



Rapid Transit and Urban Corridors

OUR VISION FOR THE RAPID TRANSIT AND URBAN CORRIDOR PLACE TYPES

826_ Our rapid transit corridors will be vibrant, mixed-use, mid-rise communities that border the length of our rapid transit services. Not all the segments of our corridors will be the same in character, use and intensity. Some segments will be primarily residential in nature, allowing only for small-scale commercial uses. In other segments, where large amounts of commercial floor space already exist, opportunities will be made for new stand-alone commercial uses while opening new opportunities for mixed-use development.

827_ Located in the Primary Transit Area and also along rapid transit routes, the Rapid Transit Corridors will be some of the most highly-connected neighbourhoods in our city. They will be linked to the Downtown and to the Transit Villages. Most of these corridors will be fundamentally walkable streetscapes, with abundant trees, widened sidewalks, and development that is pedestrian- and transit-oriented. 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.

828_ Our Urban Corridors will support a form of development that is very similar to our Rapid Transit Corridors, but at a slightly lower intensity. They will be places that encourage intensification over the life of this Plan so that they can mature to support higher-order transit at some point in the future beyond 2035. These corridors will generally support mid-rise residential and mixed-use development. Like the Rapid Transit Corridors, different segments of these Urban Corridors may vary in use, character and intensity.

ROLE WITHIN THE CITY STRUCTURE

829_ Rapid Transit Corridors are the connectors between our Downtown and our Transit Villages. They offer great opportunities for people to live and work close to high-order transit to give them attractive mobility choices. These corridors will vary from segment to segment, depending upon their context, the degree to which they are transitioning from one form to another and City Council's goals for their future development. The Urban Corridors are also mid-rise, mixed-use areas that may develop into good candidates for future rapid transit corridors beyond the life of this Plan.

HOW WILL WE REALIZE OUR VISION?

830_ Where the term “corridor” is used, without the “rapid transit” or “urban” modifier, it is meant to apply to both of these types of corridors. We will realize our vision for our corridors by implementing the following in all the planning we do and the public works we undertake:

1. Plan and budget for rapid transit services along Rapid Transit Corridors, and locate transit stations within highly urban forms at strategic locations.
2. Plan transit services to provide a heightened level of service along Urban Corridors.
3. Plan for various segments of our corridors differently, with “segment-specific” policies to guide their development.
4. Plan for a mix of residential and a range of other uses along corridors to establish demand for rapid transit services.
5. Allow for a wide range of permitted uses and greater intensities of development along Rapid Transit Corridors close to transit stations.
6. Carefully manage the interface between our corridors and the adjacent lands within less intense neighbourhoods.
7. Require transit-oriented and pedestrian-oriented development forms along these corridors.
8. Plan for, and invest in, the civic infrastructure required to support planned development along these corridors.
9. Plan and budget for neighbourhood amenities along these corridors, including high-quality urban parks, civic spaces, and attractive outdoor seating areas, accessible to the public.
10. Undertake all public works to support, and be in conformity with, the Corridor policies and the vision for these corridors.
11. 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.
12. The City may prepare a secondary plan for a corridor to guide redevelopment, establish street and pathway networks, identify park spaces, establish more detailed policies for land use, intensity and built form, and establish transitional and interface policies.
13. Where a secondary plan does not exist, a corridor master plan guideline document may be prepared to establish a conceptual road network or a conceptual block plan that will guide the redevelopment of the larger Corridor.
14. Design guidelines may be established for Corridors or segments thereof.





INTERPRETATION OF CORRIDOR PLACE TYPE BOUNDARIES

831_ Map 1 - Place Types, graphically depicts properties that are included within the Rapid Transit and Urban Corridor Place Types. In general, these properties have been included within the Corridor Place Type because they abut one of the following street classifications:

1. Rapid Transit Boulevard
2. Civic Boulevard
3. Urban Thoroughfare

832_ Subject to the more detailed policies in this chapter, intensification will be encouraged along these corridors, while managing and mitigating impacts on adjacent, lower-intensity residential areas.

833_ The depth of the Corridor Place Types shown on Map 1 is generally aligned with the lot fabric that is adjacent to the major street. In some instances, it may be desirable to allow for the assembly of additional lots outside of the Corridor, together with a lot that is clearly located within the Corridor identified on Map 1, through an interpretation of the Corridor Place Type boundary.

834_ Such an interpretation may allow for the consolidation of lots to create a viable development parcel, such that a property may be developed in accordance with the vision for the Corridor, while managing and mitigating potential impacts on the adjacent neighbourhood. Such consolidation may also be important to allow for the appropriate set-back between the proposed development and adjacent properties. In general, lot depths in the range of 50 metres to 150 metres along these corridors may be appropriate where they meet the evaluation criteria of this section and the Planning and Development Applications section in the Our Tools part of this Plan.

835_ The interpretation of the Place Type boundary will not require an amendment to this Plan provided it can be demonstrated that any potential impacts to the adjacent neighbourhood resulting from the proposed development will be appropriately managed and mitigated. The following criteria will be used to guide the interpretation of the Corridor Place Type boundary shown on Map 1:

1. A boundary interpretation shall only be made concurrent with the review of a zoning by-law amendment application. This will allow for considerations of planning impact and compatibility to be addressed when such interpretations are made.
2. The zoning by-law amendment application will be reviewed in conformity with the Planning and Development Applications section in the Our Tools part of this Plan.
3. The by-law amendment application shall demonstrate the need for lot assembly to achieve a development form that is in keeping with the vision for the Corridor Place Type and will provide justification for the boundary interpretation.
4. If the site is located on a corner, the proposed front face of the building shall be oriented to the Civic Boulevard or Urban Thoroughfare, and shall not be oriented to the more minor "side-street".
5. The evaluation of a development proposal will have consideration for how automobile access and circulation will be managed to mitigate potential impacts on the interior portions of the neighbourhood.
6. The interpretation of the Place Type boundary should not result in the creation of one or more isolated remnant lots that cannot be reasonably developed or assembled with other parcels in the Place Type to be developed in accordance with the long-term vision for the Corridor.



GENERAL USE, INTENSITY AND FORM POLICIES FOR RAPID TRANSIT AND URBAN CORRIDORS

836_ The following general policies relating to permitted uses, permitted intensity of development, and built form, will apply to those lands within the Rapid Transit Corridor and Urban Corridor Place Types. Specific-Segment policies for identified segments of each corridor provide more specific policies; where there is a conflict between the following general policies and the Specific-Segment policies, the more specific policies will prevail. Otherwise, these general policies will apply to all segments.

PERMITTED USES

837_ The following uses may be permitted within the Rapid Transit Corridor and Urban Corridor Place Types, unless otherwise identified by the Specific-Segment policies in this chapter:

1. A range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted within the Corridor Place Type.
2. Mixed-use buildings will be encouraged.
3. Large floor plate, single use buildings will be discouraged in Corridors.
4. Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade.
5. The full range of uses described above will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types.

838_ New drive through facilities will not be permitted in the Rapid Transit or Urban Corridor Place Types unless it can be clearly demonstrated that they will not detract from the vision and role of the Place Type and the quality and character of the pedestrian-oriented street environment. Where such uses are permitted, they will conform with the City Design policies of this Plan.

INTENSITY

839_ Table 9 shows the minimum height, maximum height, and maximum height with bonus zoning that may be permitted in the Rapid Transit and Urban Corridor Place Types.

840_ The following intensity policies apply within the Rapid Transit and Urban Corridor Place Types unless otherwise identified:

1. Development within Corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility.
2. Commercial buildings should not exceed 6,000m² in size within Corridors.
3. Lot assembly is encouraged within the Corridor Place Types to create comprehensive developments that reduce vehicular accesses to the street and to allow for coordinated parking facilities.
4. Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses.
5. Individual buildings will not contain more than 2,000m² of office space, except within 100 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 100 metres of a rapid transit station.
6. As shown on Table 9, 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.
7. Type 2 Bonus Zoning up to the limits set out in Table 9, may be permitted in conformity with the Our Tools policies of this Plan.
8. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.
9. The full extent of intensity described above will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types.

TABLE 9 - MAXIMUM HEIGHT IN THE RAPID TRANSIT AND URBAN CORRIDOR PLACE TYPES

Place Type	Minimum Height (storeys or m)	Standard Maximum Height (storeys)	Maximum Height With Type 2 Bonus (storeys)	Condition
Rapid Transit Corridor	2 storeys or 8m	8	12	Properties located on a Rapid Transit Corridor
	2 storeys or 8m	12	16	Properties located on a Rapid Transit Corridor within 100m of rapid transit stations or properties at the intersection of a Rapid Transit Corridor and a Civic Boulevard or Urban Thoroughfare
Urban Corridor	2 storeys or 8m	6	8	

Note 1 - The heights shown in this table will not necessarily be permitted on all sites within the Rapid Transit and Urban Corridor Place Types.

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

Note 3 - Type 1 Bonus Zoning may be permitted up to the standard maximum height.

FORM

841_ The following form policies apply within the Rapid Transit and Urban Corridor Place Types:

1. All planning and development applications will conform with the City Design policies of this Plan.
2. Buildings should be sited close to the front lot line, and be of sufficient height, to create a strong street wall along Corridors and to create separation distance between new development and properties that are adjacent to the rear lot line.
3. The mass of large buildings fronting the street should be broken down and articulated at grade so that they support a pleasant and interesting pedestrian environment. Large expanses of blank wall will not be permitted to front the street, and windows, entrances, and other building features that add interest and animation to the street will be encouraged.
4. Development should be designed to implement transit-oriented design principles.
5. Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation.
6. Convenient pedestrian access to transit stations will be a primary design principle within Rapid Transit Corridors. New development adjacent to rapid transit stations and transit stops should make strong, direct connections to these facilities.
7. On-street parking within Corridors is encouraged wherever possible and when conflicts with public transit services and on-street bike paths can be avoided or mitigated.
8. While access to development along Corridors may be provided from “side-streets”, traffic impacts associated with such development will be directed away from the internal portions of adjacent neighbourhoods.
9. All public works will ensure a high-quality pedestrian environment through streetscape improvements such as widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.



10. Planning and development applications will be discouraged if they result in the creation of one or more isolated remnant lots that cannot be reasonably developed or assembled with other parcels in the Place Type to develop in accordance with the long-term vision for the Corridor.
11. Where appropriate, block concepts should be developed to provide for rear drive lanes and to coordinate automobile access and circulation.
12. Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged.
13. An appropriate transition of building scale and adequate setback distances should be provided between the Corridor and adjacent neighbourhood areas.



SPECIFIC-SEGMENT POLICIES

842_ Within the Corridor Place Types, three Specific Segments are identified:

1. Main Street
2. Preservation
3. Transitional

843_ The following sections of this chapter define these segments and provide policies for each. Areas subject to Specific-Segment policies are shown on Map 7 – Specific Policy Areas.

MAIN STREET

844_ The Main Street policies apply to the following Rapid Transit and Urban Corridor segments:

1. Old East Village - Dundas Street from the Downtown Place Type Boundary to Quebec Street
2. Richmond Row - Richmond Street from Oxford Street to Kent Street
3. 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

> SEGMENT GOALS

845_ Main Street segments are streets that have been developed, historically, for pedestrian-oriented shopping or commercial activity in the older neighbourhoods of the city. In an effort to provide local shopping and commercial options so that residents can walk to meet their daily needs, this Plan will support main streets within specific segments of the Rapid Transit Corridor and Urban Corridor Place Types. These areas will be in a linear configuration and street-oriented, meaning buildings will be close to the street with parking generally located to the rear of the site or underground. A broad range of uses at a walkable neighbourhood scale will be permitted within these areas.





> PERMITTED USES

846_ The Permitted Use policies of the Rapid Transit Corridor Place Type will apply.

> INTENSITY

847_ The Intensity policies for the Rapid Transit Corridor Place Type will apply, in addition to the following policies:

1. Within the Old East Village, Richmond Row, and SoHo segments, buildings will be a minimum of either two storeys or eight metres in height. Podiums for taller buildings will be a minimum of either two storeys or eight metres in height.
2. Buildings in these three Main Street segments will be a maximum of 12 storeys in height. Type 2 Bonus Zoning beyond this limit, up to 16 storeys, may be permitted in conformity with the Our Tools part of this Plan.
3. Office uses will not exceed 5,000m² per building.

> FORM

848_ Development within all three Main Street segments will conform with the City Design and the Rapid Transit Corridor Form policies of this Plan. In addition, the following policies will apply:

1. Cultural heritage resources shall be conserved in conformity with the Cultural Heritage policies of this Plan and in accordance with the *Ontario Heritage Act*. Development proposals adjacent to cultural heritage resources will be required to assess potential impact on these cultural heritage resources and design new development to avoid and mitigate such impact.
2. The design and building materials of new structures will be in keeping with, and supportive of, the form and character of the Main Street segment. It is important to recognize that this policy is intended to support character, but not limit architectural styles. A variety of architectural styles could successfully integrate and fit within the context of all three Main Street segments if designed appropriately.
3. Signage will be integrated with the architecture of the building, fixed to the building, and its size and application will be appropriate for the character of the area. Stand-alone signage in the front yard is strongly discouraged. This does not apply to regulatory road signage.
4. A podium base, with a substantial step-back to the tower, should be used for buildings in excess of four storeys, to avoid sheer walls fronting onto these main street corridors.

PRESERVATION

849_ The Preservation policies apply to the following Rapid Transit Corridor segment:

1. Old North Richmond Street - Richmond Street from Oxford Street to Huron Street

> SEGMENT GOALS

1. Heritage designated properties will be protected and conserved in conformity with the the Cultural Heritage policies of this Plan and in accordance with the *Ontario Heritage Act*.
2. The Old North Richmond Street segment has mature landscapes and streetscapes that merit protection, conservation, re-purposing of the existing building stock and potentially new small-scale development in appropriate locations only. New, mid-rise or high-rise development is discouraged in this segment of the Corridor.
3. The Old North Richmond Street segment serves a gateway function that provides a sense of place and contributes to the image of London. It contains mature trees and intact streetscapes that give a distinctive sense of arrival to London from the north. It is a goal of this Plan to preserve this character while allowing for appropriate regeneration of existing development and small-scale redevelopment only where appropriate.
4. Within the Old North Richmond Street segment, the Near-Campus Neighbourhood policies in the Neighbourhoods Place Type chapter of this Plan will prevail where there is a conflict with the following policies.

> PERMITTED USES

850_ The Permitted Use policies of the Corridor Place Type will not apply. In their place, the following policies will apply:

1. Residential uses in new and existing buildings may be permitted.
2. Office conversions may be permitted between Oxford Street and Grosvenor Street.

> INTENSITY

851_ The Intensity policies of the Corridor Place Type will not apply. In their place, the following policies will apply:

1. The Near-Campus Neighbourhood policies will prevail where there is a conflict with the following policies.
2. The retention of existing buildings will be encouraged to maintain the character of the streetscape. Heritage designated properties will be protected and conserved.
3. New buildings will be of a similar scale to that which is prevailing within the streetscape of the segment.
4. Where appropriate, expansions to existing buildings may be permitted.

> FORM

852_ Development within the Old North Richmond Street segment will conform with the City Design chapter and the Corridor Place Type Form policies of this Plan. In addition, the following policies will apply:

1. Cultural heritage resources shall be conserved, in conformity with the Cultural Heritage policies of this Plan and in accordance with the *Ontario Heritage Act*. Development proposals adjacent to cultural heritage resources will be required to assess potential impact on these cultural heritage resources and design new development to avoid and mitigate such impact.
2. Mature trees will be preserved and new trees will be planted along streetscapes wherever possible and appropriate to support the long-term sustainability of a mature treescape.
3. Signage affixed to buildings should be minimized and reflect the architectural style and character of the building. Stand-alone signage in the front yard will be strongly discouraged. These policies do not apply to regulatory road signage.

TRANSITIONAL

853_ The Transitional policies apply to the following Rapid Transit and Urban Corridor segments:

1. Dundas Street - from First Street to Veterans Memorial Parkway
2. Wellington Road - from Southdale Road East to Bradley Avenue
3. Wharncliffe Road South - from Commissioners Road to Southdale Road

> SEGMENT GOALS

854_ These policies are intended to recognize the current development pattern along certain segments of the Corridor Place Types. Their purpose is to maintain, at a minimum, the existing intensity, while supporting the movement toward more intense forms and uses of land as permitted under the Rapid Transit and Urban Corridor Place Types.

855_ The Transitional segment policies are meant to guide development within Rapid Transit Corridors and Urban Corridors in specific areas so that proposals that do not generally fulfil the long-term vision for these Place Types can be allowed on a transitional basis, without precluding the future redevelopment of these areas into more compact and transit-oriented mixed-use corridors.

> PERMITTED USES

856_ The Permitted Use policies of the Rapid Transit and Urban Corridors Place Type will apply. In addition, the following policies will apply:

1. Large-scale retail and service uses may be permitted.

> INTENSITY

857_ The Intensity policies for the Rapid Transit and Urban Corridor Place Type will apply, in addition to the following policies:

1. Commercial buildings may exceed 6,000m² in size, where appropriate.
2. Office uses will be limited to 2,000m² per building.

3. Planning and development applications for redevelopment that will result in a net reduction in the intensity of development on a site will be discouraged.
4. The greatest height and intensity of development on a large development block should be located adjacent to the Corridor's highest-order street. Built form intensity will decrease as it moves away from the corridor toward adjacent neighbourhoods.

> FORM

858_ Development within the Transitional segment will conform with the general Form policies of the Corridor Place Type of this Plan.

> ORGANIZING STRUCTURE OF LARGE BLOCKS FOR FUTURE REDEVELOPMENT

859_ The following policies will apply:

1. To allow for the future redevelopment of large commercial blocks, a grid of driveways that extend through the site, spaced appropriately across the width of the property, will be established through the site plan process. These driveways will be designed to include sidewalks and trees. The purpose of establishing this organizational structure on these sites is to:
 - a. Provide a form of large-lot development that can be redeveloped more easily in phases at a future date.
 - b. Allow the opportunity for redevelopment of the rear portion of commercial blocks in the future, ensuring that these connecting streets or driveways are not obstructed from these rear-lot areas by buildings.
 - c. Allow for better connections through the site for pedestrians, transit users, and cyclists.
 - d. Allow the possibility for future neighbourhood connections that could connect transit services, the corridor and the commercial block to the neighbourhood.

2. Large commercial blocks should be developed such that smaller-scale commercial uses are constructed on pads at the front of the lot to create, to the greatest extent possible, a pedestrian-oriented street wall. These buildings will be constructed with their front entrances oriented toward the primary street.
3. Landscaping, street furniture, patios, and other amenities will be designed and provided on the site to attract pedestrian activity to the front of these buildings. Sites should be designed such that these street-oriented pads serve to screen any large fields of parking on the remainder of the site from the street. Parking should not be permitted between these smaller buildings and the street.
4. Large commercial blocks should be designed to incorporate wide, tree-lined sidewalks that will allow pedestrians clear, safe, direct and comfortable access through parking lots, from the street to the main entrance of commercial buildings that are located at the rear of the lot. These sidewalks also allow for motorists to walk safely and comfortably from their parked cars to commercial buildings.

SECONDARY PLANS

860_ City Council may adopt more detailed documents to provide direction for the implementation of specific corridor segments.

APPLICATIONS TO EXPAND THE CORRIDOR PLACE TYPE

861_ The following policies will apply:

1. The Rapid Transit Corridor Place Type will be applied only to corridors that are within the City's long-term plans for rapid transit service.
2. The Urban Corridor Place Type will not be further extended outside of the Primary Transit Area.
3. The Urban Corridor Place Type will be applied to additional lands only when it can be demonstrated that the majority of the lands within the existing Corridor Place Types have substantially re-developed and intensified such that they are fulfilling the vision and goals as identified in the City Structure Plan and the policies of this chapter.

PLANNING AND DEVELOPMENT APPLICATIONS

862_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

863_ Where a secondary plan does not exist for a Rapid Transit or Urban Corridor, the applicant may be required to show, through the use of a concept plan that considers the subject site and surrounding lands, how the proposed development will be coordinated with adjacent lands and not undermine the long-term vision for the Corridor.

SPECIFIC POLICIES FOR THE RAPID TRANSIT AND URBAN CORRIDOR PLACE TYPES

864_ The following policies relate to specific sites or areas within the Rapid Transit and Urban Corridor Place Types. These policies serve to augment the general policies and segment-specific policies for the for Rapid Transit and Urban Corridor Place Types. Where there is a conflict between the following policies and the more general Rapid Transit and Urban Corridor Place Types policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.





450 OXFORD STREET WEST

865_ In the Rapid Transit Corridor Place Type located at 450 Oxford Street West, office uses up to 5,000m² may be permitted.

WELLINGTON STREET AND SOUTH STREET

866_ The lands located at 291-299 South Street may permit a range of high density residential uses, a range of convenience commercial uses at grade along the South Street frontage and a neighbourhood facility use in the form of a church. The development will be in accordance with the conceptual vision for the Old Victoria Hospital Lands identified in the *SoHo Community Improvement Plan*, the *Thames River Valley Corridor Plan*, and will be required to demonstrate a high degree of application of the City's Urban Design principles in order to allow for the full range of permitted uses, densities and heights. The building height of new development shall be stepped down from South Street to provide a transition toward the Thames River in keeping with the *Thames River Valley Corridor Plan*. The *Zoning By-law* will specify height limits based on criteria established by the *SoHo Community Improvement Plan* and the *Thames River Valley Corridor Plan* and as provided for in the City Design chapter and the Our Tools part of this Plan.

867_ In addition to the above policies, the following additional policies may apply subject to Type 2 Bonus Zoning as provided for in the Our Tools part of this Plan:

1. High density residential development may be permitted in this area that can accommodate increased height and densities which provide a transition from the residential uses to the Thames Valley Corridor while providing for enhanced recreational uses and providing areas for community activities along the Thames Valley Corridor through the application of Urban Design principles approved for the *SoHo Community Improvement Plan* and the City Design chapter and the Our Tools part of this Plan.
2. Convenience commercial uses may be permitted at grade along the South Street frontage and will not exceed a total gross floor area of 1,000m² as provided for in the Neighbourhoods Place Type.

3. Neighbourhood facilities may be permitted within a residential building as provided for in the Neighbourhoods Place Type.

868_ The land located at 56-82 Wellington Street and 283-289 South Street bounded by Wellington Street on the east side, between South Street and the limit of the Green Space Place Type to a depth of 82 metres from the centerline of Wellington Street, shall develop as a mixed-use area with retail stores, restaurants and personal services at street level and office uses including medical facilities and residential uses located above grade. To encourage a strong main street commercial corridor and to build strong connections to the Downtown, the SoHo area and the Thames River, mixed-use projects that include street level commercial in association with uses appropriate to a pedestrian-oriented shopping area will be required. The building height of new development shall be stepped down from South Street to provide a transition toward the Thames River in keeping with the *Thames River Valley Corridor Plan*. The *Zoning By-law* will specify height limits based on criteria established by the *SoHo Community Improvement Plan* and the *Thames River Valley Corridor Plan* and as provided for in the City Design chapter and the Our Tools part of this Plan.

869_ In addition to the above policies, the following additional policies may apply subject to Type 2 Bonus Zoning as provided for in the Our Tools part of this Plan:

1. Mixed-use development may be permitted in this area that can accommodate increased height and densities which provide a transition from the southeast corner of Wellington Street and South Street to the Thames Valley Corridor while providing for enhanced recreational uses and providing areas for community activities along the Thames Valley Corridor through the application of Urban Design principles as provided for in the *SoHo Community Improvement Plan* and as provided for in the City Design chapter and the Our Tools part of this Plan.

870_ New office uses up to a medium scale of development may be permitted to be located in this area provided that the office use is primarily to provide medical/dental services on the second floor or above in a mixed-use building.



T-Mobile

rogative

Garage

Garage



Shopping Area

OUR VISION FOR THE SHOPPING AREA PLACE TYPE

871_ Shopping Areas will constitute an important part of London's complete communities, providing commercial centres with a wide range of retail, service, business, recreational, social, educational, and government uses within easy walking distance for neighbourhoods. Over time, many of these centres will re-format to become mixed-use areas that include retail, service, office and residential uses. These centres will also become more pedestrian, cycling, and transit-oriented, and less automobile-dominated in their design. Shopping Areas will differ in size and function, ranging from neighbourhood-oriented centres of a small to medium scale, to very large centres that attract residents from several neighbourhoods or even the city as a whole.

