

Planning and Environment Committee

Report

14th Meeting of the Planning and Environment Committee
September 10, 2024

PRESENT: Councillors S. Lehman (Chair), S. Lewis, C. Rahman, S. Franke, S. Hillier, Mayor J. Morgan

ALSO PRESENT: Councillors P. Cuddy, J. Pribil, S. Trosow, A. Hopkins and E. Peloza; J. Adema, S. Baldwin, R. Bolivar, M. Corby, A. Curtis, I. de Ceuster, K. Edwards, D. Escobar, M. Feldberg, S. Filson, A. Hovius, M. Hynes, P. Kavcic, B. Lambert, T. Macbeth, S. Mathers, C. Maton, H. McNeely, B. O'Hagan, B. Page, N. Pasato, M. Pease, A. Rammeloo, A. Riley and A. Shaw

Remote Attendance: D. MacRae and E. Skalski

The meeting is called to order at 1:01 PM; it being noted that Councillor S. Hillier was in remote attendance.

1. Disclosures of Pecuniary Interest

That it BE NOTED that no pecuniary interests were disclosed.

2. Consent

Moved by: S. Lewis

Seconded by: C. Rahman

That Items 2.1 and 2.2 BE APPROVED.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

2.1 Planning and Development and Building Housing Update - 2024 Year-To-Date

Moved by: S. Lewis

Seconded by: C. Rahman

That the staff report dated September 10, 2024 entitled "Planning and Development and Building Housing Update - 2024 Year-To-Date" BE RECEIVED for information.

Motion Passed

2.2 Adjustments to Appointment By-law for Deputy and Chief Building Officials

Moved by: S. Lewis

Seconded by: C. Rahman

That, on the recommendation of the Deputy City Manager, Planning and Economic Development, the proposed by-law appended to the staff report dated September 10, 2024 as Appendix "A", BE INTRODUCED at Municipal Council meeting to be held on September 24, 2024, to repeal and replace By-law No. B.-98-166, being "A by-law to appoint the Chief Building Official and Inspectors under the Building Code Act, 1992, S.O. 1992, c.23, for the purposes of enforcement of the said Act", and to repeal

By-law No. A.-8114-165, being “A by-law to appoint Peter Kokkoros as the Chief Building Official.”

Motion Passed

3. Scheduled Items

3.1 2-4 Audrey Avenue and 186-188 Huron Street (Z-9755)

Moved by: S. Lewis

Seconded by: S. Franke

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by KAP Holdings Inc. (c/o Zelinka Priamo Ltd.), relating to the properties located at 2-4 Audrey Avenue and 186-188 Huron Street:

a) the proposed by-law appended to the staff report dated September 10, 2024 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on September 24, 2024, to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan for the City of London, 2016), to change the zoning of the subject properties FROM a Residential R1 Special Provision (R1-5(3)) Zone TO a Residential R6 Special Provision (R6-5(_)) Zone;

b) the Site Plan Approval Authority BE REQUESTED to consider the following design issues through the site plan process:

i) screen all parking areas from the public roadway with enhanced all season landscaping, as well as from neighbouring properties to mitigate any noise or light pollution;

ii) relocate the proposed bicycle parking to be separate from the proposed waste collection area;

iii) explore opportunities to incorporate additional short and long-term bicycle parking on site;

iv) provide a fully integrated pedestrian connection through the central parking area by shifting the southern spur sidewalk and providing an accessible pedestrian crossover;

v) provide a common outdoor amenity space on site; and,

vi) ensure units fronting the public streets are oriented to the street by including the principal unit entrance (front door) on the street-facing elevation;

it being noted that the Planning and Environment Committee received the following communications with respect to these matters:

- a communication dated August 2, 2024 from S. Bentley, Interim President, Broughdale Community Association;
- a communication dated September 5, 2024 from S.G.A. Pitel;
- a communication dated September 8, 2024 from D. Bartlett, President, London Neighbourhood Community Association, Inc.; and,
- a communication dated August 17, 2024 from M. Ratcliffe and R. Millard, Professors Emeriti, Western University;

it being pointed out that the following individuals made verbal presentations at the public participation meeting held in conjunction with these matters:

- D.Sikelero Elsenbruch, Planner, Zelinka Priamo Ltd.;
- B. Lansink;
- S. Pitel;
- M. Blosch, Broughdale Community Association;

- M. Wodchis-Johnson, Vice President, External Affairs, University Students Council, Western University;
- S. Skape;
- D. Bartlett, London Neighbourhood Association; and,
- D. Fortney;

it being further noted that the Municipal Council approves this application for the following reasons:

- the recommended amendment is consistent with the Provincial Policy Statement, 2020 (PPS), which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- the recommended amendment conforms to The London Plan, including but not limited to the Key Directions, City Building policies, the Neighbourhoods Place Type policies; and,
- the recommended amendment would permit an appropriate form of redevelopment at an intensity that can be accommodated on the subject lands and is considered compatible with the surrounding neighbourhood;

it being acknowledged that any and all oral and written submissions from the public, related to this application have been, on balance, taken into consideration by Council as part of its deliberations and final decision regarding these matters.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

Additional Votes:

Moved by: S. Franke

Seconded by: C. Rahman

Motion to open the public participation meeting.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

Moved by: S. Lewis

Seconded by: C. Rahman

Motion to close the public participation meeting.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

3.2 1550 and 1602 Sunningdale Road West (Z-9764)

Moved by: C. Rahman

Seconded by: S. Lewis

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by Foxwood Development (London) Inc., relating to the properties located at 1550 and 1602 Sunningdale Road West:

- a) the proposed by-law appended to the staff report dated September 10, 2024 as Appendix "A" BE INTRODUCED at the Municipal Council

meeting to be held on September 24, 2024, to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan for the City of London, 2016), to change the zoning of the subject property FROM a Holding Residential R5 and R6 (h*h-53*h-54*h-100*h-144*R5-6/R6-5) Zone, a Holding Residential R5 and R6 (h*h-53*h-54*h-100*R5-6/R6-5) Zone, a Holding Residential R5 and R6 (h*h-53*h-54*h-100*h-110*R5-6/R6-5) Zone, a Holding Residential R1 (h*h-100*R1-13) Zone, and a Holding Residential R1 Special Provision (h-110*R1-10(8)) Zone TO a Residential R5 and R6 Special Provision (R5-6(_)/R6-5(_)) Zone, a Residential R1 and R3 (R1-13/R3-1) Zone, and a Residential R1 (R1-3) Zone;

b) the Approval Authority BE ADVISED that no issues were raised at the public meeting with respect to the application for the properties located at 1550 and 1602 Sunningdale Road West; and,

c) the Site Plan Approval Authority BE REQUESTED to consider the following design issues through the site plan process:

- i) provision of short-term public bicycle parking in the development of each block through the site plan process;
- ii) street oriented design and safe and accessible pedestrian connections;
- iii) landscaping to include a minimum 50% native species, with no invasive species planted;
- iv) no laneway or parking areas adjacent to any Civic Boulevards; and,
- v) provide pedestrian connections from Capris Cres to Sunningdale Road West and from Ethan Circle to Hyde Park Road;

it being pointed out that the following individual made a verbal presentation at the public participation meeting held in conjunction with these matters:

- M. Paluch, Intermediate Planner, Monteith Brown Planning Consultants;

it being further noted that the Municipal Council approves this application for the following reasons:

- the recommended amendments are consistent with the Provincial Policy Statement 2020;
- the recommended amendments conform to The London Plan; and,
- the recommended amendments will permit development that is considered appropriate and compatible with the existing and future land uses surrounding the subject lands;

it being acknowledged that any and all oral and written submissions from the public, related to this application have been, on balance, taken into consideration by Council as part of its deliberations and final decision regarding these matters.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

Additional Votes:

Moved by: C. Rahman

Seconded by: S. Lewis

Motion to open the public participation meeting.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

Moved by: C. Rahman
Seconded by: S. Lewis

Motion to close the public participation meeting.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

3.3 3975 Stewart Avenue (Z-9754)

Moved by: S. Franke
Seconded by: C. Rahman

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by Sifton Properties Limited, relating to the property located at 3975 Stewart Avenue:

- a) the proposed by-law appended to the staff report dated September 10, 2024 as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on September 24, 2024, to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan for the City of London, 2016), to change the zoning of the subject property FROM a Holding Residential R5 and R6 Special Provision (h*h-100*h-198*R5-4(23)/R6-5(51)) Zone, TO a Residential R5 and R6 Special Provision (R5-4(_)/R6-5(_)) Zone; and,
- b) the Site Plan Approval Authority BE REQUESTED to consider the following design issues through the site plan process:
 - i) provision of short-term public bicycle parking in the development of each block through the site plan process;
 - ii) street oriented design and safe and accessible pedestrian connections;
 - iii) landscaping to include a minimum 50% native species, with no invasive species planted;
 - iv) investigate renewal sources of energy such as solar for the roof and sides of the building, and geothermal for interior heating and cooling;
 - v) investigate air source heat pump options; and,
 - vi) apply bird friendly policies using the CSA standard;

it being pointed out that the following individual made a verbal presentation at the public participation meeting held in conjunction with these matters:

- D. Posthumus, Sifton Properties Limited;

it being further noted that the Municipal Council approves this application for the following reasons:

- the recommended amendment is consistent with the Provincial Policy Statement, 2020;
- the recommended amendment conforms to The London Plan;
- the recommended amendment conforms to the Southwest Area Secondary Plan; and,
- the recommended amendment will permit development that is considered appropriate and compatible with the existing and future land uses surrounding the subject lands;

it being acknowledged that any and all oral and written submissions from the public, related to this application have been, on balance, taken into consideration by Council as part of its deliberations and final decision regarding these matters.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

Additional Votes:

Moved by: S. Franke

Seconded by: C. Rahman

Motion to open the public participation meeting.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

Moved by: S. Lewis

Seconded by: C. Rahman

Motion to close the public participation meeting.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

3.4 80 and 82 Base Line Road West (Z-9750)

Moved by: S. Franke

Seconded by: S. Lewis

That, the following actions be taken with respect to the application by 13759741 Canada Inc. (c/o Strik, Baldinelli, Moniz Ltd.), relating to the property located at 80-82 Base Line Road West:

- a) the proposed revised, attached by-law as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on September 24, 2024, to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan for the City of London, 2016), to change the zoning of the subject property FROM a Residential R9 (R9-7*H45) Zone TO a Residential R9 Special Provision (R9-7()*H30) Zone;
- b) the Site Plan Approval Authority BE REQUESTED to consider the following design issues through the site plan process:
 - i) the applicant shall provide a revised water servicing report through the Site Plan Approval process;
 - ii) landscaping to include at minimum 50% native species, with no invasive species planted;
 - iii) investigate renewable sources of energy such as solar for the roof and sides of the building, and geothermal for interior heating and cooling;
 - iv) investigate air source heat pump options;
 - v) apply bird friendly policies using the CSA standard; and,
 - vi) consultation with the Municipal Housing Development division for the provision of affordable housing units and entering into a Tenant Placement Agreement for existing tenants;

it being noted that the applicant has expressed interest in using mass timber construction, which is encouraged by Council in support of the Climate and Emergency Action Plan;

it being noted that the Planning and Environment Committee received the following communication with respect to these matters:

- a communication dated September 6, 2024 from S. Rasanu, Planner and Project Lead, Strik Baldinelli Moniz;

it being pointed out that the following individuals made verbal presentations at the public participation meeting held in conjunction with these matters:

- S. Rasanu, Planner and Project Lead, Strik Baldinelli Moniz;
- J. Chichendt; and,
- C. Rorke;

it being further noted that the Municipal Council approves this application for the following reasons:

- the amendment is consistent with the Provincial Policy Statement, 2020 (PPS), which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- the amendment conforms to The London Plan, including but not limited to the Key Directions, City Design and Building policies, Neighbourhoods Place Type policies; and will facilitate a built form that contributes to achieving a compact City; and,
- the recommended amendment would facilitate the redevelopment of an underutilized parcel of land with a scale and intensity that is appropriate for the site and surrounding context;

it being acknowledged that any and all oral and written submissions from the public, related to this application have been, on balance, taken into consideration by Council as part of its deliberations and final decision regarding these matters.

Yeas: (4): S. Lehman, S. Lewis, S. Franke, and S. Hillier

Nays: (1): C. Rahman

Motion Passed (4 to 1)

Additional Votes:

Moved by: S. Franke

Seconded by: C. Rahman

Motion to open the public participation meeting.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

Moved by: C. Rahman

Seconded by: S. Lewis

Motion to close the public participation meeting.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

3.5 1338-1388 Sunningdale Road E (Z-9740)

Moved by: C. Rahman

Seconded by: S. Lewis

That, the following actions be taken with respect to the application by Auburn Homes Inc. (c/o Steve Stapleton), relating to the property located at 1338-1388 Sunningdale Road East:

a) the proposed revised by-law appended to the Planning and Environment Committee Added Agenda as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on September 24, 2024 to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan for the City of London, 2016), to change the zoning of the subject property FROM a Residential R1 (R1-14) Zone, Urban Reserve (UR3) Zone, and a holding Urban Reserve (h-2*UR3) Zone on a portion of the lands TO a holding compound Residential R5 Special Provision/ Residential R6 Special Provision/Residential R7 Special Provision (h*R5-4()/R6-5()/ R7*H22*D100) Zone, Open Space Special Provision (OS5()) Zone and an Open Space (OS5) Zone;

b) the Site Plan Approval Authority BE REQUESTED to consider the following design issues through the site plan process:

i) provide a shared amenity space that is purposeful and large enough to support the number of residents anticipated at the development, a site layout that addresses the public realm; and built form that is located close to the public street;

ii) ensure the interior side yards adequately are buffered from the adjacent properties, and the principal entrances for units fronting Sunningdale Rd E are oriented towards the street with direct walkway access from individual units;

iii) ensure a network of pedestrian walkways are included throughout the site to provide connections between buildings, parking areas, amenity spaces and Sunningdale Road East and a site layout that maximizes the visual exposure of the open space to the rest of the development; and,

iv) ensure the pedestrian circulation on site allows for future connections to the future multi-use pathway to be accommodated within the ESA buffer;

it being noted that the Planning and Environment Committee received the following communications with respect to these matters:

- a revised by-law; and,
- a communication dated August 2, 2024, from J. Uribe and M. Alcocer;

it being pointed out that the following individual made a verbal presentation at the public participation meeting held in conjunction with these matters:

- A. Vandersluis, Development Manager, Auburn Developments;

it being further noted that the Municipal Council approves this application for the following reasons:

- the recommended amendment is consistent with the Provincial Policy Statement, 2020 (PPS), which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future;
- the recommended amendment conforms to The London Plan,

including, but not limited to the Key Directions, City Design and Building, Our Tools, Environmental policies, and the Neighbourhoods Place Type policies;

- the recommended amendment would apply zones that permit a range of residential uses with appropriate forms and intensities for the context of the site and surrounding neighbourhood; and,
- the recommended amendment supports Council's commitment to increase housing supply and affordability;

it being acknowledged that any and all oral and written submissions from the public, related to this application have been, on balance, taken into consideration by Council as part of its deliberations and final decision regarding these matters.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

Additional Votes:

Moved by: S. Franke

Seconded by: C. Rahman

Motion to open the public participation meeting.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

Moved by: C. Rahman

Seconded by: S. Lewis

Motion to close the public participation meeting.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Franke, and S. Hillier

Motion Passed (5 to 0)

3.6 Heights Review/Transit Village/Major Shopping Area (OZ-9726, OZ-9727, O-9752 and O-9753)

Moved by: Mayor J. Morgan

Seconded by: S. Lewis

That, the following actions be taken with respect to Phase 2 of the Section 26 Official Plan Review of The London Plan:

- a) the proposed revised, attached, by-law as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on September 24, 2024, to adopt Phase 2 of the Section 26 Review of The London Plan, and BE FORWARDED to the Ministry of Municipal Affairs and Housing for approval;

it being noted that the alternative by-law includes the following changes:

- i) change the Place Type for the lands along Richmond Street from Kent Street to Epworth Avenue, and Western Road from Windermere Road to Sunnyside Drive, from Rapid Transit Corridor to Urban Corridor on Map 1 – Place Types;
- ii) remove Transit Village at Richmond Street and Oxford Street East on Map 1 – Place Types;
- iii) amend Figure 5 to remove the Transit Village at Richmond Street and Oxford Street East;

iv) amend Figure 14 to remove the Transit Village at Richmond Street and Oxford Street East;

v) reclassify the following portions of the Rapid Transit Boulevard from Rapid Transit Boulevard to Civic Boulevard and remove the Rapid Transit Stations on Map 3 – Street Classifications:

- A) Richmond Street from Central Avenue to Epworth Avenue,
- B) Western Road from Lambton Drive to Richmond Street,
- C) Richmond Street from Western Road to Fanshawe Park Road,

vi) reclassify Clarence Street from Dundas Street to Central Avenue from Rapid Transit Boulevard to Neighbourhood Connector and remove the Rapid Transit Station on Map 3 – Street Classifications;

vii) amend the height of Transit Villages to 35 storeys;

viii) delete Table 9 and amend Table 8 to include a maximum height of 25 storeys within the Rapid Transit Corridor Place Type;

ix) add a policy within the Rapid Transit and Urban Corridor Place Type chapter to permit a maximum height of 25 storeys in a Rapid Transit Corridor and 15 storeys within an Urban Corridor, and maintain the existing minimum height;

x) amend Neighbourhoods Place Type Table 10 to permit stacked townhouses along all Neighbourhood Connectors; and,

xi) amend Neighbourhoods Place Type Table 11 to permit a height of 10 storeys for development at the intersection of a Civic Boulevard or Urban Thoroughfare with another Civic Boulevard or Urban Thoroughfare;

b) the Minister of Municipal Affairs and Housing BE ADVISED that Municipal Council declares that Phase 2 of the Section 26 Review of The London Plan does not conflict with provincial plans, has regard to the matters of provincial interest, and is consistent with the Provincial Policy Statement;

c) the proposed revised, attached, by-law to BE INTRODUCED at the Municipal Council meeting to be held on September 24, 2024 as Appendix "B", and BE GIVEN two readings, to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan for the City of London as amended in part a) above), to amend Figure 4.19 Areas Exempt from Minimum Parking Standards; 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;

d) pursuant to subsection 34(17) of the *Planning Act*, no further notice be given;

e) the Civic Administration BE DIRECTED to monitor implementation of this amendment and report back with possible further amendments after one year of the approved by-law, including Transit Villages;

it being noted that the Site Plan Control By-law and Zoning By-law will be included in a future review to implement this amendment and address the recommendations of the London Height Framework Review report (July 2024) prepared by SVN Architects and Planners;

it being noted that the Planning and Environment Committee received the following communications with respect to these matters:

- a communication dated August 27, 2024 from A. Haasen, Project Manager, Planning and Development, Sifton Properties Limited;
- the staff presentation;
- a revised recommendation from Mayor J. Morgan;
- a communication dated September 5, 2024 from M. Wallace, Executive Director, London Development Institute;

- a communication dated September 6, 2024 from J.M. Fleming, Principal, City Planning Solutions, on behalf of Tricar Properties;
- a communication dated September 6, 2024 from A. Vandersluis, Development Manager, Auburn Developments;
- two communications dated September 6, 2024 from L. Jamieson, Zelinka Priamo Ltd., on behalf of Wonderland Power Center Inc.;
- a communication dated September 3, 2024 from J. Unrau and R. Daneff;
- a communication dated September 6, 2024 from C. Kulchycki, Senior Associate, Zelinka Priamo Ltd., on behalf of 785 Wonderland Road Inc.;
- a communication dated September 6, 2024 from J.M. Fleming, Principal, City Planning Solutions, on behalf of 100 Kellogg Lane;
- a communication dated September 5, 2024 from Dr. R. Forrester-Jones, et. al.);
- a communication dated September 5, 2024 from J. Zaifman, CEO, London Home Builders' Association;
- a communication dated September 5, 2024 from C. Butler; and,
- a communication dated September 6, 2024 from P. King;

it being pointed out that the following individuals made verbal presentations at the public participation meeting held in conjunction with these matters:

- A. Kaplansky, KAP Holdings;
- S. Elson, Member, First St. Andrew's United Church;
- C. Butler;
- M. Wallace, Executive Director, London Development Institute;
- P. Mancini;
- S. Levin;
- J. Divincenzo;
- T. Holness;
- J. Farquar;
- G. Hickling;
- E. Gilckinson;
- J. Unrau;
- S. Brand;
- K. Hall;
- J.M. Fleming, City Planning Solutions;
- J. Zaifman, London Home Builders Association;
- M. Blosch, Broughdale Community Association;
- C. Kulchycki, Zelinka Priamo Ltd.;
- R. Forrester-Jones;
- A. Vandersluis, Auburn Developments;
- S. Scape;
- T. Jones;
- M. Moussa; and,
- R. Danuff;

it being further noted that the Municipal Council approves this application for the following reasons:

- the proposed amendments are consistent with the Provincial Policy Statement 2020 as multiple policies within the PPS support intensification, including:
 - healthy, liveable and safe communities are sustained by accommodating an appropriate range and mix of residential types (including additional residential units) (1.1.1.b);
 - healthy, liveable and safe communities are sustained by ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (1.1.1.g);

- appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety (1.1.3.4);
 - planning authorities are also required to “establish and implement minimum targets for intensification and redevelopment within built-up areas...” (1.1.3.5);
 - planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by permitting and facilitating all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3. (1.4.3b);
- the proposed amendments are consistent with the proposed PPS 2024 coming into effect October 2024 including:
 - the addition of the Major Shopping Area Place Type will meet the intent of this proposed 2024 PPS policy section by ‘encouraging the repurposing, reformatting, infill and intensification of existing centres to take advantage of existing services, use land more efficiently, and reduce the need for outward expansion’ (876.4) and permitting a broad range of land uses (877.1); and,
 - complies and aligns with the PPS 2024 new component to Identify Strategic growth areas (SGA) within settlement areas, nodes, corridors, and other areas that have been identified by municipalities to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form;

it being acknowledged that any and all oral and written submissions from the public, related to this application have been, on balance, taken into consideration by Council as part of its deliberations and final decision regarding these matters.

