

## Alternative Recommendation

Notwithstanding the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by the City of London relating to Protected Major Transit Station Areas (PMTSAs):

- a) The proposed alternative by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on September 24, 2024 to amend the Official Plan, The London Plan, by amending Policies 800\_1, 802\_1, 811\_1, 813\_1, 837\_1, 839, 840\_5, 840\_6, and 847\_2, adding Policies 798A, 802\_4, 802\_5, 809A, 813\_4, 813\_5, 829A, 840\_3 and 840\_4, and deleting Polices 803A, 803B, 803C, 803D, 803E, 803F, 814A, 814B, 814C, 815D, 815E, 815F, 860A, 860B, 860C, 860D, 860E and 860F relating to the Protected Major Transit Station Areas (PMTSAs), and Map 10 – Protected Major Transit Station Areas, relating to the boundary of the Protected Major Transit Station Areas (PMTSAs), and Map 3 – Street Classifications, relating to the locations of the Rapid Transit Stations, and the by-law **BE FORWARDED** to the Minister of Municipal Affairs and Housing for approval;

**IT BEING NOTED THAT** in accordance with the *Planning Act*, the Ministry of Municipal Affairs and Housing is the approval authority for official plan amendments with respect to PMTSAs.;

**IT BEING NOTED**, that the alternative bylaw includes the following changes:

- i. Remove Protected Major Transit Station Areas along Richmond Street from Kent Street to Epworth Avenue, and Western Road from Windermere Road to Sunnyside Drive on Map 10 – Protected Major Transit Station Areas;
- ii. Remove Protected Major Transit Station Areas from Richmond Street and Oxford Street East Transit Village on Map 10 – Protected Major Transit Station Areas;
- iii. Amend Policy 813 to permit a maximum of 35 storeys within the Transit Village Place Type and Transit Village Protected Major Transit Station Area;
- iv. Amend Policy 839 to remove references to Table 9 and permit a maximum height of 25 storeys within a Rapid Transit Corridor and 15 storeys within an Urban Corridor Place Type, and maintain the existing minimum height;
- v. Delete Policy 840.6 related to greater residential intensity may be permitted within the Rapid Transit Corridor Place Type on sites that are located within 100 metres of a rapid transit station; and,
- vi. Delete Policy 840.7 related to clause iv, above.

- (b) The proposed alternative by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on September 24, 2024, and **BE GIVEN** two readings, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, and subject to OZ-9726, OZ-9727 and O-9752 coming into force and effect, to add Section 52 Transit Station Area Zone and to change the zoning of the subject properties in the Protected Major Transit Station Area, **TO** add a Holding Transit Station Area (h-213\*TSA1, h-213\*TSA2, h-213\*TSA3, h-213\*TSA4, h-213\*TSA5, and h-213\*TSA6) Zone, **IT BEING NOTED** that the third reading of the by-law would occur at such time as the Official Plan Amendment described in part (a) above is approved and in-force;

**IT BEING NOTED**, that the alternative bylaw includes the following changes:

- i. Remove TSA zoning related to the Richmond Street and Western Road corridors;
- ii. Remove TSA zoning related to the Oxford and Richmond Transit Village;
- iii. Change the TSA4 Zone to permit a maximum height of 35 storeys;
- iv. Remove the TSA1 Zone and renumber the subsequent zones and amend

- mapping;
- v. Apply the TSA2 Zone to areas currently within the TSA1 Zone.

**AND BE IT FURTHER RESOLVED** that pursuant to subsection 34(17) of the *Planning Act*, no further notice be given;

**IT BEING NOTED**, that the above noted amendment is being recommended for the following reasons:

- i) The amendments are consistent with the *Provincial Policy Statement, 2020* and the *Provincial Planning Statement, 2024*, which both require land use patterns within settlement areas to be based on densities and a mix of land uses that are transit-supportive, where transit is planned, exists or may be developed;
- ii) The amendments conform to The London Plan including but not limited to the Key Directions, City Design and Building policies and will facilitate a built form that contributes to achieving a compact city; and
- iii) The amendments will implement federal Housing Accelerator Fund initiatives through Canada Mortgage Housing Corporation (CMHC).

## **Appendix A – Official Plan Amendment**

Revised Amendment and by-law to be provided for Council on September 24, 2024

## **Appendix B – Zoning Bylaw Amendment**

Revised Amendment and by-law to be provided for Council on September 24, 2024