so that they could expand the school so not as many portable classrooms would be needed.

Sincerely
C. Vanderboog
6955 Lambeth Walk
London, On

From: preet thind
Sent: Monday, September 20, 2021 5:58 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] 6756 James st

Hello there,

File Z-9401

Applicant: Domus Development London Inc.

We received the the notice of planning new developments on campbell st and james st. That property should go to lambeth public school, there are so many new house has build and that school seems smaller for this big neighborhood. I drop my kid to school and noticed lambeth public school has 10 big size school buses which means this school will be over populated if city allow more house in this neighborhood.

Thank you

Dilpreet Bajwa

From: Kim Bartlett
Sent: Monday, September 20, 2021 10:46 PM
To: Maton, Catherine <cmaton@london.ca>
Cc: Hopkins, Anna <ahopkins@london.ca>
Subject: [EXTERNAL] Condominiums beside Lambeth Public School

Hello,

I am writing to voice my concerns regarding the applications for condominiums to be built beside Lambeth Public School. This school is already over capacity. I, as a Lambeth resident for the last 31 years and a parent to 4 children in the primary division of the school, am against the condos being forced into this plot of land. The land should be allowed to be purchased by the TVDSB who, to my understanding, have made previous attempts to purchase it. The school needs be expanded to accommodate the family homes already being built around it. Lambeth Public School needs more land to be able to support our ever expanding community. There are too many children packed into a school which is built for half the student population it is currently supporting.

We have already seen four classrooms closed in the first two weeks of school due to Covid-19. How can we keep our children safe when we are packing them like sardines into that school?

Lambeth needs a bigger school, not more homes to fill.

Regards,
Kim Bartlett
2 Martin St
London, ON
N6P 1B2

From: Kamila Karpierz
Sent: Tuesday, September 21, 2021 4:46 PM
To: City of London, Mayor <mayor@london.ca>; developmentservices@ondon.ca;
Maton, Catherine <cmaton@london.ca>

Cc: Hopkins, Anna <ahopkins@london.ca>; van Holst, Michael <mvanholst@london.ca>; slewis@london.ca; Salih, Mo Mohamed <msalih@london.ca>; Helmer, Jesse <jhelmer@london.ca>; Cassidy, Maureen <mcassidy@london.ca>; Squire, Phil <psquire@london.ca>; Morgan, Josh <joshmorgan@london.ca>; Lehman, Steve <slehman@london.ca>; Van Meerbergen, Paul <pvanmeerbergen@london.ca>; Turner, Stephen <sturner@london.ca>; Peloza, Elizabeth <epeloza@london.ca>; Kayabaga, Arielle <akayabaga@london.ca>; Hillier, Steven <shillier@london.ca>; Nicholson, Janet <jnichols@London.ca>

Subject: [EXTERNAL] File Z-9401 – Zoning By-Law Amendment on 6756 James Street, London

Tuesday, September 21, 2021

City of London
300 Dufferin Ave,
P.O. Box 5035
London Ontario
N6A 4L9

RE: File Z-9401 – Zoning By-Law Amendment on 6756 James Street, London

Dear City Council:

I am writing to you today to oppose the zoning amendment on 6756 James Street, London, Ontario.

As a new resident and next door neighbour to 6756 James Street, I was very disappointed when I received the notification of proposal for the zoning amendment for this particular property. James Street is a quiet and quaint street and this would significantly change the overall look and feel of the street. Currently, all the homes around 6756 James Street, are single family dwelling homes with one to two storeys and each have a beautiful front property along with a decent sized rear yard. The proposed plan would not match what is currently in and around the surrounding area and would not be visually attractive.

I am worried about the wrong portrayal of the surrounding areas, as it states there will be future residential development which in fact, this new development already exists with families already living in these new houses. Why haven't these new development homes been added to the proposed plans drawing? This will definitely have an impact on key decision makers overall final decisions about this proposed development and should be represented properly.

Lambeth Public School is an adjoining property to 6756 James Street and James Street is categorized as a school safety zone with many parents dropping off and picking up their children from school. During these drop off and pick up times, there are many cars that park along the street and over 200+ people walking along the sidewalk. I, personally, am not even able to leave my driveway during these times as there is a significant reduction in visibility of oncoming traffic coming down the street. With this proposed development, there would be an additional entrance/exit to a mini subdivision amongst an already busy street. This is a huge safety hazard in my eyes, especially during the winter months when tall snow banks accumulate with each snowfall along with icy and slippery road conditions. According to CAA statistics, 25% of drivers have reported witnessing an accident in a school safety zone, with more than half involving a child. I don't think much thought has gone into protecting these families and children in a school safety zone while planning this development. Has anyone from the planning committee come out to observe the morning drop off and afternoon drop off on James Street to determine if this development would be a good fit in a neighborhood like this? And if so, what were their observations?

Another safety hazard that exists is the children's safety during school hours. Who designed the rear yard depth of 1.8 metres, whereas a minimum of 6 metres is required? The distance from the school playground to the rear yard should be NO less

than 6 metres. Children should have privacy during school hours and this makes me very uneasy that people would be living this close to a school playground. Any development happening beside the school playground will need to be built with a fence completely blocking the view of the children playing in the school playground.

Lambeth Public School is already over capacity and I would like to know what is the proposed plan to offer education to all of these new families? The school currently already has portables that are currently being used and a certain amount of greenspace must be maintained for the children. Are there plans to build up the school or is another one coming to the area? 6756 James Street property would be best suited to be sold to the school to allow for the space for the growing population of students and teachers. The school did try to purchase some of this property and was declined. It seems to be that these developers are almost encouraged by the city to make a \$\$\$ profit rather than support the existing community and build accordingly to their needs.

We purchased this property recently and really do love the neighborhood. We have a one year old son who recently started walking and running. He will soon be old enough to ride a bicycle and we purchased a house with this in mind. We wanted to live in a safe community for our son to grow up and play. I am afraid that adding the 22 townhouses would attract more crime to the neighborhood, as there would be at least 22-44 more people within a small area. Will these townhouses be up for rental or for sale? This obviously makes a difference in the type of people it will attract. Most tenants do not maintain their houses the same way a proud owner would maintain it. In terms of maintenance, who would be responsible for the lawn and road maintenance of the townhouses? Snow and garbage removal? Will there be any other access point to these townhouses or only from James Street? Does the city intend to continue building more townhouses on the existing vacant land to the east of 6756 James Street?