Yeas: (6): S. Lehman, S. Lewis, C. Rahman, S. Franke, S. Hillier, and Mayor J. Morgan

Motion Passed (6 to 0)

Additional Votes:

Moved by: S. Lewis

Seconded by: S. Franke

Motion to open the public participation meeting.

Yeas: (6): S. Lehman, S. Lewis, C. Rahman, S. Franke, S. Hillier, and Mayor J. Morgan

Motion Passed (6 to 0)

Moved by: C. Rahman

Seconded by: S. Lewis

Motion to close the public participation meeting.

Yeas: (6): S. Lehman, S. Lewis, C. Rahman, S. Franke, S. Hillier, and Mayor J. Morgan

Motion Passed (6 to 0)

Moved by: C. Rahman

Seconded by: S. Franke

Motion to amend Neighbourhoods Place Type Table 10 to permit stacked townhouses along primary transit routes;

Yeas: (1): C. Rahman

Nays: (5): S. Lehman, S. Lewis, S. Franke, S. Hillier, and Mayor J. Morgan

Motion Failed (1 to 5)

Moved by: S. Lewis

Seconded by: C. Rahman

That pursuant to Section 31.6 of the Council Procedure By-law, Mayor J. Morgan BE PERMITTED to speak for an additional five minutes with respect to these matters.

Yeas: (6): S. Lehman, S. Lewis, C. Rahman, S. Franke, S. Hillier, and Mayor J. Morgan

Motion Passed (6 to 0)

3.7 Protected Major Transit Station Areas Zoning Review (OZ-9749)

Moved by: Mayor J. Morgan

Seconded by: S. Lewis

That, the following actions be taken with respect to the application by The Corporation of the City of London, relating to Protected Major Transit Station Areas (PMTSAs):

a) the proposed revised, attached, by-law as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on September 24, 2024 to amend the Official Plan for the City of London, 2016, 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 Policies 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 revised by-law 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 revised, attached, by-law as Appendix "B" BE INTRODUCED at the Municipal Council meeting to be held on September 24, 2024, and BE GIVEN two readings, to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan for the City of London, 2016, 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 revised by-law 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; and,
- v) apply the TSA2 Zone to areas currently within the TSA1 Zone;

c) the zoning by-law amendment relating to Protected Major Transit Station Areas BE AMENDED by deleting Emergency Care Establishment from Section 52.2 – Permitted Uses in the following clauses:

- i) clause b) of the TSA1 Zone;
- ii) clause g) of the TSA1 Zone;
- iii) clause a) of the TSA2 Zone;
- iv) clause b) of the TSA2 Zone;
- v) clause b) of the TSA3 Zone;
- vi) clause g) of the TSA3 Zone;
- vii) clause a) of the TSA4 Zone;
- viii) clause b) of the TSA4 Zone;
- ix) clause b) of the TSA5 Zone;
- x) clause g) of the TSA5 Zone;
- xi) clause a) of the TSA7 Zone; and,
- xii) clause b) of the TSA7 Zone;

d) 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:

- 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;
- 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,

- the amendments will implement federal Housing Accelerator Fund initiatives through Canada Mortgage Housing Corporation (CMHC);

e) the Civic Administration BE DIRECTED to bring forward the required changes to Council to consider the following requests:

- 1164-1170 Richmond Street;
- 420 York Street;
- TSA2, TSA4, TSA7, request to change to “optional” instead of “required”;
- amend the wording to confirm permission for office/commercial on floors other than the first floor only;
- allow the market to determine the mix in a mixed-use building;
- 743 Wellington Road did not contain proper base zoning;
- south side of York Street in and around the Thames Street area;
- 100 Kellogg Lane;
- 335 Kellogg Lane;
- 1063 Dundas Street;
- 1097 Dundas Street;
- 1127 Dundas Street;
- 351 Eleanor Street;
- 1151 York Street;
- 1080 Dundas Street;
- 1100 Dundas Street;
- 1108 Dundas Street;
- 1453, 1455, 1457 and 1459 Oxford Street East and 648, 65, 654 and 656 Ayreswood Avenue;
- standalone residential; and,
- flooding on Moore Street and adjacent streets;

f) the Civic Administration BE DIRECTED to bring forward the required by-law changes to Council to permit residential use on the ground floor within all TSA zones and the opportunity of other range of uses above the first floor;

it being noted that the Planning and Environment Committee received the following communications with respect to these matters:

- the staff presentation;
- a revised Map 12;
- a revised recommendation from Mayor J. Morgan;
- a communication from J. Smolarek, Siv-ik Planning and Design;
- a communication dated September 6, 2024 from J.M. Fleming, Principal, City Planning Solutions, on behalf of Copp Realty Corp.;
- a communication dated September 6, 2024 from J.M. Fleming, Principal, City Planning Solutions, on behalf of Tricar Properties;
- a communication dated September 6, 2024 from J.M. Fleming, Principal, City Planning Solutions, on behalf of 100 Kellogg Lane;
- a communication dated September 5, 2024 from J. Zaifman, CEO, London Home Builders’ Association;
- a communication dated September 5, 2024 from M. Wallace, Executive Director, London Development Institute;
- a communication dated September 5, 2024 from C. Butler; and,
- a communication dated September 8, 2024 from A.M. Valastro;

it being pointed out that the following individuals made verbal presentations at the public participation meeting held in conjunction with these matters:

- A. Kaplansky, KAP Holdings;
- V. Campanale;

- M. Wallace, Executive Director, London Development Institute;
- H. Froussios, Zelinka Priamo Ltd;
- J.M. Fleming, City Planning Solutions;
- J. Zaifman, London Home Builders Association;
- J. Smolarek, Siv-ik Planning and Design;
- A. Vandersluis, Auburn Developments;
- M. Moussa; and,
- M. Legan;

it being further noted that the Municipal Council approves this application for the following reasons:

- 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;
- 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,
- the amendments will implement federal Housing Accelerator Fund initiatives through Canada Mortgage Housing Corporation (CMHC);

it being acknowledged that any and all oral and written submissions from the public, related to this application have been, on balance, taken into consideration by Council as part of its deliberations and final decision regarding these matters.

Yeas: (6): S. Lehman, S. Lewis, C. Rahman, S. Franke, S. Hillier, and Mayor J. Morgan

Motion Passed (6 to 0)

Additional Votes:

Moved by: S. Lewis
Seconded by: Mayor J. Morgan

Motion to open the public participation meeting.

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Hillier, and Mayor J. Morgan

Absent: (1): S. Franke

Motion Passed (5 to 0)

Moved by: S. Franke
Seconded by: C. Rahman

Motion to close the public participation meeting.

Yeas: (6): S. Lehman, S. Lewis, C. Rahman, S. Franke, S. Hillier, and Mayor J. Morgan

Motion Passed (6 to 0)

Moved by: C. Rahman
Seconded by: S. Lewis

Motion to add the following to the Zoning By-law by deleting Emergency Care Establishment from Section 52.2 - Permitted Uses:

c) the zoning by-law amendment relating to Protected Major Transit Station Areas BE AMENDED by deleting Emergency Care Establishment from Section 52.2 – Permitted Uses in the following clauses:

- i) clause b) of the TSA1 Zone;
- ii) clause g) of the TSA1 Zone;
- iii) clause a) of the TSA2 Zone;
- iv) clause b) of the TSA2 Zone;
- v) clause b) of the TSA3 Zone;
- vi) clause g) of the TSA3 Zone;
- vii) clause a) of the TSA4 Zone;
- viii) clause b) of the TSA4 Zone;
- ix) clause b) of the TSA5 Zone;
- x) clause g) of the TSA5 Zone;
- xi) clause a) of the TSA7 Zone; and,
- xii) clause b) of the TSA7 Zone;

Yeas: (5): S. Lehman, S. Lewis, C. Rahman, S. Hillier, and Mayor J. Morgan

Nays: (1): S. Franke

Motion Passed (5 to 1)

Moved by: S. Lewis

Seconded by: Mayor J. Morgan

Motion to proceed past 6:00 PM.

Yeas: (5): S. Lehman, S. Lewis, S. Franke, S. Hillier, and Mayor J. Morgan

Absent: (1): C. Rahman

Motion Passed (5 to 0)

4. Items for Direction

None.

5. Deferred Matters/Additional Business

None.

6. Adjournment

The meeting adjourned at 6:13 PM.

Yeas: (6): S. Lehman, S. Lewis, C. Rahman, S. Franke, S. Hillier, and Mayor J. Morgan

Motion Passed (6 to 0)

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 80 & 82
Base Line Road West.

WHEREAS this amendment to the Zoning By-law Z.-1 conforms to the Official Plan;

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 80 & 82 Base Line Road West, as shown on the attached map **FROM** a Residential R9 (R9-7*H45) Zone **TO** a Residential R9 Special Provision (R9-7()*H30) Zone.
2. Section Number 13.4 of the Residential R9 Zone is amended by adding the following Special Provisions:

R9-7() 80 & 82 Base Line Road West

a. Regulations

- i) Front Yard Setback (minimum): 1.3 metres
 - ii) Interior (East) Side Yard Setback (minimum): 5.4 metres
 - iii) Interior (West) Side Yard Setback (minimum): 5.8 metres
 - iv) Interior (West) Side Yard Encroachment (maximum): 4.9 metres
 - v) Landscape Open Space (minimum): 29%
 - vi) Density (maximum): 386 units per hectare
 - vii) Height (maximum): 30.0 metres
 - viii) Vehicle Parking Spaces (minimum): 22 spaces
3. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

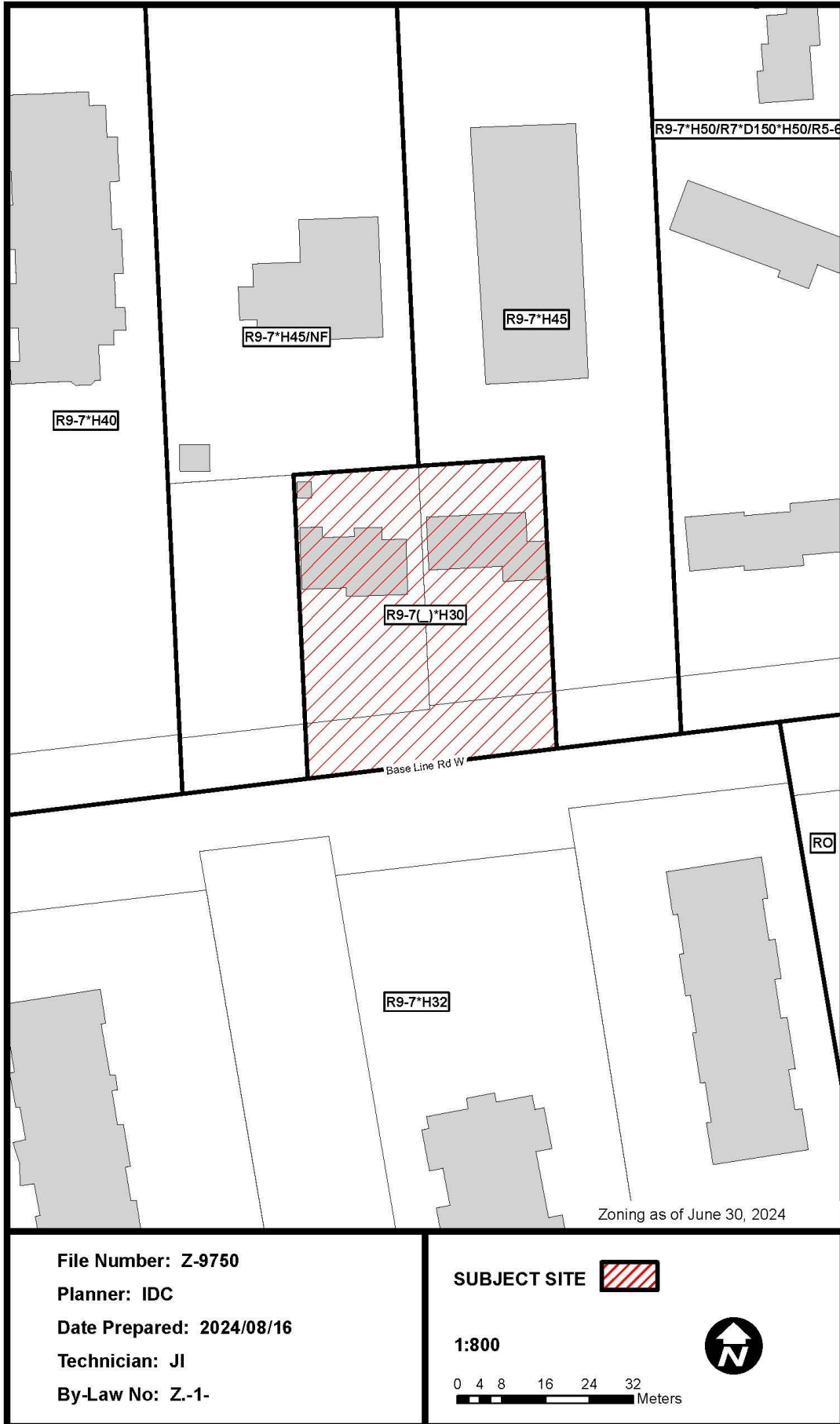
PASSED in Open Council on September 24, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – September 24, 2024
Second Reading – September 24, 2024
Third Reading – September 24, 2024

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



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

2024

By-law No. C.P.-XXXX-

A by-law to adopt Phase 2 of the Official Plan Review of *The London Plan, 2016*.

WHEREAS Section 26.(1.1) of the *Planning Act* requires the council of the municipality that has adopted an Official Plan to, not less frequently than ten years after the plan comes into effect, review and revise the Official Plan.

AND WHEREAS the Municipal Council held a special meeting, open to the public, on April 11, 2023 to determine the need to revise the Official Plan.

AND WHEREAS the Municipal Council confirmed the need for a revision and adopted terms of reference for the Official Plan review on April 25, 2023.

AND WHEREAS the Municipal Council held a public meeting on September 10, 2024 for public representations in respect of Phase 2 of the Official Plan review.

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

1. That the Amendments to *The London Plan* constituting Phase 2 of the Official Plan Review of The London Plan under Section 26 of the *Planning Act*, as attached hereto is hereby adopted.
2. That the Clerk of the Municipality is authorized and directed to make application to the Minister of Municipal Affairs for approval of the aforesaid Phase 2 of the Official Plan Review of *The London Plan*, including amendments attached hereto.

PASSED in Open Council on September 24, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan

Mayor

Michael Schulthess

City Clerk

First Reading – September 24, 2024
Second Reading – September 24, 2024
Third Reading – September 24, 2024

AMENDMENT NO.

to the

OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To amend maximum building heights in all place types;
2. To amend the policies of the Transit Village Place Type to permit and add Transit Villages surrounding 100 Kellogg Lane;
3. To create and identify Strategic Growth Areas; and
4. To create and identify Major Shopping Areas in policy and on Map 1 – Place Types.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to all lands within the City of London.

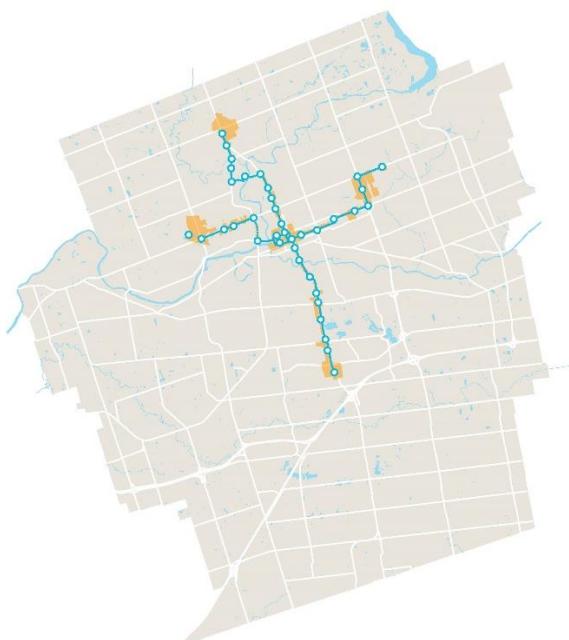
C. BASIS OF THE AMENDMENT

London is experiencing unprecedented growth. These amendments are related to building heights, the creation of new Transit Villages, and identifying new Strategic Growth Areas and Major Shopping Areas and will increase opportunities for housing and economic development. The recommended amendment would increase the permitted housing density throughout the City and specifically in proposed new Transit Villages and Major Shopping Area Place Types, while not diminishing the role of the commercial land uses at these locations.

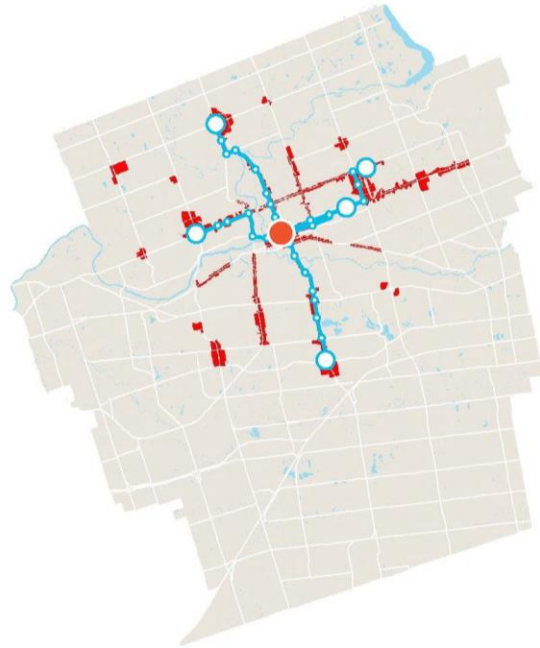
D. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

1. Figure 5 graphic is deleted and replaced with the following graphic:



2. Figure 14 title and graphic are deleted and replaced by the following title and graphic:
STRATEGIC GROWTH AREAS



3. Policy 95 is deleted and replaced by the following text:

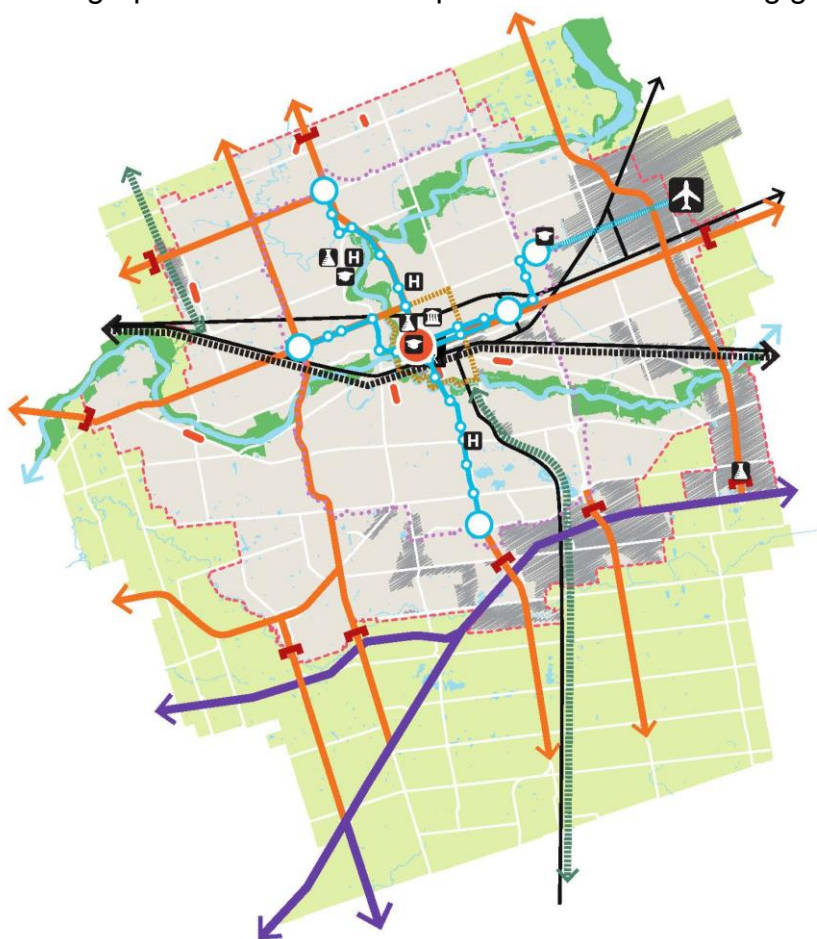
Figure 5 illustrates major centres that include the Downtown and Transit Villages. While the Downtown is unique and will allow for the greatest level of intensity and broadest range of uses, all of these centres are intended to allow for intense, mixed-use neighbourhoods and business areas with centrally located Rapid Transit Stations. These centres will help to make rapid transit viable in the London that is envisioned for 2035 and will also be planned with a high degree of pedestrian amenity making them great places in which to live, shop, work, and play.