872_ Shopping Areas will be well connected to public transit, local streets, and other linkages allowing attractive options for walking and cycling to these destinations. These centres will be designed and developed to create a sense of place and identity and to establish an identifiable hub for commerce and neighbourhood services.

ROLE WITHIN THE CITY STRUCTURE

873_ The Downtown, Transit Village, Rapid Transit Corridor, Urban Corridor, Main Street and Neighbourhoods Place Types all support varying amounts of retail, office, and service uses. Outside of these Place Types, the Shopping Area is the primary Place Type that will allow for commercial uses.

874_ Shopping Areas are to service their immediate neighbourhoods, and provide a walkable focal point that creates a neighbourhood identity. In some cases, these centres may be very large and serve a much broader population, and may not be directly tied to an individual neighbourhood or community.

875_ It is not expected that new Shopping Areas will be required in London beyond what is shown on Map 1 - Place Types, over the life of this Plan, given the multitude of opportunities in existing centres, and in the many other place types that support commercial uses in the Plan. The current structure of commercial place types provides a very broad range of opportunities for new commercial uses, and there are also many opportunities for reformatting, redevelopment, expansion, and intensification of Shopping Areas.



HOW WILL WE REALIZE OUR VISION?

876_ We will realize our vision for our Shopping Areas by implementing the following in all the planning we do and the public works we undertake:

1. Plan for a distribution of Shopping Area Place Types across the city to service neighbourhoods and collections of neighbourhoods.
2. Discourage the addition of new Shopping Area Place Types, recognizing the significant supply of sites that can accommodate commercial uses throughout the city.
3. Allow for flexibility in use and the intensification of existing centres.
4. Encourage the repurposing, reformatting, infill and intensification of existing centres to take advantage of existing services, use land more efficiently, and reduce the need for outward expansion.
5. Introduce mid-rise residential development into these existing centres to intensify their use, promote activity on these sites outside of shopping hours, and strengthen their role as neighbourhood centres.
6. Shopping Areas will be nodal in configuration and will not be permitted to expand in a long linear fashion.



PERMITTED USES

877_ The following uses will be permitted within the Shopping Area Place Type:

1. A broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses may be permitted within the Shopping Area Place Type.
2. Mixed-use buildings will be encouraged.
3. Uses with large amounts of outdoor storage, large warehouse components, storage of heavy vehicles, and/or emitting noise, vibration, or dust, will not be permitted. Uses that are not compatible with residential and retail uses will not be permitted.
4. Where a Shopping Area Place Type abuts a Neighbourhoods Place Type the City Design policies of this Plan will be applied to ensure that a positive interface is created between commercial and residential uses.
5. The full range of uses described above will not necessarily be permitted on all sites within the Shopping Area Place Type.

INTENSITY

878_ The following intensity policies apply within the Shopping Area Place Type:

1. It is the intent of this Plan to allow for the more intense and efficient use of Shopping Area sites through redevelopment, expansion, and the introduction of residential development.
2. Buildings within the Shopping Area Place Type will not exceed four storeys in height. Type 2 Bonus Zoning beyond this limit, up to six storeys, may be permitted in conformity with the Our Tools policies of this Plan.
3. Adequate off-street parking will be provided to ensure there are no negative impacts on adjacent streets. Underground parking will be encouraged.
4. Development within the Shopping Area Place Type will be sensitive to adjacent land uses and employ such methods as transitioning building heights and providing sufficient buffers to ensure compatibility.
5. Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses.
6. Total aggregate office uses will not exceed 2,000m² within a Shopping Area Place Type.
7. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.
8. The full extent of intensity described above will not necessarily be permitted on all sites within the Shopping Area Place Type.





FORM

879_ The following form policies apply within the Shopping Area Place Type:

1. All planning and development applications will conform with the City Design policies of this Plan.
2. To allow for the future redevelopment of large commercial blocks, a grid of driveways that extend through the site, spaced appropriately across the width of the property, should be established through the site plan process. These driveways will be designed to include sidewalks and trees. The purpose of establishing this organizational structure is to:
 - a. Provide a form of large-lot development that can be redeveloped more easily in phases at a future date.
 - b. Allow the opportunity for redevelopment of the rear portion of commercial blocks in the future, ensuring that these connecting streets or driveways are not obstructed from these rear-lot areas by buildings.
 - c. Allow for better connections through the site for pedestrians, transit users, and cyclists.
 - d. Allow the possibility for future neighbourhood connections that would connect transit services, the street and the commercial block to the neighbourhood.
3. Large commercial blocks should be developed such that smaller-scale commercial uses are constructed on pads at the front of the lot to create, to the greatest extent possible, a pedestrian-oriented street wall. These buildings should be constructed with their front entrances oriented toward the primary street.
4. Landscaping, street furniture, patios, and other amenities should be designed and provided on the site to attract pedestrian activity to the front of these buildings. Sites should be designed such that these street-oriented pads serve to screen any large fields of parking from the street. Parking should not be permitted between these smaller buildings and the street.
5. Large commercial blocks should be designed to incorporate wide, tree-lined sidewalks that will allow pedestrians clear, safe, direct and comfortable access through parking lots, from the street to the main entrance of commercial buildings that are located at the rear of the lot. These sidewalks also allow for motorists to walk safely and comfortably from their parked cars to commercial buildings.
6. Car washes, service stations and gas bars should be sited where they do not detract from the pedestrian environment of the street and pedestrian connections from the street to building entrances.
7. Opportunities will be explored for creating central seating areas and private parkette features that enhance the centre's function as a public meeting place.
8. All Shopping Area development should include abundant tree planting, in conformity with the Forest City and City Design policies of this Plan to provide shaded areas for parking, and comfortable pedestrian environments.

APPLICATIONS TO ADD NEW OR EXPAND EXISTING SHOPPING AREA PLACE TYPES

880_ It is not expected that the Shopping Area Place Type will need to be expanded onto additional lands over the life of this Plan. *The London Plan* provides many opportunities for various sizes and configurations of new commercial floor space in a variety of locations. Through the many place types that support commercial uses, there are many opportunities for greenfield development, large-format retail development, mixed-use development, and redevelopment opportunities. Accordingly, applications for new or expanded Shopping Area Place Types will be discouraged. However, applications may be made to add new lands into the Shopping Area Place Type subject to the following policies.

881_ Applications to add to or expand existing Shopping Area Place Types onto additional lands will be evaluated using the Planning and Development Application policies in the Our Tools part of this Plan, in addition to the following:

1. New Shopping Area Place Types will be permitted only at the intersection of two Civic Boulevards or the intersection of a Civic Boulevard and an Urban Thoroughfare.
2. Applications for new or expanded Shopping Area Place Types will be required to clearly demonstrate the need for the proposed new Shopping Area or the proposed expansion onto additional lands, considering all other opportunities for commercial development or redevelopment that have been planned. This will include a review of the opportunities that have been created at appropriate locations in the form of vacant land, vacant space in existing buildings, and expansion, redevelopment and intensification opportunities on existing commercial sites.

3. Applications for new Shopping Area Place Types will be required to demonstrate that the proposed Shopping Area will not undermine or detract from the planned function of an existing Shopping Area or any other place type shown in the City Structure Plan and on Map 1.
4. New or expanded Shopping Areas will not be permitted if they take on a linear configuration, rather than a nodal configuration.

PLANNING AND DEVELOPMENT APPLICATIONS

882_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

883_ Where a secondary plan does not exist for a Shopping Area, the applicant may be required to show, through the use of a concept plan that considers the subject site and surrounding lands, how the proposed development will be coordinated with adjacent lands and not undermine the long-term vision for the Shopping Area.

SPECIFIC POLICIES FOR THE SHOPPING AREA PLACE TYPE

884_ The following policies relate to specific sites or areas within the Shopping Area Place Type. These policies serve to augment the general policies for Shopping Areas. Where there is a conflict between the following policies and the more general Shopping Area Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

RIVER BEND WEST FIVE LANDS

885_ In the Shopping Area and Neighbourhoods Place Types and the High Density Residential Overlay (from 1989 Official Plan), the following policies apply to the “West Five” lands bounded by Oxford Street West, Westdel Bourne, Shore Road, and Kains Road.

> VISION

886_ The West Five community will consist of a mixture of uses - office, retail, residential and public spaces. It is to be a model of “smart” community design incorporating significant energy saving and renewable initiatives, to promote a healthy and sustainable lifestyle. Its success will be achieved by establishing unique architecture, aesthetically pleasing public spaces and vistas, and identifiable landmarks and focal points.

> BUILT FORM

887_ West Five will be compact in form, and contain a mix of low-, mid- and high-rise development. There will be transition of building height and mass with the tallest buildings located at the intersection of Oxford Street and Kains Road, and centred on Riverbend Road and The Linkway, gradually transitioning to lower heights to the north. The vision for West Five contemplates a variety of building

typologies, including townhouses, apartments, several commercial formats, office buildings and multi-storey mixed use buildings. The scale and orientation of these built form typologies around a modified grid road network reflects a logical and traditional neighbourhood design pattern. Buildings will generally be oriented to the street to create a vibrant pedestrian-oriented atmosphere that supports transit services. Minimum and maximum setbacks, building heights and other regulations may be implemented in the *Zoning By-law* to achieve the desired built form.

> DENSITY

888_ The overall residential density of the entire West Five area will not exceed an approximate density of 65 units per hectare, or a total of 2,000 residential units maximum. The appropriate density of individual developments within the area may be further defined in the *Zoning By-law*.



> SCALE AND FORM OF COMMERCIAL USES

889_ The total retail gross floor area permitted in the West Five Special Policy Area will be 30,000 square metres. Gross floor area permitted for retail uses does not include office uses, commercial recreation establishments, institutions or day care centres. In addition, a maximum of 9,500 square metres of office space will be permitted. Office uses will be encouraged to locate on the upper storeys of buildings or in purpose built office buildings, while retail and service-oriented uses will be encouraged on the ground floor of multi-storey buildings or in live-work forms and oriented to the street to create a pedestrian-oriented environment in a “main street” format.

890_ Larger retail formats will have a campus-oriented form to accommodate required parking; however, these larger stores will be designed to integrate with the “main street” areas and minimize visual impact of large open parking areas and will offer strong pedestrian connections.

> SUSTAINABILITY

891_ West Five is intended to be a showcase of sustainable design and development. The goal is to achieve net zero annual energy usage to the extent feasible through various design considerations. West Five may be developed with alternative/renewable energy solutions such as solar energy, district energy/heating, energy storage systems and other technologies that are or may become available over the span of its development through public and private sector partnerships. Ecologically efficient transportation systems will be integrated where feasible, including electric vehicles and charging facilities. Other sustainability initiatives, including low impact development alternatives for stormwater management such as rainwater capture and reuse for irrigation, bioswales, permeable pavement, etc. may also be encouraged and supported. The City will encourage and facilitate opportunities for partnerships, incentives and funding opportunities that assist in implementing sustainability initiatives, and may consider alternative development standards for streets, utilities and infrastructure.

> URBAN DESIGN

892_ West Five will be developed with a high standard of urban design and architectural design. Creativity and individual architectural expression will be encouraged. The *City of London Placemaking Guidelines* and the Urban Design Guidelines for the River Bend West Five Lands, prepared in accordance with the City Design policies of this Plan, will be used to provide guidance regarding building design, orientation, massing, height, public streets, public spaces, sustainable design, landscaping, and other related design matters.

893_ An emphasis will be placed on achieving an attractive and functional public realm that supports a diverse and vibrant community. The streets, sidewalks and buildings will be designed to collectively create comfortable, cohesive and vibrant public spaces. Private streets within the development will also adhere to the design principles with respect to creating pedestrian friendly, cohesive, comfortable and vibrant spaces. Continuity of the public and private space network within the West Five area and to the broader community will be a priority.

> STREET NETWORK

894_ Riverbend Road and The Linkway will serve as “main streets” and have a strong street-related built edge, wide sidewalks and other design features to support its role. Street design shall maximize on-street parking opportunities. Off street parking requirements in the *Zoning By-law* may be reduced if supported by a parking study to recognize the pedestrian oriented, mixed use nature of the development and the shared parking strategy along with the on street parking supply. Alternative street design standards which minimize right-of-way widths will be considered.

> MIXED USE

895_ The central portion of West Five bounded by Logans Run, Oxford Street West, a line drawn approximately 100 metres south of Shore Road, and a line drawn approximately 200 metres east of Westdel Bourne, represents the “Mixed Use” area. This area provides for a mix of housing and compatible commercial and office uses that support a vibrant, compact, walkable and mixed use neighbourhood. Housing is permitted in live-work form, as well as in mid to high rise apartment form. Buildings may be built as single purpose (e.g. residential apartments or office

buildings). Mixed use buildings are encouraged; with commercial uses along the ground floor with residential units or office space located in upper floors. A variety of community-scale, neighbourhood based and convenience-based commercial and personal service uses are permitted. They are intended to accommodate the needs of the surrounding residential neighbourhoods located within convenient walking and/or driving distance. High quality urban design is an important consideration for the successful integration of different uses and is implemented through the urban design policies of the Official Plan, the *Site Plan Control By-law*, the *City of London Placemaking Guidelines*, and the West Five Urban Design Guidelines.

896_ The primary permitted uses shall include low, mid- and high-rise apartment buildings and a broad range of retail, service, office, institutional and community facilities, recreation, entertainment and related activities. Both mixed use and single use buildings shall be permitted. Buildings may be purpose built or designed for future adaptability of use to respond to changing market conditions.

897_ Net density within the Mixed Use area will not exceed 100 units per hectare, on an overall basis for the Mixed Use area. Building heights will typically range from two to twelve storeys. Buildings exceeding twelve storeys may be permitted through bonusing at key locations such as gateways and focal points so long as they meet the intent of these policies and associated Urban Design Guidelines.

> IMPLEMENTATION

898_ The City will consider appropriate mechanisms to assist in innovation in sustainability. Public/private partnerships will be explored to ensure long-term maintenance with respect to any nonstandard design features in the public realm. Opportunities for public-private partnerships for park and civic spaces will also be encouraged.

SUNNINGDALE NORTH

899_ The following policy applies to lands within the Shopping Area Place Type and, where explicitly stated, lands within the adjacent Main Street Place Type, located on the northwest corner of Richmond Street and Sunningdale Road West. These policies are to be read in conjunction with the *Urban Design Guidelines for Upper Richmond Village in Sunningdale North* under the Our Tools part of this Plan.

900_ Retail uses will not exceed 16,000m² and individual office uses will be 5,000m² or less and will not exceed 10,000m² in total floor space for the entire land area within the Shopping Area Place Type and the adjacent Main Street Place Type.

1200 COMMISSIONERS ROAD EAST

901_ In the Shopping Area Place Type at 1200 Commissioners Road East, additional office uses will be permitted up to an additional 2,923m², up to a maximum gross floor area (G.F.A.) of 5,000m² provided that the additional office uses can be contained within the existing central building of the Pond Mills Square.

1300 FANSHAWE PARK ROAD EAST

902_ In the Shopping Area Place Type at 1300 Fanshawe Park Road East, an automobile sales and service establishment may also be permitted. The development of an automobile sales and service establishment shall only occur in accordance with the site-specific urban design guidelines specified in the *Zoning By-law*.



Williams

DINER

DINER

CINDERELLA



Light tower



Main Street

OUR VISION FOR THE MAIN STREET PLACE TYPE

903_ Main Streets are some of London's most cherished historical business areas that contain a mix of residential and commercial uses that were initially established to serve surrounding neighbourhoods. In new neighbourhoods, main street areas can be planned to create a strong neighbourhood character and distinct sense of place.

904_ Main Streets play a large role in defining our history and our identity as a city. They include many important cultural heritage resources and their preservation is an important part of our goal to conserve our cultural heritage to pass along to future generations. Main Streets are strongly tied to their surrounding communities, but also provide a unique and inviting shopping and leisure experience for all Londoners and out-of-City visitors.

905_ *The London Plan* envisions both the creation of new Main Streets and the regeneration of historic Main Streets throughout our city. The important cultural heritage resources of these streets are to be conserved, while allowing for sensitive repurposing, intensification and infill. These streets will contribute significantly to our image and identity as a city and will support the regeneration and continued vitality of the neighbourhoods that surround them.

ROLE WITHIN THE CITY STRUCTURE

906_ *The London Plan* addresses Main Streets in two different ways:

1. As specific segment policies within the Rapid Transit and Urban Corridors Place Type
 - a. Old East Village
 - b. Richmond Row
 - c. SoHo
2. Within this chapter, as a separate Main Street Place Type
 - a. Applewood
 - b. Byron
 - c. Hamilton Road
 - d. Hyde Park
 - e. Lambeth
 - f. Upper Richmond Village
 - g. Wortley Village

HOW WILL WE REALIZE OUR VISION?

907_ We will realize our vision for Main Streets by implementing the following in all the planning we do and the public works we undertake:

1. Recognize that each Main Street is unique.
2. Protect and conserve the significant cultural heritage resources of our historic Main Streets.
3. Allow for appropriate and sensitive infill and intensification within our Main Streets.
4. Work toward the regeneration of Main Streets, utilizing community improvement plan programs.
5. Enhance the character of Main Streets with the public works we undertake.
6. Ensure our Main Streets are well connected with transit services.
7. Allow for appropriate forms of intensification at suitable locations to support the sustainability of our Main Streets.
8. Where appropriate, support the efforts of all organizations that are working to improve Main Streets.
9. In new Main Streets encourage a mix of uses with active ground floor uses and forms.





PERMITTED USES

908_ The following uses may be permitted in the Main Street Place Type:

1. A broad range of residential, retail, service and office uses may be permitted within the Main Street Place Type.
2. Mixed-use buildings will be encouraged.
3. Retail and service uses will be encouraged at grade, with residential and non-service office uses directed to the rear of buildings and to upper floors.
4. The full range of uses described above will not necessarily be permitted on all sites within the Main Street Place Type.

909_ New drive through facilities will not be permitted in the Main Street Place Type unless it can be clearly demonstrated that they will not detract from the vision and role of the Place Type and the quality and character of the pedestrian-oriented street environment. Where such uses are permitted, they will conform with the City Design policies of this Plan.

INTENSITY

910_ The following intensity policies will apply within the Main Street Place Type:

1. Buildings in Main Street Place Types will be designed to fit in scale and character with the surrounding streetscape, while allowing for appropriate infill and redevelopment.
2. Buildings in the Main Street Place Types that are in new neighbourhoods will fit in with the planned vision, scale, and character of the area.
3. Large floor plate commercial buildings will not be permitted.
4. Buildings will be a minimum of either two storeys or eight metres in height and will not exceed four storeys in height. Type 2 Bonus Zoning beyond this limit, up to six storeys, may be permitted in conformity with the Our Tools policies of this Plan.
5. Individual buildings will not contain any more than 2,000m² of office space.
6. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.
7. The full extent of intensity described above will not necessarily be permitted on all sites within the Main Street Place Type.

FORM

911_ The following form policies will apply within the Main Street Place Type:

1. All planning and development applications will conform with the City Design policies of this Plan, any existing heritage conservation district plan, the *Ontario Heritage Act*, and any other applicable guidelines.
2. All new development will be designed to be well integrated with the character and design of the associated Main Street.



3. Design guidelines may be prepared to provide guidance for development, streetscape improvements, and public works for a specific main street.
4. Buildings should be located at or along the front property line in order to create a street wall that sets the context for a comfortable pedestrian environment. Exceptions may be made where guidelines suggest an alternative form of development along a specific main street.
5. All the planning and design that is undertaken in the Main Street Place Type will place a priority on the pedestrian experience through site layout, building location, and a design that reinforces pedestrian comfort and safety.
6. The public realm should be of a highly urban character and pedestrian and cycling amenities should be integrated into all public works undertaken along main streets.
7. Enhanced street tree planting should be incorporated into new development proposals to provide for a comfortable pedestrian environment.
8. Signage should be integrated with the architecture of the buildings, fixed to the building, and its size and application should be appropriate for the character of the area.
9. Surface parking will be located to the rear or interior side yard of a building. Parking facilities will not be located between the building and the street.

APPLICATIONS TO EXPAND THE MAIN STREET PLACE TYPE

912_ Expanding the Main Street Place Types, beyond their current size, could negatively impact a number of important goals for recognizing, infilling and strengthening existing main streets, and will be strongly discouraged. However, in the event that an expansion of a Main Street is proposed, the following criteria will be considered together with all the policies of this Plan:

1. The availability of suitable lands within the existing Main Street to accommodate the types of uses proposed.
2. The potential to undermine the goal of regenerating and enhancing our existing Main Streets so they are compact, fully occupied, and vital business areas.
3. The potential to undermine the planned function of Rapid Transit and Urban Corridors that are in proximity to the proposed the Main Street expansion.
4. The impact of the expansion area on the ability to accommodate a dense, pedestrian-oriented scale of development.
5. The potential for an inappropriate intrusion of the Main Street function into an adjacent residential neighbourhood.
6. An evaluation of the proposed expansion based on the Planning and Development Applications policies in the Our Tools part of this Plan.

PLANNING AND DEVELOPMENT APPLICATIONS

913_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

SPECIFIC POLICIES FOR THE MAIN STREET PLACE TYPE

914_ The following policies relate to specific sites or areas within the Main Street Place Type. These policies serve to augment the general policies for Main Streets. Where there is a conflict between the following policies and the more general Main Street Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

1351 AND 1357 HYDE PARK ROAD

915_ In the Main Street Place Type applied to the lands located at 1351 and 1357 Hyde Park Road, the existing “auto repair garage” use may also be permitted.





Neighbourhoods

OUR VISION FOR THE NEIGHBOURHOODS PLACE TYPE

916_ In 2035 our neighbourhoods will be vibrant, exciting places to live, that help us to connect with one another and give us a sense of community well-being and quality of life. Some of the key elements of our vision for neighbourhoods include:

1. A strong neighbourhood character, sense of place and identity.
2. Attractive streetscapes, buildings, and public spaces.
3. A diversity of housing choices allowing for affordability and giving people the opportunity to remain in their neighbourhoods as they age if they choose to do so.
4. Well-connected neighbourhoods, from place to place within the neighbourhood and to other locations in the city such as the downtown.
5. Lots of safe, comfortable, convenient, and attractive alternatives for mobility.
6. Easy access to daily goods and services within walking distance.
7. Employment opportunities close to where we live.
8. Parks, pathways, and recreational opportunities that strengthen community identity and serve as connectors and gathering places.

ROLE WITHIN THE CITY STRUCTURE

917_ Our neighbourhoods make up the vast majority of our City Structure's land area. Our city is the composite of the neighbourhoods that define where we live, work, and play and also defines our city's identity. Each of our neighbourhoods provides a different character and function, giving Londoners abundant choice of affordability, mix, urban vs. suburban character, and access to different employment areas, mobility opportunities, and lifestyles.



HOW WILL WE REALIZE OUR VISION?

918_ We will realize our vision for the Neighbourhoods Place Type by implementing the following in all the planning we do and the public works we undertake:

1. Through the review of all planning and development applications, neighbourhoods will be designed to create and enhance a strong neighbourhood character, sense of place and identity.
2. Neighbourhoods will be planned for diversity and mix and should avoid the broad segregation of different housing types, intensities, and forms.
3. Affordable housing will be planned for, and integrated into, all neighbourhoods.
4. Housing forms will be encouraged that support the development of residential facilities that meet the housing needs of persons requiring special care.
5. Mixed-use and commercial uses will be permitted at appropriate locations within neighbourhoods to meet the daily needs of neighbourhood residents.
6. Live-work opportunities will be planned for at appropriate locations within neighbourhoods.
7. Street networks within neighbourhoods will be designed to be pedestrian, cycling and transit-oriented, giving first priority to these forms of mobility.
8. Schools, places of worship and other small-scale community facilities to support all ages will be permitted in appropriate locations within neighbourhoods.
9. Facilities to support neighbourhood urban agricultural systems may be integrated into neighbourhoods.
10. Public parks and recreational facilities will be designed to support a strong sense of identity and place and to serve as a meeting place with appropriate infrastructure to attract and support neighbourhood residents of all ages and demographics.
11. Our public spaces and facilities within neighbourhoods will be designed to be accessible to all populations.
12. Neighbourhoods will be designed to protect the Natural Heritage System, adding to neighbourhood health, identity and sense of place.
13. Requirements for intensification will be established to respect existing community character and offer a level of certainty, while providing for strategic ways to accommodate development to improve our environment, support local businesses, enhance our physical and social health, and create dynamic, lively, and engaging places to live.



