

September 6, 2024

Chair and Members  
Planning and Environment Committee  
[pec@london.ca](mailto:pec@london.ca)

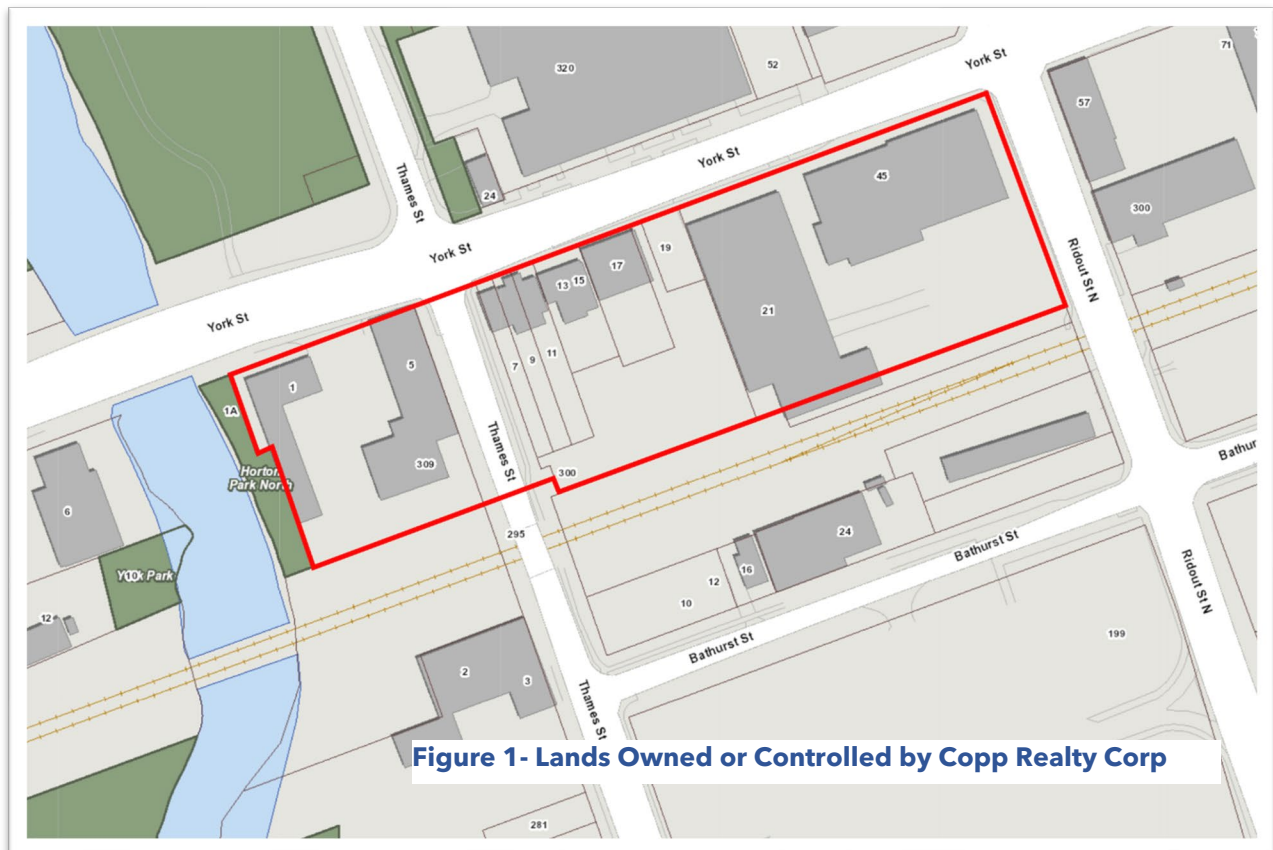
**Re: Copp Realty Corp Feedback - Proposed Transit Station Area Zoning**

I am providing this letter as the agent for Copp Realty Corp. We would like to applaud Planning & Development Staff and Council for pre-zoning lands in the Downtown and at strategic growth areas to increase allowable heights in the core through a new Transit Station Area Zone overlay.