4. A new policy is added as Policy 97B with the following text:
The Downtown, Transit Villages, and Rapid Transit Corridors will, along with the Urban Corridors and Major Shopping Areas, constitute London's strategic growth areas that are planned to be the focus for higher-density intensification and will accommodate significant population and employment growth.
5. Policy 98.2 is deleted and replaced with the following text:
Plan for Transit Villages that support intense forms of mixed-use development.
6. Policy 127 and the heading above Policy 127 are deleted and replaced with the following text:
STRATEGIC GROWTH AREAS
Figure 14 identifies our Downtown, Transit Villages, and Rapid Transit Corridors, Urban Corridors, and Major Shopping Areas as strategic growth areas, which will be economic engines for commerce, employment, and economic growth. These mixed-use centres will be planned to offer a wide array of amenities, services, and experiences. They will offer the highest level of communications infrastructure, smart city services, high-quality walking, cycling and transit environments, and will be serviced by rapid transit. They will be planned to be highly supportive of small, medium and large-scale businesses and will be well connected to our major institutions. High-rise buildings will be directed to strategic growth centres.
7. Policy 129 is deleted and replaced with the following text:

Major Shopping Areas are also shown on Figure 14. These centres provide opportunities to accommodate significant population and employment growth. All Shopping Areas serve the regular needs of those who live near them as well as those who travel to them for goods and services. These centres may serve as community hubs to provide for a variety of non-commercial services as well.

8. Policy 130 is deleted and replaced with the following text:
The Downtown, Transit Village, Rapid Transit Corridors, Urban Corridor, and Shopping Area Place Type chapters of this Plan provide more detailed policy direction to plan for these strategic growth areas.

9. Figure 20 graphic is deleted and replaced with the following graphic:



10. Policy 816 is amended by adding following text as sub-policy 5:
The projected growth for high density development supports the proposed expansion without detracting from the concentrated urban character of the existing Transit Village Place Types
11. Policy 817 is deleted and replaced with the following text:
It is critical that the identified Transit Villages, and the Rapid Transit Corridors that connect them, are developed intensively to make rapid transit sustainable over the long term. Adding new Transit Villages over the life of this Plan is not required to accommodate forecasted growth and would detract from this key objective as well as the many objectives of this Plan relating to growth management and intensification.
12. Policy 864E and the heading above policy 864E are deleted and replaced with the following text to be added to the Plan as policy 820A:
In the Transit Village Place Type located At 100 Kellogg Lane, 1097 and 1127 Dundas Street, and 351 Eleanor Street, warehouse,

wholesale, and self-storage establishments may also be permitted in within existing buildings. Accessory parking in favour of the uses located at 100 Kellogg Lane may be permitted at 1063, 1080, 1097 and 1127 Dundas Street

13. Policy 844.2 is deleted and replaced with the following text:
Richmond Row - Richmond Street from the CP Rail line to Kent Street
14. A new policy as added to the Plan as policy 875A with the following text:
Within the Shopping Area Place Type, certain sites have been identified as Major Shopping Areas. These areas are identified as strategic growth area and may permit higher levels of intensity.
15. Policy 876.5 is deleted and replaced with the following text:
Introduce mid-rise residential development within the Shopping Area Place type, and high-rise mixed-use development within Major Shopping Areas, to intensify their use, promote activity on these sites outside of shopping hours, and strengthen their role as neighbourhood centres
16. Policy 877.2 is deleted and replaced with the following text:
Mixed-use buildings will be encouraged. Commercial and neighbourhood service uses will be required as part of any Shopping Area redevelopment in order to establish and preserve the Shopping Area's function as a neighbourhood hub
17. Policy 878.2 is deleted and replaced with the following text:
Buildings within the Shopping Area Place Type will be a maximum height of eight storeys, or, in Major Shopping Areas the maximum height is 15 storeys.
18. A new policy as added to the Plan as policy 881A with the following text:
Applications to expand existing Major Shopping Areas or identify new Major Shopping Areas will be evaluated using the Planning and Development Application policies in the Our Tools part of this Plan, in addition to the following:
 1. New Major Shopping Area Place Types will be permitted only at the intersection of two streets classified as Civic Boulevard or Urban Thoroughfare.
 2. Applications for new or expanded Major Shopping Area Place Types will be required to clearly demonstrate the need for the proposed new Major Shopping Area or the proposed expansion onto additional lands, considering all other opportunities for commercial development or redevelopment that have been planned. This will include a review of the opportunities that have been created at appropriate locations in the form of vacant land, vacant space in existing buildings, and expansion, redevelopment and intensification opportunities on existing commercial sites.
 3. Applications for new Major Shopping Areas will be required to demonstrate that the proposed Major Shopping Area will not undermine or detract from the planned function of an existing Shopping Area or any other place type shown in the City Structure Plan and on Map 1.

4. New or expanded Major Shopping Areas will not be permitted if they take on a linear configuration, rather than a nodal configuration.
 5. The projected growth for high density development supports the proposed expansion without detracting from the concentrated urban character of the existing Transit Village Place Types.
 6. New Major Shopping Areas will be permitted only within the Built Area Boundary.
 7. Applications for new Major Shopping Areas will be supported by an analysis of existing and planned infrastructure to confirm that capacity exists to support the increased level of intensity and does not detract from other strategic growth areas
19. Policy 910.4 is deleted and replaced with the following text:
Buildings within the Main Street Place Type will be a minimum of either two storeys or eight metres in height and a maximum of eight storeys.
 20. Policy 921 is deleted and replaced with the following text:
Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, shows the range of permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification
 21. Policy 1018 is deleted and replaced with the following text:
Lands outside of the Transit Village Place Type within the St. George/Grosvenor Neighbourhood, bounded by Waterloo Street on the east, Oxford Street West on the south, the Thames River on the west, and Victoria Street on the north, will remain a predominantly low density, low-rise residential area despite continual redevelopment pressure for apartment buildings, expansions to existing hospitals, and office conversions.
 22. Policy 1086.1 is deleted and replaced with the following text:
Buildings within the Institutional Place Type will be a minimum of either two storeys or eight metres in height and a maximum of 15 storeys in height.
 23. Policy 1132A is deleted.
 24. Policy 1638 and the heading above policy 1638 are deleted and replaced with the following text:
ZONING TO THE MAXIMUM HEIGHT
The framework of permitted building heights is summarized on Table 8 at the beginning of the Urban Place Type policies. Zoning on individual sites may limit building heights below the maximum listed in the applicable Place Type. An application to increase the maximum height in the Zoning by-law will be reviewed on a site-specific basis. Applications for heights exceeding the maximum of the applicable Place Type will require an amendment to this Plan and the addition of a new specific area policy.
 25. Policy 1639 is deleted.
 26. Policy 1640 is deleted and replaced with the following text:
In order to provide certainty and to ensure that the features required to mitigate the impacts of the additional height and densities are

provided, a site-specific zoning by-law amendment will ensure that measures will be implemented to mitigate any impacts of additional height or density.

27. Policy 1641 is deleted and replaced with the following text:
Applications to increase the maximum building height may be permitted where the resulting intensity and form of the proposed development represents good planning within its context.
28. Policy 1795 is amended by adding the following definition:
Strategic Growth Area means an area within the City that has been identified to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form.
29. Table 8 is deleted and replaced with the following table, including notes:

Place Type	Minimum Height (storeys or m)	Maximum Height (storeys)
Downtown	3 storeys or 9m	45
Transit Village	2 storeys or 8m	35
Rapid Transit Corridor	2 storeys or 8m	25
Urban Corridor	2 storeys or 8m	15
Major Shopping Area	1 storey or 2 storeys for residential uses	15
Shopping Area	1 storey or 2 storeys for residential uses	8
Main Street	2 storeys or 8m	8
Neighbourhoods	See Neighbourhoods policies & tables	
High Density Residential Overlay (from 1989 Official Plan)	2 storeys	12 (outside of the Primary Transit Area) or 14 (inside the Primary Transit Area)
Institutional	2 storeys or 8m	15
Commercial Industrial	1 storey	2

Note 1 - The heights shown in this table will not necessarily be permitted on all sites within the relevant place type.

Note 2 - Where more specific policies exist in this Plan relating to height for an area or specific site, these more specific policies shall prevail; readers should consult all the policies of this chapter, Map 7 which shows specific policy areas and Secondary Plans to identify applicable specific policies.

30. Table 9 is deleted.
31. Table 10 is deleted and replaced with the following table, including notes:

Table 10 – Permitted Range of Uses in the Neighbourhoods Place Type

Street onto which property has frontage	Range of primary permitted uses	Additional permitted uses at intersections	Additional permitted uses
---	---------------------------------	--	---------------------------

		conditional on classification of intersecting street			
		Neighbourhood Street	Neighbourhood Connector	Civic Boulevard and Urban Thoroughfare	Fronting onto Park
Neighbourhood Street	<ul style="list-style-type: none"> • Single detached • Semi-detached • Multiplex up to 4 units • Converted dwellings • Townhouses • Additional residential units • Home occupations • Group homes 	N/A	N/A	N/A	N/A
Neighbourhood Connector	As per Neighbourhood Street plus: <ul style="list-style-type: none"> • Small-scale community facilities • Stacked townhouse Only in Primary Transit Area <ul style="list-style-type: none"> • Apartments 	N/A	<ul style="list-style-type: none"> • Mixed-use buildings • Stacked townhouses • Apartments 	<ul style="list-style-type: none"> • Mixed-use buildings • Stacked townhouses • Apartments 	<ul style="list-style-type: none"> • Mixed-use buildings • Stacked townhouses • Apartments
Civic Boulevard and Urban Thoroughfare	As per Neighbourhood Connector plus: <ul style="list-style-type: none"> • Stacked townhouses • Apartments • Emergency care establishments • Rooming houses • Supervised correctional residences 	N/A	<ul style="list-style-type: none"> • Mixed-use buildings 	<ul style="list-style-type: none"> • Mixed-use building • Stand-alone retail, service, office 	N/A

Note 1 - The full range of uses shown in this table will not necessarily be permitted on all sites within the Neighbourhoods Place Type

Note 2 – Where more specific policies exist in this Plan relating to permitted uses for an area or specific site, these more specific policies shall prevail, readers should consult all the policies of this chapter, Map 7 which shows specific policy areas, and the Secondary Plans part of this Plan to identify applicable specific policies.

32. Table 11 is deleted and replaced with the following table, including notes:

Table 11 – Range of Permitted Heights in Neighbourhoods Place Type

Street onto which property has frontage	Minimum and maximum heights (storeys) that may be permitted along this classification of street (Base condition)		Minimum and maximum height (storeys) that may be permitted conditional upon classification of		Minimum and maximum height (storeys) that may be permitted conditional upon fronting onto park

			intersecting street		
		Neighbourhood Street	Neighbourhood Connector	Civic Boulevard and Urban Thoroughfare	Fronting onto Park
Neighbourhood Street	Min. 1 Max. 3	Same as base	Same as base	Same as base	Same as base
Neighbourhood Connector	Min. 1 Max. 3 Max. 4 in Primary Transit Area	Same as base	Min. 2 Max. 4 Max. 6 in Primary Transit Area	Min. 2 Max. 6 Max. 8 in Primary Transit Area	Min. 2 Max. 4
Civic Boulevard and Urban Thoroughfare	Min. 2 Max. 6 Max. 8 in Primary Transit Area	Same as base	Same as base	Min. 2 Max 10	Same as base

Note 1 – The heights shown in this table will not necessarily be permitted on all sites within the Neighbourhoods Place Type.

Note 2 – Where more specific policies exist in this Plan relating to height for an area or specific site, these more specific policies shall prevail; readers should consult all the policies of this chapter, Map 7 which shows specific policy areas and Secondary Plans to identify applicable specific policies.

33. Map 1 – Place Types is amended as indicated on “Schedule 1” attached hereto, by:
 1. Changing the Place Type for the lands along Richmond Street from Kent Street to Epworth Avenue from Rapid Transit Corridor to Urban Corridor.
 2. Changing the Place Type for the lands along Western Road from Windermere Road to Sunnyside Drive from Rapid Transit Corridor to Urban Corridor.

34. Map 1 – Place Types is amended as indicated on “Schedule 2” attached hereto, by:
 1. Adding a new item to the Legend called “Major Shopping Area”.
 2. Changing the lands at Hyde Park Road/Fanshawe Park Road West from Shopping Area to Major Shopping Area.
 3. Changing the lands at Wonderland Road North/Gainsborough Road (Sherwood Forest Mall) from Shopping Area to Major Shopping Area.
 4. Changing the lands at Adelaide Street North/Fanshawe Park Road East from Shopping Area to Major Shopping Area.
 5. Changing the lands at Highbury Avenue North/Huron Street (Northland Mall) from Shopping Area to Major Shopping Area.
 6. Changing the lands at Clarke Road/Dundas Street (Argyle Mall) from Shopping Area to Major Shopping Area.
 7. Changing the lands at Highbury Avenue North/Commissioners Road East (southeast corner) from Shopping Area to Major Shopping Area.

8. Changing the lands at Highbury Avenue North/Commissioners Road East (northwest corner) NW from Shopping Area to Major Shopping Area.
 9. Changing the lands at Wonderland Road South from north of Pine Valley Boulevard to Bradley Avenue West from Shopping Area to Major Shopping Area.
 10. Changing the lands at Wonderland Road South/Viscount Road (Westmount Mall) from Shopping Area to Major Shopping Area.
 11. Changing the lands at Hyde Park Road/Oxford Street West from Shopping Area to Major Shopping Area.
35. Map 3 – Street Classifications is amended as indicated on “Schedule 3” attached hereto, by changing the following street classifications:
1. Change Richmond Street from Central Avenue to Epworth Avenue, Richmond Street from Western Road to Fanshawe Park Road, and Western Road from Lambton Drive to Richmond Street from Rapid Transit Boulevard to Civic Boulevard and remove Rapid Transit Stations from these segments.
 2. Change Clarence Street from Dundas Street to Central Avenue from Rapid Transit Boulevard to Neighbourhood Connector and remove Rapid Transit Station from this segment.

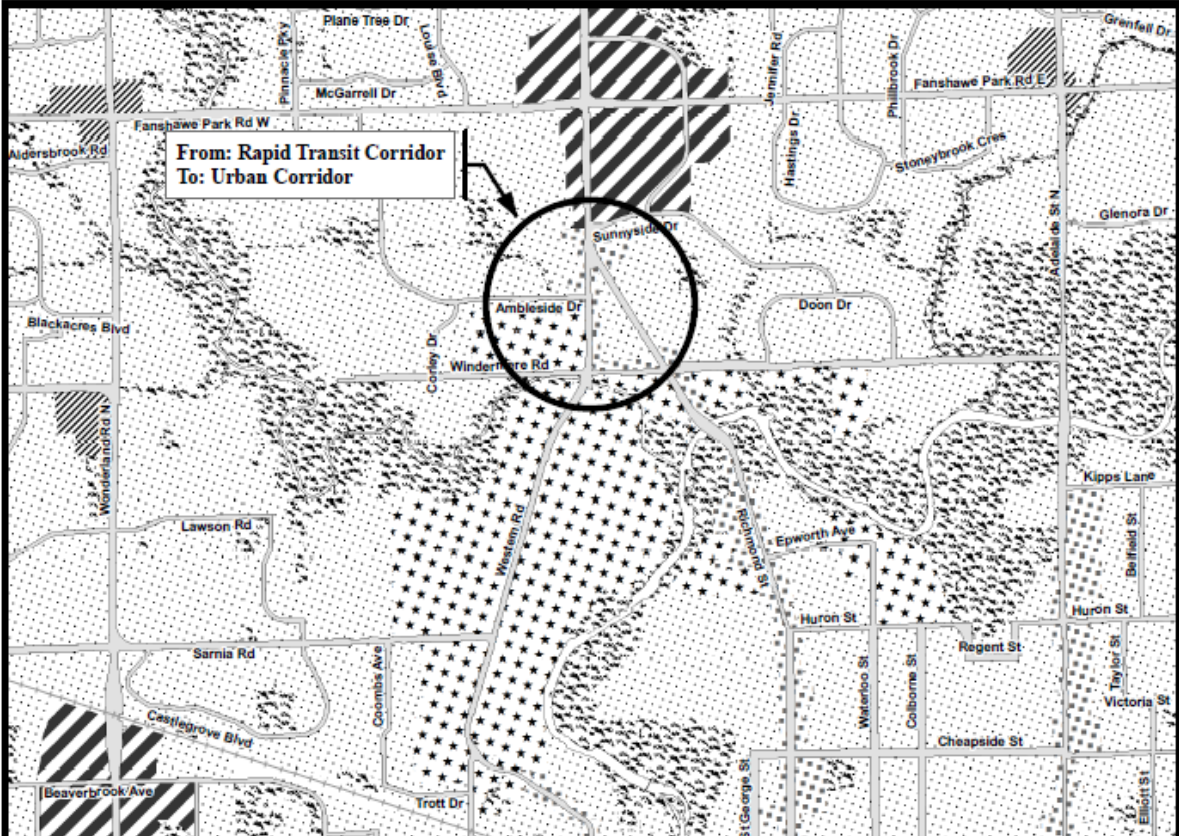


Legend

- | | | |
|------------------------|--------------------------|---|
| 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.

<p align="center">SCHEDULE # 1-1 TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p align="right">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 0 145 290 580 870 1160 1450 Meters </p>	<p>FILE NUMBER: OZ-9726</p> <p>PLANNER: SF</p> <p>TECHNICIAN: BV</p> <p>DATE: 9/10/2024</p>
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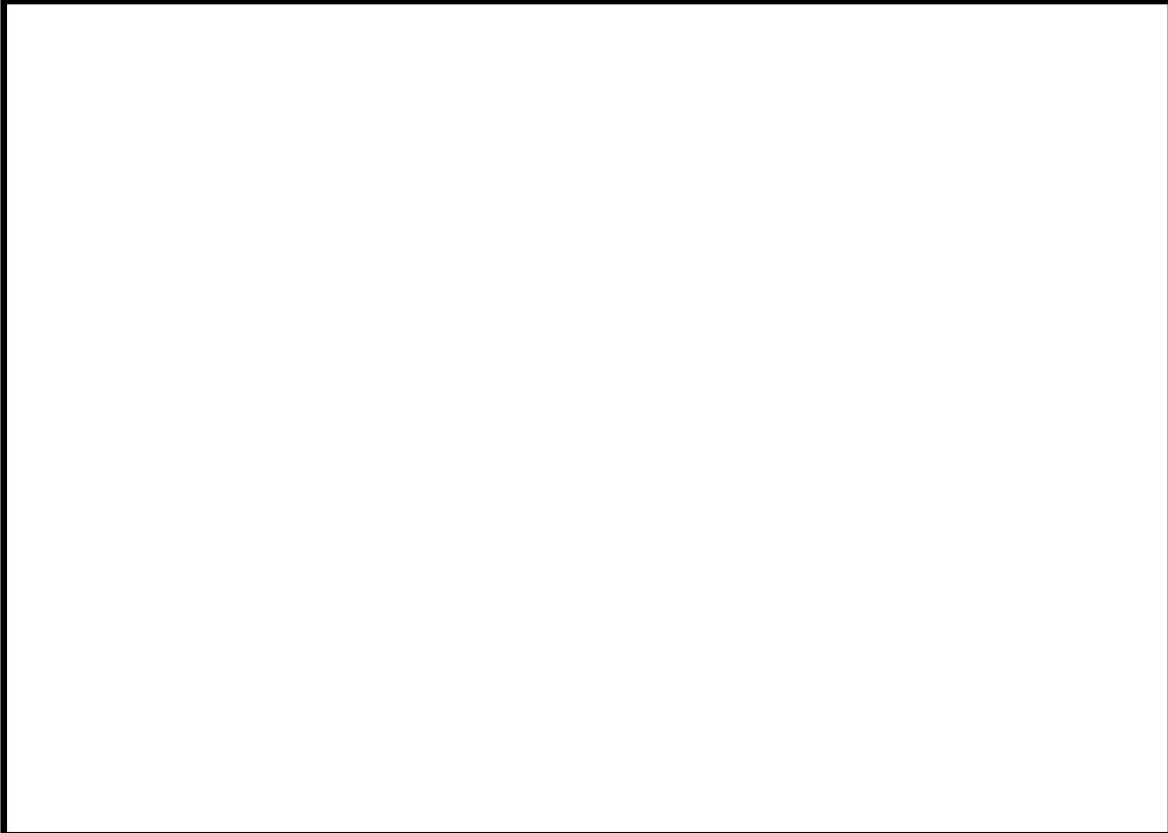


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


















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.