Additionally, these townhouses would negatively affect my property in a variety of different ways. This would significantly increase the noise level right beside me, especially with the proposed road entrance beside my driveway. Cars would constantly be entering and exiting, shining lights towards me and my neighbours. Not only will the noise increase, but so will the pollution. This new development will affect the amount of sunlight coming into my property, creating more shade, which may in turn affect the growth of the plants in my garden. Currently we have beautiful mature trees which inhabit many wildlife. Removing these trees would significantly impact the habitats of this wildlife. Has an ecological survey been done to report what wildlife currently exists and how best to maintain the environment and features to protect? In the summer months, there were many butterflies, including monarch butterflies and birds that would be significantly impacted with this new development. I would like more information about the completed ecological survey as well as with a soil survey. We, along with many others on James Street are on a septic tank. Some neighbours have expressed concern over recent water buildup on their property, which has resulted in flooding. While some have been granted approval to connect to municipal sewage systems, others were not allowed to. I am afraid of this new development causing issues with my own septic tank, flooding on the property with potential damages to the foundation or basement of my house. Who has approved the connection to municipal services for 6756 James Street? Is there enough capacity to allow for more sewage waste? Is there a possibility to connect others on the street?

I realize that the developer will develop something on this property but we ask that they build something that would fit with the current look of the street, maintaining the same size of lots that the surrounding houses currently have., especially the ones on James Street and giving them no less than 6 meters of a backyard. I encourage a representative from the planning and development committee to come and visit James Street and document how many vehicles and pedestrians pass by, especially on a typical morning school drop off time as well as an afternoon pick up time, keeping winter weather conditions in mind. I would like to see fences built between the backyards facing the school playground as well as along my property to protect the privacy and safety of my son and other children. Prior to any development beginning, I would like to see the soil and ecological surveys, confirming that this particular property can sustain

such development. As a city with the logo of a tree on it, and celebrating National Tree Day tomorrow, I really encourage some deep thought when reviewing this proposal and realize the damages you will be making to not only new residents, but to longtime residents of Lambeth. There are much better areas for this type of development.

I appreciate all of your time to review my concerns. I have attached photos for you to review along with a petition signed by residents of the community and emails voicing some of their concerns. I truly hope the communities' input will be considered and we are happy to work with the developer to ensure a seamless transition occurs during the development process. Please visit <http://change.org/6756JamesStreet> to view the online petition and read through the comments. A list of signatures and comments are also included as a separate attachment.

I am looking forward to hearing back from you in regards to next steps and can be reached by email: REDACTED or phone: REDACTED.

Thank you for your time,

Kamila Karpierz

Joseph Di Napoli

6742 James Street
London Ontario

From: Harnek Kalirai

Sent: Tuesday, September 21, 2021 11:40 PM

To: Maton, Catherine <cmaton@london.ca>; Hopkins, Anna <ahopkins@london.ca>

Subject: [EXTERNAL] Notice of Planning Application Opposition (File: Z-9401)

Hello Ms. Maton & Councillor Hopkins,

I am writing to express my strong opposition to the zoning amendment for 6756 James Street (File: Z-9401). While the local community may be unable to prevent development, that in itself will be detrimental to the area, nearly all residents in the Lambeth neighbourhood affected are completely opposed to the addition of multi-family housing that will cause traffic and safety problems, create even more problems with schools that are already over-capacity, destroy local wildlife habitat, and potentially lower the property values of the existing community.

Traffic and safety of pedestrians are major areas of concern. Traffic jams on Campbell Street North already spans the distance between James Street deceleration lanes and Main Street intersection, and the intersection is routinely blocked by traffic turning onto James Street during rush hour. While the traffic may be lighter on average, the local neighbourhood traffic will disproportionately surge during morning and evening rush hours, causing traffic issues during critical times for the existing and newly developed Lambeth community. The traffic surge during morning rush hours will also negatively impact safety for children, since students walk to Lambeth Elementary Public School in the mornings. The school has already issued a formal notice to parents of students, informing them to park at nearby public parking lots and walk their children to school because of an already existing traffic issue and due to the undersized school parking lot. In general, the area traffic is continuing to increase, and heavy traffic is already common at times from James Street to Colonel Talbot Road, which may not have been anticipated during the last zoning approval.

Lambeth Elementary Public School is already reported at overcapacity due to nearby housing developments, and the council should not approve multi-family dwellings that creates or exacerbates a situation that will cause school concurrency to fail for this proposal and/or other approved plans. Furthermore, overcrowded classrooms are a safety concerns for the youth of this community due to the uprising of the Covid-19 pandemic and recent breakouts in the Lambeth community.

Property values are likely to go down in the area if multi-family townhouses or triplex dwellings are built. Multifamily dwellings are inconsistent with the neighbourhoods developed in the area. There was no indication of this proposal when new homeowners were moving into the nearby community.

I urge you to disapprove the proposed zoning, and from recent meetings and discussions with my neighbours, I know many who have not managed to attend meeting or write letters and emails share my opinions.

Thank you for your continued service and support of our communities.

Best regards,

Harnek Kalirai

From: Lisa Grieve

Sent: Wednesday, September 22, 2021 12:03 AM

To: Maton, Catherine <cmaton@london.ca>

Subject: [EXTERNAL] Proposed Development project at 6756 James St

Hello Ms. Maton,

I am writing with concerns regarding the proposed development project at 6756 James St. I live on James Street and wish to express my observations and opinion concerning this very alarming proposal.

- This street is entirely comprised of single-family homes, with a very family-oriented nature and community. Building a "22 unit cluster" of townhouses is **inconsistent with the surrounding area** and should not be permitted.
- James Street has the entrance to the public school, and is a very busy street (even with large speed bumps already in place) the vehicle and pedestrian traffic is excessive for such a residential street. Adding an entrance onto James St. that connects to 22+ units would drastically increase the traffic which is a legitimate safety concern. **This change will significantly impact traffic and be a safety concern.**
- Changing the ratio of units per hectare from 35 to 30 does not, in any real way, address the problems with this proposed amendment.

