



London  
CANADA

P.O. Box 5035  
300 Dufferin Avenue  
London, ON  
N6A 4L9

September 25, 2024

S. Mathers  
Deputy City Manager  
Planning and Economic Development

I hereby certify that the Municipal Council, at its meeting held on September 24, 2024 resolved:

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

a) the proposed revised, attached, by-law as Appendix "A" BE INTRODUCED at the Municipal Council meeting to be held on September 24, 2024 to amend the Official Plan for the City of London, 2016, by amending Policies 800\_1, 802\_1, 811\_1, 813\_1, 837\_1, 839, 840\_5, 840\_6, and 847\_2, adding Policies 798A, 802\_4, 802\_5, 809A, 813\_4, 813\_5, 829A, 840\_3 and 840\_4, and deleting Polices 803A, 803B, 803C, 803D, 803E, 803F, 814A, 814B, 814C, 815D, 815E, 815F, 860A, 860B, 860C, 860D, 860E and 860F relating to the Protected Major Transit Station Areas (PMTSAs), and Map 10 – Protected Major Transit Station Areas, relating to the boundary of the Protected Major Transit Station Areas (PMTSAs), and Map 3 – Street Classifications, relating to the locations of the Rapid Transit Stations, and the by-law BE FORWARDED to the Minister of Municipal Affairs and Housing for approval;  
it being noted that in accordance with the Planning Act, the Ministry of Municipal Affairs and Housing is the approval authority for official plan amendments with respect to PMTSAs;

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

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

b) the proposed revised, attached, by-law as Appendix "B" BE INTRODUCED at the Municipal Council meeting to be held on September 24, 2024, and BE GIVEN two readings, to amend Zoning By-law No. Z.-1, (in conformity with the Official Plan for the City of London, 2016, as amended in part a) above), and subject to OZ-9726, OZ-9727 and O-9752 coming into force and effect, to add Section 52 Transit Station Area Zone and to change the zoning of the subject properties in the Protected Major Transit Station Area TO add a Holding Transit Station Area (h-213\*TSA1, h-213\*TSA2, h-213\*TSA3, h-213\*TSA4, h-213\*TSA5, and h-213\*TSA6) Zone;

it being noted that the third reading of the by-law would occur at such time as the Official Plan Amendment described in part a) above is approved and in-force;

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

- i) remove TSA zoning related to the Richmond Street and Western Road corridors;
- ii) remove TSA zoning related to the Oxford and Richmond Transit Village;
- iii) change the TSA4 Zone to permit a maximum height of 35 storeys;
- iv) remove the TSA1 Zone and renumber the subsequent zones and amend mapping; and,
- v) apply the TSA2 Zone to areas currently within the TSA1 Zone;

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

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

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

it being noted that the above noted amendment is being recommended for the following reasons:

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

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

- 1164-1170 Richmond Street;
- 420 York Street;

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

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

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

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

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

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

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

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

it being acknowledged that any and all oral and written submissions from the public, related to this application have been, on balance, taken into consideration by Council as part of its deliberations and final decision regarding these matters. (3.7/14/PEC)



M. Schulthess  
City Clerk  
/hal

cc: H. McNeely, Director, Planning and Development  
J. Adema, Manager, Long Range Planning  
N. Pasato, Manager Planning Policy (Research)  
M. Pease, Manager, Housing Renewal and Development  
K. Killen, Senior Planner, Planning Policy (Research)  
M. Hynes, Planner, Planning Implementation  
R. Lightfoot, Planner, Planning Policy (Research)  
Documentation Services Representatives  
P&ED Admins/ATSR  
External cc List

## Appendix B – Zoning By-law Amendment

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

By-law No. Z.-1-

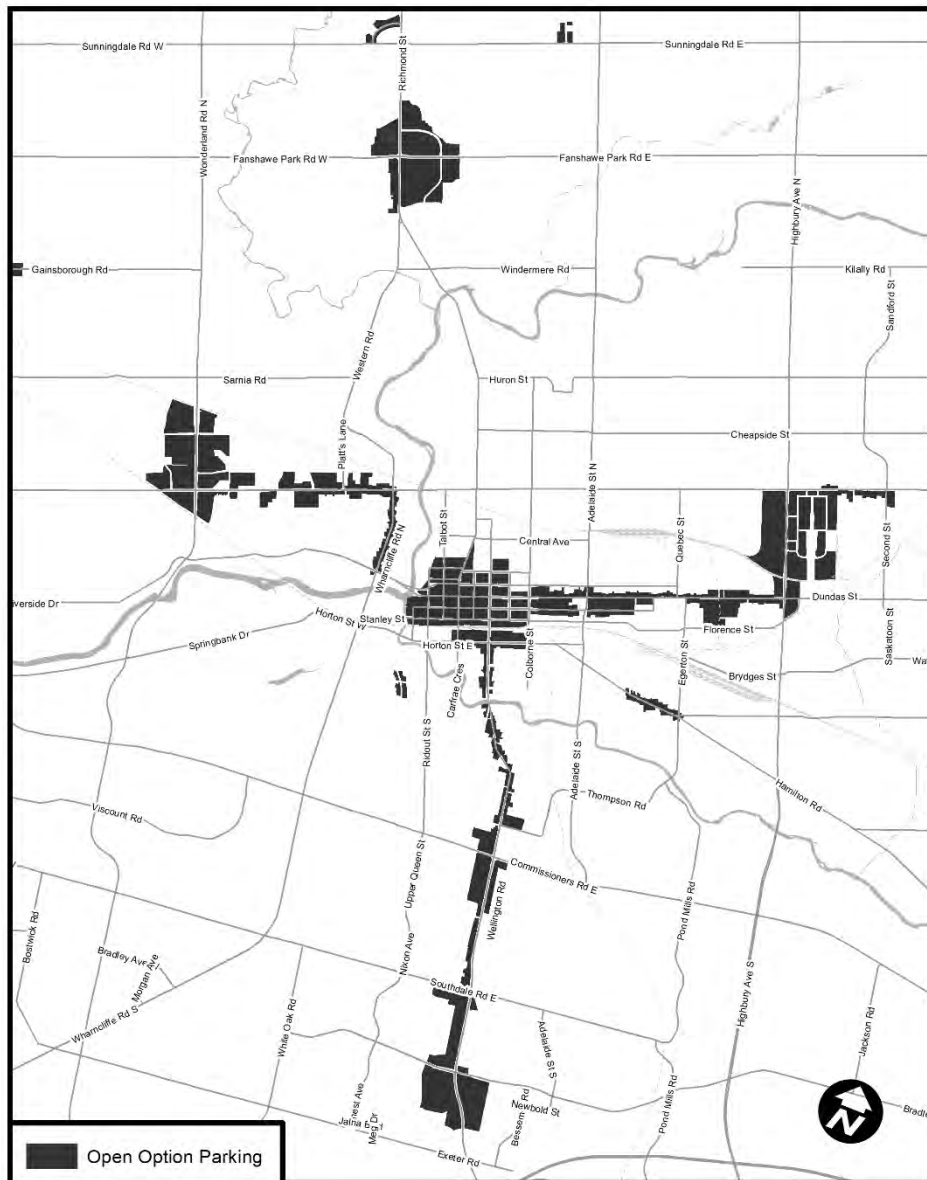
A by-law to amend By-law No. Z.-1 to exempt the  
Transit Village Place Types from Minimum  
Parking Standards.