<p>SCHEDULE # 1-2 TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-9726</p> <p>PLANNER: MD</p> <p>TECHNICIAN: BV</p> <p>DATE: 9/10/2024</p>
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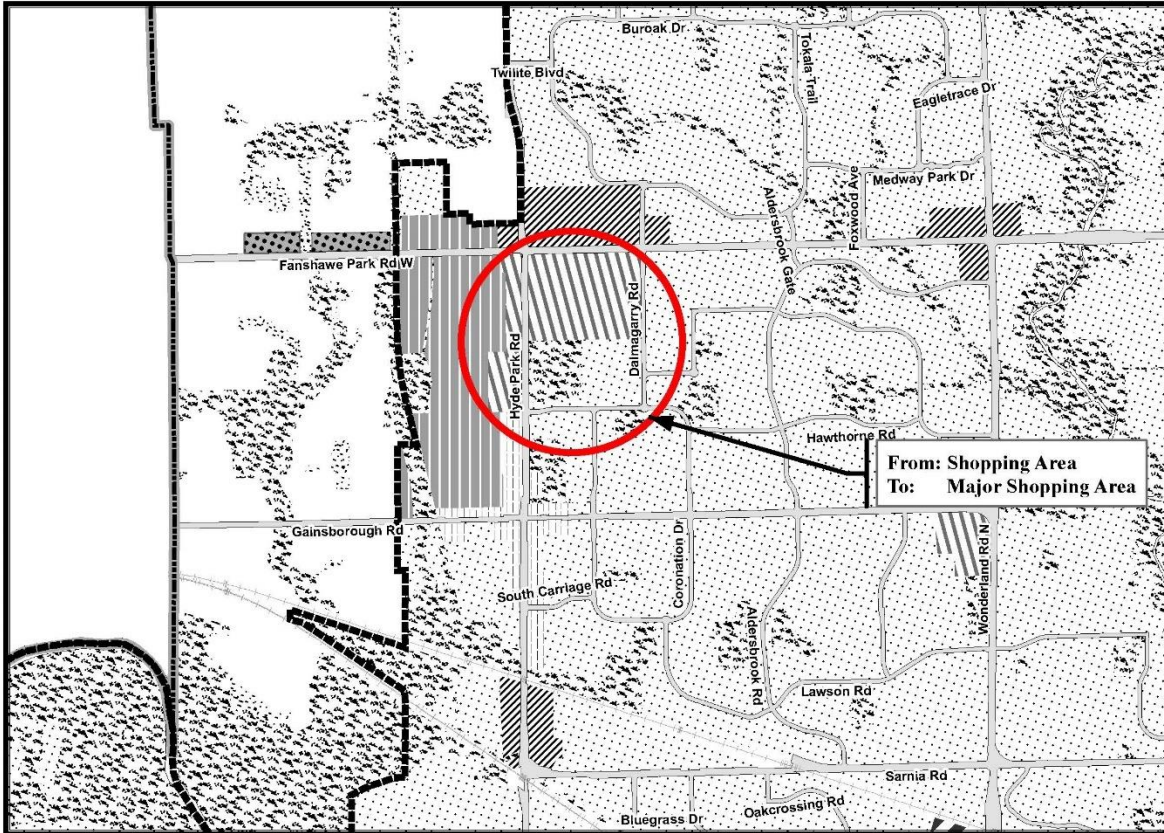
Legend

 Downtown	 Neighbourhood	 Green Space
 Transit Village	 Future Community Growth	 Environmental Review
 Shopping Area	 Heavy Industrial	 Farmland
 Major 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	

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

<p align="center">SCHEDULE 2-1 TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p align="center"><small>PREPARED BY: Planning & Development</small></p>	<p align="center">Scale 1:30,000</p>	<p>FILE NUMBER: O-9753</p> <p>PLANNER: SB</p> <p>TECHNICIAN: JI</p> <p>DATE: 8/23/2024</p>
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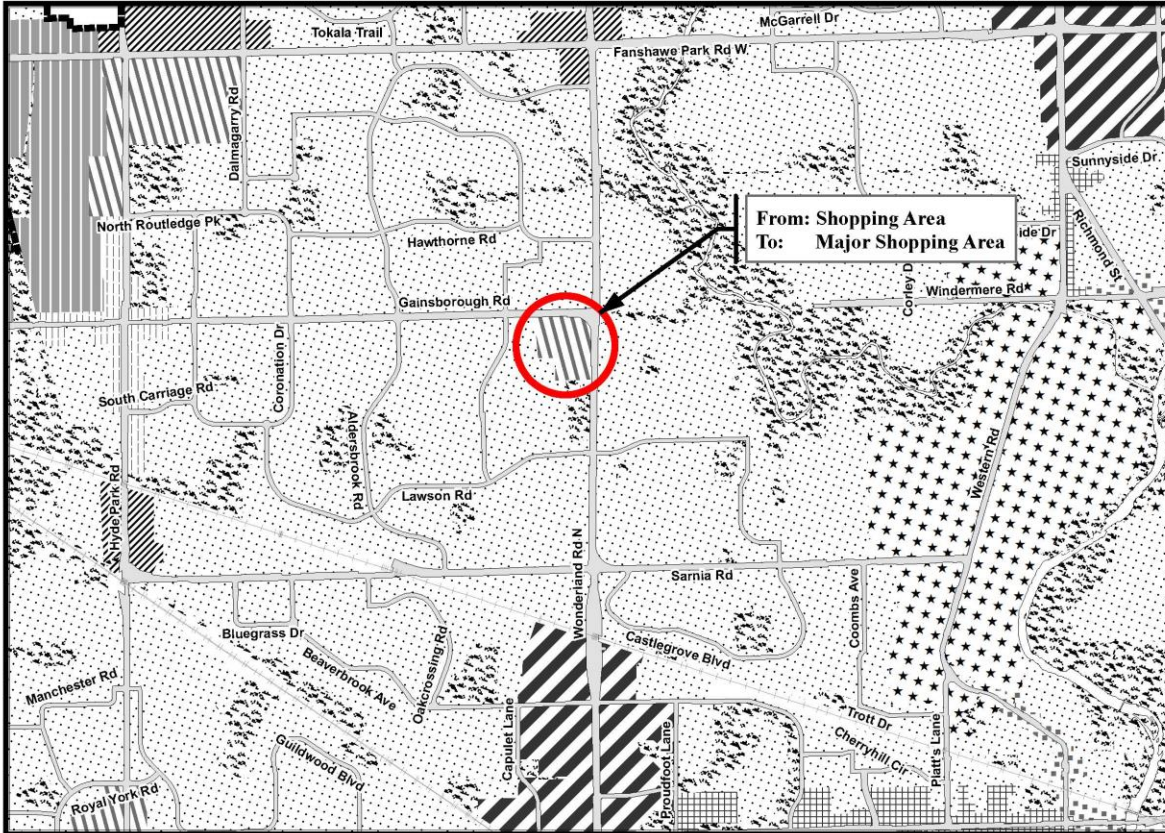


Legend

Downtown	Neighbourhood	Green Space
Transit Village	Future Community Growth	Environmental Review
Shopping Area	Heavy Industrial	Farmland
Major 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	

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

<p>SCHEDULE 2-2 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9753</p> <p>PLANNER: SB</p> <p>TECHNICIAN: JI</p> <p>DATE: 8/23/2024</p>
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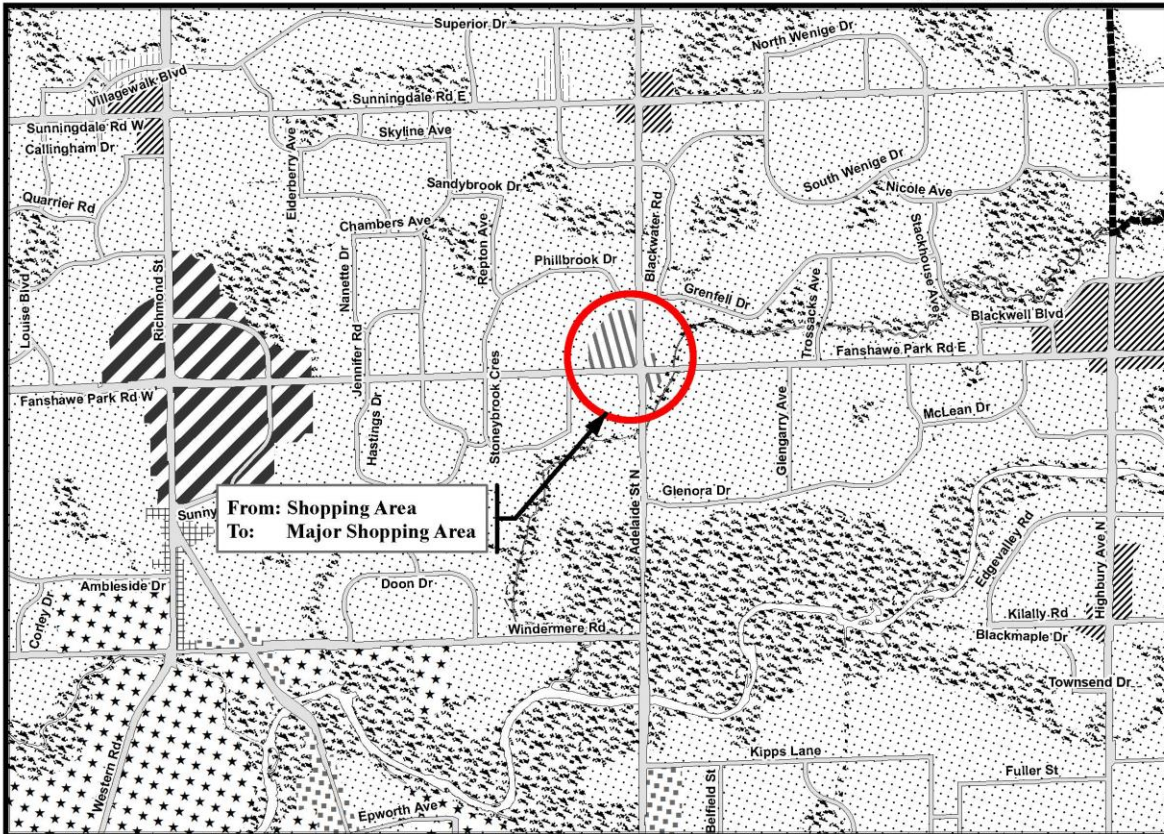


Legend

Downtown	Neighbourhood	Green Space
Transit Village	Future Community Growth	Environmental Review
Shopping Area	Heavy Industrial	Farmland
Major 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	

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

<p>SCHEDULE 2-3 TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9753</p> <p>PLANNER: SB</p> <p>TECHNICIAN: JI</p> <p>DATE: 8/23/2024</p>
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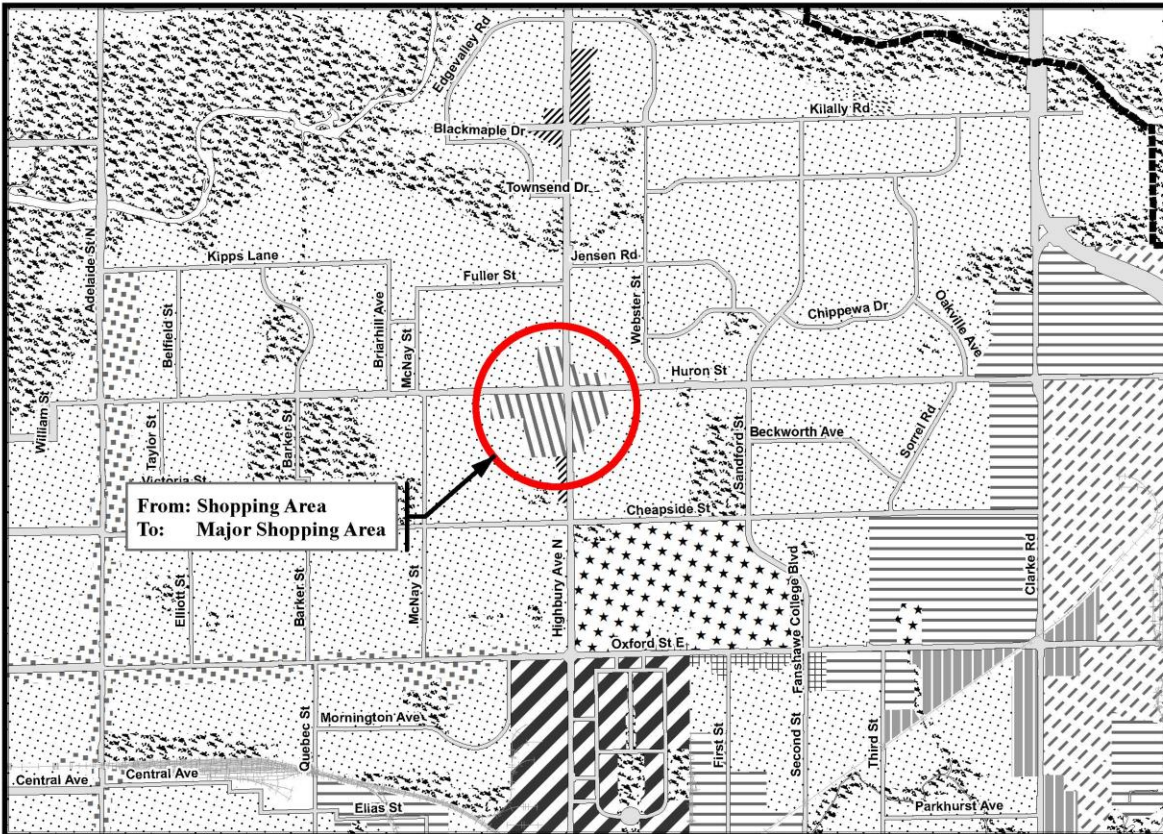


Legend

	Downtown		Neighbourhood		Green Space
	Transit Village		Future Community Growth		Environmental Review
	Shopping Area		Heavy Industrial		Farmland
	Major 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		

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

<p>SCHEDULE 2-4 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9753</p> <p>PLANNER: SB</p> <p>TECHNICIAN: JI</p> <p>DATE: 8/23/2024</p>
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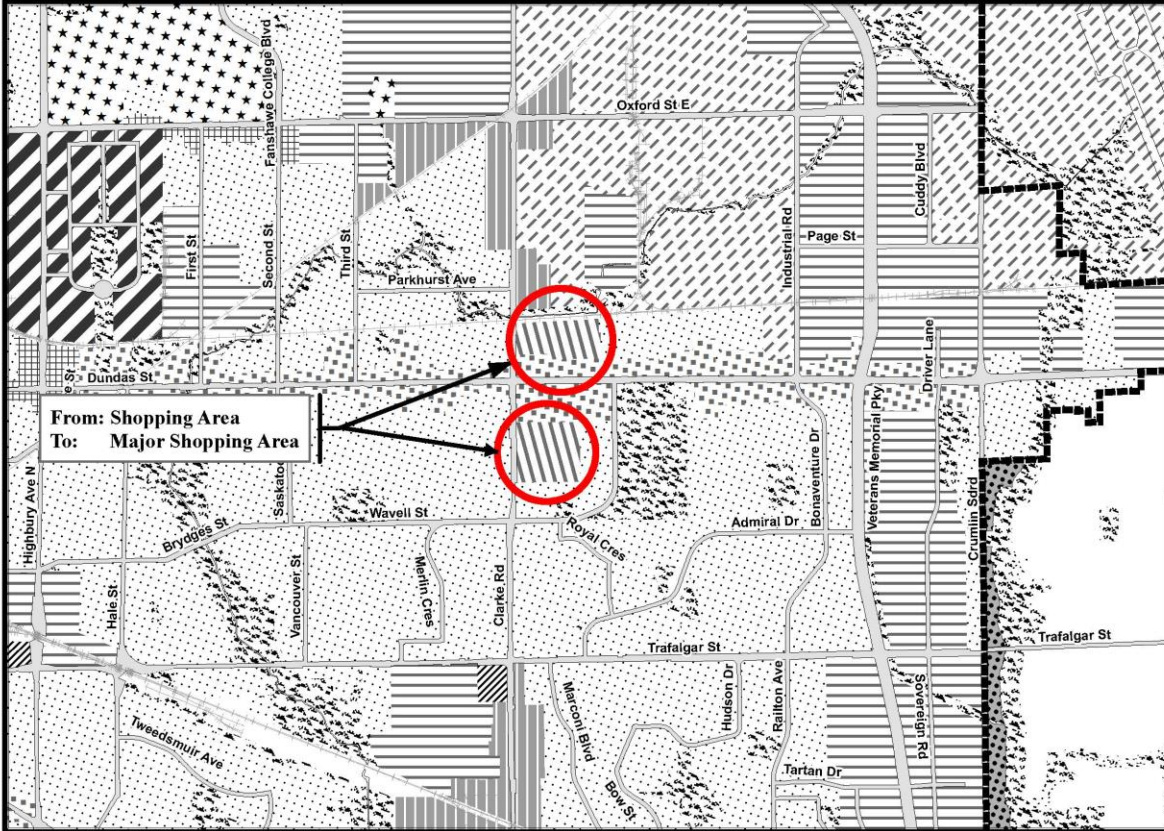
Legend

- | | | |
|------------------------|--------------------------|---|
| Downtown | Neighbourhood | Green Space |
| Transit Village | Future Community Growth | Environmental Review |
| Shopping Area | Heavy Industrial | Farmland |
| Major 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 | |

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

<p>SCHEDULE 2-5 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9753</p> <p>PLANNER: SB</p> <p>TECHNICIAN: JI</p> <p>DATE: 8/23/2024</p>
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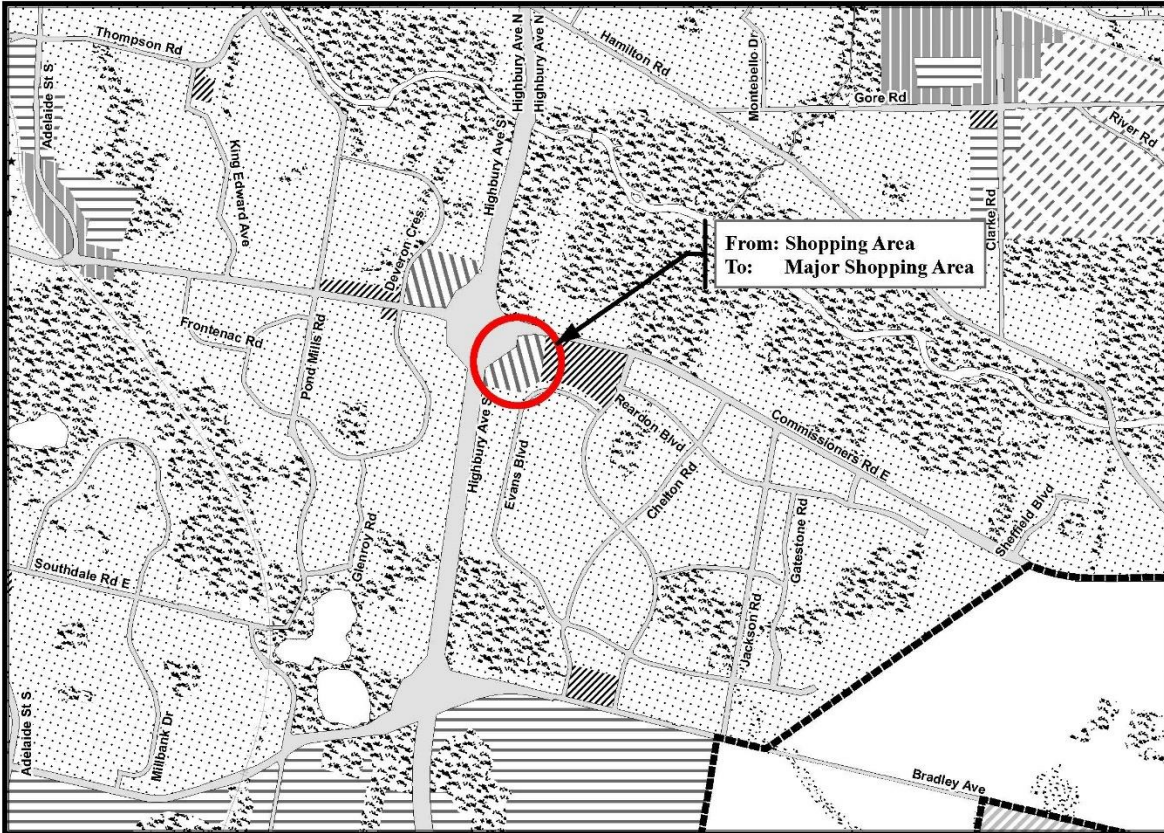


Legend

Downtown	Neighbourhood	Green Space
Transit Village	Future Community Growth	Environmental Review
Shopping Area	Heavy Industrial	Farmland
Major 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	

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

<p>SCHEDULE 2-6 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9753</p> <p>PLANNER: SB</p> <p>TECHNICIAN: JI</p> <p>DATE: 8/23/2024</p>
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From: Shopping Area
To: Major Shopping Area

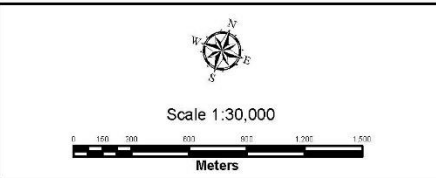
Legend

Downtown	Neighbourhood	Green Space
Transit Village	Future Community Growth	Environmental Review
Shopping Area	Heavy Industrial	Farmland
Major 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	

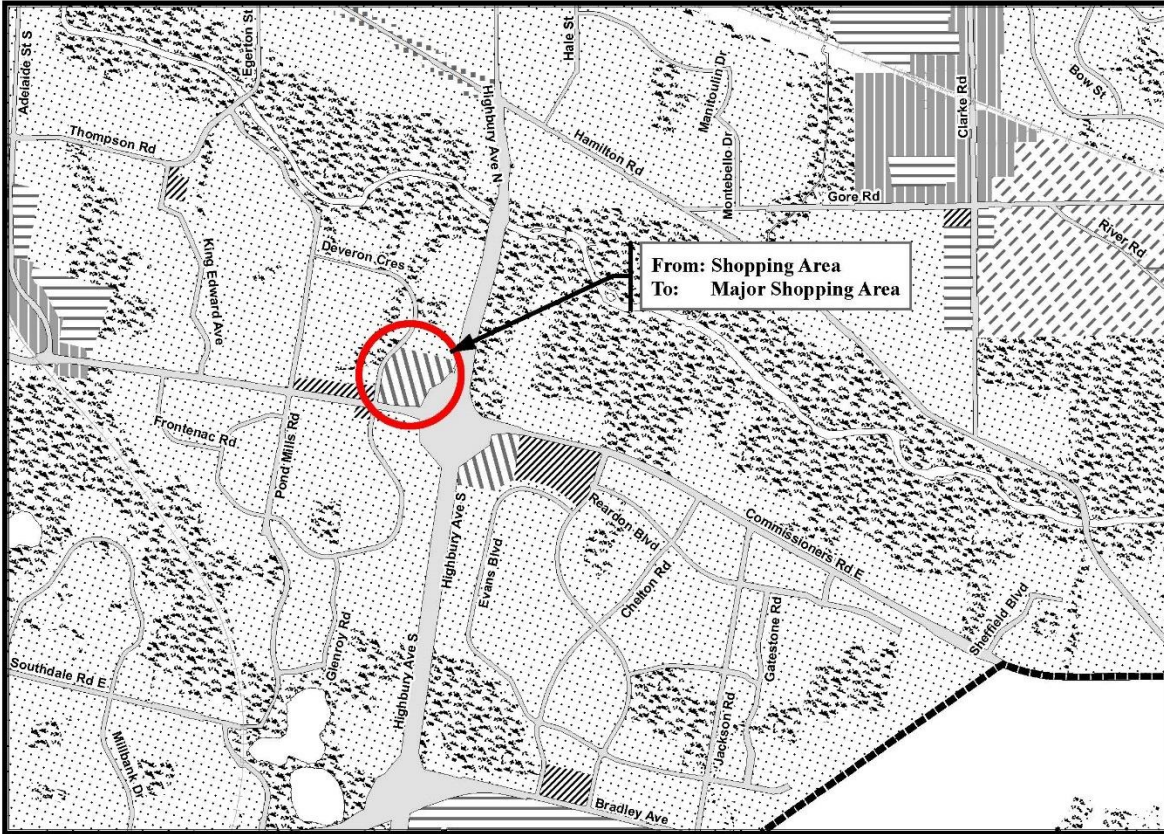
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