APPROACH FOR PLANNING NEIGHBOURHOODS – USE, INTENSITY AND FORM

919_ The policies and tables within this chapter implement the following basic approach to plan for both new and existing neighbourhoods within the Neighbourhoods Place Type:

1. Unless otherwise identified, the policies of this chapter apply to those lands identified as Neighbourhoods Place Type on Map 1 - Place Types.
2. The range of uses that may be permitted on a property, and the intensity of development that may be allowed, will be directly related to the classification of street onto which the property has frontage. The Mobility chapter of this Plan and Map 3 show street classifications.
3. In conformity with Tables 10 to 12 properties fronting onto major streets may allow for a broader range of uses and more intense forms of development than those fronting onto minor streets.
4. In conformity with Tables 10 to 12 if a property is located at the intersection of two streets, the range of permitted uses may broaden further and the intensity of development that is permitted may increase.
5. In conformity with Tables 10 to 12 properties fronting onto parks may also be allowed a broader range of uses and greater intensity of development.
6. In general terms, the intent of this approach is to balance neighbourhood stability and predictability with the goals of creating neighbourhoods that allow for different housing types, an appropriate mix of uses, affordability, aging in place, and vibrant, interesting communities.
7. A guideline document for the evaluation of intensification proposals may be prepared and utilized through the planning and development application process. These guidelines are intended to establish a common understanding of what represents positive forms of intensification within a neighbourhood context, so that developers can confidently design such projects, individuals and communities can assess and provide important input, and City Council can evaluate the proposals consistently.

INTERPRETATION OF TABLES 10 TO 12

920_ Tables 10 to 12 give important guidance to the permitted uses, intensity, and form of development that may be permitted on lands within the Neighbourhoods Place Type. The following policies provide direction for the interpretation of these tables:

1. For the purposes of Tables 10 to 12 of this Plan, frontage will be defined as the lot line that abuts a street.
2. Tables 10 to 12 specify the broadest range of uses and greatest intensity that may be permitted within the Neighbourhoods Place Type. It must be clear that zoning on individual sites may not allow for the full range of uses or intensity shown in these tables. Zoning by-law amendment applications will be evaluated based on the Planning and Development Application policies in the Our Tools part of this Plan to ensure that the permitted range of uses and intensity of development is appropriate within the context of the neighbourhood.
3. Where more specific policies exist relating to permitted uses and intensity of development for an area or specific site, those more specific policies shall prevail.
4. Where development is being considered at the intersection of two streets of different classifications:
 - a. The higher-order street onto which the property has frontage, will be used to establish the permitted uses and intensity of development on Tables 10 to 12.
 - b. The development will be oriented toward the higher-order street.
 - c. The development will be permitted only if it can be demonstrated, in conformity with the policies of this Plan, that it will be a good fit and will not undermine the character of the lower-order street.
5. Where an intersection exists, the permitted uses and intensity of development on Tables 10 to 12 shall apply only to those properties that have lot lines directly abutting both intersecting streets. With the exception of Neighbourhood Streets, this policy may also be applied where a single street turns at, or close to, right angles. In this case, the single street will be considered as two separate intersecting streets for the purposes of this policy.
6. Where development is being considered on a lot that has frontage on two or more streets of different classifications but is not located at an intersection, such as in existing rear-lotted neighbourhoods:
 - a. The lower-order street will generally be used to establish the permitted uses and intensity of development on Tables 10 to 12.
 - b. Where land assembly has occurred and the development fulfills all of the development criteria of the Planning and Development Applications section in the Our Tools part of this Plan, the higher-order street may be used to establish the permitted uses and intensity of development on Tables 10 to 12.
 - c. When the higher-order street has been used to establish the permitted uses and intensity of development on Tables 10 to 12, the development will be required to complement the existing or planned character of each street onto which it has frontage.
7. A window street is a neighbourhood street or neighbourhood connector that abuts, and is parallel to, a higher-order street such as a Civic Boulevard or Urban Thoroughfare. For the purposes of Tables 10 to 12, where a property fronts onto a window street and is directly across from a higher-order street, it will be considered to have frontage onto the higher-order street. This will apply only to development that is front-oriented to the higher-order street. Where development fronts onto a window street, the higher-order street will be used to determine frontage.

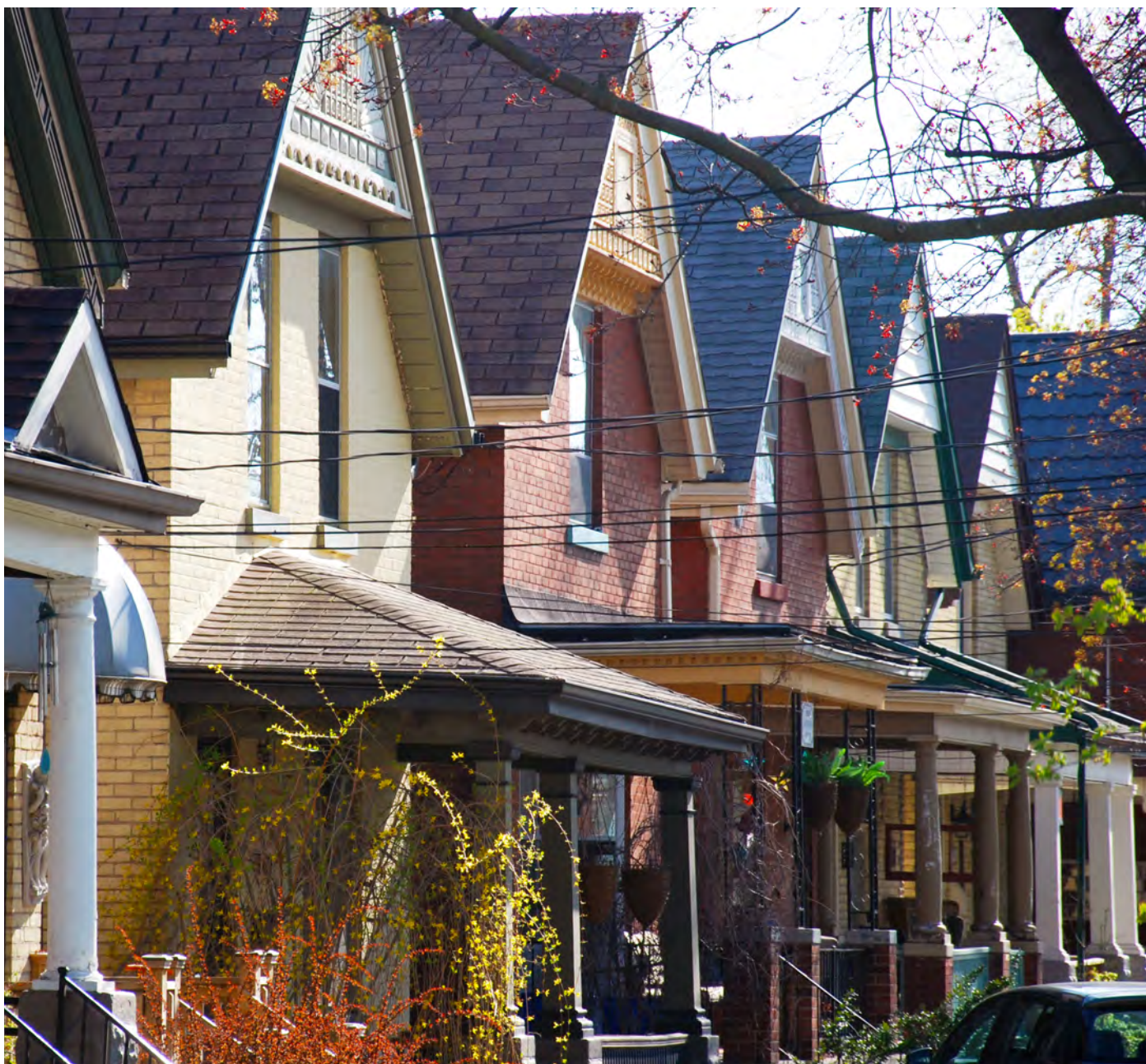
8. For the purposes of Tables 10 to 12, frontage onto park space will be interpreted as follows:
 - a. All of the park classifications identified in the Parks and Recreation chapter of this Plan are considered to be parks. However, linear pathways, trails and narrow access points to parks will not qualify as parks for the purposes of Tables 10 to 12.
 - b. A minimum of 50% of a lot's frontage must be directly across the street from the park. If this criterion is met, Tables 10 to 12 will be applied as though the entire property fronts onto a park.

PERMITTED USES

921_ Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, shows the range of primary and secondary permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification.

922_ The full range of uses described in Table 10 will not necessarily be permitted on all sites within the Neighbourhoods Place Type. Such uses will only be permitted in conformity with the policies of this chapter and the Planning and Development Applications section in the Our Tools part of this Plan.

923_ Area-specific neighbourhood policies or guidelines may be prepared to give more specific direction for certain neighbourhoods within the city.



924_ It is a goal of this Plan to allow for an appropriate range of retail, service and office uses within neighbourhoods. The range of retail, service and office uses that may be permitted in this Place Type will only be permitted if they are appropriate and compatible within a neighbourhood context.

925_ Mixed-use buildings identified on Table 10 must include a residential use and may also include appropriately-sized retail, service or office uses on the ground floor. Mixed-use buildings may include purpose-designed buildings or converted buildings.

926_ Service uses identified on Table 10 may include neighbourhood-oriented services such as, but not limited to, personal services, restaurants, small-scale recreational uses, and public services.

927_ Bed and breakfast uses may be permitted anywhere within the Neighbourhoods Place Type, where sufficient parking is available, where they are deemed to be compatible and a good fit within the surrounding neighbourhood, and subject to the Planning and Development Applications section in the Our Tools part of this Plan.

928_ In conformity with Table 10, a dwelling unit may be used for the purpose of a home occupation provided that the home occupation is a business activity which is clearly ancillary to the residential use of the property, is carried on entirely within the dwelling unit by a resident of the dwelling unit, and does not generate any noise, odour, traffic or visual impacts that may have an adverse effect on adjacent properties or dwelling units.

929_ The *Zoning By-law* will contain regulations to limit the kinds of activities to be allowed as home occupations, according to dwelling type, and will establish regulations regarding matters such as scale of use, parking facilities, exterior storage or display of goods, signage, and other matters that impact the fit of home occupation uses within a neighbourhood.





930_ Community facilities that are normally associated with, and integral to, a residential environment, may be permitted at appropriate locations as shown in Table 10. Where they are determined to be appropriate subject to the Planning and Development Applications section in the Our Tools part of this Plan, the following community facilities may be permitted: places of worship; day care centres; branch libraries; schools; community centres; public parks; and public recreation facilities; and similar community-oriented facilities. Zoning on individual sites may not allow for the full range of permitted uses. Community facilities will be directed to locations that are easily accessible and where they can help establish and enhance the character of a neighbourhood.

931_ Office conversions are defined as the conversion of all or a portion of a residential building to office uses. Office conversions, retaining one or more residential units, may be permitted where mixed-use buildings are allowed in conformity with Table 10, or without a residential unit where stand-alone offices are permitted. Office conversions may also be permitted subject to the Specific Policies for the Neighbourhoods Place Type section of this chapter.

932_ Drive through facilities will not be permitted on properties fronting Neighbourhood Streets and Neighbourhood Connectors.

933_ Group homes, as defined in the Glossary of this Plan, may be permitted within the Neighbourhoods Place Type as shown in Table 10.

934_ Subject to a zoning by-law amendment, supervised correctional residences, as defined in the Glossary of this Plan, may be permitted in appropriate locations within the Neighbourhoods Place Type as shown in Table 10.

TABLE 10 - RANGE OF PERMITTED USES IN NEIGHBOURHOODS PLACE TYPE

Street onto which the property has frontage	Range of primary permitted uses	Range of secondary permitted uses conditional on classification of intersecting street				Range of secondary permitted uses
		Intersects with Neighbourhood Street	Intersects with Neighbourhood Connector	Intersects with Civic Boulevard	Intersects with Urban Thoroughfare	Fronting onto Park
Neighbourhood Street	<ul style="list-style-type: none"> • Single detached • Semi-detached • Duplex • Converted dwellings • Townhouses • Secondary suites • Home occupations • Group homes 	N/A	N/A	N/A	N/A	N/A
Neighbourhood Connector	<p>As per Neighbourhood Street plus:</p> <ul style="list-style-type: none"> • Triplexes • Small-scale community facilities <p>Only in Central London:</p> <ul style="list-style-type: none"> • Fourplexes • Stacked townhouses • Low-rise apartments 	N/A	<p>Secondary Uses:</p> <ul style="list-style-type: none"> • Mixed-use buildings • Fourplexes • Stacked townhouses • Low-rise apartments 	<p>Secondary Uses:</p> <ul style="list-style-type: none"> • Mixed-use buildings • Fourplexes • Stacked townhouses • Low-rise apartments 	<p>Secondary Uses:</p> <ul style="list-style-type: none"> • Mixed-use buildings • Fourplexes • Stacked townhouses • Low-rise apartments 	<p>Secondary Uses:</p> <ul style="list-style-type: none"> • Mixed-use buildings • Fourplexes • Stacked townhouses • Low-rise apartments
Civic Boulevard and Urban Thoroughfare	<p>As per Neighbourhood Connector plus:</p> <ul style="list-style-type: none"> • Stacked townhouses • Fourplexes • Low-rise apartments • Emergency care establishments • Rooming houses • Supervised correctional residences 	N/A	<p>Secondary Uses:</p> <ul style="list-style-type: none"> • Mixed-use buildings 	<p>Secondary Uses:</p> <ul style="list-style-type: none"> • Mixed-use buildings • Stand-alone retail, service, office 	<p>Secondary Uses:</p> <ul style="list-style-type: none"> • Mixed-use buildings • Stand-alone retail, service, office 	N/A

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

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

INTENSITY

935_ The following intensity policies will apply within the Neighbourhoods Place Type:

1. Table 11 - Range of Permitted Heights in Neighbourhoods Place Type, provides the range of permitted heights in the Neighbourhoods Place Type, based on street classification.
2. Floor area limits for retail, services and offices uses are shown on Table 12 - Retail, Service and Office Floor Area Permitted in Neighbourhoods Place Type.
3. Zoning will be applied to ensure an intensity of development that is appropriate to the neighbourhood context, utilizing regulations for such things as height, density, gross floor area, coverage, frontage, minimum parking, setback, and landscaped open space.
4. The full extent of intensity described above and shown on Table 11 will not necessarily be permitted on all sites within the Neighbourhoods Place Type.
5. Specific Policies for the Neighbourhoods Place Type, at the end of this chapter, may not permit the full range of intensity.

FORM

936_ The following form policies will apply within the Neighbourhoods Place Type:

1. All planning and development applications will conform with the City Design policies of this Plan.
2. New neighbourhoods, or parts thereof, should be designed to avoid rear lotting and to avoid noise walls that are required to protect amenity areas as defined by provincial guidelines. The Our Tools part of this Plan includes noise wall policies that provide greater detail.
3. Non-residential uses may be permitted only when it is demonstrated that the proposed form of development can fit well within the context of the residential neighbourhood.
4. With the exception of properties located on Civic Boulevards or Urban Thoroughfares, large amounts of on-site parking will not be permitted on properties within the Neighbourhoods Place Type to accommodate the parking requirements of mixed use buildings. Front yard parking will not be permitted on properties fronting a Neighbourhood Street or Neighbourhood Connector Street. The City Design policies of this Plan will provide direction for parking for other locations within the Neighbourhoods Place Type. On-street parking may be permitted to address parking requirements where it is demonstrated that there is capacity for such parking and it is appropriate and permitted.
5. Rural-Urban Interface policies, identified in the Our City part of this Plan, will be addressed through the evaluation of plans for new neighbourhoods.

TABLE 11 - RANGE OF PERMITTED HEIGHTS IN NEIGHBOURHOODS PLACE TYPE

Street onto which property has frontage	Minimum and maximum height (storeys) that may be permitted along this classification of street (Base condition)	Minimum and maximum height (storeys) that may be permitted conditional upon classification of intersecting street				Minimum and maximum height (storeys) that may be permitted conditional upon fronting onto park
		Neighbourhood Street	Neighbourhood Connector	Civic Boulevard	Urban Thoroughfare	Fronting onto Park
Neighbourhood Street	Min. 1 Max. 2.5	Same as base	Same as base	Same as base	Same as base	Same as base
Neighbourhood Connector	Min. 1 Max. 2.5 Bonus up to 4 in Central London	Same as base	Min. 2 Max. 3 Bonus up to 4 Bonus up to 6 in Central London	Min. 2 Max. 3 Bonus up to 4 Bonus up to 6 in Central London	Min.2 Max. 3 Bonus up to 4 Bonus up to 6 in Central London	Min. 2 Max. 3 Bonus up to 4
Civic Boulevard	Min. 2 Max. 4 Bonus up to 6	Same as base	Same as base	Same as base	Same as base	Same as base
Urban Thoroughfare	Min. 2 Max. 4 Bonus up to 6	Same as base	Same as base	Same as base	Same as base	Same as base

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

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

Note 3 - Type 1 or Type 2 Bonus Zoning policies may apply to the bonus heights identified in the above table.

TABLE 12 - RETAIL, SERVICE AND OFFICE FLOOR AREA PERMITTED IN NEIGHBOURHOODS PLACE TYPE

Street onto which property has frontage	Maximum floor area that may be permitted along this classification of street	Maximum floor area that may be permitted conditional upon classification of intersecting street				Maximum floor area that may be permitted conditional upon fronting onto park
		Neighbourhood Street	Neighbourhood Connector	Civic Boulevard	Urban Thoroughfare	Fronting onto Park
Neighbourhood Street	N/A	N/A	N/A	N/A	N/A	N/A
Neighbourhood Connector	N/A	N/A	Total at intersection: 200m ²	Total at intersection: 200m ²	Total at intersection: 200m ²	200m ²
Civic Boulevard	N/A	N/A	Total at intersection: 200m ²	Total at intersection: 2,000m ²	Total at intersection: 2,000m ²	N/A
Urban Thoroughfare	N/A	N/A	Total at intersection: 200m ²	Total at intersection: 2,000m ²	Total at intersection: 2,000m ²	N/A

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

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

RESIDENTIAL INTENSIFICATION IN NEIGHBOURHOODS

937_ Residential intensification is fundamentally important to achieve the vision and key directions of *The London Plan*. Intensification within existing neighbourhoods will be encouraged to help realize our vision for aging in place, diversity of built form, affordability, vibrancy, and the effective use of land in neighbourhoods. However, such intensification must be undertaken well in order to add value to neighbourhoods rather than undermine their character, quality, and sustainability. The following policies are intended to support infill and intensification, while ensuring that proposals are appropriate and a good fit within their receiving neighbourhoods.

FORMS OF RESIDENTIAL INTENSIFICATION

938_ Residential intensification means the development of a property, site, or area at a higher residential density than currently exists. Intensification adds one or more residential units to a site, or creates one or more additional lots from an existing lot. The following policies relate to intensification on those lands that are within the Neighbourhoods Place Type.

939_ This Plan creates a variety of opportunities for intensification. The following list spans from a very “light” and discreet form of intensification to more visible and obvious forms. All are important to realize our goals of purposeful, sensitive, and compatible intensification within our neighbourhoods:

1. Secondary Dwelling Units – self-contained residential units with kitchen and bathroom facilities within dwellings or within accessory structures as defined in the Secondary Dwelling Unit section of this chapter.
2. Converted dwellings – the conversion of an existing residential dwelling to accommodate two or more dwelling units, without making substantive changes to the exterior of the building.
3. Adaptive re-use of non-residential buildings, to accommodate new residential dwelling units.
4. Lot creation – severing one lot into two or more lots.
5. Infill development – developing one or more new residential units on vacant lots.
6. Redevelopment – the removal of existing buildings in favour of one or more new buildings that house a greater number of dwelling units than what currently exists.

940_ It is an important strategy of this Plan to support all of these forms of intensification, while ensuring that they are appropriately located and fit well within their neighbourhood.



SECONDARY DWELLING UNITS

941_ For the purposes of this Plan, secondary dwelling units are defined as a dwelling unit ancillary and subordinate to the primary dwelling unit, in which food preparation, eating, living, sleeping and sanitary facilities are provided for the exclusive use of the occupants thereof.

942_ Secondary dwelling units are permitted as-of-right within single detached dwellings, semi-detached dwellings or a street townhouse dwelling where all of the following criteria are met:

1. The secondary dwelling unit must be clearly ancillary and subordinate to the primary residential use.
2. A maximum of one secondary dwelling unit per primary dwelling unit is permitted, and must be located on the same lot as the primary dwelling unit.
3. Secondary dwelling units will not be permitted within the Near-Campus Neighbourhood area as defined in the Specific Policies in this chapter.
4. A secondary dwelling unit will be limited to a maximum of one bedroom, and the total number of bedrooms in the primary dwelling unit and secondary dwelling unit combined will not be greater than five.
5. Secondary dwelling units will be required to be licensed pursuant to the *Residential Rental Unit Licensing By-law*.
6. The gross floor area of a secondary dwelling unit will not be greater than 40% of the combined total gross floor area of both the primary dwelling unit and the secondary dwelling unit.
7. A secondary dwelling unit will comply with all regulations of the associated zone.
8. Exterior alterations to the primary dwelling unit to provide for secondary dwelling units will not be permitted for front or exterior side yards. Access to secondary dwelling units may be through existing entrances or new entrances located in rear or side yards.
9. In addition to the parking requirement for the primary residential unit, one additional parking space will be required and maintained in accordance with the *Zoning By-law*. A second driveway is not permitted.
10. Secondary dwelling units may be permitted within a legally established accessory structure only where the primary dwelling unit does not contain a secondary dwelling unit and the secondary dwelling unit:
 - a. Is located on the same lot as the primary dwelling unit.
 - b. Is located in the rear yard.
 - c. Meets the requirements of the zone.
11. New or expanded accessory structures that are proposed to house secondary dwelling units shall require site plan approval.
12. A secondary dwelling unit will not be located within a basement within a dwelling located in a flood plain as regulated by the conservation authority having jurisdiction for that area.
13. A secondary dwelling unit shall be permitted only where the primary unit is owner occupied.

CONVERTED DWELLINGS

943_ Converted dwellings may be permitted in appropriate locations within the Neighbourhoods Place Type, subject to a zoning by-law amendment. The *Zoning By-law* will limit the number of units that may be contained in a converted dwelling and may also limit additions to the building.

944_ Planning and development applications to allow for converted dwellings will be reviewed based on the Planning and Development Applications section in the Our Tools part of this Plan. Through this review, the number of units proposed in the converted dwelling will be evaluated to ensure that this intensity is appropriate in its neighbourhood context and given the size of the lot. The existing building will not be substantively altered or added to, and the site will be capable of accommodating the additional use. Converted dwellings will be subject site plan approval.

945_ Site specific amendments to the *Zoning By-law* to allow dwelling conversions within primarily single detached residential neighbourhoods shall be discouraged.

ADAPTIVE RE-USE OF NON-RESIDENTIAL BUILDINGS

946_ The conversion of non-residential buildings to residential use may be permitted in appropriate locations anywhere within the Neighbourhoods Place Type. Table 11, showing maximum heights, will not apply to existing buildings, but will apply to all building additions. Planning and development applications to allow for the adaptive re-use of non-residential buildings will be reviewed based on the Planning and Development Applications section in the Our Tools part of this Plan. Adaptive re-use projects will be subject to site plan approval and a public site plan process will be required.

LOT CREATION

947_ These policies relate only to lot creation on vacant or underutilized sites in established neighbourhoods, and will not include blocks of land that have been established in plans of subdivision registered after July 2, 1996. Consents to sever lots will conform with the consent policies in the Our Tools part of this Plan. If conceptual site and elevation plans exist at the time of the consent application, these plans will

be evaluated based on the policies of this Plan and if deemed appropriate may be included as a condition of the consent approval to be addressed through the building permit stage. If plans are not available at the time of consent, the approval authority may establish a condition to require that future development on the severed and retained properties will be subject to site plan approval. A condition for a public site plan meeting may also be required at the discretion of the approval authority.