Unfortunately, I am sure that it is nearly impossible to stop this development proposal entirely, now that it has been set in motion. However, I implore you to consider alternative options that still allow the plot to be developed, but with consideration to the James Street community.

- One suggestion - leave the lot that is directly on James Street as a single-family home (rather than three townhouses) and develop the plot of land behind it, which can then exit out onto Campbell St.
- Another suggestion, if there must be three townhouses built on James Street - which makes no sense in this neighbourhood - then, please do NOT have the 19 townhouses behind them have an entrance/exit onto James Street. PLEASE have the 19 townhouses only use a driveway onto Campbell St.

Development proposals like this, in this type of location, show no regard for the neighbourhood, community and place we call home.

Thank you for reading this letter in its entirety.

Lisa Grieve

From: Klaud Czeslawski

Sent: Wednesday, September 22, 2021 5:41 PM

To: Development Services <DevelopmentServices@london.ca>; Maton, Catherine <cmaton@london.ca>;; City of London, Mayor <mayor@london.ca>

Subject: [EXTERNAL] 6756 JAMES STREET LONDON OPPOSITION TO ZONING CHANGE

To: Development Services and London planning.
Cc' Karen Vecchio, Ed Holder

I am writing to oppose this zoning change that will allow 22 townhouses on James street.

I personally think the way the plan is proposed is a massive mistake to the area, traffic, and an unnecessary disruption to the residents of James street.

Putting a driveway for 22 homes next to the school, which is already over capacity, and creating a disaster of traffic flow is something that I cannot understand. The traffic on James is already a massive problem, and extremely poor planning of the development of Campbell and its traffic flow just adds to more issues. The safety of the neighbours and children has not even been taken into account.

I was personally allowed only two lots on a 196ft frontage a few streets over and here 22 units are proposed. I am not against more housing in the area, but there is a much better way of doing this.

James should not have any type of access to this proposed project. On James street the city should only allow 2 single family residential lots, as to conform with the rest of the street. I personally recall going through a neighbourhood study, where I needed to conform to what is around me. A developer comes along and such things fail to exist? The way the turn around is setup in this development, that should be the entrance and the city should allow it to go through CITY LAND to Campbell street out of the way of traffic. This way the townhouse can be in the back and not interfere with James street traffic or residents. I personally cannot believe this proposal has actually managed to go this far and I am very curious how this is possible, when so many other attempts at infills are rejected by the city.

I would be very happy to discuss my thoughts and ideas on how this can still occur, in such a way as to be a viable option for everyone, however as is myself and hundreds of others, mainly all voters for Ms Vecchio, are completely opposed to this development and zoning change as proposed. Mr Holder your staff is in dire need of re-configuration when it comes to infills and re-development of lands and items in this city. There have been so many ideas put forward by many people that I am even aware of that get massive opposition from the city. I have personally had issues with previous staff members to the point where Michael Pease had to supervise a meeting, on how upset I was.

If the city will support such a project, I have a few myself that have been rejected that make way more sense. This clearly shows a large developer is being favoured over other residents of London. Either the city supports what is talked about in the London plan or they don't, all that I see is favoritism shown to certain individuals, while many others are opposed. The on-going farce is that the city claims to want development, infills, extra suites, industrial/commercial spaces changed to housing, and to provide affordable housing. Yet many times projects that are proposed, face such red tape and bureaucracy that the "little guys" give up and choose to go out of town. Why does the little guy have to depend on OMB to get anywhere? There is nothing affordable about luxury 700k townhouses here in Lambeth. They do have a place here, I 100% agree, but there is a much better setup for them.

I think what we actually should have is a meeting with regular people to bring forward ideas on how to create more housing, more affordable housing, and not just things to line the pockets of large developers, and others involved. I am a Real Estate agent, an investor in Real Estate, I have developed land and I fully support more housing options for this city. I am opposed to one way dealings the city seems to have with anyone that

is not a massive developer. This is just beyond unacceptable when compared to other municipalities in Middlesex and Elgin.

Thank you for your time, I hope I receive a response to this email.

From: Klaud Czeslawski
Sent: Thursday, September 23, 2021 3:21 PM
To: Maton, Catherine <cmaton@london.ca>
Subject: Re: [EXTERNAL] 6756 JAMES STREET LONDON OPPOSITION TO ZONING CHANGE

Catherine

I am very happy to see your response. I honestly was expecting the email to fall on deaf ears. I am happy that comments actually get read and considered. My address at the office is fine, np, and thank you for adding me.

As per other projects, are you willing to be a person that ideas could be brought to? Like I mentioned I have a few projects in mind, that actually will help with more rentals and affordable housing.

As per the James project, I can draw on the plan, what I was thinking about, if needed.

Thanks again for the reply

From: Ivana Loncarevic
Sent: Wednesday, September 29, 2021 9:08 AM
To: Maton, Catherine <cmaton@london.ca>
Subject: [EXTERNAL] 6756 James st

Hello,

Curious if there is a timeline for this application to get processed? Also is there a propose build start and finish dates etc?

Thank you so much.

Sincerely

Ivana

From: L H
Date: Thu, 6 Jan 2022 at 11:20
Subject: Functional plan question with easement change 6756 James St.
To: Maton, Catherine <cmaton@london.ca>, Hopkins, Anna <ahopkins@london.ca>

Catherine and Anna,

First, thank-you for attending the open house for the proposed 6756 James St. Lambeth townhouse build. It was a very informative evening.

1) Functional Plan- 3.1 Sanitary Outlet Option A - impact of revised easement- see page 2. .

The site plan has been revised to remove the walkway and reduce the distance between the units and the north end of the lot. Please note that the preferred option for Sanitary Outlet in the Functional Plan regarding sanitary sewer is Plan A based on 8.8 metre easement. Can this still be accommodated in the updated site plan or will James Street be impacted by the need to switch to Plan B? If the narrower back easement allows the sewer, will it permit the planned trees (as noted infiltration bed at the back 12 feet of 4223 Winterberry prevent us landscaping to reduce lighting impact from traffic/street lights from the townhouse driveway- how invasive).