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

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

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

***Figure 4.19 Areas Exempt from Minimum Parking Standards***



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

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

Josh Morgan

Mayor

Michael Schulthess

City Clerk

First Reading – September 24, 2024

Second Reading – September 24, 2024

Third Reading –

## Appendix A – Official Plan Amendment

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

2024

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

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

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

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



**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 35 storeys to be permitted within the Transit Village Place Type and the Transit Village Protected Major Transit Station Area; buildings up to 25 storeys to be permitted within the Rapid Transit Corridor Place Type and the Rapid Transit Corridor Protected Major Transit Station Area.

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

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

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

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 35 storeys.

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

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

813\_5. Within the Transit Village Place Type and Protected Major Transit Station Area, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses.
10. The Transit Village Place Type Policies of The London Plan are amended by deleting Policies 815A, 815B, 815C, 815D, 815E, and 815F.
11. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by adding Policy 829A as follows:
 

829A\_ The Rapid Transit Corridor Place Type is identified as a Protected Major Transit Station Area, as shown on Map 10. Development within the Rapid Transit Corridor Protected Major Transit Station Area will conform with all other policies of The London Plan, including the Corridor Place Type and any Specific Area Policies.
12. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by adding text to the end of Policy 837\_1 as follows:
 

“and the Rapid Transit Corridor Protected Major Transit Station Area”
13. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by deleting Policy 839 and replacing as follows:
 

839\_ Buildings within the Rapid Transit and Urban Corridor Place Types and the Rapid Transit Corridor Protected Major Transit Station Area will be a minimum of two storeys or 8 metres, a maximum of 25 storeys in the Rapid Transit Corridor Place Type and the Rapid Transit Corridor Protected Major Transit Station Area, and a maximum of 15 storeys within the Urban Corridor Place Type.
14. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by adding a new Policy 840\_3 and new Policy 840\_4 and renumbering subsequent policies. New Policy 840\_3 and new Policy 840\_4 are as follows:
 

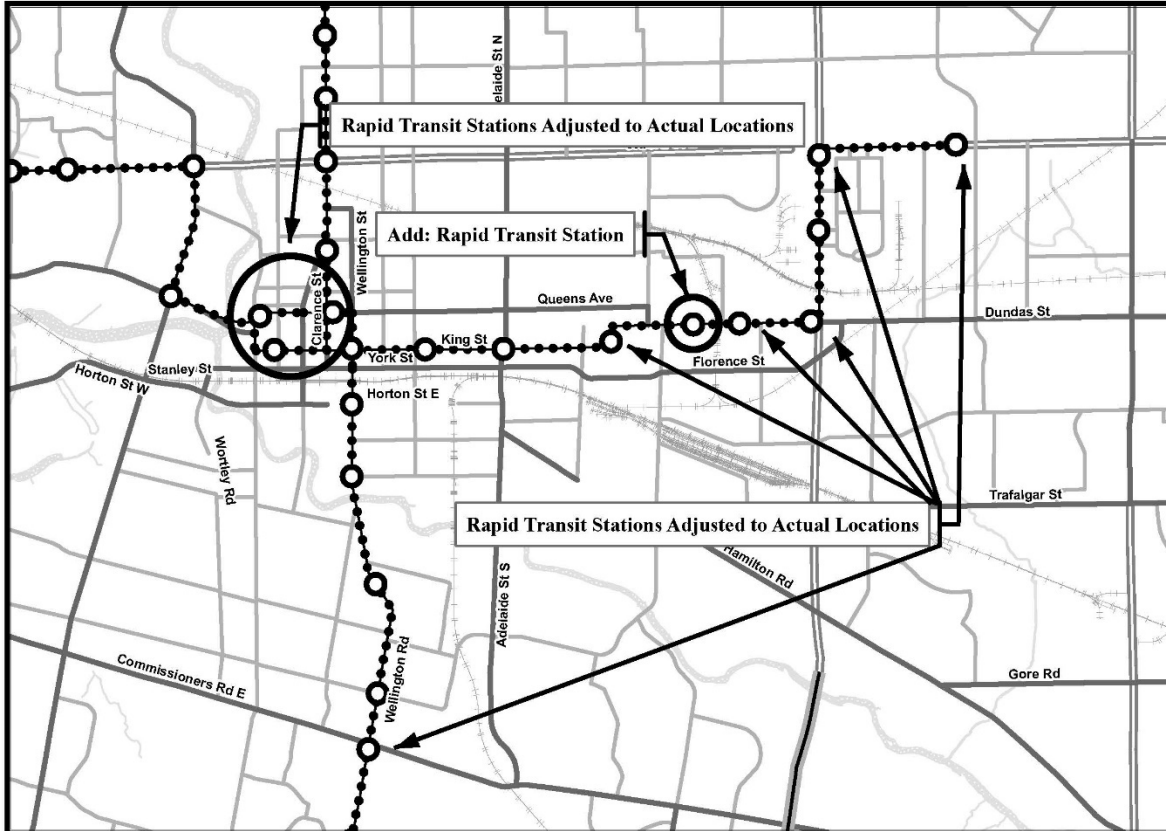
840\_3. Each Rapid Transit Corridor Place Type and Protected Major Transit Station Area will be planned to achieve a minimum number of 120 residents and jobs combined per hectare.

