

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development

Subject: City of London
Protected Major Transit Station Areas Zoning Review
File Number: OZ-9749, Wards 1, 3, 4, 5, 6, 7, 8, 11, 12, 13, 14
Public Participation Meeting

Date: September 10, 2024

Recommendation

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

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

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

- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on September 24, 2024, and **BE GIVEN** two readings, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, The London Plan, as amended in part (a) above, and subject to OZ-9726, OZ-9727 and O-9752 coming into force and effect, to add Section 52 Transit Station Area Zone and to change the zoning of the subject properties in the Protected Major Transit Station Area, **TO** add a Holding Transit Station Area (h-213*TSA1, h-213*TSA2, h-213*TSA3, h-213*TSA4, h-213*TSA5, h-213*TSA6, and h-213*TSA7) 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 above noted amendment are being recommended for the following reasons:

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

- iii) The amendments will implement federal Housing Accelerator Fund initiatives through Canada Mortgage Housing Corporation (CMHC).

Executive Summary

Summary of Request

An amendment to The London Plan, the Official Plan for the City of London, to amend, delete, and add policies to integrate the Protected Major Transit Station Areas (PMTSAs) policies with the policies of the Downtown, Transit Village, and Rapid Transit Corridor Place Types.

An amendment to The London Plan, the Official Plan for the City of London, to increase permitted heights within the Downtown Place Type and Downtown PMTSA, the Transit Village Place Type and Transit Village PMTSA, and the Rapid Transit Corridor Place Type and Rapid Transit Corridor PMTSA.

An amendment to The London Plan, the Official Plan for the City of London, to amend Map 3 – Street Classifications to update the locations of the rapid transit stations.

An amendment to The London Plan, the Official Plan for the City of London, to amend Map 10 – Protected Major Transit Station Areas, to remove properties from the Rapid Transit Corridor Protected Major Transit Station Area.

An amendment to The London Plan, the Official Plan for the City of London, to amend Map 10 – Protected Major Transit Station Areas, to add properties to the Transit Village Protected Major Transit Station Area.

An amendment to the Zoning By-law Z.-1 to add Section 52 Transit Station Area Zone.

An amendment to the Zoning By-law Z.-1 to zone lands within the PMTSAs to the TSA1, TSA2, TSA3, TSA4, TSA5, TSA6, and TSA7 Zone variations. Staff are recommending the addition of a holding (h-213) to ensure the development will not occur until such time as a sanitary servicing capacity report has been prepared and confirmation that a municipal sanitary sewer outlet is available to service the site to the satisfaction of the City Engineer.

Staff are recommending approval of the requested amendments to The London Plan and Zoning By-law amendments.

Purpose and the Effect of Recommended Action

The recommended action will permit high-rise mixed-use development within London's Protected Major Transit Station Areas (PMTSA) and integrate the PMTSA policies into the corresponding Downtown, Transit Village, and Rapid Transit Corridor Place Types of The London Plan.

Rationale of Recommended Action

1. The recommended amendment is consistent with the *Provincial Policy Statement, 2020* and the *Provincial Planning Statement, 2024*;
2. The recommended amendment conforms to The London Plan, as amended in part (a) of the recommendations and as amended by OZ-9726 and OZ-9727 including, but not limited to the Downtown Place Type, the Transit Village Place Type, and the Rapid Transit Corridor and Urban Corridor Place Type sections; and
3. The recommended amendment facilitates opportunities for the creation of new housing at major nodes and along major corridors.

Linkage to the Corporate Strategic Plan

This recommendation will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan **Strategic Plan Area of Focus: Housing and Homelessness** in the following ways:

- by ensuring London’s growth and development is well-planned and considers use, intensity, and form;
- by supporting faster/streamlined approvals and increasing the supply of housing with a focus on achieving intensification targets; and
- by increasing access to a range of quality, affordable, and supportive housing options that meet the unique needs of Londoners.

On April 23, 2019, Council declared a Climate Emergency. Through this declaration, the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes efficient use of existing urban lands and infrastructure. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encourage active transportation.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

PEC Report – Protected Major Transit Station Areas (PMTSAs) – November 30, 2020

SPPC Report – London’s Approved Housing Accelerator Fund Application – September 19, 2023

CPSC Report – Update to the Roadmap to 3,000 Affordable Units “Roadmap 2.0” – July 15, 2024

PEC Report – The London Plan Heights Review – July 16, 2024

PEC Report – Heights Review/Transit Village/Major Shopping Area – September 10, 2024

1.2 Planning History

Housing Accelerator Fund

In April 2023, the Canada Mortgage and Housing Corporation (CMHC) released details on the Housing Accelerator Fund (HAF). The HAF is a \$4 billion incentive program targeting local municipal governments, with an anticipated outcome of 100,000 additional building permits issued in Canada over a three-year period. The aim of the HAF is to encourage new municipal initiatives that will increase housing supply at an accelerated pace and enhance certainty for developers in the approvals and building permit processes, resulting in transformational change to the housing system.

London’s approved HAF application provides a housing target of 2,187 additional units between 2024-2026 for eligibility of up to \$74,058,143 in funding under the HAF. These units must be over and above London’s recent unit construction average.

HAF Initiative #1 is most relevant to this project:

Promoting high-density development without the need for privately initiated rezoning (as-of-right zoning), e.g., for housing developments up to 10 storeys that are in proximity (within 1.5km) of rapid transit stations and reducing car dependency.

The amendments included in this report form part of this HAF initiative and must be completed within the timelines laid out in the HAF Agreement to ensure future installments of funding will be received.

Protected Major Transit Station Areas

Protected Major Transit Station Areas (PMTSAs) are defined as the areas “surrounding and including an existing or planned higher order transit station or stops” in the *Planning Act* (S. 16 (15)). PMTSAs are intended to accommodate increased residential and

employment growth with highly urban, mixed-use, transit-supportive forms of development.

In December 2020, Municipal Council approved the Protected Major Transit Station Areas (PMTSAs), which align with the Downtown, Transit Village, and Rapid Transit Corridor Place Types of The London Plan. The approved PMTSA policies provide direction on targeted numbers of residents and jobs per hectare, permitted uses, minimum densities, and height requirements within these areas. Map 10 – Protected Major Transit Station Areas of The London Plan identifies the three PMTSAs.

The London Plan Heights Review

The City retained SvN Architects + Planners in 2024 to undertake a review of the existing heights framework in The London Plan and to provide recommendations that would address the existing challenges created as a result of significant changes to Provincial legislation and population projections that occurred since the heights framework was originally established in 2016. The purpose of the review was to consider revised maximum building heights in all urban Place Types as well as to provide policy direction and design standards for tall buildings (buildings greater than eight storeys). The London Heights Framework Review has been prepared by SvN Architects + Planners with recommendations that were presented at the Planning and Environment Committee on July 16, 2024.

Transit Village Amendments

The City is also looking to amend the policies of the Transit Village Place Type to permit additional Transit Villages, to add a new Transit Village Place Type situated at and surrounding the Oxford-Richmond intersection, and to amend the policies to accommodate the previously approved Transit Village Place Type situated at and surrounding 100 Kellogg Lane. These amendments are part of another report that will be presented to the Planning and Environment Committee for their consideration on September 10, 2024 (OZ-9726, OZ-9727, O-9752, & O-9753 – Heights Review/Transit Village/Major Shopping Area). This report includes amendments related to Transit Village PMTSA’s only, as well as zoning for the new and existing Transit Villages.

2.0 Discussion and Considerations

2.1 Purpose of the Transit Station Area Zone

The Protected Major Transit Station Areas (PMTSA) policies of The London Plan provide direction on targeted numbers of residents and jobs per hectare, permitted uses, minimum densities, and height requirements within the PMTSAs. These targets and requirements are specific to the Place Type in which the PMTSAs are located – the Downtown, Transit Village, and Rapid Transit Corridor Place Types. The Transit Area (TSA) Zone proposes zone variations that implement the PMTSA policies, as amended.

2.2 Transit Station Area Zone

Seven zone variations are proposed in the TSA Zone to address appropriate heights, height transitions and permitted uses within the Rapid Transit Corridor, Transit Village, and Downtown PMTSAs.

Zones	Area Applied	Permitted uses	Proposed Heights (max)
TSA1 Zone	Within the Rapid Transit Corridor Place Type	Apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings, with a wide range of optional commercial and office uses permitted on the ground floor.	15 storeys

		Emergency care establishments are also permitted within existing buildings.	
TSA2 Zone	Main Street segments of Richmond Row and SoHo and within 150m of a rapid transit station	Apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings permitted on upper floors, with a wide range of commercial and office uses required on the ground floor. Emergency care establishments are also permitted within existing buildings with no ground-floor commercial or office use.	25 storeys
TSA3 Zone	Periphery of the Transit Village Place Type	Apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings, with a wide range of optional commercial and office uses permitted on the ground floor. Emergency care establishments are also permitted within existing buildings.	15 storeys
TSA4 Zone	Core of the Transit Village Place Type	Apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings permitted on upper floors, with a wide range of commercial and office uses required on the ground floor. Emergency care establishments are also permitted within existing buildings with no ground-floor commercial or office use.	30 storeys
TSA5 Zone	Periphery of the Downtown Place Type	Apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings, with a wide range of optional commercial and office uses permitted on the ground floor. Emergency care establishments are also permitted within existing buildings.	20 storeys
TSA6 Zone	Core of the Downtown Place Type	Apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings, with a wide range of optional commercial and	45 storeys

		office uses permitted on the ground floor. Emergency care establishments are also permitted within existing buildings.	
TSA7 Zone	Within the Downtown Place Type where active ground floor uses are prioritized	Apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings permitted on upper floors, with a wide range of commercial and office uses required on the ground floor. Emergency care establishments are also permitted within existing buildings with no ground-floor commercial or office use.	45 storeys

TSA1 Zone Variation

The TSA1 Zone variation is intended to be applied to properties within the Rapid Transit Corridor PMTSA. A maximum building height of 50 metres – equivalent to 15 storeys – is proposed. Residential and mixed-use buildings are proposed in the TSA1 Zone variation, as the permitted uses would include: apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings. Various commercial and office uses are permitted in association with the proposed residential uses if located on the ground floor of the building.

TSA2 Zone Variation

The TSA2 Zone variation is intended to be applied to properties within the Rapid Transit Corridor PMTSA within the Richmond Row or SoHo Main Street segments as well as properties within 150 metres of a rapid transit station. A maximum building height of 82 metres – equivalent to 25 storeys – is proposed. Mixed-use buildings are proposed in the TSA2 Zone variation as the permitted uses would include: apartment building, emergency care establishment, group home type 2, handicapped persons apartment building, lodging house class 2, and senior citizen apartment building uses in the rear portion of the ground floor, lower floors, and upper floors of a building, with various commercial and office uses permitted in the front portion of the ground floor of a building.

TSA3 Zone Variation

The TSA3 Zone variation is intended to be applied to properties within the Transit Village PMTSA that are adjacent to the Neighbourhoods Place Type. A maximum building height of 50 metres – equivalent to 15 storeys – is proposed. Residential and mixed-use buildings are proposed in the TSA3 Zone variation, as the permitted uses would include: apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings. Various commercial and office uses are permitted in association with the proposed residential uses if located on the ground floor of the building.

TSA4 Zone Variation

The TSA4 Zone variation is intended to be applied to properties within the Transit Village PMTSA. A maximum building height of 98 metres – equivalent to 30 storeys – is proposed. Mixed-use buildings are proposed in the TSA4 Zone variation as the permitted uses would include: apartment building, emergency care establishment, group home type 2, handicapped persons apartment building, lodging house class 2, and senior citizen apartment building uses in the rear portion of the ground floor, lower

floors, and upper floors of a building with various commercial and office uses permitted in the front portion of the ground floor of a building.

TSA5 Zone Variation

The TSA5 Zone variation is intended to be applied to properties within the Downtown PMTSA that are adjacent to the Neighbourhoods Place Type. A maximum building height of 66 metres – equivalent to 20 storeys – is proposed. Residential and mixed-use buildings are proposed in the TSA5 Zone variation, as the permitted uses would include: apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings. Various commercial and office uses are permitted in association with the proposed residential uses if located on the ground floor of the building.

TSA6 Zone Variation

The TSA6 Zone variation is intended to be applied to properties within the Downtown PMTSA. A maximum building height of 146 metres – equivalent to 45 storeys – is proposed. Residential and mixed-use buildings are proposed in the TSA6 Zone variation, as the permitted uses would include: apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings. Various commercial and office uses are permitted in association with the proposed residential uses if located on the ground floor of the building.

TSA7 Zone Variation

The TSA7 Zone variation is intended to be applied to properties within the Downtown PMTSA where active ground floor uses are a priority – Dundas Street, from Ridout Street North to Waterloo Street; King Street, from Ridout Street North to Kent Street; Richmond Street, from York Street to Kent Street; and, Talbot Street, from York Street to Queens Avenue. A maximum building height of 146 metres – equivalent to 45 storeys – is proposed. Mixed-use buildings are proposed in the TSA7 Zone variation as the permitted uses would include: apartment building, emergency care establishment, group home type 2, handicapped persons apartment building, lodging house class 2, and senior citizen apartment building uses in the rear portion of the ground floor, lower floors, and upper floors of a building with various commercial and office uses permitted in the front portion of the ground floor of a building.

2.3 Subject Properties

Approximately 1,200 properties are proposed to have the TSA Zone applied in addition to the existing zoning permissions. These properties are located within a PMTSA, as amended.

However, not all properties within the PMTSAs are proposed to have the TSA Zone applied. Properties within the PMTSA that have one or more of the following characteristics have been excluded from this Zoning By-law amendment:

- Properties located within an adopted Secondary Plan area. These properties were excluded as the Secondary Plan policies applicable to these properties supersede those of The London Plan and the TSA Zone variations may not conform to the Secondary Plan policies.
- Properties located within the regulatory flood line.
- Properties located within the Old North Richmond Street Rapid Transit Corridor Preservation segment. These properties have been excluded as new mid-rise and high-rise development is discouraged along this segment (Policy 849A_2) and the TSA Zone does not conform to the applicable policies in The London Plan.
- Properties that are within the Rapid Transit Corridor Place Type, but do not have access to the associated Rapid Transit Boulevard. These properties have been

excluded as there is limited ability to develop high-rise residential forms on these properties. They are also proposed to be removed from the Rapid Transit Corridor Protected Major Transit Station Area.

- Properties that have recently been rezoned and the current zoning achieves the same objectives as the TSA Zone, or a planning application has recently been submitted which will achieve the same objectives as the TSA Zone.

See Appendix “C” for a complete list of properties that are located within a Protected Major Transit Station Area, but are not proposed to have the TSA Zone applied.

2.4 Map 3 – Street Classifications

Map 3 – Street Classifications of The London Plan currently identifies the locations of the rapid transit stations based on the information provided in the Rapid Transit Corridors Environmental Assessment. Three rapid transit projects – the Downtown Loop, Wellington Gateway, and East London Link – are currently underway. Through the detailed design of the rapid transit projects, minor adjustments to the locations of many of the rapid transit stations have been made. It is now appropriate to update Map 3 – Street Classifications to reflect the revised rapid transit station locations.

The London Plan policies permit additional height and density within a prescribed distance of a rapid transit station; therefore, it is important to ensure that these locations are as accurate as possible as the locations of the rapid transit stations will determine where the TSA2 Zone variation is proposed to be applied.

2.5 Map 10 – Protected Major Transit Station Areas

Map 10 – Protected Major Transit Station Areas (PMTSA) identifies the lands that are within the Downtown PMTSA, the Transit Village PMTSA, and the Rapid Transit Corridor PMTSA.

Properties that do not have direct access to the associated Rapid Transit Boulevard, but are within the Rapid Transit Corridor PMTSA are proposed to be removed as there is limited ability to develop high-rise residential forms on these properties. Properties that are currently within the Rapid Transit Corridor PMTSA, but are proposed to be added to the Transit Village PMTSA, are also proposed to be removed from the Rapid Transit Corridor PMTSA for consistency.

Properties that are within the two proposed Transit Villages at Oxford Street East and Richmond Street, as well as at 100 Kellogg Lane, are proposed to be added to the Transit Village PMTSA.

2.6 Requested Amendments

An amendment to The London Plan, the Official Plan for the City of London, to amend Policies 800_1, 802_1, 811_1, 813_1, 837_1, 839, 840_5, 840_6, and 847_2, add Policies 798A, 802_4, 802_5, 809A, 813_4, 813_5, 829A, 840_3 and 840_4, and delete Policies 803A, 803B, 803C, 803D, 803E, 803F, 814A, 814B, 814C, 815D, 815E, 815F, 860A, 860B, 860C, 860D, 860E and 860F to do the following:

- integrate the Protected Major Transit Station Areas (PMTSAs) policies with the policies of the Downtown, Transit Village, and Rapid Transit Corridor Place Types;
- increase permitted heights within the Downtown Place Type and Downtown PMTSA from a maximum of 35 storeys to a maximum of 45 storeys;
- increase permitted heights within the Transit Village Place Type and Transit Village PMTSA from a maximum of 22 storeys to a maximum of 30 storeys; and
- increase permitted heights within the Rapid Transit Corridor Place Type and Rapid Transit Corridor PMTSA from a maximum of 12 storeys to a maximum of 15 storeys, and from a maximum of 16 storeys to a maximum of 25 storeys

within 150 metres of a rapid transit station, at the intersection of a Rapid Transit Corridor and a Civic Boulevard or Urban Thoroughfare, or within the Main Street segments of the Rapid Transit Corridor Place Type.

An amendment to The London Plan, the Official Plan for the City of London, to amend Map 3 – Street Classifications to update the locations of the rapid transit stations consistent with the Downtown Loop, East London Link, and Wellington Gateway projects.

An amendment to The London Plan, the Official Plan for the City of London, to amend Map 10 – Protected Major Transit Station Areas, to remove multiple properties from the Rapid Transit Corridor Protected Major Transit Station Area (refer to Appendix D for a complete list of identified properties).

An amendment to The London Plan, the Official Plan for the City of London, to amend Map 10 – Protected Major Transit Station Areas, to add the following properties to the Transit Village Protected Major Transit Station Area (refer to Appendix D for a complete list of identified properties).

An amendment to the Zoning By-law Z.-1 to add Section 52 Transit Station Area Zone.

An amendment to the Zoning By-law Z.-1 to zone lands within the Rapid Transit Corridor Protected Major Transit Station Area to a Transit Station Area (TSA1) Zone.

An amendment to the Zoning By-law Z.-1 to zone lands within the Rapid Transit Corridor Place Protected Major Transit Station Area Main Street segments of Richmond Row and SoHo, and lands within 150 metres of a rapid transit station to a Transit Station Area (TSA2) Zone.

An amendment to the Zoning By-law Z.-1 to zone lands within the Transit Village Protected Major Transit Station Area to a Transit Station Area (TSA3) Zone and Transit Station Area (TSA4) Zone.

An amendment to the Zoning By-law Z.-1 to zone lands within the Downtown Protected Major Transit Station Area to a Transit Station Area (TSA5) Zone, Transit Station Area (TSA6) Zone, and Transit Station Area (TSA7) Zone.

2.7 Internal and Agency Comments

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Key issues identified by staff and agencies included:

- Oxford Street West local sewers cannot accommodate high-density development
- Richmond Street north corridor of the downtown core cannot accommodate high-density development
- Without maximum densities, stormwater servicing capacity cannot be determined
- Development is not permitted within natural hazard lands, including the intensification of use through zoning

Detailed internal and agency comments are included in Appendix “D” of this report.

2.8 Public Engagement

On July 29, 2024, Notice of Application was sent to approximately 13,200 property owners and residents in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on July 25, 2024.

There were 44 responses received during the public consultation period. Comments received were considered in the review of this application and are addressed in Section 4.0 of this report.

Support expressed by the public relate to:

- Increased property values
- The Masonville Secondary Plan area being excluded from the TSA Zone
- More housing being created

Concerns expressed by the public relate to:

- Individual properties being excluded from the TSA Zone
- Individual properties being given the incorrect TSA Zone
- Secondary Plan areas being excluded from the TSA Zone
- Regulations overall being too restrictive
- Mandatory ground-floor non-residential uses in the TSA2, TSA5, and TSA7 Zones being too restrictive
- Increased height and density generally
- Increased traffic and congestion
- Shadowing impacts
- Lack of adequate bus/public transit service
- Increased hard surfaces exacerbating existing flooding issues
- Group home type 2 and lodging house class 2 uses being permitted

Detailed public comments are included in Appendix “E” of this report.

2.9 Policy Context

The Planning Act

The *Planning Act* identifies that an official plan may include policies that identify the area surrounding and including an existing or planned higher-order transit station or stop as a protected major transit station and that delineate the area’s boundaries in accordance with Section 16 (15). The *Planning Act* defines higher order transit as transit that operates in whole or in part in a dedicated right-of-way, including heavy rail, light rail and buses. Under Section 16 (15), where a municipality identifies a PMTSA in its official plan, the official plan must contain policies that:

- a) Identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area;
- b) Identify the authorized uses of land in the major transit station area and of buildings or structures on lands in the area; and
- c) Identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.

Section 16 (20) of the *Planning Act* came into force in 2022. In accordance with Section 16 (20), no later than one year after the official plan policies have come into effect, the council of the local municipality shall amend all zoning by-laws that are in effect in the municipality to ensure that they conform with the policies.

The recommended amendment is consistent with the *Planning Act* and addresses the requirements set out in Section 16 (15) and Section 16 (20).

The Provincial Policy Statement, 2020 and Provincial Planning Statement, 2024

The Provincial planning policy framework is established through section 3 of the *Planning Act* and the *Provincial Policy Statement, 2020* (2020 PPS). The *Planning Act* requires that all municipal land use decisions affecting planning matters shall be consistent with the policy statements issued under Section 2 of the *Planning Act*. The current policy statement on planning matters is the 2020 PPS; however, on October 20,

2024 it will be replaced by a new *Provincial Planning Statement, 2024* (2024 PPS). The timing of Council's decision on this amendment requires consistency with the 2020 PPS; however, approval from the Province may come after October 20. Therefore, an analysis has also been completed to ensure the amendments are also consistent with the 2024 PPS.

The 2020 PPS provides direction on transit-supportive development and promotes a clear relationship between land use and transit, with policies that emphasize land use patterns, density, and a mix of uses to support current and future use of transit and active transportation (1.6.7.4). In the PPS, transit-supportive means development that makes transit viable, optimizes investments in transit infrastructure and improves the quality of the experience of using transit, and often refers to compact, mixed-use development that has a high level of employment and residential density in proximity to transit stations, corridors and associated elements within the transportation system.

The 2020 PPS provides that healthy, liveable and safe communities are sustained by accommodating an appropriate range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs (1.1.1.b), and promoting the integration of land use planning, growth management, transit-supportive development and intensification to achieve cost-effective development patterns and optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1.e). Land use patterns within settlement areas shall be based on densities and a mix of land uses, which support active transportation (1.1.3.2.e) and are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2.f).

The 2020 PPS requires planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification, to accommodate projected needs (1.1.3.3). The PPS directs planning authorities to promote densities for new housing which efficiently use land and infrastructure and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3.d). Planning authorities also require transit-supportive development and prioritizing intensification, including potential air rights development, in proximity to transit, including corridors and stations (1.4.3.e).

The 2020 PPS identifies the relationship between climate change and transit-supportive development and promotes a compact form and city structure with nodes and corridors, which improves the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion (1.8.1).

The recommended amendment is consistent with the 2020 PPS and supports the implementation of these policies.

The 2024 PPS is consistent with the direction to build compact, mixed use cities and adds specificity through its policy direction for Protected Major Transit Station Areas. Some applicable policies include:

Planning authorities shall delineate the boundaries of major transit station areas on higher order transit corridors through a new official plan or official plan amendment adopted under section 26 of the Planning Act. The delineation shall define an area within an approximately 500 to 800metre radius of a transit station and that maximizes the number of potential transit users that are within walking distance of the station. (2.4.2.1)

Planning authorities are encouraged to promote development and intensification within major transit station areas, where appropriate, by:

- a) planning for land uses and built form that supports the achievement of minimum density targets; and*

- b) supporting the redevelopment of surface parking lots within major transit station areas, including commuter parking lots, to be transit-supportive and promote complete communities. (2.4.2.3)*

The proposed amendments will add greater density and as-of-right zoning to the existing Protected Major Transit Station Areas, thereby enhancing our ability to achieve the policy objectives outlined in the 2024 PPS. The recommended amendment is consistent with the 2024 PPS and also supports the implementation of these policies

The London Plan, 2016

The London Plan provides Key Directions, each of which presents a list of planning strategies to guide the City in effectively achieving its visions.

Key Direction #5 provides direction on building a mixed-use compact city by implementing a city structure plan that focuses high-intensity, mixed-use development to strategic locations – along rapid transit corridors and within the Primary Transit Area (59_1); planning to achieve a compact, contiguous pattern of growth – looking “inward and upward” (59_2); sustaining, enhancing, and revitalizing our downtown, main street, and urban neighbourhoods (59_3); and, planning for infill and intensification of various forms to take advantage of existing services and facilities and to reduce our need to grow outward (59_4).

Key Direction #6 places a new emphasis on creating attractive mobility choices by establishing a high-quality rapid transit system and strategically using it to create an incentive for development along rapid transit corridors and at transit villages and stations (60_3); focusing intense, mixed-use development to centres that will support and be served by rapid transit integrated with walking and cycling (60_5); and, requiring, promoting, and encouraging transit-oriented development forms (60_6).

Key Direction #7 provides direction on building strong, healthy and attractive neighbourhoods for everyone by planning for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well-distributed health services (61_1).

The growth framework of the City Structure Plan establishes a strategy for shaping growth over the next 20 years. The Primary Transit Area will be the focus of residential intensification and transit investment within London, which includes the Transit Villages and Rapid Transit Corridors. The nature and scale of intensification will vary depending on the Place Type within the Primary Transit Area and will be a good fit within existing neighbourhoods (90). Directing infill and intensification to this area is a major part of The London Plan’s strategy to manage growth in the city as a whole and to target 45% of all future residential growth in the Built-Area Boundary (91). The most intense forms of development will be directed to the Downtown, Transit Villages, and at station locations along the Rapid Transit Corridors, where they can be most effective in meeting multiple objectives of The London Plan (86). This framework identifies that the Downtown and the Transit Villages are intended to allow for intense, mixed-use neighbourhoods and business areas with centrally located rapid transit stations; they are planned to help to make rapid transit viable in London, with a high degree of pedestrian amenity making them great places in which to live, shop, work, and play (95). Development along the Rapid Transit Corridors will be of an intensity that will support rapid transit ridership, without detracting from the highest intensity of development that is to be directed to the Downtown and the Transit Villages (96). This framework also directs development along the planned rapid transit corridors to establish a world-class, mid-sized Downtown that is well connected to the rest of London (98_1), support intense forms of mixed-use development in the Transit Villages (98_2), and create abundant opportunities for growth and development in the Transit Villages and Rapid Transit Corridors (98_5).

The Mobility Framework of the City Structure Plan establishes a high-level plan for moving people, goods and services throughout our city, to the region and beyond (100). This framework focuses on the Rapid Transit Corridors which represent the spine of London’s mobility network, that connect the Downtown to neighbourhoods, institutions and other employment nodes, centres of culture, and commerce (101).

The Economic Framework of the City Structure Plan establishes a high-level plan for key elements of our city that will drive our economic success over the next 20 years (126). This framework identifies that the Downtown, Transit Villages, and Rapid Transit Corridors are planned to be economic engines for commerce, employment, and economic growth by offering a wide array of amenities, services with high-quality walking, cycling, and transit environments (127).

The City Building policies of The London Plan provide a platform for growth to support both the vision and priorities set out in the strategy and set the framework for the future shape, character and form of our city (184, 185, 186). When considering the layout of the site, the City Design policies direct us to minimize and mitigate impacts on adjacent properties (253) and minimize the visual exposure of parking areas to the street (296). In addition, design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context (298).

The Mobility policies of The London Plan direct us to utilize rapid transit services to strategically promote and stimulate intensification and support our growth management policies through the plans and actions we take (313_3).

The Homelessness Prevention and Housing policies of The London Plan identify that providing accessible and affordable housing options for all Londoners is an important element of building a prosperous city and that housing choice is influenced by location, type, size, tenure, and accessibility (495). Infill and intensification in a variety of forms, including additional residential units, will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible (506). In addition, the policies indicate that the City will support residential facilities, at appropriate locations that meet the housing needs of persons requiring specialized care.

Downtown Place Type

The Downtown is envisioned to be the hub of mobility in our city, serving as the city's primary station for rapid transit, regional bus, rail and any future high speed rail network (799_17). A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses may be permitted in the Downtown Place Type (800_1). Along commercial-oriented streetscapes, retail and service uses will be encouraged at grade, with residential and non-service office uses that do not serve a walk-in clientele directed to the rear of buildings and to upper floors (800_3). New surface accessory parking lots should not be permitted and new surface commercial parking lots shall not be permitted within the Downtown (800_4).

The Downtown will permit the tallest building and the highest densities in the city (802). Tall buildings will be permitted only where they achieve a high level of design excellence in conformity (802_2). All the planning and design that is undertaken Downtown will place a priority on the pedestrian experience through site layout, building location, and a design that reinforces pedestrian comfort and safety (803_3).

Transit Village Place Type

Transit Villages are envisioned to be exceptionally designed, high-density mixed-use urban neighbourhoods connected by rapid transit to the Downtown and each other (806). Second only to the Downtown in terms of the mix of uses and intensity of development that is permitted, Transit Villages are envisioned to be major mixed-use destinations with centrally located rapid transit stations (807). They are intended to support the rapid transit system, by providing a higher density of people living, working, and shopping in close proximity to high-quality transit service (808).

Transit Villages are intended to be occupied by extensive retail and commercial services and will allow for substantial office spaces, resulting in complete communities that offer entertainment and recreational services as well as public parkettes, plazas and sitting areas (806). A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be

permitted in the Transit Village Place Type (811_1). Mixed-use buildings will be encouraged (811_2) with retail and service uses encouraged to front the street at grade when multiple uses are within a single building (811_3). In aggregate, no more than 20,000m² of office space will be permitted within any Transit Village Place Type; individual buildings will not contain more than 5,000m² of office space (813_5).

The locations of Transit Villages have opportunities for significant infill, redevelopment, and an overall more efficient use of the land (809). To reduce the impacts, the permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Types (813_3). Surface parking areas should be located in the rear and interior side yard (813_11). The Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites (813_6).

Rapid Transit Corridor Place Type

Rapid Transit Corridors are the connectors between the Downtown and Transit Villages (829) and are envisioned to be vibrant, mixed-use, mid-rise communities that border the length of our rapid transit service (826).

Rapid Transit Corridors allow for a wide range of permitted uses and greater intensities of development along corridors close to rapid transit stations (830_5). The range of uses includes residential, retail, service, office, cultural, recreational, and institutional uses (837_1). The City will support the development of a variety of residential types, with varying locations, size, affordability, tenure, design, and accessibility so that a broad range of housing requirements are satisfied (830_11). Mixed-use buildings will be encouraged (837_2), while single-use non-residential buildings with large floor plates will be discouraged (837_3). Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade (837_4). Individual buildings will not contain more than 2,000m² of office space, except within 150 metres of rapid transit stations where buildings may contain up to 5,000m² of office space. An aggregate total of no more than 5,000m² will be allowed within 150 metres of a rapid transit station (840_5 as amended).

Transit-oriented and pedestrian-oriented development forms are required along Rapid Transit Corridors (830_7) and intensification will be encouraged along these corridors, while managing and mitigating impacts on adjacent, lower-intensity residential areas (832). Those parts of the Rapid Transit Corridors that are in close proximity to transit stations may allow for a greater intensity and height of development to support transit usage and provide convenient transportation for larger numbers of residents (827). However, the interface between the corridors and the adjacent lands within less intense neighbourhoods must be carefully managed (830_6). Development within Rapid Transit Corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility (840_1). Buildings should be sited close to the front lot line, to create a pedestrian-oriented street wall and appropriate setback from properties that are adjacent to the rear lot line (841_2). Surface parking areas should be located in the rear and interior side yard (841_12).

Evaluation Criteria

The London Plan includes evaluation criteria for all planning and development applications with respect to use, intensity and form, as well as with consideration of the following (1577-1579):

1. Consistency with the Provincial Policy Statement and all applicable legislation.
2. Conformity with the Our City, Our Strategy, City Building, and Environmental policies.
3. Conformity with the Place Type policies, as amended.
4. Consideration of applicable guideline documents.
5. The availability of municipal services.
6. Potential impacts on adjacent and nearby properties in the area and the degree to which such impacts can be managed and mitigated.
7. The degree to which the proposal fits within its existing and planned context.

Staff are of the opinion that all the above criteria have been satisfied.

3.0 Financial Impact/Considerations

There are no direct municipal financial expenditures with this application.

4.0 Key Issues and Considerations

4.1 Land Use

Residential Uses

The primary objective of the Transit Station Area (TSA) Zone is to promote high-density development without the need for a privately-initiated rezoning application, with a focus on housing within proximity of rapid transit stations (HAF initiative #1). The TSA Zone variations permit a variety of residential uses suitable to medium- and high-density forms, including apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging houses class 2, and senior citizen apartment buildings to promote development of the full continuum of housing options.

Ground-floor Non-residential Uses

While residential is the focus of the TSA Zone, the Place Type policies of The London Plan permit a range of residential, retail, service, office, cultural, recreational, and institutional uses (800_1, 811_1, 837_1) and encourage mixed-use buildings (800_2, 811_2, 827_2) in the Downtown, Transit Village, and Rapid Transit Corridor Place Types. Providing non-residential uses within close proximity to where people live is an important component of creating complete walkable communities. Uses such as grocery stores, day care centres, laundromats, and medical/dental offices provide the opportunity for future residents in these areas to easily access their daily needs. The London Plan specifically identifies grocery stores as an essential part of a complete community and that they should be accessible to key pedestrian routes and transit (656).

To ensure that opportunities for uses that support communities are provided, a broad range of non-residential uses are permitted on the ground-floor of all buildings within the TSA Zone and development within the following areas is required to have non-residential ground-floor uses as a component of the residential use:

- Within the Downtown Place Type, properties with frontage on:
 - King Street, from Ridout Street North to Clarence Street;
 - Talbot Street, from York Street to Queens Avenue;
 - Dundas Street, from Ridout Street North to Waterloo Street; or
 - Richmond Street, from York Street to Kent Street;
- Within the core of the Transit Village Place Type;
- Within 150 metres of a rapid transit station, as identified on Map 3, as amended; and,
- Within the Rapid Transit Corridor Place Type where the Mainstreet policies apply:
 - Richmond Row - Richmond Street from Oxford Street to the CP Rail Line; and,
 - SoHo - Wellington Street from the CN tracks to the south branch of the Thames River and Horton Street from Colborne Street to lands just west of Richmond Street.

It should be noted that the areas identified above also permit the greatest heights and intensities within their respective Place Types to off-set the requirement for non-residential ground-floor uses.

Emergency Care Establishments

There is an opportunity through the TSA Zone to advance HAF initiative #7:

Partnering with non-profit housing providers to preserve and increase the stock of affordable housing.

Affordable housing is aimed at households with no and low incomes to ensure that they are able to access housing. It includes a continuum of housing options inclusive of rent supplemented units, non-profit operated affordable housing buildings, and emergency care establishments among other permutations developed to provide housing for the entire community. Given the severity of housing need, the immediate need for emergency care, and the nature of non-profit funding, it is anticipatable that most emergency care establishments required in the next few years will be established within existing buildings.

Further guidance on this has been developed through the Whole of Community Health and Homelessness System Response and \$20 million of the HAF funds dedicated to affordable housing. This funding is intended to address the full continuum of housing options. It is important to support the Whole of Community Health and Homelessness System Response in ensuring housing is available that this particular approach is viable. The *Hubs Implementation Plan* set goals to establish a number of hubs which have not yet been met partly given the challenges of finding viable locations. While the TSA Zone was created with a focus on new development, emergency care establishments will be permitted within existing buildings given the current challenges of finding viable locations.

4.2 Intensity

The maximum heights in the TSA1, TSA2, TSA4, TSA6, and TSA7 Zone variations were informed by the recommendations of The London Height Framework Review prepared by SvN Architects + Planners, which include:

- a maximum building height of 15 storeys within the Rapid Transit Corridor Place Type,
- a maximum building height of 25 storeys within the Rapid Transit Corridor Place Type within 150 metres of a rapid transit station or Main Street segment,
- a maximum building height of 30 storeys within the Transit Village Place Type, and
- a maximum building height of 45 storeys within the Downtown Place Type.

The City Design policies of The London Plan direct us to minimize and mitigate impacts on adjacent properties (253) and to use design measures relating to building height, scale, and massing to provide a transition between development of significantly different intensities (298). The TSA3 and TSA5 Zone variations are intended to provide this transition in intensity to the adjacent Neighbourhoods Place Type with lower maximum heights within the Transit Village Place Type periphery and the Downtown Place Type periphery respectively. The maximum heights proposed for these two zones are consistent with the standard maximum heights for the Transit Village and Downtown Place Types, 15 and 20 storeys respectively, effectively retaining the existing maximum heights currently permitted within these areas.

To provide clarity within the zoning regulations for the TSA Zone, the maximum storeys were converted to maximum building heights in metres. Through discussions with the development industry, the average residential storey was determined to be 3.2 metres. To provide flexibility to the ground floor, 5.0 metres was used for calculation purposes, resulting in the building height in meters conversion as follows:

- 5.0 metres for the first storey, plus 3.2 metres for each additional storey above the first storey, rounded to the nearest whole number

It is important to note that not all maximum heights and/or densities proposed may ultimately be achievable on all sites within the Transit Station Area (TSA) Zone. Available servicing infrastructure may reduce the maximum height and/or density that may be developed on individual sites. The h-213 holding provision is therefore being

recommended to ensure sanitary servicing is available prior to development on sites that have been identified as having sanitary servicing capacity limitations. This is due to the TSA Zone regulations not including a maximum density and the need to track the availability of services. In the future, the h-213 holding provision can be removed when projects are completed, such as in the downtown. The h-213 holding provision is as follows:

- The purpose of the h-213 is to ensure the orderly development of the lands and the “h-213” symbol shall not be deleted until a sanitary servicing capacity report has been prepared and confirmation that a municipal sanitary sewer outlet is available to service the site to the satisfaction of the City Engineer. Development applications will have to satisfy this condition prior to development taking place.

The proposed intensity is consistent with the policies of the *Provincial Policy Statement, 2020* that require land use patterns within settlement areas to be based on densities and a mix of land uses, which are transit-supportive, where transit is planned, exists or may be developed.

4.3 Form

The London Height Framework Review prepared by SvN Architects + Planners included a number of recommendations for regulations related to the Rapid Transit Corridor, Transit Village, and Downtown Place Types. The TSA Zone provides an opportunity to implement the following London Height Framework Review regulation recommendations:

- **Maximum floor area ratio:** The floor area ratio is a measurement of a floor area of a building in relation to the lot that the building is located on. It is derived by dividing the total area of the building by the total area of the lot and is used to limit the bulk or mass of building volume on a site. It is used in conjunction with lot coverage maximums and landscape coverage minimums to control the overall mass of the building form.
- **Maximum lot coverage:** Lot coverage is expressed as the percentage of the site that can be covered by a building’s footprint. This controls the massing of a building, in conjunction with the floor area ratio.
- **Minimum landscaped open space:** Landscape open space is used for the growth and maintenance of grass, flowers, shrubbery and other landscaping and includes any surfaced walk, patio, swimming pool or similar area, but does not include any access driveway or ramp, parking area, bus parking area, roof-top area or any open space beneath or within any building or structure. Permeable surfaces, such as grass and shrubbery, assist with on-site stormwater management.
- **Minimum step backs:** Building step backs are when upper portions of the building are recessed from the base of the building. Step backs provide several benefits, including reducing the scale of the building to provide a more pedestrian-scale built form, increasing sunlight penetration, and reducing wind impacts, all of which improve the pedestrian environment.
- **Minimum amenity areas per residential unit:** Amenity areas are provided for the use of the residents of a residential building located on the lot for the purpose of personal recreation space or shared recreation space. On-site amenities for residents in mid- and high-rise building forms are an essential part of livable neighbourhoods. They also reduce demand on nearby public spaces and provide semi-private space while public spaces are closed.