**SCHEDULE 2-7
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9753
PLANNER: SB
TECHNICIAN: JI
DATE: 8/23/2024

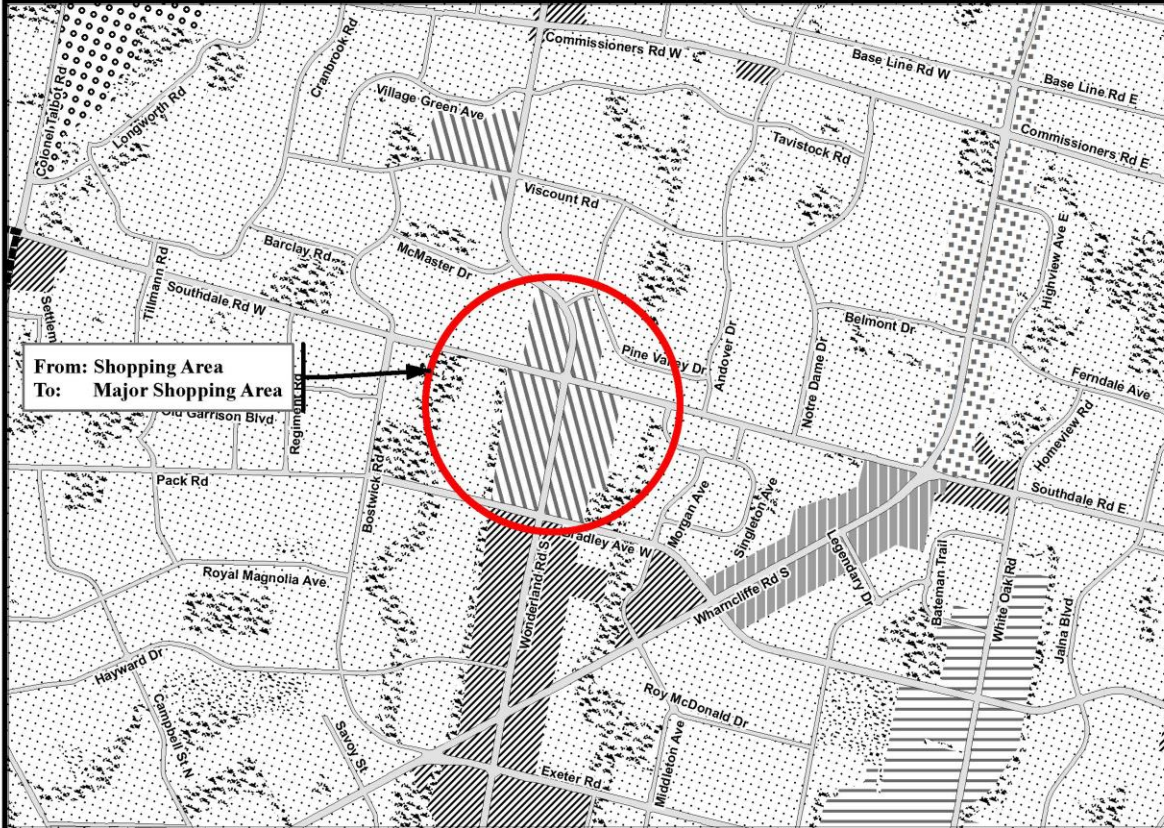


Legend

	Downtown		Neighbourhood		Green Space
	Transit Village		Future Community Growth		Environmental Review
	Shopping Area		Heavy Industrial		Farmland
	Major 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		

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

<p>SCHEDULE 2-8 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9753</p> <p>PLANNER: SB</p> <p>TECHNICIAN: JI</p> <p>DATE: 8/23/2024</p>
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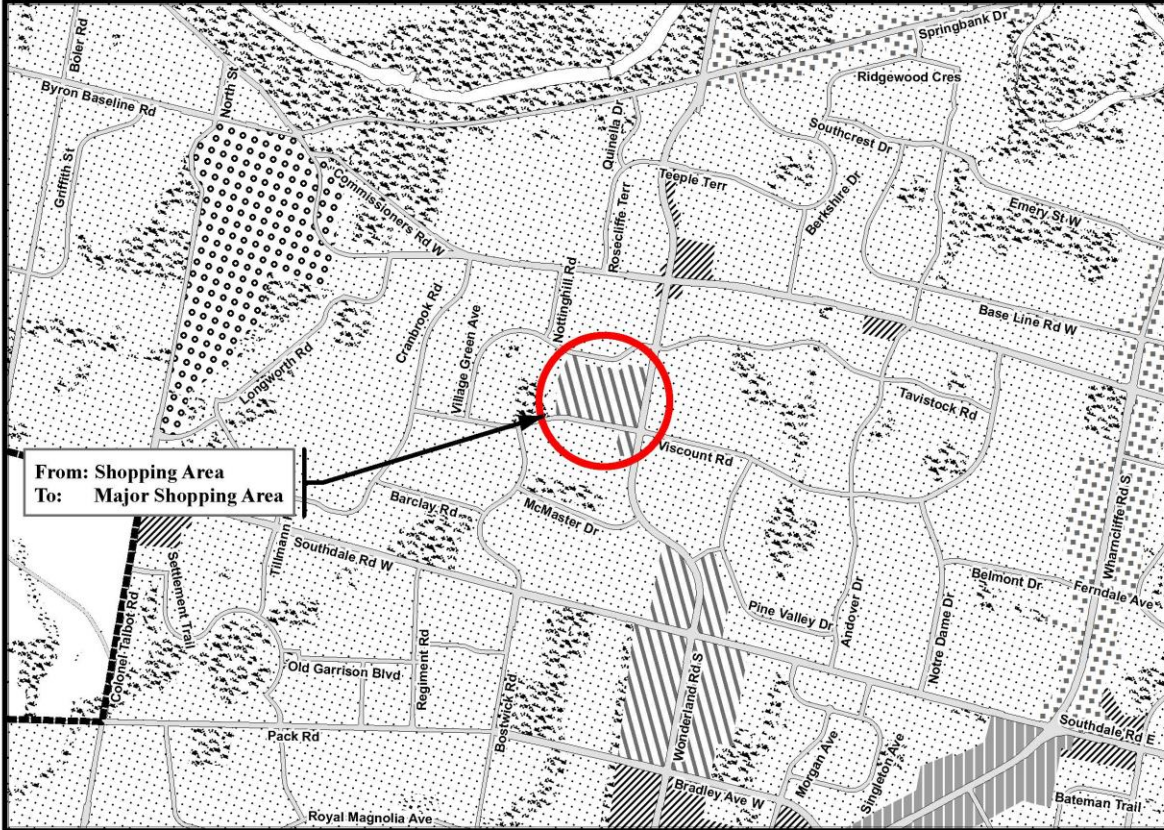


Legend

Downtown	Neighbourhood	Green Space
Transit Village	Future Community Growth	Environmental Review
Shopping Area	Heavy Industrial	Farmland
Major 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	

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

<p>SCHEDULE 2-9 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9753</p> <p>PLANNER: SB</p> <p>TECHNICIAN: JI</p> <p>DATE: 8/23/2024</p>
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From: Shopping Area
To: Major Shopping Area

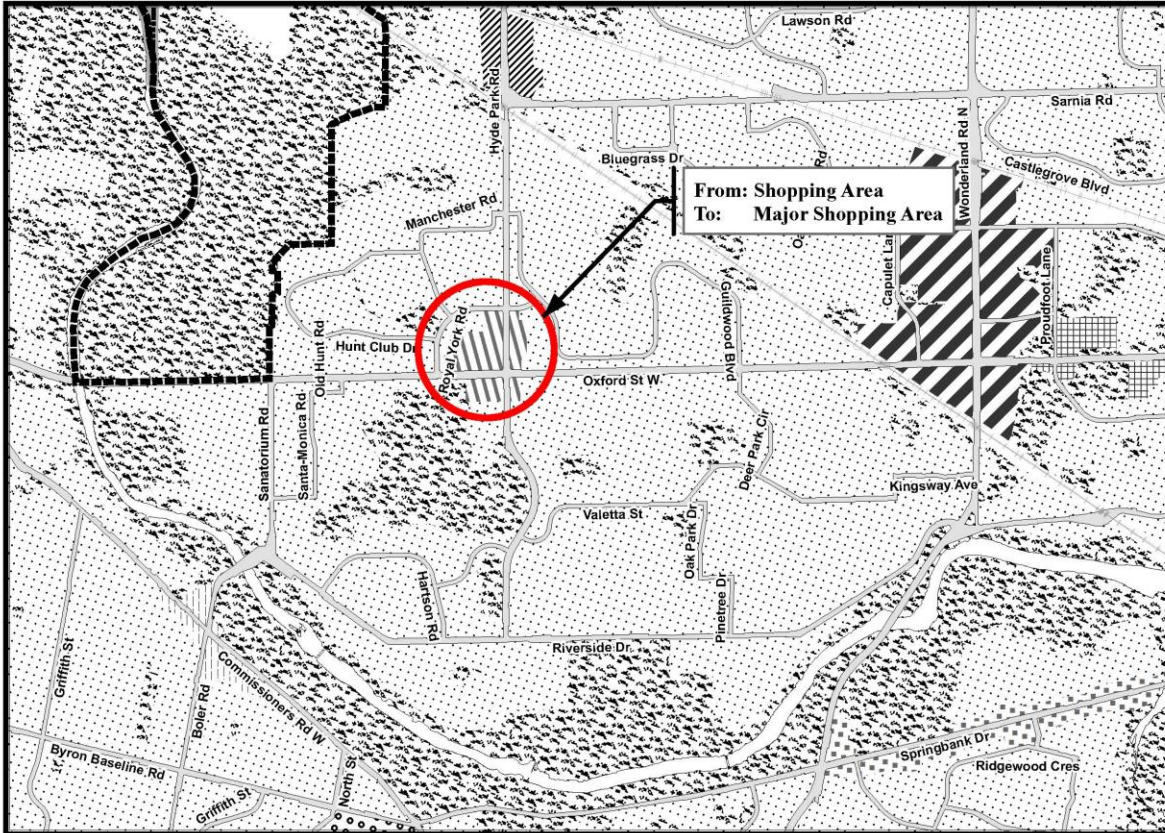
Legend

- | | | | | | |
|--|------------------------|--|--------------------------|--|---|
| | Downtown | | Neighbourhood | | Green Space |
| | Transit Village | | Future Community Growth | | Environmental Review |
| | Shopping Area | | Heavy Industrial | | Farmland |
| | Major 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 | | |

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

<p>SCHEDULE 2-10 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>		<p>FILE NUMBER: O-9753</p> <p>PLANNER: SB</p> <p>TECHNICIAN: JI</p> <p>DATE: 8/23/2024</p>
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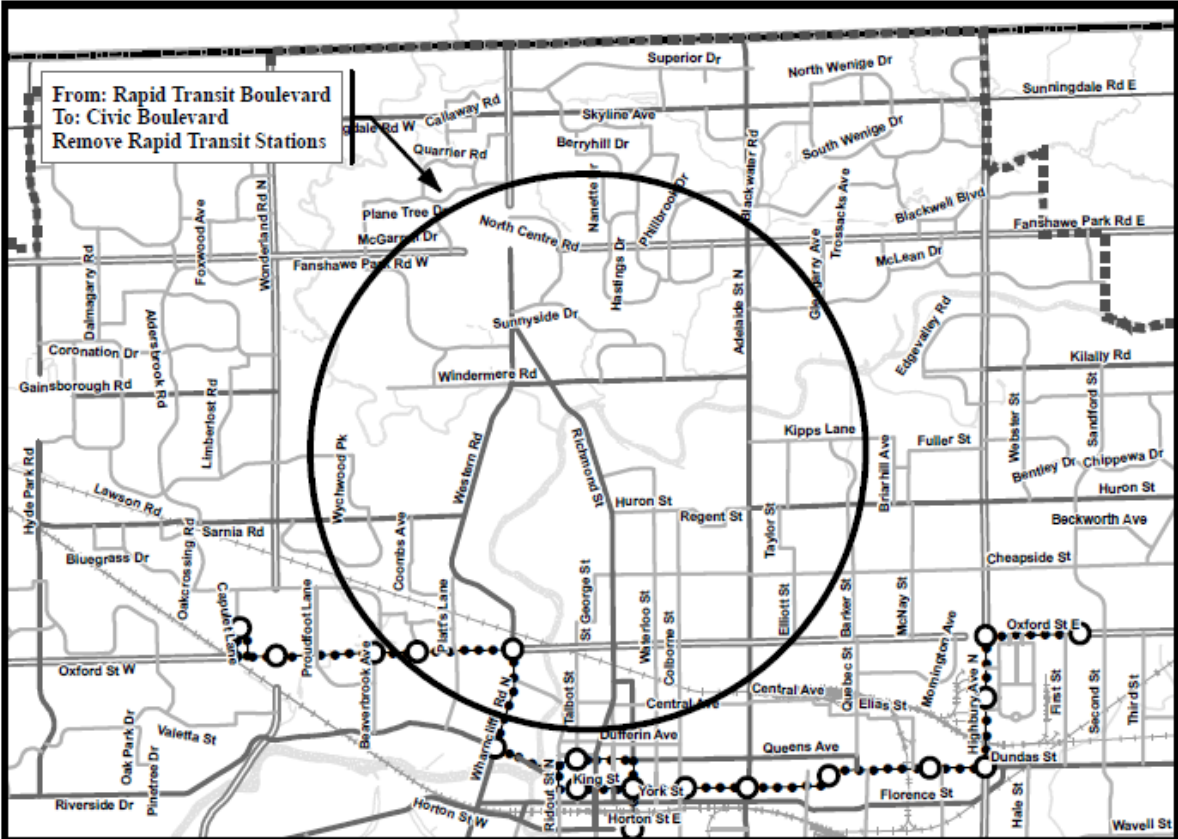


Legend

Downtown	Neighbourhood	Green Space
Transit Village	Future Community Growth	Environmental Review
Shopping Area	Heavy Industrial	Farmland
Major 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	

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

<p>SCHEDULE 2-11 TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9753</p> <p>PLANNER: SB</p> <p>TECHNICIAN: JI</p> <p>DATE: 8/23/2024</p>
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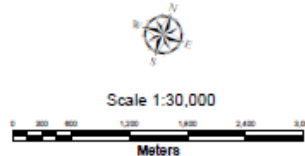
Legend

- | | | | | | |
|--|-------------------------|--|-------------------------|--|------------------------|
| | Provincial Highway | | Main Street | | Interchanges |
| | Expressway | | Neighbourhood Connector | | Rapid Transit Stations |
| | Urban Thoroughfare | | Rural Thoroughfare | | Urban Growth Boundary |
| | Rapid Transit Boulevard | | Rural Connector | | |
| | Civic Boulevard | | | | |

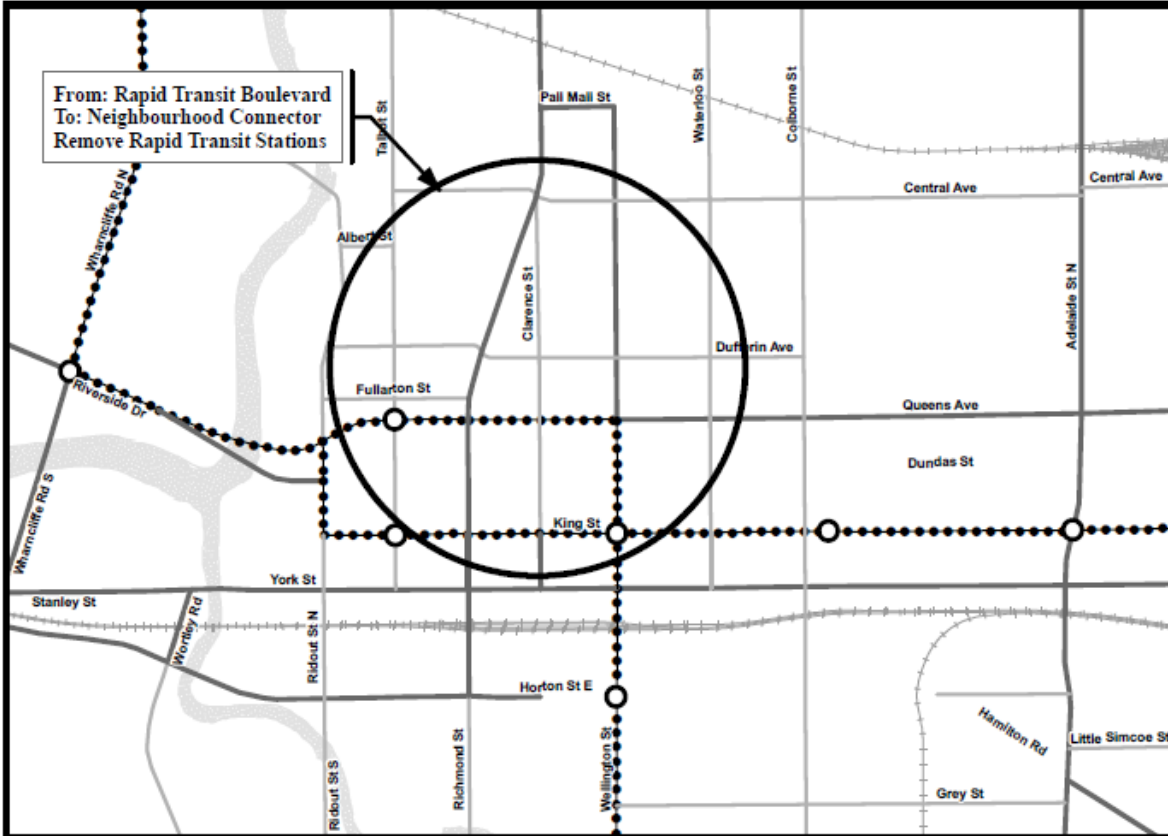
This is an excerpt from the Planning Division's working consolidation of Map 3 - Street Classifications of the London Plan, with added notations.

**SCHEDULE # 3-1
TO**
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: OZ-9726
PLANNER: SF
TECHNICIAN: BV
DATE: 9/10/2024



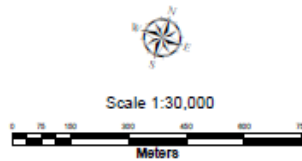
Legend

- | | | | | | |
|--|-------------------------|--|-------------------------|--|------------------------|
| | Provincial Highway | | Main Street | | Interchanges |
| | Expressway | | Neighbourhood Connector | | Rapid Transit Stations |
| | Urban Thoroughfare | | Rural Thoroughfare | | Urban Growth Boundary |
| | Rapid Transit Boulevard | | Rural Connector | | |
| | Civic Boulevard | | | | |

This is an excerpt from the Planning Division's working consolidation of Map 3 - Street Classifications of the London Plan, with added notations.