2) Stormwater Management-There is no capacity for any discharge of water to the lots north of the development due to discharge during rain or snow melt (assuming that snow piles could fill the back of the narrow easement). The developer suggested that this was solved but the status quo with the infiltration bed model in our lots is far from effective with the heavy clay in this area.

Drainage is a huge issue in this area- the clay soils do not allow water through as evidenced by several feet of water sitting in open construction lots and swamp conditions in the rough area west side of Campbell between Winterberry and James. Neighbours backing on 6756 James and the school on the Winterberry side have constant water pooling over the infiltration beds which prevent them from using the back 12 feet of their yards. Any further water from this development will further aggravate an unpleasant issue and possibly add a risk of basement flooding in the development. The infiltration beds are not effective to say the least- one neighbour had to remove the grass at the back of his property last summer as it rotted and stunk in the pooled water. There continues to be pooled water in these lots.

3) Emergency Access - Note single garage, single driveways. How will parking be managed to prevent blockage of the driveway to emergency vehicles? If driveway size is increased to double, this further reduces the area available to drain storm water. There are 8 overflow spaces yet reality seems that many people have 2 cars.

4) Construction Access- will there be a plan to minimise impact to surrounding neighbours and protect trees as noted in the tree plan. There was a thinly veiled suggestion during the open house discussion that the current 'turn around area' could be extended to Campbell to access the area- is that being proposed for the city owned land?

Thank you for your ongoing review of my questions. I want to ensure that plans are correct up front- it is too late if these issues are only noted after the build is complete.

Regards, Leslie Harden
4223 Winterberry Drive,
London, Ont.

Agency/Departmental Comments

September 8, 2021: Water Engineering

Water Engineering have no comments for the application noted above. Water is available for the subject site via the municipal 150mm watermain on James Street.

September 13, 2021: Transportation

- Right-of-way dedication of 10.75m m from the centre line be required along James St.
- Detailed comments regarding access design and location will be made through the site plan process.

September 15, 2021: Parks Planning and Design

Parks Planning and Design staff have reviewed the submitted notice of application and offer the following comments:

- A letter of confirmation to allow a pathway connection to the school site is required from the Thames Valley District School Board.
- The minimum width of the pathway shall be 15m. The 8.8m width shown is not sufficient and is not supported.
- If the above conditions cannot be provided Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

September 20, 2021: London Hydro

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining safe clearances from L.H. infrastructure is mandatory. A blanket easement will be required.

Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.

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

September 22, 2021: Urban Design

Please find below UD Comments for ZBA Application related to **6756 James Street**.

Urban Design staff have reviewed the submitted application for the above noted address and provide the following urban design principles for the site consistent with the Official Plan, the London Plan, applicable by-laws, and guidelines:

- The applicant is commended for providing a site and building design that incorporates the following design features; a built edge with street-oriented units consistent with the established street line of adjacent properties and locating all parking away from the street and internal to the street.
- Explore opportunities to reduce the number of driveways along James Street frontage and locate the units closer to the street (similar or comparable to the setbacks of 6728 James Street) to provide additional space for the amenity space and landscaping internal to the site.
 - Include a special provision for minimum and maximum front yard setbacks along James Street consistent with the setbacks proposed (recommending min 6m, maximum 10m).
- Provide further articulation for units 1-3 to avoid the long continuous façade along the James Street and mimic the rhythm of the existing single detached houses on the street.
 - Consider staggering or breaking up the length by pushing the end units '1' and '3' close to the street and the middle unit towards inside to have the development appear as 2 single detached dwellings from the east and west approaches, consistent with the surrounding context.

September 22, 2021: Stormwater Engineering

The Stormwater Engineering Division staff have reviewed the above noted application and have no new or additional comments beyond those previously provided as part of the Pre-application Consultation for this site (see attached email from Jan. 15, 2021).

September 22, 2021: Sewer Engineering

The City has been consistent in the message that the outlet for these lands is by way of a possible future sewer extension on James St to the stub on Campbell that would also benefit other properties. This lot does not currently have frontage to Campbell.

SED has no objection to the proposed land use albeit according to AECOM' area plan it was included as part of EXT area 2 as single family use (53people/ha)

October 4, 2021: Urban Design Peer Review Panel

The Panel was generally supportive of the organizing framework for the site and the proposed built form as an appropriate infill solution in this neighbourhood context. The modification of the typical townhouse form to provide shallow/wide unit layouts allows for better spatial separation between adjacent sites and is appreciated. In general, the discussion focused on the multiple opportunities to better respond to the unique context via the site layout, landscaping strategy and architectural design. The comments that follow provide guidance for further opportunities to strengthen the relationship between the proposal and the site context:

- The Panel recommends considering an alternative townhouse typology for the row facing James Street. The revised layout should include "rear-lane" access to the units to eliminate the driveways and curb cuts along James Street thereby

improving the pedestrian conditions and quality of the built environment as experienced from James Street.

- The Panel recommends realignment of the primary drive aisle to span straight from the rear of the site to James Street. The recommended realignment would create opportunity for two distinct building forms on either side of the site entrance along James Street which could be designed to frame the site entrance. The realignment would allow for better connectivity and pedestrian navigability from the rear pathway to James Street.
- The Panel recommends the inclusion of an internal pedestrian walkway (i.e., sidewalk) to allow for pedestrian connectivity from the rear pathway to James Street. Alternatively, the internal driveway could be redesigned with a more urban surface treatment signalling the driveway as a “shared space” which would enable mixing of pedestrian and vehicle traffic in a safer and more intuitive way.
- The Panel recommends that the future interface between the pathway and the proposed development block remains visually permeable so as to allow for “eyes on the pathway”. Standard privacy fencing should be avoided in this location.
- The Panel recommends relocation of the proposed outdoor amenity space to the rear of the site to better take advantage of and animate the adjacent pathway block. The coupling of the private amenity space with the public pathway block could allow for better opportunities for programming of those spaces.
- It is suggested that opportunities for landscape features such as seating nodes, knee walls, additional planting or other landscape elements be considered within the trail block to enhance user experience and subdivide the otherwise linear pathway connection.
- The Panel recommends consideration of further modifications to the material palette on the townhouse forms to provide a more consistent architectural strategy (e.g., the red brick veneer conflicts with the coldness of the more modern grey siding)
- The Panel recommended reviewing the proximity of the surface parking stalls to the sides of the adjacent townhouse units and determining if further spatial separation is warranted.