The London Plan policies provide direction for minimum densities within the Protected Major Transit Station Areas, which are reflected in the TSA Zone regulations. These policies are listed below:

- 860D_ Within the Rapid Transit Corridor Protected Major Transit Station Areas, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses.
- 815D_ Within the Transit Village Protected Major Transit Station Areas, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses.
- 803D_ Within the Downtown 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.

To provide a sensitive transition from the medium- and high-rise forms permitted in the TSA Zone to adjacent low-rise residential forms in the Residential R1 to R5 Zones, inclusive, staff are recommending a greater rear yard and interior side yard setback where the development in the TSA Zone abuts the Residential R1-R5 Zones, inclusive. Low-rise housing forms are permitted within the Residential R1 to R5 Zones and include low-rise forms of housing such as single detached dwellings, semi-detached dwellings, duplex dwellings, converted dwellings, stacked townhouse dwellings, and cluster townhouse dwellings.

In addition, staff are recommending a minimum first floor height of 4.0 metres for all TSA Zone variations to ensure appropriate building proportions for these areas, which are intended to be highly urban in nature.

For developments utilizing the TSA Zone that have more than 10 units, additional considerations will be made through the Site Plan process, as recommended through OZ-9726, OZ-9727, O-9752, & O-9753 with respect to the maximum floorplate for buildings 12 storeys or greater, minimum tower separation distances for buildings 12 storeys or greater, a minimum of sunlight exposure on any nearby public park, and transparent glazing on building façades adjacent to a public street or park. It should be noted that no regulations to control building floorplates, tower separation, sunlight exposure, or façade glazing are proposed within the TSA Zone.

The proposed regulations that determine building form are consistent with the Rapid Transit Corridor, Transit Village, and Downtown Place Type policies and the City Design Policies of The London Plan.

4.5 Compound Zones

The TSA Zone is proposed to be applied to properties, while maintaining the current zoning permissions on individual sites, which would create compound zones. Section 3.9 of the Z-1. Zoning By-law indicates that where two or more zoning symbols divided by a "/" are shown on the zoning maps as applying to a lot or as compounded by a Special Provision, that lot may be used exclusively for any use permitted in any one of the zones included in the compound zone symbol, or for any combination of uses permitted in any of the zones included in the compound zone symbol, subject to the following regulations:

- The regulations for each zone set out in this by-law that forms part of a compound zone shall be considered separately in relation to the erection or use of any building or structure. Where two or more zones in a compound zone permit the same use and the regulations contained in each of the two or more zones for that use are different in one or more categories identified in Column A to the Tables in the by-law, the least restrictive regulation in each category of zone regulation for that use will be applied.
- In a compound zone involving an SS Zone, the provisions of Section 30 for the SS Zone shall apply to the use of lands for the purposes of an automobile service station or gas bar, notwithstanding Paragraph (i) above.
- In a compound zone involving an OS4 Zone, in addition to the OS4 uses, lands may be used for purposes accessory to the uses permitted by the other applicable zone(s), such as parking and landscaped open space; and any

regrading or construction of buildings or structures shall be subject to the approval of the Conservation Authorities Act; but the lands affected by such a compound zone shall continue to be eligible for application of Section 3.9(2)(b) (Multiple Zones), including for the purpose of density calculations.

- The parking and loading required by this By-Law for each of the uses included in the development of the lands, whether for a single use or a combination of uses, shall be provided.

4.6 Bonus Zones and Affordable Housing

The proposed Zoning By-law amendment may, on a site-by-site basis, have the affect of establishing zoning regulations which exceed previously established bonus zone regulations. This could cause previously established bonus zones to not be utilized in favour of a more permissive Transit Station Area (TSA) Zone, which would be overlaid on the lands. Landowners may choose to avail of the proposed TSA Zone, rather than the bonus zone, for a desired development. This could lead to developments which, in some cases, may be taller or denser than what was previously approved. This would also permit developments to advance in absence of providing previously established bonus requirements, such as affordable housing.

The framework for bonus zoning was removed from the *Planning Act* as part of Bill 108, *More Homes, More Choice Act* in June 2019. This removed the ability of municipalities in Ontario to obtain facilities, services, or matters, such as affordable housing and financial contributions to community facilities, in exchange for increases in height and density.

As part of the Update to the Roadmap to 3,000 Affordable Units “Roadmap 2.0”, brought before Council on July 23, 2024, municipal staff were directed to assess how a similar tool to bonus zoning could be used to maintain affordable housing on sites with existing bonus zones. A scan of possible tools or strategies was completed. The ability to maintain previously required bonus requirements, such as affordable housing, are limited. Tools are generally limited to Inclusionary Zoning and Community Benefit Charges.

Inclusionary Zoning was discussed at the Planning and Environment Committee in December 2023. At that time, it was recommended that no further action be taken with respect to implementing this as a tool to incentivise affordable housing. Inclusionary Zoning was not viewed as a consistently viable mechanism to achieve the goal of obtaining large quantities of affordable housing. It was also noted that it would be challenging to implement this through all of the approved bonus zones throughout the city, as it is only permitted within Protected Major Transit Station Areas. In addition, not all bonus zones are within this area.

Community Benefit Charges were introduced into the *Planning Act* as part of Bill 108, *More Homes, More Choice Act*. They were established as a tool to promote an assortment of community benefits, including affordable housing initiatives. This tool seeks to collect funds to go towards community benefits, such as affordable housing. It is not something that can be implemented quickly, as it requires a review of the Development Charges By-law. An assessment of the merits of this tool will be undertaken as part of future Development Charges By-law updates.

Staff are aware that the proposed Zoning By-law amendment will impact the ability of existing sites with bonus zones to provide for previously required affordable housing. Due to Bill 108, the ability to maintain this requirement has been removed. With the proposed heights established through the Official Plan amendment, municipal staff are looking to incentivize as-of-right development, and to remove a portion of the *Planning Act* approval process to promote development. As part of the Roadmap to 3,000 Affordable Units “Roadmap 2.0”, a number of opportunities for new developments, in progress developments, or building conversions are available to incentivize affordable housing. A financial incentive is being offered on an as per unit basis as part of this program. This will be delivered through a number of Request for Proposals coming this

fall and into the future as a means to promote affordable housing, outside of the Planning Act approvals.

4.7 Emergency Communications System Line of Sight

Not all maximum heights and/or densities proposed may ultimately be achievable on all sites within the Transit Station Area (TSA) Zone. Emergency Communications System Line of Sight requirements may reduce the maximum height and/or density that may be developed on individual sites within the TSA Zone. Development applications will require an Emergency Communications System Line of Sight assessment to determine this. Reduction in building height or relocation may be required to maintain line of sight requirements.

4.8 Secondary Plan Areas

Where there is a need to elaborate on the parent policies of The London Plan, or where it is important to coordinate the development of multiple properties, a secondary plan may be prepared by the City of London (1556). The City of London has seven adopted secondary plans (1565). The Protected Major Transit Station Areas overlap with several of these secondary plan areas. Where this overlap occurs, and where the policies of The London Plan and a Secondary Plan appear to be inconsistent, consideration shall be given to the additional specificity of the Secondary Plan, and the Secondary Plan shall prevail. For this reason, the TSA Zone is not recommended for lands within approved Secondary Plan areas; as specialized zones would need to be developed to implement the specific nature of the Secondary Plan policies.

Conclusion

The amendment to The London Plan will integrate the Protected Major Transit Station Areas policies with the policies of the Downtown, Transit Village, and Rapid Transit Corridor Place Types; increase permitted heights within the Downtown, Transit Village, and Rapid Transit Corridor Place Types; update the rapid transit station locations on Map 3 – Street Classifications; and update the Protected Major Transit Station Areas on Map 10 – Protected Major Transit Station Areas.

The amendment to the Zoning By-law Z.-1 will add Section 52 Transit Station Area Zone to the Zoning By-law Z.-1 and zone lands within the Protected Major Transit Station Area to a Transit Station Area (TSA) Zone with the addition of a holding (h-213) to ensure the development will not occur until such time as a sanitary servicing capacity report has been prepared and confirmation that a municipal sanitary sewer outlet is available to service the site to the satisfaction of the City Engineer.

Staff are recommending Council adoption of the requested amendments to The London Plan and Council approval of the Zoning By-law amendments, noting 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 Protected Major Transit Station Areas.

The recommended action is consistent with the *Provincial Policy Statement, 2020*, conforms to The London Plan, as amended, and will implement the Housing Accelerator Fund initiative #1.

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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:

1. 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.
2. 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

A. 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.

B. 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.

C. 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 30 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 150 metres of a rapid transit station and within the Rapid Transit Corridor Place Type or within the Rapid Transit Corridor Protected Major Transit Station Area; buildings up to 25 storeys to be permitted within the Mainstreet segments of the Rapid Transit Corridor Place Type; and buildings up to 15 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-9726 and OZ-9727.

D. 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 30 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_ Table 9 shows the minimum and maximum height that may be permitted in the Rapid Transit and Urban Corridor Place Types and the Rapid Transit Corridor Protected Major Transit Station Area.

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.

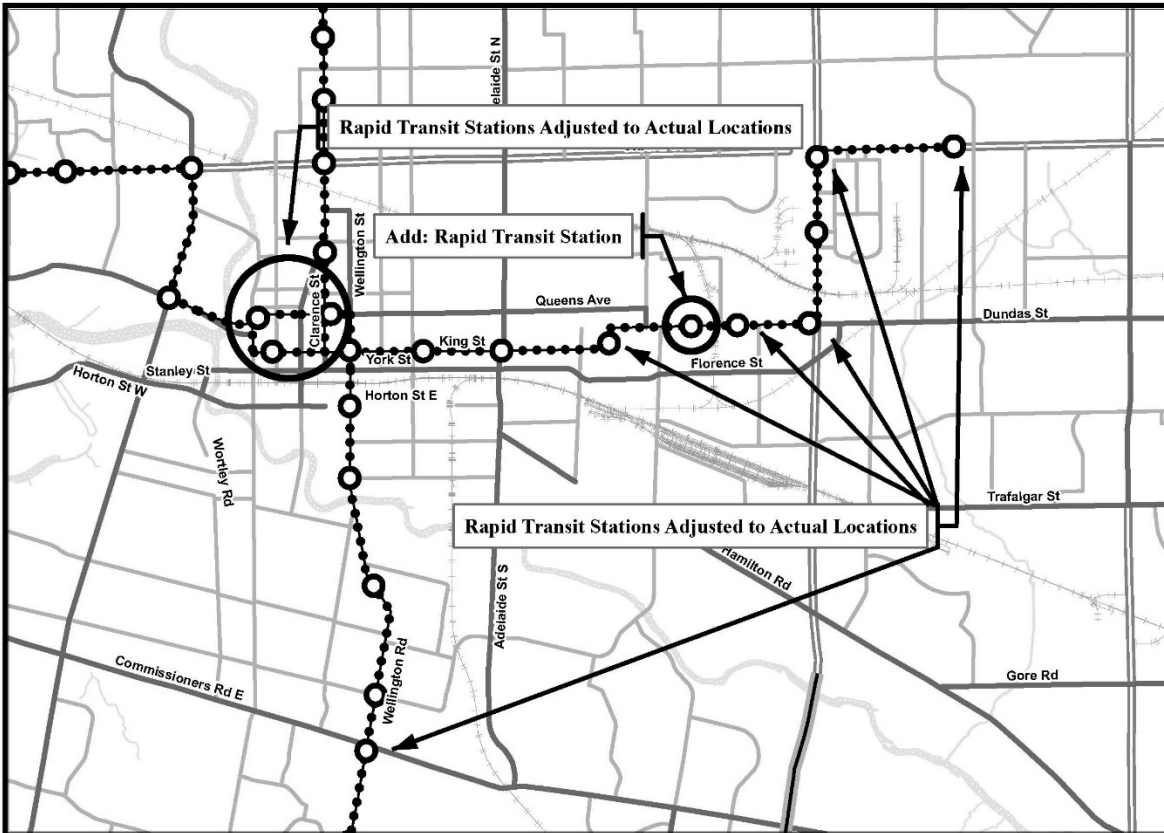
16. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by deleting Policy 840_6 and replacing as follows:

840_6. As shown on Table 9, greater residential intensity may be permitted within the Rapid Transit Corridor Place Type and Protected Major Transit Station Area on sites that are located within 150 metres of a rapid transit station.

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

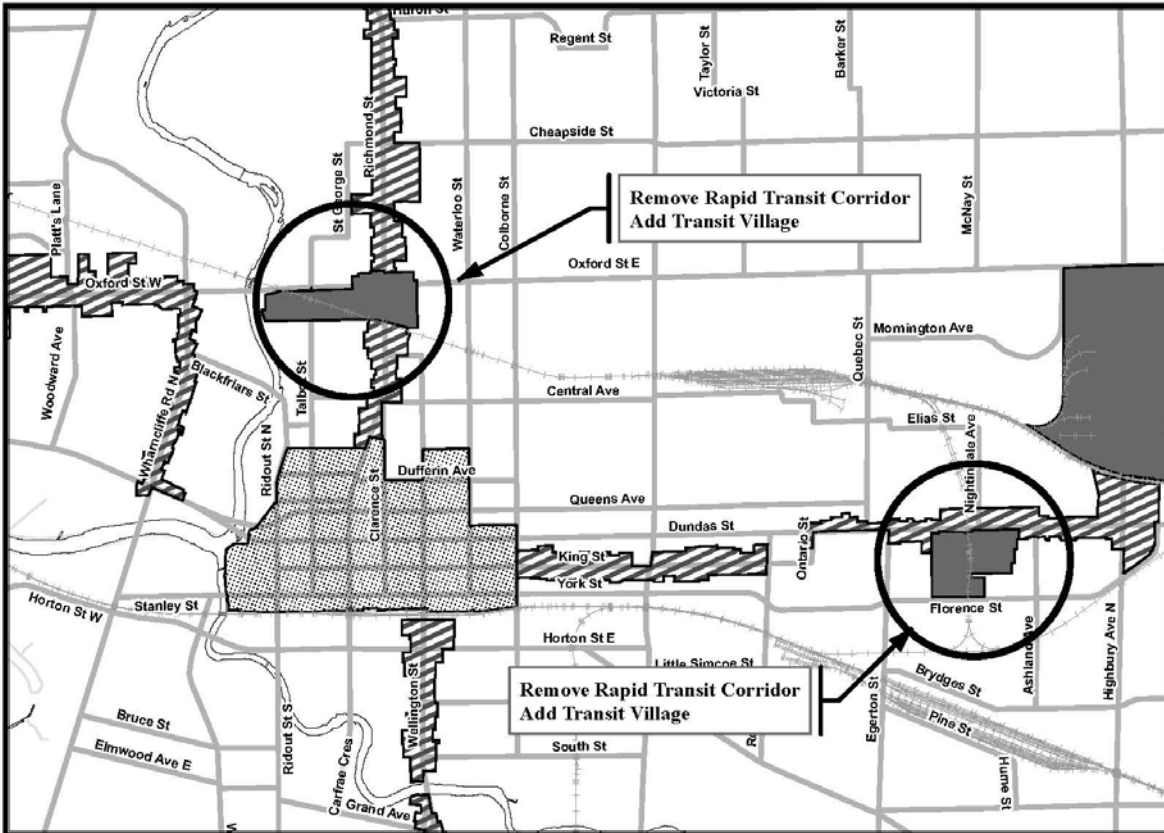
- | | | | | | |
|--|-------------------------|--|-------------------------|--|------------------------|
| | Provincial Highway | | Main Street | | Interchanges |
| | Expressway | | Neighbourhood Connector | | Rapid Transit Stations |
| | Urban Thoroughfare | | Rural Thoroughfare | | Urban Growth Boundary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



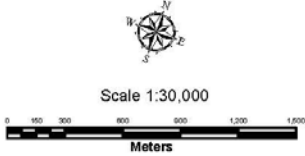
LEGEND

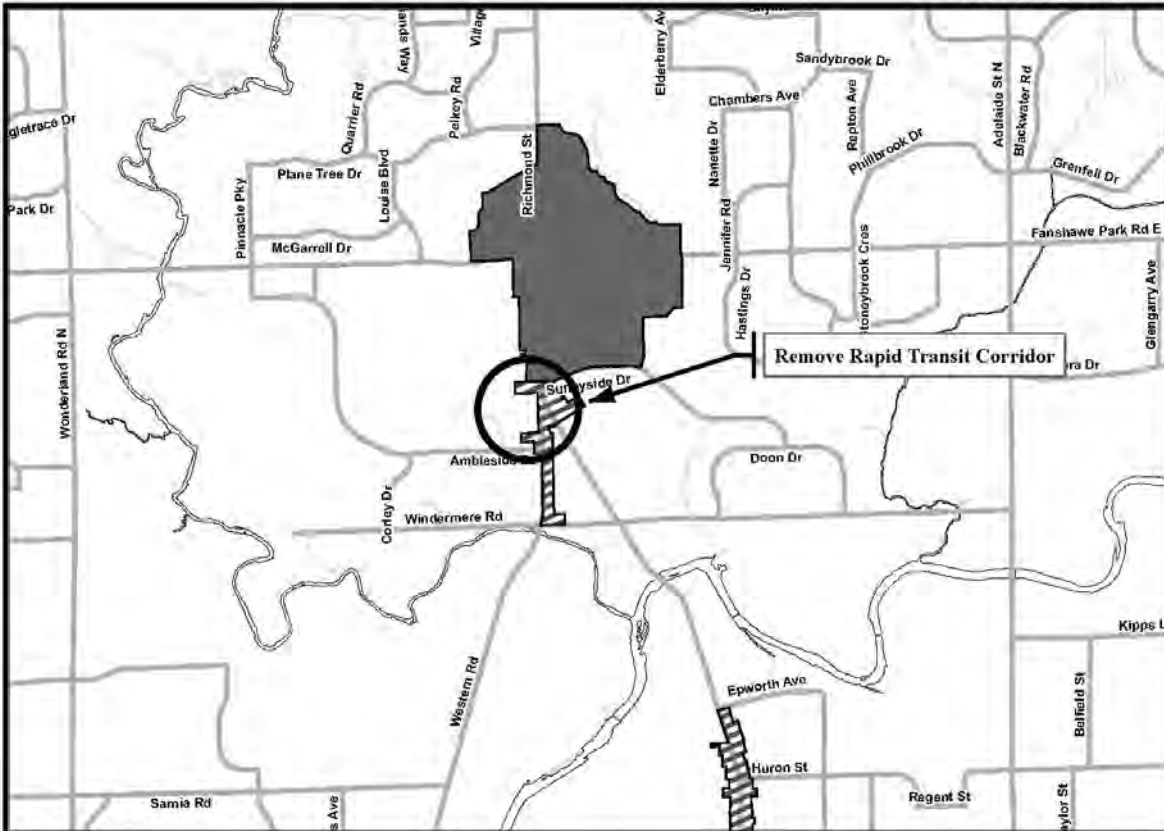
-  Downtown Protected Major Transit Station Area
-  Rapid Transit Corridor Protected Major Transit Station Area
-  Transit Village Protected Major Transit Station Area

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.





<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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LEGEND

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

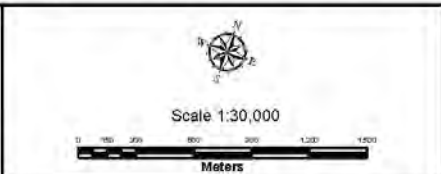
BASE MAP FEATURES

-  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.

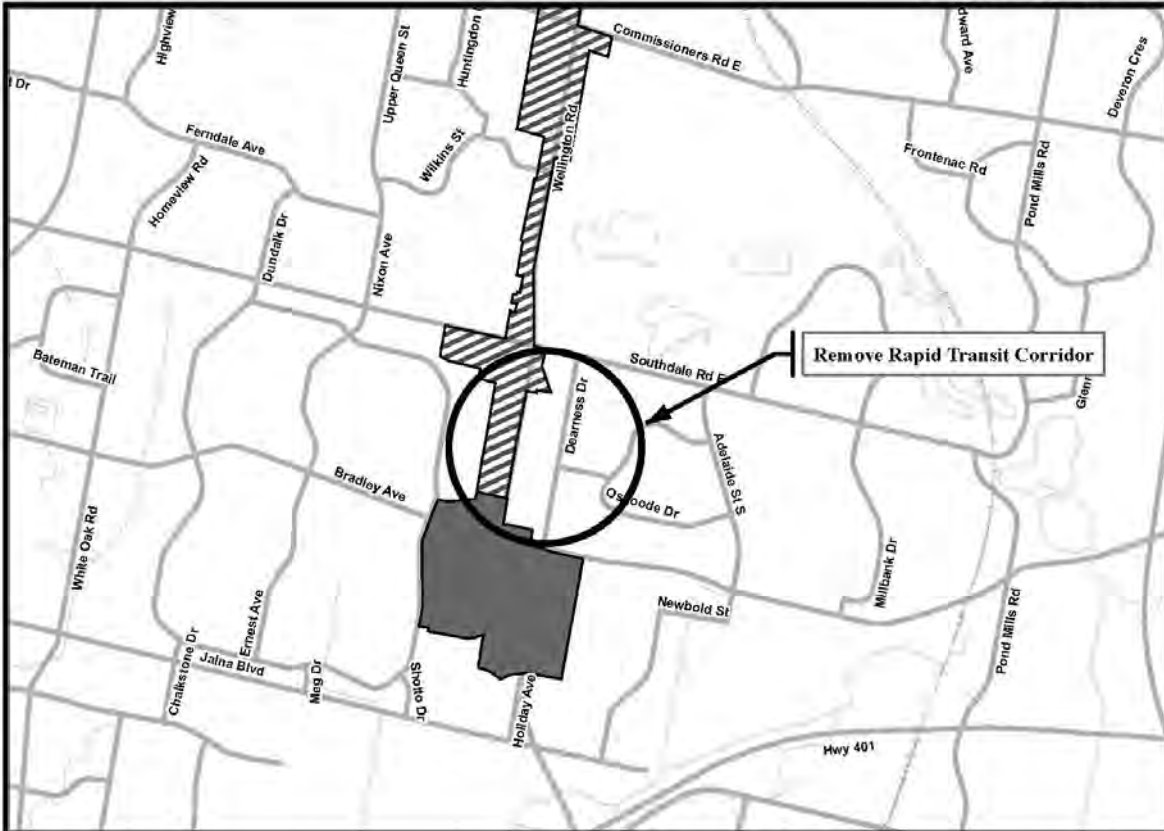
SCHEDULE #
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning Services






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





AMENDMENT NO:



LEGEND

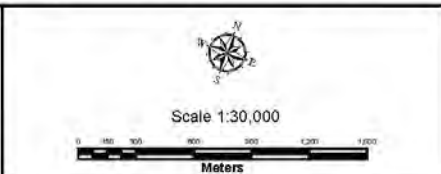
-  Downtown Protected Major Transit Station Area
-  Rapid Transit Corridor Protected Major Transit Station Area
-  Transit Village Protected Major Transit Station Area

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.

SCHEDULE #
TO
OFFICIAL AMENDMENT NO. _____
PREPARED BY: Planning Services



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

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 Rapid Transit Corridor Place Type in the Main Street segments of Richmond Row and SoHo and within 150 metres of a rapid transit station. The TSA3 Zone variation is applied to the periphery of the Transit Village Place Type, while the TSA4 Zone variation is applied to the core of the Transit Village Place Type. The TSA5 Zone variation is applied to the periphery of the Downtown Place Type, while the TSA6 Zone variation is applied to the core of the Downtown Place Type. TSA7 Zone variation is applied to the Downtown Place Type where active ground floor uses are prioritized.

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) Emergency care establishments, including within existing buildings;
- c) Group home type 2;
- d) Handicapped persons apartment buildings;
- e) Lodging house class 2;
- f) Senior citizens apartment buildings;

- g) Apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings with any of the other uses on the ground floor:
- 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;
 - xlii) Video rental establishments.

TSA2

The following are permitted uses in the TSA2 Zone variation:

- a) Apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings with dwelling units restricted to below the ground floor, the rear portion of the ground floor, and the second floor or above, with any of the other uses in the front portion of the ground floor:
- 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 recreation establishments;
 - xii) Commercial schools;
 - xiii) Convenience service establishments;
 - xiv) Convenience stores;
 - xv) Craft brewery;
 - xvi) Day care centres;
 - xvii) Delicatessens;
 - xviii) Dry cleaning and laundry depots;
 - xix) Duplicating shops;
 - xx) Film processing depots;
 - xxi) Financial institutions;
 - xxii) Florist shops;
 - xxiii) Funeral homes;
 - xxiv) Gift shops;
 - xxv) Grocery stores;
 - xxvi) Hair dressing establishments;
 - xxvii) Laboratories;
 - xxviii) Laundromats;
 - xxix) Libraries;
 - xxx) Liquor, beer and wine stores;
 - xxxii) Medical/dental offices;
 - xxxii) Offices;
 - xxxiii) Personal service establishments;
 - xxxiv) Private clubs;
 - xxxv) Private schools;
 - xxxvi) Restaurants, outdoor patio;
 - xxxvii) Restaurants;
 - xxxviii) Retail stores;
 - xxxix) Service and repair establishments;
 - xl) Studios;
 - xli) Video rental establishments.
- b) Emergency care establishments, including within existing buildings.

TSA3

The following are permitted uses in the TSA3 Zone variation:

- a) Apartment buildings;
- b) Emergency care establishments, including within existing buildings;
- c) Group home type 2;
- d) Handicapped persons apartment buildings;
- e) Lodging house class 2;
- f) Senior citizens apartment buildings;
- g) Apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings with any of the other uses on the ground floor:
 - 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.

TSA4

The following are permitted uses in the TSA4 Zone variation:

- a) Apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings with dwelling units restricted to below the ground floor, the rear portion of the ground floor, and the second floor or above, with any of the other uses in the front portion of the ground floor:
 - 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 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) Institutions;
 - xxix) Laboratories;
 - xxx) Laundromats;
 - xxxi) Liquor, beer and wine stores;
 - xxxii) Libraries;
 - xxxiii) Medical/dental offices;
 - xxxiv) Offices;
 - xxxv) Personal service establishments;
 - xxxvi) Place of entertainment;
 - xxxvii) Private clubs;
 - xxxviii) Private schools;
 - xxxix) Restaurants;
 - xl) Restaurants, outdoor patio;
 - xli) Retail stores;
 - xlii) Service and repair establishments;
 - xliii) Studios;
 - xliv) Supermarkets;
 - xlv) Taverns;
 - xlvi) Video rental establishments.
- b) Emergency care establishments, including within existing buildings.

TSA5

The following are permitted uses in the TSA5 Zone variation:

- a) Apartment buildings;
- b) Emergency care establishments, including within existing buildings;
- c) Group home type 2;
- d) Handicapped persons apartment buildings;
- e) Lodging house class 2;
- f) Senior citizens apartment buildings;
- g) Apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings with any of the other uses on the ground floor:

- 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.

TSA6

The following are permitted uses in the TSA6 Zone variation:

- a) Any use permitted in the TSA5 Zone variation.

TSA7

The following are permitted uses in the TSA7 Zone variation:

- a) Apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings with dwelling units restricted to below the ground floor, the rear portion of the ground floor, and the second floor or above, with any of the other uses in the front portion of the ground floor:
 - 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 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) Hotels;
 - xxix) Institutions;
 - xxx) Laboratories;
 - xxxi) Laundromats;
 - xxxii) Liquor, beer and wine stores;
 - xxxiii) Libraries;
 - xxxiv) Medical/dental offices;
 - xxxv) Museums;
 - xxxvi) Offices;
 - xxxvii) Personal service establishments;
 - xxxviii) Place of entertainment;
 - xxxix) Private clubs;
 - xl) Private schools;
 - xli) Repair and rental establishments;
 - xl ii) Restaurants;
 - xl iii) Restaurants, outdoor patio;
 - xl iv) Retail stores;
 - xl v) Service and repair establishments;
 - xl vi) Studios;
 - xl vii) Supermarkets;
 - xl viii) Taverns;
 - xl ix) Theatres;

- l) Video rental establishments.
- b) Emergency care establishments, including within existing buildings.

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, TSA3 and TSA4 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, Residential R3, Residential R4, and Residential R5 along the rear or interior property line.

3) STEP BACK (MINIMUM)

Within any TSA1, TSA2, TSA3, and TSA4 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 TSA5, TSA6, and TSA 7 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	500m ²
Craft Brewery	500m ²

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.

ZONE VARIATIONS:	TSA1	TSA2	TSA3	TSA4	TSA5	TSA6	TSA7
HEIGHT (m) MINIMUM:	8.0	8.0	8.0	8.0	8.0	9.0	9.0
HEIGHT (m) MAXIMUM:	50.0	82.0	50.0	98.0	66.0	146.0	146.0
RESIDENTIAL DENSITY (UPH) MINIMUM:	45	45	45	45	60	60	60
FLOOR AREA RATIO MAXIMUM:	5.0	6.5	6.5	6.5	N/A	N/A	N/A
GROSS FLOOR AREA OFFICE (m ²) MAXIMUM:	2000	5000	5000	5000	N/A	N/A	N/A
AMENITY AREA (m ² PER RESIDENTIAL UNIT) MINIMUM:	6.0	6.0	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, h-213*TSA5, h-213*TSA6, and h-213*TSA7) 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. 106, Key Map No. 107, Key Map No. 108, Key Map No. A111, Key Map No. 112.

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 –

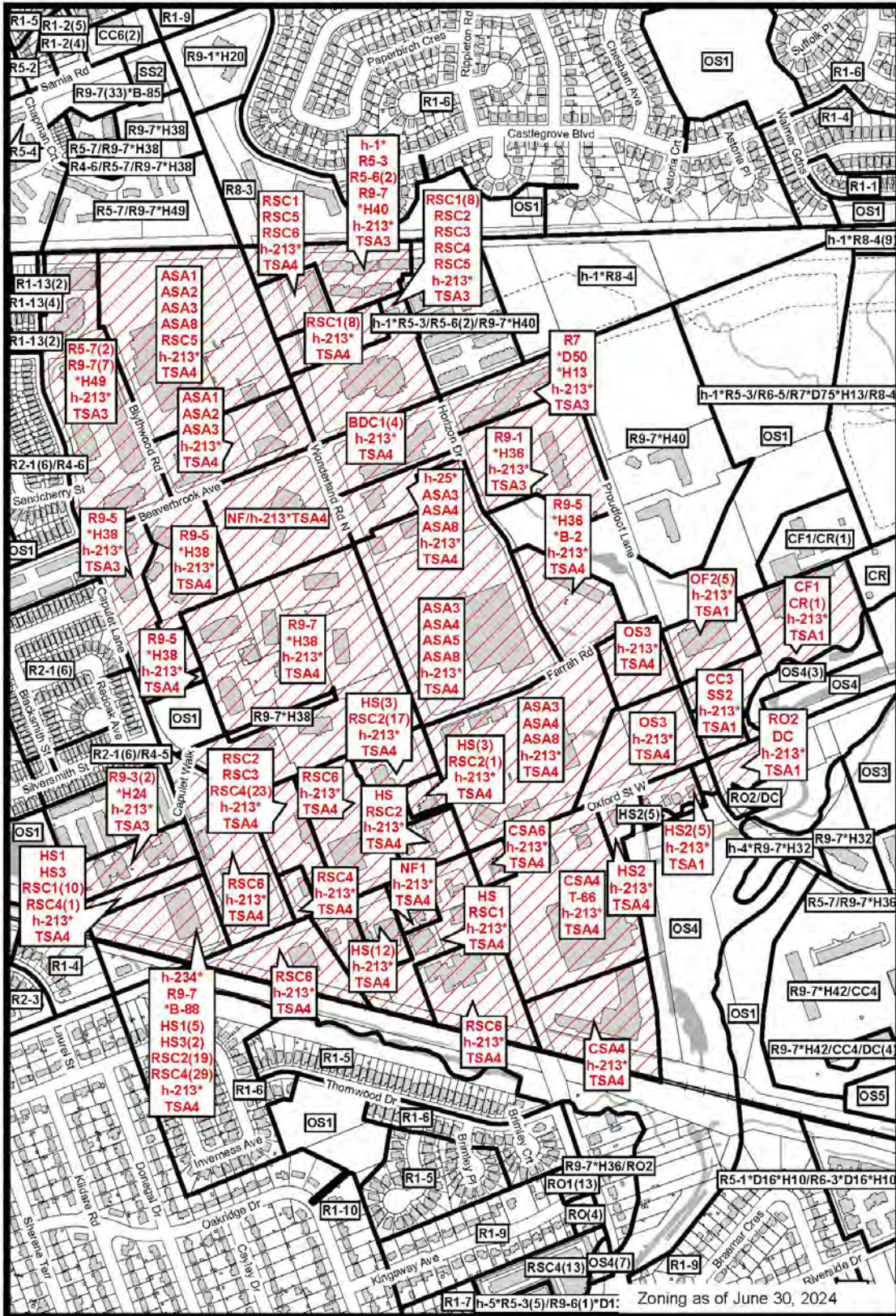
“Map No. 1”

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




“Map No. 3”

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




File Number: OZ-9749
 Planner: KK
 Date Prepared: 2024/08/28
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

1:7,500

0 37.575 150 225 300 Meters




“Map No. 4”

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




File Number: OZ-9749
Planner: KK
Date Prepared: 2024/08/28
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

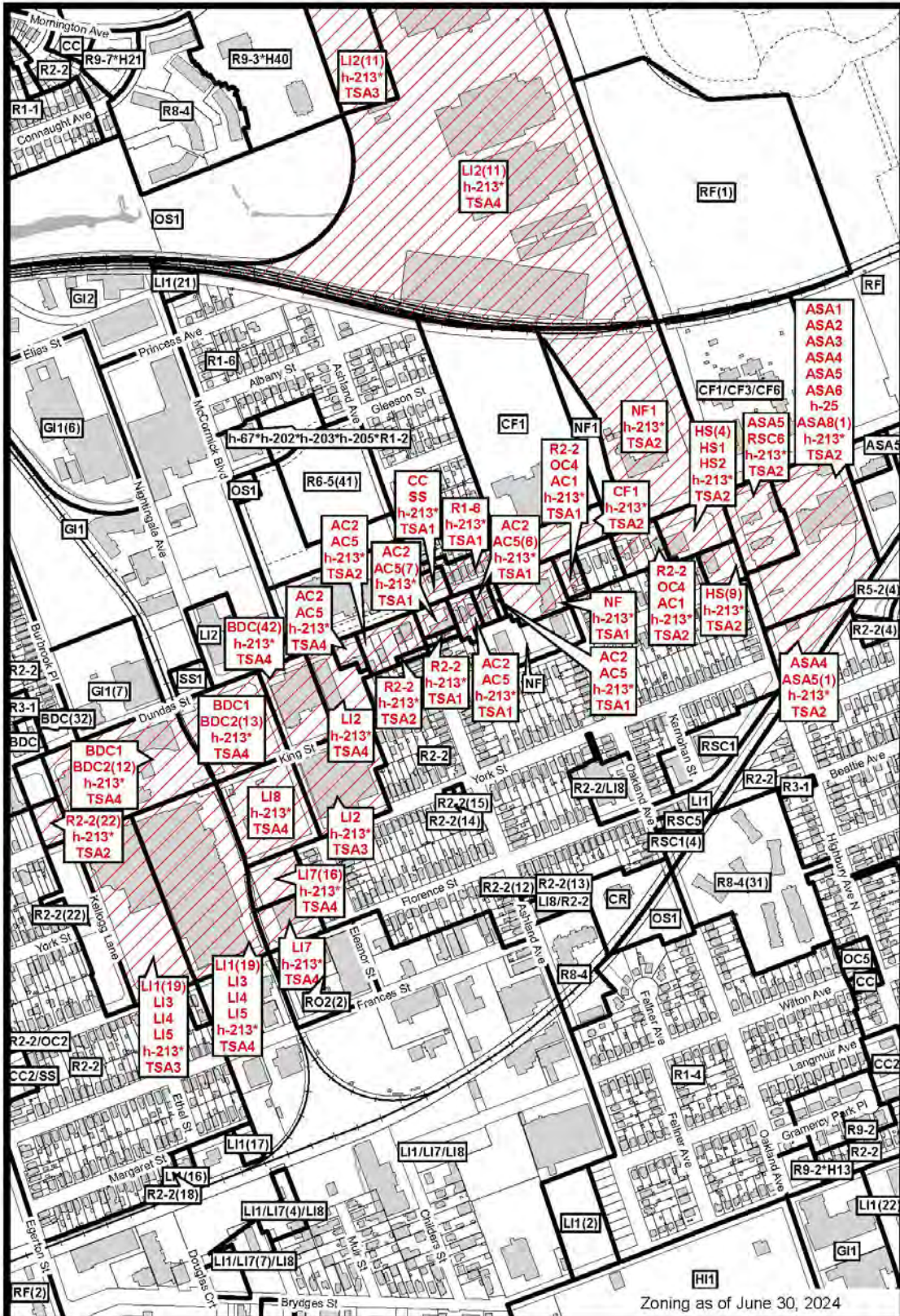
1:2,500

0 12.525 50 75 100 Meters



“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: 2024/08/28

Technician: RC

By-Law No: Z.-1-

SUBJECT SITE 

1:6,500

0 30 60 120 180 240 Meters



“Map No. 9”

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



Zoning as of June 30, 2024

File Number: OZ-9749

Planner: KK

Date Prepared: 2024/08/28

Technician: RC

By-Law No: Z.-1-

SUBJECT SITE 

1:3,000

0 15 30 60 90 120 Meters



“Map No. 10”

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



File Number: OZ-9749
Planner: KK
Date Prepared: 2024/08/28
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

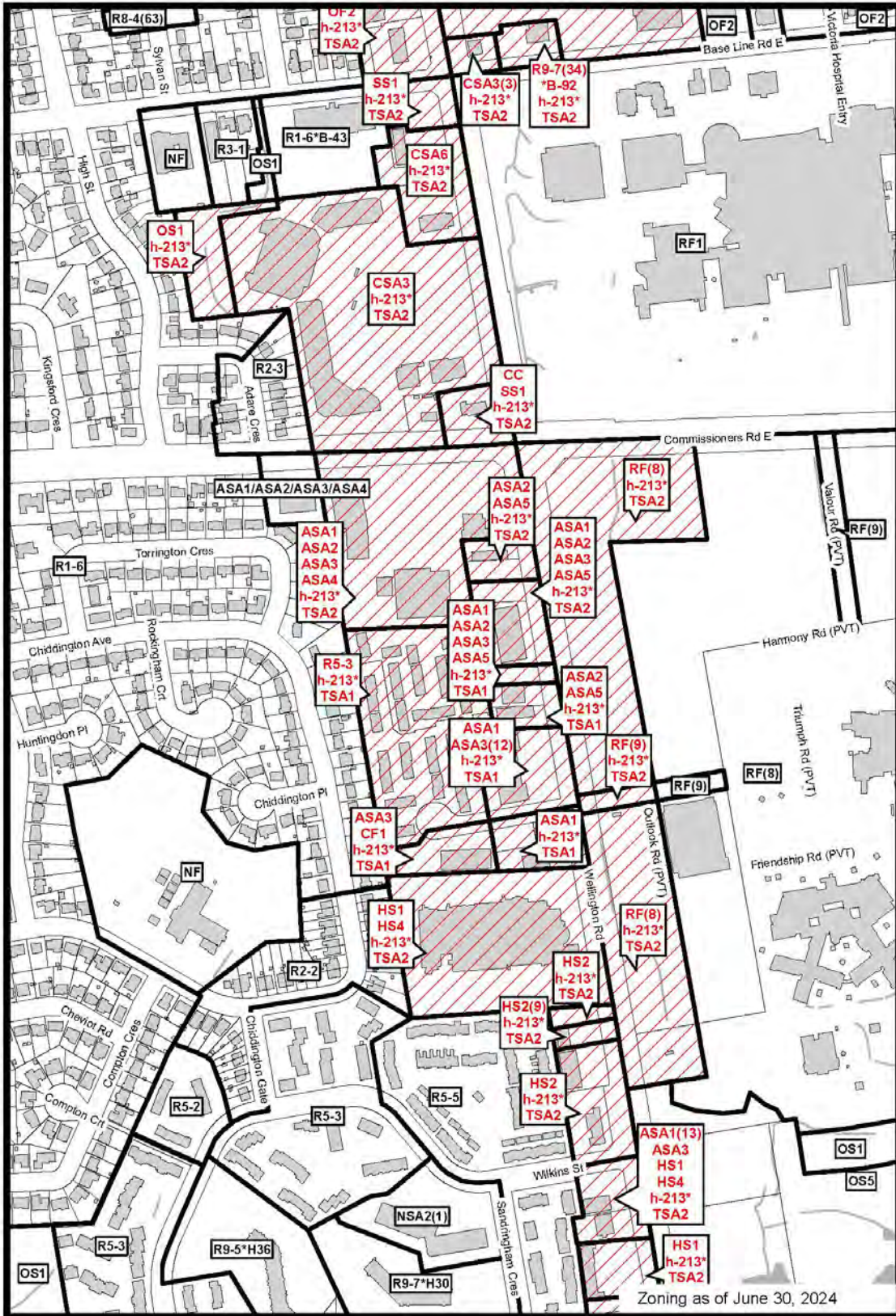
1:5,000

0 25 50 100 150 200 Meters



“Map No. 11”