948_ The creation of rear-lot development (flag-shaped lots) will be discouraged in the Neighbourhoods Place Type unless the intensification policies in this Plan are met and the following urban design considerations are addressed:

1. Access to the new property will be wide enough to provide:
 - a. Separate pedestrian/vehicular access.
 - b. Sufficient space beside the driveways for landscaping and fencing to buffer the adjacent properties.
 - c. Adequate space at the street curb for garbage and blue box pickup.
 - d. Snow storage for the clearing of these driveways.
2. In laying out a rear-lot development project, care should be taken to avoid creating front to back relationships between existing and proposed dwelling units. To support a reasonable level of privacy and compatibility, the front doors of the new units should avoid facing onto the rear yards of existing homes.
3. Where existing dwellings fronting onto the street are not incorporated into the infill project, adequate land should be retained in the rear yard of these dwellings to provide:
 - a. Appropriate outdoor amenity space.
 - b. Adequate separation distance between the existing dwellings and the habitable areas of the infill project.





- c. Sufficient space for landscaping in the rear yards for visual separation if required.
- d. Parking and vehicular access for the existing dwellings, so as not to introduce parking into the front yards of the existing dwellings.

SITE PLAN APPROVAL FOR INTENSIFICATION PROPOSALS

949_ Residential intensification proposals will require site plan approval, except for the creation of secondary dwelling units within existing structures, and converted dwelling units that will result in a maximum of two units.

950_ The *Site Plan Control By-law* shall include provisions to implement these policies.

> SCOPED SITE PLAN APPROVAL PROCESS

951_ The standard site plan approval process shall apply to intensification projects that will result in three or more residential units. However, for intensification proposals that will result in less than three residential units, and for secondary dwelling units in accessory structures that are subject to site plan approval, a scoped site plan approval process may apply as follows:

1. The full range of submissions required for the standard site plan approval process will not be required. Rather, the following submissions will be required:
 - a. A Planning and Design Report, scoped to address relevant design issues.
 - b. Site plan and building elevation drawings.
 - c. Where appropriate, a grading certificate and a water service and sewer/drainage connections plan.
2. Upon review and approval, the site plan and building elevation drawings will be stamped as approved and constitute applicable law. No development agreement or security will be required unless there is a specific reason for such requirement.

Applications for building permit will be reviewed for compliance based on the stamped site plan and building elevation drawings, prior to issuance

of any building permit. Any future variation from the approved site plan and building elevations shall require a site plan approval amendment application.

> PUBLIC SITE PLAN APPROVAL PROCESS

952_ A public site plan approval process will be required for intensification proposals where a proposal has not been the subject of another planning application process, such as a zoning by-law amendment, minor variance, consent or heritage alteration permit application process, or where City Council has directed that a public site plan approval process be undertaken.

ADDITIONAL URBAN DESIGN CONSIDERATIONS FOR RESIDENTIAL INTENSIFICATION

953_ The City Design policies of this Plan will apply to all intensification proposals. In addition, the following design policies will apply:

1. A Planning and Design Report, as described in the Our Tools part of this Plan, shall be submitted for all intensification proposals. This report will clearly demonstrate that the proposed intensification project is sensitive to, compatible with, and a good fit within the existing surrounding neighbourhood.
2. Compatibility and fit, from a form perspective, will be evaluated based on such matters as:
 - a. Site layout within the context of the surrounding neighbourhood, considering such things as access points, driveways, landscaping, amenity areas, building location, and parking.
 - b. Building and main entrance orientation.
 - c. Building line and setback from the street.
 - d. Character and features of the neighbourhood.
 - e. Height transitions with adjacent development.
 - f. Massing appropriate to the scale of the surrounding neighbourhood.

3. The intensity of the proposed development will be appropriate for the size of the lot such that it can accommodate such things as driveways, adequate parking in appropriate locations, landscaped open space, outdoor residential amenity area, adequate buffering and setbacks, and garbage storage areas.

HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)

954_ High-rise apartment buildings play a significant role in supporting the fundamental goal of linking our land use plans to our mobility plans. This type of development generates significant densities which can create a high demand for transit services. Directing these uses to the Downtown, Transit Village, and Rapid Transit Corridor Place Types is a key strategy to create the context for a viable and cost-efficient transit system.

955_ While recognizing this strategy moving forward, *The London Plan* also recognizes the High Density Residential areas that were designated in the previous Official Plan, even where they are not within the targeted place types. Map 2 identifies these lands as High Density Residential Overlay (from 1989 Official Plan). It is important to recognize that Map 2 is an overlay on top of the Urban Place Types identified in Map 1. For these lands, the Place Type represents the long-term vision for each of these areas to the year 2035.

956_ Not all High Density Residential designations from the 1989 Official Plan have been carried over as shown on Map 2 of this Plan. Those High Density Residential designations that have not been carried over include:

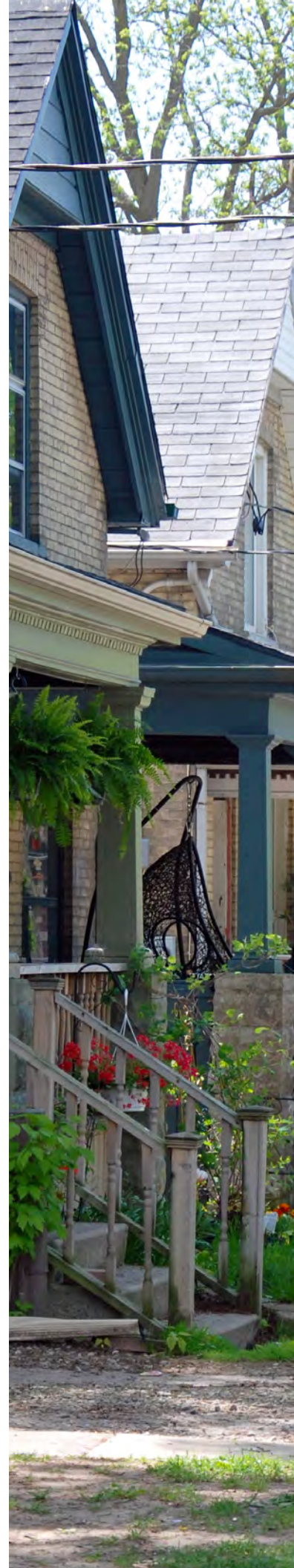
1. Lands that are located within a place type in *The London Plan* that allows for higher-intensity residential buildings.
2. Lands that have been developed for residential buildings of six storeys or less and are best reflected by the Neighbourhoods Place Type.

957_ Planning and development applications conforming with the underlying place type shown on Map 1 will be encouraged.

958_ Notwithstanding the height and intensity policies of the underlying place type, the following overlay policies may be applied:

1. Inside the Primary Transit Area, residential development may be permitted up to 12 storeys in height within the High Density Residential Overlay (from 1989 Official Plan).
2. Outside the Primary Transit Area residential development may be permitted up to 12 storeys in height and at a density of up to 150 units per hectare on lands within the High Density Residential Overlay (from 1989 Official Plan).
3. On large sites or areas within the High Density Residential Overlay (from 1989 Official Plan), capable of accommodating multiple buildings, a diversity of housing forms such as mid-rise and low-rise apartments and multiple attached dwellings will be required.
4. Type 2 Bonus Zoning, as described in the Bonus Zoning policies in the Our Tools part of this Plan, will be discouraged for development that exceeds the permitted standard height for the place type shown on Map 1.
5. Zoning may not allow for the full range of height and density identified in these policies.
6. Where Specific Policies are established for lands within the High Density Residential Overlay (from 1989 Official Plan), and there is a conflict between those policies and the parent High Density Residential Overlay (from 1989 Official Plan) policies, the Specific Policies shall prevail.
7. New or expanded High Density Residential Overlay (from 1989 Official Plan) designations will not be permitted.

959_ Development within the High Density Residential Overlay (from 1989 Official Plan) will be monitored.





PLANNING AND DEVELOPMENT APPLICATIONS

960_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

SPECIFIC POLICIES FOR THE NEIGHBOURHOODS PLACE TYPE

961_ The following policies relate to specific sites or areas within the Neighbourhoods Place Type. These policies serve to augment the general policies for Neighbourhoods. Where there is a conflict between the following policies and the more general Neighbourhoods Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

NEAR-CAMPUS NEIGHBOURHOOD

> DEFINITION

962_ The following policies apply to the Neighbourhoods Place Type within Near-Campus Neighbourhoods as identified on Map 7 – Specific Policy Areas. These neighbourhoods are located near Western University and Fanshawe College.

963_ It is recognized that the Near-Campus Neighbourhood area consists of neighbourhoods that differ from one another in many ways, including built form, land use mix, demographic and socio-economic structure, cultural heritage resources, community layout, and distance from campus. Furthermore, it is recognized that neighbourhoods within these areas differ in the degree to which they have been affected by near-campus neighbourhood issues. However, these areas share a common characteristic in that they are relatively close to higher education institutions and they are all part of the Near-Campus Neighbourhood area that this Plan seeks to protect and enhance.

> REVIEW OF PLANNING APPLICATIONS WITHIN NEAR-CAMPUS NEIGHBOURHOODS

964_ Understanding that the neighbourhoods within Near-Campus areas are not homogeneous, the planning approach and tools used to implement these policies will vary from neighbourhood to neighbourhood.

965_ All planning and development applications will be reviewed based on the relevant policies of this Plan in addition to the following Near-Campus Neighbourhood policies.

> VISION FOR NEAR-CAMPUS NEIGHBOURHOODS

966_ Near-Campus Neighbourhoods provide an extremely valuable asset to the City of London. They are important to attract and retain the brightest and best faculty and students. They are desirable and unique neighbourhoods, some of which offer an outstanding stock of cultural heritage resources and heritage streetscapes. In addition, they provide close proximity to employment, cultural and entertainment resources that their neighbouring educational institutions offer. Augmenting the Our Vision policies for the Neighbourhoods Place Type, the following vision for Near-Campus Neighbourhoods will be pursued. Near-Campus Neighbourhoods will:

1. Be diverse and inclusive from many different perspectives.
2. Be occupied by a balanced mix of long-term and short-term residents.
3. Provide for a strong sense of social connectedness amongst neighbourhoods.
4. Exude vibrancy, culture, creativity, interest, and dynamism.
5. Be planned to protect residential amenity and character.
6. Engender respect for the neighbourhood and all those who live in it.
7. Provide for reasonable quiet enjoyment of private property.
8. Provide for reasonable entertainment, expression, and diverse activities on private property.
9. Cherish, conserve, and protect cultural heritage resources.
10. Help to recruit the best and brightest students, staff and faculty.
11. Allow residents to enjoy unique culture, entertainment, and recreation opportunities relating to higher education institutions.

> LAND USE PLANNING GOALS FOR NEAR-CAMPUS NEIGHBOURHOODS

967_ The following land use planning and urban design goals will be pursued in Near-Campus Neighbourhoods in an effort to support our vision. All planning and development applications will be reviewed to evaluate the degree to which they meet these goals:

1. Encourage preferred forms of intensification (as characterized in policy below) that support the vision for Near-Campus Neighbourhoods and discourage inappropriate forms of intensification that may undermine the long-term stability and established vision for Near-Campus Neighbourhoods.
2. In pursuit of balanced neighbourhoods, recognize areas that have already absorbed significant amounts of residential intensification and residential intensity and direct additional proposals to the appropriate locations and in the preferred forms (as identified in the policy below).
3. Encourage a balanced mix of residential structure types at the appropriate locations while preserving stable areas.
4. Direct residential intensification toward mid-rise and high-rise forms of development and discourage a concentration of residential intensification and residential intensity in low-rise forms of housing.
5. Direct residential intensification to significant mobility nodes and corridors and away from the interior of neighbourhoods.
6. Utilize zoning and other planning tools to allow for residential intensification and residential intensity which is appropriate in form, size, scale, mass, density, and intensity.
7. Where incremental changes in use, density, intensity, and lot size, as a result of zoning amendments, minor variances and consents to sever are collectively leading to undesirable changes in the character and amenity of streetscapes and neighbourhoods, avoid the continuation of such trends.

8. Identify strategic locations where residential intensification is appropriate and zone for these opportunities accordingly and utilize strong transit connections to link these residential intensification opportunities to campuses.
9. Plan for residential intensification in a proactive, coordinated and comprehensive fashion, utilizing secondary plans and master plans.
10. Ensure that residential intensification projects incorporate urban design qualities that enhance streetscapes, complement adjacent properties, and contribute to the functional and aesthetic quality of the neighbourhood.
11. Conserve cultural heritage resources which contribute to the identity of streetscapes and neighbourhoods.
12. Provide for affordable housing opportunities in appropriate locations.

> ENCOURAGE PREFERRED FORMS OF INTENSIFICATION

968_ Within Near-Campus Neighbourhoods, it is a goal of this Plan to encourage preferred forms of intensification as defined by these policies. Planning and development applications that represent preferred forms of intensification will be encouraged. For the purposes of these policies, preferred forms of intensification will be those that are not comprised of one or more of the following attributes:

1. Developments within neighbourhoods that have already absorbed significant amounts of residential intensification and/or residential intensity and are experiencing cumulative impacts that undermine the vision for Near-Campus Neighbourhoods.
2. Developments proposed along streetscapes and within neighbourhoods that are becoming unsustainable due to a lack of balance in the mix of short- and long-term residents.
3. Residential intensity that is too great for the structure type that is proposed.

4. Inadequately sized lots that do not reasonably accommodate the use, intensity or form of the proposed use.
5. Proposed lots and buildings requiring multiple variances that, cumulatively, are not in keeping with the spirit and intent of the zoning that has been applied.
6. A lack of on-site amenity area.
7. Inadequate parking areas to accommodate the expected level of residential intensity.
8. Excessive proportions of the site devoted to parking areas and driveways.
9. Built forms or building additions which are not consistent in scale and character with the neighbourhood, streetscape and surrounding buildings.
10. Developments which continue an ad-hoc and incremental trend toward residential intensification within a given street, block, or neighbourhood, rather than a proactive, coordinated, and planned approach toward residential intensification.

> DIRECTING PREFERRED FORMS OF INTENSIFICATION TO APPROPRIATE LOCATIONS

969_ Near-Campus Neighbourhoods have been planned with substantial opportunities for intensification through the provision of a variety of place types that allow for mid-rise and high-rise residential development. Many of these Near-Campus Neighbourhoods have already experienced a significant amount of residential intensification (as defined in this Plan) and an increase in residential intensity.

970_ The preferred forms of intensification in Near-Campus Neighbourhoods are mid-rise and high-rise apartment buildings situated in appropriate place types and on appropriate street classifications rather than within the interior of neighbourhoods. This is particularly important in neighbourhoods where there has been a substantial amount of residential intensification or residential intensity within the Neighbourhoods Place Type abutting Neighbourhood Streets or Neighbourhood Connectors.

971_ Appropriate locations for mid-rise and high-rise apartment buildings are those areas within Near-Campus Neighbourhoods that are located within the Transit Village, Rapid Transit Corridor, Urban Corridor, Downtown and Shopping Area Place Types. Areas within the Neighbourhoods Place Type that have been identified for additional height, as shown on Table 11, may also be appropriate locations for mid-rise intensification. Finally, those lands shown on Map 2 - High Density Residential Overlay (from 1989 Official Plan), may also allow for mid-rise and high-rise apartment development.

> PERMITTED USES IN THE NEIGHBOURHOODS PLACE TYPE WITHIN NEAR-CAMPUS NEIGHBOURHOODS

972_ Permitted uses in the Neighbourhoods Place Type within Near-Campus Neighbourhoods will be in conformity with Table 10 that identifies the range of permitted uses within all neighbourhoods within London. However, with the exception of Central London, converted dwellings will be limited to a maximum of two dwellings units within the Near-Campus Neighbourhoods.

973_ Zoning on individual sites may not allow for the full range of permitted uses shown in Table 10.

> DEFINITION OF RESIDENTIAL INTENSITY

974_ Residential intensity refers to the increase in the usability of an existing dwelling, building, or site to accommodate additional occupancy including, but not limited to, building construction or additions, increasing the number of bedrooms, and expanding parking areas, but does not include the development of a property, site, or area at a higher density than currently exists.

> ZONING REGULATIONS FOR NEAR-CAMPUS NEIGHBOURHOODS

975_ Where appropriate, area-specific zoning regulations will be utilized in Near-Campus Neighbourhoods to encourage appropriate residential intensification and residential intensity. These potential regulations include, but are not limited to:

1. Floor Area Ratio regulations – to control building scale relative to the size of the associated lot.
2. Gross Floor Area maximums – to control scale relative to the character of the built form existing in the area.
3. Maximum numbers of bedrooms per unit, by structure type – to manage the intensity of use within multiple-unit buildings.
4. Minimum parking requirements per gross floor area of building – to ensure that lots are adequately sized to accommodate required on-site parking.
5. Maximum parking area coverage – to ensure that parking areas do not cover excessively large portions of residential lots.
6. Minimum landscaped open space requirements – to ensure that usable outdoor amenity areas are preserved.

> INTERIOR OF NEIGHBOURHOODS PLACE TYPES

976_ Within the Near-Campus Neighbourhoods in the interior of the Neighbourhoods Place Type, defined as those areas fronting Neighbourhood Streets or Neighbourhood Connectors, planning applications to allow for residential intensification and residential intensity will be supported only if all of the following criteria are met:

1. The requested use conforms with Table 10 - Range of Permitted Uses in Neighbourhoods Place Type.
2. The requested intensity conforms with Table 11 - Range of Permitted Heights in Neighbourhoods Place Type.

3. The proposal conforms with the Residential Intensification policies of this Plan, where those policies do not conflict with Near-Campus Neighbourhood Policies.
4. The proposal conforms with the relevant Specific Policies of this chapter.
5. The proposal provides for an adequate amenity area that is appropriately shaped, configured, and located.
6. Mitigation measures are incorporated into the proposed building(s) and site design which ensure that the amenity of surrounding residential land uses is not negatively impacted.
7. Significant cultural heritage resources are protected and conserved where appropriate and necessary in conformity with the Cultural Heritage policies of this Plan.
8. The proposal establishes a positive and appropriate precedent for similar locations within the Near-Campus Neighbourhood areas.

> CONSENTS TO SEVER IN NEAR-CAMPUS NEIGHBOURHOODS

977_ In the review of applications for consents to sever, it will be recognized that in some areas of Near-Campus Neighbourhoods, City Council has established specific zoning regulations that are not intended to support a continuation of the prevailing lot fabric that has been established over time. In these cases, Council has recognized that the area has already absorbed significant residential intensification or residential intensity and has established a zone that is intended to curtail lot creation below an estimated minimum lot size. This minimum lot size may be larger than the prevailing lot fabric in the area. In Near-Campus Neighbourhoods, applications for consents to sever will be evaluated based on the following:

1. The consent will not undermine the intent of the *Zoning By-law* where City Council has applied a zone that is intended to establish a new standard for lot sizes in the neighbourhood, which may be larger than the prevailing lot fabric that has been established over time in that neighbourhood.

2. The conveyed and retained parcels will be required to function independently without the use of easements or shared facilities such as, but not limited to, mutual driveways or parking areas.
3. The consent will be consistent with, or assist with the implementation of, the vision and land use planning goals for Near-Campus Neighbourhoods.
4. The proposed consent is consistent with the Lot Creation policies of the Neighbourhoods Place Type.

> MINOR VARIANCES IN NEAR-CAMPUS NEIGHBOURHOODS

978_ The *Planning Act* identifies four tests when determining the appropriateness of a request for a minor variance. One of these four tests is whether the general intent and purpose of the official plan is maintained. The following policies are intended to provide guidance for minor variance applications in Near-Campus Neighbourhoods as part of the consideration of this test.

979_ The following criteria will be considered for minor variance applications in Near-Campus Neighbourhoods:

1. The requested variance(s) will not undermine the intent of the *Zoning By-law* where City Council has applied a zone that established additional regulations in the neighbourhood.
2. The requested variance(s) will not lead to inappropriate forms of intensification, as characterized in this Plan.
3. The requested variance(s) will not be supported to approve an increase in residential intensity where the proposed new development, expanded development, or modified development can meet the regulations of the *Zoning By-law* through a reconfiguration of the development proposal.
4. Where a street, block, or neighbourhood has already absorbed substantial residential intensification in the Neighbourhoods Place Type, a minor variance to accommodate a proposed consent to sever will not be supported.

5. Site-specific minor variance applications to accommodate an increase in residential intensity on lands that are not unique within their context and do not have any special attributes which would warrant a site-specific minor variance will not be supported.
6. Minor variances to permit front yard parking will be discouraged where the proposed new development, expanded development, or modification to an existing development eliminates existing parking that is in a location which conforms with the *Zoning By-law*.

> HERITAGE CONSERVATION

980_ The heritage building stock within Near-Campus Neighbourhoods is a significant asset to these neighbourhoods, the adjacent educational institutions, and the City of London. It is a goal of these policies to conserve significant cultural heritage resources wherever possible through rehabilitation and conservation.

981_ The heritage building stock includes properties listed in the Register as well as those properties designated under Part IV or Part V of the *Ontario Heritage Act*.

> CAMPUS LANDS ADJACENT TO THE COMMUNITY

982_ At appropriate locations on the periphery of campus lands, where these lands are adjacent to Near-Campus Neighbourhoods, the University and Colleges will be encouraged to develop parks, urban parks, plazas, squares, and forecourts, and other gathering areas where members of the community and the educational institutions can congregate and interact.

> TRANSIT

983_ Strategic transit planning will be undertaken to consider options and implement transit initiatives that will contribute to the Near-Campus Neighbourhoods Vision. Near-Campus Neighbourhoods have absorbed significant amounts of residential intensification and residential intensity and a heightened level of transit can serve to support medium- and large-scale residential development projects which are located more distant from campus such that these residential projects are attractive for faculty and students.

> PUBLIC PROJECTS

984_ Municipal projects including those involving infrastructure works, street improvements, street lighting, tree planting, park development, and other initiatives involving the public realm will be encouraged to proactively enhance and strengthen Near-Campus Neighbourhoods.

> CONFLICTS

985_ Where there is a conflict between the Specific Policies for Near-Campus Neighbourhoods, as outlined in this Plan:

1. And the more general policies of this Plan, the Policies for Near-Campus Neighbourhood will prevail.
2. And other more specific Area Specific Policies, as outlined in this Plan, the more specific Area Specific Policies will apply.
3. And approved secondary plans, the policies of the secondary plan will apply.

986_ Where any or all of the requirements of the Specific Policies for Near-Campus Neighbourhoods are not in conflict with or are not specifically addressed in the parent Neighbourhoods Policies, other more specific Policies for Specific Areas or secondary plans, the Specific Policies for Near-Campus Neighbourhoods will apply.

BOSTWICK EAST

987_ The following policy applies to lands bounded by Southdale Road West, on the north, Wonderland Road South, on the west, and Wharncliffe Road South, on the east.

988_ Consideration shall be given to alternative development standards, where urban design guidelines have been approved by City Council, and associated zoning regulations for small groupings of multiple-attached dwellings, such as street townhouses, and mix of residential dwelling types along Local and Connector street frontages provided on-street parking and other zoning requirements are achieved. The intent is to achieve a mix of residential uses along the streetscape. Consideration will be given to incorporating gateway street amenities, such as street furnishings, vegetation and landscaping, benches, cycling paths, signs and banners where possible.



989_ For the lands in the Neighbourhoods Place Type along the south side of Southdale Road West comprising 149, 153 and 187 Southdale Road West, between Andover Drive and Notre Dame Drive, for lands within 60 metres of Southdale Road West the maximum dwelling height will be two storeys. Development on the balance of these lands shall be stepped in height from the two storey dwellings up to a maximum of four storeys. Consideration will be given to built form and massing, suitable scale, stepping of height from adjacent existing single detached dwellings, and sight lines to the Holy Trinity Greek Orthodox Church, prior to any draft plan of subdivision approval and site plan approval.

990_ Alternative development standards and regulations may include, but are not limited to: neighbourhood parkettes, urban design through innovative treatment of building façades, and reduced front yard setbacks to bring building façades closer to the street. Zoning on individual sites may not allow for the full range of permitted uses.



991_ For a portion of lands located on the south side of Southdale Road West, opposite Andover Drive, a maximum building height of eight storeys will be permitted provided the development is designed and occupied for senior citizens' housing.

992_ Applicants for (re)development approvals for lands along Wharncliffe Road South will be required to submit an access management plan for their development to justify the location of their access arrangement(s) and taking into consideration surrounding lands on both sides of Wharncliffe Road South as part of the review. The approved recommendations of the access management plan shall be incorporated into the subdivision and development agreements, where applicable.