840\_4. Within the Rapid Transit Corridor Place Type and Protected Major Transit Station Area, the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses.
15. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by replacing “100 metres” with “150 metres” in Policy 840\_5, throughout the policy.
16. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by deleting Policy 840\_6 and Policy 840\_7 and renumbering the subsequent policies.
17. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by replacing “12 storeys” with “25 storeys” and deleting “Buildings up to 16 storeys, may be permitted in conformity with the Our Tools part of this Plan.” in Policy 847\_2.
18. The Rapid Transit and Urban Corridor Place Types Policies of The London Plan are amended by deleting Policies 860A, 860B, 860C, 860D, 860E, and 860F.

19. Map 3 – Street Classifications is amended to The London Plan for the City of London Planning Area as indicated on “Schedule 1” attached hereto.
20. Map 10 – Protected Major Transit Station Areas is amended to The London Plan for the City of London Planning Area as indicated on “Schedule 2” attached hereto.

"Schedule 1"

AMENDMENT NO:



Legend

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

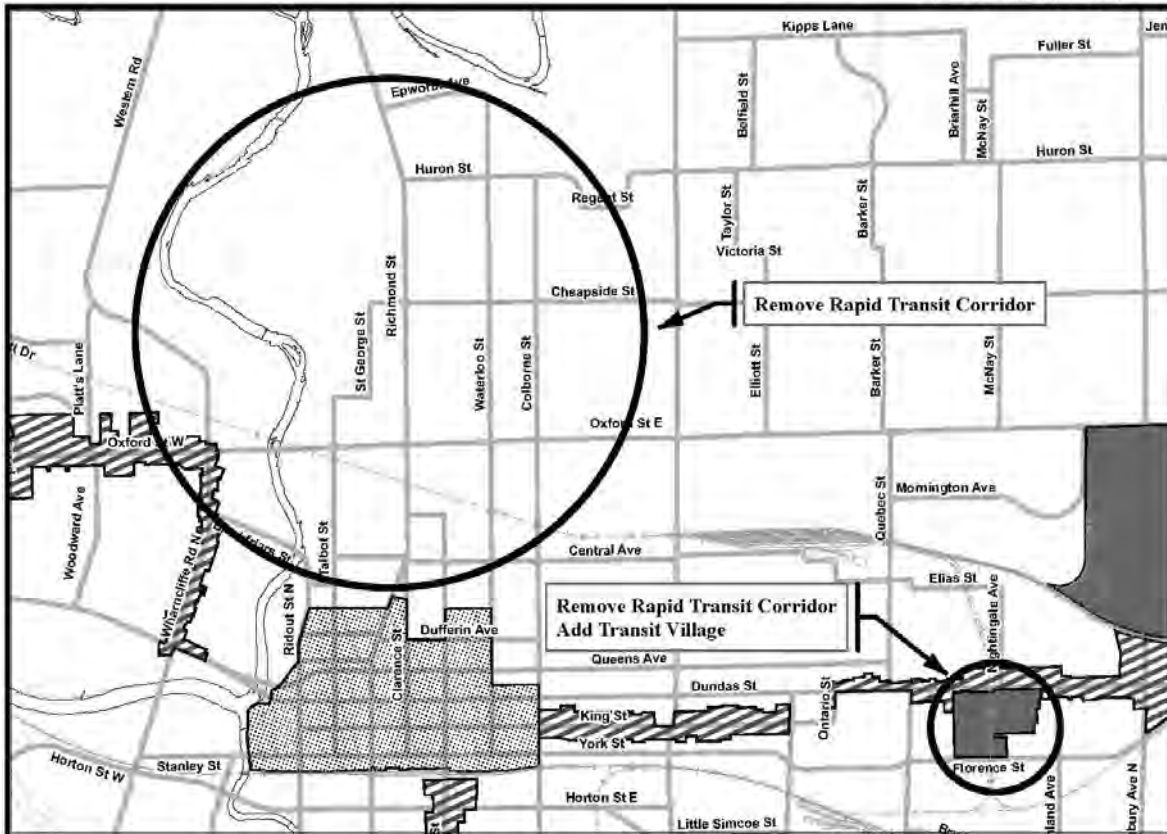
This is an excerpt from the Planning Division's working consolidation of Map 3 - Street Classifications of the London Plan, with added notations.

<p><b>SCHEDULE #</b> <b>TO</b></p> <p><b>OFFICIAL AMENDMENT NO.</b> _____</p> <p>PREPARED BY: Planning &amp; Development</p>	<p>Scale 1:30,000</p> <p>0 225 451 900 1,350 1,800 2,250</p> <p>Meters</p>	<p><b>FILE NUMBER:</b> OZ-9749</p> <p><b>PLANNER:</b> KK</p> <p><b>TECHNICIAN:</b> MB</p> <p><b>DATE:</b> 8/12/2024</p>
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“Schedule 2”





AMENDMENT NO:



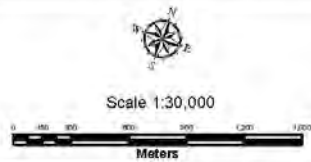
**LEGEND**

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

**BASE MAP FEATURES**

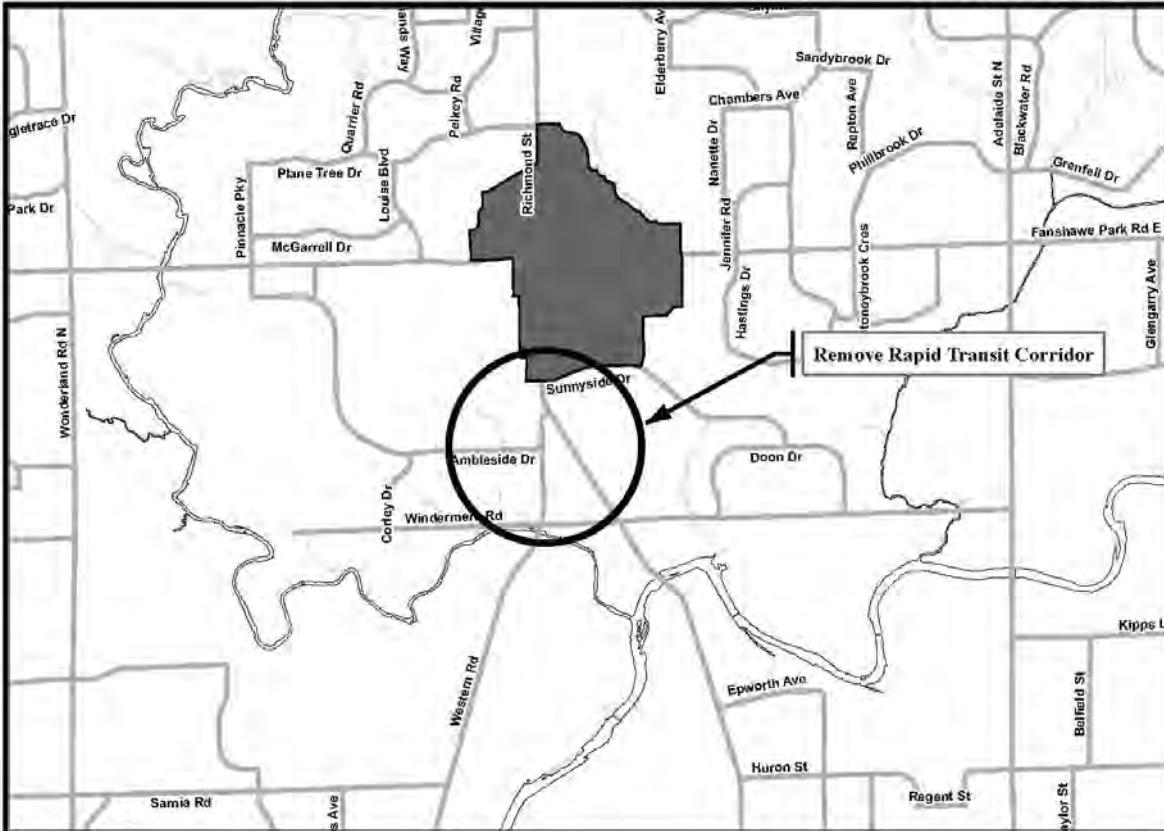
-  Streets (See Map 3)
-  Railways
-  Urban Growth Boundary
-  Water Courses/Ponds

*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><b>SCHEDULE #</b> <b>TO</b></p> <p><b>OFFICIAL AMENDMENT NO.</b> _____</p> <p><small>PREPARED BY: Planning Services</small></p>	 <p>Scale 1:30,000</p> <p>Meters</p>	<p><b>FILE NUMBER:</b> OZ-9749</p> <p><b>PLANNER:</b> KK</p> <p><b>TECHNICIAN:</b> BV</p> <p><b>DATE:</b> 9/5/2024</p>
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AMENDMENT NO:



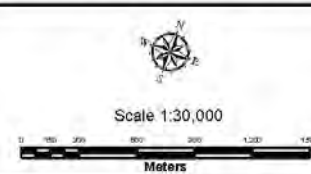
**LEGEND**

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

**BASE MAP FEATURES**

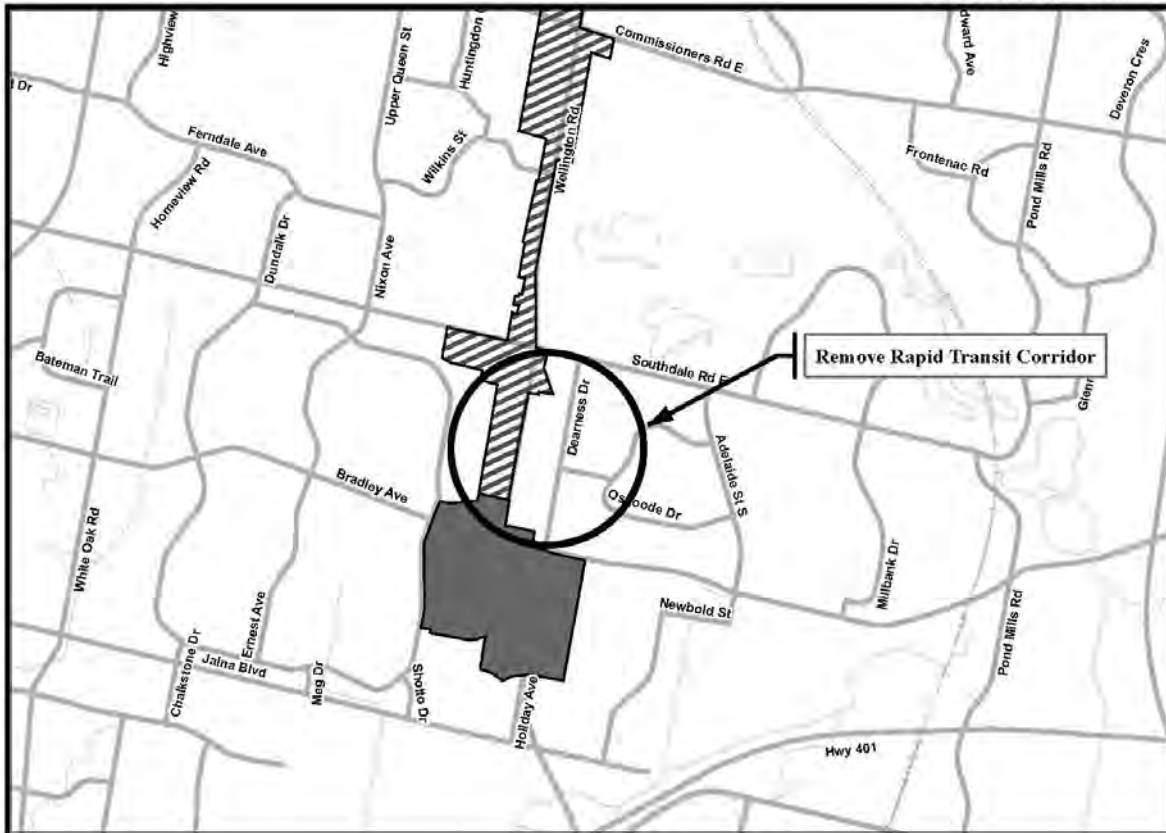
-  Streets (See Map 3)
-  Railways
-  Urban Growth Boundary
-  Water Courses/Ponds