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



Zoning as of June 30, 2024

File Number: OZ-9749
Planner: KK
Date Prepared: 2024/08/28
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:5,000

0 25 50 100 150 200 Meters



“Map No. 15”

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



File Number: OZ-9749
Planner: KK
Date Prepared: 2024/08/28
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:3,000

0 15 30 60 90 120
Meters



“Map No. 18”

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



File Number: OZ-9749
 Planner: KK
 Date Prepared: 2024/08/28
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

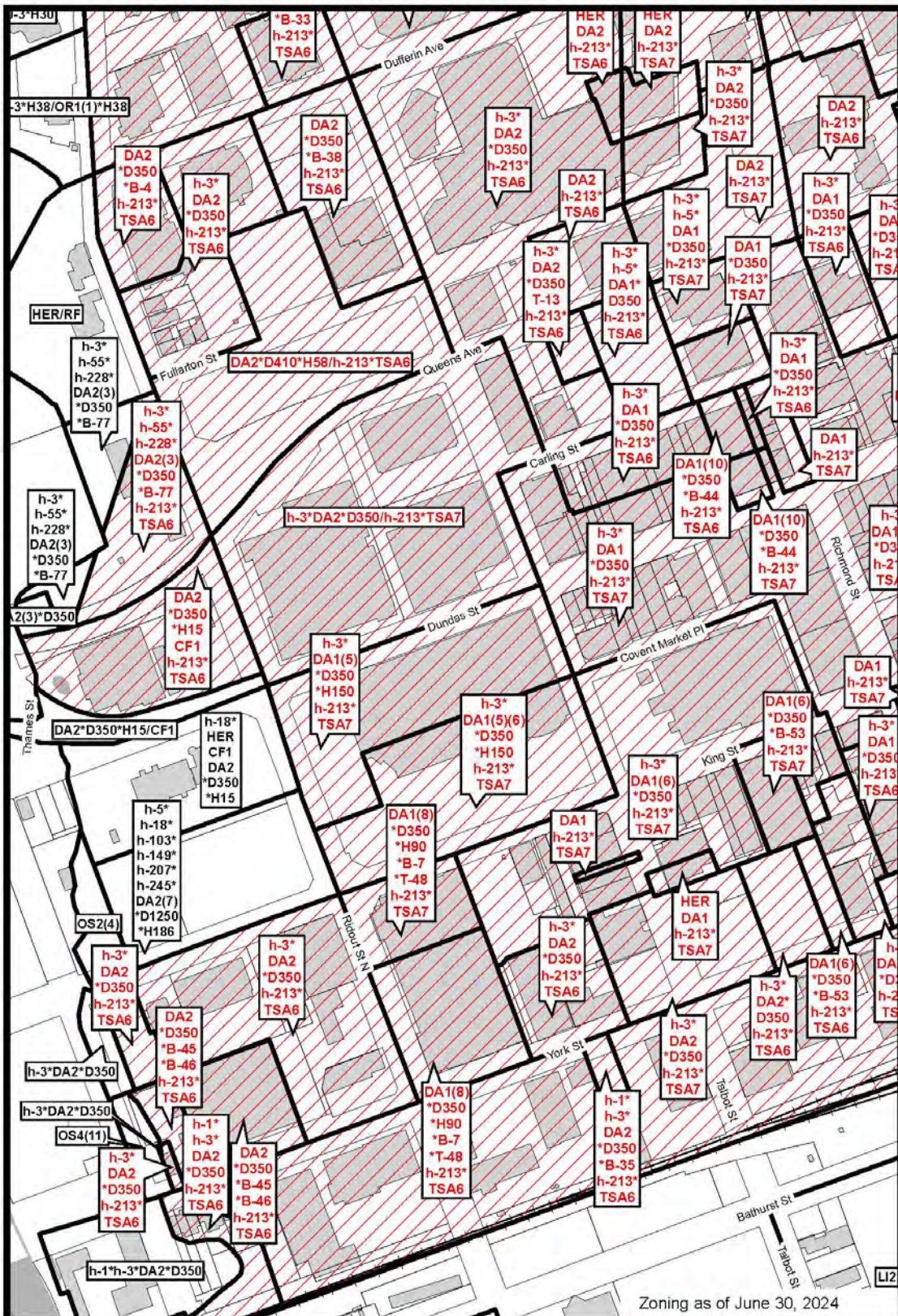
1:3,000

0 15 30 60 90 120 Meters



“Map No. 19”

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



File Number: OZ-9749
Planner: KK
Date Prepared: 2024/08/28
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:3,000

0 15 30 60 90 120
Meters



“Map No. 21”

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



File Number: OZ-9749
Planner: KK
Date Prepared: 2024/08/28
Technician: RC
By-Law No: Z.-1-

SUBJECT SITE 

1:3,000

0 15 30 60 90 120 Meters



Appendix C – Properties Excluded

The following properties are located within a Protected Major Transit Station Area, but are not proposed to be included in the Transit Station Area zone:

Address	Reason for Exclusion	Notes
344 Adelaide St N	Discontinuous parcels	
356 Adelaide St N	Discontinuous parcels	
352 Adelaide St N	Discontinuous parcels	
360 Adelaide St N	Old East Village Dundas Street Corridor Secondary Plan	
370 Adelaide St N	Old East Village Dundas Street Corridor Secondary Plan	
380 Adelaide St N	Old East Village Dundas Street Corridor Secondary Plan	
420 Burbrook Pl	McCormick Area Secondary Plan	
376 Burwell St	Old East Village Dundas Street Corridor Secondary Plan	
378 Burwell St	Old East Village Dundas Street Corridor Secondary Plan	
387 Burwell St	Old East Village Dundas Street Corridor Secondary Plan	
389 Burwell St	Old East Village Dundas Street Corridor Secondary Plan	
222 Central Ave	Victoria Park Secondary Plan	
509 Clarence St	Victoria Park Secondary Plan	
533 Clarence St	Victoria Park Secondary Plan	
386 Colborne St	Old East Village Dundas Street Corridor Secondary Plan	
226 Cooper St	Flood plain/ No access to Oxford St N	
196 Dufferin Ave	Victoria Park Secondary Plan	
255 Dufferin Ave	Victoria Park Secondary Plan	
300 Dufferin Ave	Victoria Park Secondary Plan	
525 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
864 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
865 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
866 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
868 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
870 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
872 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
872/ Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
874 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
878 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
880 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
880/ Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
884 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	

Address	Reason for Exclusion	Notes
886 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
888 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
890 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
892 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
894 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
896 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
898 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
900 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
908 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
920 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
924 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
930 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
934 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
940 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
956 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
972 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
976 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
980 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
982 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
984 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
992 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
996 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
998 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1000 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1002 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1004 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1006 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1008 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1008/ Dundas St	Old East Village Dundas Street Corridor Secondary Plan	

Address	Reason for Exclusion	Notes
1010 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1010B Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1014 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1015 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1016 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1018 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1019 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1030 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1033 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1034 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1036 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1038 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1042 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1044 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1045 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1046 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1048 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1048 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1050 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1051 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1062 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1063 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1064 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1066 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1068 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1072 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1074 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1080 Dundas St	Old East Village Dundas Street Corridor Secondary Plan	
1100 Dundas St	McCormick Area Secondary Plan	
1108 Dundas St	McCormick Area Secondary Plan	
1120 Dundas St	McCormick Area Secondary Plan	

Address	Reason for Exclusion	Notes
1140 Dundas St	McCormick Area Secondary Plan	
1144 Dundas St	McCormick Area Secondary Plan	
1152 Dundas St	McCormick Area Secondary Plan	
1156 Dundas St	McCormick Area Secondary Plan	
1340 Dundas St	London Psychiatric Hospital Secondary Plan	
714 Dunelm Ln	No access to Wellington Rd	Remove from PMTSA
717 Dunelm Ln	No access to Wellington Rd	Remove from PMTSA
718 Dunelm Ln	No access to Wellington Rd	Remove from PMTSA
31 Fanshawe Park Rd E	Masonville Secondary Plan	
86 Fanshawe Park Rd E	Masonville Secondary Plan	
95 Fanshawe Park Rd E	Masonville Secondary Plan	
101 Fanshawe Park Rd E	Masonville Secondary Plan	
105 Fanshawe Park Rd E	Masonville Secondary Plan	
109 Fanshawe Park Rd E	Masonville Secondary Plan	
110 Fanshawe Park Rd E	Masonville Secondary Plan	
10 Fernley Ave	Flood plain	
11 Fernley Ave	Flood plain	
12 Fernley Ave	Flood plain	
14 Fernley Ave	Flood plain	
15 Fernley Ave	Flood plain	
6 Front St	Flood plain	
358 Glebe St	Old East Village Dundas Street Corridor Secondary Plan	
360 Glebe St	Old East Village Dundas Street Corridor Secondary Plan	
907 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
911 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
915 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
919 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
921 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
925 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
929 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
937 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
941 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
945 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
951 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
959 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
967 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
973 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
979 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
981 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
985 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
987 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
989 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
993 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
997 Glenbanner Rd	No access to Wellington Rd	Remove from PMTSA
6 Gower St	Flood plain	
8 Gower St	Flood plain	
7 Gower St	Flood plain	
376 Hewitt St	Old East Village Dundas Street Corridor Secondary Plan	
378 Hewitt St	Old East Village Dundas Street Corridor Secondary Plan	
380 Hewitt St	Old East Village Dundas Street Corridor Secondary Plan	
382 Hewitt St	Old East Village Dundas Street Corridor Secondary Plan	

Address	Reason for Exclusion	Notes
358 Hewitt St	Old East Village Dundas Street Corridor Secondary Plan	
1 High St	Flood plain	
9 High St	Flood plain	
850 Highbury Ave N	London Psychiatric Hospital Secondary Plan	
900 Highbury Ave N	London Psychiatric Hospital Secondary Plan	
1 Jacksway Cres	Masonville Secondary Plan	
50 King St	Recent planning application	
409 King St	Old East Village Dundas Street Corridor Secondary Plan	
412 King St	Old East Village Dundas Street Corridor Secondary Plan	
413 King St	Old East Village Dundas Street Corridor Secondary Plan	
414 King St	Old East Village Dundas Street Corridor Secondary Plan	
425 King St	Old East Village Dundas Street Corridor Secondary Plan	
430 King St	Old East Village Dundas Street Corridor Secondary Plan	
433 King St	Old East Village Dundas Street Corridor Secondary Plan	
434 King St	Old East Village Dundas Street Corridor Secondary Plan	
440 King St	Old East Village Dundas Street Corridor Secondary Plan	
442 King St	Old East Village Dundas Street Corridor Secondary Plan	
446 King St	Old East Village Dundas Street Corridor Secondary Plan	
450 King St	Old East Village Dundas Street Corridor Secondary Plan	
454 King St	Old East Village Dundas Street Corridor Secondary Plan	
455 King St	Old East Village Dundas Street Corridor Secondary Plan	
457 King St	Old East Village Dundas Street Corridor Secondary Plan	
458 King St	Old East Village Dundas Street Corridor Secondary Plan	
459 King St	Old East Village Dundas Street Corridor Secondary Plan	
462 King St	Old East Village Dundas Street Corridor Secondary Plan	
463 King St	Old East Village Dundas Street Corridor Secondary Plan	
466 King St	Old East Village Dundas Street Corridor Secondary Plan	
469 King St	Old East Village Dundas Street Corridor Secondary Plan	
470 King St	Old East Village Dundas Street Corridor Secondary Plan	
474 King St	Old East Village Dundas Street Corridor Secondary Plan	
475 King St	Discontinuous parcels	
478 King St	Old East Village Dundas Street Corridor Secondary Plan	

Address	Reason for Exclusion	Notes
545 King St	Old East Village Dundas Street Corridor Secondary Plan	
546 King St	Old East Village Dundas Street Corridor Secondary Plan	
551 King St	Old East Village Dundas Street Corridor Secondary Plan	
563 King St	Old East Village Dundas Street Corridor Secondary Plan	
567 King St	Old East Village Dundas Street Corridor Secondary Plan	
570 King St	Old East Village Dundas Street Corridor Secondary Plan	
575 King St	Old East Village Dundas Street Corridor Secondary Plan	
575/ King St	Old East Village Dundas Street Corridor Secondary Plan	
579 King St	Old East Village Dundas Street Corridor Secondary Plan	
583 King St	Old East Village Dundas Street Corridor Secondary Plan	
591 King St	Old East Village Dundas Street Corridor Secondary Plan	
622 King St	Old East Village Dundas Street Corridor Secondary Plan	
625 King St	Old East Village Dundas Street Corridor Secondary Plan	
629 King St	Old East Village Dundas Street Corridor Secondary Plan	
631 King St	Old East Village Dundas Street Corridor Secondary Plan	
635 King St	Old East Village Dundas Street Corridor Secondary Plan	
649 King St	Old East Village Dundas Street Corridor Secondary Plan	
652 King St	Old East Village Dundas Street Corridor Secondary Plan	
654 King St	Old East Village Dundas Street Corridor Secondary Plan	
656 King St	Old East Village Dundas Street Corridor Secondary Plan	
689 King St	Old East Village Dundas Street Corridor Secondary Plan	
693 King St	Old East Village Dundas Street Corridor Secondary Plan	
695 King St	Old East Village Dundas Street Corridor Secondary Plan	
697 King St	Old East Village Dundas Street Corridor Secondary Plan	
700 King St	Old East Village Dundas Street Corridor Secondary Plan	
701 King St	Old East Village Dundas Street Corridor Secondary Plan	
705 King St	Old East Village Dundas Street Corridor Secondary Plan	
711 King St	Old East Village Dundas Street Corridor Secondary Plan	
713 King St	Old East Village Dundas Street Corridor Secondary Plan	

Address	Reason for Exclusion	Notes
715 King St	Old East Village Dundas Street Corridor Secondary Plan	
721 King St	Old East Village Dundas Street Corridor Secondary Plan	
723 King St	Old East Village Dundas Street Corridor Secondary Plan	
741 King St	Old East Village Dundas Street Corridor Secondary Plan	
748 King St	Old East Village Dundas Street Corridor Secondary Plan	
755 King St	Old East Village Dundas Street Corridor Secondary Plan	
757 King St	Old East Village Dundas Street Corridor Secondary Plan	
758 King St	Old East Village Dundas Street Corridor Secondary Plan	
761 King St	Old East Village Dundas Street Corridor Secondary Plan	
762 King St	Old East Village Dundas Street Corridor Secondary Plan	
763 King St	Old East Village Dundas Street Corridor Secondary Plan	
764 King St	Old East Village Dundas Street Corridor Secondary Plan	
765 King St	Old East Village Dundas Street Corridor Secondary Plan	
768 King St	Old East Village Dundas Street Corridor Secondary Plan	
769 King St	Old East Village Dundas Street Corridor Secondary Plan	
771 King St	Old East Village Dundas Street Corridor Secondary Plan	
773 King St	Old East Village Dundas Street Corridor Secondary Plan	
774 King St	Old East Village Dundas Street Corridor Secondary Plan	
773 King St	Old East Village Dundas Street Corridor Secondary Plan	
779 King St	Old East Village Dundas Street Corridor Secondary Plan	
784 King St	Old East Village Dundas Street Corridor Secondary Plan	
786 King St	Old East Village Dundas Street Corridor Secondary Plan	
790 King St	Old East Village Dundas Street Corridor Secondary Plan	
794 King St	Old East Village Dundas Street Corridor Secondary Plan	
796 King St	Old East Village Dundas Street Corridor Secondary Plan	
800 King St	Old East Village Dundas Street Corridor Secondary Plan	
347 Lyle St	Old East Village Dundas Street Corridor Secondary Plan	
354 Lyle St	Discontinuous parcels	
371 Lyle St	Old East Village Dundas Street Corridor Secondary Plan	
377 Lyle St	Old East Village Dundas Street Corridor Secondary Plan	

Address	Reason for Exclusion	Notes
400 Lyle St	Old East Village Dundas Street Corridor Secondary Plan	
367 Maitland St	Old East Village Dundas Street Corridor Secondary Plan	
369 Maitland St	Old East Village Dundas Street Corridor Secondary Plan	
369/ Maitland St	Old East Village Dundas Street Corridor Secondary Plan	
370 Maitland St	Old East Village Dundas Street Corridor Secondary Plan	
371 Maitland St	Old East Village Dundas Street Corridor Secondary Plan	
372 Maitland St	Old East Village Dundas Street Corridor Secondary Plan	
107 Mount Pleasant Ave	Discontinuous parcels	
109 Mount Pleasant Ave	Discontinuous parcels	
116 Mount Pleasant Ave	Discontinuous parcels	
414 Nightengale Ave	McCormick Area Secondary Plan	
416 Nightengale Ave	McCormick Area Secondary Plan	
418 Nightengale Ave	McCormick Area Secondary Plan	
420 Nightengale Ave	McCormick Area Secondary Plan	
441 Nightengale Ave	McCormick Area Secondary Plan	
30 North Centre Rd	Masonville Secondary Plan	
40 North Centre Rd	Masonville Secondary Plan	
50 North Centre Rd	Masonville Secondary Plan	
60 North Centre Rd	Masonville Secondary Plan	
112 North Centre Rd	Masonville Secondary Plan	
116 North Centre Rd	Masonville Secondary Plan	
145 North Centre Rd	Masonville Secondary Plan	
150 North Centre Rd	Masonville Secondary Plan	
200 North Centre Rd	Masonville Secondary Plan	
205 North Centre Rd	Masonville Secondary Plan	
215 North Centre Rd	Masonville Secondary Plan	
235 North Centre Rd	Masonville Secondary Plan	
250 North Centre Rd	Masonville Secondary Plan	
270 North Centre Rd	Masonville Secondary Plan	
300 North Centre Rd	Masonville Secondary Plan	
350 North Centre Rd	Masonville Secondary Plan	
379 Ontario St	Old East Village Dundas Street Corridor Secondary Plan	
381 Ontario St	Old East Village Dundas Street Corridor Secondary Plan	
417 Ontario St	Old East Village Dundas Street Corridor Secondary Plan	
420 Ontario St	Old East Village Dundas Street Corridor Secondary Plan	
61 Oxford St W	Flood plain	
78 Oxford St W	Flood plain	
80 Oxford St W	Flood plain	
81 Oxford St W	Flood plain	
82 Oxford St W	Flood plain	
84 Oxford St W	Flood plain	
85 Oxford St W	Flood plain	
86 Oxford St W	Flood plain	
87 Oxford St W	Flood plain	
88 Oxford St W	Flood plain	
89 Oxford St W	Flood plain	

Address	Reason for Exclusion	Notes
90 Oxford St W	Flood plain	
91 Oxford St W	Flood plain	
92 Oxford St W	Flood plain	
93 Oxford St W	Flood plain	
94 Oxford St W	Flood plain	
96 Oxford St W	Flood plain	
99 Oxford St W	Flood plain	
101 Oxford St W	Flood plain	
102 Oxford St W	Flood plain	
103 Oxford St W	Flood plain	
104 Oxford St W	Flood plain	
105 Oxford St W	Flood plain	
106 Oxford St W	Flood plain	
107 Oxford St W	Flood plain	
108 Oxford St W	Flood plain	
110 Oxford St W	Flood plain	
116 Oxford St W	Flood plain	
120 Oxford St W	Flood plain	
125 Oxford St W	Flood plain	
127 Oxford St W	Flood plain	
323 Oxford St W	Flood plain	
63 Palmer St	Flood plain	
65 Palmer St	Flood plain	
67 Palmer St	Flood plain/ No access to Oxford St N	
69 Palmer St	Flood plain/ No access to Oxford St N	
230 Rathnally St	Flood plain	
231 Rathnally St	Flood plain	
228 Rathowen St	Flood plain	
231 Rathowen St	Flood plain	
415 Rectory St	Old East Village Dundas Street Corridor Secondary Plan	
417 Rectory St	Old East Village Dundas Street Corridor Secondary Plan	
419 Rectory St	Old East Village Dundas Street Corridor Secondary Plan	
425 Rectory St	Old East Village Dundas Street Corridor Secondary Plan	
568 Richmond St	Victoria Park Secondary Plan	
578 Richmond St	Victoria Park Secondary Plan	
1603 Richmond St	Masonville Secondary Plan	
1607 Richmond St	Masonville Secondary Plan	
1609 Richmond St	Masonville Secondary Plan	
1611 Richmond St	Masonville Secondary Plan	
1615 Richmond St	Masonville Secondary Plan	
1619 Richmond St	Masonville Secondary Plan	
1623 Richmond St	Masonville Secondary Plan	
1627 Richmond St	Masonville Secondary Plan	
1635 Richmond St	Masonville Secondary Plan	
1653 Richmond St	Masonville Secondary Plan	
1663 Richmond St	Masonville Secondary Plan	
1673 Richmond St	Masonville Secondary Plan	
1679 Richmond St	Masonville Secondary Plan	
1680 Richmond St	Masonville Secondary Plan	
1690 Richmond St	Masonville Secondary Plan	
1701 Richmond St	Masonville Secondary Plan	
1740 Richmond St	Masonville Secondary Plan	

Address	Reason for Exclusion	Notes
1768 Richmond St	Masonville Secondary Plan	
1836 Richmond St	Masonville Secondary Plan	
399 Ridout St	Recent planning application	
79 Riverside Dr	Flood plain	
85 Riverside Dr	Flood plain	
90 Riverside Dr	Flood plain	
15 Shavian Blvd	Masonville Secondary Plan	
98 St Bees Crt	No access to Richmond St	Remove from PMTSA
102 St Bees Crt	No access to Richmond St	Remove from PMTSA
106 St Bees Crt	No access to Richmond St	Remove from PMTSA
34 St Bees Pl	No access to Richmond St	Remove from PMTSA
38 St Bees Pl	No access to Richmond St	Remove from PMTSA
34 St Bees Pl	No access to Richmond St	Remove from PMTSA
711 St Stephens Dr	No access to Wellington Rd	Remove from PMTSA
712 St Stephens Dr	No access to Wellington Rd	Remove from PMTSA
70 Sunnyside Dr	Masonville Secondary Plan	
309 Thames St	Flood plain	
330 Thames St	Ivey Park	
331 Thames St	Ivey Park/flood plain	
880 Wellington Rd	No access to Wellington Rd	
69 Wellington St	Old Victoria Hospital Lands Secondary Plan	
71 Wellington St	Old Victoria Hospital Lands Secondary Plan	
72 Wellington St	Old Victoria Hospital Lands Secondary Plan	
75 Wellington St	Old Victoria Hospital Lands Secondary Plan	
76 Wellington St	Old Victoria Hospital Lands Secondary Plan	
78 Wellington St	Old Victoria Hospital Lands Secondary Plan	
79 Wellington St	Old Victoria Hospital Lands Secondary Plan	
80 Wellington St	Old Victoria Hospital Lands Secondary Plan	
81 Wellington St	Old Victoria Hospital Lands Secondary Plan	
82 Wellington St	Old Victoria Hospital Lands Secondary Plan	
85 Wellington St	Old Victoria Hospital Lands Secondary Plan	
91 Wellington St	Old Victoria Hospital Lands Secondary Plan	
91/ Wellington St	Old Victoria Hospital Lands Secondary Plan	
92 Wellington St	Old Victoria Hospital Lands Secondary Plan	
93 Wellington St	Old Victoria Hospital Lands Secondary Plan	
94 Wellington St	Old Victoria Hospital Lands Secondary Plan	
94/ Wellington St	Old Victoria Hospital Lands Secondary Plan	
97 Wellington St	Old Victoria Hospital Lands Secondary Plan	
99 Wellington St	Old Victoria Hospital Lands Secondary Plan	

Address	Reason for Exclusion	Notes
100 Wellington St	Old Victoria Hospital Lands Secondary Plan	
101 Wellington St	Old Victoria Hospital Lands Secondary Plan	
109 Wellington St	Old Victoria Hospital Lands Secondary Plan	
111 Wellington St	Old Victoria Hospital Lands Secondary Plan	
350 William St	Old East Village Dundas Street Corridor Secondary Plan	
356 William St	Old East Village Dundas Street Corridor Secondary Plan	
384 William St	Old East Village Dundas Street Corridor Secondary Plan	
30 Wharnccliffe Rd N	Flood plain	
42 Wharnccliffe Rd N	Flood plain	
44 Wharnccliffe Rd N	Flood plain	
55 Wharnccliffe Rd N	Flood plain	
65 Wharnccliffe Rd N	Flood plain	
67 Wharnccliffe Rd N	Flood plain	
69 Wharnccliffe Rd N	Flood plain	
72 Wharnccliffe Rd N	Flood plain	
73 Wharnccliffe Rd N	Flood plain	
86 Wharnccliffe Rd N	Flood plain	
88 Wharnccliffe Rd N	Flood plain	
89 Wharnccliffe Rd N	Flood plain	
95 Wharnccliffe Rd N	Flood plain	
100 Wharnccliffe Rd N	Flood plain	
101 Wharnccliffe Rd N	Flood plain	
102 Wharnccliffe Rd N	Flood plain	
104 Wharnccliffe Rd N	Flood plain	
105 Wharnccliffe Rd N	Flood plain	
106 Wharnccliffe Rd N	Flood plain	
107 Wharnccliffe Rd N	Flood plain	
108 Wharnccliffe Rd N	Flood plain	
109 Wharnccliffe Rd N	Flood plain	
110 Wharnccliffe Rd N	Flood plain	
111 Wharnccliffe Rd N	Flood plain	
112 Wharnccliffe Rd N	Flood plain	
113 Wharnccliffe Rd N	Flood plain	
114 Wharnccliffe Rd N	Flood plain	
115 Wharnccliffe Rd N	Flood plain	
117 Wharnccliffe Rd N	Flood plain	
118 Wharnccliffe Rd N	Flood plain	
119 Wharnccliffe Rd N	Flood plain	
120 Wharnccliffe Rd N	Flood plain	
121 Wharnccliffe Rd N	Flood plain	
123 Wharnccliffe Rd N	Flood plain	
125 Wharnccliffe Rd N	Flood plain	
127 Wharnccliffe Rd N	Flood plain	
128A Wharnccliffe Rd N	Flood plain	
129 Wharnccliffe Rd N	Flood plain	
130 Wharnccliffe Rd N	Flood plain	
131 Wharnccliffe Rd N	Flood plain	
132 Wharnccliffe Rd N	Flood plain	
134 Wharnccliffe Rd N	Flood plain	
136 Wharnccliffe Rd N	Flood plain	
137 Wharnccliffe Rd N	Flood plain	

Address	Reason for Exclusion	Notes
138 Wharnccliffe Rd N	Flood plain	
139 Wharnccliffe Rd N	Flood plain	
140 Wharnccliffe Rd N	Flood plain	
141 Wharnccliffe Rd N	Flood plain	
142 Wharnccliffe Rd N	Flood plain	
144 Wharnccliffe Rd N	Flood plain	
145 Wharnccliffe Rd N	Flood plain	
146 Wharnccliffe Rd N	Flood plain	
147 Wharnccliffe Rd N	Flood plain	
148 Wharnccliffe Rd N	Flood plain	
149 Wharnccliffe Rd N	Flood plain	
151 Wharnccliffe Rd N	Flood plain	
153 Wharnccliffe Rd N	Flood plain	
155 Wharnccliffe Rd N	Flood plain	
160 Wharnccliffe Rd N	Flood plain	
163 Wharnccliffe Rd N	Flood plain	
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165 Wharnccliffe Rd N	Flood plain	
167 Wharnccliffe Rd N	Flood plain	
168 Wharnccliffe Rd N	Flood plain	
169 Wharnccliffe Rd N	Flood plain	
170 Wharnccliffe Rd N	Flood plain	
171 Wharnccliffe Rd N	Flood plain	
172 Wharnccliffe Rd N	Flood plain	
175 Wharnccliffe Rd N	Flood plain	
176 Wharnccliffe Rd N	Flood plain	
178 Wharnccliffe Rd N	Flood plain	
179 Wharnccliffe Rd N	Flood plain	
181 Wharnccliffe Rd N	Flood plain	
182 Wharnccliffe Rd N	Flood plain	
185 Wharnccliffe Rd N	Flood plain	
186 Wharnccliffe Rd N	Flood plain	
187 Wharnccliffe Rd N	Flood plain	
188 Wharnccliffe Rd N	Flood plain	
190 Wharnccliffe Rd N	Flood plain	
192 Wharnccliffe Rd N	Flood plain	
193 Wharnccliffe Rd N	Flood plain	
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197 Wharnccliffe Rd N	Flood plain	
199 Wharnccliffe Rd N	Flood plain	
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201 Wharnccliffe Rd N	Flood plain	
202 Wharnccliffe Rd N	Flood plain	
206 Wharnccliffe Rd N	Flood plain	
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208 Wharnccliffe Rd N	Flood plain	
210 Wharnccliffe Rd N	Flood plain	
212 Wharnccliffe Rd N	Flood plain	
215 Wharnccliffe Rd N	Flood plain	
216 Wharnccliffe Rd N	Flood plain	
222 Wharnccliffe Rd N	Flood plain	
226 Wharnccliffe Rd N	Flood plain	
227 Wharnccliffe Rd N	Flood plain	
228 Wharnccliffe Rd N	Flood plain	
230 Wharnccliffe Rd N	Flood plain	
232 Wharnccliffe Rd N	Flood plain	

Address	Reason for Exclusion	Notes
240 Wharncliffe Rd N	Flood plain	
243 Wharncliffe Rd N	Flood plain	
248 Wharncliffe Rd N	Flood plain	
250 Wharncliffe Rd N	Flood plain	
256 Wharncliffe Rd N	Flood plain	
422 Woodman Ave	Old East Village Dundas Street Corridor Secondary Plan	
424 Woodman Ave	Old East Village Dundas Street Corridor Secondary Plan	
1 York Street	Flood plain	
5 York Street	Flood plain	
420 York St	Old East Village Dundas Street Corridor Secondary Plan	

Appendix D – Properties Removed and Added to PMTSA

Properties proposed to be removed from the Rapid Transit Corridor Protected Major Transit Station Area include: 34 St Bees Pl, 38 St Bees Pl, 42 St Bees Pl, 98 St Bees Crt, 102 St Bees Crt, 106 St Bees Crt, 714 Dunelm Lane, 1097 Dundas St, 1127 Dundas St, 1131 Dundas St, 1151 Dundas St, 1153 Dundas St, 1155 Dundas St, 1173 Dundas St, 1181 Dundas St, 717 Dunelm Lane, 718 Dunelm Lane, 907 Glenbanner Rd, 911 Glenbanner Rd, 915 Glenbanner Rd, 919 Glenbanner Rd, 921 Glenbanner Rd, 925 Glenbanner Rd, 929 Glenbanner Rd, 937 Glenbanner Rd, 941 Glenbanner Rd, 945 Glenbanner Rd, 951 Glenbanner Rd, 959 Glenbanner Rd, 967 Glenbanner Rd, 973 Glenbanner Rd, 979 Glenbanner Rd, 981 Glenbanner Rd, 985 Glenbanner Rd, 987 Glenbanner Rd, 989 Glenbanner Rd, 993 Glenbanner Rd, 997 Glenbanner Rd, 228 Oxford St E, 234 Oxford St E, 214 Piccadilly St, 215 Piccadilly St, 226 Piccadilly St, 230 Piccadilly St, 700 Richmond St, 709 Richmond St, 711 Richmond St, 713 Richmond St, 715 Richmond St, 717 Richmond St, 723 Richmond St, 723/ Richmond St, 724 Richmond St, 725 Richmond St, 727 Richmond St, 731 Richmond St, 733 Richmond St, 735 Richmond St, 736 Richmond St, 737 Richmond St, 739 Richmond St, 739/ Richmond St, 740 Richmond St, 742 Richmond St, 743 Richmond St, 744 Richmond St, 746 Richmond St, 748 Richmond St, 750 Richmond St, 752 Richmond St, 753 Richmond St, 757 Richmond St, 759 Richmond St, 761 Richmond St, 711 St Stephens Dr, and 712 St Stephens Dr.

Properties proposed to be added to the Transit Village Protected Major Transit Station Area: 72 Ann St, 80 Ann St, 140 Ann St, 146 Ann St, 148 Ann St, 150 Ann St, 152 Ann St, 154 Ann St, 156 Ann St, 164 Ann St, 180 Ann St, 1097 Dundas St, 1127 Dundas St, 1131 Dundas St, 1151 Dundas St, 1153 Dundas St, 1155 Dundas St, 1173 Dundas St, 1181 Dundas St, 351 Eleanor St, 1110 Florence St, 100 Kellogg Lane, 1101 King St, 1157 King St, 1161 King St, 1163 King St, 1165 King St, 101 Oxford St E, 119 Oxford St E, 121 Oxford St E, 125 Oxford St E, 131 Oxford St E, 137 Oxford St E, 143 Oxford St E, 149 Oxford St E, 155 Oxford St E, 163 Oxford St E, 165 Oxford St E, 173 Oxford St E, 176 Oxford St E, 179 Oxford St E, 184 Oxford St E, 186 Oxford St E, 188 Oxford St E, 190 Oxford St E, 192 Oxford St E, 198 Oxford St E, 205 Oxford St E, 210 Oxford St E, 228 Oxford St E, 234 Oxford St E, 237 Oxford St E, 239 Oxford St E, 241 Oxford St E, 243 Oxford St E, 246 Oxford St E, 256 Oxford St E, 262 Oxford St E, 265 Oxford St E, 50 Piccadilly St, 100 Piccadilly St, 140 Piccadilly St, 147 Piccadilly St, 149 Piccadilly St, 176 Piccadilly St, 186 Piccadilly St, 206 Piccadilly St, 208 Piccadilly St, 210 Piccadilly St, 212 Piccadilly St, 214 Piccadilly St, 215 Piccadilly St, 226 Piccadilly St, 230 Piccadilly St, 234 Piccadilly St, 238 Piccadilly St, 242 Piccadilly St, 250 Piccadilly St, 257 Piccadilly St, 258 Piccadilly St, 259 Piccadilly St, 261 Piccadilly St, 262 Piccadilly St, 263 Piccadilly St, 265 Piccadilly St, 267 Piccadilly St, 268 Piccadilly St, 269 Piccadilly St, 270 Piccadilly St, 271 Piccadilly St, 700 Richmond St, 709 Richmond St, 711 Richmond St, 713 Richmond St, 715 Richmond St, 717 Richmond St, 723 Richmond St, 723/ Richmond St, 724 Richmond St, 725 Richmond St, 727 Richmond St, 731 Richmond St, 733 Richmond St, 735 Richmond St, 736 Richmond St, 737 Richmond St, 739 Richmond St, 739/ Richmond St, 740 Richmond St, 742 Richmond St, 743 Richmond St, 744 Richmond St, 746 Richmond St, 748 Richmond St, 750 Richmond St, 752 Richmond St, 753 Richmond St, 757 Richmond St, 759 Richmond St, 761 Richmond St, 100 St George St, 117 St George St, 123 St George St, 130 St George St, 131 St George St, 132 St George St, 134 St George St, 135 St George St, 725 Talbot St, 736 Talbot St, 765 Talbot St, 1151 York St, 1170 York St, 731 Wellington St, 733 Wellington St and 737 Wellington St.

Appendix E – Internal and Agency Comments

Sewer Engineering Division

SED has reviewed the provided Planning Policy a “Transit Station Area” zone that is currently being prepared and we offer some comments as below.

- The planning policy for the transit station area zone has a number of variations (TSA1–TSA7) as well as a number of specific zonings under each zoning with no regard to the maximum density.
- The minimum density as specified would not help the SED team with the review. Also, maximum-height floors do not give an accurate indication of the need for the area from a sanitary perspective.
- Can separate map(s) be created which shows where each of the specific TSA zoning variations are being contemplated? This will help SED understand P&Ds expectations as to where TSA1-TSA7 will be applied and will make sanitary analysis streamlined
- The driver from a sanitary perspective is the density proposed for the apartment component above the first floor. Main floor commercial would be minimal concern except if a heavy water user is proposed. Heavy water use development(s) will impact residential density allotments.
- Will Planning be pre-emptively zoning all properties along these corridors on the Protected Major Transit Station as shown on Map 10 or will they be subject to a rezoning application?

For BRT corridors that are currently under the design phase, sanitary sewers are being designed to accommodate 300 units per hectare. The remaining phases of BRT projects are:

- Wellington Gateway Ph2: from Watson St to Wilkins St on Wellington Rd
- East Link phase 3A East: from McCormick Blvd east to Highbury Ave on Dundas St
- East Link Ph4: Highbury Ave to Second St on Oxford St

The BRT corridors that have been completed to date or that are currently under construction include:

- Downtown Loop Ph1: from Ridout St to Wellington St on King St
- Downtown Loop Ph2: Ridout St from King St to Fullarton St and Queens Ave from Ridout St to Wellington St
- Downtown Loop Ph3: from Dundas St to York St on Wellington St
- Wellington Gateway Ph1: from York St to the Thames River on Wellington St (no sanitary sewers were replaced on this phase)
- East Link Ph 1: from Wellington St to Lyle St on King St
- East Link Ph2: King St from Lyle St to Ontario St, Ontario St from King St to Dundas St, Dundas St from Ontario St to Egerton St
- East Link Ph3a West: from Egerton St to McCormick St on Dundas St (no sanitary sewers were replaced on this phase)
- East Link Ph3c: from Dundas St to Oxford St on Highbury Ave

For these phases densities from 150 units per hectare to 350 units per hectare depending on the area. For example, East Link Ph1 which a majority was within the downtown core was designed for 350 units per hectare. Wellington Gateway Ph1 and East Link Ph3a (highlighted) sanitary sewers were designed around existing conditions a majority being commercial or low-density zoning.

Oxford St West Sewer – local sewers and cannot accommodate these type of high density as proposed from the TSA zoning. If this is established as a high priority for increased densities by P&D then SED can further review the system in detail and work with Planning and Development if this is a potential area for intensification in future and review the capacity of the system to accommodate the proposed densities.

Richmond Street Corridor – North Corridor of the downtown Core:

Sewers were previously constructed and cannot accommodate these type of high density as proposed from the TSA zoning. SED can further review the system in detail and work with Planning and Development if this is a potential area for intensification in future and review the capacity of the system to accommodate the proposed densities.

Stormwater Engineering Division

SWED has reviewed the Transit Station Area place types and have no comments to the revisions imposed by the Heights Review.