993_ For the approximately 7.7 ha of land located on the south side of Southdale Road West and west of Wharncliffe Road South, municipally known as 99 Southdale Road West, the owner shall dedicate to the City and the City shall acquire from the owner a public parkland dedication of 0.72 ha of land in the Green Space Place Type. Should the City desire to acquire additional land from the owner for open space or park purposes, City Council may acquire such additional lands by purchase, expropriation, or donation pursuant to the Our Tools part of this Plan.

NORTH TALBOT COMMUNITY

994_ The following policy applies to lands bounded by Southdale Road to the north, Bostwick Road to the east, Pack Road to the south and Colonel Talbot Road to the west.

995_ Within this area, lands located around the east focal point, may include mixed-use areas consisting of residential/commercial development in the form of small-scale, pedestrian-oriented neighbourhood-serving commercial uses and small-scale office buildings located as community focal points within the larger area. Small groupings of low-rise apartments may surround the mixed-use areas in conformity with the density and height limitations as follows:

1. Normally heights will not exceed four storeys. In some instances, heights may be permitted to exceed this limit, if determined through a planning and development process to be appropriate subject to a site-specific zoning by-law amendment and/or the Bonus Zoning policies in the Our Tools part of this Plan.
2. Residential development will not exceed an approximate net density of 75 units per hectare. Exceptions to the density limit may be made without amendment to this Plan for developments which are designed and occupied for senior citizens' housing, or qualify for density bonusing under the Our Tools part of this Plan.

996_ Where exceptions to the usual density limit of 75 units per hectare are made, the height limitations, prescribed above, will remain in effect. Developments which are permitted to exceed the density limit of 75 units per hectare shall be limited to a maximum density of 100 units per hectare. Zoning on individual sites may not allow for the full range of permitted uses.





997_ The primary permitted uses shall be in conformity with the Neighbourhoods Place Type. Permitted uses may be mixed along the Local and Connector street frontages. Small groupings of multiple-attached dwellings, such as street townhouses, may be permitted along a residential streetscape in conformity with the intensity and height limitations of the Neighbourhoods Place Type policies of this Plan. Zoning on individual sites may not allow for the full range of permitted uses.

998_ Consideration may be given to alternative development standards and associated zoning regulations intended to provide for a more efficient utilization of land and to achieve an overall community design concept, where urban design guidelines have been approved by City Council to address such matters as building form and massing, treatment of residential façades, and design of commercial/residential mixed-use buildings and sites. Urban design guidelines must be approved prior to draft plan of subdivision approval. Alternative development standards and regulations may include, but are not limited to: reduced street allowance widths, the use of rear lanes, neighbourhood parkettes, and reduced front yard setbacks to bring building façades closer to the street.

999_ For the lands along the south side of Southdale Road West, street-oriented development is encouraged, noise attenuation walls along Civic Boulevards are discouraged, and a high standard of design compatibility is encouraged.

OLD VICTORIA COMMUNITY

1000_ The following policies apply to lands generally located between Commissioners Road East to the south, the Thames River to the north and the former Old Victoria Road street allowance to the east.

> DEVELOPMENT SETBACK

1001_ Development setback requirements will be established based on a detailed geotechnical study. This study will be carried out at the time of detailed applications for draft approval of plans of subdivision, zoning by-law amendments and site plan approval.

1002_ For the area of land in the Neighbourhoods Place Type, generally located between the heritage "Scott" farmhouse and the Thames River, an approximate development setback line has been defined on the basis of geotechnical and ecological studies. In this area, enhancement and naturalization of the Thames Valley Corridor will be actively pursued through the appropriate design and location of stormwater management facilities and extension of the Thames Valley Parkway to assist in meeting the City's objectives for the Thames Valley Corridor. Opportunities for residential development will be considered in the developable area of the plateau outside of stormwater management facilities subject to completion of detailed geotechnical, environmental impact and servicing studies, bearing in mind the intent to accommodate view and vista protection for the heritage farm house. Other opportunities for enhancement of the Thames Valley Corridor will also be considered at the development stage through appropriate parkland dedication and acquisition strategies which recognize that this area is developable and does not contain existing natural heritage or natural hazard features.

> ESA RESTORATION

1003_ In the northwest area of the Old Victoria community along the east Meadowlily Environmentally Significant Area and the Thames Valley Corridor, re-vegetation and ESA enhancement opportunities on the active agricultural fields below the flood plain and stable slope should be actively pursued. The intent is to restore ecological functions and provide a net benefit for the east Meadowlily ESA and the Thames Valley Corridor. In exchange, developable lands may be added to the adjacent Neighbourhoods Place Type, with access provided along the existing farm lane crossing at the north end of the existing farm pond. An environmental impact study shall determine the precise location and extent of the developable lands to be added and will be the basis for the design of street crossing of the watercourse.

> HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)

1004_ The lands located at the most southwestern extent of the Old Victoria community, including the High Density Residential Overlay (from 1989 Official Plan) as identified on Map 2, may be served by a private street or a public Local Street having direct access to Commissioners Road East. The exact location of the intersection of the private street or public street, and Commissioners Road East shall be determined at the detailed subdivision, zoning and site plan approval stages. Development of the subject lands may provide for connection to the lands to the west, thereby providing a second access.

> TREE PRESERVATION

1005_ In the three areas labeled "tree preservation zone" identified in the Old Victoria community, the dominant natural heritage features shall be preserved through the detailed subdivision and site plan approval design processes. These areas may be included and incorporated in rear yards or as outdoor amenity areas for residential developments. These areas will be zoned as Open Space and will not permit any form of structures including outbuildings, decks, patios and pools. These areas will be used for density calculation purposes.

> TOWN CENTRE

1006_ The intersection of Commissioners Road East and the proposed Neighbourhood Connector Street will provide an identifiable centre and gateway for the westerly area of the Old Victoria community. This Town Centre, comprising the High Density Residential Overlay (from 1989 Official Plan) as identified on Map 2, will develop as a mixed-use area with no more than 1,000 to 2,000m² of ground floor commercial retail space in buildings that are generally two storeys or more. A public square and enhanced site and architectural design together with substantial landscaping will produce an identifiable and pleasing focus and west gateway to the Old Victoria community. Consideration will be given to the use of innovative zoning approaches in order to implement the mixed-use intent and principles of the Town Centre.

> NEIGHBOURHOOD CONNECTOR STREET

1007_ The Neighbourhood Connector Street through the Old Victoria community is to be designed as a residential street with direct access for adjacent land uses and on-street parking. Its intersections with Commissioners and Hamilton Roads shall be spaced strategically to preserve function and safety. The west portion of the Neighbourhood Connector Street shall gently curve and extend northerly to a roundabout, to facilitate a visual terminus of the heritage farm residence along local street development. Specific street design and intersection locations shall be studied in detail at the subdivision and zoning stage with respect to potential alternatives to City standard street widths, design and cross-sections. Consideration is to be given to alternatives that strengthen the community vision such as on-street parking, widened sidewalks, and outdoor patio opportunities at Town Centre locations, reduced building setbacks, reduced street widths, alternative utility servicing, medians with planting strips, reduced design speeds, rear lanes, etc.

> PARK AND TRAIL NETWORK

1008_ In the detailed planning of the parks and multi-use trail system, consideration shall be given to the need for both passive and active recreational activities and placemaking principles. Parkland dedications may include parkettes and small woodlands, and may be configured to enhance linkages for multi-use trail systems. More detailed configuration and location of the neighbourhood park, multi-use trail system, and access connection points will be determined at the plan of subdivision and site plan stages.

> SHOPPING AREA

1009_ Should an additional Shopping Area Place Type be warranted the expansion shall take place on the southwest quadrant of the Hamilton Road/future connector intersection. The design of the site, buildings, and landscaping shall relate well to the overall Old Victoria community and the longer-term future infill development opportunities along Hamilton Road. Additional commercial development shall also be in conformity with the Shopping Area Place Type policies of this Plan.

> INFILL HAMILTON ROAD

1010_ Opportunities exist along Hamilton Road for infill development. These lands shall enable, over the long term, intensification and infill development in conformity with the Neighbourhoods Place Type policies of this Plan. In addition, small-scale commercial and office-based uses may also be permitted. Comprehensive planned development proposals will be encouraged to allow for coordinated joint access, connected rear lanes and parking areas, and street-oriented building patterns.

> STORMWATER MANAGEMENT

1011_ Reference should be made to the *Storm Drainage and Stormwater Management (SWM) Servicing Works Municipal Class Environmental Assessment (Class EA)* for details regarding the location and number of the stormwater management ponds. This Class EA will direct future study at the more detailed subdivision and zoning development stages.

RIVER BEND PHASE 1 LANDS

1012_ The River Bend Phase 1 Lands are located on Kains Road and generally include those lands associated with the River Bend Golf Community, but are more specifically defined on Map 7 of this Plan.

1013_ Notwithstanding policies of the Neighbourhoods Place Type to the contrary, apartment buildings may be permitted in the Neighbourhoods Place Type within the River Bend Phase 1 lands. Apartment buildings: may not exceed 27 metres in height, may be located only in an area central to the planned Phase 1 development, and will be limited in the total number of units such that the overall density of the Phase 1 development does not exceed 30 units per hectare of the land area within the Neighbourhoods Place Type.

RIVER BEND WEST FIVE LANDS

1014_ In the Neighbourhoods Place Type and the High Density Residential Overlay (from 1989 Official Plan), specific policies apply to the "River Bend West Five Lands" bounded by Oxford Street West, Westdel Bourne, Shore Road, and Kains Road. These specific policies for the River Bend West Five Lands are described in the Shopping Area chapter of this Plan.





UPLANDS NORTH

1015_ At the northern municipal boundary, on lands within the Green Space Place Type located between Richmond Street and Adelaide Street North, an upland corridor will be established through the planning approvals process relating to applications for subdivision, severance, site plan, and condominium. The width of this corridor will be variable, but in all cases will be adequate to meet the following functions:

1. To serve as natural heritage corridor linking natural heritage features on both sides of the municipal boundary.
2. To allow for a landscaped recreational pathway facility with a minimum corridor width of 15 metres.
3. To help mitigate potential conflicts at the Rural-Urban Interface.

1016_ The securing of required easement agreements north of the municipal boundary will be considered along the Sun-Canadian Pipeline easement. The extent to which such agreements assist in fulfilling these functions may determine the amount of land required south of the municipal boundary.

PICCADILLY AREA NEIGHBOURHOOD

1017_ In all Place Types in the Piccadilly Area Neighbourhood, bounded by Wellington Street, Oxford Street East, Adelaide Street North, and the Canadian Pacific Railway in the City of London, the expansion of private schools and the establishment of new private schools shall be permitted only on those properties that were zoned to permit private schools on the date of adoption of the Piccadilly Area Neighbourhood policy in the 1989 Official Plan (January 31, 2012), and on 701/703 Waterloo Street, 719 Waterloo Street, 311 Oxford Street East and 711 Colborne Street, subject to an amendment to the *Zoning By-law* if necessary.

ST. GEORGE/GROSVENOR NEIGHBOURHOOD

1018_ Lands within the St. George/Grosvenor Neighbourhood, bounded by Waterloo Street on the east, Oxford Street West on the south, the Thames River on the west, and Victoria Street on the north, will remain a predominantly low density, low-rise residential area despite continual

redevelopment pressure for apartment buildings, expansions to existing hospitals, and office conversions.

1019_ While there are portions of this neighbourhood that are appropriate for redevelopment or conversion, there also exists a viable low density, low-rise residential neighbourhood. The Plan does not anticipate significant land use changes in these areas, and any proposals for development shall not adversely impact the amenities and character of the surrounding area. Area-specific zoning regulations such as floor area ratio, maximum dwelling size, and on-site parking limitations will be applied in parts of the neighbourhood that may be affected by residential intensification and infill to ensure that future development is not out of scale and character with the existing residential community. Suitable areas for office conversions and medium and high-rise apartment land uses have been identified in this Plan. It is intended that additional areas will not be designated for these uses without a re-evaluation of the area and a subsequent decision by City Council to amend this Plan.

1020_ The following policies apply only to those sections of the St. George/Grosvenor Neighbourhood within the Neighbourhoods Place Type, or the High Density Residential Overlay (from 1989 Official Plan) as identified on Map 2:

> HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)

1021_ For the lands on the north side of Oxford Street East, between the Thames River and Waterloo Street and on Richmond Street, between Oxford Street East and Sydenham Street, the height and density of residential buildings will be controlled by the Zoning By-law to permit only mid-rise development which will provide a transition between larger-scale development in the Richmond Row Rapid Transit Corridor and the low density, residential dwellings of the St. George/Grosvenor Neighbourhood. Mid-rise office development will also be permitted on the lands identified as High Density Residential Overlay (from 1989 Official Plan) on Map 2. Secondary uses permitted in this area will exclude commercial recreation facilities. Convenience commercial uses may be permitted on the ground floor of new apartment and/or office buildings.

> MEDIUM DENSITY RESIDENTIAL

1022_ Medium density residential development, controlled by the *Zoning By-law*, will be permitted on the north side of St. James Street between St. George Street and the Thames River. It is expected that most development proposals will be residential conversions; however, there may be some redevelopment to new medium density residential uses. Secondary uses permitted will exclude new office buildings, office conversions, and commercial recreation facilities.

> OFFICE CONVERSIONS

1023_ Office conversions will be permitted within the area along Richmond Street, between Grosvenor Street and Oxford Street East, and along Oxford Street East, between the Thames River and Adelaide Street North. Notwithstanding the provisions of the applicable underlying place type policies, office conversions will not be permitted in any other area of the neighbourhood.

1024_ Lands within the area bounded by St. George Street on the east, St. James Street on the south, the Thames River on the west, and Grosvenor Street on the North will be subject to the *Grosvenor Gate Neighbourhood Character Statement and Compatibility Guidelines*.

TALBOT MIXED-USE AREA

1025_ Within the area bounded by the Richmond Row commercial district on the east, the Downtown on the south, the Thames River on the west and Ann Street on the north, referred to here as the Talbot Mixed-Use Area, it is anticipated that there will be proposals for the conversion of existing dwellings to commercial and office use and for the redevelopment of lands for multi-family residential uses. While portions of this area are appropriate for conversion and/or redevelopment, the scale and form of any redevelopment or change in land use shall not adversely impact the amenities and character of the surrounding area.

1026_ Lands within the Talbot Mixed-Use Area shall be zoned according to the characteristics of their existing land use. In addition to the general place type policies applicable to the identified lands under review, proposals for an official plan or zoning by-law amendment to permit a change in place type shall be evaluated on the basis of the following:

> HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)

1027_ The High Density Residential Overlay (from 1989 Official Plan), as identified on Map 2, may be considered for high and medium density residential forms of development, as determined through the zoning by-law amendment process, that involve substantial land assembly and provide a high standard of site and building design with emphasis on landscaped open space and underground or appropriately screened parking areas.

> KENT, ALBERT AND TALBOT STREETS

1028_ The lands within the High Density Residential Overlay (from 1989 Official Plan), as identified on Map 2, fronting onto Kent Street, Albert Street, and Talbot Street south of Central Avenue, are appropriate for development as a mixed-use area. In addition to the policies for the High Density Residential Overlay (from 1989 Official Plan), offices, retail, personal service, eat-in restaurant and business service uses, created through either the conversion of existing low-rise buildings or portions thereof, or the redevelopment of low-rise buildings on small parcels of land, may be allowed. Consideration may be given to the use of cash in-lieu-of required parking provisions for proposed office and commercial uses, where it can be demonstrated that there are physical limitations to the provision of the required parking on the site and that adequate off-site parking can be provided.

> WEST OF TALBOT STREET BETWEEN MILL AND ALBERT STREETS

1029_ The lands within the High Density Residential Overlay (from 1989 Official Plan), as identified on Map 2, located west of Talbot Street, between Mill Street and Albert Street, are characterized by predominantly low and medium density residential buildings, some of which are of architectural and/or historical significance. Where buildings are designated as being of architectural and/or historical significance, these buildings may be zoned to permit only the existing structures in conformity with the Cultural Heritage chapter of this Plan and under the provisions for heritage zoning in the *Zoning By-law*. In addition to the specific policies for the High Density Residential Overlay (from 1989 Official Plan) identified on Map 2, office conversions may be allowed in this area.



> CENTRAL AVENUE

1030_ The lands fronting onto the north and south side of Central Avenue, between Talbot Street and the Richmond Row Commercial District, are appropriate for the development of a mixed-use corridor with a low profile which provides a transition between the higher-intensity uses to the south and the lower-intensity uses to the north. In addition to the uses provided for under the Neighbourhoods Place Type policies, new buildings or the conversion of existing buildings, or portions thereof, to uses such as office, financial institution, personal service, retail business service or eat-in restaurant uses may be allowed. It is intended that conversions shall maintain the form and external appearance of the building. New buildings will be encouraged to adopt a residential style. Limitations will be placed on signage, location of parking areas, and additions to buildings. The consolidation of off-street parking at a location that is peripheral to this area shall be encouraged.

> MILL, HYMAN, JOHN, ANN AND TALBOT STREETS

1031_ The lands fronting onto Mill Street, Hyman Street, John Street, St. George Street, the south side of Ann Street, and the east side of Talbot Street, shall retain their predominantly low-rise residential character. In addition to the uses allowed under the Neighbourhoods Place Type, consideration will be given to proposals to allow the creation of offices and a broader range of home occupation uses in existing residential buildings, provided that at least one dwelling unit is retained and that there is minimal alteration to the external residential character of the structure.

1032_ In the Neighbourhoods Place Type at 116, 128-130 and 134 Mill Street and 694 Talbot Street, in addition to the uses permitted under the Talbot Mixed-Use Area policies in this Plan, a new office building in conjunction with the retained building at 116 Mill Street may be permitted, provided 116 Mill Street is rehabilitated and integrated with the new office building.



WOODFIELD NEIGHBOURHOOD

1033_ The Woodfield Neighbourhood, which is approximately bounded by Richmond Street on the west, Dufferin Avenue and Queens Avenue on the south, Adelaide Street North on the east and the CPR tracks on the north, is characterized by predominantly low-rise residential development, with a mix of higher density uses and office conversions. Parts of this neighbourhood are within both the East and West Woodfield Heritage Conservation Districts to which conservation guidelines apply.

1034_ It is a policy of this Plan to maintain the Woodfield Neighbourhood as a low-rise residential area. In keeping with this policy new office conversions will not be permitted except in the Rapid Transit Corridor and Urban Corridor Place Types along Richmond Street, Adelaide Street North, in the Downtown, and in the following areas:

1. Central Avenue - north side between Richmond Street and Waterloo Street; south side between Wellington Street and Waterloo Street.
2. Dufferin Avenue - south side between Waterloo Street and Colborne Street.
3. Princess Avenue - north side between Centennial Lane and Waterloo Street; south side, 371 Princess Avenue only.
4. Queens Avenue - north side between Waterloo Street and Adelaide Street North; south side between Waterloo Street and Adelaide Street North.
5. Waterloo Street - both sides between Pall Mall Street and Princess Avenue.
6. Wellington Street - west side, between the CPR tracks and Central Avenue; east side, between the CPR tracks and Wolfe Street.

1035_ New office conversions on the east side of Waterloo Street, between Central Avenue and Princess Avenue, and on Central Avenue, between Waterloo and Wellington Streets may be permitted provided there is little alteration to the external residential character of the structure and provided also that there is at least one residential dwelling unit retained in the building being converted. New office conversions may be permitted on Waterloo Street, both sides

between Pall Mall Street and Central Avenue, provided at least one above-grade residential dwelling unit is retained in the building being converted. Existing office conversions are recognized as legal uses in this Plan and will be zoned to permit the continuation of these uses.

1036_ The low-rise residential neighbourhood within the area bounded by Wellington Street, Pall Mall Street, Waterloo Street and Princess Avenue shall provide for infill and intensification only where such development is clearly compatible with the character, scale and intensity of the low-rise residential neighbourhood in this area. Area-specific zoning regulations such as, but not limited to, maximum floor area ratio, maximum dwelling size and on-site parking limitations may be applied to ensure that future development meets this objective.

1037_ Properties fronting the north side of Princess Avenue, west of Waterloo Street are located on the edge of the downtown at a point of transition between high density residential and institutional uses to the south and the low density residential neighbourhood to the north. Several buildings have undergone restoration and intensification in a manner which has preserved the character of the neighbourhood and kept the original streetscape intact. Recognizing this, these properties may be exempt from area-specific zoning regulations such as floor area ratio, maximum dwelling size, and on-site parking limitations noted above.

1038_ The lands in the Neighbourhoods Place Type within the block bounded by Richmond Street, Central Avenue, Wellington Street and Hyman Street may be developed for a greater density and range of uses consistent with the form of development that has already occurred within this area. The maximum density for residential development shall be 100 units per hectare. Exceptions to the density limit may be made without amendment to the Plan for developments which qualify for the Type 2 Bonus Zoning provisions in the Our Tools part of this Plan. Offices will be a main permitted use in this area in the form of office conversions, free-standing office buildings and office-apartment buildings. A type of development which is similar in scale and design features to that existing in the area and the retention of existing structures including their heritage features shall be encouraged.

180 ANN STREET

1039_ An automobile sales and service establishment is permitted on the lands at 180 Ann Street in the Neighbourhoods Place Type.

75 BLACKFRIARS STREET

1040_ In the Neighbourhoods Place Type at 75 Blackfriars Street, medium-scale office uses, and a gymnasium as an accessory use to a permitted office use, may be permitted within the existing building with a maximum total gross floor area of 2,555m² for all offices and gymnasium uses and a maximum total gross floor area of 1,300m² for all medical/dental offices and medical/dental laboratories.

4585 BLAKIE ROAD

1041_ In the Neighbourhoods Place Type at 4585 Blakie Road, a self-storage establishment may be permitted.

CENTRAL AVENUE, BETWEEN ADELAIDE AND ONTARIO STREETS

1042_ In the Neighbourhoods Place Type on the properties fronting onto Central Avenue, between Adelaide and Ontario Streets, a limited range of commercial uses which have a minimal impact on surrounding residential uses will be

permitted. Permitted uses include the residential uses of the Neighbourhoods Place Type, personal and business services, service and repair establishments, studios, and small-scale offices.

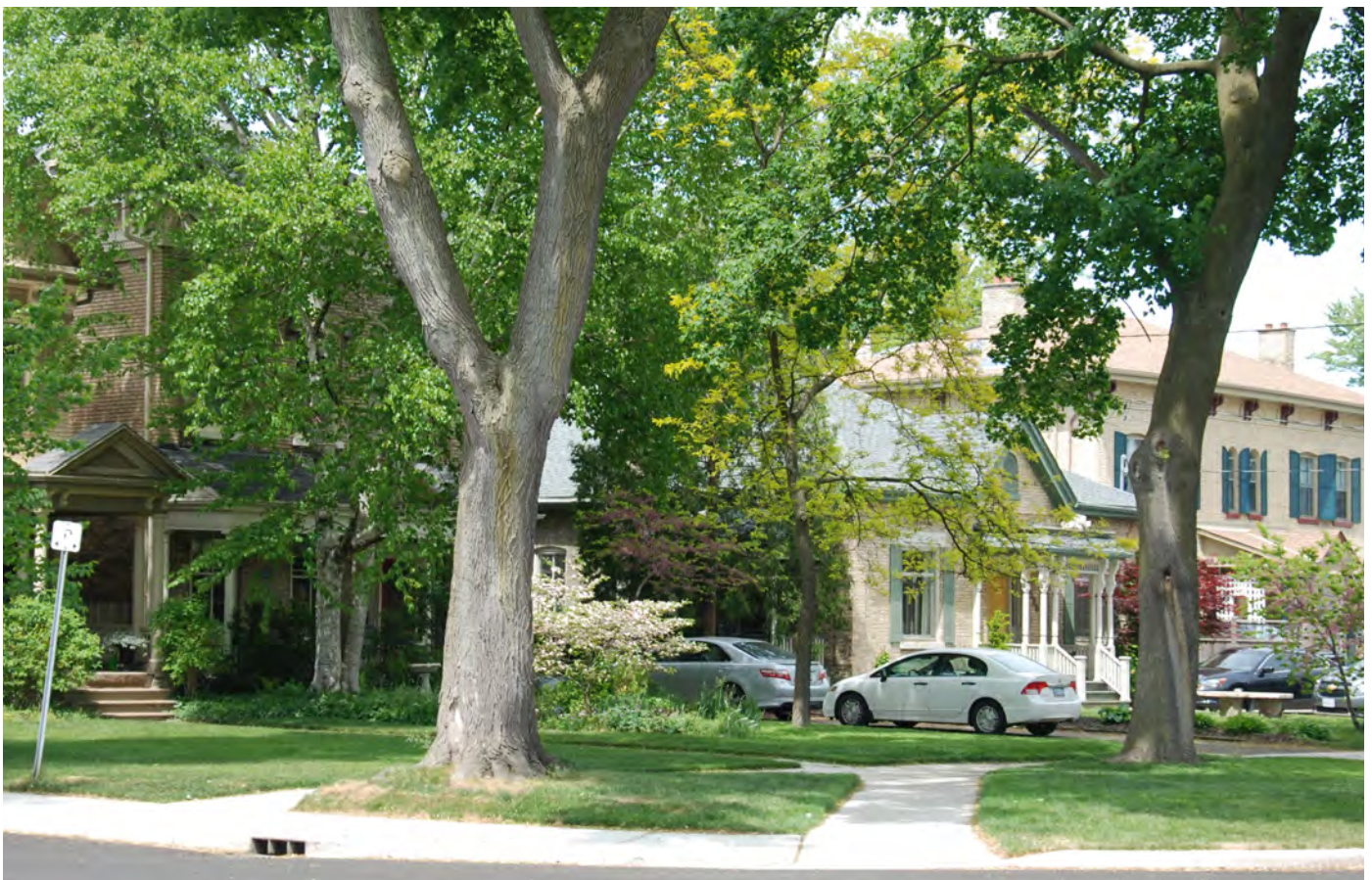
1043_ For the lands located at 809 Central Avenue, in addition to the uses permitted in the Neighbourhoods Place Type and the above specific policy for Central Avenue, permitted uses shall include building or contracting establishments, repair and rental establishments, printing establishments, and cabinet or furniture makers.