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



**LEGEND**

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

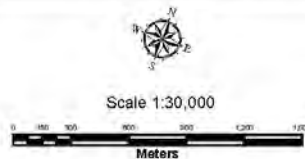
**BASE MAP FEATURES**

-  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

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## Appendix B – Zoning Bylaw Amendment

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

2024

By-law No. Z.-1-

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

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

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

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

### SECTION 52

#### TRANSIT STATION AREA (TSA)

##### 52.1 GENERAL PURPOSE OF THE TSA ZONE

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

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

##### 52.2 PERMITTED USES

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

###### TSA1

The following are permitted uses in the TSA1 Zone variation:

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

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

## TSA2

The following are permitted uses in the TSA2 Zone variation:

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

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

### TSA3

The following are permitted uses in the TSA3 Zone variation:

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

#### TSA4

The following are permitted uses in the TSA4 Zone variation:

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

- xlii) Repair and rental establishments;
- xlili) Restaurants;
- xliv) Restaurants, outdoor patio;
- xlv) Retail stores;
- xlvi) Service and repair establishments;
- xlvii) Studios;
- xlviii) Supermarkets;
- xlix) Taverns;
- l) Theatres;
- li) Video rental establishments.

## TSA5

The following are permitted uses in the TSA5 Zone variation:

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

### 52.3 REGULATIONS

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

#### 1) REAR YARD DEPTHS (MINIMUM)

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

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

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

#### 3) STEP BACK (MINIMUM)

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

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

#### 4) TSA GROSS FLOOR AREA (MAXIMUM)

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

Artisan Workshop	500m <sup>2</sup>
Craft Brewery	500m <sup>2</sup>

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

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

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

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

is located within the front portion of the ground floor;

and, is accessible via the front of the building.

6) LOCATION OF PARKING

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

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

7) DRIVE-THROUGH FACILITIES

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

**TABLE 52.3 – REGULATIONS TSA ZONE VARIATIONS**

<b>ZONE VARIATIONS:</b>	<b>TSA1</b>	<b>TSA2</b>	<b>TSA3</b>	<b>TSA4</b>	<b>TSA5</b>
PERMITTED USES	See Section 52.2(1)	See Section 52.2(2)	See Section 52.2(3)	See Section 52.2(4)	See Section 52.2(5)
LOT FRONTAGE (m) MINIMUM:	30	30	30	30	30
FRONT YARD DEPTHS (m) MINIMUM:	1.0	1.0	0	0	0
FRONT YARD DEPTHS (m) MAXIMUM:	3.5	3.5	1.0	1.0	1.0
EXTERIOR YARD DEPTHS (m) MINIMUM:	1.0	1.0	1.0	1.0	0
EXTERIOR YARD DEPTHS (m) MAXIMUM:	2.0	3.0	2.0	3.0	2.0
INTERIOR YARD DEPTHS (m) MINIMUM:	3.0	3.0	3.0	0	0
REAR YARD DEPTHS (m) MINIMUM:	See Section 52.3(1)	See Section 52.3(1)	See Section 52.3(1)	0	0
REAR YARD DEPTHS ABUTTING A RESIDENTIAL ZONE (m) MINIMUM:	See Section 52.3(2)	See Section 52.3(2)	See Section 52.3(2)	See Section 52.3(2)	See Section 52.3(2)

<b>ZONE VARIATIONS:</b>	<b>TSA1</b>	<b>TSA2</b>	<b>TSA3</b>	<b>TSA4</b>	<b>TSA5</b>
LANDSCAPED OPEN SPACE (%) MINIMUM:	10.0	15.0	15.0	0	0
LOT COVERAGE (%) MAXIMUM:	80	85	85	100	100
FIRST STOREY HEIGHT (m) MINIMUM:	4.0	4.0	4.0	4.0	4.0
HEIGHT (m) MINIMUM:	8.0	8.0	8.0	8.0	9.0
HEIGHT (m) MAXIMUM:	82.0	50.0	114.0	66.0	146.0
RESIDENTIAL DENSITY (UPH) MINIMUM:	45	45	45	60	60
FLOOR AREA RATIO MAXIMUM:	6.5	6.5	6.5	N/A	N/A
GROSS FLOOR AREA OFFICE (m <sup>2</sup> ) MAXIMUM:	5000	5000	5000	N/A	N/A
AMENITY AREA (m <sup>2</sup> PER RESIDENTIAL UNIT) MINIMUM:	6.0	6.0	6.0	6.0	6.0