Heritage

The Downtown PMTSA Location includes properties that are listed on the Register of Cultural Heritage Resources, or designated as a part of the Downtown Heritage Conservation District or West Woodfield Heritage Conservation District. Heritage staff will continue to review site specific applications within the policy context of the relevant Heritage Conservation District Plan, and in accordance with The London Plan and the Provincial Policy Statement.

The Rapid Transit Corridor PMTSA Location includes properties that are listed on the Register of Cultural Heritage Resources, or designated as a part of the Blackfriars/Petersville Heritage Conservation District. Heritage staff will continue to review site specific applications within the policy context of the relevant Heritage Conservation District Plan, and in accordance with The London Plan and the Provincial Policy Statement.

The Transit Village PMTSA Location includes properties that are listed on the Register of Cultural Heritage Resources, or designated individually under Part IV of the Ontario Heritage Act. Heritage staff will continue to review site specific applications within the policy context of The London Plan and the Provincial Policy Statement.

Enbridge Gas

Thank you for your correspondence with regards to draft plan of approval for the above noted project.

It is Enbridge Gas Inc.'s request that prior to registration of the plan, the Owner shall make satisfactory arrangements with Enbridge Gas Inc. (Enbridge Gas) to provide the necessary easements and/or agreements required by Enbridge Gas for the provision of local gas service for this project. Once registered, the owner shall provide these easements to Enbridge Gas at no cost, in a form agreeable and satisfactory to Enbridge Gas.

London Hydro

London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.

Upper Thames River Conservation Authority

The Upper Thames River Conservation Authority (UTRCA) has reviewed this application with regard for the policies in the Environmental Planning Policy Manual for the Upper Thames River Conservation Authority (June 2006). These policies include regulations made pursuant to Section 28 of the Conservation Authorities Act, and are consistent with the natural hazard policies contained in the Provincial Policy Statement (PPS, 2020).

BACKGROUND & PROPOSAL

As noted in the circulation, in March 2023, the City of London was awarded funding through the Housing Accelerator Fund (HAF) which was created to encourage the growth of the municipality's housing supply and enhance certainty in development approvals. As part of the HAF, the amendments to the Building Heights Framework and

accompanying policy contained in the London Plan would allow for new, higher-intensity development within areas centrally located near rapid-transit and connecting to the Downtown. Overall, the proposed changes are intended to support additional housing while ensuring appropriate development.

Protected Major Transit Station Areas (PMTSAs) are areas surrounding, and including, existing or planned higher-order transit stations. PMTSAs are intended to accommodate increased residential and employment growth with highly urban, mixed-use, transit-supportive forms of development. In 2020, the London Plan PMTSA policies were approved by Council. After further review of the City's Zoning By-law, it was determined that a new section of the Z.-1 Zoning By-law was also required to achieve the objectives of the PMTSAs.

The City of London is proposing amendments to the London Plan which will update the policies to clarify between PMTSAs and associated Place Types, update policies related to permitted heights, and update the locations of Rapid Transit Stations. Specifically, the proposed amendments will permit mixed-use buildings (commercial/office uses on the ground floor with residential above), increased heights and residential uses within a range of Place Types including:

1. Mixed-use buildings (commercial/office uses on the ground floor with residential above) permitted as-of-right, high-rises, and increased maximum heights within the Downtown Place Type of the London Plan (OZ-9749 A);
2. Mixed-use buildings (commercial/office uses on the ground floor with residential above) permitted as-of-right, high-rises, and increased maximum heights within the Transit Village Place Type of the London Plan (OZ-9749 B); and
3. Mixed-use buildings (commercial/office uses on the ground floor with residential above) permitted as-of-right, high-rises, and increased maximum heights within the Rapid Transit Corridor Place Type of the London Plan (OZ-9749 C).

The specific amendments pertain to the following Place Type policies of the London Plan:

- Policies 802_1, 803C, 813_1, 815C, 839, 840_5, 840_6, 847_1, 847_2, 860C, Table 8, and Table 9 relating to the minimum and maximum heights permitted within the Protected Major Transit Station Areas (PMTSAs), and to amend Map 3 – Street Classifications relating to the locations of the Rapid Transit Stations, and to amend Map 10 – Protected Major Transit Station Areas relating to the boundary of the Protected Major Transit Station Areas.

The Transit Station Area (TSA) Zone is a new zone created to facilitate high-rise, mixed-use development to be applied within areas in proximity to planned higher-order transit service. Amendments to the Zoning By-law pertain to specific properties within the Downtown, Transit Village and Rapid Transit Corridor Place Types and include:

- Introducing the Transit Station Area (TSA) zone;
- Adding the TSA5 Zone, TSA6 Zone, and TSA7 Zone to the properties within the Downtown Place Type;
- Adding the TSA3 Zone and TSA4 Zone to the properties within the Transit Village Place Type; and
- Adding the TSA1 Zone and TSA2 Zone to the properties within the Rapid Transit Corridor Place Type.

In both 2015 and 2016, during the preparation of the London Plan, the UTRCA's advice to municipal planning staff has been consistent with Provincial policy and has indicated that development is generally not permitted within natural hazard lands.

Since that time, the Conservation Authority has reviewed and commented on various amendments to both the Official Plan and Zoning By-law. We continue to advise and caution regarding the potential conflict between the City's intensification policies which

propose to allow development at a greater intensity and building heights in natural hazard lands which would not be consistent with the Provincial Policy Statement (PPS).

Earlier this year in correspondence dated July 26, 2024, the UTRCA advised municipal planning staff that a proposal to amend the Zoning By-law to facilitate the construction of a 16 storey, mixed-use building with two (2) levels of underground parking at 250 Wharnccliffe Road North, located within the flood plain and within the West London Potential Special Policy Area, was not consistent with Provincial policy, was not in conformity with Municipal policy, and did not have regard for UTRCA policy. Based on the Environmental Policies in the London Plan, the presence of the floodplain and associated Conservation Authority regulations supersede the underlying Place Types of the London Plan. Accordingly, we would recommended refusal of future Planning Act applications seeking to intensify the use of the lands.

Most recently, the UTRCA reviewed Official Plan Amendment O-9752 – Heights Framework Review and provided comments, dated August 14, 2024, which expressed similar concerns regarding the potential conflict between the City’s intensification policies which proposed to allow for development at a greater intensity and building heights in natural hazard lands which would not be consistent with the Provincial Policy Statement (PPS).

CONSERVATION AUTHORITIES ACT

There are numerous areas and properties throughout the City of London which **are** regulated by the UTRCA in accordance with Ontario Regulation 41/24 made pursuant to Section 28 of the Conservation Authorities Act. The regulated area is comprised of riverine flooding and erosion hazards as well as wetlands and the surrounding areas of interference.

Please refer to the attached series of maps which identifies some of the key locations where there may be a policy conflict between the regulated natural hazard features and the various areas where an increase in the maximum building heights and development intensity is being proposed through this Official Plan Amendment application. It should be noted that this mapping is not exhaustive and may not fully capture the full extent of the potentially impacted regulated areas. As noted, the provided mapping is intended to assist with the review of the potential policy conflicts associated with the proposed amendments. All properties will continue to be reviewed on a site-specific basis.

In cases where a discrepancy in the mapping occurs, the text of the regulation prevails and a feature determined to be present on the landscape may be regulated by the UTRCA.

The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

Further, the Conservation Authorities Act provides a definition of “development” which means:

- a) the construction, reconstruction, erection or placing of a building or structure of any kind,
- b) any change to a building or structure that would have the effect of altering the use or potential use of the building or structure, increasing the size of the building or structure or increasing the number of dwelling units in the building or structure,
- c) site grading, or
- d) the temporary or permanent placing, dumping or removal of any material, originating on the site or elsewhere;

The UTRCA's Environmental Planning Policy Manual is available online at:

<https://thamesriver.on.ca/wp-content/uploads/EnvPlanningPolicyManual-update2017.pdf>

NATURAL HAZARDS

As indicated, the UTRCA represents the provincial interest in commenting on Planning Act applications with respect to natural hazards. The PPS directs new development to locate and avoid natural hazards. In Ontario, prevention is the preferred approach for managing hazards in order to reduce or minimize the risk to life and property. This is achieved through land use planning and the Conservation Authority's regulations with respect to site alteration and development activities. The UTRCA's natural hazard policies are consistent with the PPS and those which are applicable to the subject lands include:

3.2.2 General Natural Hazard Policies

These policies direct new development and site alteration away from hazard lands. No new hazards are to be created and existing hazards should not be aggravated. The Authority also does not support the fragmentation of hazard lands through lot creation which is consistent with the PPS.

3.2.3 Riverine Flooding Hazard Policies

These policies address matters such as the provision of detailed flood plain mapping, floodplain planning approach, and uses that may be allowed in the flood plain subject to satisfying UTRCA permit requirements.

3.2.4 Riverine Erosion Hazard Policies

The Authority generally does not permit development and site alteration in the meander belt or on the face of steep slopes, ravines and distinct valley walls. The establishment of the hazard limit must be based upon the natural state of the slope, and not through re-grading or the use of structures or devices to stabilize the slope.

3.2.6 Wetland Policies

New development and site alteration is not permitted in wetlands. Furthermore, new development and site alteration may only be permitted in the area of interference and /or adjacent lands of a wetland if it can be demonstrated through the preparation of an Environmental Impact Study (EIS) that there will be no negative impact on the hydrological and ecological function of the feature.

COMMENTS

The UTRCA has reviewed the circulated Official Plan and Zoning By-law Amendment applications regarding the City of London's review of the Major Transit Station Areas (PMTSAs) contained in the London Plan and Z.-1 Zoning By-law. As indicated, the Conservation Authority has concerns and cautions regarding the intensification of development in natural hazard lands which would not be consistent with the PPS, or with Municipal and UTRCA natural hazards policies. As such, we offer the following comments:

1. As noted, numerous areas and properties in the City of London are regulated by the UTRCA in accordance with Ontario Regulation 41/24 made pursuant to Section 28 of the Conservation Authorities Act.
2. Consistent with Provincial policy, development is not permitted within natural hazard lands, including the intensification of use through zoning. As a result, the UTRCA may not be in a position to support proposed development consistent with this amendment within the areas of the City subject to natural hazards.

3. Please refer to the attached series of maps which identify some of the key locations where there may be a policy conflict between the regulated natural hazard features and the various areas where an increase in the maximum building heights and development intensity is being proposed through the current Official Plan Amendment application. It should be noted that this mapping is not exhaustive and may not fully capture the full extent of the potentially impacted regulated areas. As noted, the provided mapping is intended to assist with the review of the potential policy conflict associated with the proposed amendment. All properties will continue to be reviewed on a site-specific basis.
4. The conversion of non-residential uses to residential is also not permitted within Potential Special Policy Areas. The UTRCA recognizes new residential and commercial uses as new development, placing additional people and property at risk. As a result, the UTRCA likely would not be in a position to issue the necessary Section 28 approvals for proposed development consistent with this amendment within the areas of the City which are located in Potential Special Policy Areas.
5. Based on the London Plan Environmental Policies, the presence of the floodplain and associated Conservation Authority regulations supersede the underlying Place Types of the London Plan.
6. It is important to note that properties affected by natural hazards may not necessarily be designated or zoned to reflect the natural hazard features. It is therefore not sufficient to rely on the designation or zoning as a test for allowing more intense and taller development in hazard lands.
7. The UTRCA and the City of London have policies to address the intensification of land use where appropriate, and we recommend that appropriate provisions be included in the Place Type policies to ensure that those policies are consistent with Provincial, UTRCA and City natural hazards policies.

Once available, the UTRCA would appreciate the opportunity to review the wording of the proposed policy changes/amendment.

Thank you for the opportunity to comment.

Yours truly,

UPPER THAMES RIVER CONSERVATION AUTHORITY

Jenna Allain

Manager of Environmental Planning and Regulations

Figure 1 - Blackfriars Neighbourhood

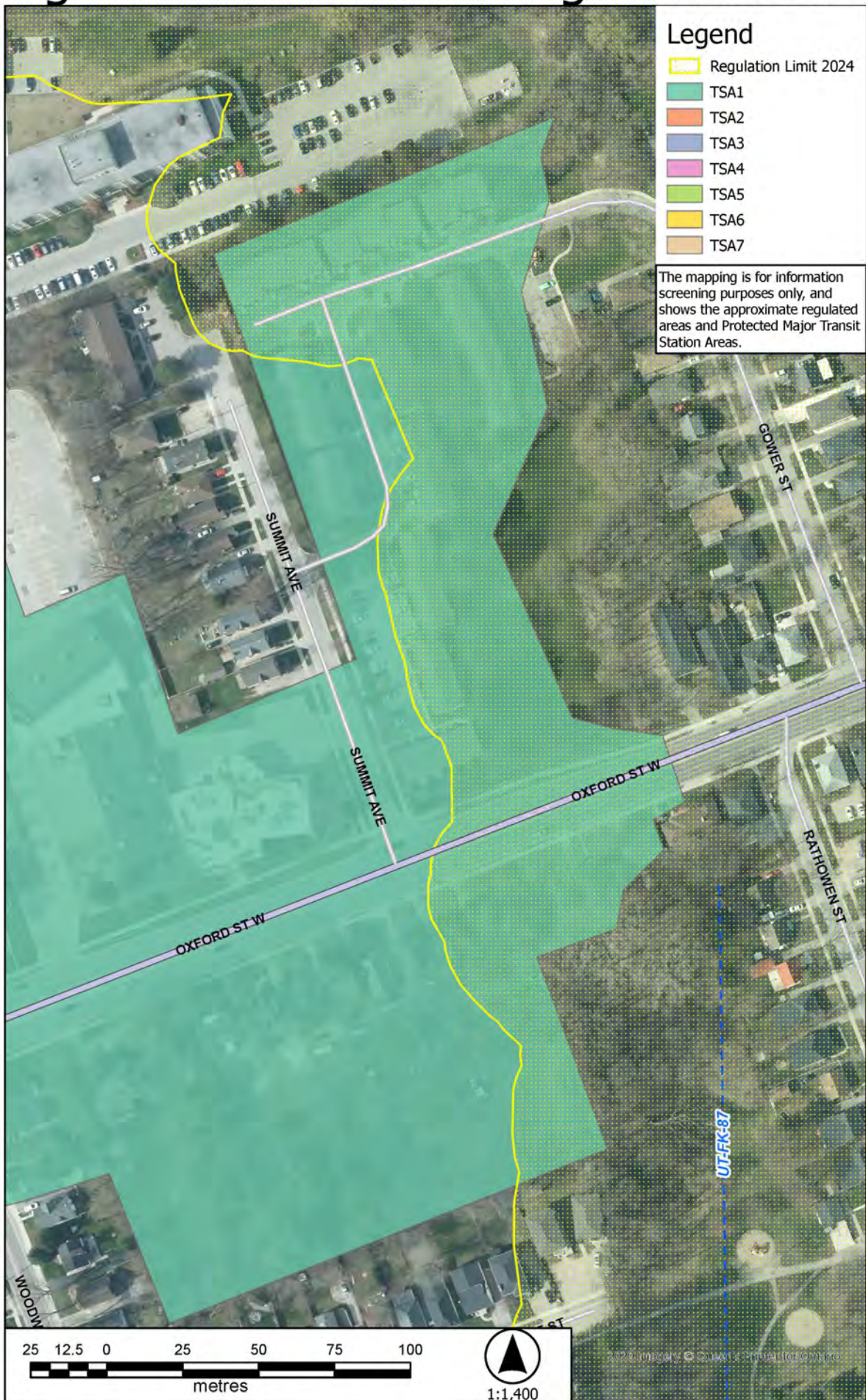


Figure 3 - Front Street



- Legend**
- Regulation Limit 2024
 - TSA1
 - TSA2
 - TSA3
 - TSA4
 - TSA5
 - TSA6
 - TSA7

The mapping is for information screening purposes only, and shows the approximate regulated areas and Protected Major Transit Station Areas.

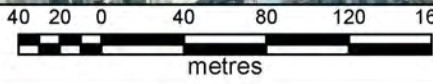


Figure 4 - Oxford Street East



Appendix F – Public Engagement

Community Engagement

Notice of Application

On July 29, 2024, Notice of Application was sent to approximately 13,200 property owners and residents in the surrounding area. Notice of Application was also published in the Public Notices and Bidding Opportunities section of *The Londoner* on July 25, 2024.

44 responses were submitted and 11 phone calls were received.

Nature of Liaison: Protected Major Transit Station Area Zoning Amendment – The purpose and effect of this Official Plan and zoning change is to permit mixed-use buildings (office and other commercial uses on ground floor, with residential uses such as apartment buildings, emergency care establishments, group home type 2, handicapped persons apartment buildings, lodging house class 2, and senior citizen apartment buildings above), high-rise (over 8 storeys) residential apartments, and maximum heights of 20 and 45 storeys (Downtown), 15 and 30 storeys (Transit Villages), and 15 and 25 storeys (Rapid Transit Corridors). Possible amendment to the Official Plan to policies 802_1, 803C, 813_1, 815C, 839, 840_5, 840_6, 847_1, 847_2, 860C, Table 8, and Table 9, Map 3, and Map 10. Possible change to Zoning By-law Z.-1 by adding a new Section 52: Transit Station Area Zone. The City may also contemplate alternative zoning such as a different base zones, additional permitted uses, additional special provisions (ie height and/or density), and/or the use of holding provisions. File: OZ-9749 Planner: K. Killen, R. Lightfoot, M. Hynes

Public Comment #1 – Received July 30, 2024

Please circulate widely

Council accepted the consultant's report on increasing heights for highrises across the city only last week and already they are ramming it through. Please read.

Note: the term "as a right" means it cannot be challenged at the Ontario Land Tribunal. A legal challenge would need to be file with an Ontario court.

Anonymous

Public Comment #2 – Received July 30, 2024

I have the September 10th notice where PEC will hear this application. Two questions:

1. Is there a more legible plan on the City website or available somehow showing the transit map that was included with the Application?
2. Is there provision for additional members of public to be present if the Chambers Gallery is full. I believe it only holds about 30 peop[le].

Many thanks, Jackie F.

Public Comment #3 – Received July 30, 2024

I have received your Notice of Planning Application regarding file OZ-9749 in the mail this afternoon. A few questions.

This application calls for the amendment of minimum heights permitted in the area of the Masonville Secondary plan area. This plan was just completed 2 years ago. The Masonville Secondary Plan calls for a gradual rise in building elevation when abutting existing neighbourhoods from 2 storeys to 4, then to 8, and then max. Is this proposal changing what has already been approved by council and eliminating the 2 to 4 to 8 ramp up which reduced the amount of shadowing on the properties bounding the east edge opposite Fawn Court? Will this amendment require another road study as densities will rise as will traffic. Please confirm.

An observation is that an 8 storey building is not really an 8 storey building, but in reality 9 once you add in all of the heating/cooling/elevator infrastructure on the building roof. This adds further to the shadowing effect on neighbours.

As many of us are 30+ year residents of this street, we have accepted the 2 to 4 to 8 storey scenario.

A suggestion that I have made in the past is that the City look at infill in other parts of the City. For example, the north west corner of Highbury and Fanshawe which is currently owned by Westdell and which appears will be low height commercial. Westdell could easily build 30 storey units right to the property limits, since shadowing would not be a concern at this location as there are no real neighbours to the north, east or west.

Your comments please.

Best regards

Mike Koncan (homeowner)

[REDACTED]

cell: [REDACTED]

Received July 31, 2024

My concern is with the minimum height changing from 2 to 8.

Your comments please.

Best regards

Mike

Received July 31, 2024

Ok. Thanks. So this means that the minimum heights stays as per the Masonville Secondary Plan and only the maximum heights might change.

Please confirm.

Best regards

Mike

Public Comment #4 – Received August 1, 2024

I had two main questions for the city hall; to be clear I am strongly for this proposal as I believe it raises my land value significantly. However, given that my two storey house will likely be rezoned to TSA2 as it will be within 150 meters of a rapid transit stop, I am concerned about what would happen if a developer does not end up buying my home in an attempt to combine it with other lots and build an apartment style building. Specifically:

a) What is likely to happen to my property taxes? If it is dual-zoned, what does that mean for taxes?

b) My home would be below the 3-storey minimum for TSA2; is that minimum only for new builds or does it apply retroactively to existing structures?

You might well have the answers before a meeting, and I would appreciate any response.

Thanks,

Chris

P.S. I would also love to know if any developer has asked about tranches of land on the West side of Wellington Road, between McClary Ave and Frank Place, though that might be outside of your purview.

Public Comment #5 – Received August 1, 2024

I have received the notice of the OPA and ZBA OZ-9749.

Dated July 29 2024.

In the second page it says "generally along Richmond Street between Broughdale Avenue and Huron Street "

Kap holdings owns [REDACTED].

It doesn't make sense to limit the ZBA and OPA to the area that is discussed in the amendments.

You are aware of the UWO proposal for Richmond st across from my buildings.

Please re consider allowing intensity all along Richmond st to the river.

I would like to be part of the process, so I'll have the right to appeal .

Thank you,

Arnon Kaplansky

Kap holdings inc.

Public Comment #6 – Received August 2, 2024

Please find attached a copy of the Notice for the above file sent to some residents and home owners in the Capulet Lane/Walk area of the City near Oxford Street West and Wonderland North.

I am attaching the Notice in case you have not had the opportunity to read it. It makes absolutely no sense and the maps included are useless. The descriptions of the various geographic areas were obviously made by someone who is not familiar with the City and has not looked at an old-fashioned map of London.

The City has already approved high-rises for this area that will impede traffic and the general lives of the residents. Is there no other area of the city to be developed?

If you are unfamiliar with this area of London, I am certain that Councillor Steve Lehman would be happy to show it to you. Meanwhile, from past experience, we know that the opportunity to provide input is meaningless as City Council continues to pursue its own agenda in order to secure provincial funds. A simple traffic study of the current situation, not done by the developers, would provide you a picture of the grid-lock that already exists. Increased densification is not the solution to the housing problem.

Yours sincerely,

Lorna MA Bowman

Public Comment #7 – Received August 2, 2024

Hi

We are in receipt of the OZ-9749 Notice regarding the Rapid Transit Corridor.

Is there any impact on the above noted properties?

Can we get included in the proposed TSA1 zoning?

Is there a proposed Zoning for these properties that is in line with the London plan?

Regards,

Stephen Mawdsley

Principal Architect, Partner

B.Arch., M.T.S., OAA, LEED BD+C, GGP

Received August 6, 2024

I appreciate your response.

My concern is that there has been a tension between the London Plan and the old Zoning. Our Client is satisfied with the London Plan heights and uses permitted.

If you could confirm the current or proposed zoning for the above noted lot, including road widening requirements, that might clarify our position and allow us to withdraw the comment.

Regards,

Stephen Mawdsley

Principal Architect, Partner

B.Arch., M.T.S., OAA, LEED BD+C, GGP

Public Comment #8 – Received August 3, 2024

Are transit villages going to be connected to rapid transit? If so I think this is exactly the right way for London to go. If not, then I think this is going to lock in poorly connected development and it will be hard to bring in the appropriate level of transit later. These two things need to be coordinated before anything is built. Existing bus routes do not support the level of effective transit routes that transit villages need. People will still find cars more practical.

Anonymous feedback submitted via the Get Involved London webpage.

Public Comment #9 – Received August 6, 2024

Hi,

Your new plans for transit within the city have been brought to my attention and I would like to have some clarification on the zoning that is being proposed. We own and operate the [REDACTED] (which falls in the new zone proposed). I did not see medical/dental offices as part of the new zoning proposal.

Can you clarify if the [REDACTED] will be impacted with this development?

Nick

Public Comment #10 – Received August 8, 2024

We have significant concerns with the proposed zoning regulations for PMTSA's and have included thoughts/requests with respect to the heights review.

Proposed "TSA" Zoning

- Max floorplate for buildings over 12 storeys is too small
- Minimum 5.0m stepback for towers in the Downtown is too big, and is not appropriate in all contexts
 - o Where did this proposed regulation come from?
- Structured parking not permitted above grade unless there is an "active" use between parking and a street should not be a requirement
 - o Above grade structured parking is often the only thing that makes a project feasible, with costs in the range of 50% less for above grade parking compared to U/G

- o Although parking requirements in the zoning are zero, there is still a functional parking requirement to have a feasible and operable building
- o There are a multitude of architectural treatments which mask above grade structured parking
- Tower separation of 25.0m for towers on the same site is too large
 - o OBC separation/building opening requirements will dictate a safe separation distance
 - o Table 2.1 of SPCB already specifies separation distances
- Mandating mixed-use is not an objective of the heights review for HAF and will disincentivize development in many contexts
 - o Mixed-use buildings have significant operational concerns for builders and are expensive to build
 - o Mandating a minimum non-residential FAR is not appropriate in a base zone
 - Where did these numbers come from??
 - The urbanist dream of having a coffee shop in every tower is simply not viable and if this passes you will see site specific zoning amendments for this requirement alone
- We appreciate that height is measured as the greater of XX metres or number of storeys, but question what relevance XX metres is if you are allowing for the greater of the two?
- Minimum lot frontages are too small and do not reflect the development fabric of the geographies where this zoning is being applied
- There needs to be a harmonizing of conflicting regs
 - o 100% lot coverage permitted but also minimum setbacks and minimum LOS requirements, for example
 - Max FAR's are too low
 - o Where did these numbers come from?
 - o Under what scenarios has the City tested these FAR's to ensure they are flexible enough to work in every context in which they're being applied?
- Request TSA4 designation apply to the entirety of 700 Richmond Street
 - o It is unclear how Staff have determined/applied the varied zones within the proposed mapping and what the concern with full development potential on this site would be

ALEX VANDERSLUIS
 Development Manager
 Auburn Developments

Public Comment #11 – Received August 9, 2024

If the target density for downtown were 1,000 persons/km², what would the target density be for a transit village? If the zoning amendment is not accepted by Council, will the city lose HAF funding?

Anonymous feedback submitted via the Get Involved London webpage.

Public Comment #12 – Received August 9, 2024

I'm reaching out regarding the new amendments to the London Plan and the London Zoning By-Law. I reviewed the notice of planning application and public meeting regarding file OZ-9749, and it noted that TSA2 Zones will be applied to properties within the Rapid Transit Corridor Place Type that are within 150 metres of a rapid transit station as identified on Map 3 – Street Classifications. That said, we want to confirm if the TSA2 zone will be applied to the properties with the municipal address of [REDACTED]. The TSA map attached does not show if the properties with the municipal addresses of [REDACTED] (outlined in red) will be applied with the TSA2 Zone as they are within 150m of a Rapid Transit Station as per Map 3 – Street Classifications of The London Plan. Could you please provide some clarification.

If you have any questions, please let me know.

Thank you,

Benjamin Calderon, H.BEDP
Planner

Zelinka Priamo Ltd.
London Office

Public Comment #13 – Received August 11, 2024

Good morning - received this notice regarding new zoning bylaws to allow higher buildings along Riverside/Wharncliffe/Oxford Streets. I live in Blackfriars and would like to advise that there is no objection from [REDACTED].

Good luck with the planning committee push to allow more housing in the neighbourhood, it's about time this vacant land is used to house our citizens.

The only comment is to allow non profit low rentals to get the homeless off the riverbanks and surrounding parks before we house immigrants, look after our own first!

Thank you, o9

Tammy Colbridge

Public Comment #14 – Received August 13, 2024

I own the properties at 535 and 539 Commercial Crescent London, ON. N5V 1Z2 through my companies JDA Investments Inc. and Clarence Realty Inc. respectively.

JDA also owns Clarence Realty Inc. so all communications are done through JDA.

I first approached the Ontario Realty Corporation on February 14, 2006 when It was first announced of the plans for the LPH as you can see from the letter below.

In March of 2011, I hired ZELINKA PRIAMO LTD as a consultant regarding new developments at the Psychiatric Hospital area plan.

On March 9, 2011, he sent a letter to the Planning and Development Department of the city of London on behalf of my tenant while I was working there as well as they purchased my business, outlining the type of business we were in and the risk to our business from this development.

On April 7, 2021, I retained a land Development Lawyer Aaron Platt of Davies Howe Law Firm in Toronto to represent me regarding the development in this area.

Later, he moved to Loopstra Nixon law Firm and continued to represent me.

On April 21, 2021, I hired Kevin Eby of EBY Growth Management Planning Services Ltd. To consult.

On September 9, 2021, I hired Consulting Engineers Jade Acoustics Inc. to consult me as well.

Through Kevin Eby my consultants and I reached out to the city Planning Department with numerous letters, phone calls and meetings to discuss the perilous situation JDA is in because of the proposed development in the hospital grounds.

As of November 29, 2023, I spent \$138,063.28 on all these consultants until we were finally told that no decision will be made in the foreseeable future. At that time, I ended my engagement with them.

My business is small. I spent money on consultants when I should have been spending it on equipment to run the business that my son operates on these premisses since April 2022.

I cannot afford to rehire these expensive consultants any more as whatever money we have, we spend on growing up the business that he runs, NEXGEN POLYMERS INC. whether we install new silos or machinery.

The business does make noise. We cannot avoid it. We used to operate at night but we no longer do. We used to operate on the weekend but we no longer do, and may do so only in emergency.

I have been operating this and similar business like this since 1991 and hope my son can continue to operate his business there for many more years.

He employes people directly and hires more staff as the business grows. He employes via third party people like electricians, millwrights, truck drivers, scale people and more.

As an operating company, there is always a need for specialised people coming in and helping in their way for the smooth and efficient operation of this company.

My fear is that when new tenants come into this area, especially on a high rise with 30 stories high building and look at our plant and hear some noise, the city will get complaints about us.

I think the developer must take mitigating measures to protect his new tenants and us as he comes to an existing situation.

I would like to see new tenants understand there is some noise in this area and sign a waiver to that effect.

Thank you.
Jacob Peretz
President.
JDA Investments Inc.
[REDACTED]

ZELINKA PRIAMO LTD A Professional Planning Practice

City of London

Planning and Development Department 204-206 Dundas Street

London, ON N6A 4L9 Attention: Barb Debbert

Re: London Psychiatric Hospital Area Plan OUR FILE: RAV/LON/11-01

We write on behalf of Ravago Company.

The Muehlstein Canada division of Ravago Company operates an industry at 539 and 535 Commercial Crescent, within the industrial area immediately east of the London Psychiatric Hospital (LPH) lands.

Previously under the name Novell Polymers Inc., the company has operated at this site since 1991.

The company receives bulk shipments of a wide variety of plastics in solid pelletized form from Canadian and international sources, mostly by rail. It stores and mixes the pellets in towers for a wide range of plastics manufacturing applications, then ships the mixtures by bulk transport trucks or rail.

Because the plastics remain in pelletized form throughout the process at this site, there are no emissions of fumes or odours emanating from the site. However, the operation is a source of noise and vibration: the shunting of rail cars; the outdoor loading and unloading of train cars and trucks; the transfer and mixing of plastics.

With respect to the noise of the rail siding: this facility of Ravago is one of the largest freight customers of CP Rail in London. In fact, the facility was first built by CP Rail, itself, as a rail terminal building. Ravago's facility now has the capacity for up to 42 rail cars. Shunting activities can occur anytime, six days per week.

Ravago uses vacuum and blowers to load and unload rail cars and trucks, and to transfer pellets among the storage bins and mixing towers. Outdoor electric motors operate anytime 24 hours a day, seven days a week to blend pellet mixtures in the mixing towers. The height of the mixing towers is an additional factor in noise dispersion.

Based on the MOE D-6 Guideline document, the Ravago operation, including the integrated rail siding, would be classified as a Class II Industrial Facility since it is a large-scale facility with outside storage and processing, large production volumes and continuous movement of products during daily operations. It has frequent outputs of potential major annoyance, with a high probability of noise and vibration emissions.

It is our understanding that no noise and vibration study has been undertaken to determine the need for separating distances and/or other mitigating measures between the existing industrial use and any proposed sensitive land use.

Mr. Peretz of Ravago has attended all public sessions relating to the re-use of the LPH lands, and has consistently pointed out the importance of protecting the existing industry from encroachment by residential uses.

We ask that the proposed Area Plan proposal not be dealt with until adequate information has been provided through noise and vibration studies to enable a proper assessment of Guideline D-6 compliance and the identification of appropriate mitigation measures.

Thank you for this opportunity to comment.

We enclose copies of letters submitted in 2010 by Ravago Canada and in 2006 by Novell Polymers Inc. relating to these concerns.

Yours very truly, ZELINKA PRIAMO LTD.

Richard Zelinka, MES, MCIP, RPP Principal Planner

RZ/ld

CC: J. Peretz, Ravago Attachments

Ravago

August 5, 2010

MHBC Planning Limited

630 Colborne Street, Suite 202 London, On, N6B 2V2

ATTN: Carol Wiebe

Public Meeting in place 29, 2nd Secondary Plan

Dear Carol.

In response to your questionnaire, I would like to express some comments as to what could affect the operation of our company at 539 Commercial Crescent, London.

Ravago Canada and previously Novell Polymers have been operating at this facility since 1991. Our property borders the east side of the LPH.

This facility provides employment to 12 people directly and many more indirectly like engineers, electricians, construction contractors and workers, drivers, railroad employees, accountants, lawyers and suppliers of the various products that make this plant working efficiently.

As it is in an industrial zone the plant makes some noise considering the train engines coming in and out of this property. Being a busy plant, they can spend several hours at a time shunting rail cars. We also have big electric motors located outside the building, between the building and the LPH eastern fence. These motors can work all day and night.

Our concern is that if you have residential construction too close to our facility, the new tenants may one day complain about noise coming out of our place.

There was a great deal of money already spent on this facility and moving it to a different location will be prohibitive as we rely exclusively on rail service.

We would like to see a wide buffer zone between us and the proposed new homes. Also, planting some trees in between can help reduce a possible disturbance to the new inhabitants.

Please take our concerns into your considerations as we would like to continue operating this facility and have happy neighbors.

Yours truly Jacob Peretz

Ravago Canada Co. General manager

539 Commercial Crescent

London, Ontario N5V 1Z2

RAVAGO CANADA CO.

*180 Attwell Drive, Suite 260, Toronto, Ontario CANADA M9W 6A9 Phone:
416.977.5456 • Fax: 416.977.7095*

February 14, 2006

Ontario Realty Corporation 1st floor, Ferguson Block 7 Wellesley St. W.

Toronto, Ontario M7A 2G3

Attn: Yvonne Sneyd Administrative Assistant

Re: London Psychiatric Hospital Lands

Dear Madam

I am very disturbed with the proposed development of the LPH lands as they are presented by Strategic Solutions in their preliminary Development Concepts for the LPH Lands.

Novell Polymers is in an industrial area, at 539 Commercial Crescent, bordering on the east side of the LPH.

There is a certain amount of noise coming out of the operation. We have no problems with our neighbors because we are located in a low area. However, if you decide to build just west of our location, buyers will complain once they move into their homes.

Novell has been in this location since 1991. We have created multiple new jobs in the city, we pay our taxes on time, and we have also invested millions of dollars at this site. Novell Polymers is in the process of expansion (again) right now as we add storage capacity in our facility. This will increase our business, thus creating more new jobs.

Having residential homes so close to our site will only create friction between the new homeowners and Novell.

Novell has already inquired about purchasing a strip of land that runs south to north on the east side of the LPH property and adjacent to Novell's property.

We would like to add rail capacity, as our business is growing, and the railroads are our lifeline.

Our business CANNOT be relocated to please potential new homeowners.

Yours truly,

Novell Polymers Inc.

Jacob Peretz

President

Public Comment #15 – Received August 14, 2024

Re: Heights Framework Review and Protected Major Transit Station Areas Zoning Review

MANY POSITIVE CHANGES PROPOSED BY STAFF

We submitted a letter to you and your team on May 1, 2024 providing feedback, requests and recommendations relating to the London Heights Framework Review. We also participated in group meetings and one-on-one meetings with City Staff and their planning consultant early in the process.

We would like to take this opportunity to acknowledge and express our appreciation for the many positive changes that City Staff are bringing forward – many in keeping with the changes that we requested through these early stages of the process.

Given the significant changes in demographics, housing demands and the current and anticipated continuation of the housing crisis in London and Canada as a whole, we appreciate that the City has proposed greater residential building heights in many Place Types. The increased heights Staff are proposing through amendments to the London Plan represent a very positive move and we would like to thank Staff and Council for moving in this direction.

Similarly, we applaud the City's move to pre-zone lands to apply these greater heights – taking the first step towards implementation through the creation and application of a Transit Station Area (TSA) Zone for the Protected Major Transit Station Areas. We support the City's goal to apply zoning that will allow for as-of-right development without the need for a zoning amendment, thus providing greater certainty that tall buildings will be permitted and shortening the development approvals process considerably.

We do, however, believe there remain several important issues to be addressed relating to Staff's proposed Official Plan and Zoning changes, to create a clear and effective path for more housing to be built in London. The following submission outlines our concerns and suggestions.

OFFICIAL PLAN CONSIDERATIONS

DRAFT POLICIES NOT AVAILABLE FOR REVIEW AND FEEDBACK

We are concerned that, while the heights proposed for various Place Types have been identified, we have yet to see any proposed Official Plan policies for review. We are unclear on what text changes are proposed to existing Official Plan policies that may come with these greater heights.

The SVN Report speaks to a number of regulatory measures relating to building envelope and built form and we believe it would be a mistake to include these measures within Official Plan policies. Our earlier correspondence of May 1, 2024 emphasized the “importance of flexibility in Official Plan policy” and avoiding numerical standards in policy that would require amendments, “tying up staff time, delaying good projects and substantially increasing the cost of development through application fees and additional development financing costs.”

While we have a good understanding of the amendments to height that are being proposed for each Place Type, we have not seen the text amendments that go with these changes. The deadline for public comments relating to the proposed Official Plan amendments is less than a week away, and yet the proposed Official Plan amendments have not yet been made available.

8 STOREYS IN THE NEIGHBOURHOOD PLACE TYPE ALONG MAJOR STREETS

We have reviewed the proposed heights framework for the Neighbourhood Place Type as shown below.

The image shows a slide titled "Draft Amendments to The London Plan" with the London Canada logo. Below the title is a bullet point: "• Neighbourhoods Heights Framework (Table 11)". The table below details permitted heights for different street types and intersection types. A red circle highlights the "Permitted Height (Base condition)" for "Civic Boulevard and Urban Thoroughfare", which is "Min. 2 Max. 6 Max. 8 in PTA".

Street onto which property has frontage	Permitted Height (Base condition)	Permitted Height at Intersections				Permitted Height fronting onto park
		Neighbourhood Street	Neighbourhood Connector	Civic Boulevard	Urban Thoroughfare	
Neighbourhood Street	Min. 1 Max. 3	Same as base	Same as base	Same as base	Same as base	Same as base
Neighbourhood Connector	Min. 1 Max. 3 Max. 4 in PTA	Same as base	Min. 2 Max. 3 Max. 6 in PTA	Min. 2 Max. 3 Max. 8 in PTA	Min. 2 Max. 3 Max. 8 in PTA	Min. 2 Max. 4
Civic Boulevard and Urban Thoroughfare	Min. 2 Max. 6 Max. 8 in PTA	Same as base	Same as base	Min. 2 Max. 8	Min. 2 Max. 8	Same as base

We think it is a major mistake to limit heights in the Neighbourhood Place Type to 6 storeys along Civic Boulevards and Urban Thoroughfares (major streets). An important goal for providing more housing supply in London is to clear an easier path for mid-rise development.

The Official Plan defines mid-rise development as buildings of up to 8 storeys, with high rise development being 9 storeys or greater. Despite this, the proposed policies would limit mid-rise development to 6 storeys outside the Primary Transit Area, with the exception of a limited number of sites that are located at the intersection of two major streets. We cannot understand the rationale for this unnecessary constraint to housing supply and we are requesting that Table 11 of the London Plan be amended to allow for mid-rise development up to 8 storeys along Civic Boulevards and Urban Thoroughfares outside the Primary Transit Area.