This UDPRP review is based on City planning and urban design policy, the submitted brief, and the noted presentation. It is intended to inform the ongoing planning and design process. The proposed plan requires further development of the site design to meet the stated policy goals for the site. The quality of the urban environment can be improved by exploring and implementing the recommendations above.

November 8, 2021: Upper Thames River Conservation Authority

The Upper Thames River Conservation Authority (UTRCA) has reviewed this proposal as per our delegated responsibility from the Province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement (PPS, 2020) and as a regulatory authority under Ontario Regulation 157/06. The proposal has also been reviewed through our role as a public body under the *Planning Act* as per our Conservation Authority Board approved policies contained in *Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006)*.

PROPOSAL

The applicant is proposing to construct a 22-unit cluster townhouse development accessed via James Street. James Street is located within an existing neighbourhood in the community of Lambeth. It is understood that this application represents infill development of an existing lot that is currently under-utilized.

CONSERVATION AUTHORITIES ACT

As shown on the attached mapping, the subject lands **are not** affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the *Conservation Authorities Act*. The subject lands do not contain any natural hazard features and are not located within the regulation limit of the UTRCA.

RECOMMENDATION

As indicated, the subject lands are not regulated by the UTRCA and a Section 28 permit application will not be required for the proposed development.

While the UTRCA has no objections to this application from a regulatory perspective, we recommend that City of London staff examine the updated floodline mapping for the Dingman Subwatershed, October 2021, when reviewing this application. A copy of this mapping has been attached for review.

It appears that there currently may not be flood-free access to these lands from the surrounding road network. As per policy 3.1.2 of the PPS, *development and site alteration shall not be permitted within areas that would be rendered inaccessible to people and vehicles during times of flooding hazards*. City Planning staff need to satisfy themselves that this requirement of the PPS has been met.

Should additional information be required pertaining to the flood depths and velocities affecting this neighbourhood, please contact Chris Tasker, Manager - Watershed and Information Management Unit.

Thank you for the opportunity to comment.

Yours truly,

UPPER THAMES RIVER CONSERVATION AUTHORITY

November 25, 2021: Landscape Architecture

1. Increase limits of disturbance setback from east property line to 4 meters, by decreasing front yards/driveways of townhouses,
2. Update TPP for Site Plan Application:
 - a. Confirm trees #17-19 are growing within site and are not boundary trees
 - b. Include tree #10 in boundary tree removals
 - c. Consent to remove boundary trees #10 and #20 from Development Services
3. Total dbh removed from site is 763.6 cm. Application of London Plan Policy 399 4b) Trees will generally be replaced at a ratio of one replacement tree for every ten centimetres of tree diameter that is removed. Guidelines, municipal standards. 49 trees are shown on concept landscape plan. The Landscape Plan will need to be updated at Site Plan application to include an additional 23 trees.

November 25, 2021: Site Plan

1. Extend the sidewalk off of James Street to the visitor parking area at the minimum. Noting that the sidewalk width is to be a minimum of 1.5 metres and the driveway lengths a minimum of 6.0 metres to account for any vehicle overhangs.
2. The minimum drive-aisle width is to be 6.7 metres minimum. Revise accordingly.
3. The barrier-free stall is to have direct connections to a sidewalk with a minimum width of 2.1 metres to accommodate for vehicle overhangs.
4. As per the Zoning By-law Z.-1, the minimum parking stall length is 5.5 metres (for the visitor parking area – currently greater than 6.0m is proposed). This may assist in creating more room for either the appropriate drive-aisle width or sidewalk width.

December 20, 2021: Thames Valley District School Board

We have no objections or comments to the proposed application.

Appendix C – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

Provincial Policy Statement, 2020

1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns

1.1.1.b)

1.1.1.e)

1.1.3

1.1.3.2

1.1.3.3

1.1.3.4

1.4 – Housing

1.4.1

1.4.3 b)

1.4.3 d)

1.7 – Long Term Economic Prosperity

1.7.1 e)

3.1 – Natural Hazards

3.1.2

The London Plan

(Policies subject to Local Planning Appeals Tribunal, Appeal PL170100, indicated with asterisk.)

Policy 7_ Our Challenge, Planning of Change and Our Challenges Ahead, Managing the Cost of Growth

Policy 54_ Our Strategy, Key Directions, Direction #1 Plan Strategically for a Prosperous City

Policy 59_2, 4, 8. Our Strategy, Key Directions, Direction #5 Build a Mixed-use Compact City

Policy 66_ Our City, Planning for Growth and Change

Policy 79_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 83_ Our City, City Structure Plan, The Growth Framework, Intensification

Policy 84_ Our City, City Structure Plan, The Growth Framework, Intensification

Table 10 Range of Permitted Uses in Neighbourhoods Place Type

*Table 11 Range of Permitted Heights in Neighbourhood Place Type

937_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods

Policy 939_ 2, 5. Place Type Policies, Urban Place Types, Neighbourhoods, Forms of Residential Intensification

Policy 953_ Place Type Policies, Urban Place Types, Neighbourhoods, Residential Intensification in Neighbourhoods, Additional Urban Design Considerations for Residential Intensification

*Policy 1558_ Secondary Plans, Status of Secondary Plans

Policy 1578_ Our Tools Planning and Development Applications, Evaluation Criteria for Planning and Development Applications