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

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

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – September 24, 2024

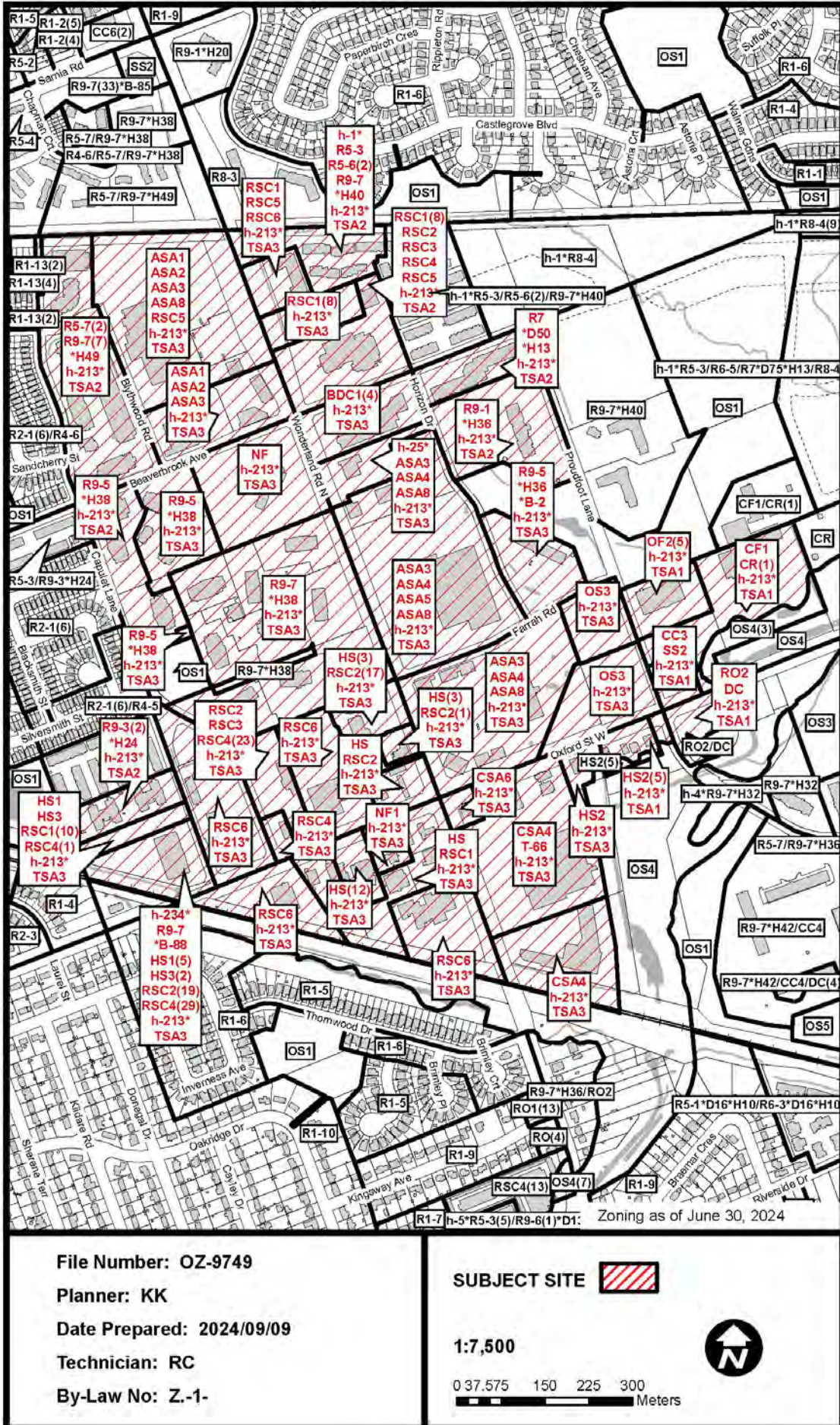
Second Reading – September 24, 2024

Third Reading –



"Map No. 1"

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



Geodatabase

"Map No. 2"

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



“Map No. 3”

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



Zoning as of June 30, 2024

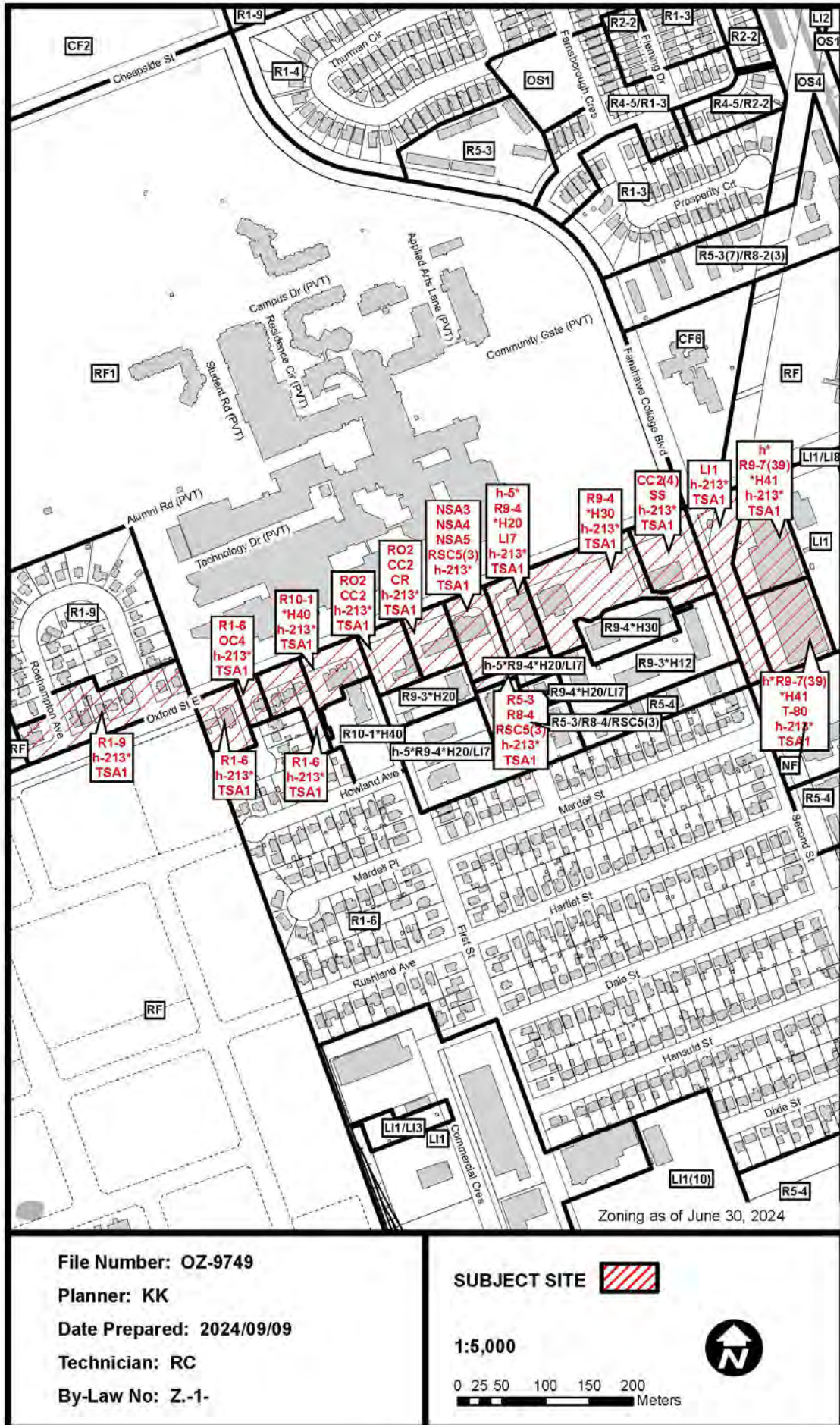
<p>File Number: OZ-9749                  Planner: KK                  Date Prepared: 2024/09/09                  Technician: RC                  By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:5,000</p> <p>0 25 50 100 150 200 Meters</p> <p></p>
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GeoDatabase