We want to clarify that this does not mean that all sites along Civic Boulevards and Urban Thoroughfares would be allowed this maximum height provided by Official Plan policy. Rather, it would only set a policy ceiling of 8 storeys so that an Official Plan

amendment would not be required for those sites on Civic Boulevards and Urban Thoroughfares that are appropriate for such height. As you know, the “hill to climb” is much more expensive and difficult when a zoning amendment AND an Official Plan amendment is required. To avoid unnecessary and detrimental limitation on housing supply, the Official Plan should have a vision of allowing for mid-rise development – defined by the Official Plan as up to 8 storeys - along all Civic Boulevards and Urban Thoroughfares. As is the case for all Place Types, the Zoning By-law will establish where this full height will, and will not, be allowed.

Finally, we want to point out that the “peanut butter” argument of directing high-rise development to the Primary Transit Area doesn’t apply to mid-rise development. We don’t believe that limiting mid-rise development to the Primary Transit Area is appropriate nor justifiable from a planning perspective.

ZONING FOR HIGHRISE BUILDINGS & PROPOSED TRANSIT STATION AREA ZONE

ZONING REGULATION RECOMMENDATIONS IN THE SVN REPORT

We note that there are several recommendations made in the SVN report that cause concern. These include such measures as:

- Minimum tower separation
- Maximum tower floorplate
- Minimum 5 hours of sunlight in public parks
- Minimum glazing for building facades
- Etc.

We appreciate that Staff have not included many of these measures in the regulations of the proposed TSA Zone. We believe that these measures are not appropriate for the Zoning By-law and should be addressed on a site-specific basis through the site plan process. Some of these matters could be addressed through guidelines, but if this is the case, they should not be treated as requirements or de facto regulations.

We would also note that a maximum tower floorplate regulation of 1,100 m² is about half of the tower portion of Riverwalk – which has garnered awards and positive feedback from Council and across the industry. This clearly illustrates the problem with instituting a maximum tower floorplate as a zoning regulation – particularly with the City’s goal of avoiding zoning amendments wherever possible.

We are hopeful that the same approach – to not include such measures as Zoning regulations - is planned for the Zoning review being undertaken for lands beyond the proposed TSA Zone, to be addressed through the Rethink Zoning process.

METHOD FOR IMPLEMENTING DUAL ZONE APPROACH NEEDS CLARIFICATION

Our understanding is that approach proposed by Staff is to leave the existing zoning in place and apply the Transit Station Area Zone as a dual or compound zone. It isn’t fully clear, however, how this will be implemented.

For example, most sites in the Downtown have zoning in place that don’t address many of the set-back, step back, floor area ratio, or other regulatory measures in the new TSA Zone. However, these existing zones typically have unit/ha density regulations that are exceedingly low (eg. 250uph) and, as a matter of course, require a zoning amendment to achieve a reasonable development density for tall buildings. How is the City intending to address such an amendment to the existing zone, where the TSA Zone is also applied? Would an amendment to the existing zone be supported, if it doesn’t address the step-back, floor area ratio or set-back requirements of the TSA Zone? Our concern is that the TSA Zone may establish additional expectations or requirements that don’t

currently exist and these would be brought up as requirements through any zoning amendment process.

We can provide a specific example of such a property that we have recently had discussions on together with the City. The new TSA Zone applied to this site actually represents a “down zoning” in terms of permitted height (20 storeys vs. approximately 30 storeys). Staff may suggest that this doesn’t matter because the existing zoning remains. However, if a zoning amendment application were to be submitted for increased density, how would the height in the TSA Zone affect the opinion of the public, staff and Council in that application process?

Another question we have, is whether there is an intention is to eventually remove the existing zoning in favour of the Transit Station Area Zoning over the long term?

SERVICING AND THE H-213 HOLDING PROVISION

We note that the H-213 Zone has been applied to all the zones noted in the draft mapping for the TSA Zone. We have not seen the text for this holding provision. Consistent with the above commentary, we wonder if this holding provision will apply to a use allowed under the existing DA Zone that does not have an existing holding provision.

Perhaps the larger point, is how development proposals will get “into the queue” for servicing in the Core area. Given the scarcity of servicing capacity in the Core, it will be important that servicing is not allocated for projects until the site plan approval stage and that sunset provisions are applied to the allocation of servicing. It is imperative that servicing is not reserved for “paper projects” at the expense of “real projects” that are marching through the site plan and building permit approvals process and ready to proceed within a reasonable timeframe.

COMPLEXITY OF REGULATIONS IN TSA ZONE COULD UNDERMINE GOAL OF PRE-ZONING AND STREAMLINING PROCESSES

In general, we feel that Staff are proposing too many regulations in the TSA Zone, that will invariably lead to the very thing they are seeking to avoid – compulsory rezonings in practice. The TSA Zone includes a very broad range of regulations, including:

- Maximum building height in metres
- Maximum building height in storeys
- Minimum building height of first storey
- Minimum front yard depths for ground-floor non-residential uses
- Maximum front yard depths
- Minimum rear yard depths for certain percentages of the building face
- Minimum rear yard depths abutting a residential zone
- Minimum interior yard depths
- Exterior yard depths
- Minimum rear yard depths above the 8th storey
- Minimum interior yard depths above the 8th storey
- Minimum step back where there is a street wall
- Maximum gross floor area of non-residential uses
- Maximum non-residential floor area ratio

- Maximum gross floor area for offices
- Maximum floor area ratio for building as a whole
- Minimum density in units per hectare
- Minimum lot frontage
- Minimum amenity area
- Landscaped open space
- Lot coverage
- Location of surface parking
- Location of structure parking

This long list of regulations will make many sites impractical to develop within the context of the standard TSA Zone. Many of the sites within these highly urban areas are relatively small, shallow, irregularly shaped, and difficult to develop. Together with current requirements for on-site garbage removal, loading areas, and other site plan requirements, we believe that the proposed set-back regulations will need to be amended in most circumstances to practically develop typical sites found in these areas.

TESTING TSA6 ZONE REGULATIONS AGAINST TRICAR'S RIVERWALK PROJECT

We have tested the proposed regulations by applying them to one of our recent developments – Riverwalk at Thames and York Streets - to understand whether it could have been developed without an amendment to the TSA6 Zone proposed for that site. We believe that Staff and Council are very supportive of this development and think it's a reasonable litmus test for the practical application of the TSA Zones. We found the following:

- It would not conform to the 5m step-back requirement – on the east portion of the building.
- It is unclear how the clause in Section 52.3(7) would apply – “For all buildings greater than 8 storeys, a maximum of 30 percent of the tower can extend to grade is not required to adhere to the step back regulations”. More pointedly, the tower does not extend to grade on the east side of the building, where the 5m step-back would not be met.
- It would also not conform to the 12.5m setback requirement above the eight storey on the east side of the building – adjacent to the existing automobile service station.
- If the site was not a corner property, the existing tower could not be accommodated at all as it would be deficient on the 12.5m setback on the south side.
- Riverwalk has commercial uses above the ground floor – which would not be permitted under the proposed TSA6 Zone which limits commercial uses to the ground floor
- It is unclear how the maximum non-residential uses GFA of 500m² would be applied, but if it applies to the aggregate GFA for the building, Riverwalk would be well in excess of 500m² for non-residential uses.
- Riverwalk currently achieves a FAR of 6.5. This is exactly equal to the maximum FAR permitted in the TSA6 Zone. As such, despite the fact that the TSA6 Zone allows for 45 storeys, the 6.5 FAR regulation would prevent any additional height beyond the current 24 storey tower given the current configuration of Riverwalk. This would represent a limitation to just over half of the height that is permitted by the Zone.

- Riverwalk has a tower floorplate of approximately 2,200m². That is 50% of the maximum tower floorplate of 1,000m² that the the SVN report recommended for Downtown.

In short, the long list of regulatory requirements in the TSA Zone will likely require zoning amendments in most situations and may defeat the very purpose of pre-zoning the lands within these areas. We are requesting that Staff review the regulations, prioritize them, and reduce them wherever possible to increase flexibility while still addressing important planning and design objectives that will ensure a positive form of development.

PERMITTED USES

The list of permitted uses in each TSA zone is very specific. The proposed zones have a long and somewhat confusing list of permitted uses. We think this would be a good opportunity to “roll-up” the permitted uses to a higher category of use that would cover the more detailed range that has been identified.

While we understand that the intention is to mirror the existing Z.-1 Zoning By-law approach for listing uses, we believe that more flexibility could be achieved by working with the Zoning Enforcement Team to roll up the range of uses to list only the “highest order” uses that exist in the current by-law that would, by definition, cover the more detailed list of uses identified for each Zone.

We are confident that a more streamlined list of uses from the existing By-law could be used, and still allow for this same range of uses, while also providing flexibility for other similar uses.

RESTRICTION OF RESIDENTIAL USES TO ABOVE THE GROUND FLOOR

The permitted uses of the proposed TSA Zones appear to allow residential uses as follows:

- TSA1 (RTC) – Residential allowed on ground floor
- TSA2 (RTC core) – Residential uses allowed only on rear portion of the ground floor
- TSA3 (TV periphery) - Residential allowed on ground floor
- TSA4 (TV core) - Residential uses allowed only on rear portion of the ground floor
- TSA5 (DT periphery) - Residential allowed on ground floor
- TSA6 (DT core) - Residential allowed on ground floor
- TSA7 (DT mainstreet) - Residential uses allowed only on rear portion of the ground floor

In our opinion, this restriction is problematic for a number of reasons:

- There seems to be an inconsistency on where the limitation on ground floor residential uses would be allowed – consider the proposed TSA2 and TSA4 Zones that do not allow for ground floor residential uses at the street front, while the TSA6 Zone does. This doesn't seem to make sense from a planning policy perspective.
- We understand that Staff are seeking to require commercial uses at grade. However, applying this in an absolute regulation is problematic. The demand for commercial uses is not adequate to fill space along all of these corridors. As noted above, the demand for commercial uses is diminishing as more shopping is done online.
- We note that residential amenity areas, such as outdoor patios, indoor fitness areas, lobbies, community rooms, lounges, etc. can all make for great uses to animate the adjacent street. While they aren't commercial uses, they are often occupied more hours

in a day than commercial spaces and these interior space are similarly visible from the street.

- Many sites are on corners, which would require two street frontages of non-residential uses within the TSA2 and TSA4 Zones. This is not practical to achieve in some cases.
- We recommend that this requirement be maintained for the proposed TSA7 Zone, but that it be eliminated as a regulation for the TSA 2 and 4 Zones. Official Plan policy encourages these non-residential uses at grade, and this could set the basis for a discussion at the site plan stage recognizing other positive alternatives.

RESTRICTION OF NON-RESIDENTIAL USES TO THE GROUND FLOOR

Restriction of Non-Residential Uses to Ground Floor or Front Portion of Ground Floor

The permitted uses in the TSA Zones restrict non-residential uses to the ground floor of mixed-use buildings by indicating that "...any of the other uses on the ground floor". The TSA2 and TSA4 Zones only allow for ground floor uses "in the front portion of the ground floor".

We do not understand why non-residential uses are limited to the ground floor. Commercial, service-commercial and office uses may be desired and entirely appropriate at a location above the ground floor within the podium of a mixed-use building. A restaurant may want a top floor location with a rooftop patio. What would be the planning argument for preventing these types of uses above the ground floor?

We also don't understand why the TSA2 and TSA4 Zones go even further to restrict non-residential uses to the front portion of the ground floor. Why wouldn't it be appropriate for a commercial uses to be located in the rear portion of the building – perhaps with access from the main lobby of a residential building or a rear lane.

Restriction on Gross Floor Area of Non-residential Uses

We don't understand why Staff are proposing a limitation on the size of non-residential uses at 500 m² in Rapid Transit Corridors and Transit Villages. This maximum limit seems too small for these highly urban areas. Similarly, a limit of 800 m² in the Downtown is limiting when considering the size of a typical podium in the Downtown and what could be possible. We don't understand the planning policy intent of this limitation. This could limit opportunities for positive restaurant, retail and service uses that activate the street and generate customer traffic in the Core.

It is also unclear whether this maximum GFA for non-residential uses relates to the individual use (eg. tenant), an individual building, or the aggregate for the zone (eg. surrounding a transit station). If it is intended that these maximums relate to individual uses, this should be clarified and this should be consistent for office use regulations as well.

Maximum Gross Floor Area for Non-residential Uses vs. Maximum GFA for Office Uses

Table 52.3 shows a maximum GFA for non-residential uses that is lower than the maximum GFA for office uses. This is confusing as office uses are, in fact, non-residential uses. This should be more clearly stated.

Non-residential Floor Area Ratio

Table 52.3 includes a regulation for a building's non-residential floor area ratio. We think this is unnecessary, very limiting for small sites, and inappropriate as a blanket regulation.

Consider a small site in the TSA7 Zone where the building covers almost 100% of the site. The proposed FAR regulation for non-residential uses limit such a building to only approximately 60% of the ground floor area – without any further allowance for non-residential floor space in the building's upper storeys. Why wouldn't the City want to

allow for the full use of the ground floor, and even potentially the second floor, for non-residential uses on a commercial streetscape in the TSA7 Zone?

Similarly, consider a larger site whereby there is a desire to integrate commercial and office uses into the podium of a mixed-use building. As an example, if the podium covered 80% of the site, the TSA4 which allows for an FAR of up to 0.5 would only allow for about 63% of the ground floor of the podium to be occupied by commercial and/or office uses. It would not allow for any additional space such as office space on the second floor.

Furthermore, we do not think that the GFA regulation is necessary for non-residential floor area. We do not understand the policy objective or planning rationale that this regulation is intended to address.

FRONT YARD DEPTHS

We have several comments relating to the proposed front yard depth regulations.

Minimum Front Yard Depth

We note that the minimum front yard depths for the TSA3-TSA7 Zones are for ground floor non-residential uses. We don't see any front yard depth regulations for a residential uses. We wonder whether this was intentional – meaning the front yard depth for residential uses would be 0m or if it was an oversight. Even if it was intentional, we think the absence of a regulation could set the groundwork for confusion in the implementation of the zone if it isn't clearly stated.

Missing Maximum Front Yard Depth for TSA4 and TSA7 Zones?

We believe that the draft zone is missing a maximum front yard set-back for the TSA4 and TSA7 Zones. We aren't clear why there are maximums for the TSA3, 5 and 6 Zones in Section 52.3(3), but not the TSA4 and TSA7 Zones. We note that Table 52.3 shows "see Section 52.3(3) for the TSA3 through TSA7 Zones, despite the fact they are not referenced in that section.

EXTERIOR YARD DEPTHS

We note that the proposed zoning regulations use the term "exterior yard depths". We think that this should be modified to "exterior side yard depths" for clarity and consistency with the definitions in the zoning by-law.

REAR YARD DEPTHS

Regulating Rear Yard Depths by Percentage of Building Face

Section 52.3(4) uses a formula which we believe is intended to allow for flexibility in the TSA1 and TSA2 Zones. It allows for a set-back of 7.5m in the rear yard, but also allows for 30% of the building face to be 3.5m from the rear lot line if the remaining 70% of the building face is 10m from the rear lot line.

We appreciate the desire to create flexibility, but we wonder if this will create confusion. Section 52.6 requires a 12.5 metre set-back above the eighth storey, which is another layer and it is unclear which requirement would prevail in the TSA2 Zone.

We also note that the proposed flexibility would be redundant for shorter buildings. For example, it would not make sense to avail of the 3.5m set-back for one or two floors while setting back 10m for the remaining 4-6 floors as would be required by this regulation.

Conflicting Requirements for Rear Yard Depths

Section 52.3(4) indicates that rear-yard depths will be a minimum of 7.5m where no lane exists, but 3.5m where one does exist. This seems to conflict with Section 52.3(6) which

requires a 12.5m set-back above the eighth storey. It is important to identify which of these sections is paramount. The use of “notwithstanding” language in Section 52.3(4) may help to clarify.

Furthermore, we question why a building would be required to have 4m less set-back when the rear lot line is adjacent to a lane, yet still be required to have the full 12.5m set-back above the 8th storey even where it is adjacent to the same lane.

Section 52.3(5) establishes a minimum rear yard depth for sites abutting a residential zone. The language doesn’t make clear whether this requirement “trumps” the other minimum rear yard set-back requirements for the TSA zones.

The last paragraph of Section 52.3(6) is confusing. We think that the first word, “except” should be deleted. “Notwithstanding” language could also be used.

INTERIOR YARD DEPTHS

We note that there are no interior yard set-backs for the 1st-7th storeys of buildings within the TSA Zones that do not abut a residential zone. We aren’t sure whether this was intentional, but if it was it should be clarified to avoid confusion.

Some of the above comments relating to rear yards would also apply to interior yards.

Section 52.3(6) requires interior side-yard depths of 12.5m above the 8th storey in the TSA2-TSA7 Zones. A 35m-40m wide tower within a mid-block location would require 60-65m of lot width, without a step-back from the base to the tower. A step-back of 5m on both sides, as required in the TSA5-7 Zone would mean a lot width of 70-75m would be required. Vacant and redevelopment lots of this width are unusual within the Downtown and along the Rapid Transit Corridors.

STEP-BACK REQUIREMENTS

Regulating Step-backs Versus Guidelines

As noted in our May 1st correspondence, we are concerned with zoning regulations that require specific step-backs. While we understand the design principles behind step-backs, we believe there are multiple ways to break-down massing and create human-scale streetscapes.

Furthermore, a zoning regulation approach for step-backs doesn’t provide flexibility for using a podium step-back in some portions of a building and using other measures to address a design intention in other portions of a building, with a different design context. We recognize that Section 52.3(7) does allow relief from any step-back for 30% of the tower, but this is extremely limiting – particularly when considering that the podium dimension are often much larger than the dimensions of the tower and also the step-backs appear to apply to all sides of a building – not just the street frontages.

Costs and Practical Issues With Step-backs

While we are not suggesting that step-backs cannot be accommodated in all circumstances, we want to highlight the cost and practical development challenges relating to step-backs – particularly when they are substantial. Depending upon the construction technique, step-backs can require the use of expensive transfer slabs, that are necessary to transfer structural building loads and accommodate the step-back. These transfer slabs are exceedingly thick and very expensive. Furthermore, step-backs can lead to significant issues relating to building load columns interfering with parking spaces and drive aisles in the parking structure portion of buildings.

We believe that step-backs should be addressed, as they have been to date, through the site plan approvals process and an understanding of design objectives for a positive pedestrian environment and an approach taken for each development within its surrounding context.

Minimum Step-back of 5.0m in the Downtown (TSA5, 6 and 7 Zones)

In addition to the other step-back concerns identified in this section, we do not agree with a blanket step-back of 5 metres for all Downtown Zones. As noted above, we do not believe this is necessary as a requirement for all buildings in these zones and we do not think it is substantiated as a requirement by sound planning and design arguments.

5.0m set-back Applies To All Yards – Not Just Street Frontages

We are not sure whether it is an oversight, or intentional, but Section 52.3(7) requires a 5.0m step back for all frontages, including interior side-yards and rear yards. As discussed in the below comment, we note that a minimum rear yard and interior side yard depth of 12.5m is required above the 8th storey, which will, in practice, provide a step-back from those two lot lines to provide space from the neighbours of tall buildings without the need for the additional 5.0m set back from these interior yards.

As such, we believe that step-backs should only be applied for those building faces that front public streets. The interior side and rear yards will be addressed through set-backs applied above the 8th storey.

Multitude of Step-back Requirements Are Excessive and May Conflict

We count at least three regulations relating to step-backs in the proposed zoning:

1. Section 52.3(7) – step-back requirement for 1.5 to 5m
2. Section 52.3(6) – 12.5m set-back for interior side yards and rear yards above the eighth storey (this will serve as a functional step-back for the tower portion of the building).
3. Section 52.3(4) – requires a minimum rear yard depth in the TSA1 and 2 Zones of 3.5m for 30% of the building face and 10.5m for the remaining 70% of the building face (this will serve as a functional step-back of some kind).

We question whether all of these step-back requirements are necessary and wonder whether they may conflict with one-another in some instances.

Established Street Wall for Determining the Height of the Required Step-back

The minimum step back in Section 52.3 (7) uses the term “established street wall”. We could not find a definition for this term in the Zoning By-law. We are unclear on how an established street wall would be determined and question whether this is a good measure for a regulation. We think this is a site plan design consideration, rather than something that should be applied in a Zoning regulation.

Right of Way Width for Determining the Height of the Required Step-back

Section 52.3(7) indicates that the height of the step-back will be established as either the datum line of an established street wall (see above) or 80% of the adjacent road right-of-way. While we understand the design principle behind keeping building podiums at an appropriate pedestrian scale, which can relate to street width, we think this is an inappropriate measure to use in a regulation. Many Downtown development sites are located adjacent to streets of very different widths. Some streets are exceptionally narrow in the Core (eg. Kent Street). Requiring very low podium heights, through regulation, simply because an adjacent street is narrow is inappropriate in our opinion and should be removed.

MINIMUM RESIDENTIAL DENSITY IN UNITS PER HA

We understand that the intent of this regulation is to avoid the underdevelopment of prime land in transit nodes and corridors. However, we question how relevant this minimum density regulation would really be. Our understanding is that planning applications in urban areas have been for increases to densities that are already well

above those densities of 45uph and 60uph proposed for the TSA Zones. Furthermore, with the high cost of land, materials and labour combined with the high demand for housing in London, we cannot think of a case where a developer would be seeking lower densities than the market would support. We think that this minimum residential density regulation is unnecessary and will not have any positive impact.

MINIMUM LOT FRONTAGE

We note that the current regulation for minimum lot frontage in the DA1 and DA2 Zones is 3.0m. We are not sure what the planning rationale is for requiring 30m of frontage for development in the proposed TSA Zones. Not every development within the TSA1-TSA7 Zones will necessarily be large and there should be room for variability. Furthermore, given the highly irregular lot pattern in these urban areas – eg. Downtown and Rapid Transit Corridors, requiring 30m of frontage may be excessive. There may be lots that have narrow frontage and open-up into a larger development site deeper into the lot.

DUAL MAXIMUM BUILDING HEIGHT REGULATIONS

We appreciate that Staff are providing two options for maximum height – in storeys and metres. We note that “the maximum building height shall be whichever of the two is less”, which creates a problem in our opinion.

More specifically, we believe that the building height in metres is too low to practically achieve the building height in storeys. In general, the heights in metres only allow for 3m of height per storey, beyond the required 4.5m first storey. For example, the TSA4 Zone is proposed to allow for 30 storeys of building height. At 91.5m, with a minimum first storey height of 4.5m, the average floor height would be 3m.

We think this is very tight and unnecessarily limiting. This would limit the opportunity for greater ceiling heights in fitness and community rooms above the first floor, penthouse areas, restaurants top floors, office uses above the first floor and greater ceiling heights in units throughout the building. In addition, any step-back creates a terrace condition, which increases the floor-to-floor height at that level, further diminishing the opportunity to achieve the maximum floor count in the zone.

As an example, standard construction practices would normally call for a floor-to-floor height of 3.2m. With a 4.5m first storey, a parapet height at 0.6m and two step-backs requiring an additional 0.8m as would be required by the proposed zones, the TSA6 Zone could accommodate only 41 storeys at the allowed 136.5m of height. Thus, the height regulation for the TSA6 Zone in metres provides for a full 4 storeys less than the stated allowable height of 45 storeys for the TSA6 Zone. The divergence would be even greater if the penthouse floor is of greater height, or if commercial uses such as offices are accommodated on additional floors in the podium.

We are requesting that the maximum height in metres be re-calibrated to allow for a greater average height that will not unnecessarily limit the intended height of buildings for each zone as expressed in storeys.

We are also concerned about the implications of how storeys of parking will be counted. In many cases, the parking component of buildings are significantly lower in height than a residential storey. Given that the maximum height regulations relate to THE LESSER of height in metres or height in storeys, we are concerned that counting parking storeys may substantially impact the allowable building height.

SUMMARY

We want to again express our appreciation to Council and Staff for their efforts to provide more opportunity for more intense residential development throughout London. We believe that the greater heights proposed for the Official Plan will be very beneficial.

We are emphatically requesting, however, that heights of up to 8 storeys be permitted along all Civic Boulevards and Urban Thoroughfares without restrictions to the PTA or a

handful of locations where Civic Boulevards and Urban Thoroughfares intersect. We also ask the City to consider allowing up to 15 storeys in Shopping Areas as a whole. In both cases, the Zoning By-law can be used to establish where the maximum height allowed by the Official Plan Place Type is appropriate and where it is not.

We are also appreciative of the City's intention to pre-zone lands within the Protected Major Transit Station Areas. Pre-zoning could make a big difference to reduce the risk of acquiring properties for high rise development and could significantly reduce the time required for planning and development approvals. These can help to reduce the cost of housing and increase housing supply.

We would be happy to meet to discuss these matters further should you desire.

Sincerely,

John M. Fleming, MCIP, RPP

Principal – City Planning Solutions

Public Comment #16 – Received August 19, 2024

Zelinka Priamo Ltd. are the planning consultants retained by Gus Mouhtouris as it relates to the above-noted process. Mr. Mouhtouris is the owner of the above-noted lands ("subject lands") which are currently zoned Neighbourhood Shopping Area (NSA1) and are being utilized as a 1- and 2-storey mixed use commercial development.

Upon our review of the proposed Transit Station Area (TSA) zone map and draft TSA Zone regulations, we wish to advise that our client is supportive of the TSA2 Zone that is proposed to be applied to the subject lands. However, we wish to note that a portion of the subject lands with municipal address 1135 Richmond Street has been excluded from the proposed TSA2 Zone boundary (see Figures 1 and 2 on the following page).

Based on our review of Map 1 – Place Types of the London Plan, it is difficult to determine the extents of the west boundary of the Rapid Transit Corridor along the west side of Richmond Street, due to the large scale of the map and the lack of property fabric. However, according to Policy 43_1 of the London Plan,

"The boundaries between place types as shown on Map 1 – Place Types, of this Plan, are not intended to be rigid, except where they coincide with physical features (such as street, railways, rivers or streams)... Council may permit minor departures from such boundaries, through interpretation, if it is of the opinion that the intent of the Plan is maintained and that the departure is advisable and reasonable."

Figure 1 – Subject Lands (outlined in red)

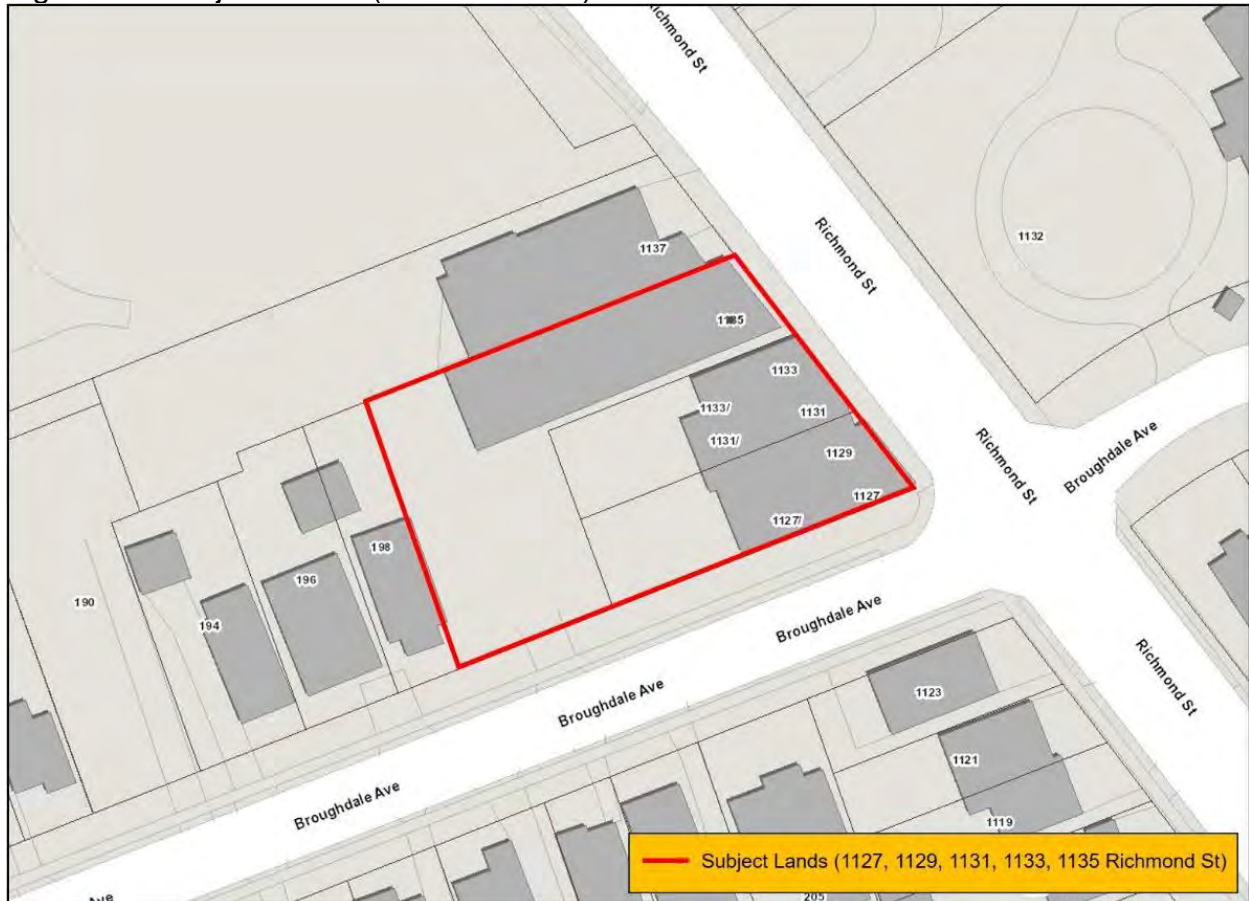
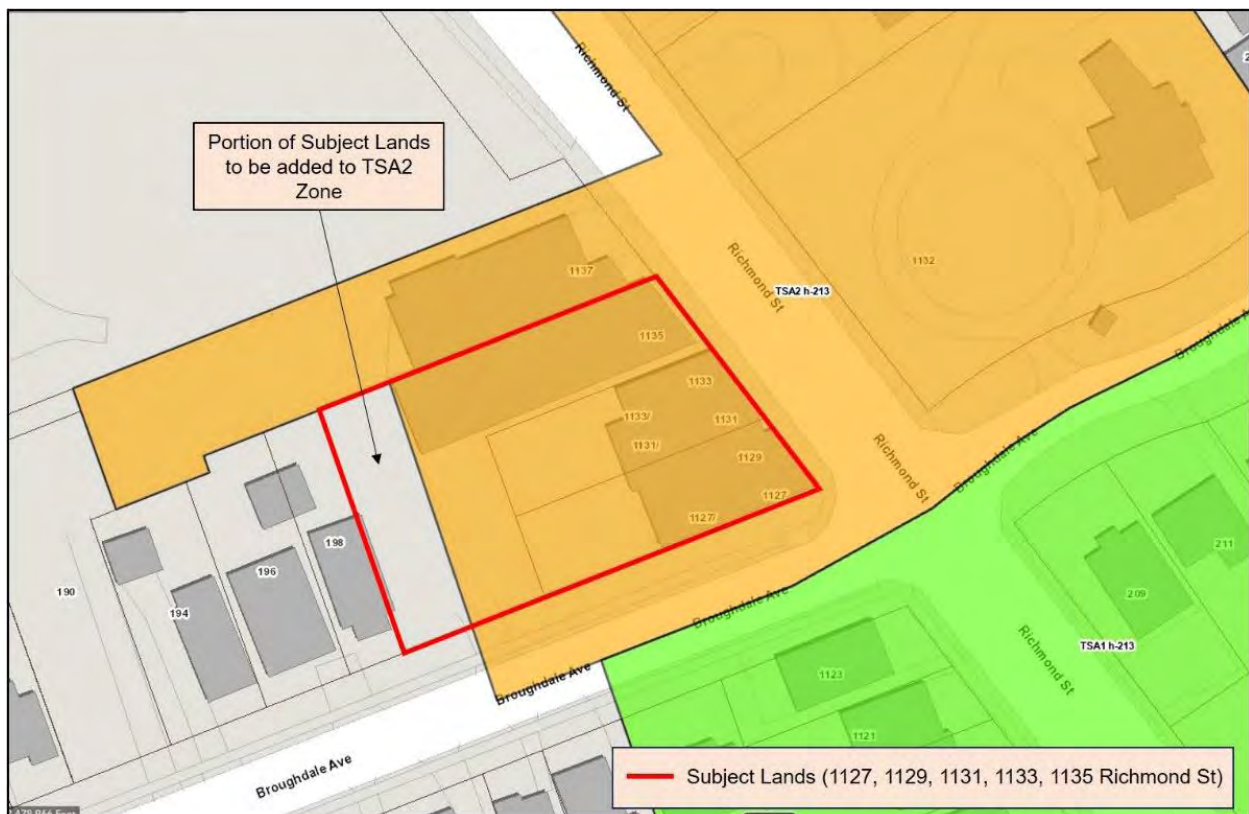


Figure 2 – Proposed TSA2 Zone Map



In this instance, the west boundary of the Rapid Transit Corridor place type does not coincide with a physical feature. The remaining property to be added has a depth of approximately 10 metres and does not extend to the west as far as the abutting lands to the north (1137 Richmond Street).

As such, it is our opinion that a minor departure from the place type boundary, if necessary, is appropriate in this instance. A TSA2 Zone that covers the entire subject lands will allow for more efficient development, consistent with intended goals and objectives of the proposed Official Plan and Zoning By-law Amendments, rather than leaving a remnant portion of the subject lands within the existing NSA1 Zone. Such a

minor departure would ensure that the “intent of the Plan is maintained and that the departure is advisable and reasonable”.

We thank you for the opportunity to provide the above information on behalf of our client and look forward to your comments. Please kindly ensure that the undersigned is notified of any further meetings or notices related to this matter.

Yours very truly,

ZELINKA PRIAMO LTD.

Harry Froussios, BA, MCIP, RPP

Principal Planner

Public Comment #17 – Received August 20, 2024

Zelinka Priamo Ltd. are the planning consultants retained by Loblaw Companies Ltd. (“Loblaws”) for the above-referenced Official Plan and Zoning By-Law Amendments. Loblaws is the owner of a developed site within a proposed Transit Station Area (TSA3 h-213) Holding Zone, known municipally as 234 Oxford Street East (the “subject lands”). The subject lands are generally located on the north side of Oxford Street East, approximately 20m east of the intersection of Oxford Street West and Richmond Street. The lands are currently occupied by a Valu-Mart grocery store with an area of approximately 1,160 sq m, together with associated surface parking spaces.

On behalf of Loblaws, we have been monitoring the BRT process at the intersection of Oxford Street East and Richmond Street in the context of the existing Valu-Mart and have had numerous discussions with City staff regarding potential future impacts of the BRT on these lands. We have received the Notice of Planning Application File: OZ-9749, dated July 29, 2024, related to the proposed Official Plan and Zoning By-Law Amendments to introduce the TSA Zones to properties within the Rapid Transit Corridor Place Type, and intend to provide further comments on behalf of Loblaws.

Our client is particularly interested in how the overarching policies will impact the existing use and operation of the Valu-Mart over the long-term. Changes to the Oxford Street East – Richmond Street intersection may have a significant impact on the loading/receiving area and truck movements to the Loblaws site, which is of great interest to our client in terms of maintaining its existing operations and providing a necessary service to surrounding residents.

We will continue to monitor the implementation of the Official Plan and Zoning By-Law Amendments and look forward to further information regarding the proposed changes, particularly to determine the full impacts of the proposed Amendments on the existing Valu-Mart operations.

We would welcome the opportunity to meet with City staff at the onset of this process to discuss the proposed Amendments in the context of the Loblaws lands in detail.

Please kindly ensure that the undersigned is notified of any further meetings or notices related to this matter.

Yours very truly,

ZELINKA PRIAMO LTD.

Laura Jamieson, B.Sc.

Intermediate Planner

Public Comment #18 – Received August 20, 2024

We are writing to you with regards to the proposed planning application File: OZ-9749

Upon review of the proposed TSA zone map, we hereby request that our property at 266 Oxford Street East, which contains an existing commercial building, be included within the proposed TSA zone, in order, to be consistent with the proposed Transit Village Official Plan Amendment (File OZ-9726 & OZ-9727).

We look forward to your acknowledgment of the above and reserve the right to provide additional comments throughout this process.

Sincerely,

James Giannoulis,

President

JWG Holdings Corp.

[REDACTED]

Public Comment #19 – Received August 21, 2024

I have followed the lengthy approval process of The London Plan and note with particular interest the frequent number of subsequent amendments in support of high-density residential development. The City's record of approving well planned, high rise residential development that exceeds the recommended height standards in the Downtown, the Transit Villages, and the Transit Corridors demonstrates exceptional foresight and a commitment to "big city thinking". London's rapid and sustained growth has in fact rendered some parts of The London Plan incapable of supporting the type of intensive, high density residential development that is emblematic of a highly functional, transit-oriented urban environment.

The proposed Official Plan and Zoning By-law Amendments to adjust building heights for future development in the Rapid Transit Corridor Place Type is a positive step in the right direction. There is, in my view, a strong planning rationale for increased height and density provisions in strategic locations that will support public transit in general, and the BRT in particular. It is also my view however, that the heights and densities proposed for these strategic locations should be increased more substantially than that which is proposed in the Application Details for the proposed amendments to The London Plan and the Zoning By-law.

SoHo Developments owns and intends to develop the property situated at 72-76 Wellington Street, as well as other nearby land holdings in the block on the east side of Wellington Street, south of South Street, and west of Waterloo Street, all adjacent to the recently announced and federally funded riverwalk project along the south branch of the Thames River. The frontage of these lands on Wellington Street is within a Rapid Transit Corridor of The London Plan and will accommodate a proposed BRT station. The proposed Official Plan and Zoning By-law amendments would facilitate an increase in permitted height for these lands to 25 storeys. I bring to your attention however, By-law No. Z.-1-132208 approved by the City of London in 2013, already permitting 26 storeys on our properties. As such, the City's proposal to increase heights and presumably densities in the SoHo Rapid Transit Corridor falls short of the development approvals already established for these lands. Meanwhile, similar lands on transit corridors in Ottawa are predesignated to accommodate up to 40 storeys.

I recommend the City of London reconsider the proposed heights recommended for the Rapid Transit Corridor Place Type, and within 150 metres of a RT station, by increasing the maximum heights and associated densities contemplated for development in these strategic locations. Failure to do so would be shortsighted, especially in light of the learnings already accrued from several recently approved development proposals that far exceed the heights and densities originally contemplated for these sites in Transit Villages, Transit Corridors, and the Downtown. Major residential high-rise approvals at 530 Oxford Street West, 1105 Wellington Road, 1725 Richmond Street, 657 Baseline Road, and 267 York Street have demonstrated that "big city thinking" results in good planning and much taller buildings than originally contemplated.

It will take even more “big city thinking” to keep London at the forefront of highly functional growth and development that will support maximization of our progressive investment in the BRT, and a sustainable future environment in London.

Your truly,

Loredana Onesan

President, SoHo Developments Inc.

Public Comment #20 – Received August 22, 2024

I can not find specific information about the proposed transit hub for the Oxford & Richmond Street intersection. Please advise where I can obtain specific information.

Thank you

Anonymous feedback submitted via the Get Involved London webpage.

Public Comment #21 – Received August 22, 2024

The City of London has applied for amendments to the Official Plan and Zoning By-law. If approved, the amendments would allow mixed use buildings and high-rise residential apartments to be constructed along Wellington Road and elsewhere within the Rapid Transit Corridor.

There is major concern that if the Official Plan and Zoning By-law Amendments are allowed it will exacerbate the already prevalent flooding issues in the vicinity of Moore Street. The frequent flooding has a harmful impact on property values and on the health and safety of those living in them.

I, Michelle Legan, know this first hand as I live at [REDACTED] with my husband, Matt Bell. There have been 3 major floods to our home since purchase in May 2021, causing significant and costly damage. The most recent flood was catastrophic, filling our basement to the ceiling (7ft). We have had to vacate our home due to the extensive damage caused. (See attached photos).

The City of London is aware of the historic flooding that occurs in this area. My property, and my neighbor’s property located at [REDACTED] have been experiencing flooding dating back to at least the 1960s. These two houses are located in a low area relative to the surrounding properties.