3100 COLONEL TALBOT ROAD

1044_ In the Neighbourhoods Place Type applied to the lands located at 3100 Colonel Talbot Road, a stand-alone convenience commercial use up to 1,000m² may be permitted.

3924 COLONEL TALBOT ROAD

1045_ In the Neighbourhoods Place Type at the north-easterly quadrant of the lands described as 3924 Colonel Talbot Road Pt. Lt. 73, a church use on a lot comprising approximately 12 hectares, and on a private septic system may also be permitted until such time as municipal sanitary and storm water services are available to the subject property, at which time the church use will be required to connect to municipal services.



9 AND 11 COMMISSIONERS ROAD EAST

1046_ Within the High Density Residential Overlay (from 1989 Official Plan), for the lands at 9 and 11 Commissioners Road East a second 14 storey apartment building, containing 135 units will be permitted on this site.

1960 DALMAGARRY ROAD, 669 AND 705 FREEPORT STREET

1047_ New residential development adjacent to Fanshawe Park Road West and Dalmagarry Road will be oriented to the street to provide a high quality of urban design. Design standards including, but not limited to, maximum building setbacks; percentage of built form along street frontage, etc., will be explored at the time of rezoning and site plan approval to assist in realizing design objectives.

1048_ Noise attenuation walls along Urban Thoroughfares or Civic Boulevards will not be permitted.

1049_ A graduated “step down” building height must be provided between high-rise apartment buildings any proposed development and the adjacent existing and proposed low density residential uses to the south and east to provide for an appropriate transition between these building forms.

1050_ Surface parking will not be permitted at the intersection of Fanshawe Park Road West and Dalmagarry Road. Surface parking will be discouraged along the remaining Fanshawe Park Road West and Dalmagarry Road street frontages in order to establish a strong building/street interface in this area. Should surface parking be considered necessary, the parking area must be appropriately screened from the street.

1051_ 669 Freeport Street may be developed for a multi-storey apartment building or buildings which have a high degree of design and compatibility with the surrounding land use(s).

1052_ A maximum building height of approximately 14 storeys (45m) shall be permitted provided the development is consistent with the City Design chapter of this Plan and the urban design objectives of City Council as determined through the zoning by-

law amendment process. Building height and densities may be increased, in conformity with the Bonus Zoning policies in the Our Tools part of this Plan, through enhanced design.

1053_ 1960 Dalmagarry Road and 705 Freeport Street may be developed, in conjunction with the provisions for stepping-down the building height, for a multi-storey apartment building or multi-storey buildings which have a high degree of design and compatibility with the surrounding land use(s). A maximum building height of approximately six storeys (20 m) may be permitted provided the development is consistent with the City Design chapter of this Plan and the urban design objectives of City Council as determined through the zoning by-law amendment process. Building height and densities may be increased, in conformity with the Bonus Zoning policies in the Our Tools part of this Plan, through enhanced design.

1054_ The minimum density within lands along Dalmagarry Road or Fanshawe Park Road West shall be 30 units per hectare, as determined through the zoning by-law amendment process.

1055_ Any application for a zoning by-law amendment to permit higher density residential uses on these lands will be subject to a traffic impact study to address the impacts of high density residential development on adjacent city streets and access points to the proposed development area.

1056_ Access to 1960 Dalmagarry Road will be from Dalmagarry Road only and through internal driveways. Access to 705 Freeport Street will be from Freeport Street. Access to high-rise apartment buildings on located at 669 Freeport Street will not be permitted to Freeport Street or Fanshawe Park Road West in order to limit the impact of increased traffic on the local street and to maintain traffic flow on the urban thoroughfare street network.

1057_ Any application for a zoning by-law amendment to permit high density residential uses on these lands will be subject to a sanitary and storm servicing analysis to confirm that there is sufficient capacity within the existing sewers and the downstream infrastructure.





1156 DUNDAS STREET

1058_ In the Neighbourhoods Place Type at 1156 Dundas Street the following specific policy applies to lands north of the original McCormick Factory building and south of the extension of Gleeson Street. Notwithstanding the height and density maximums identified in the Neighbourhoods Place Type policies and the policies of the *McCormick Area Secondary Plan*, a maximum total density of up to 125 units per hectares may be permitted, subject to the proposed form of development addressing the criteria of Section 3.2.3, the Urban Design Principles in the *McCormick Area Secondary Plan*, and the Urban Design Guidelines for the McCormick Factory Site.

1059_ A height of up to 5 storeys may be permitted on the western half of the subject site fronting McCormick Boulevard without a bonus zone. A maximum height of 3 storeys may be permitted on the eastern half of the subject site fronting Ashland Avenue to provide a transition between the existing Low Density Residential designation on the east side of Ashland Avenue. A western extension of Gleeson Street will be required to be constructed and dedicated at no cost to the City between Ashland Avenue and McCormick Boulevard to provide access to the subject site and allow for the development of single detached dwellings to the north. Cluster townhouses will be permitted on the frontage of the Gleeson Street extension and a parkland dedication with a minimum frontage and depth of 25 metres will be required at the southeast corner of McCormick Boulevard and the future extension of Gleeson Street.

545 FANSHAWE PARK ROAD WEST

1060_ Within the High Density Residential Overlay (from 1989 Official Plan), for the lands at 545 Fanshawe Park Road West, a bonus zone may be permitted for a height in excess of 12 storeys and a density in excess of 150 units per hectare.

1192 Highbury Avenue North and 3 Mark Street

1061_ In the Neighbourhoods Place Type applied to the lands located at 1192 Highbury Avenue and 3 Mark Street, two restaurants with drive through facilities may be permitted

2135, 2185 and 2225 Highbury Avenue North

1062_ A private temporary water and sewerage system is permitted for the lands located at 2135, 2185 and 2225 Highbury Avenue North, prior to the availability of full municipal services which will be utilized when made available.

1351 and 1357 Hyde Park Road

1063_ In the Neighbourhoods Place Type applied to the west portion of 1351 and 1357 Hyde Park Road an automobile repair garage may also be permitted.

180 Mill Street

1064_ In the Neighbourhoods Place Type at 180 Mill Street, commercial parking is permitted as a level in an underground structure, limited to 135 spaces total.

827 Nadine Avenue

1065_ In the Neighbourhoods Place Type applied to the lands located at 827 Nadine Avenue, a small-scale, specialty retail store to a maximum floor area of 139.35m² in an existing building may be permitted in addition to the uses permitted in the Place Type.

323 Oxford Street West and 92 Proudfoot Lane

1066_ In the Neighbourhoods Place Type located at 323 Oxford Street West and 92 Proudfoot Lane, building heights up to 13 metres may be permitted.

1067_ In the High Density Residential Overlay (from 1989 Official Plan) located at 323 Oxford Street West and 92 Proudfoot Lane, apartment buildings up to 13 storeys may be permitted.

176 and 184 Rectory Street

1068_ In the Neighbourhoods Place Type applied to the lands located at 176 and 184 Rectory Street, a repair and rental establishment may also be permitted in existing buildings.

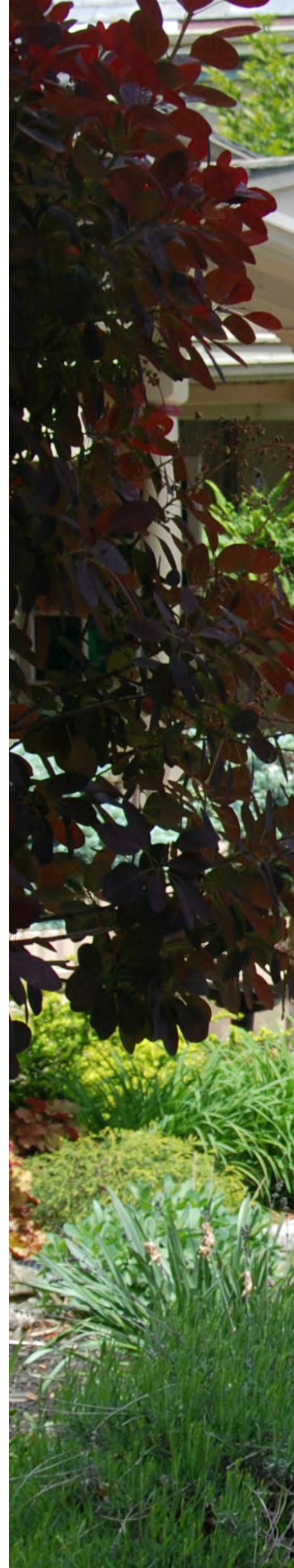
2118 Richmond Street

1069_ For the property located at 2118 Richmond Street, Type 2 Bonus Zoning may be permitted to allow for a maximum height of up to ten storeys and a maximum density of up to 123 units per hectare, subject to the following:

1. The permitted form of development shall be an apartment building with three-storey townhouses forms integrated into the base of the building adjacent to Sunningdale Road East. The apartment building component of the structure shall be restricted to the north portion of the property, thereby locating the maximum intensity away from the single detached dwellings within the residential neighbourhood south of Sunningdale Road East.
2. The proposed form of development shall address the City Design chapter and the Our Tools part of this Plan with respect to, at a minimum, enhanced urban design, the provision of underground parking, and encouraging aesthetically attractive residential developments through the enhanced provision of landscaped open space.

37-95 and 20-100 Ridout Street South

1070_ For the properties located at 37-95 and 20-100 Ridout Street South office conversions may be permitted.





SOUTH STREET AND WATERLOO STREET

1071_ The lands located at 303-323 South Street and 69-77 Waterloo Street within the area bounded by Waterloo Street on the east, South Street on the north, the limit of the Green Space Place Type to the south, and the limit of the Rapid Transit Corridor Place Type on Wellington Street to the west excluding the lands located at 291-299 South Street may permit a range of high density residential uses, a range of convenience commercial uses at grade along the South Street frontage and a neighbourhood facility use in the form of a church. The development will be consistent with the conceptual vision for the Old Victoria Hospital Lands identified in the *SoHo Community Improvement Plan*, the *Thames River Valley Corridor Plan* and will be required to demonstrate a high degree of application of the City's Urban Design principles in order to allow for the full range of permitted uses, densities and heights. The building height of new development shall be stepped down from South Street to provide a transition towards the Thames River in keeping with the *Thames River Valley Corridor Plan*. The *Zoning By-law* will specify height limits based on criteria established by the *SoHo Community Improvement Plan* and the *Thames River Valley Corridor Plan* and as provided for in the City Design chapter and the Our Tools part of this Plan.

1072_ In addition to the above policies, the following additional policies may apply subject to Type 2 Bonus Zoning as provided for in the Our Tools part of this Plan:

1. High density residential development may be permitted in this area that can accommodate increased height and densities which provide a transition from the residential uses to the Thames Valley Corridor while providing for enhanced recreational uses and providing areas for community activities along the Thames Valley Corridor through the application of Urban Design principles approved for the *SoHo Community Improvement Plan* and as provided for in the City Design chapter and the Our Tools part of this Plan





2. Convenience commercial uses are permitted at grade along the South Street frontage and will not exceed a total gross floor area of 1,000m² as provided for in the Neighbourhoods Place Type.
3. Neighbourhood facilities are permitted within a residential building as provided for in the Neighbourhoods Place Type.

598-608 SPRINGBANK DRIVE

1073_ Within the High Density Residential Overlay (from 1989 Official Plan), for the lands at 598-608 Springbank Drive, a 13 storey apartment building will be permitted on this site.

2605-2651 TOKALA TRAIL

1074_ In the Neighbourhoods Place Type applied to the lands located at 2605-2651 Tokala Trail, medical/dental office uses up to 5,000m² may be permitted.

2825 TOKALA TRAIL

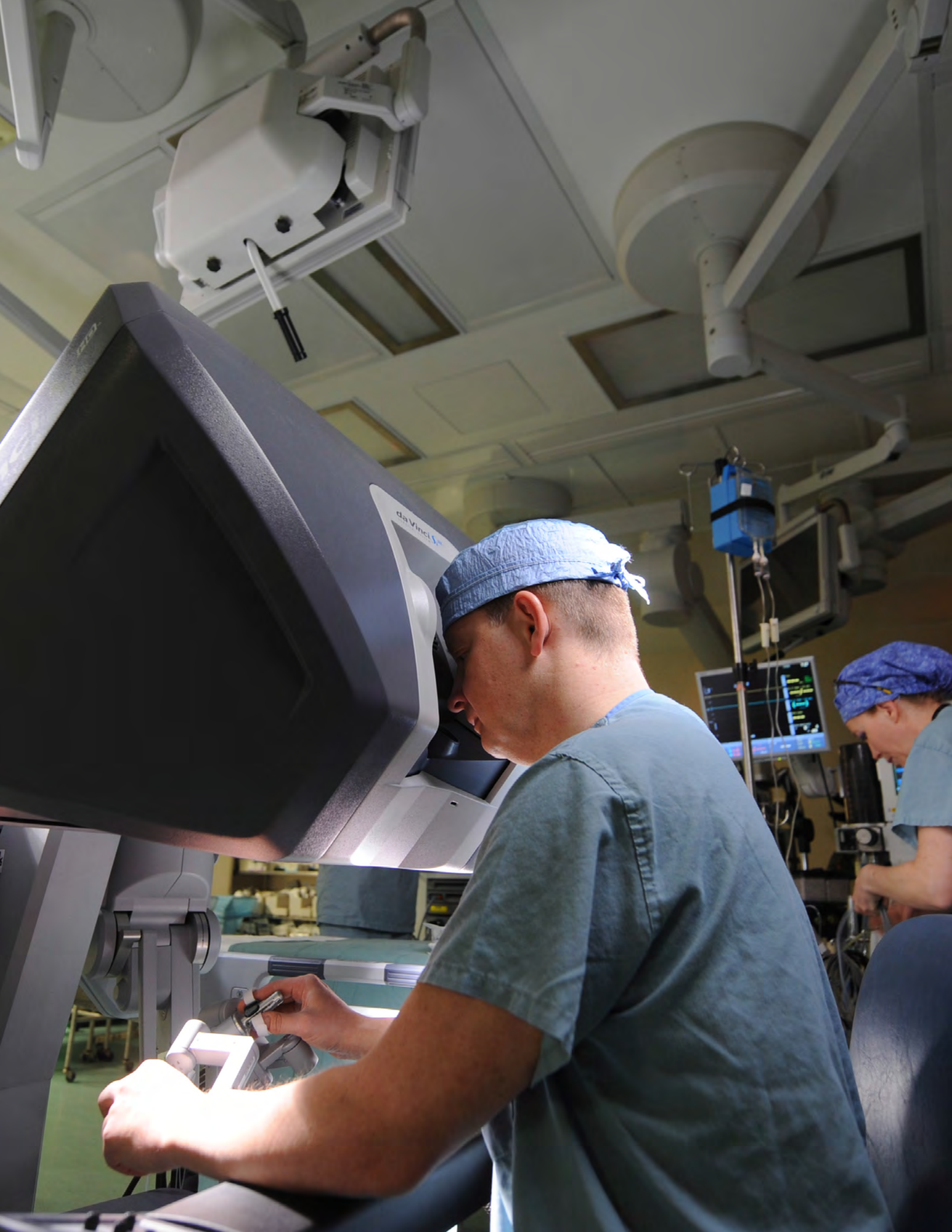
1075_ In the Neighbourhoods Place Type applied to the lands located at 2825 Tokala Trail, convenience commercial uses may also be permitted on the ground floor of an apartment building, up to an overall maximum of 1,050m² of gross floor area, and oriented to a future or existing commercial development on lands to the immediate south.

733-747 WATERLOO STREET

1076_ For the properties located at 733-747 Waterloo Street office conversions may be permitted.

651 WINDERMERE ROAD

1077_ In the Neighbourhoods Place Type applied to the lands located at 651 Windermere Road, a personal service establishment and medical/dental office are additional permitted uses subject to a gross floor area limitation of 500m².





Institutional

OUR VISION FOR THE INSTITUTIONAL PLACE TYPE

1078_ Our Institutional Place Types apply to our largest educational facilities – Western University and its affiliated colleges and Fanshawe College. They also apply to our large health care centres and research institutes, including St. Joseph’s Health Care and London Health Sciences Centre and several other large land areas that serve an institutional purpose. In addition, our institutional policies provide guidance for various other institutional and health related functions that may be located in other place types throughout the city.

1079_ Our educational, health care and research institutions play an enormous role in shaping our community and our economy. They offer services that Londoners value deeply, they attract talent and knowledge to our city and they contribute significantly to our economic prosperity. They also add tremendous social value to our city, helping those that need it the most. In 2035, our institutions will be burgeoning with knowledge, discovery, innovation, and services that benefit all Londoners. Our institutional centres will be well connected with the Downtown and the rest of London, making them easily accessible and integrated into the fabric of our community.

1080_ Our London will see the health care industry continue to reach out to communities by providing services embedded within neighbourhoods and commercial centres. Services such as imaging, walk-in clinics, family centres, wellness centres, and methadone clinics will be distributed throughout the city, providing a truly integrated and accessible model of health care.

ROLE WITHIN THE CITY STRUCTURE

1081_ Our institutions play a very large role in shaping the structure of our city, both now and as planned for the future. For example, the Rapid Transit Corridor along Richmond Street serves to connect Downtown to Western University, University Hospital and St. Joseph’s Hospital. To the south, the Rapid Transit Corridor along Wellington Road connects Downtown London to the large hospital and research complex at Commissioners Road and Wellington Road. The connections help to support new partnerships created between our health care and education sectors with the intent of commercializing innovation.

1082_ These large centres will continue to grow and change over the life of this Plan and it is expected that some will evolve into a complex mix of research, education, health care, office, residential, retail, and service uses over time. Linking health care, research, and industry is a theme that is emerging in London and our institutions are playing a larger role in creating attractive innovation parks within our Industrial Place Types.

1083_ Other smaller institutional uses are embedded within Neighbourhoods and a variety of other place types throughout the city. Schools, places of worship, facilities for community groups and faith-based organizations, and small health care services are examples of uses that are integrated into our communities.

HOW WILL WE REALIZE OUR VISION?

1084_ We will realize our vision for our Institutional Place Types by implementing the following in all the planning we do and the public works we undertake:

1. Plan for Institutional Place Types with flexibility, to allow for their change and evolution over time and to create the context for new mixes of uses that may be advantageous to institutions in the future.
2. Support, and partner with, major institutions such as Western University, Fanshawe College, our hospitals and their affiliated research institutions.
3. Explore opportunities for collaborating with our institutions to create centres of excellence and other facilities that may create a competitive advantage for attracting new business and industry to London.
4. Ensure that civic infrastructure is planned to facilitate and accommodate growth and development in these districts.
5. Plan so that institutional places are integrated as important community resources and recognized focal points in our city.
6. Integrate institutional areas and adjacent neighbourhoods and place types from a mobility and urban design perspective.
7. Create strong pedestrian, cycling, and transit connections between the academic and health care communities to facilitate innovation and synergies across these prosperity hubs.
8. Protect institutional lands for future growth and expansion.
9. Create amenities within and around our institutional facilities to make them desirable places to work.
10. If an institutional use moves from a large site, a secondary plan may be required to establish a coordinated redevelopment plan.



PERMITTED USES

1085_ The following uses may be permitted within the Institutional Place Type:

1. A wide range of institutional uses may be permitted.
2. Accessory uses that are related to the use of these lands for institutional purposes may be permitted, including such things as: dormitories and residences, residential uses, offices, laboratories, services, and, where appropriate, light industrial uses that are compatible within their institutional context and the surrounding neighbourhood.
3. A limited amount of retail space may be permitted.
4. Mixed-use buildings may be permitted.
5. Prisons and detention centres may be permitted, where such uses are compatible with surrounding uses, and in accordance with federal and/or provincial requirements.
6. The full range of uses described above will not necessarily be permitted on all sites within the Institutional Place Type.



INTENSITY

1086_ The following intensity policies will apply within the Institutional Place Type:

1. Buildings within the Institutional Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 12 storeys in height. Bonus zoning beyond this limit, up to 15 storeys, may be permitted in conformity with the Our Tools policies of this Plan.
2. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.
3. The full extent of intensity described above will not necessarily be permitted on all sites within the Institutional Place Type.



FORM

1087_ The following form policies will apply within the Institutional Place Type:

1. All planning and development applications will conform with the City Design policies of this Plan, any existing heritage conservation district plan, the *Ontario Heritage Act* and any other applicable guidelines.
2. Surface parking areas should be located in the rear and interior side yard. Underground parking and structured parking integrated within the building design is encouraged.
3. Public squares, urban parks and other social spaces should be incorporated into new development proposals and located in areas of high pedestrian activity, near transit stations or rapid transit corridors and at focal points within the district.
4. Transit stations on sites within the Institutional Place Type will be situated in prominent locations where there is a high level of pedestrian activity or where it can form a focal point for the site.
5. Robust tree planting will be encouraged on institutional lands, recognizing that such uses are often located on large lots and offer a significant opportunity to help achieve the canopy targets set in this Plan.
6. Cultural heritage resources will be conserved in conformity with the Cultural Heritage policies of this Plan and in accordance with the *Ontario Heritage Act*.



APPLICATIONS TO ADD NEW OR EXPAND EXISTING INSTITUTIONAL PLACE TYPES

1088_ *The London Plan* has identified sufficient lands associated with the City's major institutions to accommodate current and projected needs; however, there may be situations where new opportunities or changing mandates would require new or expanded lands to accommodate these uses. City Council may consider applications to add new lands to the Institutional Place Type.

1089_ Applications to add to or expand existing Institutional Place Types onto additional lands will be evaluated using the Planning and Development Application policies in the *Our Tools* part of this Plan, in addition to the following:

1. Applications for new or expanded Institutional Place Types will be required to clearly demonstrate the need for the proposed new Institutional Place Type or the proposed expansion onto additional lands, considering all other opportunities for development or redevelopment of lands identified for Institutional uses. This will include a review of the opportunities that have been created at appropriate locations in the form of vacant land, vacant space in existing buildings, and expansion, redevelopment and intensification opportunities on existing institutional sites.
2. Applications for new Institutional Place Types will be required to demonstrate that the proposed Institutional Place Type will not undermine the planned function of an existing institutional area or any other place type shown in the City Structure Plan and on Map 1 - Place Types.
3. The potential for an inappropriate intrusion of the Institutional Place Type into the adjacent residential neighbourhood.

PLANNING AND DEVELOPMENT APPLICATIONS

1090_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

POLICIES FOR SPECIFIC USES

1091_ The following policies relate to specific uses that have an institutional character but are typically small in scale and are intended to be integrated into locations outside of the Institutional Place Type. These uses will be subject to the policies of the place type in which they are located, in addition to the following policies. Where there is a conflict between the following policies and the more general policies of the relevant place type, these more specific policies shall prevail. These uses may also be located within the Institutional Place Type.