1998 Official Plan

3.2 – Low Density Residential Designation

3.2.1 – Permitted Uses

3.2.2 – Scale of Development

3.2.3 – Residential Intensification

3.2.3.2 – Density and Form

3.7 – Planning Impact Analysis

3.7 Planning Impact Analysis	
Criteria	Response
Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area.	The proposed land use is a contemplated use in the Official Plan and contributes to a variety of housing forms within the neighbourhood. The townhouse units are compatible with the surrounding land uses as the units are proposed at 2-storeys in height, in keeping with the characteristic of the neighbourhood (ranging from 1-storey to 1.5 storeys). The proposed use is not anticipated to have any negative impacts on the surrounding area as only one special provision for setbacks (reduced to 5.5m minimum whereas 6.0m is required).
The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;	The revised site concept achieves an intensity that allows for other on-site functions such as visitor parking, amenity space and pedestrian connections.
The supply of vacant land in the area which is already designated and/or zoned for the proposed use;	As part of the newer subdivision to the north, vacant land with a variety of zones to facilitate uses ranging from street townhouse dwellings to apartment buildings exist, however large portions of the subdivision's have yet to be finalized and registered.. Within the existing neighbourhood, there is no vacant land already designated or

	zoned for the proposed use.
The proximity of any proposal for medium or high density residential development to public open space and recreational facilities, community facilities, and transit services, and the adequacy of these facilities and services.	The site is located in relative proximity to the commercial uses along Main Street, adjacent to an elementary school and a park (open space).
The need for affordable housing in the area, and in the City as a whole, as determined by the policies of Chapter 12 - Housing.	The proposed development is in an area in need of affordable housing units and provides for a mix of housing types which is inherently affordable.
The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;	The scale/height of the proposed two-storey townhouses are consistent to that of the neighbouring single detached dwellings. Existing properties along James Street consist of one to one and a half storey dwelling single detached dwellings. The setbacks of the proposed townhouses are of sufficient size to provide for screening to mitigate impacts on the surrounding single detached dwellings.
The extent to which the proposed development provides for the retention of any desirable vegetation or natural features that contribute to the visual character of the surrounding area;	<p>The proposed development provides for the retention of existing trees along the eastern property boundary which will assist in providing adequate screening. There is also an existing row of cedars along the eastern property boundary proposed to be retained.</p> <p>Additional screening opportunities through vegetation will be considered at a future Site Plan Approval stage. Site concept revisions provide additional green spaces, including landscape islands in the parking areas and an enlarged amenity area, in which tree planting can occur.</p>
The location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties	Transportation Planning and Design was circulated on the planning application and development proposal and is satisfied that driveway location and design can be addressed at the site plan approval stage.
The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area;	Urban Design staff commend the applicant for incorporating the following into the design of the site and buildings: for providing a site and building design that incorporates design features such as built edge with street-oriented units and locating all parking away from the street

	and internal to the site.
The potential impact of the development on surrounding natural features and heritage resources;	No natural heritage features are present that will be affected by the proposed development.
Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development;	N/A
Compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;	The requested amendment is consistent with the in-force policies of the Official Plan. Further, the proposed form of development will be reviewed for conformity to the in force Official Plan policies and comply with the City's regulatory documents prior to approval of the ultimate form of development through the Site Plan Approval process. The requirements of the Site Plan Control By-law have been considered through the design of the site to ensure functionality, including provision of landscape islands, drive aisle widths, visitor parking, pedestrian movements and an appropriate sized common amenity space.
Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis;	As discussed above, tree planting and building massing treatments are expected to mitigate minor adverse impacts on the surrounding land uses.
Impacts of the proposed change on the transportation system, including transit	The residential intensification of the subject lands will have a negligible impact on the transportation system and provide a more transit-supportive form of development.