**SCHEDULE # 3-2
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: OZ-9726

PLANNER: SF

TECHNICIAN: BV

DATE: 9/10/2024

Appendix B – Zoning By-law Amendment

Bill No. (number to be inserted by Clerk's Office)
2024

By-law No. Z.-1-

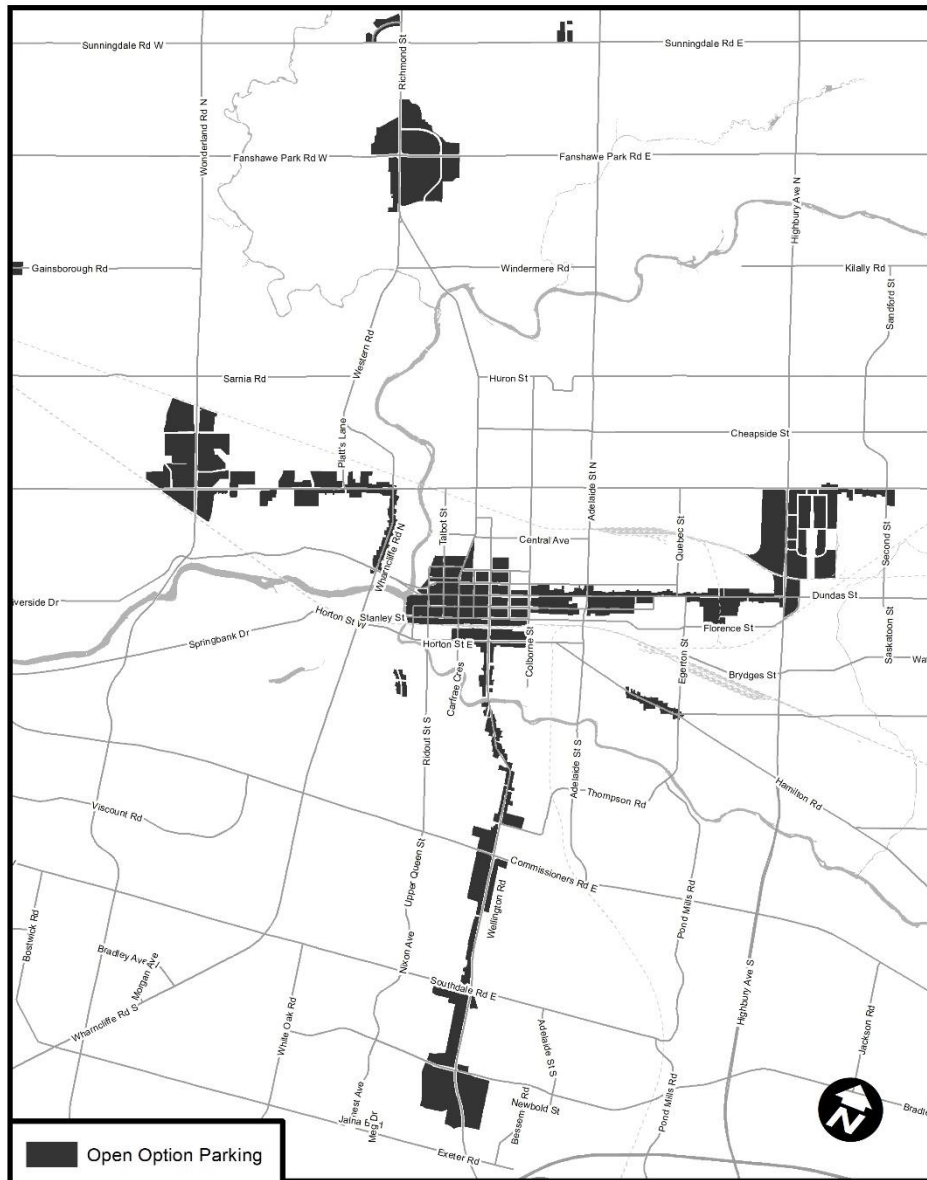
A by-law to amend By-law No. Z.-1 to exempt the Transit Village Place Types from Minimum Parking Standards.

WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) by the Province of Ontario Ministry of Municipal Affairs and Housing this rezoning will conform to the Official Plan;

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

1. Section 4.19 Parking to By-law No. Z.-1 is amended by deleting and replacing Figure 4.19 Areas Exempt from Minimum Parking Standards, as shown below:

Figure 4.19 Areas Exempt from Minimum Parking Standards



2. This By-law shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on September 24, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – September 24, 2024

Second Reading – September 24, 2024

Third Reading –

Appendix A – Official Plan Amendment

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

2024

By-law No. C.P.-XXXX-

A by-law to amend the Official Plan, The London Plan for the City of London, 2016 relating to Protected Major Transit Station Areas (PMTSAs), the Downtown, Transit Village, and Rapid Transit Corridor Place Types, Map 3 – Street Classifications, and Map 10 – Protected Major Transit Station Areas.

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

3. Amendment No. (to be inserted by Clerk's Office) to the Official Plan, The London Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
4. This Amendment shall come into effect in accordance with subsection 17(27) or 17(27.1) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on September 24, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan

Mayor

Michael Schulthess

City Clerk

First Reading – September 24, 2024

Second Reading – September 24, 2024

Third Reading – September 24, 2024

AMENDMENT NO.

to the

OFFICIAL PLAN, THE LONDON PLAN, FOR THE CITY OF LONDON

E. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To amend policies in the Downtown Place Type, Transit Village Place Type, and Rapid Transit and Urban Corridor Place Types within the Place Type Chapter of The London Plan to integrate the Protected Major Transit Station Areas policies into the Place Type policies and increase permitted heights.
2. To add policies to the Downtown Place Type, Transit Village Place Type, and Rapid Transit and Urban Corridor Place Types within the Place Types Chapters of The London Plan to integrate the Protected Major Transit Station Areas policies into the Place Type policies and increase permitted heights.
3. To delete policies in the Downtown Place Type, Transit Village Place Type, and Rapid Transit and Urban Corridor Place Types within the Place Type Chapters of The London Plan to remove redundancies with the added Protected Major Transit Station Areas policies.
4. To amend Map 3 – Street Classifications of The London Plan to reflect the locations of the Rapid Transit Stations as determined through the Downtown Loop, Wellington Gateway, and East London Link Rapid Transit projects.
5. To amend Map 10 – Protected Major Transit Station Areas of The London Plan to add properties to the Transit Village Protected Major Transit Station Area and to remove properties from the Rapid Transit Corridor Protected Major Transit Station Area.

F. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located within the Downtown Place Type, Transit Village Place Type, Rapid Transit Place Type, Downtown Protected Major Transit Station Area, Transit Village Protected Major Transit Station Area, and Rapid Transit Corridor Protected Major Transit Station Area in the City of London.

G. BASIS OF THE AMENDMENT

The amendment would provide clarity by integrating the Protected Major Transit Station Areas policies into the corresponding Place Type policies. It would also allow for buildings up to 45 storeys to be permitted within the Downtown Place Type and the Downtown Protected Major Transit Station Area; buildings up to 35 storeys to be permitted within the Transit Village Place Type and the Transit Village Protected Major Transit Station Area; buildings up to 25 storeys to be permitted within the Rapid Transit Corridor Place Type and the Rapid Transit Corridor Protected Major Transit Station Area.

The amendment would update the locations of the Rapid Transit Stations on Map 3 – Street Classifications of The London Plan to reflect the locations of the Rapid Transit Stations as determined through the Downtown Loop, Wellington Gateway, and East London Link Rapid Transit projects.

The amendment would add and remove properties within the Protected Major Transit Station Area on Map 10 – Protected Major Transit Station Areas of The London Plan, to reflect the properties being added to the Transit Village Place Type through OZ-9727.

The amendment would remove properties within the Protected Major Transit Station Area on Map 10 – Protected Major Transit Station Areas of The London Plan, that are located along Richmond Street from Kent Street to Epworth Avenue, and along Western Road from Windermere Road to Sunnyside Drive.

H. THE AMENDMENT

The London Plan for the City of London is hereby amended as follows:

1. The Downtown Place Type Policies of The London Plan are amended by adding Policy 798A as follows:

798A_ The Downtown Place Type is identified as a Protected Major Transit Station Area, as shown on Map 10. Development within the Downtown Protected Major Transit Station Area will conform with all other policies of The London Plan, including the Downtown Place Type and any Specific Area Policies.

2. The Downtown Place Type Policies of The London Plan are amended by adding text to the end of Policy 800_1 as follows:

“and Protected Major Transit Station Area”

3. The Downtown Place Type Policies of The London Plan are amended by deleting Policy 802_1 and replacing as follows:

802_1. Buildings within the Downtown Place Type and the Downtown Protected Major Transit Station Area will be a minimum of three storeys or nine metres in height and a maximum of 45 storeys.

4. The Downtown Place Type Policies of The London Plan are amended by adding a new Policy 802_4 and new Policy 802_5 and renumbering subsequent policies. New Policy 802_4 and new Policy 802_5 are as follows:

802_4. The Downtown Place Type and Protected Major Transit Station Area will be planned to achieve a minimum number of 280 residents and jobs combined per hectare.

802_5. Within the Downtown Place Type and Protected Major Transit Station Area, the minimum density is 60 units per hectare for residential uses or a floor area ratio of 0.6 for non-residential uses.

5. The Downtown Place Type Policies of The London Plan are amended by deleting Policies 803A, 803B, 803C, 803D, 803E, and 803F.

6. The Transit Village Place Type Policies of The London Plan are amended by adding Policy 809A as follows:

809A_ The Transit Village Place Type is identified as a Protected Major Transit Station Area, as shown on Map 10. Development within the Transit Village Protected Major Transit Station Area will conform with all other policies of The London Plan, including the Transit Village Place Type and any Specific Area Policies.

7. The Transit Village Type Policies of The London Plan are amended by adding text to the end of Policy 811_1 as follows:

“and Protected Major Transit Station Area”

8. The Transit Village Place Type Policies of The London Plan are amended by deleting Policy 813_1 and replacing as follows:

813_1. Buildings within the Transit Village Place Type and the Transit Village Protected Major Transit Station Area will be a minimum of two storeys or eight metres in height and a maximum of 35 storeys.

9. The Transit Village Place Type Policies of The London Plan are amended by adding a new Policy 813_4 and new Policy 813_5 and renumbering subsequent policies. New Policy 813_4 and new Policy 813_5 are as follows:

813_4. The Transit Village Place Type and Protected Major Transit Station Area will be planned to achieve a minimum number of 150 residents and jobs combined per hectare.

813_5. Within the Transit Village Place Type and Protected Major Transit Station Area, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses.

10. The Transit Village Place Type Policies of The London Plan are amended by deleting Policies 815A, 815B, 815C, 815D, 815E, and 815F.
11. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by adding Policy 829A as follows:

829A_ The Rapid Transit Corridor Place Type is identified as a Protected Major Transit Station Area, as shown on Map 10. Development within the Rapid Transit Corridor Protected Major Transit Station Area will conform with all other policies of The London Plan, including the Corridor Place Type and any Specific Area Policies.

12. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by adding text to the end of Policy 837_1 as follows:

“and the Rapid Transit Corridor Protected Major Transit Station Area”

13. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by deleting Policy 839 and replacing as follows:

839_ Buildings within the Rapid Transit and Urban Corridor Place Types and the Rapid Transit Corridor Protected Major Transit Station Area will be a minimum of two storeys or 8 metres, a maximum of 25 storeys in the Rapid Transit Corridor Place Type and the Rapid Transit Corridor Protected Major Transit Station Area, and a maximum of 15 storeys within the Urban Corridor Place Type.

14. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by adding a new Policy 840_3 and new Policy 840_4 and renumbering subsequent policies. New Policy 840_3 and new Policy 840_4 are as follows:

840_3. Each Rapid Transit Corridor Place Type and Protected Major Transit Station Area will be planned to achieve a minimum number of 120 residents and jobs combined per hectare.

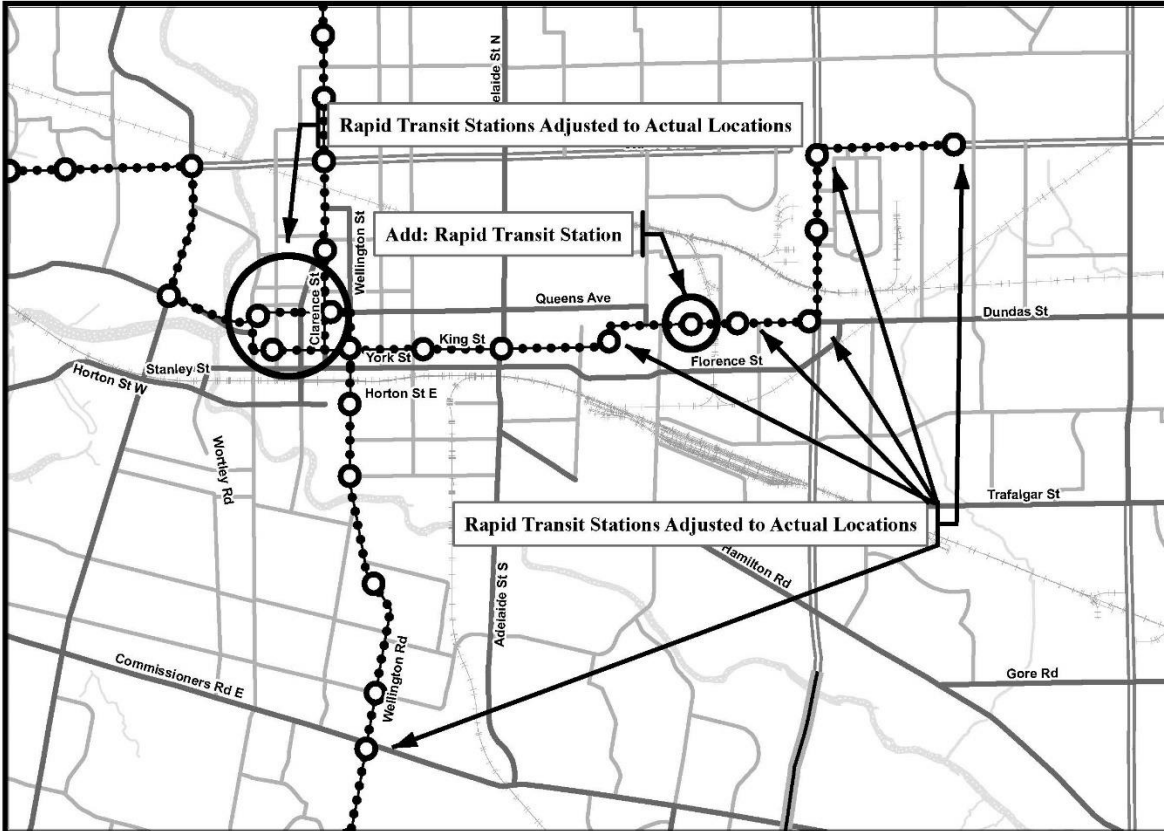
840_4. Within the Rapid Transit Corridor Place Type and Protected Major Transit Station Area, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses.

15. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by replacing “100 metres” with “150 metres” in Policy 840_5, throughout the policy.
16. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by deleting Policy 840_6 and Policy 840_7 and renumbering the subsequent policies.

17. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by replacing “12 storeys” with “25 storeys” and deleting “Buildings up to 16 storeys, may be permitted in conformity with the Our Tools part of this Plan.” in Policy 847_2.
18. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by deleting Policies 860A, 860B, 860C, 860D, 860E, and 860F.
19. Map 3 – Street Classifications is amended to The London Plan for the City of London Planning Area as indicated on “Schedule 1” attached hereto.
20. Map 10 – Protected Major Transit Station Areas is amended to The London Plan for the City of London Planning Area as indicated on “Schedule 2” attached hereto.

“Schedule 1”

AMENDMENT NO:



Legend

- | | | | | | |
|--|-------------------------|--|-------------------------|--|------------------------|
| | Provincial Highway | | Main Street | | Interchanges |
| | Expressway | | Neighbourhood Connector | | Rapid Transit Stations |
| | Urban Thoroughfare | | Rural Thoroughfare | | Urban Growth Boundary |
| | Rapid Transit Boulevard | | Rural Connector | | |
| | Civic Boulevard | | | | |

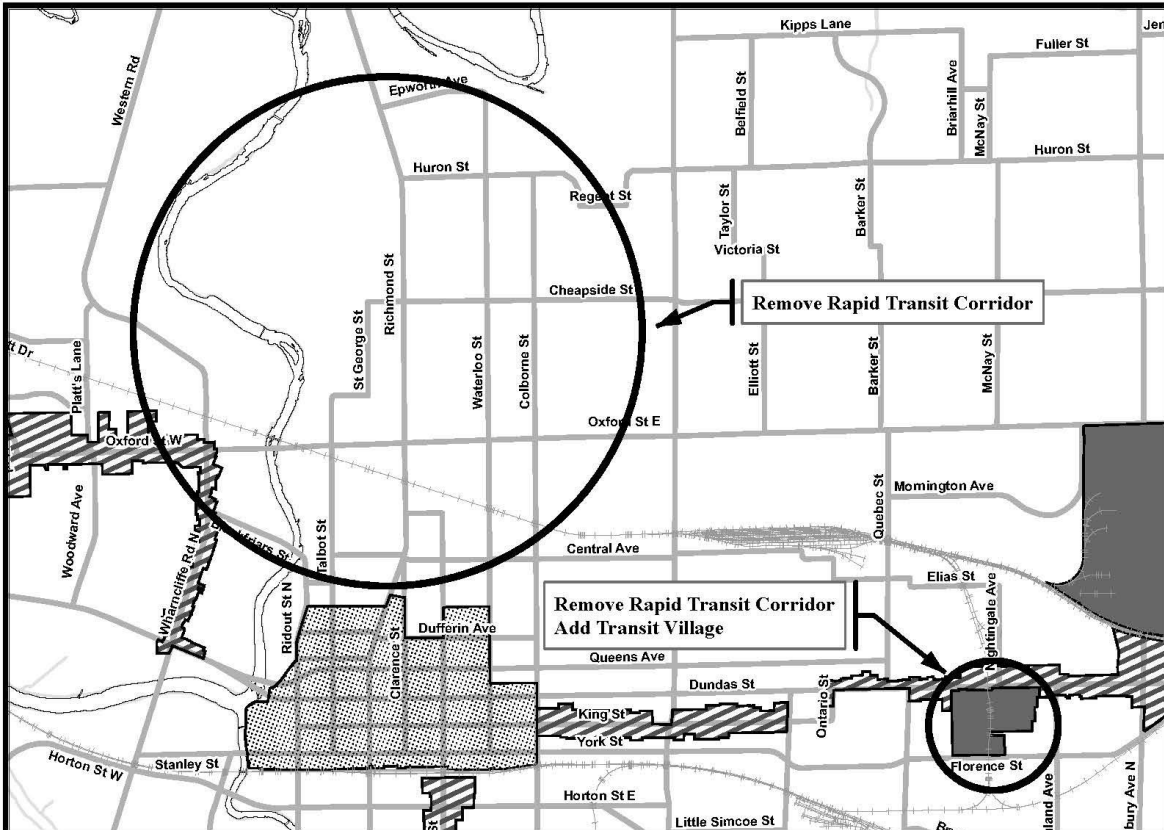
This is an excerpt from the Planning Division's working consolidation of Map 3 - Street Classifications of the London Plan, with added notations.

<p>SCHEDULE # TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>0 225 450 900 1350 1800 2250</p> <p>Meters</p>	<p>FILE NUMBER: OZ-9749</p> <p>PLANNER: KK</p> <p>TECHNICIAN: MB</p> <p>DATE: 8/12/2024</p>
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“Schedule 2”





AMENDMENT NO:



LEGEND

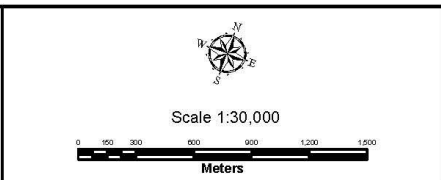
-  Downtown Protected Major Transit Station Area
-  Rapid Transit Corridor Protected Major Transit Station Area
-  Transit Village Protected Major Transit Station Area

BASE MAP FEATURES

-  Streets (See Map 3)
-  Railways
-  Urban Growth Boundary
-  Water Courses/Ponds

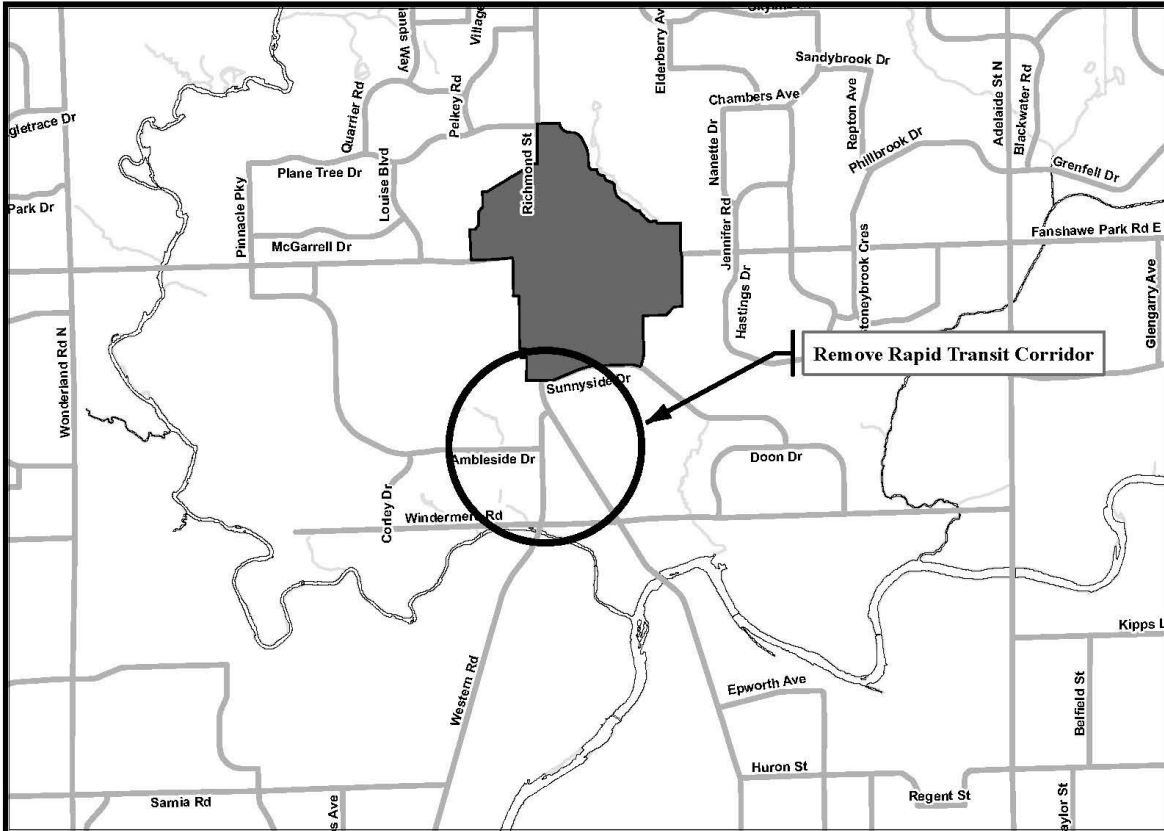
This is an excerpt from the Planning Division's working consolidation of Map 10 - Protected Major Transit Areas of the London Plan, with added notations.