EMERGENCY CARE ESTABLISHMENTS

1092_ Emergency care establishments may be located on Civic Boulevards and Urban Thoroughfares and will be subject to the policies associated with the Place Type they are located in and the Planning and Development Applications policies in the Our Tools part of this Plan.

METHADONE CLINICS AND METHADONE PHARMACIES

> DEFINITION

1093_ Methadone maintenance treatment represents an important facet of health care delivery within the City of London. In general, methadone clinics are those clinics and medical offices that are used for the prescription and/or dispensing of methadone as more than an ancillary activity. Methadone pharmacies are those pharmacies that dispense methadone as more than an ancillary activity. The *Zoning By-law* will define these uses more precisely.

> LAND USE PLANNING GOALS

1094_ Two primary goals will guide land use planning for methadone clinics and methadone pharmacies:

1. Plan for these uses in locations that best meet the needs of those who use methadone clinics and methadone pharmacies.
2. Minimize the potential for land use conflicts that can be generated by methadone clinics or methadone pharmacies.

> PERMITTED LOCATIONS

1095_ Zoning to allow for methadone clinics and methadone pharmacies will be permitted only in the following place types, subject to meeting the goals, evaluation criteria, and the requirements of the applicable Place Type:

1. Institutional
2. Transit Village
3. Rapid Transit Corridor – not including Main Street and Preserve Segments
4. Urban Corridor
5. Shopping Area

> EVALUATION CRITERIA FOR REQUIRED ZONING BY-LAW AMENDMENT

1096_ Zoning to allow for methadone clinics and methadone pharmacies will be established through a zoning by-law amendment to allow for a community consultation process. Zoning amendments to permit methadone clinic and methadone pharmacy uses will be allowed only in conformity with the policies of the place type in which they are located and all of the following criteria:

1. Sites must be well served by public transit.
2. Property boundaries for proposed methadone clinics and methadone pharmacies must be a minimum of 300 metres from any elementary or secondary school property.

3. Property boundaries for proposed methadone clinics and methadone pharmacies must be a minimum of 300 metres from any municipal library, municipal pool, municipal arena or the Western Fairgrounds.
4. Sites must be large enough to accommodate parking requirements.

1097_ The *Zoning By-law* will identify standards for new and expanded methadone clinics and methadone pharmacies to ensure all of the following:

1. Adequate automobile parking.
2. Adequate bicycle parking facilities.
3. Adequate waiting room floor areas.

> PUBLIC SITE PLAN REQUIREMENTS

1098_ The *Zoning By-law* will require that all proposals for new and expanded methadone clinics and methadone pharmacies will be subject to a public site plan process. The integration of *Crime Prevention Through Environmental Design* (CPTED) principles and the discrete location of clinic entrances will be considered, in balance with other relevant site plan considerations, through the site plan review process.

SUPERVISED CORRECTIONAL RESIDENCES

1099_ Supervised correctional residences, as defined in the Glossary of this Plan, may be permitted in appropriate locations within the Institutional Place Type. They may also be permitted within the following place types, subject to a zoning amendment and the applicable policies within those place types:

1. Rapid Transit Corridor
2. Urban Corridor
3. Shopping Area
4. Neighbourhoods

SPECIFIC POLICIES FOR THE INSTITUTIONAL PLACE TYPE

1100_ The following policies relate to specific sites or areas within the Institutional Place Type. These policies serve to augment the general policies for Institutional uses. Where there is a conflict between the following policies and the more general Institutional Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

BASELINE OFFICE AREA

1101_ For the lands on the north side of Baseline Road and west side of Westminster Avenue, east of the Rapid Transit Corridor as shown on Map 1, office uses that are not accessory to an institutional use may be permitted up to a maximum of 5,000m² per building.

WESTERN FAIRGROUNDS

1102_ The Western Fair Association represents a unique institutional use that has served a support function for the agricultural industry, industrial community, and the residents of London and area for over 100 years. Recreational and entertainment uses relevant to the Western Fair Association's roots have long existed on the Fairgrounds and have expanded in range and size over time. It is expected that this entertainment component will continue to grow in a positive way to complement both the Fairgrounds and the Old East Village. In addition to the range of uses permitted in the Institutional Place Type, entertainment and recreational uses may be permitted. Hotels will also be permitted.

1103_ Where new development on the Fairgrounds abuts a street, the building shall be designed to orient the front face and primary entrance toward the street. Parking on the Fairgrounds will be screened with low walls and enhanced landscaping to create a comfortable and attractive pedestrian environment.





Industrial

OUR VISION FOR THE INDUSTRIAL PLACE TYPES

1104_ At the core of *The London Plan* is the goal of planning for a prosperous London. A big part of London's prosperity in 2035 will rely on the growth of our industrial sector. In 2014 almost one-third of all of London's employment occurred within our Industrial Place Types – what the *Provincial Policy Statement* would refer to as employment lands. These lands house many of our industries that create long-term jobs that have positive economic spin-off throughout our city.

1105_ Our Plan has blended a range of economic opportunities in our Downtown and Rapid Transit Villages, our major institutional centres such as our hospitals, university and colleges, and our invaluable agricultural lands. And, through the Industrial Place Types we have created another important range of opportunities for manufacturing, processing, assembly, logistics, construction, research, and a multitude of other industrial activities that will pave the way for our prosperity over the next 20 years.

1106_ In 2035 our industrial sector will be burgeoning. Capitalizing on the quality of life in our city as one of our strongest marketing tools, we will be highly attractive to a youthful labour force and the best and the brightest that many companies are looking for. We will be strongly connected to the region and the world with our valuable Highway 401 and 402 corridors which we will use to brand and market to millions of potential investors that pass along our part of the NAFTA Superhighway each day. The technology stemming from our hospitals, university, and colleges will shine through to those looking for innovation and excellence and we'll need to make attractive provision for these forms of development within our industrial land offering. We will blend the industrial sectors that have been pillars of growth in London for decades with new sectors that will provide abundant opportunities for economic activity.

ROLE WITHIN THE CITY STRUCTURE

1107_ Industrial Place Types represent a critical part of our City Structure – where one-third of Londoners work and where many of the goods and services we produce as a city are designed, manufactured, processed, assembled and then transported to the world. These lands have been strategically located where there is a strong demand for them and where they are well connected to the region and the world – locations that have easy access to rail, the airport, major highways, and the existing industrial sectors that have evolved over time. Many of the industrial lands in the core of our city that formed 50 to 100 years ago are losing their attraction, and some are now transitioning to new uses that create both employment and opportunity for new urban neighbourhoods.

1108_ *The London Plan* establishes three separate Industrial Place Types that are all addressed in this chapter and shown on Map 1 – Place Types, to recognize their collective role in providing industrial opportunities in London:

1. Heavy Industrial
2. Light Industrial
3. Commercial Industrial

HEAVY INDUSTRIAL PLACE TYPE

1109_ The Heavy Industrial Place Type is where those industries that generate significant planning impacts, such as noise, vibration, air emissions, hazardous materials, and unsightly outdoor storage, will be permitted. These uses will be physically separated from other uses to avoid land use conflicts and to allow them to operate effectively without regular complaints from adjacent uses.

LIGHT INDUSTRIAL PLACE TYPE

1110_ The Light Industrial Place Type is where industries generating more minimal planning impacts will be permitted. It is appropriate to separate these uses from heavier industrial users, to avoid land use conflicts and to allow for positive industrial environments. It may also be necessary to separate some uses within the Light Industrial Place Type from sensitive land uses on adjacent lands.

1111_ The Light Industrial Place Type may also contain Innovation Parks that focus on such things as light manufacturing, research and development, and the integration of knowledge-based functions with industrial production. These Innovation Parks need to provide a context that is attractive to the knowledge-based workers that these businesses recruit, and also to provide an environment that can support and enhance the image of the businesses that locate within them.

COMMERCIAL INDUSTRIAL PLACE TYPE

1112_ The Commercial Industrial Place Type is where commercial uses will be directed that do not fit well within our commercial and mixed-use place types, due to the planning impacts that they may generate. Permitted commercial uses will have a tolerance for planning impacts created by a limited range of light industrial uses which may also be located within this place type. The Commercial Industrial Place Type will be located in automobile and truck dominated environments, away from neighbourhoods and pedestrian-oriented streetscapes.

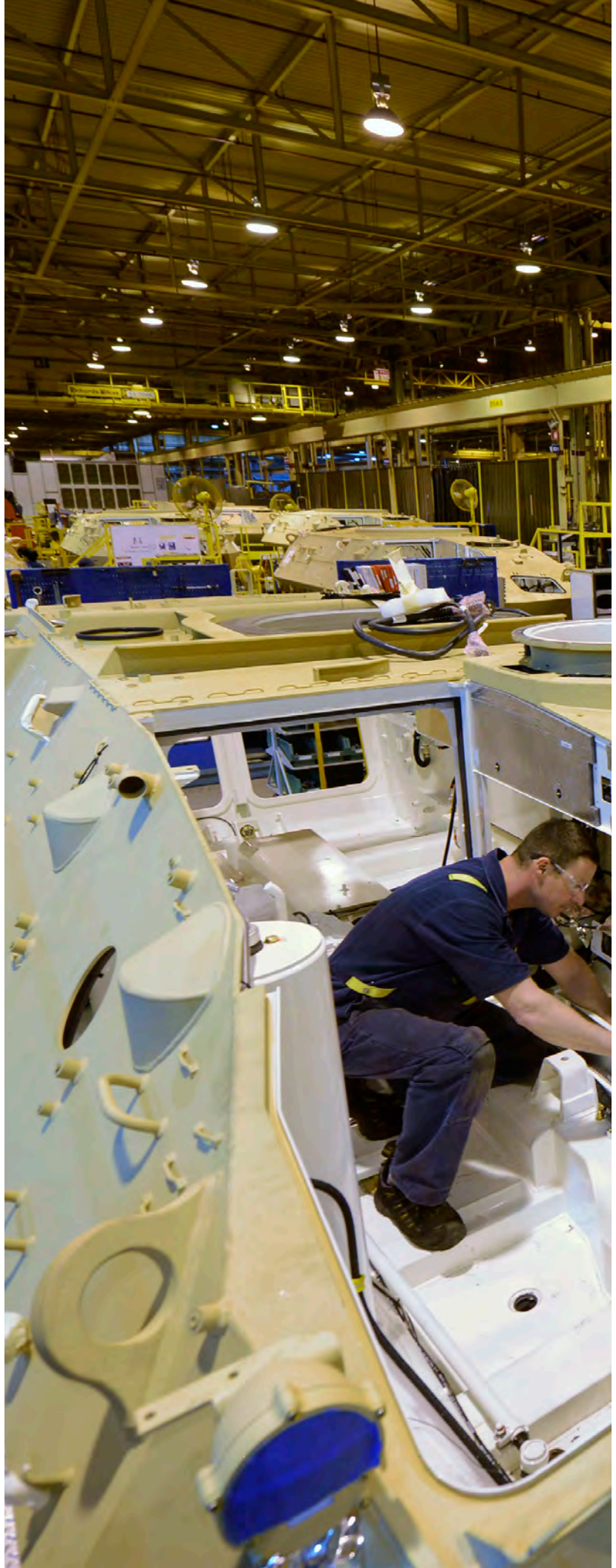
HOW WILL WE REALIZE OUR VISION?

1113_ We will realize our vision for the Industrial Place Types by implementing the following in all the planning we do and the public works we undertake:

1. Separate heavy and light industrial uses to avoid land use conflicts.
2. Understand the needs and demands of the sectors we hope to attract, and plan for industrial lands in strategically attractive locations.
3. Promote a broad industrial land base in the City of London through the provision of a wide choice of locations, lot sizes, services, and street and rail access in order to accommodate a wide range of target industrial sectors and industrial uses.
4. Extend services in a logical fashion to maximize opportunities while growing in an efficient and cost-effective way.
5. Prepare and implement a long-term industrial land development strategy to invest in servicing, and develop industrial parks that attract industrial enterprises to London.
6. Design and develop industrial parks that have strong amenities for employees and attractive settings for industrial investment.
7. Attract and establish facilities and industrial-related centres of excellence that create a competitive industrial advantage for London and support the growth of industrial sectors.
8. Capitalize upon our proximity to the 401 and 402 highway corridors by providing opportunities for highway frontage and sites that are highly accessible to these highways.
9. In accordance with the Ministry of Transportation's applicable regulations and guidelines, improve the aesthetic quality and character of the Highway 401 and 402 corridors by establishing a plan for theming segments of the corridor, introducing enhanced landscaping in rear yards, and establishing public monuments and

public realm enhancements, screening open storage areas and ensuring that future development along these corridors enhances London's image through site layout and building design.

10. Beautify the Veterans Memorial Parkway, creating a strong linkage of industrial opportunity between the airport and Highway 401.
11. Create strong north-south connections on the eastern and western extremities of our city.
12. Protect and enhance London's freight rail services, in collaboration with the relevant railways.
13. Ensure that we do not undermine our critical Downtown office market by allowing for large amounts of non-accessory office development outside of the core – either through large-scale office buildings or through the aggregate of many medium- or small-scale office buildings.
14. Explore ways to coordinate with other municipalities within our southwestern Ontario region to develop mutually beneficial infrastructure that will assist the region as a whole.
15. Keep the majority of commercial uses out of our Heavy and Light Industrial Place Types.
16. Direct commercial uses that do not fit well within our commercial and mixed-use place types to identified Commercial Industrial areas.
17. City Council may prepare a community improvement plan where, in the opinion of Council, one is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social, or community economic development reason.
18. City Council may prepare secondary plans or guidelines that allow for the development of industrial areas in a coordinated fashion.



PERMITTED USES

PERMITTED USES IN HEAVY INDUSTRIAL PLACE TYPE

1114_ The following uses may be permitted in the Heavy Industrial Place Type:

1. A broad range of industrial uses that may impose impacts on surrounding land uses due to their emissions such as noise, odour, particulates, and vibration, may be permitted.
2. Uses that have large amounts of outdoor storage.
3. Industrial uses that are sensitive to noise, odour, particulates, vibration, and other impacts that may be generated by surrounding industrial land uses will not be permitted as they may preclude or hinder the operation of the intended heavy industrial uses in this place type.
4. Service trades, public and private utilities and related facilities, large storage facilities, contractors yards, transportation terminals and heavy equipment sales and services, and residential and other source recycling facilities may be permitted provided they will not detract from the industrial operations of the heavy industrial area.
5. Accessory office uses of any scale will be permitted.
6. Small-scale service offices may be permitted.
7. General offices and medical offices and clinics will not be permitted.
8. Uses that are not compatible with heavy industrial uses will not be permitted, to ensure that there are no encumbrances to the operation of the uses primarily intended for this place type.
9. The Province's *D-series Guidelines* will be implemented to ensure that industrial uses and sensitive land uses are not located inappropriately close to one another.
10. The following uses may be permitted only in appropriate locations, subject to a zoning by-law amendment application and full planning analysis:
 - a. Automotive body shops, provided that their location and operation will not detract from the industrial operations of the surrounding area.
 - b. Salvage yards.
 - c. Waste disposal sites and transfer stations, subject to meeting the requirements of the Ministry of the Environment and Climate Change and other ministries in accordance with all relevant legislation, policies and guidelines.
 - d. Automobile service stations or gas bars if they are located on a Civic Boulevard.
 - e. Recycling and composting facilities in conformity with the Diversion - Reducing, Reusing, Recycling, Composting and Recovery policies in the Civic Infrastructure chapter and the Specific Policies for Composting and Recycling Facilities section in this chapter. Specialized recycling facilities; construction and demolition recycling facilities; and channel, in-vessel and windrow composting facilities may be permitted.
 - f. To provide convenient services to those who work in the Heavy Industrial Place Type, small-scale retail and service commercial uses that will not detract from the industrial operations of the surrounding lands may be permitted, up to 1,000m². Uses within these categories that generate high automobile traffic will not be permitted.
 - g. Solid waste treatment and processing facilities serving a plant on the same site are permitted in the Heavy Industrial Place Type, subject to receipt of an Environmental Compliance Approval issued by the Ministry of the Environment and Climate Change.

- h. Waste transfer stations or storage areas, and facilities for storing hazardous waste will be permitted only on lands in the Heavy Industrial Place Type and lands within the Waste Management Resource Recovery Area Place Type. They will require an amendment to the *Zoning By-law* and also require the approval of the Ministry of the Environment and Climate Change, including certification under the *Environmental Protection Act*. They will be planned, designed, operated, and maintained in such a way as to promote compatibility with adjacent, existing and future land uses, and to minimize any adverse impacts on the natural environment and surrounding area.
 - i. All planning and development proposals which may potentially generate or store hazardous waste will be required to ensure that the location and operation of such developments will not adversely affect the health and safety of the public and the natural environment. The proponent shall be responsible for obtaining all necessary approvals from the appropriate authorities.
11. The full range of uses described above will not necessarily be permitted on all sites within the Heavy Industrial Place Type.

PERMITTED USES IN LIGHT INDUSTRIAL PLACE TYPE

1115_ The following uses may be permitted in the Light Industrial Place Type:

- 1. A broad range of industrial uses that are unlikely to impose significant impacts on surrounding light industrial land uses due to their emissions such as noise, odour, particulates and vibration, may be permitted.
- 2. Industrial uses with large amounts of outdoor storage may not be permitted in the Light Industrial Place Type, dependent upon the character of the surrounding industrial area, specific policies at the end of this chapter, or any applicable guideline documents.
- 3. Warehouses may be permitted.
- 4. Small-scale service office uses may be permitted.
- 5. Accessory office uses of any scale will be permitted.
- 6. General offices will not be permitted.
- 7. Uses that are not compatible with light industrial uses will not be permitted, to ensure that there are no encumbrances to the operation of the uses primarily intended for this place type.
- 8. Service trades and contractors shops may be permitted.
- 9. The Province's *D-series Guidelines* will be implemented to ensure that industrial uses and sensitive land uses are not located inappropriately close to one another.
- 10. The following uses may be permitted only in appropriate locations, subject to a zoning by-law amendment application and full planning analysis:
 - a. Automotive body shops, provided that their location and operation will not detract from the industrial operations of the surrounding area.
 - b. Automobile service stations or gas bars if they are located on a Civic Boulevard.
 - c. To provide convenient services to those who work in the Light Industrial Place Type, small-scale retail and service commercial uses that will not detract from the industrial operations of the surrounding lands may be permitted, up to 1,000m². Uses within these categories that generate high automobile traffic will not be permitted.
 - d. Recycling and composting facilities in conformity with the Diversion - Reducing, Reusing, Recycling, Composting and Recovery policies in the Civic Infrastructure chapter and the Specific Policies for Composting and Recycling Facilities section in this chapter.

11. An accessory retail use may be allowed in connection with a permitted industrial use provided the retail component is clearly ancillary to the industrial use of the property, is directly related with the products being made or assembled on site, is smaller in floor area than the industrial uses to which it is ancillary, is carried on within the main building of the industrial use, and does not generate traffic or parking that may have an adverse impact on adjacent properties.
12. The full range of uses described above will not necessarily be permitted on all sites within the Light Industrial Place Type.
4. Uses within these areas may allow a very limited amount of outdoor storage.
5. Design requirements applied to these areas will be of the highest standard within the industrial classification, to attract new investment into these parks and also to provide an environment that allows business to attract a high-quality labour force.
6. These areas may be identified by specific policies at the end of this chapter. However, a specific policy will not be required to plan for such areas through the use of zoning regulations and recognizing existing or planned clusters of such uses within the Light Industrial Place Type.

> INNOVATION PARKS

1116_ Within the Light Industrial Place Type, zoning regulations may be utilized to establish an appropriate context for Innovation Parks. In addition to the permitted use policies identified above for the Light Industrial Place Type, the following policies shall apply and prevail over the Light Industrial policies in the event of a conflict:

1. Innovation Parks may allow for the clustering of research, development and commercialization uses such as research centres, laboratories, industrial-related centres of excellence, testing facilities, light assembly and light manufacturing uses, training facilities and related support uses.
2. Medium-scale office uses of up to 5,000m² that are in association with these facilities may also be permitted provided they are not general offices, and where it can be shown that they are directly related to the research and development park activity and that their location outside of the Downtown will not have a negative impact on the health of the Downtown office market. Limits may be placed on the aggregate floor area of office uses within a research and development park.
3. Small amounts of retail and service commercial development may be permitted to serve the employees of these parks, provided these uses do not generate high automobile traffic.

1117_ Specific policies may be provided for individual Innovation Parks in the Specific Policies section of this chapter.

PERMITTED USES IN COMMERCIAL INDUSTRIAL PLACE TYPE

1118_ The Commercial Industrial Place Type will accommodate commercial uses that do not fit well within the context of our commercial and mixed-use place types. These commercial uses tend to have a quasi-industrial character, whereby they may be designed with large outdoor storage areas, impound areas with high fences, heavy equipment on-site, or large warehouse components that don't integrate well within streetscapes and neighbourhoods. They may also generate noise, vibration, emissions and other planning impacts beyond those that would be expected within a commercial or mixed-use context.

1119_ The following uses may be permitted in the Commercial Industrial Place Type:

1. Commercial uses that do not fit well within the Downtown, Transit Village, Rapid Transit Corridor, Urban Corridor, Shopping Area, and Main Street Place Types due to their planning impacts may be permitted. Such impacts may stem from:
 - a. Large outdoor storage areas.
 - b. Impound areas.
 - c. Large warehouses.

- d. Storage, display, or parking of heavy equipment.
 - e. Noise, vibration or emission impacts that exceed those that are expected within a commercial context.
 - f. Large volumes of regular truck traffic.
 - g. Large structures that have a negative visual impact, such as domes or large out-buildings.
2. Commercial recreation, places of assembly and places of worship may be permitted where appropriate.
 3. Commercial uses intended for the Downtown, Transit Village, Rapid Transit Corridor, Urban Corridor, Shopping Area, and Main Street Place Types will not be permitted.
 4. Commercial uses that are sensitive to noise, vibration, emissions, the visual impact of outdoor storage, and the other potential impacts that may be generated by uses in this place type will not be permitted.
 5. Self-storage warehouses may be permitted.
 6. A very limited amount of small-scale retail and service uses may be permitted in these areas to serve those that work in these place types or surrounding employment areas. Such uses will be located on the periphery of the place type, adjacent to a Civic Boulevard.
 7. A limited range of light industrial uses may be permitted that are compatible with the commercial uses permitted in this place type.
 8. The Province's *D-series Guidelines* will be implemented to ensure that the uses permitted in this place type and sensitive land uses are not located inappropriately close to one another.
 9. The full range of uses described above will not necessarily be permitted on all sites within the Commercial Industrial Place Type.

PERMITTED USE POLICIES FOR ALL INDUSTRIAL PLACE TYPES

> COMPOSTING AND RECYCLING FACILITIES

1120_ Composting and recycling facilities are preferred within the Heavy Industrial Place Type and the Waste Management Resource Recovery Area, but may also be permitted within the Light Industrial Place Type where appropriate. The location of composting facilities and recycling facilities will require an amendment to the *Zoning By-law*. If the proposed operation requires an Environmental Compliance Approval from the Ministry of the Environment and Climate Change, such Approval shall be applied for concurrent with the application for a zoning by-law amendment such that the public process and City Council consideration will have the opportunity of providing input into the conditions of the Environmental Compliance Approval. Final reading of the zoning by-law amendment will be withheld or a holding provision may be applied to require the Environmental Compliance Approval process as a pre-condition. Such facilities must be planned, designed, operated and maintained in such a way as to promote compatibility with adjacent, existing and future land uses, and to minimize any adverse impacts on the natural environment.

> TRANSITION FROM INDUSTRIAL USES

1121_ Remnant industrial parcels may exist within residential neighbourhoods, in locations where they are no longer compatible with surrounding land uses. On such parcels we will support the relocation of any remaining industrial land uses and the repurposing of these parcels for land uses that are compatible with the neighbourhood context.

1122_ A review of these areas may be initiated based on a planning application, a comprehensive review, or a City Council direction to initiate a community improvement plan or secondary plan, subject to the policies of the *Provincial Policy Statement*.

1123_ The Province's *D-series Guidelines* will be implemented to ensure that industrial uses and sensitive land uses are not located inappropriately close to one another.