19.2.1.iii) – Secondary Plans and Guideline Documents

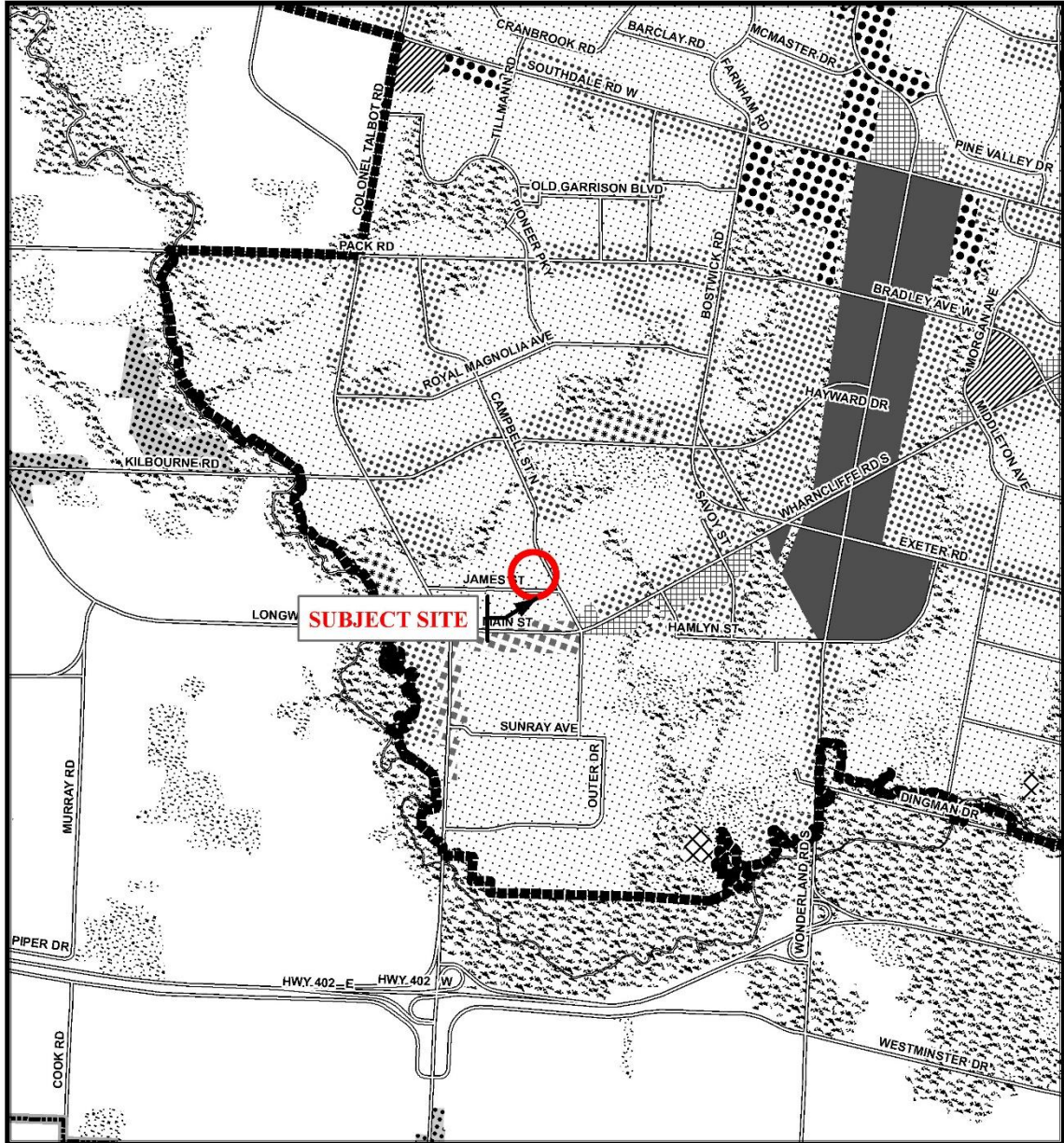
Southwest Area Secondary Plan

20.5.7 – Lambeth Neighbourhood

20.5.3 – General Policies

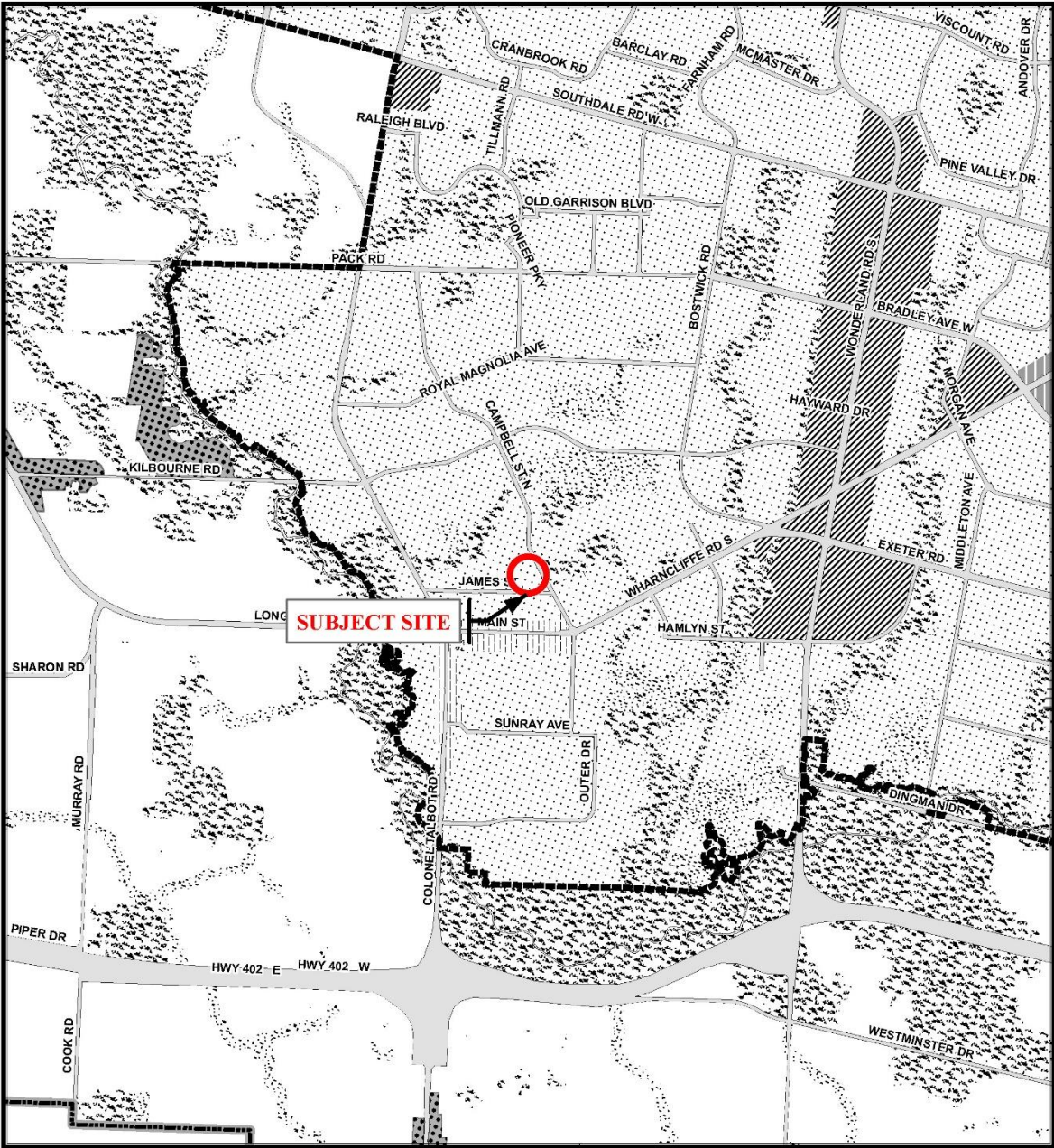
Appendix D – Relevant Background

Additional Maps



Legend					
	Downtown		Multi-Family, Medium Density Residential		Office Business Park
	Wonderland Road Community Enterprise Corridor		Low Density Residential		General Industrial
	Enclosed Regional Commercial Node		Office Area		Light Industrial
	New Format Regional Commercial Node		Office/Residential		Commercial Industrial
	Community Commercial Node		Regional Facility		Transitional Industrial
	Neighbourhood Commercial Node		Community Facility		Rural Settlement
	Main Street Commercial Corridor		Open Space		Environmental Review
	Auto-Oriented Commercial Corridor		Urban Reserve - Community Growth		Agriculture
	Multi-Family, High Density Residential		Urban Reserve - Industrial Growth		Urban Growth Boundary

<p>CITY OF LONDON Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	 Scale 1:30,000 Meters	<p>FILE NUMBER: Z-9401 PLANNER: MV TECHNICIAN: RC DATE: 2022/02/08</p>
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Legend

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

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

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

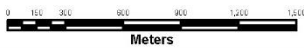
Planning Services /
Development Services