As noted to us from the Director of Water, Wastewater, and Stormwater, the drainage infrastructure in this area predates the stormwater management and overland drainage requirements of today. The capacity of the existing drainage infrastructure for stormwater in place is inadequate and not up to today’s standards. As such, the proposal for amendments to the zoning along the Rapid Transit Corridor in this area only adds to our existing concerns as it indicates higher density living be permitted. Increased developments means loss of green spaces and other surfaces that absorb and retain water. The expansion of hard surfaces in the form of roads, parking lots, and buildings, prevent storm water from being absorbed into the ground, increasing overland runoff, therefore increasing the risk of urban flooding. The current stormwater drainage infrastructure needs to be reviewed and drastically improved before additional development can occur in order to properly accommodate the proposed zoning amendments. We cannot continue to rely on the fragile and aging catch basin system that has been in place since the 1950s or earlier.

Over the decades that have passed since the flooding issues on Moore Street were first experienced, the City of London has been notified of the flooding and has been asked for assistance in remedying it. Unfortunately, no action has been taken and no improvements made.

We ask you to contemplate how the City of London can be aware of such a long-standing issue and then engage in planning and zoning amendments, which would

exacerbate the problem. How can the Moore Street properties continue to be subjected to devastating flooding year after year with no efforts made to fix the infrastructure that has been failing since 1968?

We urge that the council take into consideration how distressing this flooding has been physically, mentally and financially and we plead that you assist us in their resolution. Please do not approve the proposed Official Plan and Zoning By-law amendments without ensuring that upgraded drainage infrastructure will first be installed to service Moore Street and the surrounding area.

Sincerely,

Michelle Legan

Public Comment #22 – Received August 23, 2024

As a resident of Silversmith Street for over 20 years, the area in which I live has increased in population and traffic with the addition of new high rise apartment buildings on Capulet St and north of Beaverbrook Ave. I understand the need for change and more residential lodging in a growing City such as London but I am concerned that building in an already congested area will make traffic worse and unsafe for residents living here.

While the traffic increases on Wonderland and Beaverbrook, Silversmith St becomes an alternate route to by-pass the lights on Wonderland and 4- way stop at Beaverbrook during peak periods ... mornings and evening as people commute to work and/or school. The school buses also create a back up of traffic which means Silversmith is again a alternate route for people to enter or exit the area. Currently many people walk to nearby shops, walk their dogs, and use the area as recreation and most feel unsafe with the speed and amount of traffic currently experienced

Since I'm unable to attend the September 10 meeting, it would be beneficial to know:

1. What specific green space is affected to incorporate apartments and other residential holdings in TSA4 Zone? Please include all streets.
2. Does the plan incorporate better entrance and exit access in the area without using Silversmith as a alternative route. Can Silversmith become a dead end street used only by people who live on the street? This will reduce traffic and speed.
3. What is planned for the space between Capulet St and Capulet Lane and Oxford St. Currently is seems to be occupied by storage of Dealership vehicles.

I appreciate the work of the City Planners and hope that before everything is finalized, all concerns are addressed to prevent future problems.

Thanking you and your staff in advance.

Faye Murphy

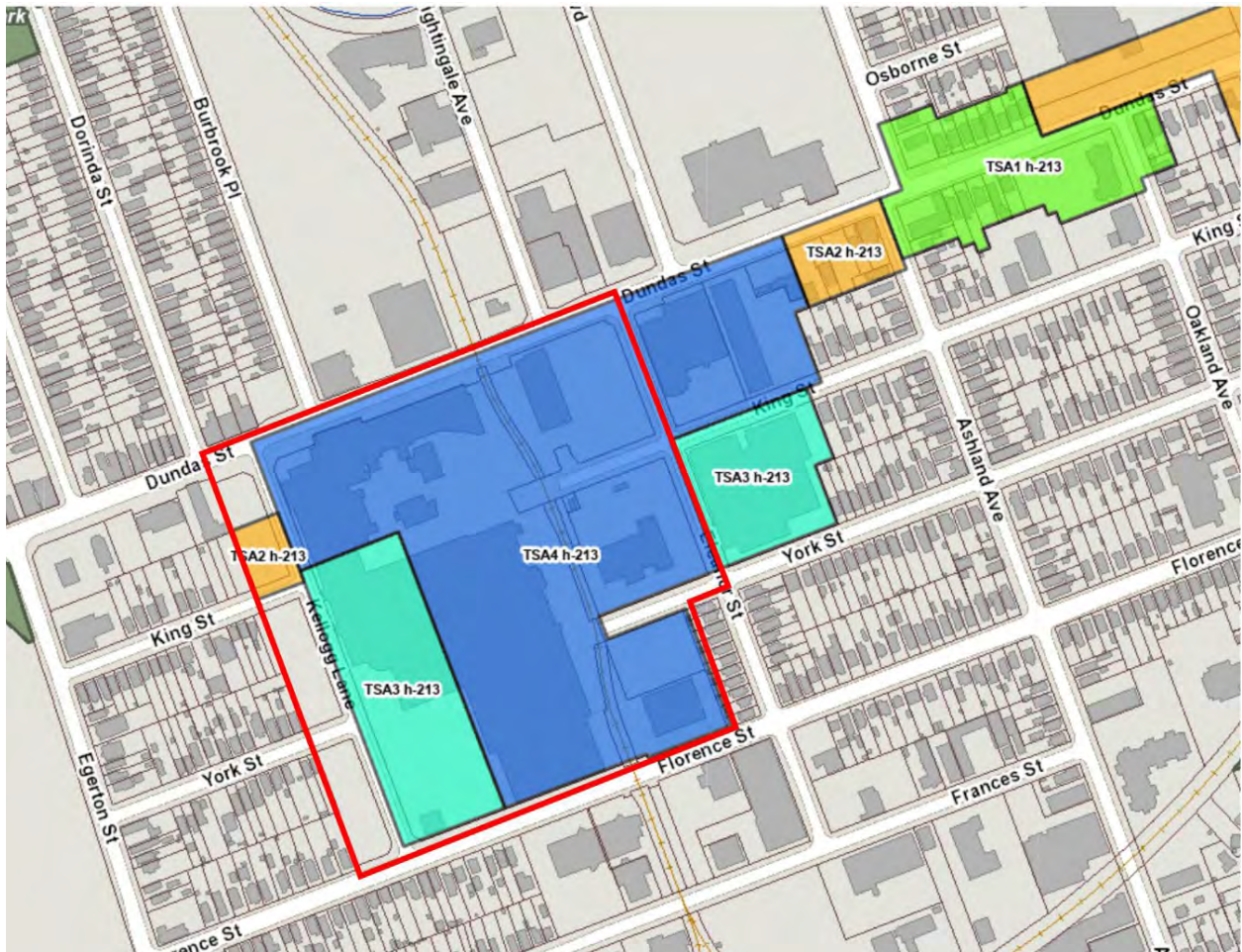
[REDACTED]

London, ON [REDACTED]

Public Comment #23 – Received August 23, 2024

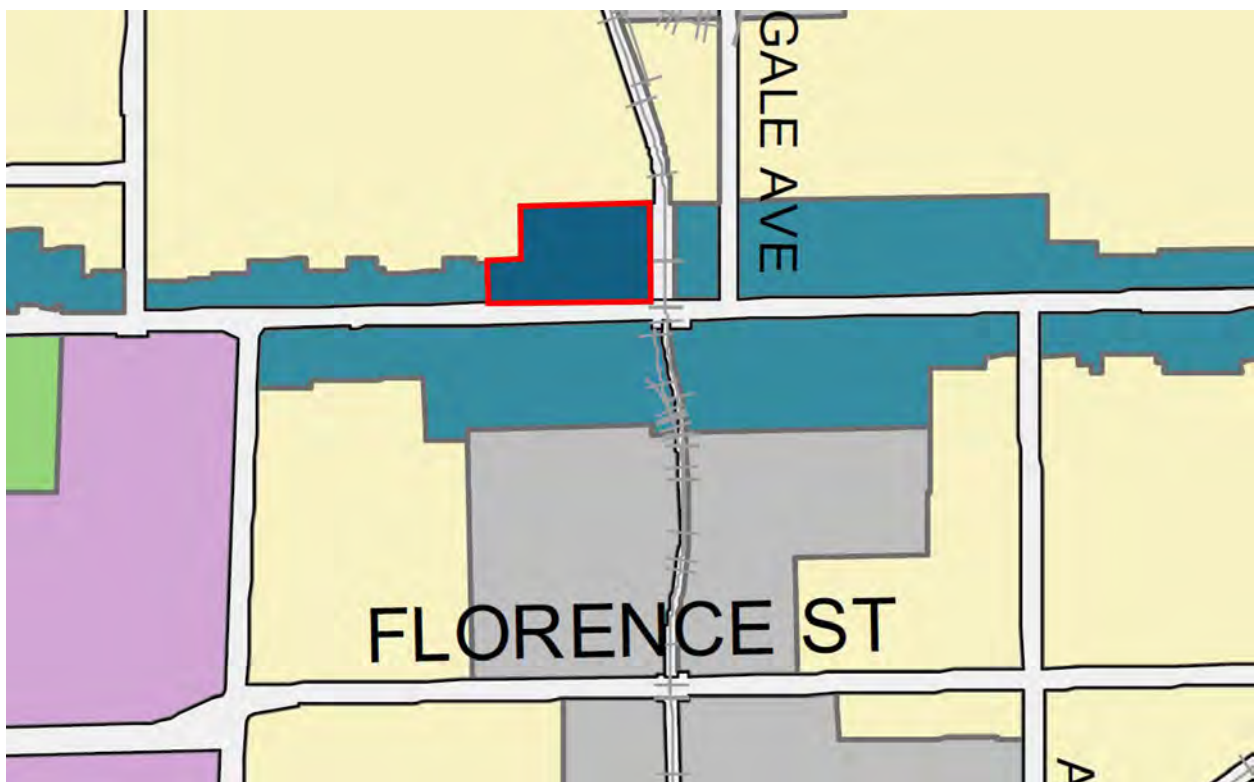
I represent the landowner referred to as “100 Kellogg Lane”, who own lands both north and south of Dundas Street defining what we would refer to as the Kellogg’s District. Thank you for the opportunity to review the proposed Transit Station Area Zoning applied to the Transit Village Place Type on our lands. We have provided feedback by way of a separate e-mail submission on the Transit Village Place Type policies – attached as Appendix 1 to this letter.

The below graphic shows the TSA 2, 3 and 4 Zones that are proposed for our site. We have several comments and requests for your consideration.



PROPOSED TSA2 ZONING IS NOT APPLIED NORTH OF DUNDAS STREET

The below map shows that the lands on the north side of Dundas Street owned by 100 Kellogg Lane have been designated as a Rapid Transit Place Type. I have shown the proposed TSA Zoning and lot fabric of our landholdings in the Rapid Transit Stations as an inset for reference.



We understand that Staff have chosen to not apply a TSA Zone to lands within Secondary Plans across London. However, we question why this is necessary on the

100 Kellogg Lane lands and whether this inhibits the intent of the pre-zoning process to increase housing supply as well as the goal of encouraging more intense development at strategic locations. We believe it is appropriate to diverge from this general approach for the Kellogg lands for the following reasons:

- The zone that is being applied would not replace the existing zone but would only offer an alternative through a TSA overlay zone.
- This TSA overlay Zone would be in keeping with the Rapid Transit Corridor Place Type established by the London Plan that was approved by Council several years after the McCormick Secondary Plan was completed.
- In this way, the existing Zoning would remain in place as it has since the adoption of the secondary plan, while the TSA Zone overlay would align with the Rapid Transit Corridor Place Type that has more recently been applied to these lands by Council and is in keeping with the broader planning approach of the London Plan – to encourage intensity along rapid transit corridors and especially at rapid transit stations.

These lands are distinct/unique, relative to others that are in a Rapid Transit Corridor and also within a secondary plan. These lands will accommodate a rapid transit station and they are ALSO within 150m of a second transit station at Eleanor Street. No other lands in secondary plans would be similar in this regard.

- The lands are also unique in that they are part of a single landholding together with the large Transit Village Place Type across the street which is being zoned for Transit Village Core heights in the TSA4 Zone.
- These lands are also unique relative to others in secondary plans in that they are currently zoned for General Industrial uses, but located within the Rapid Transit Place Type. This means they are undevelopable for residential uses of any kind despite the Rapid Transit Corridor Place Type.
- These lands are exactly what the City would want to see developed for height and density to support rapid transit ridership, stimulate urban regeneration and play a significant role in bolstering housing supply. We don't think it makes sense to miss this opportunity to include them in the TSA2 Zone at this time.

Recognizing Council and Staff's intent of pre-zoning lands within the PTMSA to allow for development without the need for a zoning amendment, we believe that the 100 Kellogg Lane landholdings on the north side of Dundas Street should be assigned a TSA2 Zone through the current process. This would be in keeping with its location within 150m of two transit stations, and would allow for development to proceed that can help address London's need for housing supply, support regeneration of the Old East Village and also bolster rapid transit ridership.

We believe it is both unnecessary and not an appropriate planning approach to leave these lands zoned General Industrial simply because they are within a secondary planning area. Furthermore, for the reasons noted above, we believe that the site is distinguished from others within secondary planning areas so that it can be treated differently and receive a TSA2 Zone at this time.

TSA2 ZONE AND 1063 DUNDAS STREET

We appreciate that the TSA2 Zone has been applied to the portion of 1063 Dundas that is on the northwest corner of King Street and Kellogg Lane. However, we are unclear as to why the same zone has not been applied to the northern portion of the site that fronts onto Dundas Street. We are requesting that the TSA2 Zone be extended to the lands on the southwest corner of Dundas Street and Kellogg Lane.

OFFICE SPACE RESTRICTION

We are unclear whether the office gross floor area is meant to apply to individual uses or the total office floor area for each building within the Transit Village. However, we think it is meant to apply to individual buildings.

The Transit Village Place Type applies to the Kellogg's lands on the south side of Dundas Street. This Place Type allows for up to 20,000m² of office space in each Transit Village. As you know, the Kellogg's lands make up the vast majority of this Transit Village Place Type.

Furthermore, the former Kellogg's building is extremely large. For these reasons, we believe that a restriction of 5,000m² is inappropriate for the TSA4 Zone on these lands.

Because the 5,000m² restriction on office floor area is intended to apply to typical buildings, it doesn't properly recognize the vast amount of floor area in the former Kellogg's building. Furthermore, because the former Kellogg's building consumes so much of the Transit Village Place Type at this location, the 5,000m² restriction undermines the intention to support a mix of employment, commercial, entertainment and residential uses in the Transit Village which, as noted above, allows for up to 20,000m² in each Transit Village Place Type.

Our request is that the TSA4 Zone be amended to remove the restriction on maximum office floor space per building and rather allow for up to 20,000 sq.ft. of total office floor area within each TSA4 Zone. We believe that this would be more in keeping with the policy intention of the Transit Village Place Type, which strives to allow for a substantial amount of office space (20,000m²), while limiting the overall amount of office space in each Transit Village Node to retain the primacy of Downtown. The size of each individual building is much less relevant to this policy goal.

We note that the proposed TSA zones, as they are currently drafted, would not restrict the total amount of office floor space in Transit Villages - some of which are very large – as many individual buildings could be assembled. Our proposed change would address this.

RESTRICTION OF RESIDENTIAL USES TO ABOVE THE GROUND FLOOR

We think that the approach for listing permitted uses is very confusing and will cause issues with the kind of development that will occur in the TSA3 and TSA4 Zone.

The TSA3 Zone lists apartment buildings as permitted uses in clause (a) of the permitted uses, while clause (g) allows for apartment buildings....with any of the other uses on the ground floor. The other uses referred to are non-residential uses.

This is confusing as clause (a) seems to allow for residential uses on the ground floor and clause (g) does not. We note that development on the Kellogg lands proposed as a TSA3 Zone may, or may not, have commercial uses on the ground floor of lands fronting Kellogg Lane and Florence Street – depending upon the demand for such uses. We note that these lands do not front onto a commercial street. Allowing for commercial uses at grade makes good sense to us, but requiring them for all ground floor portions of residential buildings in the TSA3 Zone does not.

We think that the list of permitted uses could be much simpler if it they read as follows:

We think that the list of permitted uses could be much simpler if it they read as follows:

- a) Apartment buildings
- b) Handicapped persons apartment buildings
- c) Senior citizens apartment buildings
- d) Emergency care establishments
- e) Group home type 2

f) Lodging house class 2

g) The following uses are not permitted as stand-alone uses, but can be permitted in combination with the permitted uses listed in clauses (a) through (f), above:

- a. Animal clinics
- b. Antique stores
- c. Art galleries
- d. Continue the list as per the draft proposal.....

Similarly, the TSA4 Zone does not allow for residential uses at grade. We do not think this is appropriate in all cases. For example, our master plan for the Kellogg site includes commercial uses at grade fronting Dundas Street and wrapping the corner down Eleanor Street. It also anticipates commercial uses along King Street, west of Eleanor Street. However, it does not anticipate commercial uses on all four sides of the residential building fronting Eleanor, King, York and the future internal driveway.

Once again, in our opinion allowing for and encouraging commercial development is appropriate, but requiring it is not – particularly when you consider the amount of commercial floor area that will be absorbed within the Kellogg's buildings and the most important frontages noted above. We similarly think that the list of permitted uses can be re-worded for the TSA4 Zone, as we have suggested above for the TSA3 Zone.

Where possible, it would be helpful to roll-up the range of permitted uses so that they are all still permitted, but within higher categories of retail and service commercial uses.

MINIMUM NON-RESIDENTIAL FLOOR AREA

We do not think it is appropriate to require a non-residential floor area minimum. For example, development more southerly on the Kellogg lands, within in the TSA4 Zone, may not be able to meet this minimum. It should be recognized that the site overall will incorporate a significant amount of commercial, institutional, office, restaurant, and hospitality space. However, some buildings in the TSA Zone may not incorporate non-residential uses or may only incorporate a small amount. We think this is OK.

We believe this minimum non-residential floor area ratio regulation is unnecessary and will only lead to the need for zoning amendments – undermining the goal of pre-zoning these lands.

RESTRICTION OF NON-RESIDENTIAL USES TO THE GROUND FLOOR

The list of non-residential uses permitted in the TSA3 Zone seems to be limited to the ground floor of buildings – given a literal reading of the proposed wording. The TSA4 Zone goes further and seems to limit these non-residential uses to the “front portion of the ground floor”.

We are unsure whether this restriction is intentional, or not. As you know, the Kellogg's lands have an abundance of non-residential uses above the first storey, and not necessarily in the “front portion of the ground floor”. We do not believe it is appropriate to limit non-residential uses to the ground floor of buildings in the TSA4 Zone as seems to be required by the list of permitted uses.

ADDITIONAL PERMITTED USES

We note that the Official Plan indicates that “a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses may be permitted” within the Transit Village Place Type (Policy 811).

The Kellogg's team has experienced significant issues relating to the thin distinction between a Place of Entertainment and an Amusement Game Establishment. The Place

of Entertainment use explicitly excludes Amusement Game Establishments within the Zoning By-law definitions. To avoid any future issues, we are requesting that the Amusement Game Establishments use be added to the list of permitted uses in the TSA3 and TSA4 Zones.

Also consistent with Official Plan policies that encourage a broad range of hospitality uses, we are requesting that hotels be added to the list of permitted uses in the TSA3 and TSA4 Zone. As you know, the Hard Rock Hotel is currently under construction on the Kellogg lands and hotels are an entirely appropriate use within Transit Villages to enhance their land use mix, create vitality, support commercial and service uses, support rapid transit ridership and enhance London's tourism infrastructure.

Finally, consistent with the Transit Village policies that allow for a broad range of hospitality and entertainment uses, we believe that a casino use would be appropriate in the TSA4 Zone.

Once again, we want to express our thanks to Council and Planning Staff for their efforts to pre-zone the Transit Villages. We think this is a laudable initiative and we appreciate it. We hope that the preceding comments are helpful in fine tuning what has been proposed, so that the goal of pre-zoning lands in these areas to encourage housing supply development can be achieved.

Sincerely,

John M. Fleming, MCIP, RPP

Principal – City Planning Solutions

[REDACTED]

[REDACTED]

Public Comment #24 – Received August 23, 2024

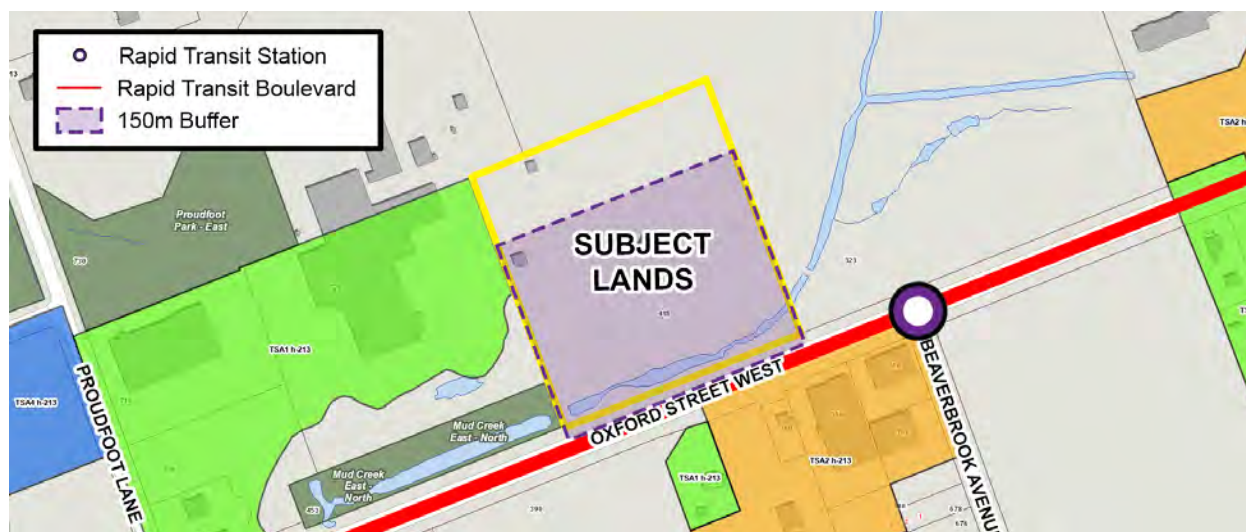
Zelinka Priamo Ltd. are the planning consultants retained by RAND Developments Inc. as it relates to the above-noted process. RAND Developments Inc. is the owner of the above-noted lands ("subject lands"). The purpose of this letter is to request the application of the TSA2 zone to the subject lands due to their proximity to the planned transit station and connection to Oxford Street West.

The subject lands were formerly occupied by the Forest Glen Golf Centre, which consisted of a small golf course and mini-putt courses. As the former use has since ceased, the subject lands are currently vacant. A segment of Mud Creek runs along the entire frontage of the subject lands, flowing from east to west. Mud Creek is planned to be realigned, as set out in the Mud Creek Environmental Assessment (Mud Creek EA). The realignment will shift the Mud Creek and Oxford Street West crossing to the east, resulting in the creek crossing under Oxford Street West approximately 40.0m west of the westerly limit of the subject lands, thereby retaining a functional frontage for the lands on Oxford St West. Despite the location of Mud Creek between the developable portion of the subject lands and the future rapid transit corridor along Oxford Street West, the subject lands will retain both vehicular and pedestrian access to Oxford Street West, providing a direct link and meaningful frontage and interface with future rapid transit infrastructure.

The subject lands are within the "*Neighbourhoods*" and "*Green Space*" Place Types along a "*Rapid Transit Boulevard*" Street Classification in The London Plan, with a special policy permitting building height of up to 12-stores; and, are split-zoned "*Commercial Recreation (CR)*" towards the northerly portion of the lands, and "*Open Space (OS4)*" towards the southerly portion of the lands in the City of London Zoning By-law Z.-1. The subject lands are also within the "*Primary Transit Area*". A portion of the subject lands, associated with Mud Creek, are within the Upper Thames Region Conservation Area (UTRCA) regulated area.

A special policy area applies to the subject lands, which permits a variety of forms of housing with building heights of up to 12-storeys within 150m of Oxford Street West, and up to 4-storeys for lands beyond 150m of Oxford Street West.

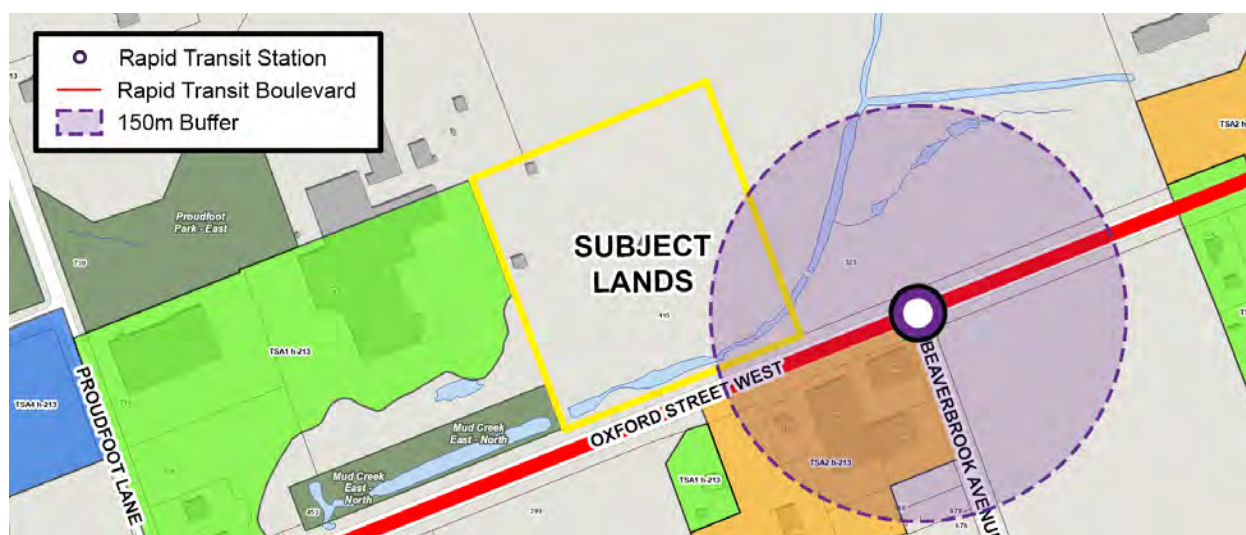
Image 1 – Subject lands and 150m buffer from Oxford St W



Upon our review of the proposed Transit Station Area (TSA) zone map and draft TSA zone regulations, and on behalf of our client, we are respectfully requesting that the TSA2 Zone be applied to the subject lands. According to the draft regulations, “the TSA2 Zone variation is applied to the Rapid Transit Corridor Place Type [...] within 150 metres of a rapid transit station”.

While the subject lands are not within the Rapid Transit Corridor Place Type, the existing special policy area which applies to the lands allows the lands to function as a Rapid Transit Corridor site, as a portion of the subject lands are within 150m of the future Rapid Transit Station proposed at the intersection of Oxford Street West and Beaverbrook Avenue. Please refer to Image 2, which identifies the subject lands and the future rapid transit stop. Importantly, the subject lands have immediate access to the transit station.

Image 2 – Proposed PMTSA Zones and 150m buffer from planned BRT stop



Further to this, and as identified in Image 2 above, the lands immediately opposite the subject lands, on the southerly side of the Oxford Street West right-of-way, are identified as being within the proposed TSA2 Zone; and, the abutting lands to the west are identified as being within the proposed TSA1 Zone. Extending these permissions to the subject lands is logical and ensures consistent and compatible land use along this segment of Oxford Street West.

We thank you for the opportunity to provide the above information on behalf of our client, and looks forward to your comments. Please kindly ensure that the undersigned is notified of any further meetings or notices in relation to this matter.

Sincerely,

ZELINKA PRIAMO LTD.

Taylor Whitney, CPT

Intermediate Planner

Public Comment #25 – Received August 23, 2024

We are the planning consultants working on behalf of GFA Ltd., the owner of the lands known municipally as 667-675 Wellington Road (hereinafter referred to as “subject lands”) (Figure 1). This letter provides comments on the City-initiated Official Plan Amendment and Zoning By-Law Amendment OZ-9749 regarding building heights, overall direction, and zoning for properties within the Rapid Transit Corridor Place Type in the City of London. Importantly, this letter requests that the entire subject lands be included in the TSA2 zone, as portions of the lands fall within 150m of the rapid transit station and both parcels are under the same ownership.

Figure 1 – Air Photo (subject lands outlined in red)

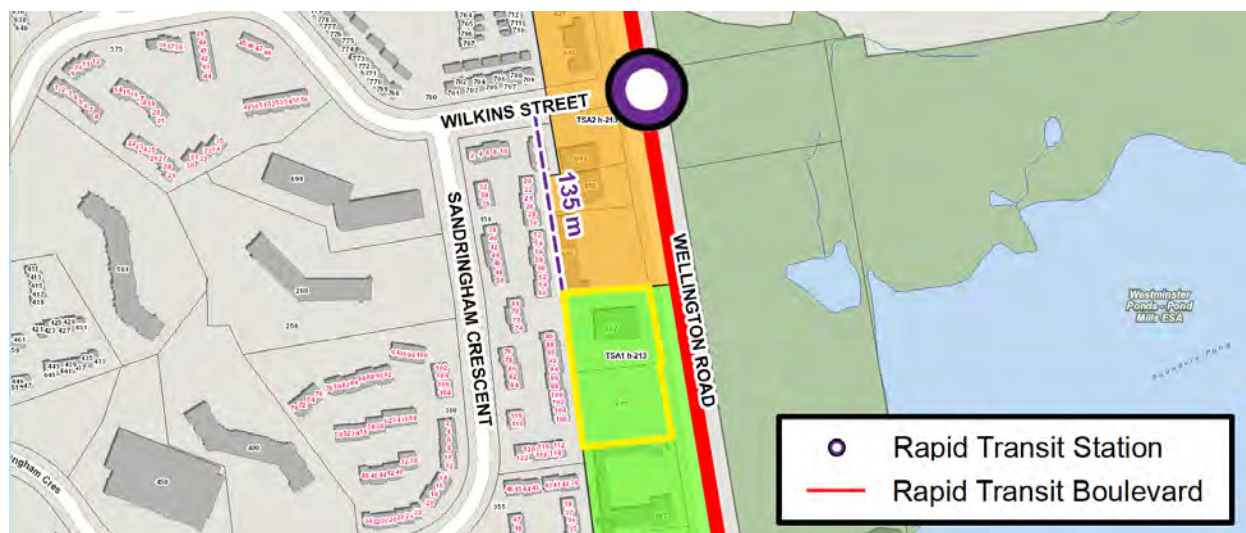


The subject lands have a total combined area of approximately 0.75ha, a lot frontage of approximately 112.9m along Wellington Road, and an average depth of approximately 65.7m. The lands are occupied by a restaurant (Red Lobster) and surface parking areas. Despite these two parcels being separate, they generally function together and are in the same ownership.

Following a pre-application consultation meeting with City of London staff on July 24, 2024 to discuss a proposed redevelopment of the subject lands, it was recommended that the lands at 667 Wellington Road be designated as TSA2 zone due to their proximity within 150m of a rapid transit stop, while the lands at 675 Wellington Road should be designated as TSA1 zone, as they fall outside this 150m range. To be clear, the northerly limit of the subject lands is only approximately 135m from the transit station location. The key distinction between these zones is that TSA1 permits a maximum building height of 15 storeys, whereas TSA2 allows for a height of up to 25 storeys, both of which represent increases from the current height limits for the subject lands.

However, according to the Proposed Transit Zones map (Figure 2), both properties are proposed to be zoned TSA1, which would restrict the maximum building height to 15 storeys for both sites.

Figure 2 – Proposed Rapid Transit Station & Zoning (subject lands outlined in yellow)



This approach is inconsistent with the proposed polict intent of the Rapid Transit Corrior areas to contemplate building heights of up to 25 storeys within 150m of transit stops as portions of the subject lands are clearly within this distance, as shown on Figure 2.

Furthermore, the application of the TSA1 zone to both parcels conflicts with the boundary interpretation policies of The London Plan in that boundaries of policy areas can be interpreted to correspond with more appropriate features (in this case lot lines).

In short, applying the TSA1 zone rather than the TSA2 zone does not achieve the proposed planned function of the area and represents a significant lost opportunity for residential intensification on the subject lands by removing 10 storeys of potential building height from the subject lands. Based on a preliminary review of a two-tower redevelopment scenario, this reduced building height from 25 storeys to 15 storeys results in the loss of apprximately 210 units.

We therefore request that the City revise the proposed implementing Zoning By-Law to apply the TSA2 zone to all of the subject lands.

We trust that the enclosed information is complete and satisfactory for your purposes. Should you have any questions, or require further information, please feel free to contact our office.

Yours very truly,

ZELINKA PRIAMO LTD.

Matt Campbell, BA, CPT

Partner

cc. GFA Inc.

Public Comment #26 – Received August 23, 2024

Attached is my objection to Application without the inclusion of 420 York Street being included in the TSA6 Zoning. Any re Zoning of property in this area should also include 420 York Street , which is owned by Mita Consulting Ltd which is 100% owned by me, Vito Campanale CPA. I can be reached at [REDACTED] cell or office [REDACTED]

Please confirm that you have received this objection.

Attention City Council

I would like to register my objection to the proposed Zoning change in that I would like to expand the TSA6 zone to include 420 York Street which currently has a commercial

building of slightly more than 10,000 sq. feet and in currently the home of Century 21 First Canadian Corp which is my tenant.

Here are the reasons for my request:

1. There are currently approximately 8 High rise residential buildings that surround 420 York Street, namely 340,363,323 Colborne, 375 Dundas, 430,433 King Street directly across the street from the Subject property and 390 Burwell. Consequently a Zoning change to TSA6 would complement the high rise buildings that already exist. Please see attached diagram.
2. The rapid transit and bus routes are virtually out the front door of a proposed high rise building at 420 York Street to ease of public transportation.
3. A high rise building at 420 York inherently provides security to the residents and general public who would live and use the facilities. Currently the property is being used as an office or could be used as a retail facility which is no longer a viable use for this property due to number of homeless and vagrant individuals that are generated from the Men's Missions and injection site on York Street.
4. The back part of 420 York which use to have a king street municipal address was once Zoned for high rise.

To the members of the City Council changing the Zoning of 420 York only makes sense given the number of high rises surrounding the building. It is the highest and best use of this property and it is in align with the goals of city council to increase the density of residential living in downtown London and provided much needed housing.



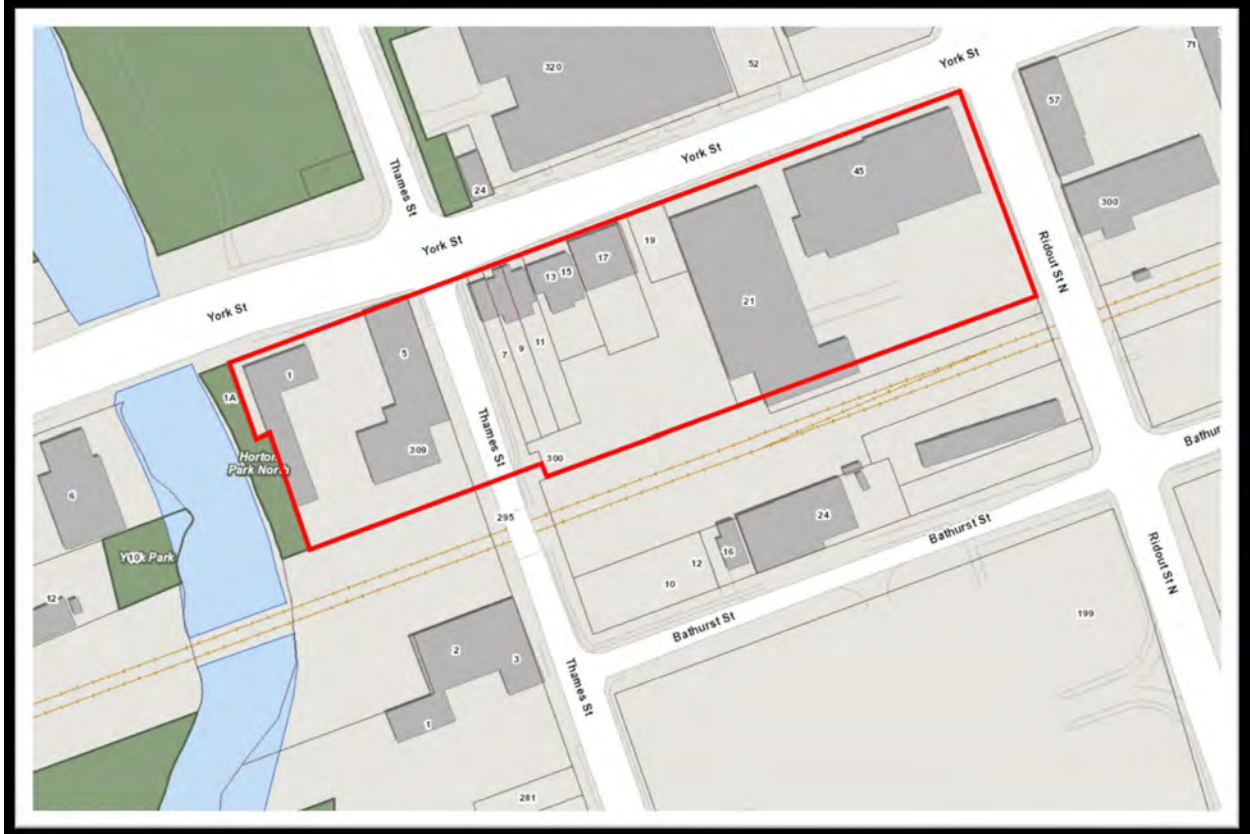
- | | |
|---------------------------------|---------------------------------|
| ① SUBJECT PROPERTY 420 YORK ST. | ⑤ - Residential Building Hotel. |
| ② 340 COLBORNE - 26 STOREYS. | ⑥ 375 DUNDAS - 2 LARGE TOWERS. |
| ③ 363 COLBORNE - 26 STOREYS. | ⑦ 433 KING - 20 STOREYS. |
| ④ 323 COLBORNE - 26 STOREYS. | ⑧ 430 KING - 14 STOREYS. |
| | ⑨ - 390 BURWELL. 14 STOREYS. |

Public Comment #27 – Received August 23, 2024

I am providing this letter as the agent for Copp Realty Corp. We would like to applaud Planning & Development Staff and Council for pre-zoning lands in the Downtown and at strategic growth areas to increase allowable heights in the core through a new Transit Station Area Zone overlay. We understand, and agree with, your underlying goal to avoid zoning amendment applications wherever possible so that more housing can be built more quickly and cost-effectively.