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TO
OFFICIAL AMENDMENT NO. _____
PREPARED BY: Planning Services






FILE NUMBER: OZ-9749
PLANNER: KK
TECHNICIAN: BV
DATE: 9/5/2024





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LEGEND

-  Downtown Protected Major Transit Station Area
-  Rapid Transit Corridor Protected Major Transit Station Area
-  Transit Village Protected Major Transit Station Area

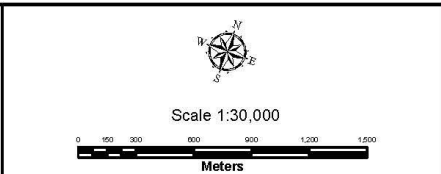
BASE MAP FEATURES

-  Streets (See Map 3)
-  Railways
-  Urban Growth Boundary
-  Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 10 - Protected Major Transit Areas of the London Plan, with added notations.

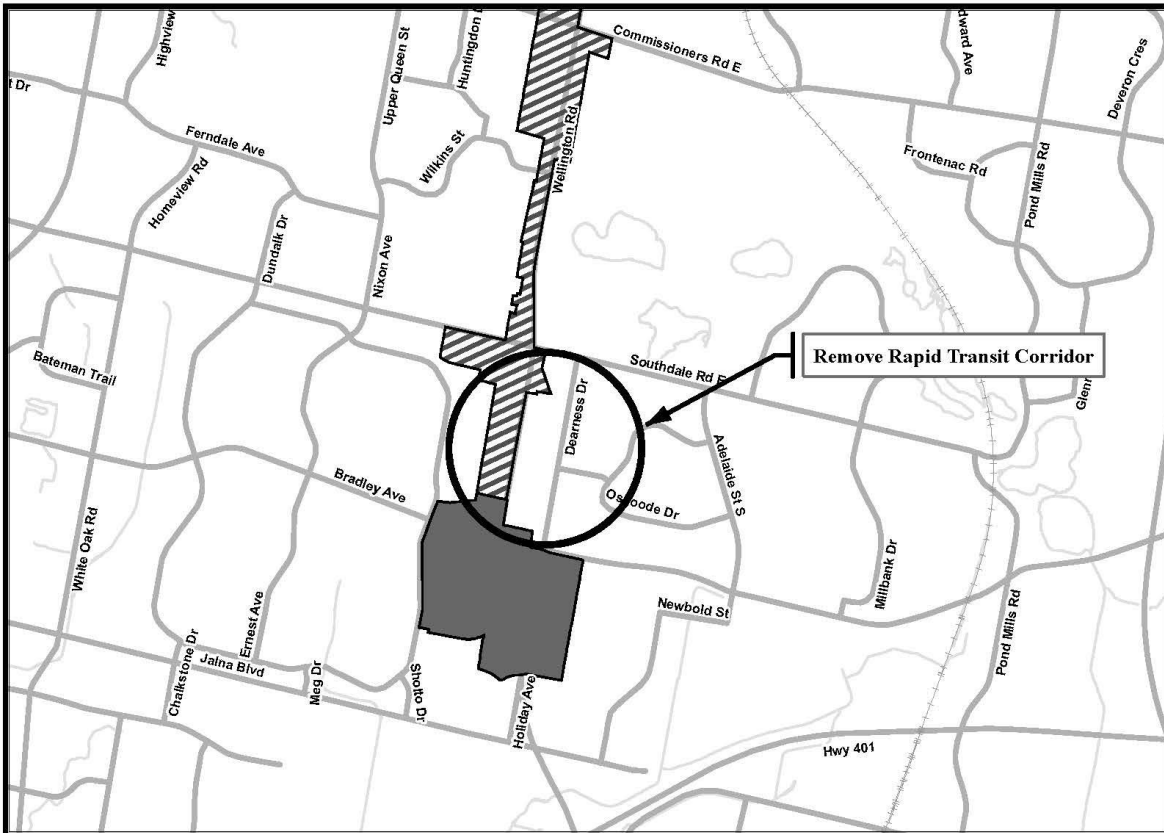
SCHEDULE #
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning Services






FILE NUMBER: OZ-9749
PLANNER: KK
TECHNICIAN: BV
DATE: 8/12/2024





AMENDMENT NO:



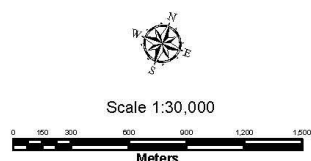
LEGEND

-  Downtown Protected Major Transit Station Area
-  Rapid Transit Corridor Protected Major Transit Station Area
-  Transit Village Protected Major Transit Station Area

BASE MAP FEATURES

-  Streets (See Map 3)
-  Railways
-  Urban Growth Boundary
-  Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 10 - Protected Major Transit Areas of the London Plan, with added notations.

<p>SCHEDULE # TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning Services</p>	 <p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-9749</p> <p>PLANNER: KK</p> <p>TECHNICIAN: BV</p> <p>DATE: 8/12/2024</p>
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Appendix B – Zoning Bylaw Amendment

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

2024

By-law No. Z.-1-

A by-law to amend By-law No. Z.-1 to add a new Zone (TSA) and regulations and apply new zones to lands located within the Protected Major Transit Station Areas within the City of London.

WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) by the Province of Ontario Ministry of Municipal Affairs and Housing this rezoning will conform to the Official Plan;

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

1. Zoning By-law No. Z.-1 is amended by adding the following Transit Station Area (TSA) Zone after Section 51 (Waste & Resource Management):

SECTION 52

TRANSIT STATION AREA (TSA)

52.1 GENERAL PURPOSE OF THE TSA ZONE

This Zone provides for and regulates the City's Protected Major Transit Station Areas. The permitted uses include a full range of commercial, service, office, and residential uses. Zone variations are established to ensure a sensitive transition to adjacent land uses.

The TSA1 Zone variation is applied to the Rapid Transit Corridor Place Type. The TSA2 Zone variation is applied to the periphery of the Transit Village Place Type, while the TSA3 Zone variation is applied to the core of the Transit Village Place Type. The TSA4 Zone variation is applied to the periphery of the Downtown Place Type, while the TSA5 Zone variation is applied to the core of the Downtown Place Type.

52.2 PERMITTED USES

No person shall erect or use any building or structure, or use any land or cause or permit any building or structure to be erected or used, or cause or permit any land to be used, in any TSA Zone variation for any use other than the following uses:

TSA1

The following are permitted uses in the TSA1 Zone variation:

- a) Apartment buildings;
- b) Group home type 2;
- c) Handicapped persons apartment buildings;
- d) Lodging house class 2;
- e) Senior citizens apartment buildings;
- f) The following uses are permitted in association with apartment buildings, group homes type 2, handicapped persons apartment buildings, lodging houses class 2, and senior citizen apartment buildings:
 - i) Animal clinics;

- ii) Antique stores;
- iii) Art galleries;
- iv) Artisan workshops;
- v) Bake shops;
- vi) Boutique;
- vii) Brewing on premises establishment;
- viii) Catalogue stores;
- ix) Cinemas;
- x) Clinics;
- xi) Commercial parking structures;
- xii) Commercial recreation establishments;
- xiii) Commercial schools;
- xiv) Convenience service establishments;
- xv) Convenience stores;
- xvi) Craft brewery;
- xvii) Day care centres;
- xviii) Delicatessens;
- xix) Dry cleaning and laundry depots;
- xx) Duplicating shops;
- xxi) Film processing depots;
- xxii) Financial institutions;
- xxiii) Florist shops;
- xxiv) Funeral homes;
- xxv) Gift shops;
- xxvi) Grocery stores;
- xxvii) Hair dressing establishments;
- xxviii) Laboratories;
- xxix) Laundromats;
- xxx) Libraries;
- xxxi) Liquor, beer and wine stores;
- xxxii) Medical/dental offices;
- xxxiii) Offices;
- xxxiv) Personal service establishments;
- xxxv) Private clubs;
- xxxvi) Private schools;
- xxxvii) Restaurants, outdoor patio;
- xxxviii) Restaurants;
- xxxix) Retail stores;
- xl) Service and repair establishments;
- xli) Studios;
- xl ii) Video rental establishments.

TSA2

The following are permitted uses in the TSA2 Zone variation:

- a) Apartment buildings;
- b) Group home type 2;
- c) Handicapped persons apartment buildings;
- d) Lodging house class 2;
- e) Senior citizens apartment buildings;
- f) The following uses are permitted in association with apartment buildings, group homes type 2, handicapped persons apartment buildings, lodging houses class 2, and senior citizen apartment buildings:
 - i) Animal clinics;
 - ii) Antique stores;
 - iii) Art galleries;
 - iv) Artisan workshops;

- v) Assembly halls;
- vi) Bake shops;
- vii) Boutique;
- viii) Brewing on premises establishment;
- ix) Catalogue stores;
- x) Cinemas;
- xi) Clinics;
- xii) Commercial parking structures;
- xiii) Commercial recreation establishments;
- xiv) Commercial schools;
- xv) Convenience service establishments;
- xvi) Convenience stores;
- xvii) Craft brewery;
- xviii) Day care centres;
- xix) Delicatessens;
- xx) Dry cleaning and laundry depots;
- xxi) Duplicating shops;
- xxii) Film processing depots;
- xxiii) Financial institutions;
- xxiv) Florist shops;
- xxv) Funeral homes;
- xxvi) Gift shops;
- xxvii) Grocery stores;
- xxviii) Hair dressing establishments;
- xxix) Institutions;
- xxx) Laboratories;
- xxxi) Laundromats;
- xxxii) Liquor, beer and wine stores;
- xxxiii) Libraries;
- xxxiv) Medical/dental offices;
- xxxv) Offices;
- xxxvi) Personal service establishments;
- xxxvii) Place of entertainment;
- xxxviii) Private clubs;
- xxxix) Private schools;
- xl) Restaurants;
- xli) Restaurants, outdoor patio;
- xl ii) Retail stores;
- xl iii) Service and repair establishments;
- xl iv) Studios;
- xl v) Supermarkets;
- xl vi) Taverns;
- xl vii) Video rental establishments.

TSA3

The following are permitted uses in the TSA3 Zone variation:

- a) Any use permitted in the TSA 2 Zone variation.

TSA4

The following are permitted uses in the TSA4 Zone variation:

- a) Apartment buildings;
- b) Group home type 2;
- c) Handicapped persons apartment buildings;
- d) Lodging house class 2;
- e) Senior citizens apartment buildings;

- f) The following uses are permitted in association with apartment buildings, group homes type 2, handicapped persons apartment buildings, lodging houses class 2, and senior citizen apartment buildings:
- i) Animal clinics;
 - ii) Antique stores;
 - iii) Art galleries;
 - iv) Artisan workshops;
 - v) Assembly halls;
 - vi) Bake shops;
 - vii) Boutique;
 - viii) Brewing on premises establishment;
 - ix) Catalogue stores;
 - x) Cinemas;
 - xi) Clinics;
 - xii) Commercial parking structures;
 - xiii) Commercial recreation establishments;
 - xiv) Commercial schools;
 - xv) Convenience service establishments;
 - xvi) Convenience stores;
 - xvii) Craft brewery;
 - xviii) Day care centres;
 - xix) Delicatessens;
 - xx) Dry cleaning and laundry depots;
 - xxi) Duplicating shops;
 - xxii) Film processing depots;
 - xxiii) Financial institutions;
 - xxiv) Florist shops;
 - xxv) Funeral homes;
 - xxvi) Gift shops;
 - xxvii) Grocery stores;
 - xxviii) Hair dressing establishments;
 - xxix) Hotels;
 - xxx) Institutions;
 - xxxi) Laboratories;
 - xxxii) Laundromats;
 - xxxiii) Liquor, beer and wine stores;
 - xxxiv) Libraries;
 - xxxv) Medical/dental offices;
 - xxxvi) Museums;
 - xxxvii) Offices;
 - xxxviii) Personal service establishments;
 - xxxix) Place of entertainment;
 - xl) Private clubs;
 - xli) Private schools;
 - xlvi) Repair and rental establishments;
 - xlvi) Restaurants;
 - xlvi) Restaurants, outdoor patio;
 - xlvi) Retail stores;
 - xlvi) Service and repair establishments;
 - xlvi) Studios;
 - xlvi) Supermarkets;
 - xlvi) Taverns;
 - l) Theatres;
 - li) Video rental establishments.

TSA5

The following are permitted uses in the TSA5 Zone variation:

- a) Any use permitted in the TSA4 Zone variation.

52.3 REGULATIONS

No person shall erect or use any building or structure, or use land or cause or permit any building or structure to be erected or used, or cause or permit any land to be used, in any TSA Zone variation except in conformity with the regulations as set out below or in Table 52.3 or as set out on the Zoning Maps.

1) REAR YARD DEPTHS (MINIMUM)

Within the TSA1, TSA2 and TSA3 Zone variations, the minimum rear yard depth shall be 7.5 metres, or 3.5 metres where a rear yard abuts a right-of-way.

2) REAR AND INTERIOR SIDE YARD DEPTHS ABUTTING A RESIDENTIAL ZONE (MINIMUM)

Notwithstanding 52.3 1) and Table 52.3, within any TSA Zone variation, the minimum rear and interior side yard depth shall be 7.5 metres plus 1.0 metre per 10.0 metres in height for all portions of a building above 7.5 metres in height where any TSA Zone variation abuts lands zoned Residential R1, Residential R2, and Residential R3 along the rear or interior property line.

3) STEP BACK (MINIMUM)

Within any TSA1, TSA2 and TSA3 Zone variations, any building greater than 21.0 metres shall have a minimum step back of 1.5 metres that begins between 8.0 metres and 21.0 metres and continues above the initial step back to the full height of the building.

Within the TSA4 and TSA5 Zone variations, any building greater than 21.0 metres shall have a minimum step back of 1.5 metres that begins between 9.0 metres and 21.0 metres and continues above the initial step back to the full height of the building.

4) TSA GROSS FLOOR AREA (MAXIMUM)

The maximum gross floor area for specific individual uses in any TSA Zone variation shall be as follows:

Artisan Workshop 500m²

Craft Brewery 500m²

5) REQUIRED GROUND FLOOR USES FOR ARTISAN WORKSHOP AND CRAFT BREWERY

Where located on the ground floor with street front access, Artisan Workshop and Craft Brewery uses shall include a retail store or restaurant that:

is located within the main building or unit occupied by the Artisan Workshop or Craft Brewery use;

is a minimum of 10% of the gross floor area (GFA) of the main building or unit;

is located within the front portion of the ground floor;

and, is accessible via the front of the building.

6) LOCATION OF PARKING

Surface parking is not permitted in the front and exterior side yard.

Ground-floor structured parking is not permitted adjacent to a public right-of-way.

7) DRIVE-THROUGH FACILITIES

Drive-through facilities, either as a main or accessory use, are not permitted in any TSA Zone variation.

TABLE 52.3 – REGULATIONS TSA ZONE VARIATIONS

ZONE VARIATIONS:	TSA1	TSA2	TSA3	TSA4	TSA5
PERMITTED USES	See Section 52.2(1)	See Section 52.2(2)	See Section 52.2(3)	See Section 52.2(4)	See Section 52.2(5)
LOT FRONTAGE (m) MINIMUM:	30	30	30	30	30
FRONT YARD DEPTHS (m) MINIMUM:	1.0	1.0	0	0	0
FRONT YARD DEPTHS (m) MAXIMUM:	3.5	3.5	1.0	1.0	1.0
EXTERIOR YARD DEPTHS (m) MINIMUM:	1.0	1.0	1.0	1.0	0
EXTERIOR YARD DEPTHS (m) MAXIMUM:	2.0	3.0	2.0	3.0	2.0
INTERIOR YARD DEPTHS (m) MINIMUM:	3.0	3.0	3.0	0	0
REAR YARD DEPTHS (m) MINIMUM:	See Section 52.3(1)	See Section 52.3(1)	See Section 52.3(1)	0	0
REAR YARD DEPTHS ABUTTING A RESIDENTIAL ZONE (m) MINIMUM:	See Section 52.3(2)	See Section 52.3(2)	See Section 52.3(2)	See Section 52.3(2)	See Section 52.3(2)
LANDSCAPED OPEN SPACE (%) MINIMUM:	10.0	15.0	15.0	0	0
LOT COVERAGE (%) MAXIMUM:	80	85	85	100	100
FIRST STOREY HEIGHT (m) MINIMUM:	4.0	4.0	4.0	4.0	4.0
HEIGHT (m) MINIMUM:	8.0	8.0	8.0	8.0	9.0
HEIGHT (m) MAXIMUM:	82.0	50.0	114.0	66.0	146.0
RESIDENTIAL DENSITY (UPH) MINIMUM:	45	45	45	60	60
FLOOR AREA RATIO MAXIMUM:	6.5	6.5	6.5	N/A	N/A
GROSS FLOOR AREA OFFICE (m ²) MAXIMUM:	5000	5000	5000	N/A	N/A
AMENITY AREA (m ² PER RESIDENTIAL UNIT) MINIMUM:	6.0	6.0	6.0	6.0	6.0

2. Schedule "A" to By-law No. Z.-1 is amended by adding Holding Transit Station Area (h-213*TSA1, h-213*TSA2, h-213*TSA3, h-213*TSA4 and h-213*TSA5) Zones to certain properties, as shown on the attached maps comprising part of Key Map No. A101, Key Map No. A102, Key Map No. A103, Key Map No. A106, Key Map No. A107, Key Map No. A108, Key Map No. A111, Key Map No. A112.
3. This Amendment shall come into effect in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on September 24, 2024 subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

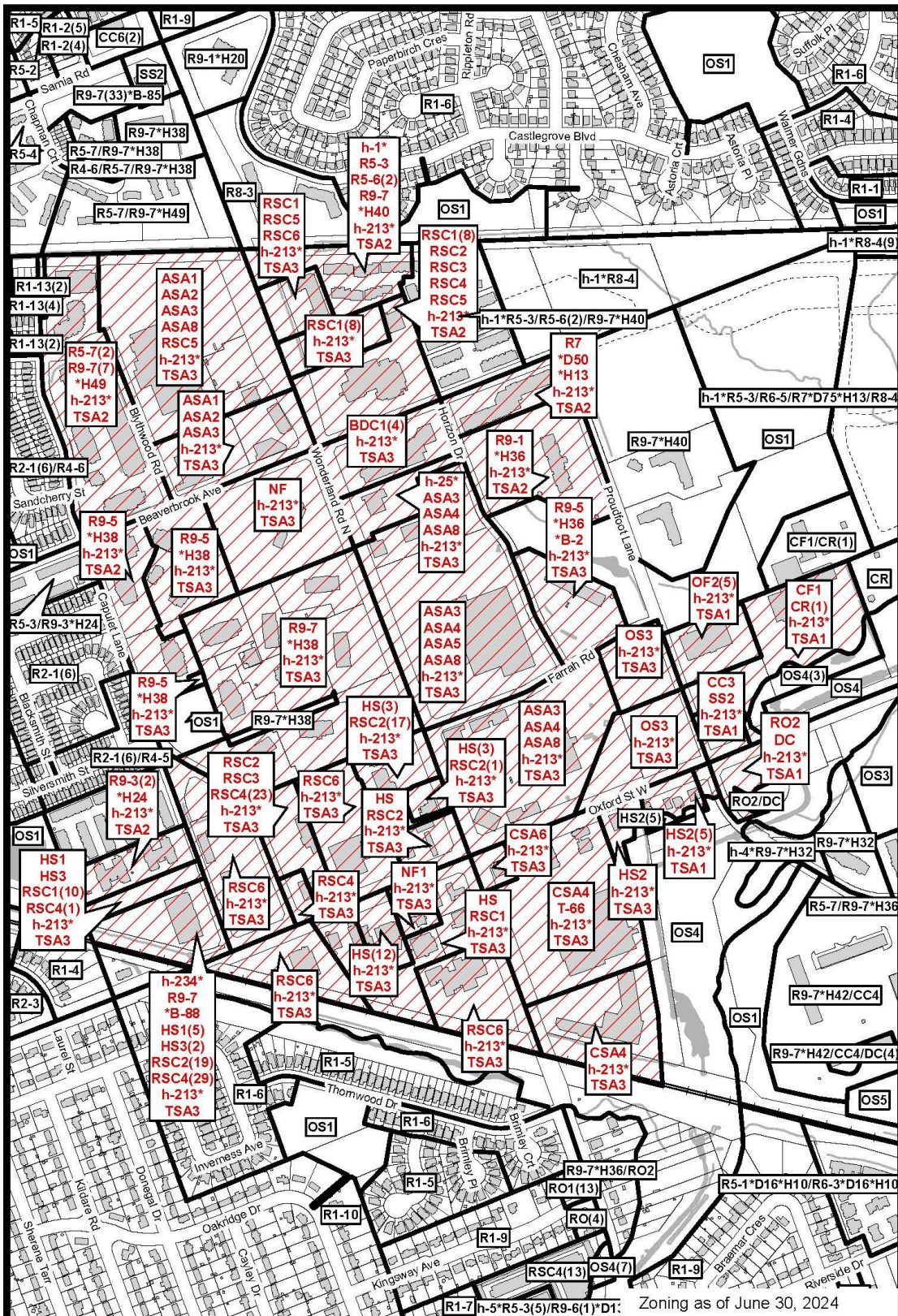
First Reading – September 24, 2024

Second Reading – September 24, 2024


Third Reading –

“Map No. 1”


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

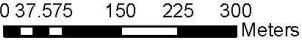


File Number: OZ-9749
 Planner: KK
 Date Prepared: 2024/09/09
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