With that said, we have several concerns with the Transit Station Area Zoning that is proposed for the Copp Realty Corp lands. Our comments below outline these concerns in detail.

**PROPOSED TSA6 ZONE DOES NOT COVER FULL EXTENT OF THE COPP LANDS**

Copp Realty Corp does not agree with the delineation of the proposed Transit Station Area (TSA6) Zone that has been applied to their lands. More specifically, the proposed TSA6 Zone excludes properties that are clearly located within the Downtown Area and also within the existing DA2 Zone. **We are requesting that this be changed so that the full extent of the Copp Realty Corp**



**Figure 1- Lands Owned or Controlled by Copp Realty Corp**

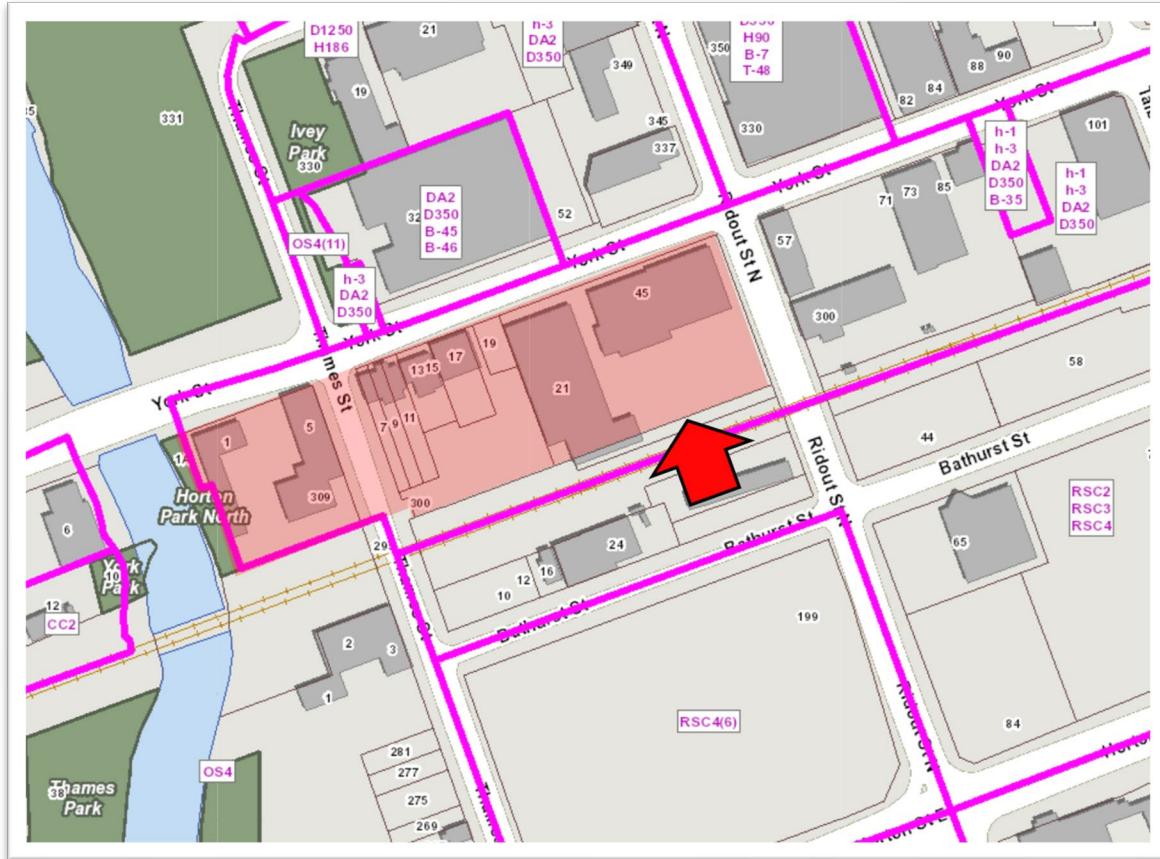
**lands are included in the TSA6 Zone boundary - as they currently are located within the DA2 Zone boundary.**

Figure 1 shows the lands owned or controlled by Copp Realty Corp along York Street, between the South Branch of the Thames River and Ridout Street North. This amounts to approximately 1.5ha of land and a very sizeable opportunity for mixed use residential development within the Downtown Area - to increase housing supply and support Downtown vitality.