The Corporation of the City of London  
 Office 519.661.2489 ext. 4856  
 Fax 519.661.4892  
[hlysynsk@london.ca](mailto:hlysynsk@london.ca)  
[www.london.ca](http://www.london.ca)

"Map No. 4"

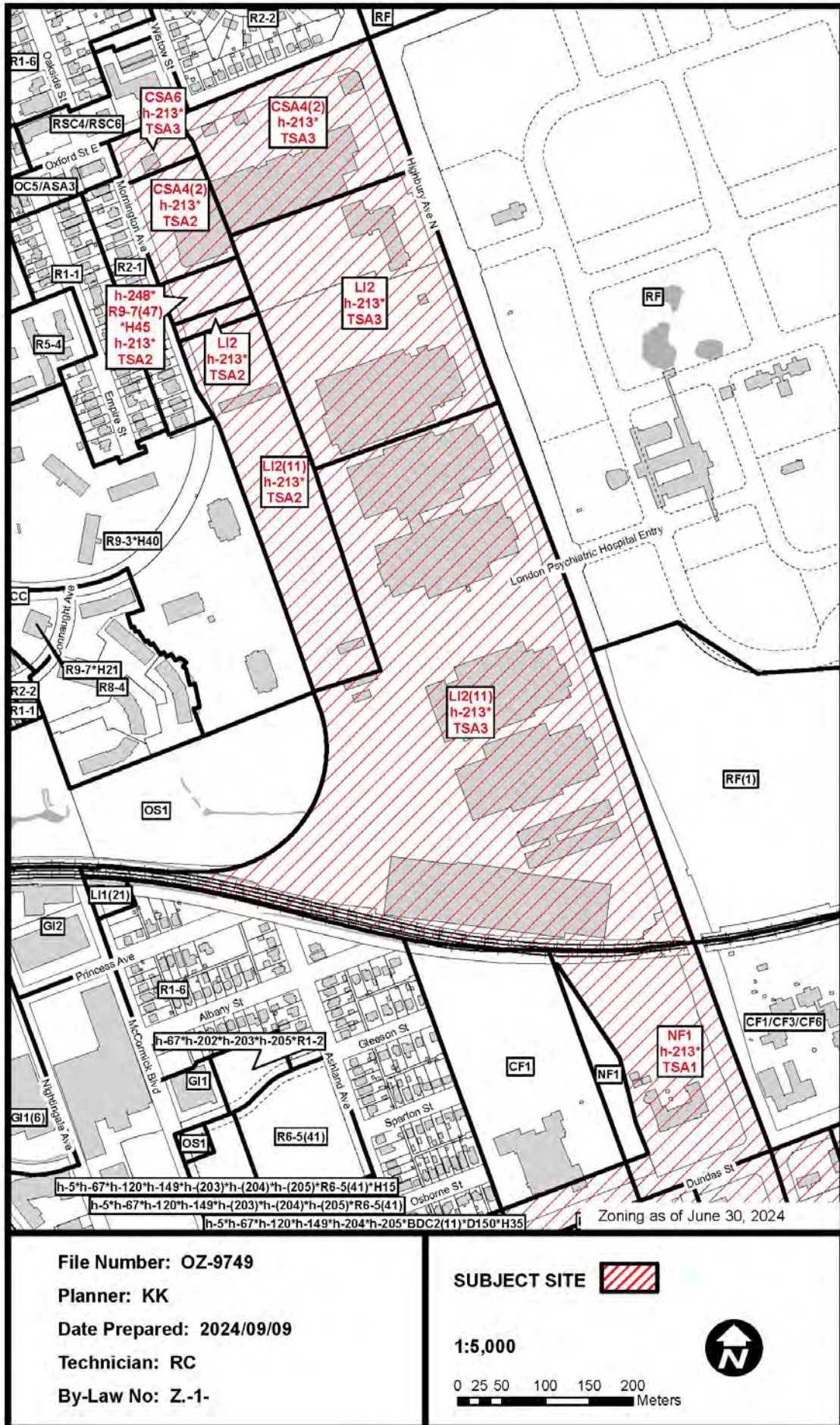
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



GeoInformation

"Map No. 5"

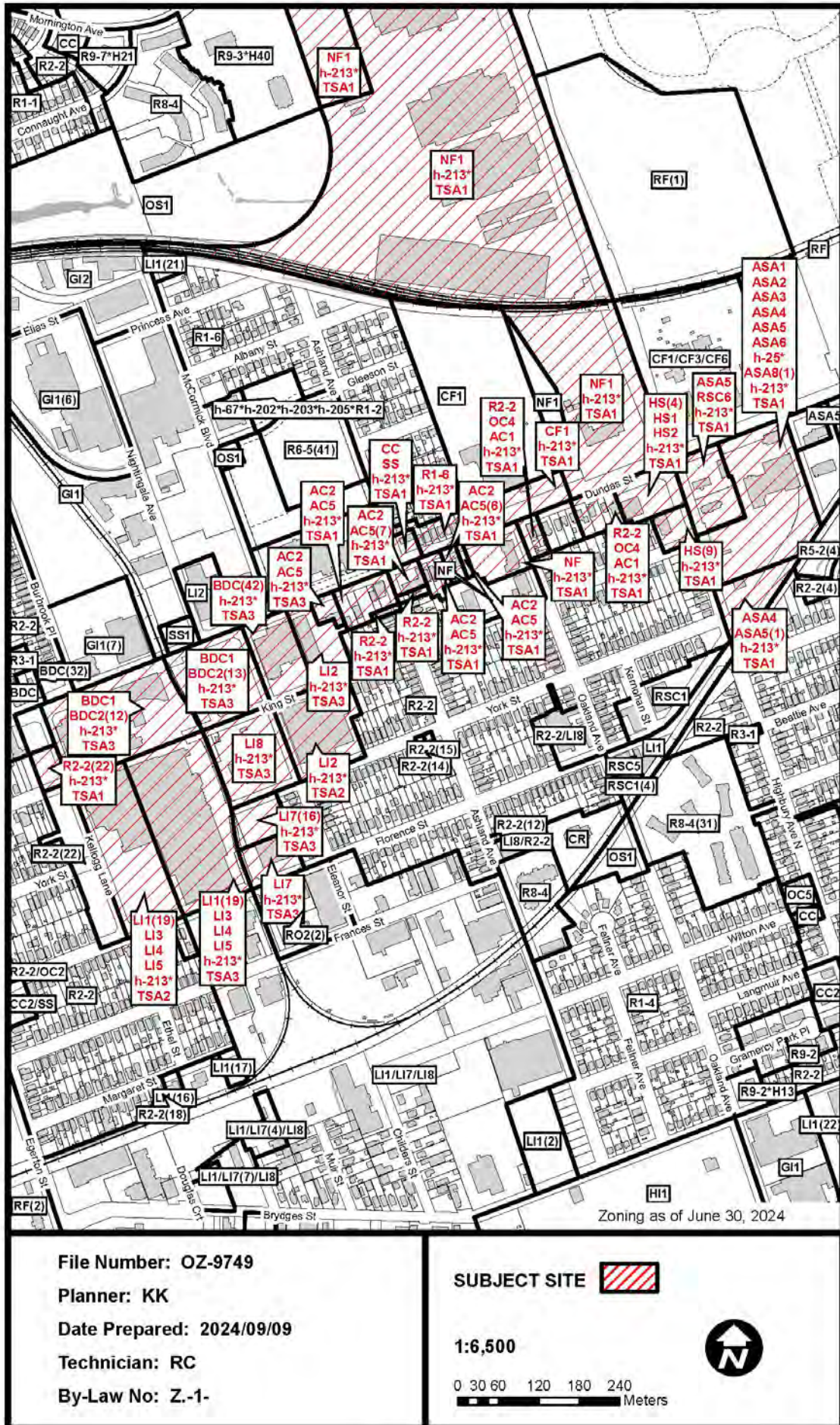
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