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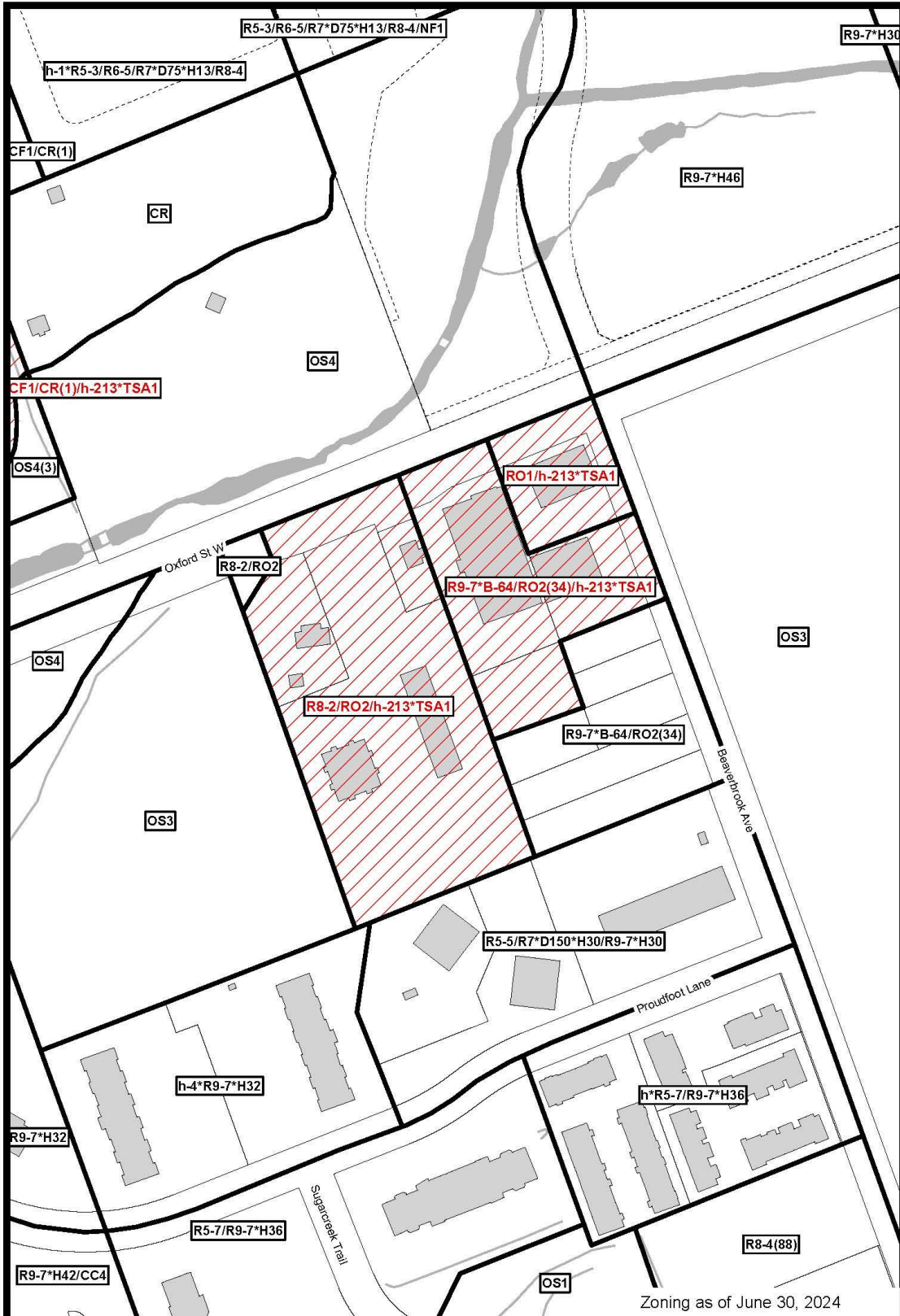




Geodatabase

“Map No. 2”

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



File Number: OZ-9749
Planner: KK
Date Prepared: 2024/09/09
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:2,500

0 12.525 50 75 100 Meters





Geodatabase

“Map No. 3”

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



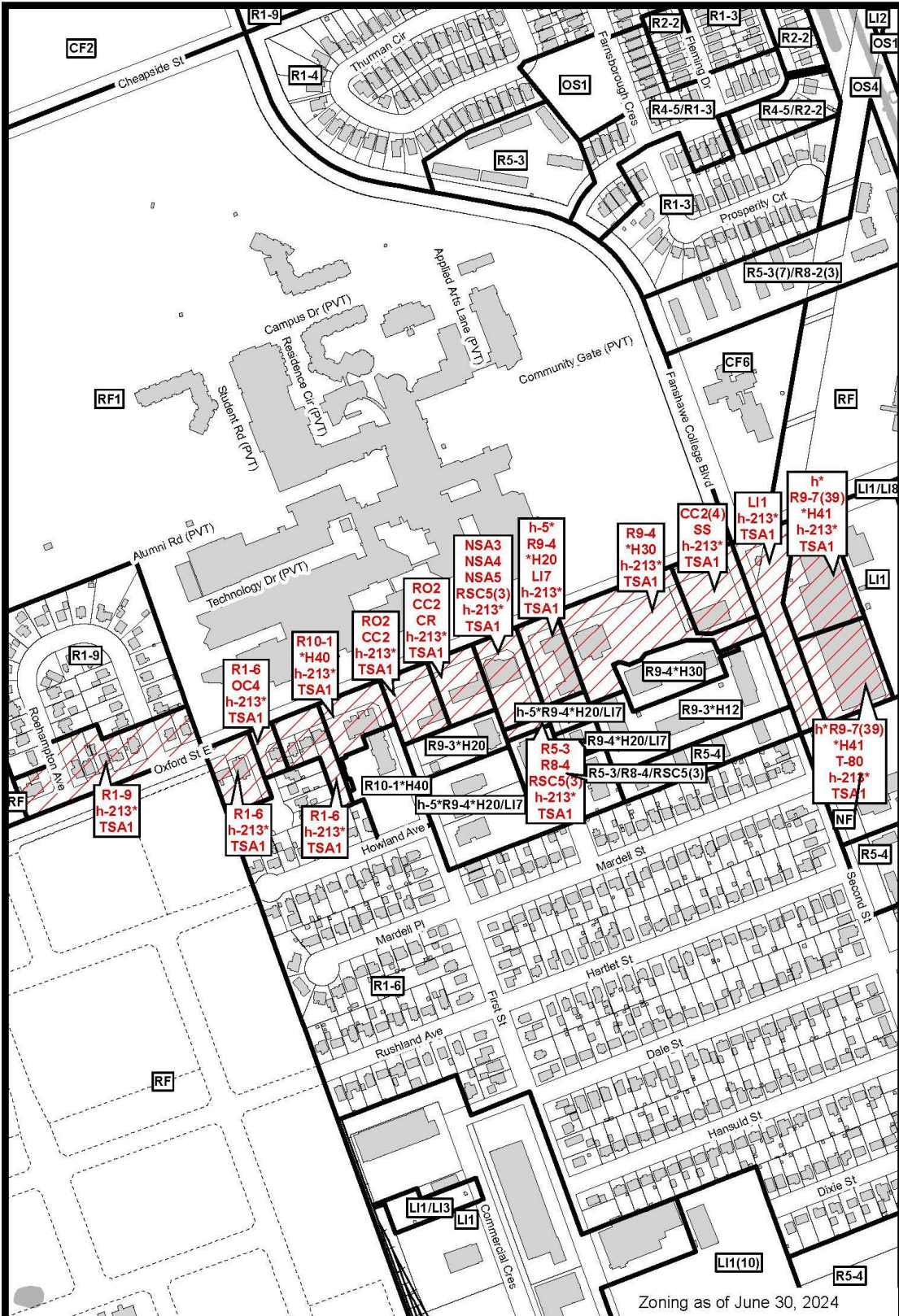
Zoning as of June 30, 2024




<p>File Number: OZ-9749 Planner: KK Date Prepared: 2024/09/09 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:5,000</p> <p>0 25 50 100 150 200 Meters</p> 
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Geodatabase

“Map No. 4”

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

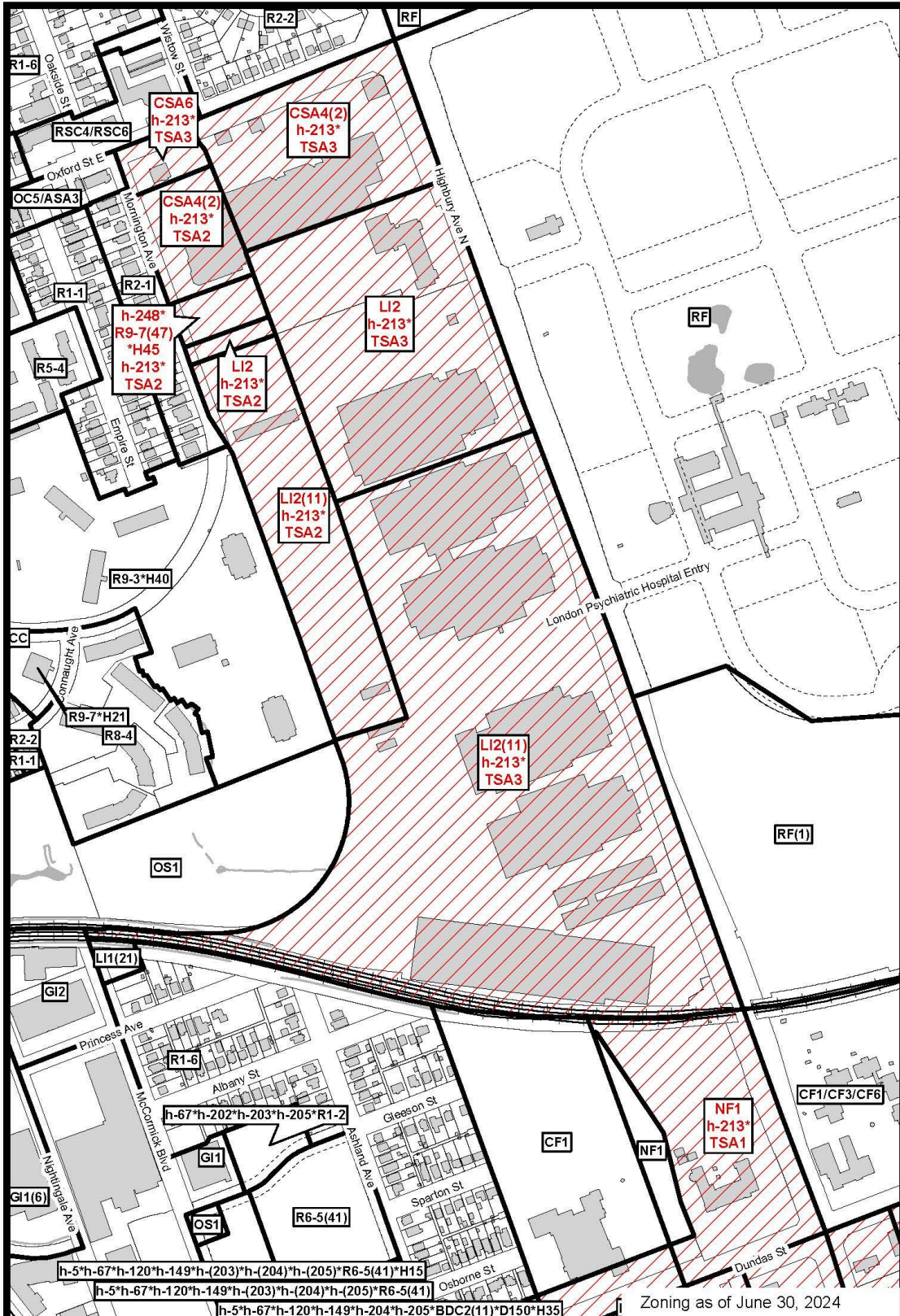


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Geodatabase

“Map No. 5”

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



Zoning as of June 30, 2024

<p>File Number: OZ-9749 Planner: KK Date Prepared: 2024/09/09 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:5,000</p> <p>0 25 50 100 150 200 Meters</p> 
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Geodatabase

“Map No. 6”

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



File Number: OZ-9749
 Planner: KK
 Date Prepared: 2024/09/09
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

1:6,500

0 30 60 120 180 240 Meters



Geodatabase

"Map No. 7"

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



Zoning as of June 30, 2024

File Number: OZ-9749
Planner: KK
Date Prepared: 2024/09/09
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:3,000

0 15 30 60 90 120 Meters



Geodatabase


"Map No. 8"

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




Zoning as of June 30, 2024

File Number: OZ-9749
 Planner: KK
 Date Prepared: 2024/09/09
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

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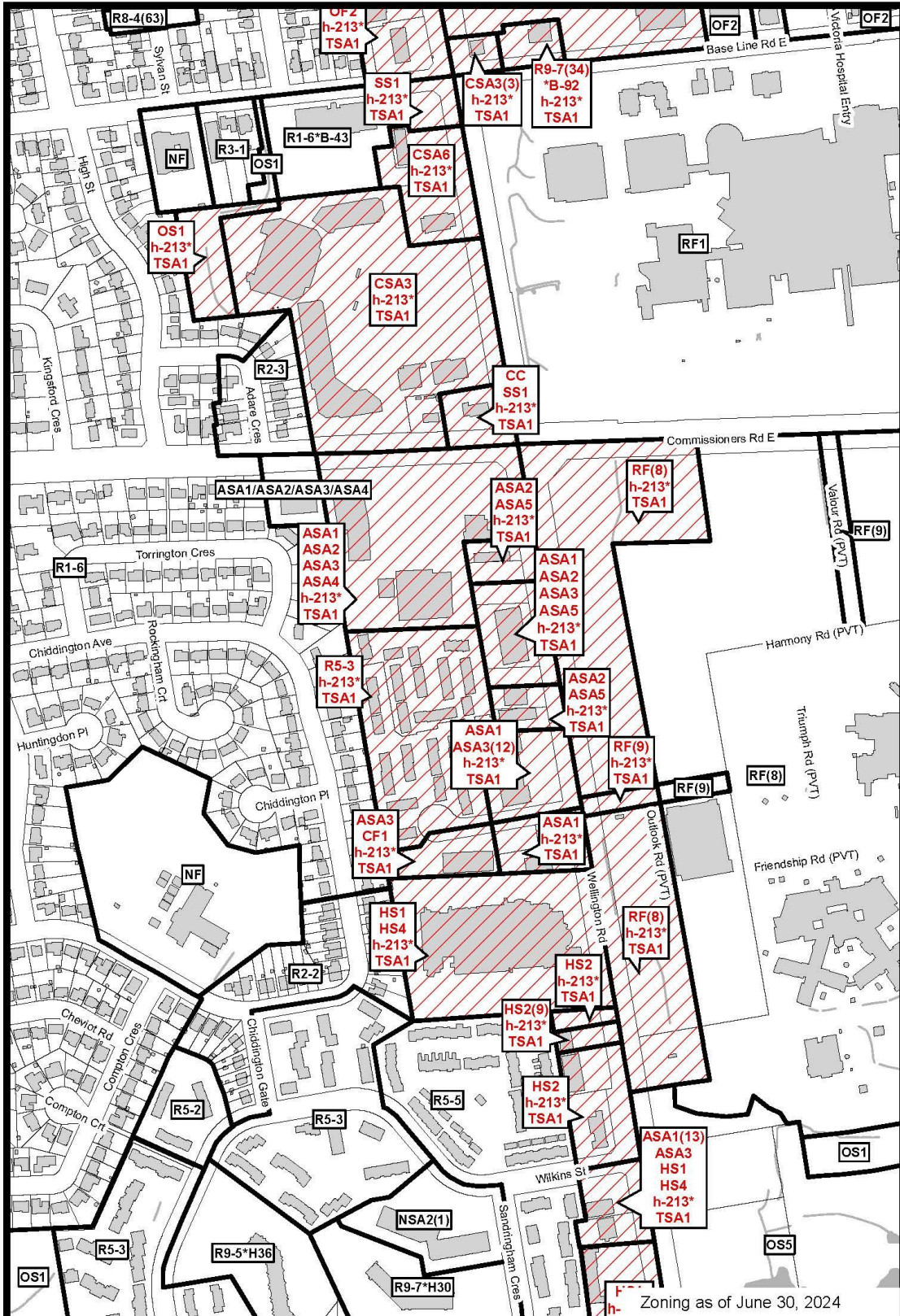
0 25 50 100 150 200 Meters





Geodatabase

“Map No. 9”

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



<p>File Number: OZ-9749 Planner: KK Date Prepared: 2024/09/09 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:5,000</p> <p>0 25 50 100 150 200 Meters</p> 
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Geodatabase

“Map No. 10”

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




File Number: OZ-9749
 Planner: KK
 Date Prepared: 2024/09/09
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

1:5,000

0 25 50 100 150 200 Meters





Geodatabase

“Map No. 11”

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



<p>File Number: OZ-9749 Planner: KK Date Prepared: 2024/09/09 Technician: RC By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:5,000</p> <p>0 25 50 100 150 200 Meters</p> <p></p>
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Geodatabase

“Map No. 12”

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



Zoning as of June 30, 2024

File Number: OZ-9749

Planner: KK

Date Prepared: 2024/09/09

Technician: RC

By-Law No: Z.-1-

SUBJECT SITE 

1:3,000

0 15 30 60 90 120 Meters



Geodatabase

"Map No. 13"

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



“Map No. 14”

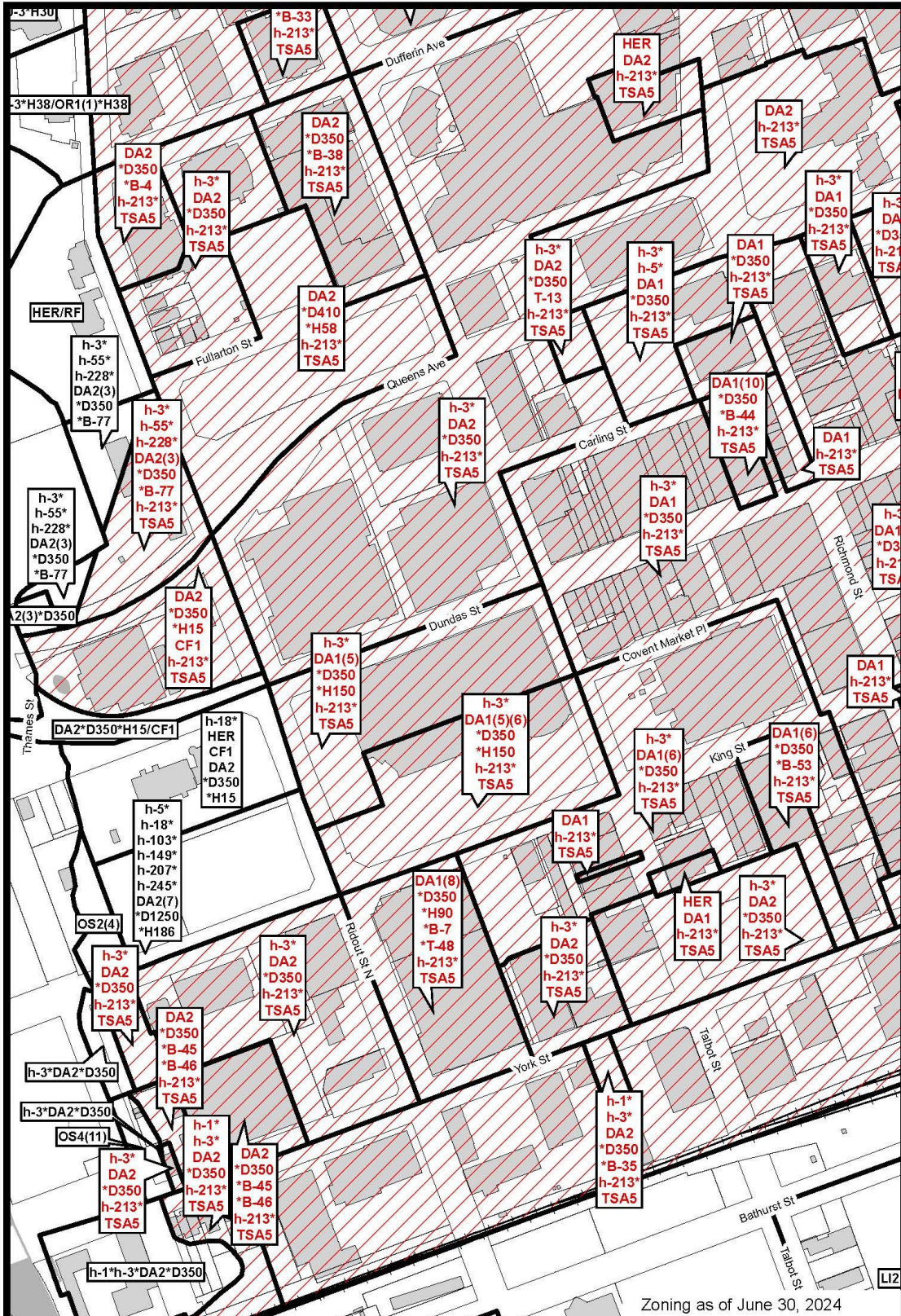
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



Geodatabase

“Map No. 15”

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



Zoning as of June 30, 2024

File Number: OZ-9749
 Planner: KK
 Date Prepared: 2024/09/09
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

1:3,000

0 15 30 60 90 120 Meters



Geodatabase

“Map No. 16”

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

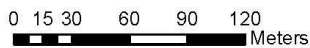


Zoning as of June 30, 2024

File Number: OZ-9749
 Planner: KK
 Date Prepared: 2024/09/09
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

1:3,000


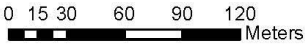



Geodatabase

“Map No. 17”

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



<p>File Number: OZ-9749</p> <p>Planner: KK</p> <p>Date Prepared: 2024/09/09</p> <p>Technician: RC</p> <p>By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:3,000</p> <p></p> <p></p>
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Geodatabase