Figure 2 illustrates that ALL the Copp Realty Corp lands are located squarely within the Downtown Area Place Type as designated within the London Plan.



**Figure 2 - Copp Realty Corp Lands Within The Downtown Area Place Type - London Plan Map 1**

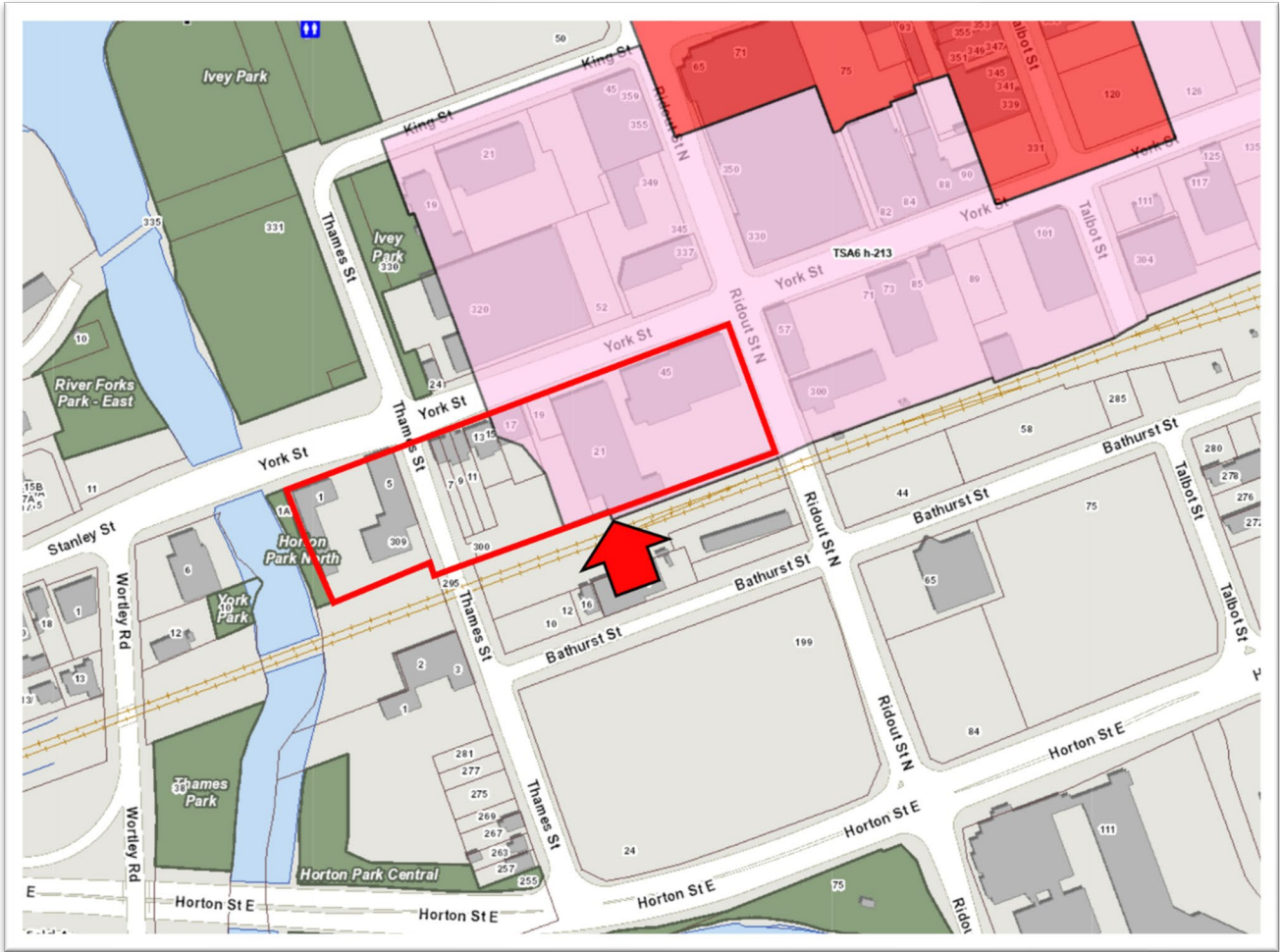


**Figure 3 - Copp Realty Lands and Current Zoning**

Figure 3 shows ALL of the Copp Realty Corp land are included in the existing zoning that is currently in place in the Z.-1 Zoning By-law. All of the lands are zoned Downtown Area (DA2\*D350). It should be noted that this zoning is in place despite any overlays relating to the Regulatory Flood Line or the UTRCA Regulated Area.

Figure 4 shows the proposed Transit Station Area TSA6 Zone boundary. Unlike the current DA2 Zone which, consistent in delineation with the Downtown Area Place Type, covers ALL of the Copp Realty Corp lands, the proposed TSA6 Zone only covers about half of the Copp Realty Corp lands, despite the fact that the entirety of these lands is in the Downtown Area Place Type. It appears that the Conservation Authority Regulatory Area (not the Regulatory Flood Plain) was used by Staff to set the limit of the proposed TSA6 Zone.

We believe that this proposed boundary for the TSA6 Zone is inappropriate. As you know, the UTRCA has regulatory permit control over development within their Regulated Area. However, the fact that a property is in the UTRCA Regulated Area does not mean that it cannot be developed. Rather, appropriate studies are required to determine a development limit, recognizing a variety of measures relating to flood projections, flood water velocity and depth, and mitigating measures that can be safely put in place - all to the approval of the UTRCA. We think it is inappropriate to pre-empt the determination and delineation of this line by excluding lands from the TSA6 Zone altogether.