GeoDatabase

"Map No. 6"

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



GeoDataBase

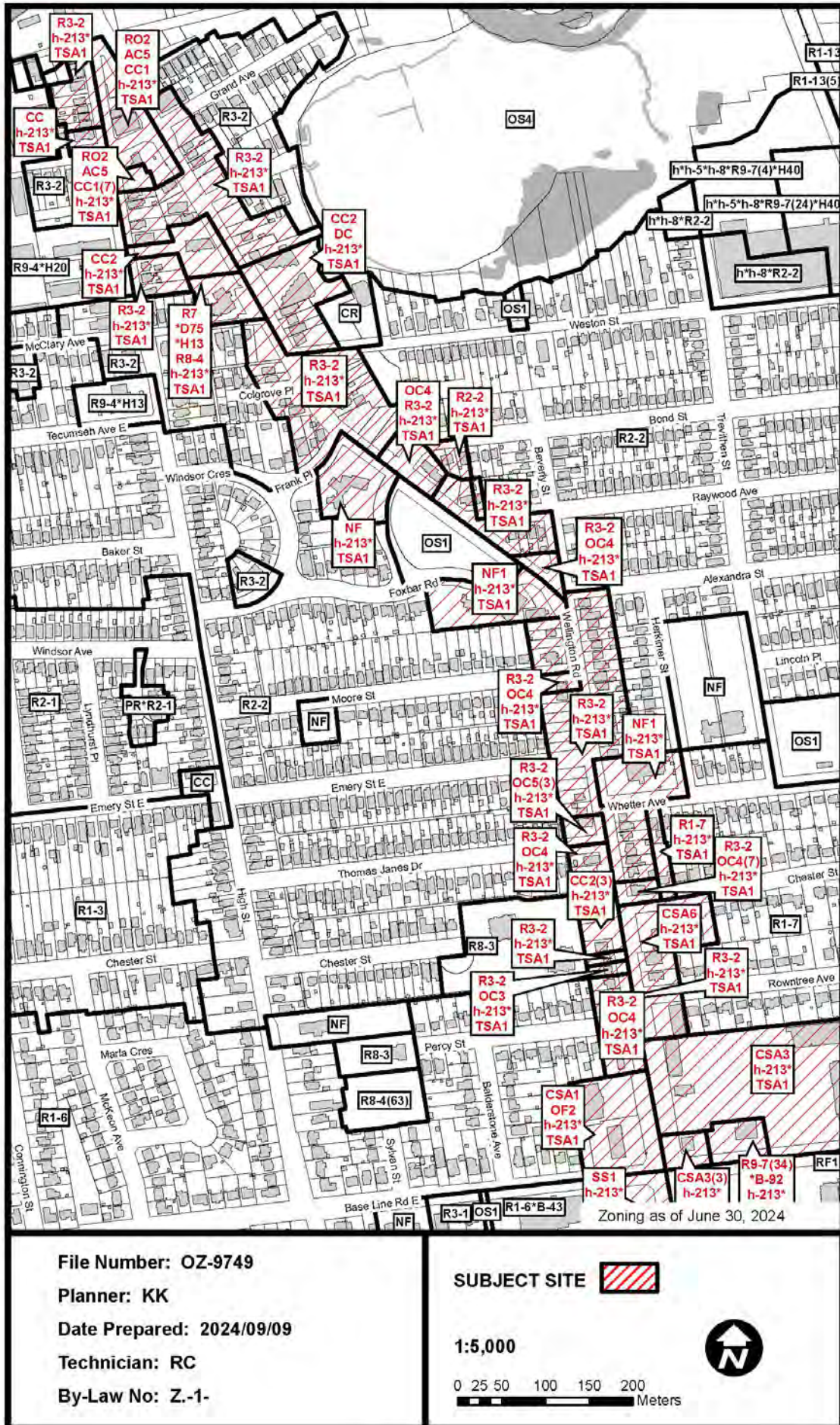
"Map No. 7"

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



"Map No. 8"

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



GeoDatabase



"Map No. 9"

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



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

SUBJECT SITE 

1:5,000

0 25 50 100 150 200 Meters



GeoDatabase

"Map No. 10"

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



GeoDatabase

"Map No. 11"

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



GeoDatabase

"Map No. 12"

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



GeoDatabase

"Map No. 13"

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



"Map No. 14"

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



GeoDatabase



"Map No. 16"

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





"Map No. 17"

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




File Number: OZ-9749

Planner: KK

Date Prepared: 2024/09/09

Technician: RC

By-Law No: Z.-1-

SUBJECT SITE 

1:3,000

0 15 30 60 90 120 Meters



Geodatabase