**LONDON PLAN MAP 1
- PLACE TYPES -**

PREPARED BY: Planning Services



Scale 1:30,000

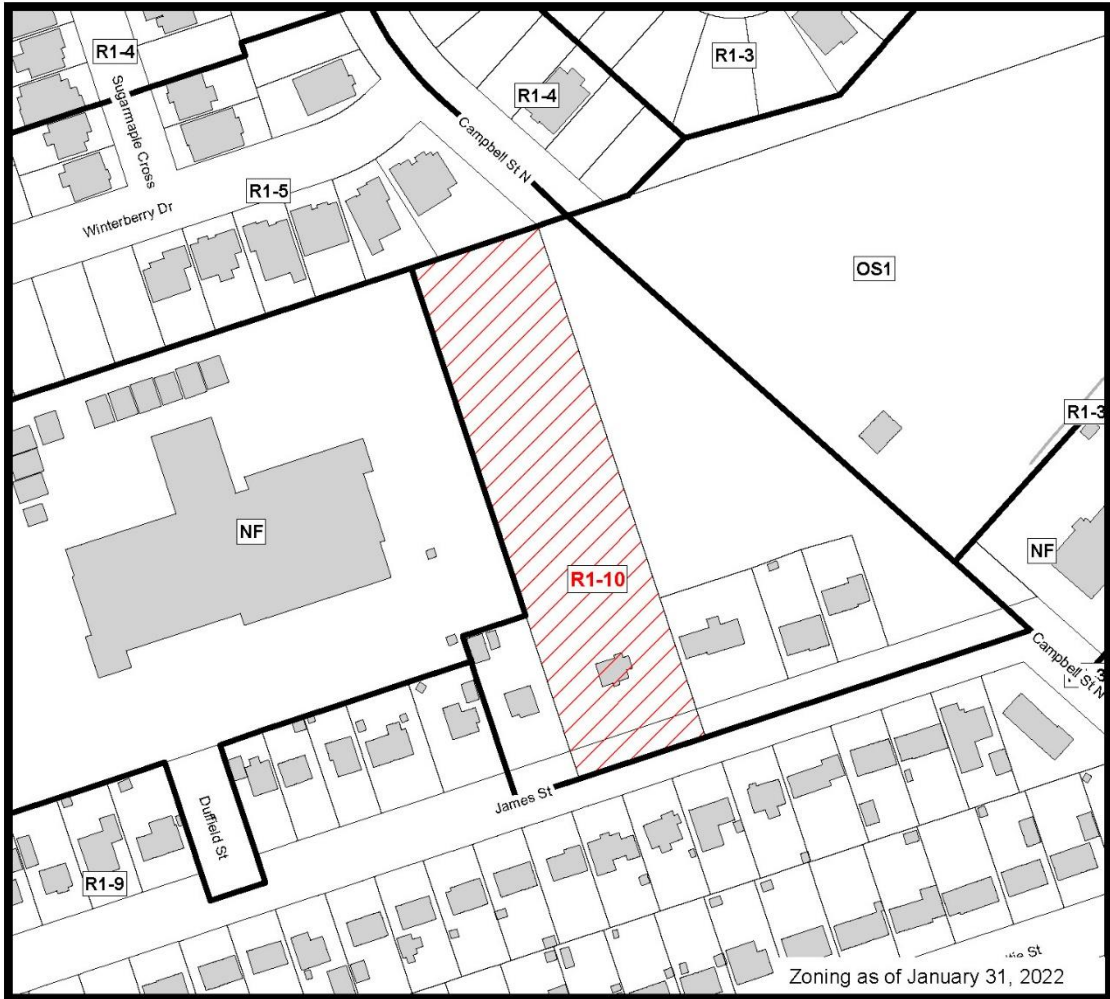


File Number: Z-9401

Planner: MV

Technician: RC

Date: February 8, 2022



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) **LEGEND FOR ZONING BY-LAW Z-1**

- R1 - SINGLE DETACHED DWELLINGS
- R2 - SINGLE AND TWO UNIT DWELLINGS
- R3 - SINGLE TO FOUR UNIT DWELLINGS
- R4 - STREET TOWNHOUSE
- R5 - CLUSTER TOWNHOUSE
- R6 - CLUSTER HOUSING ALL FORMS
- R7 - SENIOR'S HOUSING
- R8 - MEDIUM DENSITY/LOW RISE APTS.
- R9 - MEDIUM TO HIGH DENSITY APTS.
- R10 - HIGH DENSITY APARTMENTS
- R11 - LODGING HOUSE

- DA - DOWNTOWN AREA
- RSA - REGIONAL SHOPPING AREA
- CSA - COMMUNITY SHOPPING AREA
- NSA - NEIGHBOURHOOD SHOPPING AREA
- BDC - BUSINESS DISTRICT COMMERCIAL
- AC - ARTERIAL COMMERCIAL
- HS - HIGHWAY SERVICE COMMERCIAL
- RSC - RESTRICTED SERVICE COMMERCIAL
- CC - CONVENIENCE COMMERCIAL
- SS - AUTOMOBILE SERVICE STATION
- ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

- OR - OFFICE/RESIDENTIAL
- OC - OFFICE CONVERSION
- RO - RESTRICTED OFFICE
- OF - OFFICE

- RF - REGIONAL FACILITY
- CF - COMMUNITY FACILITY
- NF - NEIGHBOURHOOD FACILITY
- HER - HERITAGE
- DC - DAY CARE

- OS - OPEN SPACE
- CR - COMMERCIAL RECREATION
- ER - ENVIRONMENTAL REVIEW

- OB - OFFICE BUSINESS PARK
- LI - LIGHT INDUSTRIAL
- GI - GENERAL INDUSTRIAL
- HI - HEAVY INDUSTRIAL
- EX - RESOURCE EXTRACTIVE
- UR - URBAN RESERVE

- AG - AGRICULTURAL
- AGC - AGRICULTURAL COMMERCIAL
- RRC - RURAL SETTLEMENT COMMERCIAL
- TGS - TEMPORARY GARDEN SUITE
- RT - RAIL TRANSPORTATION

- "h" - HOLDING SYMBOL
- "D" - DENSITY SYMBOL
- "H" - HEIGHT SYMBOL
- "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-9401

MV

MAP PREPARED:

2022/02/08

RC

1:2,000

0 10 20 40 60 80

Meters