**Figure 4 - Copp Realty Lands and the Proposed Transit Station Area TSA6 Zone**

It is important to note that the current DA2 Zone applied to the Copp Realty Corp lands allows for up to 90m of height and a density of up to 350uph. The TSA6 Zone allows for up to 145.8m of height. This site is envisioned to support major development. The currently proposed boundary of the TSA6 Zone would pre-empt this opportunity and eliminate the prospect for development at this height and density on approximately half of the Copp Realty Corp lands - which is contrary to the concept of increasing opportunity for housing supply through the TSA Zones.

If the TSA6 covered the entirety of the Copp Realty lands, the delineation of what is developable would be addressed through the site plan process together with the UTRCA regulatory permitting process - as we believe it should be. This is consistent with how the current zoning is applied and how flood lines would be addressed relating to this current zoning as well.

**We are requesting that Council ask Staff to amend the boundaries of the proposed TSA6 Zone so that the Zone includes all of the Copp Realty Corp lands, consistent with the current zoning applied to these lands.** To leave the TSA Zone boundaries as they are undermines the opportunity for Copp Realty Corp to develop the land to its fullest potential and add significantly to London’s housing supply.

## SUMMARY

Our greatest concern relating to the proposed TSA6 Zone is that it has not been applied to the entirety of the Copp Realty Corp lands. We consider this a major problem, given the significant additional height that the TSA6 Zone would offer. Consistent with the Official Plan Place Type Boundary and the existing DA2 Zone boundary, we are requesting that the proposed TSA6 Zone boundary cover the entirety of the Copp Realty Corp lands. Issues relating to floodplain can be addressed through the UTRCA's permitting process together with site plan approval process.

We would be happy to discuss any of the concerns outlined in this letter.

Sincerely,

A handwritten signature in black ink, appearing to read "John M. Fleming". The signature is fluid and cursive, with the first name "John" being the most prominent.

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