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

PROPOSED TSA ZONE DOES NOT COVER FULL EXTENT OF LANDS



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

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

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

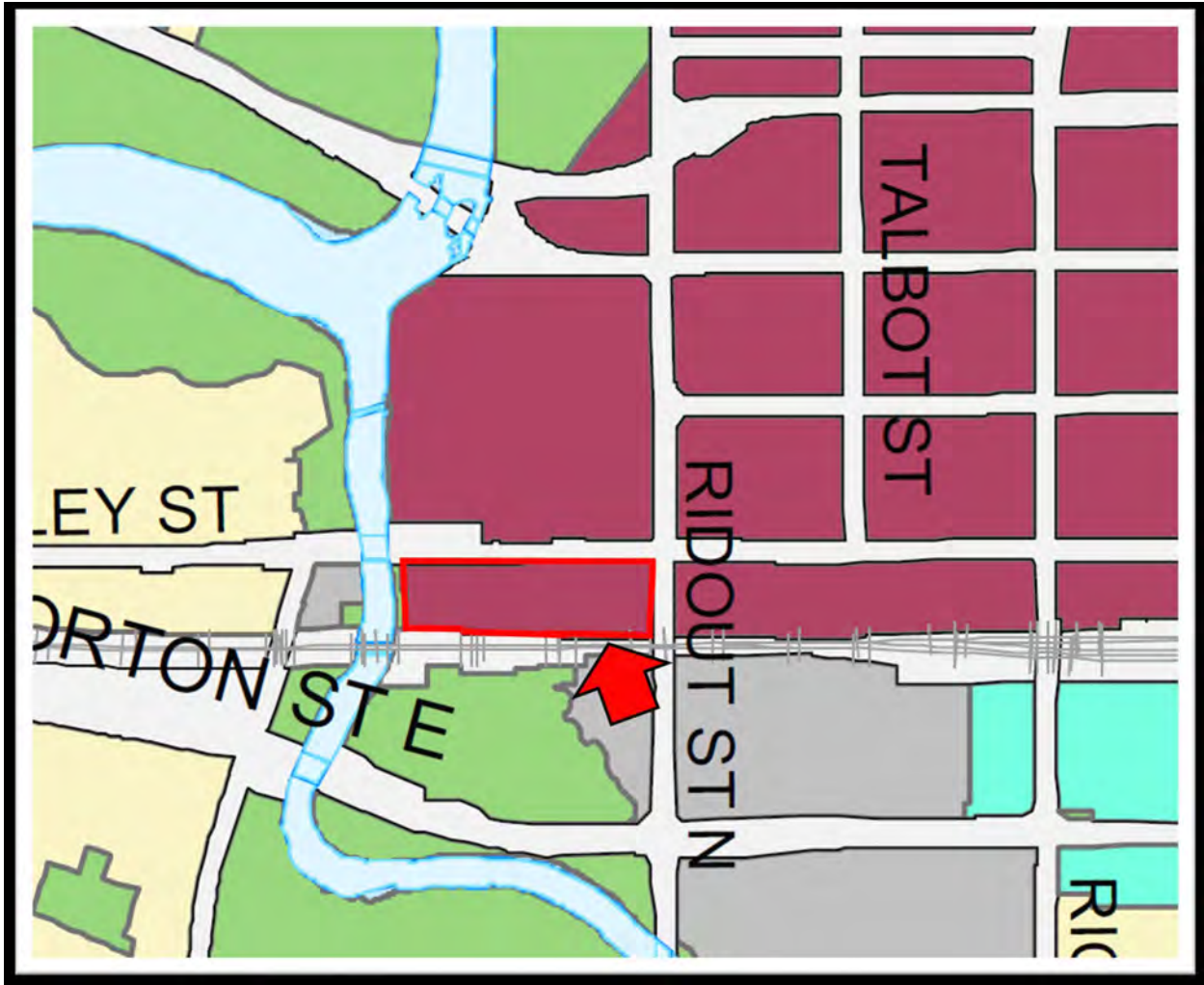


Figure 2 - Copp Realty Corp Lands Within The Downtown Area Place Type - London Plan Map 1

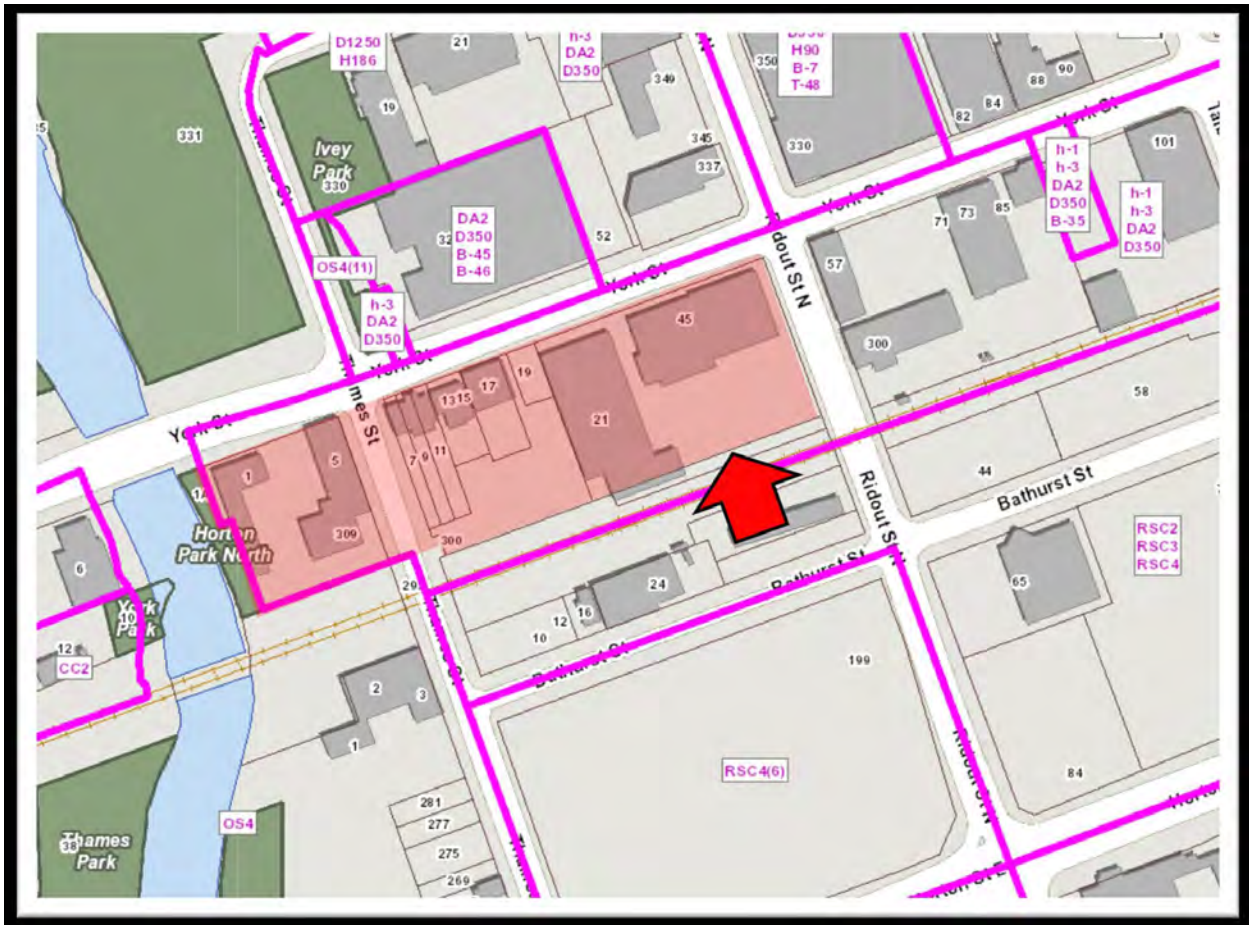


Figure 3 shows the existing zoning that is currently in place relating to the Copp Realty Lands. All of the lands are zoned Downtown Area (DA2*D350). It should be noted that

this zoning is in place, despite any overlays relating to the Regulatory Flood Line or the UTRCA Regulated Area.

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

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

It is important to note that the current DA2 Zone applied to the Copp Realty Corp lands allows for up to 90m of height and a density of up to 350uph. The TSA6 Zone allows for up to 145.8m of height and has no density limit at all. This represents a height increase of over 60% without a density limit. The currently proposed boundary of the TSA6 Zone would pre-empt this opportunity and eliminate the prospect for development at this height and density on approximately half of the Copp Realty Corp lands – which is contrary to the concept of increasing housing supply through the TSA Zones.

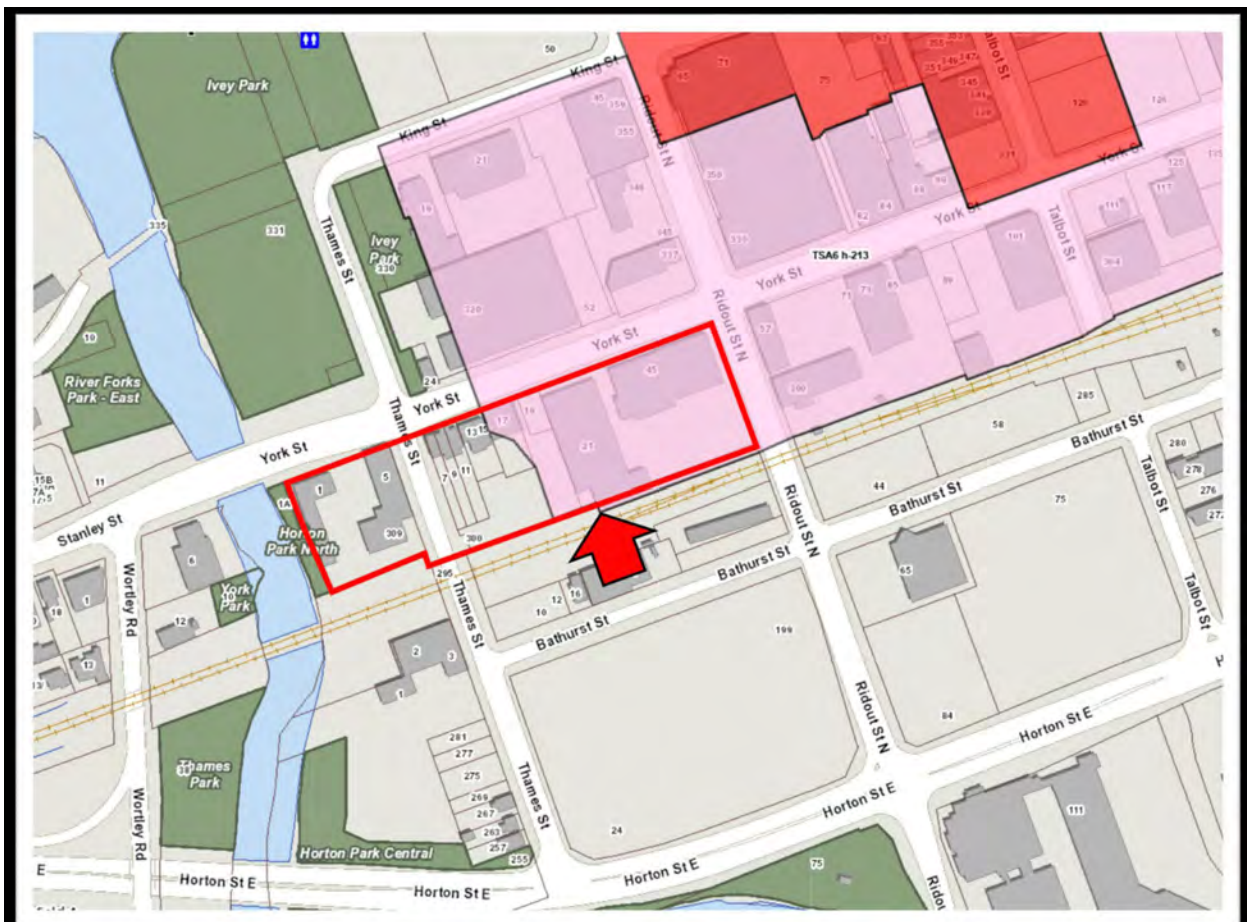


Figure 4 - Copp Realty Lands and the Proposed Transit Station Area TSA6 Zone

As was conveyed to us in last Friday's meeting with Staff, the underlying goal of pre-zoning lands is to avoid the need for time-consuming and expensive zoning amendment processes that are not necessary. The current delineation of the TSA6 Zone on the Copp Realty Corp lands undermines this intent. If the TSA6 covered the entirety of the

Copp Realty lands, the delineation of what is developable would be left to the site plan process together with the UTRCA regulatory permitting process – as it should be.

We are requesting that the City amend the boundaries of the proposed TSA6 Zone so that the Zone includes all of the Copp Realty Corp lands, consistent with the current zoning applied to these lands. To leave the TSA Zone boundaries as they are undermines the opportunity for Copp Realty Corp to develop the land to its fullest potential, and adding significantly to London's housing supply, while still maintaining all health, safety and property protection requirements of the UTRCA.

METHOD FOR IMPLEMENTING THE DUAL ZONE (OVERLAY) APPROACH

We have questions about how the overlay zone will be applied, that we believe are not yet fully resolved. For example, if Copp Realty Corp wanted to amend the existing zoning - for example to achieve a higher density of 350uph – would we likely be asked to achieve the new set-back regulations identified in the TSA6 Zone? These set-back requirements are greater than those in the DA2 Zone in some cases. We are wondering to what degree we can expect the TSA6 zoning regulations to be sought out in any amendments to the underlying DA2 Zones.

NON-RESIDENTIAL USES

The TSA6 Zone is given permissions for all of the uses permitted in the TSA5 Zone. We have a number of questions in this regard:

1. It appears that the long list of non-residential uses are only allowed on the ground floor of a residential building (Clause (g) of the permitted uses in the TSA5 variation).
2. Does this mean that stand-alone offices, for example, are not permitted? This doesn't make sense to us, given that the TSA5 and TSA6 Zones apply to the entire Downtown Area. Why wouldn't a stand-alone office use be permitted?
3. It also appears that an office, cinema, restaurant, etc. could not be located above the first floor in a mixed-use building. Why would the City regulate against these uses in a building podium or a top floor, for example?

H-213 HOLDING PROVISION

We are unclear what the h-213 holding provision is for and how it will be written. We understand from last Friday's meeting that it will relate to servicing, but we don't know why it is different than the existing holding provisions for servicing. We also question whether such a holding provision is required, or whether it is just assumed and understood that municipal servicing is required.

SUMMARY

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

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

Sincerely,

John M. Fleming, MCIP, RPP

Principal – City Planning Solutions

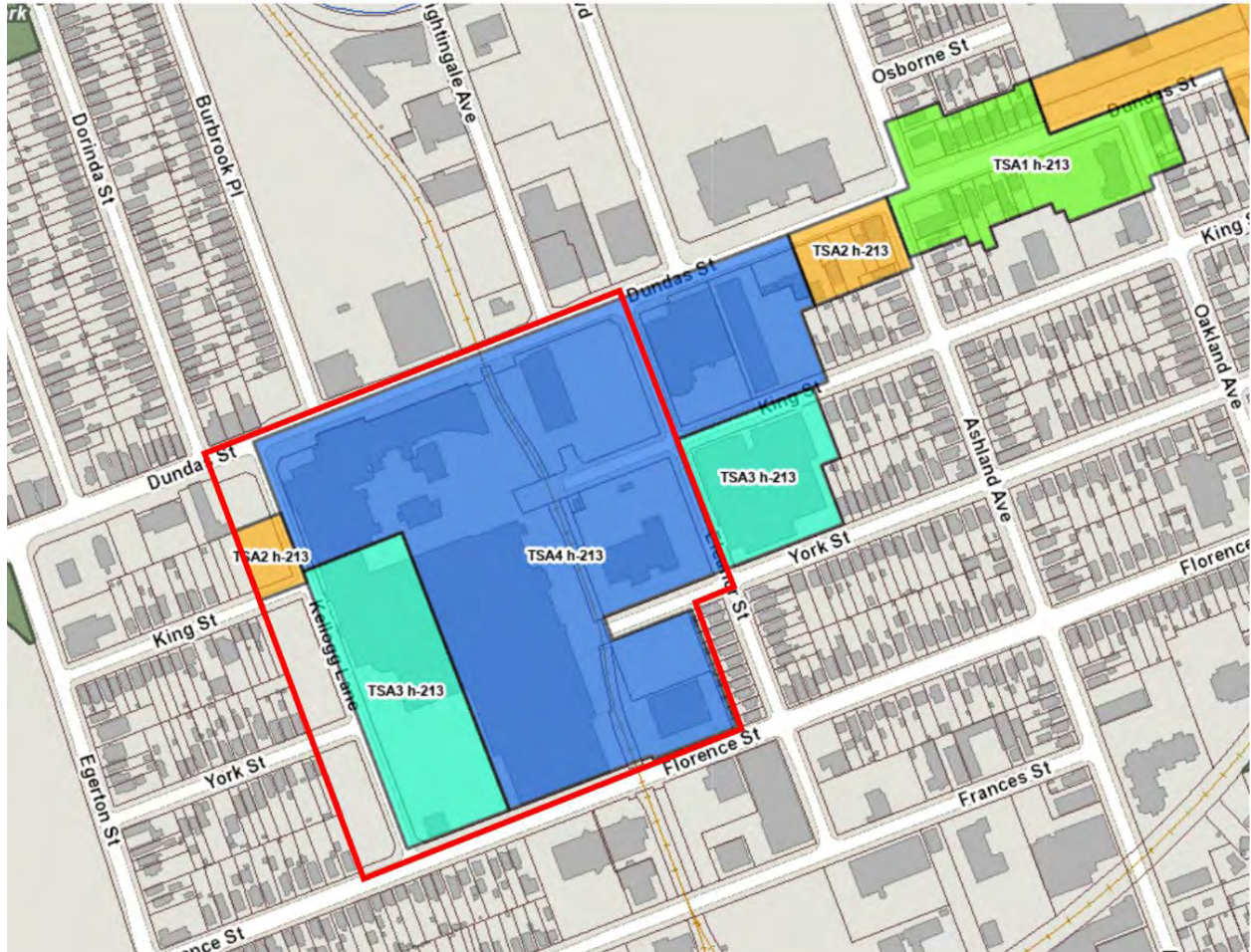
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Public Comment #28 – Received August 23, 2024

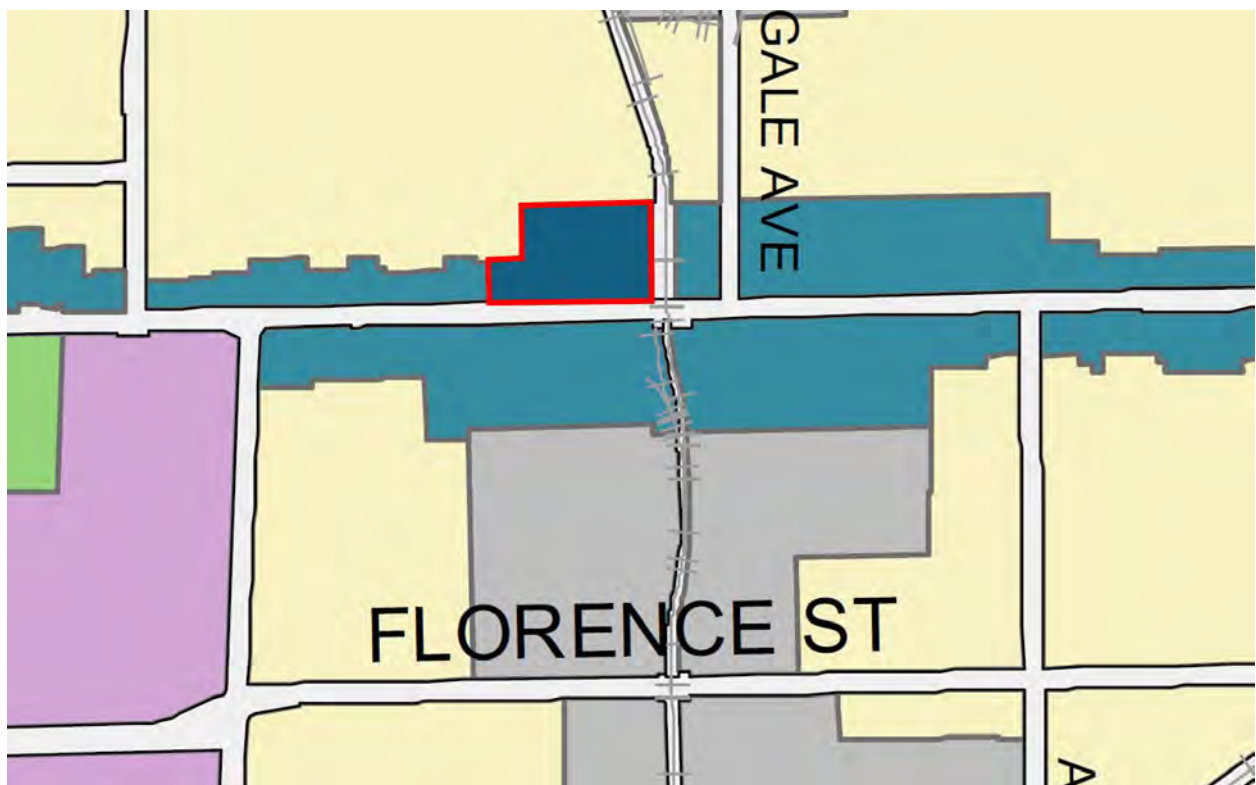
I represent the landowner referred to as “100 Kellogg Lane”, who own lands both north and south of Dundas Street defining what we would refer to as the Kellogg’s District. Thank you for the opportunity to review the proposed Transit Station Area Zoning applied to the Transit Village Place Type on our lands. We have provided feedback by way of a separate e-mail submission on the Transit Village Place Type policies – attached as Appendix 1 to this letter.

The below graphic shows the TSA 2, 3 and 4 Zones that are proposed for our site. We have several comments and requests for your consideration.



PROPOSED TSA2 ZONING IS NOT APPLIED NORTH OF DUNDAS STREET

The below map shows that the lands on the north side of Dundas Street owned by 100 Kellogg Lane have been designated as a Rapid Transit Place Type. I have shown the proposed TSA Zoning and lot fabric of our landholdings in the Rapid Transit Stations as an inset for reference.



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- The zone that is being applied would not replace the existing zone but would only offer an alternative through a TSA overlay zone.
- This TSA overlay Zone would be in keeping with the Rapid Transit Corridor Place Type established by the London Plan that was approved by Council several years after the McCormick Secondary Plan was completed.
- In this way, the existing Zoning would remain in place as it has since the adoption of the secondary plan, while the TSA Zone overlay would align with the Rapid Transit Corridor Place Type that has more recently been applied to these lands by Council and is in keeping with the broader planning approach of the London Plan – to encourage intensity along rapid transit corridors and especially at rapid transit stations.
- These lands are distinct/unique, relative to others that are in a Rapid Transit Corridor and also within a secondary plan. These lands will accommodate a rapid transit station and they are ALSO within 150m of a second transit station at Eleanor Street. No other lands in secondary plans would be similar in this regard.
- The lands are also unique in that they are part of a single landholding together with the large Transit Village Place Type across the street which is being zoned for Transit Village Core heights in the TSA4 Zone.
- These lands are also unique relative to others in secondary plans in that they are currently zoned for General Industrial uses, but located within the Rapid Transit Place Type. This means they are undevelopable for residential uses of any kind despite the Rapid Transit Corridor Place Type.
- These lands are exactly what the City would want to see developed for height and density to support rapid transit ridership, stimulate urban regeneration and play a significant role in bolstering housing supply. We don't think it makes sense to miss this opportunity to include them in the TSA2 Zone at this time.

Recognizing Council and Staff's intent of pre-zoning lands within the PTMSA to allow for development without the need for a zoning amendment, we believe that the 100 Kellogg Lane landholdings on the north side of Dundas Street should be assigned a TSA2 Zone through the current process. This would be in keeping with its location within 150m of two transit stations, and would allow for development to proceed that can help address London's need for housing supply, support regeneration of the Old East Village and also bolster rapid transit ridership.

We believe it is both unnecessary and not an appropriate planning approach to leave these lands zoned General Industrial simply because they are within a secondary planning area. Furthermore, for the reasons noted above, we believe that the site is distinguished from others within secondary planning areas so that it can be treated differently and receive a TSA2 Zone at this time.

TSA2 ZONE AND 1063 DUNDAS STREET

We appreciate that the TSA2 Zone has been applied to the portion of 1063 Dundas that is on the northwest corner of King Street and Kellogg Lane. However, we are unclear as to why the same zone has not been applied to the northern portion of the site that fronts onto Dundas Street. We are requesting that the TSA2 Zone be extended to the lands on the southwest corner of Dundas Street and Kellogg Lane.

OFFICE SPACE RESTRICTION

We are unclear whether the office gross floor area is meant to apply to individual uses or the total office floor area for each building within the Transit Village. However, we think it is meant to apply to individual buildings.

The Transit Village Place Type applies to the Kellogg's lands on the south side of Dundas Street. This Place Type allows for up to 20,000m² of office space in each Transit Village. As you know, the Kellogg's lands make up the vast majority of this Transit Village Place Type.

Furthermore, the former Kellogg's building is extremely large. For these reasons, we believe

Because the 5,000m² restriction on office floor area is intended to apply to typical buildings, it doesn't properly recognize the vast amount of floor area in the former Kellogg's building. Furthermore, because the former Kellogg's building consumes so much of the Transit Village Place Type at this location, the 5,000m² restriction undermines the intention to support a mix of employment, commercial, entertainment and residential uses in the Transit Village which, as noted above, allows for up to 20,000m² in each Transit Village Place Type.

Our request is that the TSA4 Zone be amended to remove the restriction on maximum office floor space per building and rather allow for up to 20,000 sq.ft. of total office floor area within each TSA4 Zone. We believe that this would be more in keeping with the policy intention of the Transit Village Place Type, which strives to allow for a substantial amount of office space (20,000m²), while limiting the overall amount of office space in each Transit Village Node to retain the primacy of Downtown. The size of each individual building is much less relevant to this policy goal.

We note that the proposed TSA zones, as they are currently drafted, would not restrict the total amount of office floor space in Transit Villages - some of which are very large - as many individual buildings could be assembled. Our proposed change would address this.

RESTRICTION OF RESIDENTIAL USES TO ABOVE THE GROUND FLOOR

We think that the approach for listing permitted uses is very confusing and will cause issues with the kind of development that will occur in the TSA3 and TSA4 Zone.

The TSA3 Zone lists apartment buildings as permitted uses in clause (a) of the permitted uses, while clause (g) allows for apartment buildings....with any of the other uses on the ground floor. The other uses referred to are non-residential uses.

This is confusing as clause (a) seems to allow for residential uses on the ground floor and clause (g) does not. We note that development on the Kellogg lands proposed as a TSA3 Zone may, or may not, have commercial uses on the ground floor of lands fronting Kellogg Lane and Florence Street – depending upon the demand for such uses. We note that these lands do not front onto a commercial street. Allowing for commercial uses at grade makes good sense to us, but requiring them for all ground floor portions of residential buildings in the TSA3 Zone does not.

We think that the list of permitted uses could be much simpler if it they read as follows:

- a) Apartment buildings
- b) Handicapped persons apartment buildings
- c) Senior citizens apartment buildings
- d) Emergency care establishments
- e) Group home type 2
- f) Lodging house class 2
- g) The following uses are not permitted as stand-alone uses, but can be permitted in combination with the permitted uses listed in clauses (a) through (f), above:
 - a. Animal clinics
 - b. Antique stores
 - c. Art galleries
 - d. Continue the list as per the draft proposal.....

Similarly, the TSA4 Zone does not allow for residential uses at grade. We do not think this is appropriate in all cases. For example, our master plan for the Kellogg site includes commercial uses at grade fronting Dundas Street and wrapping the corner down Eleanor Street. It also anticipates commercial uses along King Street, west of Eleanor Street. However, it does not anticipate commercial uses on all four sides of the residential building fronting Eleanor, King, York and the future internal driveway.

Once again, in our opinion allowing for and encouraging commercial development is appropriate, but requiring it is not – particularly when you consider the amount of commercial floor area that will be absorbed within the Kellogg's buildings and the most important frontages noted above. We similarly think that the list of permitted uses can be re-worded for the TSA4 Zone, as we have suggested above for the TSA3 Zone.

Where possible, it would be helpful to roll-up the range of permitted uses so that they are all still permitted, but within higher categories of retail and service commercial uses.

MINIMUM NON-RESIDENTIAL FLOOR AREA

We do not think it is appropriate to require a non-residential floor area minimum. For example, development more southerly on the Kellogg lands, within in the TSA4 Zone, may not be able to meet this minimum. It should be recognized that the site overall will incorporate a significant amount of commercial, institutional, office, restaurant, and hospitality space. However, some buildings in the TSA Zone may not incorporate non-residential uses or may only incorporate a small amount. We think this is OK.

We believe this minimum non-residential floor area ratio regulation is unnecessary and will only lead to the need for zoning amendments – undermining the goal of pre-zoning these lands.

RESTRICTION OF NON-RESIDENTIAL USES TO THE GROUND FLOOR

The list of non-residential uses permitted in the TSA3 Zone seems to be limited to the ground floor of buildings – given a literal reading of the proposed wording. The TSA4 Zone goes further and seems to limit these non-residential uses to the “front portion of the ground floor”.

We are unsure whether this restriction is intentional, or not. As you know, the Kellogg’s lands have an abundance of non-residential uses above the first storey, and not necessarily in the “front portion of the ground floor”. We do not believe it is appropriate to limit non-residential uses to the ground floor of buildings in the TSA4 Zone as seems to be required by the list of permitted uses.

ADDITIONAL PERMITTED USES

We note that the Official Plan indicates that “a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses may be permitted” within the Transit Village Place Type (Policy 811).

The Kellogg’s team has experienced significant issues relating to the thin distinction between a Place of Entertainment and an Amusement Game Establishment. The Place of Entertainment use explicitly excludes Amusement Game Establishments within the Zoning By-law definitions. To avoid any future issues, we are requesting that the Amusement Game Establishments use be added to the list of permitted uses in the TSA3 and TSA4 Zones.

Also consistent with Official Plan policies that encourage a broad range of hospitality uses, we are requesting that hotels be added to the list of permitted uses in the TSA3 and TSA4 Zone. As you know, the Hard Rock Hotel is currently under construction on the Kellogg lands and hotels are an entirely appropriate use within Transit Villages to enhance their land use mix, create vitality, support commercial and service uses, support rapid transit ridership and enhance London’s tourism infrastructure.

Finally, consistent with the Transit Village policies that allow for a broad range of hospitality and entertainment uses, we believe that a casino use would be appropriate in the TSA4 Zone.

SUMMARY

Once again, we want to express our thanks to Council and Planning Staff for their efforts to pre-zone the Transit Villages. We think this is a laudable initiative and we appreciate it. We hope that the preceding comments are helpful in fine tuning what has been proposed, so that the goal of pre-zoning lands in these areas to encourage housing supply development can be achieved.

Sincerely,

John M. Fleming, MCIP, RPP

Principal – City Planning Solutions

[REDACTED]

[REDACTED]

RE: draft amendments for 100 Kellogg



John Fleming

To: Adema, Justin

Cc: Pasato, Nancy; Filson, Stuart; 'Michael Davis'; 'Jerzy Smolarek'; Katrina Strickland; Dale McCutchen

Reply Reply All Forward

Mon 2024-08-12 1:54 PM

This message is part of a tracked conversation. Click here to find all related messages or to open the original flagged message.

Hi Justin, Nancy and Stuart –

Thank you for circulating this to me and my apologies for the delay getting back. I have been away for a bit and also reviewing the Height Framework Study and TSA Zoning provisions – so wanted to understand how it all fit together with the below.

We are requesting the following changes to the policies you provided. We've marked them in red in your original email below, and the following bullet points explain what we are asking for and why:

- We note that the cap on office space is a legacy policy that relates to the previous Light Industrial Place Type applied to these lands. We are requesting that you remove this part of the policy entirely, and simply let the standard office floor area restrictions for the Transit Village Place Type apply. Now that the lands are designated Transit Village Place Type, these standard office restrictions are most appropriate and no special policies are needed. If we are looking for additional office floor area beyond the Transit Village standard policies, we will address that through a planning application process in the future.
- There are a couple of light industrial uses in the new Transit Village Place Type that were established in the Light Industrial Place Type long ago and currently remain in operation within the Transit Village Place Type:
 - The first is Drexel Industries – see the excerpt from the 100 Kellogg Website, below. It is a warehouse and wholesale distribution centre that continued the warehouse function that previously existed at Kellogg's when the building was taken over by current ownership
 - The second is located at 351 Eleanor Street – which is a flooring warehouse, wholesaler and retail use

The location of these uses are shown in the map I have prepared for your information below. They are quiet and not particularly busy. Of note, we are only requesting that they be permitted within existing buildings. We would appreciate it if they can be acknowledged in the OP policy, together with self-storage uses, as permitted uses. This will give these businesses some comfort and certainty that they will continue to be permitted going forward. Identifying these uses as permitted could be particularly important when considering the upcoming zoning amendments that we anticipate for this site in the near future.

- As you know, almost all of the sites within this Transit Village are owned by a single entity. We appreciate that Staff are proposing to carry over the existing policies that allow for flexibility for accessory parking on some sites to accommodate parking that serves other sites in the Transit Village. This is important to coordinate development and establish parking in the most appropriate locations while. We are requesting a minor change to the proposed policy to refer to the Transit Village as a whole, rather than specific addresses within the Transit Village – again, the overwhelming majority of sites in the Transit Village are owned by a single landowner.

As mentioned, I have shown our proposed amendments to the proposed Official Plan policy below in red for your consideration.

FYI, we will also be providing comments relating to the TSA Zones proposed for these lands – recognizing that they apply to a wide range of locations across London.

Please advise if you have any concerns or would like to discuss this further.

Thank you,
John

From: Adema, Justin <jadema@london.ca>
Sent: Thursday, July 25, 2024 11:00 AM
To: John Fleming <johmf@cityplanningoflondon.com>
Cc: Pasato, Nancy <npasato@london.ca>; Filson, Stuart <sfilson@london.ca>
Subject: draft amendments for 100 Kellogg

Hi John,

We're working through the draft amendments to Transit Villages, can you take a look at the below draft change and let me know if you have any comments/concerns. This would be included in the amendment schedule for September 10 PEC.

Policy	Proposed Changes (Delete, Add)	Rationale/summary of changes
864E 820A	In the Rapid-Transit Corridor Transit Village Place Type located at 100 Kellogg Lane, and 1097 and 1127 Dundas Street and 351 Eleanor Street, warehouse, wholesale and self-storage establishments may also be permitted in the basement of the within existing buildings. Office uses may be permitted at 100 Kellogg Lane up to a total maximum gross floor area of 8,364 m ² (within the existing building) in combination with the Light Industrial Place Type portion of the site to the south. Accessory parking in favour of the uses located at 100 Kellogg Lane within this Transit Village Place Type may be permitted at 1063, 1080, 1097, 1100 and 1127 Dundas Street or any other lands within the Transit Village Place Type.	Removes references to Place Types that are no longer applicable. Relocates Policy to Transit Village Place Type.
1132A	In the Light Industrial Place Type located at 100 Kellogg Lane, self-storage establishments and offices within the existing building will also be permitted. Office uses within the existing building may be permitted up to a total maximum gross floor area of 8,364 m ² in combination with the Rapid-Transit Corridor Place Type portion of the site to the north. Accessory parking in favour of the uses at 100 Kellogg Lane may be permitted at 1151 York Street.	Delete policy. Issues addressed by new proposed policy 820A.

Thanks,
Justin

Justin Adema, MCIP, RPP (he/him)
Manager, Long Range Planning
Planning & Development
City of London

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P: 519.661.2489 x 4649 | Fax: 519.661.5397

Public Comment #29 – Received August 24, 2024

Thanks so much for taking your time to explain

All my questions, really appreciate

I support fully to city's proposal for zoning change in western rd corridor as proposed

Kind Regards

Roy Sharma

[REDACTED]

[REDACTED]

Public Comment #30 – Received August 25, 2024

Dear City Council,

The Prime Minister of Canada Sept 13, 2023 indicated that the Housing Acceleration Fund provided to London was provided to address housing “without the need for re-zoning”. However, the Requested Amendment to the London Plan addresses a requested re-zoning bylaw amendment.

As a property owner in the TSA1 Zone I am opposed to the permitted uses of group home type 2 and lodging house class 2 from Front Street to Baseline Road.

Moreover, this proposal is being voted upon in the absence of the BRT public information forum that has yet to take place to provide affected ratepayers with the detailed pre-construction information, including timelines, mitigating impacts, and traffic management, environmental impacts to homes on the side streets, state of existing catch basins on the side streets – as well as information about the actual infrastructure upgrades - which was to begin in this zone in 2025.

New developments are required to extend and connect to municipal sewers.

The vacant parcels of land will remain that way until developers are located which could be years. Consequently, the proposal is being fast tracked allowing permitted uses with heights and density with no reliable estimation of sewage flow rates – sanitary and storm for the proper design of infrastructure and capital budgeting.

These amendments may support more housing but the process does not ensure efficient and appropriate development.

Pamela J. Coray C.I.M.

Public Comment #31 – Received August 26, 2024

Thank you for your reply.

I will state again that a sound barrier be established at emery and Wellington corners for noise control as well as aesthetics. There also needs speed bumps to control dangerous drivers.

Linda Burrows

[REDACTED]

Public Comment #32 – Received August 26, 2024

Zelinka Priamo Ltd. are the planning consultants retained by BlueStone Properties Inc. (“BlueStone”). BlueStone is the owner of an undeveloped site within a proposed Transit Station Area (TSA1 h-213) Zone, known municipally as 450 Oxford Street West (the “subject lands”). The subject lands are located at the southeast corner of the intersection of Oxford Street West and Proudfoot Lane. The subject lands are approximately 380m away from the main intersection of the Oxford-Wonderland Transit Village Area, which is less than 5 minutes walking distance.

On behalf of BlueStone, we have been monitoring the proposed changes to the *London Plan* and the City of London Z.1 Zoning By-law related to increased building heights and Transit Station Area Zoning implementation. The subject lands are proposed to be included in the Transit Station Area 1 (TSA1) Zone, which would allow for building heights of up to 15-storeys.

BlueStone is considering these lands for the development of two 19-storey towers connected by a 5-storey podium, which could accommodate approximately 450 new

residential units. This development would have a significant impact on the Oxford-Wonderland Transit Station, as well as the Oxford Street Rapid Transit Corridor.

We wish to provide the following comments on behalf of BlueStone:

- We respectfully request that the subject lands be considered to be included in the proposed Transit Station Area 2 (TSA2) Zone, which would allow for building heights of up to 25-storeys. This would provide an appropriate step-down from the centre of the Oxford-Wonderland Transit Village towards lower-density residential uses, and would provide appropriate intensification along a key Rapid Transit Corridor in the City of London;

The subject lands are in a unique location with no sensitive low-density residential uses nearby; direct access to transit immediately at the intersection of Oxford Street West and Proudfoot Lane; and access to significant amenities including grocery stores, retail uses, and restaurant uses at a short, walkable distance to serve residents. For these reasons, it is anticipated that the subject lands can accommodate increased building heights with minimal impact on adjacent land uses and can accommodate significant residential density;

- Significant improvements are underway adjacent to the subject lands (Mud Creek Realignment) which will create a parcel of developable land that can accommodate a comprehensive high-rise, high-density development. Currently, the subject lands are vacant and development could occur at this location in the short-term future. Construction with the Mud Creek Realignment is ongoing, and coordination of construction would benefit both the City of London and BlueStone; and,

- The subject lands act as a gateway to the existing residential community to the south, along Proudfoot Lane. Notably, parcels of land at other gateway locations to this community along Oxford Street West, including properties near Beaverbrook Avenue, are proposed to be included in the Transit Station Area 2 (TSA2) Zone. Including the subject lands in the TSA2 zone would allow for an intense and uniform streetscape along the Oxford Street Rapid Transit Corridor.

We appreciate your consideration of our request, and would welcome the opportunity to meet with City staff to discuss our position in greater detail. We will continue to monitor the implementation of the Official Plan and Zoning By-Law Amendments and look forward to further information regarding the proposed changes. BlueStone may provide additional comments once additional information has been provided.

Please kindly ensure that the undersigned is notified of any further meetings or notices related to this matter.

Yours very truly,

ZELINKA PRIAMO LTD.

Laura Jamieson, B.Sc.

Intermediate Planner

cc. BlueStone Properties Inc. c/o Mardi Turgeon

Public Comment #33 – Received August 27, 2024

These are massive changes in density both immediately adjacent to and in current neighbourhoods and should be aired out at a series of actual Public Meetings in all zones impacted by Transit Villages / Transit Corridors & Transit Station designations. London rate payers will require coaching through these proposed changes via modelling and simulated views NOT IN PLANNER SPEAK like most of the current Get Involved LONDON materials. LONDON ratepayers should also be educated / presented with the impact of these changes in " planning parameters " on other issues and rate payer issues such as delta costs in DC Incentives / delta costs in ratepayer DC Exemptions

due to density changes and added areas as well as our City of London obligations to both improved Transit Service levels and infrastructure just to support these changes ? City Council needs to come up to speed on these same impacts as part of the report to PEC for SEpt 10 MTG & Full Council MTG SEpt 24 Chris Butler - LONDON

Public Comment #34 – Received August 27, 2024

Here are some personal comments regarding mapping boundaries in Official Plan Amendment OZ-9749 currently before the City.

It is my observation that SoHo has been arbitrarily cut off for years by what I believe were poor planning policy decisions made decades ago. And now, once again, there is another looming Official Plan Amendment with the effect of attempting to exclude and cut off SoHo from its downtown origins.

The intersection of Horton & Waterloo should not be excluded - it should instead be included in the proposed Official Plan Amendment OZ-9749 mapping boundaries, and for all the right reasons.

SoHo should be recognized for what it was - and always has - a strategic bolster in the very center of London. It already boasts brand new City underground services infrastructure and aesthetic, pedestrian-friendly streetscape investment - such as boulevards and street planter boxes - and yet ranks among the least efficient land use in the City. It is ripe for positive housing development and intensification, right in the heart of the City.

Horton especially, as a major arterial roadway, rapidly connects many of the City's principle neighbourhoods. It is recognized as a major Gateway into London. And its central location and quick access to all four corners of the City are the principal reason why No. 1 Fire Station and commercial establishments such as Door Dash and Skip The Dishes are located in SoHo.

The Horton Gateway, one of the main visiting public's entryway to London's downtown, also connects with London's main Wellington Gateway. And a Rapid Transit (RT) station is planned just a few steps away from Horton & Waterloo at the hub intersection of Horton & Wellington.

SoHo's historical roots are as an integral and essential part of London's downtown, fronting right along the CN/VIA railway. It's only a few walking blocks to the VIA railway station, which is the main intercity public transit corridor of Ontario. And it will logically one day host high-speed passenger rail. Quite literally, SoHo living allows you to 'Walk To Toronto' by taking a 3 minute stroll daily to and from the VIA Rail Station.

The CN/VIA railway was the original super-highway of London. Its origins were from as early as the 1800's, known then as the Grand Trunk/Great Western/Michigan Central. The historic London Roundhouse landmark building in SoHo - now preserved, repurposed and expanded - was built in the 1870's and serviced steam locomotives carrying passengers and freight. This was an era before the adoption of the automobile or the invention of the airplane. Before there were any World Wars.

SoHo was always a walking downtown neighbourhood. Ever since I was a child, being born & raised in downtown SoHo, we LIVEd, PLAYed and WORKed downtown. We were downtown residents, SoHo being among the only place to actually live in downtown London.

We shopped and socialized at what is known now as Citi Plaza, we selected fresh foods at Covent Garden Market, we were schooled at Central Secondary immediately adjacent to City Hall, we played and skated in Victoria Park and we attended St. Peter's Cathedral for celebrations and ceremonies.

The City's wise and seminal investment in establishing the Dundas Place outdoor pedestrian mall and the Budweiser Gardens sports and entertainment facility, underscore the value of welcoming and embracing SoHo's residential intensification. On

its main transportation corridors such as Horton Street, all within easy walking distance to such significant and strategic investments and amenities, the City's Official Plan and London's future policies need simply to seize this moment and capture the windfall.

The recognition of the strategic advantage and opportunity to include Horton & Waterloo in the mapping boundaries of Official Plan Amendment OZ-9749 will stimulate and promote positive downtown development. It will mesh perfectly with the efficient public transportation objectives and policies underpinning these initiatives, and will meet all modern objectives of progressive, forward-thinking urban planning.

Thank you.

Patrick J. Ambrogio, P.Eng.

[REDACTED]

Public Comment #35 – Received August 27, 2024

After reviewing the maps in the "C - Notice OZ-9749 - Rapid Transit Corridors (MH)" PDF, I am concerned about the future development in Wellington South, particularly near my home. Initially, I welcomed the sound barrier wall, hoping it would provide privacy from nearby commercial establishments, sirens, and traffic. However, the proposed zone changes and potential highrises in my area threaten this privacy, as new buildings could overlook residential backyards along Wellington.

While I understand the need for additional housing due to immigration, I believe highrises would be better suited near existing high-density areas, such as behind White Oaks Mall, Jalna Apartments, or near the Holiday Inn.

In summary, I urge you to prevent highrise development along Wellington South where residential backyards face Wellington.

Thank you.

Derek Taylor

Public Comment #36 – Received August 27, 2024

Zelinka Priamo Ltd. are the planning consultants retained by Space Rider Corporation as it relates to the above-noted process. Space Rider Corp. is the owner of the above-noted lands ("subject lands") which are located on the south-west corner of Wellington and Grey Streets and are currently zoned "*Business District Commercial Special Provision Bonus (BDC(8))*B-52 Zone and Business District Commercial Special Provision Bonus (BDC(4))*B-52 Zone*". The majority of the subject lands (147, 149 Wellington Street) contain a restaurant, as well as associated parking and open space. Three (3) single-detached dwellings at 253, 255 and 257 Grey Street have been recently demolished for the purpose of redeveloping the entire subject lands for a mixed-use high rise building.

Upon our review of the proposed Transit Station Area (TSA) zone map, and draft TSA Zone regulations, we wish to advise that our client is generally supportive of the TSA2 Zone that is proposed to be applied to the subject lands. However, we wish to note that a portion of the subject lands with the municipal addresses of 253, 255, and 257 Grey Street have been excluded from the proposed TSA2 boundary (See Figures 1 and 2 on the following page).

Based on our review of Map 1 – Place Types of the London Plan, it is difficult to determine the extends of the west boundary of the Rapid Transit Corridor along the west side of Wellington Street, due to the large scale of the map and the lack of property fabric. However, according to Policy 43_1 of the London Plan:

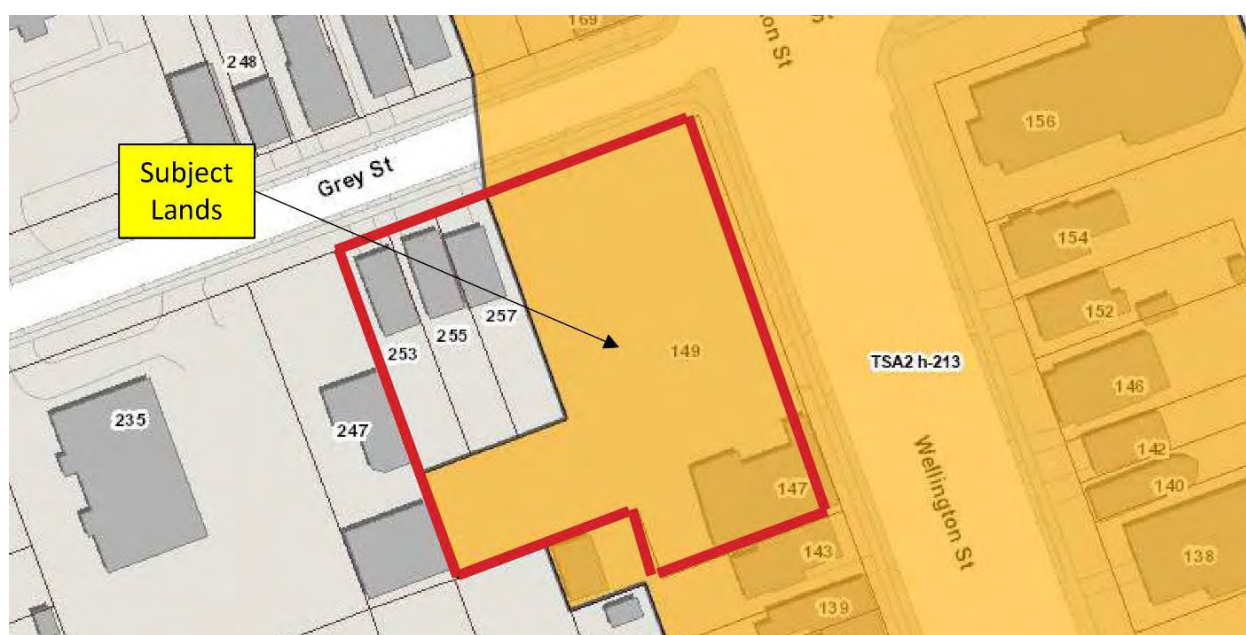
"The boundaries between place types as shown on Map 1 – Place Types, of this Plan, are not intended to be rigid, except where they coincide with physical features (such as street, railways, rivers or streams)... Council may permit minor departures from such

boundaries, through interpretation, if it is of the opinion that the intent of the Plan is maintained and that the departure is advisable and reasonable.”

Figure 1 – Subject Lands (outlined in red)



Figure 2 – Proposed TSA2 Zone Map



In this instance, the west boundary of the Rapid Transit Corridor place type does not coincide with a physical feature. The remaining property to be added has a depth of approximately 27m and does not extend to the west as far as properties located just south of Hill Street (265 Hill Street).

As such, it is our opinion that a minor departure from the place type boundary, if necessary, is appropriate in this instance. A TSA2 Zone that covers the entire subject lands will allow for more efficient development, consistent with intended goals and objectives of the proposed PMTSA Official Plan and Zoning By-law Amendments, rather than leaving a remnant portion of the subject lands within the existing BDC(8)*B-52 Zone. Such a minor departure would ensure that the “intent of the Plan is maintained and that the departure is advisable and reasonable”.

We thank you for the opportunity to provide the above information on behalf of our client and look forward to your comments. Please kindly ensure that the undersigned is notified of any further meetings or notices related to this matter.

Yours very truly,

ZELINKA PRIAMO LTD.

Matt Litwinchuk, BEDP, CPT

Land Use Planner

cc. the Client

Public Comment #37 – Received August 27, 2024

My name is Solomon Abeje owner of King Street Auto at 635 King Street.

I support fully to city's proposal for zoning change king street corridor as proposed.

Thanks,

Solomon Abeje

[REDACTED]

Sent from my iPhone

Public Comment #38 – Received August 28, 2024

Zelinka Priamo Ltd. are the planning consultants retained by Origin Homes Ltd. ("Origin") for the above-referenced Official Plan and Zoning By-Law Amendments. Origin is the owner of a developed commercial site within a proposed Transit Station Area (TSA1 h-213) Zone, known municipally as 500 Oxford Street West (the "subject lands"). The subject lands are located at the southwest corner of the intersection of Oxford Street West and Proudfoot Lane. The subject lands are approximately 260m east from the main intersection of the Oxford-Wonderland Transit Village Area.

On behalf of Origin, we have been monitoring the proposed changes to the *London Plan* and the City of London Z.1 Zoning By-law related to increased building heights and Transit Station Area Zoning implementation. The subject lands are proposed to be included in the Transit Station Area 1 (TSA1) Zone, which would allow for building heights of up to 15-storeys.

Origin is generally supportive of the proposed zone change which would allow for greater building heights and increased flexibility for the use of the lands as-of-right. We wish to provide the following comments on behalf of Origin:

- We respectfully request that the subject lands be considered to be included in the proposed Transit Station Area 2 (TSA2) Zone, which would allow for building heights of up to 25-storeys. This would provide an appropriate step-down from the centre of the Oxford-Wonderland Transit Village towards lower-density residential uses, and would provide appropriate intensification along a key Rapid Transit Corridor in the City of London;
- The subject lands are in a unique location with no sensitive low-density residential uses nearby; direct access to transit immediately at the intersection of Oxford Street West and Proudfoot Lane; and access to significant amenities including grocery stores, retail uses, and restaurant uses at a short, walkable distance to serve residents. For these reasons, it is anticipated that the subject lands can accommodate increased building heights with minimal impact on adjacent land uses and can accommodate significant residential density;
- Significant improvements are underway adjacent to the subject lands (Mud Creek Realignment) which will create a parcel of developable land that can accommodate a comprehensive high-rise, high-density development. Currently, the subject lands are occupied by multiple separate single-storey commercial buildings, and redevelopment of the site at a greater intensity, which is currently in its planning stages, would be a benefit to the streetscape; and,

- The subject lands act as a gateway to the existing residential community to the south, along Proudfoot Lane. Notably, parcels of land at other gateway locations to this community along Oxford Street West, including properties near Beaverbrook Avenue, are proposed to be included in the Transit Station Area 2 (TSA2) Zone. Including the subject lands in the TSA2 zone would allow for an intense and uniform streetscape along the Oxford Street Rapid Transit Corridor.

We appreciate your consideration of our request and would welcome the opportunity to meet with City staff to discuss our position in greater detail. We will continue to monitor the implementation of the Official Plan and Zoning By-Law Amendments and look forward to further information regarding the proposed changes.

Please kindly ensure that the undersigned is notified of any further meetings or notices related to this matter.

Yours very truly,

ZELINKA PRIAMO LTD.

Laura Jamieson, B.Sc.

Intermediate Planner

cc. Hesham Soufan, Origin Homes Ltd

Public Comment #39 – Received August 28, 2024

Zelinka Priamo Ltd. are the planning consultants retained by Creative Property Developments Inc. (“Creative Property”) for the above-referenced Official Plan and Zoning By-Law Amendments relating to the proposed Protected Major Transit Station Areas (PMTSA). Creative Property is the owner of the London Roundhouse site, comprised of multiple parcels known municipally as 240-246 Waterloo Street, 358 Horton Street, and 353 Bathurst Street (the “subject lands”). Aerial and street-level views of the subject lands are shown on the following page in Figures 1 and 2.

According to Map ‘3’ – Street Classifications of the London Plan, the subject lands are approximately 250m east of a designated “*Rapid Transit Boulevard*” (Wellington Road) and future “*Rapid Transit Station*” at the intersection of Wellington Road and Horton Street East. The subject lands are also within “*Urban Corridor Specific-Segment Policy #32*” according to Map ‘7’ - Special Policy Areas of the London Plan. Under Policy #32, the permitted use and intensity permissions of the “*Rapid Transit Corridor*” Place Type are extended to the subject lands and other properties fronting onto Horton Street East.

Figure 1 – The subject lands viewed from Waterloo Street, facing east

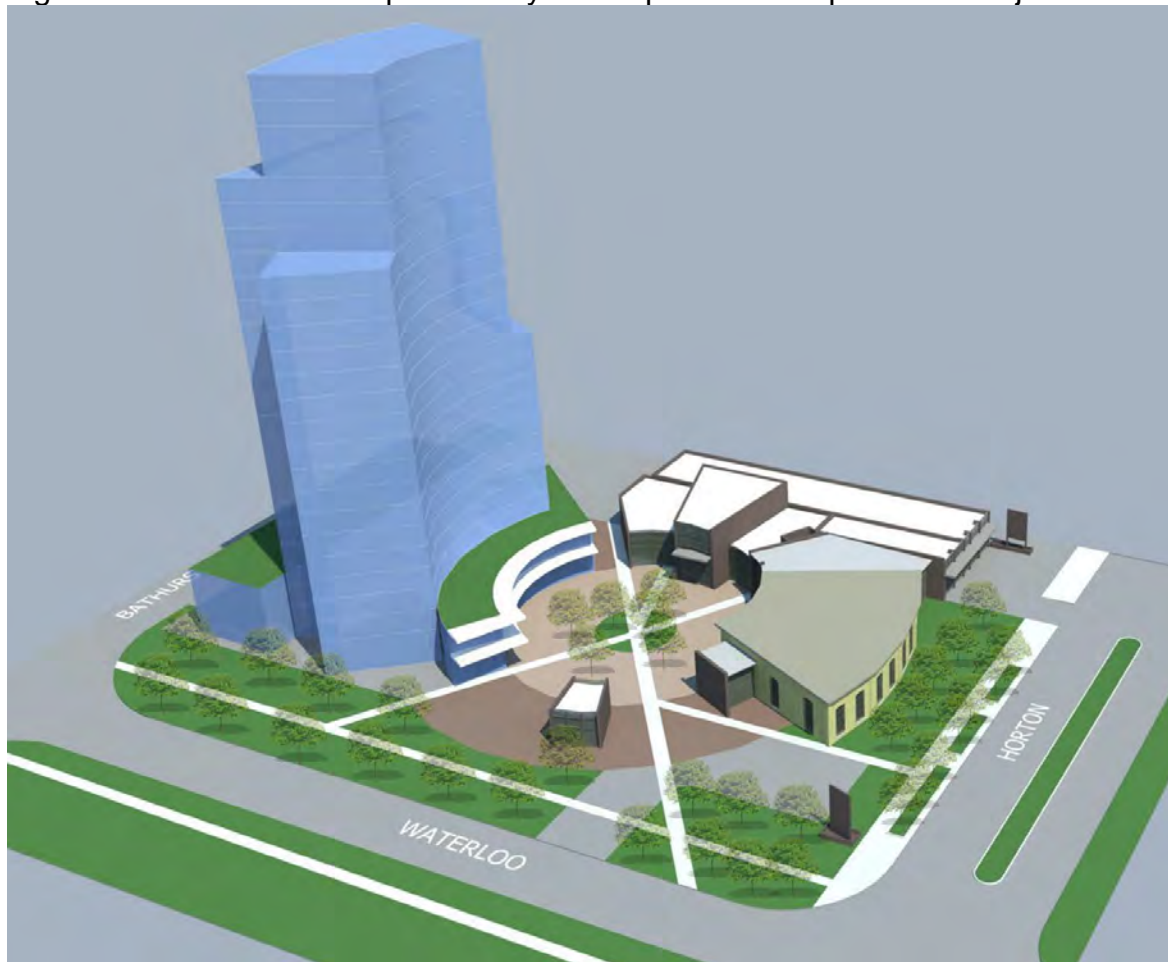


Figure 2 – Aerial view of the subject lands and surrounding parcels



Creative Property is considering these lands for future intensification opportunities, including a mixed-use, high-rise development comprised of a residential tower and a commercial podium scaled to reflect the height and form of the existing radial architecture of roundhouse building (Figure 3, following page). This development would have a significant impact on Horton Street as well as the future “Rapid Transit Station” at Horton Street and Wellington Street.

Figure 3 – Aerial view of a preliminary development concept for the subject lands



On behalf of Creative Property, we have been monitoring the proposed changes to the London Plan and Zoning By-law No. Z.-1 relating to Transit Station Area (TSA) zoning implementation. The subject lands not included in the draft TSA Zones, despite their

proximity to a future “*Rapid Transit Station*” (approximately 250m to the west). We wish to provide the following comments on behalf of Creative Property:

- We respectfully request that the subject lands be included in the proposed “*Transit Station Area 2 (TSA2 h-213)*” Zone that is proposed for parcels in the vicinity of the designated “*Rapid Transit Station*” at Horton Street/Wellington Street (permitting building heights up to 25-storeys). The subject lands present an excellent opportunity for intensification as they are within easy walking distance of a future “*Rapid Transit Station*” as well as a broad range of retail, service, and recreation uses and other points of interest (such as the VIA Station) in Downtown London. It is our opinion that intensification should be encouraged as much as possible along this proposed transit corridor and within walking distance of downtown, to provide new trip generators and points of interest that will support high ridership;
- The intensification of the subject lands will have no impact on sensitive adjacent land uses and will not cast shadows or compromise the privacy of established residential areas. The subject lands interface with Bathurst Street to the north; a retail store and gas bar (Canadian Tire) to the east; Waterloo Street to the west; and, commercial uses opposite Horton Street to the south. Areas further north consist of a Canadian National Railway corridor and London District Energy facility. There are no low-density residential land uses in the immediate vicinity of the subject lands which would be impacted by an increased building height. For these reasons, it is anticipated that the subject lands can accommodate increased building heights and density with minimal impact on adjacent land uses;
- According to Section 15/16 of the *Planning Act*, municipal planning authorities may delineate PMTSA boundaries. However, the province generally defines these areas as being within 500m to 800m of an existing or planned higher-order transit stop, equal to a walking distance of approximately ten minutes. The province also directs that PMTSA boundaries be delineated “in a transit-supportive manner that maximizes the size of the area and the number of potential transit users that are within walking distance of the station” (Growth Plan, s2.2.4.2). Most municipalities across the province, including the Cities of Hamilton, Mississauga, Ottawa, and Toronto (among others), have delineated their PMTSAs in accordance with provincial recommendations (500m to 800m); however, many of the City of London’s proposed PMTSA boundaries have a much smaller coverage. London’s proposed TSA Zones frequently exclude properties that are within the area recommended by the province (such as the subject lands). The proposed TSA Zones are also inconsistent, in some cases including parcels more than 500m from a station if they have frontage on a designated “*Rapid Transit Boulevard*” (such as Wellington Road) while excluding parcels much closer to a station that have frontage on other streets. It is our opinion that the City should expand the proposed TSA Zones to conform with the direction of the province and peer municipalities;
- A parcel south of the subject lands (opposite Horton Street) is proposed to be developed for an eight-storey building with 107 dwelling units and 179m² of commercial space on the ground level. This application, and others near this, demonstrates the demand for intensification along the Horton Street corridor outside of the proposed TSA Zones. The City should consider revising the TSA Zone boundary to account for this demand, as intensification and redevelopment along this key gateway to the downtown would enhance the corridor and contribute to the City’s vision for the area; and,
- Significant infrastructure and streetscape improvements have been made along Horton Street, including sidewalks and boulevards which support a high-density, pedestrian-oriented streetscape which can accommodate significant residential intensification. Given the extent of public investment along both Horton Street and Wellington Road (250m west), the subject lands represent a sensible location for intensification.

In summary, the subject lands present an excellent opportunity for transit-oriented development and the requested extension of the TSA2 Zone would conform with the direction of the province as well as peer municipalities. It is our opinion that the subject and warrant additional permissions for height and density (such as those provided by

the TSA2 Zone) and we recommend the City of London examine the potential for extending TSA zoning permissions.

We appreciate your consideration of our request and would welcome the opportunity to meet with City staff to discuss our position in greater detail.

We will continue to monitor the implementation of the Official Plan and Zoning By-Law Amendments and look forward to further information regarding the proposed changes. Note that additional comments may be provided by Creative Property following the release of additional information.

Please kindly ensure that the undersigned is notified of any further meetings or notices related to this matter.

Sincerely,

ZELINKA PRIAMO LTD.

Laura Jamieson, B.Sc.

Intermediate Planner

cc. Creative Property Development Inc. c/o Mr. Patrick Ambrogio and Mr. Slavko Prtenjaca

Public Comment #40 – Received August 28, 2024

Zelinka Priamo Ltd. are the planning consultants retained by Parkit Enterprises (“Parkit”) for the Proposed Official Plan and Zoning By-law Amendments relating to the PMTSA Zoning Review. Parkit is the owner of 568 Second Street (the “subject lands”).

The subject lands are located at the southeast corner of the intersection of Oxford Street East and Second Street, with a lot frontage of approximately 42m on Oxford Street East, a lot flankage of approximately 202m on Second Street, and a lot area of approximately 1.4ha. The subject lands are currently developed with a vacant industrial building, previously used as a call centre.

On behalf of Parkit, we have been monitoring the proposed changes to the *London Plan* and the City of London Z.1 Zoning By-law related to increased building heights and Transit Station Area Zoning implementation.

With respect to the August 2024 summary of draft proposed amendments, we are pleased to provide the following comments on behalf of Parkit, and will continue to review the proposed Official Plan and Zoning By-law Amendments in more detail. Parkit may provide further comments, as required:

- A Zoning By-law Amendment was approved in 2023 to re-zone the subject lands to a site-specific “Residential (h*R9-7(39))” zone to permit two 12-storey apartment buildings, subject to special zoning regulations, and to allow the use of the south portion of the existing building as a self-storage facility for three years. At this time, Site Plan Approval is being sought for the two 12-storey apartment buildings;
- According to the August 2024 proposed Transit Station (TSA) zone map and draft TSA Zone (updated August 15, 2024) the subject lands are proposed to be included in the Transit Station Area 1 (TSA1 h-213) Zone, which would permit apartment buildings (amongst other uses) with heights of up to 15-storeys;
- Our client is generally supportive of the proposed changes to allow greater building heights and increased density around key transit areas. However, we are seeking clarification on the implementation of these zoning changes and how they would relate to the subject lands and the site-specific zoning permissions;
- It is our understanding that the proposed TSA zones are to be added to the existing zoning of the applicable properties, to create a compound zone. Section 3.9.1(i) of the

City of London Z.-1 Zoning By-law states that “The regulations for each zone set out in this by-law that forms part of a compound zone shall be considered separately in relation to the erection or use of any building or structure. Where two or more zones in a compound zone permit the same use and the regulations contained in each of the two or more zones for that use are different in one or more categories ... the least restrictive regulation in each category of zone regulation for that use will be applied;”

- We are seeking confirmation as to how a new compound zoning would apply to the subject lands. Based on Section 3.9.1(i) of the Zoning By-law, it is our understanding that our client be able to pick and choose which zoning regulation can be applied to any future development on the subject lands, including the least restrictive regulation in either the TSA1 Zone or the site-specific “Residential (h*R9-7(39))” zone. Please confirm.

We appreciate your consideration of our submission, and we will continue to participate in the Official Plan and Zoning By-law Amendments relating to the PMTSA Zoning Review. We would welcome the opportunity to meet with City staff at the appropriate time to discuss our comments.

Please accept this letter as our request for notice of any decisions made in respect to this matter.

Should you have any questions, or require further information, please do not hesitate to contact the undersigned,

Yours very truly,

ZELINKA PRIAMO LTD.

Laura Jamieson, B.Sc.

Intermediate Planner

cc. the Client

Public Comment #41 – Received August 28, 2024

Good afternoon, with reviewing the notice regarding the proposed changes to allow the 15 storey buildings along Wharncliffe is quite alarming . It will have a significant impact on the Blackfriars community shadowing all the residences for the first few blocks in from Wharncliffe detracting from charm of the neighbourhood that Blackfriars residents have been fighting to maintain over the years. The residents went as far as having the zoning changed from R2 to R1 special provisions to prevent the developers from buying up homes and turning them into student stuffers. I believe this will have a greater impact on our neighbourhood.

I have been an owner here for more than 32 years and would be greatly disappointed if this is allowed.

Regards,
Dan Doneff
Dan Doneff, MAATO
Architectural Technologist
[REDACTED]
[REDACTED]
Eden Hall Architectural

Public Comment #42 – Received August 28, 2024

Hi Michaella,

I've never chimed in on anything of this nature, but I grew up in Blackfriars and still have family there. So, I have to admit that it felt jarring to visualize high rises along

Wharncliffe between Oxford and Riverside and, of course, along the other zones noted in the planning application.

Before I do any complaining here, I definitely want to commend London for getting ahead of the influx of new people that are and will be moving this area. We moved back in 2019 to take over a family house in OEV. I love this area, but I also love anything within walking distance of downtown. So, if we are talking about change....we all know where the change needs to be, but this topic is not about the drug addicts taking over these areas. So, I'll pass on this subject.

The reason I feel like I had something to say for the first ever when it comes to growth and change in a city is:

1. I grew up here which means I saw next to no growth in the downtown core for the majority of my life which is over 4 decades. So, I'm on board with change and growth.
2. I studied in Montreal and lived in Toronto for 12 years. So, I know what it feels like to live in giant cities and Toronto, as some may or may not know, is decades behind on updating certain aspects. So, by comparison London is doing a great job! Who cares if there's construction everywhere during the summer- it's getting done!
I biked everywhereEVERYWHERE in Toronto for lack of a vehicle. So, keep on putting in those bike lanes. Don't worry about the haters. The option is all we need. I am convinced within 5-10 years we will see loads of people choosing transit and/or bikes over their cars and hopefully sooner!
3. We moved back here because London not a big city, but offers a lot of same amenities as a big city. It's a great in-between.

So, the questions and complaining portion

Why high rises and condos and why are we tearing down perfectly good homes to do this?

I get it. Rapid transit needs to serve the students. I was one once. I remember what it was like to commute to school, but are we seriously talking about taking away homes for a population of people that might be temporary to this city? Who are we serving here, actually?

People that may leave after 3-4 years or families looking desperately for property to purchase and a place to call home?

Everyone I know that left a big city and moved back here are really not into the idea of condos going up. You know why. They're ugly. And in Toronto, a lot of them are empty. Do we have a waitlist of people hoping to occupy these building or are we building them on a hope and a prayer that they will be filled?...and piss off the home owners across the street because their view has drastically changed. Please, for the love of Pete DO NOT turn London into Toronto. I have no hate for Toronto, but no one wants to live in a concrete jungle over here.

I took some time this week on my commutes to review all the empty space in London. There are LOADS of empty buildings, business, parking lots, unused green space that isn't a park....so it's....a place for the city to mow I suppose? At first, when I learned that they were building a city within a city on Highbury between Oxford and Dundas, I felt sad for the history of that area, but that feeling quickly passed. This is such a huge area that has been sitting vacant for far too long- makes total sense to work with the history and build on it. It's not as if the city was going to turn it into a giant park for people to hang out and explore. Might as well do something with it especially if housing is an issue.

To sum up, don't focus on the student areas solely to tear down and build up.

A lot of those residences already hate that the homes are occupied by transient people that are often reckless with the property and have total disregard for noise levels. If you can't tell, my parents have had enough of it in their neighborhood and they are beyond thrilled to learn when new comers to London and old (like myself and my husband) are moving back to purchase a home and hopefully remain.

There is likely so much that I do not know or understand about this planning application, but my gut says it's to serve the students.

I think London needs to consider the other half whom occupy this city and pay property taxes and ask them how they want to see this city succeed.

Again, an already vacant lot- fair game.
Tearing down homes to build high-rises. NOPE.

Thank you sincerely for your time,
Jess Bundy

Public Comment #43 – Received August 28, 2024

This submission is in regard to the lands in the area of Wonderland Road and Oxford Street that have been designated as a Transit Village. The City of London is requesting the additional zoning provisions of TSA3 and TSA4 for this area to allow for future development densification.

One need only to look at a map to see that the designated Transit Village lands along Wonderland Road are a victim of their own geography, as they are physically trapped between:

- the CP Railway tracks to the north
- the CN Railway tracks to the south
- an existing single-family residential community to the west
- undeveloped lands proposed for future high-rise development to the east

Bringing large numbers of new residents into this area is untenable because they can't get out of the Transit Village without using either Wonderland Road or the surface streets of the surrounding area which were never designed for this kind of traffic.

There is physically nowhere else to go!

For the reasons I will outline below, I strongly object in general to the degree of densification currently being proposed for this area, and I strongly object in particular to the proposed zoning to allow high-rise apartment buildings as tall as 30 storeys.

Traffic...Traffic...TRAFFIC!

It's no secret to anyone who drives in London during rush hour that Wonderland Road is one of the most congested thoroughfares in the city. Traffic funnels onto Wonderland Road from all directions because it's the only place to cross the Thames River in the 6.5 kilometer distance between Wharncliffe Road and Sanitorium Road.

Wonderland Road is also one of only 3 major arteries to continuously traverse the entire north to south span of the city (the others being Highbury Avenue and Veteran's Memorial Parkway/Clarke Road which are both located in the east end). That makes Wonderland Road the only major thoroughfare in the west end of London to provide full north-south access across the entire city. This route is used not only by personal vehicles, but also by commercial vehicles large and small as they go about their daily business in the city.

During rush hour, Wonderland Road routinely gets bogged down from just south of Oxford Street to just south of Gainsborough Road. The most seriously affected section is between Oxford and Beaverbrook which is typically bumper to bumper and very slow moving in both directions. As a consequence of this congestion, traffic spills over onto

local secondary and residential streets as frustrated drivers try to find a short-cut to their destinations. This results in intersections in the following locations becoming difficult and dangerous for pedestrians to navigate:

- Beaverbrook & Horizon
- Beaverbrook & Capulet
- Capulet & Silversmith (adjacent to a public playground)
- Capulet Lane & Capulet Walk

Simply put, Wonderland Road north currently reaches its maximum capacity at peak times.

It is unfortunate indeed that the area proposed for the densest TSA4 zoning coincides with the exact area of Wonderland Road that already has the worst traffic problem, with very few solutions in sight. Realistically, increased housing density in this area *WILL* increase the number of private vehicles on local roads, because it's unrealistic to expect that all newcomers will arrive without a vehicle and unlikely that many current residents will chose to give up their cars altogether.

Currently, high density residential development continues to intensify in the Wonderland and Fanshawe Park Road area, and bedroom communities surrounding London such as Ilderton and Lucan to the north as well as St. Thomas to the south continue to grow. As a result of this growth, the traffic volume on Wonderland Road is bound to increase year over year even prior to the start of any building within the designated Transit Village.

To plan such an intense infilling project along this major transportation corridor is a traffic disaster in the making. If the new zoning amendments are passed, the sheer magnitude of the population densification that results would absolutely overwhelm the capacity of Wonderland Road north.

As was stated by Nancy Pasato at the July 31st public meeting, the London Transit Commission has not yet made any commitments to providing enhanced public transit for the designated Transit Villages. As there has been no buy-in from the LTC to this point, the public is left to assume that any public transit improvements would lag far behind the fast-tracked development process for these areas. Regrettably, the LTC prefers to be reactive rather than proactive in these matters. As a consequence, the traffic issues for Wonderland Road are going to get much worse before they can be expected to get any better.

As a concerned resident of the Wonderland Transit Village area, I find the City's plan long on expectations but decidedly short on details, which leaves me with far more questions than answers...

- With lack of concrete public transit plans in place for the Wonderland/Oxford area, how is future intensive infilling expected to affect traffic congestion in this location in the short and mid-term range?
- Where can I find the research documents regarding projected traffic flow as a result of densification in this area?
- What are the future plans for traffic flow improvements in this area?
- Are there any plans to change the traffic light patterns at the Wonderland/Oxford intersection to mirror that of the intersection of Wellington Road and Commissioners Road to improve traffic flow and pedestrian safety?
- Are there any plans to add an advanced green turning light on Beaverbrook at Wonderland so cars can turn safely before pedestrians are allowed to use the crosswalks?
- With the development of the Transit Village, are there plans to provide future dedicated bus lanes?
- If so, will roads be widened to accommodate new bus lanes, or will new bus lanes be at the cost of current general vehicular traffic lanes? How would this affect traffic congestion?

- Is it possible for the City to offer the Costco warehouse store incentives to build a new location farther north and away from Wonderland Road to remove a major source of the vehicular chaos surrounding its current location?

Can we look at another solution?

I realize that there is a need to build more housing, and that available land needs to be used wisely, and I also understand that London needs a transit hub in the northwest corner of the city. I am in no way disputing these needs, but I do seriously question the wisdom of selecting the location of Wonderland and Oxford for such an aggressive densification plan. Unless and until the City of London has formal plans to build additional bridges to span the river in the west end, Wonderland Road will continue to carry the majority of the north/south traffic for the growing west end of the city as well as communities beyond the city's boundaries. The City needs to look at every possible option to support and enhance the movement of traffic through this vital corridor.

I would respectfully suggest that the lands already slated for development along Oxford Street between Cherryhill Boulevard and Proudfoot Lane in the Mud Creek area would be a superior location for TSA3 and TSA4 zoning. This location would give future residents a greater number of options for movement into and out of the densification area via Beaverbrook, Farah, Proudfoot and Cherryhill. Increased traffic volumes would be spread between Oxford Street and Wonderland Road, thus easing the burden on Wonderland. As a brand-new development, this area could be

purpose built from scratch with all the traits of the TSA3 and TSA4 zoning provisions without subjecting the current residents of the Wonderland/Oxford community to any of the negative issues that they are opposed to such as:

- Years worth of heavy construction traffic and noise
- Increased traffic on Wonderland
- Increased traffic on secondary and residential streets
- New 30 storey high-rises overshadowing existing buildings
- Significant disruption required to upgrade underground infrastructure

This plan would achieve all of the desired attributes of a Transit Village but would significantly reduce the negative side effects of redeveloping an existing area.

I would also suggest considering the following:

- Reconfiguring Farrah Road east of Wonderland into a one-way street eastbound (to be extended into Mud Creek development lands) including a dedicated bus lane
- Reconfiguring Beaverbrook Ave. east of Wonderland into a one-way street westbound (to be extended into Mud Creek development lands) including a dedicated bus lane
- Situating the Protected Major Transit Station Area (PMTSA) in the middle of the Mud Creek lands between these two one-way streets

Using this configuration, buses from multiple routes would be able to pass through the Transit Station with easy access via Proudfoot, Cherryhill, Farah, and Beaverbrook. The PMTSA would be conveniently located in the middle of the most densely populated area, providing the most convenient selection of public transit options close to the most people. Current residents of the area will still benefit, as they will only be a short bus ride away from the new PMTSA which will link them to the rest of the city.

As it would be a new development, streets in the Mud Creek area could be purpose built to accommodate bus rapid transit lanes. The City would still achieve a Transit Village in the north-west quadrant, but it would be relocated slightly to the east on an adjacent property. Infill of the currently proposed area could still proceed, albeit under the current zoning provisions.

I feel that this would be a win/win/win solution for the City of London, for the Wonderland/Oxford community residents both present and future, and for people who use Wonderland Road to get where they need to go every day in our fine city.

Thank you for your time and your consideration,
Susan Zammit
[REDACTED]
London, ON
[REDACTED]

Public Comment #44 – Received August 28, 2024

Members of London Council

I submit these comments on behalf of my family, residence at [REDACTED] since the mid 1980s including my daughter Elizabeth, residing for over 10 years at the [REDACTED] apartments.

We strongly oppose this application's proposal for the following reasons.

We moved into our London 'forest city' Old North home in the mid 1980s. We were aware of our responsibility to keep its significant green space sheltering wild life and healthy inner city trees and fauna, healthy and protected. Other heritage homes and sites along the proposed rapid corridor have done the same. The historic heritage homes and architecture defined London as well as the inner core green spaces. Few are left. The stripping of neighbouring Gibbons Park precious forests and beautiful space for all to find places of repose have been gutted. Little to no money goes into

development to keep them safe and clean. We are no longer safe to walk at night nor able to find money to put into the glaring issues of drugs, no lights and homeless encampments adjacent to the proposed rapid corridor massive expansion of housing. . yet we are bringing more high rise buildings into an area that is not safe for the population already there.

Greenspace loss is massive in this city. We need to add not strip away. We have seen displaced deer and coyotes wandering St George St. with no where to go. It has to stop. We are pulling people in but have not managed any safety measures in parks and green spaces for this massive influx of housing/commercial/office development plan, to ensure their safety.

Question: what is our identity now? None of the construction Upholds what it has been. This proposal feels like a first step. To what? What is the vision? Residential heritage homes without a doubt will be torn down with precious meaning enriching our sense of history lost and their old trees and safe haven green spaces will be lost We've lost so much. Let's pause and say why?

What is the long term plan for full development? Is upkeep part of it? We now see strewn garbage on Richmond street lay unattended for weeks. Has the new design addressed environmental, safety and cleanliness issues? Will there be more safety measures for residence of 25 story housing?

My daughter and I have watched Gibbons and all adjoining parks turn into a trash pit Will the construction management address accountability issues?

We preciously need to preserve what remains of our heritage homes, irreplaceable architecture and precious rapid transit green spaces. The proposed rapid corridors changes impact on families with young children, public schools where Richmond street has to be crossed. Richmond street is already extremely dangerous with fatalities and serious accidents. Increased traffic is inevitable. Is the vision to turn Richmond into 4 lanes drastically reducing or eliminating all established homes frontage? A recently built large complex of apartments north of the university on Richmond street west side has parking in front of its building literally against the busy streets curb. Parked cars frequently are jutting out into Richmond street causing us to quickly swerve into another lane or hit them yet this is code?

These concerns are submitted

With respect and appreciation for the opportunity to voice long time residences observations and hope that London being an incredible place to call home, we will not approve this aggressive change until we have addressed deep long term issues We can not rush into decisions that do not fully reflect what we hope and vision for our forest city and its residence old and new

Respectfully submitted

Rev Canon Janet Lynall

Elizabeth Lynall

Public Comments – Received by Phone

A summary of the public feedback received through phone calls with staff is below:

- Supportive of Masonville Secondary Plan area not being pre-zoned
- Supportive of residential uses being permitted on the second floor of buildings along Richmond Row
- Concern about parking
- Concern about traffic from Oxbury Mall onto Mornington Avenue
- Concern about an increase in air pollution due to the increased traffic
- Concern about densification

- Concern about increased traffic
- Would like a traffic study completed
- Supportive of new housing, specially non-profit housing
- Supportive of more transit because there is too much traffic and intensity at Masonville Mall