INTENSITY POLICIES FOR ALL INDUSTRIAL PLACE TYPES

1124_ The following intensity policies apply within all Industrial Place Types

1. Industrial uses will be encouraged to utilize land efficiently. High building coverage ratios and high employment densities will be sought wherever possible.
2. The intensity of industrial uses may be moderated by zoning regulations, where appropriate, to limit the extent of their noise, vibration, dust and odour emissions.
3. Height within the Commercial Industrial Place Type will not exceed two storeys.
4. Accessory office uses will not be limited in size provided they meet the definition of accessory office.
5. Service offices will be no larger than 2,000m².
6. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.
7. The full extent of intensity described above will not necessarily be permitted on all sites within the applicable Industrial Place Type.





FORM POLICIES FOR ALL INDUSTRIAL PLACE TYPES

1125_ The following form policies apply to all Industrial Place Types:

1. City Council may prepare urban design guidelines to establish design goals and direction for new industrial development.
2. It is an important goal of this Plan to present a positive image of London to the high volume of people travelling along the Highway 401/402 corridor. Development adjacent to these corridors will present a high quality of design and enhanced landscaping and tree planting will be required.
3. Enhanced landscaping and improvements to the visual quality of existing industrial development adjacent to Highways 401 and 402 will be encouraged. City Council may establish incentives to induce these improvements.
4. Industrial sites along the Veterans Memorial Parkway will be developed with high-quality design and enhanced landscaping with an abundance of tree planting to contribute to the iconic parkway image as a monument to Canada's war veterans.
5. Large open storage areas will be screened with fencing and landscaping that is appropriate within the surrounding context and view corridors.
6. Loading facilities will be located in areas that minimize visual impact to other industrial uses and the street.
7. Sites will be large enough to accommodate on-site truck movements for loading, unless it is deemed appropriate to utilize streets where there are no viable alternatives.
8. Office components of industrial buildings should be strategically located to take advantage of important views from entrances to industrial parks or from adjacent streets.
9. Industrial parks should be designed to accommodate passive recreation spaces, integrated trails, small parks, and other amenity areas for employees. Development of individual sites within an industrial park should accommodate appropriate connections in keeping with the park's plan.
10. Subdivision, site and building layout will be designed to be transit-supportive where appropriate.
11. Guideline documents may be prepared for all industrial areas or for specific industrial parks.

GREEN INDUSTRIAL DEVELOPMENT

1126_ Wherever practical, green development practices will be incorporated into the development of new industrial parks and the redevelopment of existing industrial parks. This is intended to serve as a promotional tool for London to those businesses that wish to promote themselves as green businesses, to save businesses operating costs, and to provide environmental benefits within industrial areas. Green development practices that will be considered in the design of industrial parks include:

1. District energy, geothermal energy systems, and bio-mass energy production.
2. Rainwater harvesting and greywater usage for irrigation and other purposes.
3. Recycled building materials.
4. Secure bicycle lock-up facilities, showers and lockers.
5. Bikeshare and carshare fleets.
6. Xeriscaping.
7. Pervious paving treatments, where appropriate.
8. Re-use of waste heat within the same building that produces this heat, or in surrounding buildings.
9. Enhanced and strategic tree planting to achieve maximum environmental benefits.
10. White roofs and green roofs.
11. Other site development and building techniques that will reduce energy consumption, reduce water usage, and improve air quality.

APPLICATIONS TO EXPAND INDUSTRIAL PLACE TYPES

1127_ The Industrial Place Types as shown on Map 1 are adequate to accommodate growth for the next 20 years based on City Council's adopted growth forecasts. However, if industrial growth exceeds expectations, there may be a need to add new industrial lands to the Urban Growth Boundary. Such expansion will only be permitted where:

1. Sufficient opportunities for growth are not available through intensification, redevelopment and designated growth areas to accommodate the projected needs over the identified planning horizon.
2. The infrastructure and public service facilities which are planned or available are suitable for the development over the long term and protect public health and safety.
3. In prime agricultural areas:
 - a. The lands do not comprise specialty crop areas.
 - b. There are no reasonable alternatives which avoid prime agricultural areas.
 - c. There are no reasonable alternatives on lower priority agricultural lands in prime agricultural areas.
4. Impacts from new or expanding settlement areas on agricultural operations which are adjacent or close to the settlement area are mitigated to the extent feasible.



PLANNING AND DEVELOPMENT APPLICATIONS

1128_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

1129_ The conversion of lands in an Industrial Place Type to another place type shall be consistent with the *Provincial Policy Statement*.

SPECIFIC POLICIES FOR THE INDUSTRIAL PLACE TYPES

1130_ The following policies relate to specific sites or areas within the Industrial Place Types. These policies serve to augment the general policies for the Industrial Place Type. Where there is a conflict between the following policies and the more general Industrial Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

HEAVY INDUSTRIAL SPECIFIC POLICIES

> 1111 ELIAS STREET

1131_ On the property at 1111 Elias Street non-industrial office space and accessory warehouse space may be permitted within the existing building resulting in a total maximum gross floor area of 2,130m² of non-industrial office use in association with no less than 560m² of warehouse use.

LIGHT INDUSTRIAL SPECIFIC POLICIES

> HORTON STREET CORRIDOR WEST

1132_ The area bounded by Horton Street on the south, Richmond Street on the east, the Thames River on the west and the rail lines on the north, may be developed for uses allowed in the Light Industrial Place Type, other than hotels and motels. To avoid land use compatibility and mobility problems, and to provide for a form of development that is appropriate for a Downtown fringe area, proposals for the development of new light industrial uses will require an amendment to the *Zoning By-law*.

> 4645 WELLINGTON ROAD SOUTH

1133_ In the Light Industrial Place Type located at 4645 Wellington Road South, in addition to uses permitted in the Light Industrial Place Type, a residential and other source recycling facility including wood recycling, a waste transfer station not including hazardous waste, an in-vessel composting facility and a channel composting facility are permitted.

> 920 WILTON GROVE ROAD

1134_ In the Light Industrial Place Type at 920 Wilton Grove Road, the headquarter offices of a charitable organization may be permitted on the existing property. Such uses as training and conference facilities and public education programs associated with the charitable office uses, and assembly hall uses may also be permitted. The division of the land to permit the establishment of a separate charitable institution on the site shall be discouraged.

> 3425 ROE STREET

1135_ In the Light Industrial Place Type at 3425 Roe Street, in addition to the permitted uses in the Light Industrial Place Type, a self-storage establishment may also be permitted.

> EXETER/WHITE OAK LANDS

1136_ The lands shown on Map 7 south of, and abutting, Exeter Road, east of White Oak Road, and west of the Marr Drain are to be considered as transitional industrial lands within the Light Industrial Place Type.

1137_ In addition to existing industrial uses, only those uses that are permitted within the Light Industrial Place Type that are located within enclosed buildings, require no outdoor storage and are unlikely to cause adverse impacts with respect to such matters as air, odour or water impacts, dust, or excessive vibration and noise levels may be permitted. These may include such uses as warehousing, research and communication facilities; laboratories; printing and publishing establishments; warehouse and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractor's shops that do not involve open storage.

1138_ The Province's *D-series Guidelines* will be implemented to ensure that industrial uses and existing and planned sensitive land uses are not located inappropriately close to one another.

1139_ All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain an Environmental Compliance Approval from the Ministry of the Environment and Climate Change as required by the *Environmental Protection Act* and associated regulations are not permitted. Uses permitted in this category will also be required to comply with additional requirements as set out in this section of the Plan and in the City of London's *Waste Discharge By-law*.

1140_ In addition to the Light Industrial Place Type Form policies, the development of transitional industrial lands will be subject to the following area and site design considerations:

1. Buffering - The *Zoning By-law* and the *Site Plan Control By-law* may specify higher standards for setbacks, the location of parking and loading areas, signage, landscaping along major entryways to the city and adjacent to residential areas.
2. Traffic - Industrial traffic should be directed away from, and not through, existing and planned residential areas.
3. Limited Access - The number of access points from transitional industrial sites to Urban Thoroughfares or Civic Boulevards should be limited to minimize disruption to current and planned traffic flows.
4. Scale of Development - The *Zoning By-law* may specify maximum building heights and site coverage so that the scale of new industrial development will have a minimal impact on any existing and planned non-industrial uses in the surrounding area.

LIGHT INDUSTRIAL - INNOVATION PARKS SPECIFIC POLICIES

> AIRPORT ROAD SOUTH INNOVATION PARK

1141_ The Airport Road South Innovation Park is bounded by the Thames River (South Branch) to the north, the Highway 401 corridor to the south, the City of London/Municipality of Thames Centre boundary to the east and Old Victoria Road to the west.

1142_ It is expected that these lands will develop as a high-quality, well-designed prestige innovation park, including an appropriate mix of light industrial, research and development, and high-tech uses. The park will have a high standard of building and site design that is sensitive to the natural environment and promotes economic growth and energy efficiency for the city. The review of planning and development applications will have regard for the *Airport Road South Business Park Urban Design Guidelines*.

1143_ Areas adjacent to Highway 401 and Veterans Memorial Parkway (formerly Airport Road) have convenient access as well as a high degree of visibility from the major entryways to the City. These areas are intended for a high standard of light industrial development, and will be promoted and designed to also attract research and development and high-tech industries. This gateway corridor will develop in accordance with subdivision and site design guidelines and function as a prestige business park.

1144_ Lands in the Light Industrial Place Type will also accommodate the traditional light manufacturing and warehousing types of uses; however, consideration will be given to how these uses can be clustered within the overall development scheme to ensure that they are functionally and visually compatible with the desired character of the innovation park and do not undermine the ability of this park to attract prestige industrial and technology-related uses over the long term. The park will be designed to offer a high level of amenity for employees, including comfortable walking environments for physical activity and for easy access to amenity areas incorporated into development of individual sites and the overall park. Some limited commercial development may be permitted on portions of Bradley Avenue and Hamilton Road to

provide the opportunity for business services to locate in close proximity to the various industries and employers in the business park.

1145_ Within the Airport Road South Innovation Park, lands in the Light Industrial Place Type, north and east of Hamilton Road and west of Veterans Memorial Parkway are expected to develop as a prestige office business park area with a high standard of building and site design that is sensitive to the natural environment and promotes economic growth and energy efficiency for the City of London.

1146_ Consistent with the Innovation Park policies of the Light Industrial Place Type, medium-scale office uses up to 5,000m² may be permitted provided that they are not general offices and where it can be shown that they are directly related to the research and development park activity. The amount of office space allowed in this park will be of an overall aggregate floor area that will not have a negative impact on the Downtown office market. The Hamilton Road frontage within this area may be zoned for secondary commercial uses subject to the criteria below and the Planning and Development Application policies in the Our Tools part of this Plan, including:

1. Personal services; eat-in restaurants; day care centres; medical/dental offices and clinics; and financial institutions, which cater to the employees in the business park. Such uses shall be subject to floor area restrictions in the *Zoning By-law*.
2. Private recreational facilities that cater to the employees in the business park.
3. Hotels or motels, provided that they are located on an Expressway, Urban Thoroughfare, or Civic Boulevard and are located at, or near, the periphery of a business park.
4. Proposals to add new drive through facilities will require an amendment to the *Zoning By-law*, and consideration of the relevant matters in the City Design chapter of this Plan.

1147_ Such uses will be subject to site plan controls to achieve compatibility with the design concept for the office business park.

1148_ While the Airport Road South Innovation Park has not been identified as a preferred location for uses that are normally directed to the Heavy Industrial Place Type, there may be future proposals to locate a general industrial type of use within this Planning Area. A use that would require a heavy industrial zone may be considered without amendment to this Plan, if, in the opinion of City Council, it is a major industry offering significant employment opportunities and can be accommodated at a location that does not diminish the ability to achieve the compatibility and design concept in other portions of the planning area. Such uses will not be considered west of Veterans Memorial Parkway.

1149_ Existing rural residential development will be protected from industrial development in accordance the Province's *D-series Guidelines* to ensure that industrial uses and existing and planned sensitive land uses are not located inappropriately close to one another.

COMMERCIAL INDUSTRIAL SPECIFIC POLICIES

> YORK STREET CORRIDOR

1150_ The range of permitted uses will be restricted to uses with low outdoor storage needs or uses that do not generate noise, odour, and/or dust impacts.

1151_ For the portion of the York Street corridor between Maitland and William Streets, in addition to the permitted uses of the Commercial Industrial Place Type, the lands located on the south side of York Street, between Maitland Street and William Street, may also permit small-scale service office uses up to a maximum gross floor area of 2,000m².

> 940 AND 956 WHARNCLIFFE ROAD SOUTH

1152_ On that portion of 940 and 956 Wharnclyffe Road South fronting on Wharnclyffe Road South which is roughly rectangular and has an approximate average depth from Wharnclyffe Road South of 156 metres and an approximate width of 77 metres, a food store may be permitted.





Future Growth

OUR VISION FOR THE FUTURE GROWTH PLACE TYPE

1153_ The Future Growth Place Types establish City Council's intent for future urban development on the lands to which they are applied. The Future Growth Place Types establish this intent, while ensuring that development does not occur until such time as the necessary background studies are completed and a comprehensive and coordinated plan is prepared for the entire area that conforms with the policies of this Plan.

ROLE WITHIN THE CITY STRUCTURE

1154_ While it is recognized that lands within the Future Growth Place Types will ultimately be developed, it will be considered premature to apply individual place types in support of development until such time as the necessary planning is undertaken to address all lands within a Future Growth Place Type comprehensively.

1155_ *The London Plan* establishes two separate Future Growth Place Types to provide a general indication of the nature of the place types that are to be applied in the future:

1. Future Industrial Growth Place Type
2. Future Community Growth Place Type

FUTURE INDUSTRIAL GROWTH PLACE TYPE

1156_ The Future Industrial Growth Place Type will be applied where there is an expectation that Industrial Place Types will be assigned to the area in the future, pending further study. In most cases, a secondary plan will be completed to establish where the Heavy Industrial, Light Industrial and Commercial Industrial Place Types will be applied and to plan comprehensively for development of the area.

1157_ The Future Industrial Growth Place Type will be strategically located to provide development opportunities consistent with the City's *Industrial Land Development Strategy*.

FUTURE COMMUNITY GROWTH PLACE TYPE

1158_ The Future Community Growth Place Type will be applied where there is an expectation that non-Industrial Place Types will be established. While this will likely include the Neighbourhoods Place Type, it may also support the application of many other place types such as Urban Corridor, Shopping Area, Institutional, and Open Space.

HOW WILL WE REALIZE OUR VISION?

1159_ A restrictive approach shall be taken to lot creation and other forms of development in the Future Growth Place Types in order to avoid patterns of land ownership and land use that will detract from the intended comprehensive and coordinated planning process.

1160_ A secondary plan will be prepared to determine the appropriate place type(s) to be applied to these lands, through an amendment to this Plan, and to guide the long-term management and approval of growth.

1161_ To avoid premature development, zoning will be applied to lands within the Future Growth Place Types to limit the range of permitted uses, severances, and other forms of development.

1162_ Future Growth Place Types will be applied to lands that are added to the Urban Growth Boundary and to large areas of land that may require comprehensive planning to support a transition from one range of uses to another.



PERMITTED USES

1163_ Because of concerns regarding premature development, Future Growth areas will be zoned to allow for a very limited range of uses. Uses that exist at the time of the adoption of this Plan may be permitted to continue. Subject to all of the policies in this chapter, a very limited range of new uses that are similar to existing uses and would not have an impact on the future comprehensive planning and development of these lands may be permitted.



PLANNING AND DEVELOPMENT APPLICATIONS

1164_ All planning and development applications, as defined in the Our Tools part of this Plan, will be evaluated based on the following:

1. New Future Growth Place Types will be added by amendment to this Plan.
2. The change of lands from a Future Growth Place Type to one or more other place types will be achieved by amendment to this Plan.
3. Proposals to amend the Future Growth Place Type in favour of another Urban Place Type will require a secondary plan, unless it can be clearly demonstrated that all of the following criteria are met:
 - a. The subject lands are limited in size and/or the lands represent a small remnant portion of a larger Future Growth Place Type that has since been changed to other Urban Place Types.
 - b. The lands are separated by physical barriers from any other lands that are within a Future Growth Place Type.
 - c. The lands can be adequately planned without the need for a secondary plan to coordinate community design, natural heritage preservation, street layout, civic infrastructure, parks, conservation of cultural heritage resources, or other matters that a secondary plan would address.
 - d. The proposed development would not adversely affect the long-term planning of the surrounding lands.
4. Planning and development applications to allow for development within Future Growth Place Types will not be supported unless all of the following criteria are met:
 - a. The proposed development is very minor in nature, such as a small addition to an existing building.

- b. The proposed development will not create a barrier to the future comprehensive planning and development of the lands.
- c. In the case of a consent to sever, the new lot will not fragment the existing lot fabric or create a new lot pattern, such that it will be more difficult to plan for new development comprehensively in the future.

1165_ In addition to these policies, the severance of land within the Future Growth Place Type will be subject to the relevant Consent policies in the Rural Place Types policies of this Plan.

1166_ All applications will also be reviewed based on the degree to which the proposal conforms with the Our Strategy, City Structure and City Building policies of this Plan.



SPECIFIC POLICIES FOR THE FUTURE GROWTH PLACE TYPES

1167_ The following policies relate to specific sites or areas within the Future Growth Place Types. These policies serve to augment the general policies for Future Growth. Where there is a conflict between the following policies and the more general Future Growth Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

BYRON GRAVEL PITS

1168_ Within the Future Community Growth Place Type east of North Street, south of Byron Baseline Road and Commissioners Road West, known as the Byron Gravel Pits, it is anticipated that the long-term land use of this area will be a mix of mid-rise housing types and recreational uses. Redevelopment of this area will be based on a comprehensive rehabilitation and development plan. Expansion of the existing licensed aggregate area and the realignment of North Street may be considered if it can be demonstrated that this will assist in the rehabilitation of the existing gravel pits and that compatibility with surrounding land uses can be achieved.

401 INDUSTRIAL EXPANSIONS

1169_ This policy applies in the following areas:

1. North of Highway 401 and west of Veterans Memorial Parkway
2. South of Wilton Grove Road and east and west of the Highbury Avenue interchange
3. South of Highway 401 east of Cheese Factory Road.

1170_ For the blocks of land noted above, the following applies with respect to calculations undertaken to satisfy the livestock *Minimum Distance Separation (MDS) Implementation Guidelines and Formulae* for MDS I and MDS II:

1. The City will apply a Type 'A' land use classification for the purposes of MDS I, and only industrial uses will be permitted within the Type 'B' MDS setback. All other uses or applications for amendments to place types or zones other than for industrial uses will be calculated on the basis of MDS Type 'B' land classification.
2. For expansions of existing livestock operations within the identified areas, the City will apply a Type 'A' land use classification to existing uses inside the adjacent Urban Growth Boundary, and existing place types and zones permitting urban uses, for the purposes of MDS II calculations.
3. If, in future, any of the livestock facilities cease to exist, there will no longer be a trigger for MDS calculations and the site specific policy area may be removed from Map 7 for the specific area that was affected.
4. For the purpose of this specific policy, livestock facilities are one or more barns or permanent structures with livestock-occupied portions, or intended for keeping or housing of livestock. A livestock facility also includes all manure or materials storage and anaerobic digestors.

1497 AND 1543 WILTON GROVE ROAD

1171_ In the Future Industrial Growth and Green Space Place Types located at 1497 and 1543 Wilton Grove Road, a transport terminal, truck sales and service establishment and warehouse establishment may also be permitted in addition to the uses permitted in the Farmland Place Type.





RURAL PLACE TYPES

A FRAMEWORK FOR THE RURAL PLACE TYPES

1172_ The following policies provide a framework for the Rural Place Types shown on Map 1 – Place Types. These place types are applied only to lands outside of the Urban Growth Boundary within the city boundary. Urban Place Types described in this Plan will not be permitted in Rural London. The City-wide Green Space and Environmental Review Place Types and the following policies apply to lands in Rural London.

1173_ Over 40% of the City of London is comprised of rural lands located outside of the Urban Growth Boundary, where farmland and farm-related activities are intended to be the predominant uses. Rural London has its own unique function and distinct identity, defined by both its integral connections to, and its interface with the urban portions of the city and London's neighbours in the region.

1174_ While the City Building policies of *The London Plan* establish the framework for how we will build our city over the next 20 years, our Plan also needs to provide direction for how we will develop different geographic areas within our city including Rural London.

1175_ Similar to the approach taken for the Urban Place Types, the policy for each place type begins with a vision, and then explains the guiding principles for how we will realize this vision. Each place type chapter then establishes the range of permitted uses, allowed intensity of development, and the envisioned built form within that given place type. This connects with many of this Plan's priorities, to protect the agricultural land resource and maintain the viability of farming, and recognize the need for a long-term commitment to sustain farmland within these areas so that it may continue to make a significant contribution to London's economy. The Rural Place Type policies also recognize the Rural Neighbourhood areas which historically developed as farm service centres and which currently exist as small residential communities with a mix of small-scale commercial uses. Rural Neighbourhoods are not regarded as centres for growth, and therefore, development within these areas will be limited to uses that can be accommodated on an infill basis.

1176_ Rural London will be an integral and connected part of the city that both supports and is supported by Urban London.

1177_ Rural London is comprised of the following Place Types:

1. Farmland
2. Rural Neighbourhoods
3. Waste Management Resource Recovery Area
4. Green Space (refer to the Green Space Place Type in the City-wide Place Types part of this Plan)
5. Environmental Review (refer to the Environmental Review Place Type in the City-wide Place Types part of this Plan)





Farmland

OUR VISION FOR THE FARMLAND PLACE TYPE

1178_ Farmland in London will continue to be an area of intense production and vibrant economic activity. The landscape will be characterized by viable agricultural fields which support general farming, livestock farming, cash crop farming, market gardening, specialty crops, nurseries, forestry, aquaculture, and agricultural research. Agricultural production on farmland will include multiple scales, styles and systems of food, fuel, and fibre production. Farmers and the farming community, agricultural land, a healthy and vibrant rural economy, and rural quality of life will all be protected for the long term. Agricultural uses, agricultural-related commercial and industrial uses and on-farm diversified uses will be permitted. Farms will be permitted to sell local produce and house full-time farm labour on-site to maintain the farm's vitality.

ROLE WITHIN THE CITY STRUCTURE

1179_ The Farmland Place Type is the prime agricultural area of London, and consists of prime agricultural land (*Canada Land Inventory Classes 1, 2, and 3 soils*) and associated Class 4 through 7 soils that will be protected and maintained for the long term as the base to support a healthy, productive, and innovative agricultural industry as a key component of the city's economic base and cultural heritage.

1180_ The Farmland Place Type will promote sustainable farm practices which encourage the conservation of surface and groundwater resources, aquatic habitat, woodlands, wetlands, wildlife habitat and other natural features, where such practices do not impose undue limitations on the farming community. This Place Type will also discourage the creation of non-farm residential lots in the agricultural area. Impacts from any new non-agricultural uses on surrounding agricultural operations and lands are to be mitigated to the extent feasible.

HOW WILL WE REALIZE OUR VISION?

1181_ Farmland in London is intended to:

1. Provide necessary agricultural goods for residents and businesses in the City of London, the region and beyond.
2. Produce food, fuel, and fibre now and into our future.
3. Allow for innovative practices that are sustainable, and support green technology and farm management.
4. Foster an agricultural sector that is diverse, profitable, and able to adapt.
5. Continue in a manner which does not have a negative impact on our Natural Heritage System.
6. Allow for on-farm diversified uses that are compatible with and do not hinder surrounding agricultural operations. Limited non-agricultural uses may be permitted only where it can be demonstrated that the proposed use is consistent with the *Provincial Policy Statement*.
7. Allow for flexibility as farm practices and management techniques evolve.
8. Permit secondary farm businesses and home occupations, to maintain farm viability.
9. Support a pattern of agricultural land holdings that increases the viability of farm operations and avoids the fragmentation of land ownership.
10. Discourage uses which are not supportive of agriculture from locating in the Farmland Place Type.
11. Direct permitted agricultural-related uses in the Farmland Place Type to lands that are classified as having a lower soil capability in the *Canada Land Inventory* and to areas where the potential for conflict between agriculture and the proposed non-agricultural uses will be minimized.
12. Minimize the potential for land use conflicts between residential uses and farm operations.
13. Mitigate impacts from any new or expanding non-agricultural uses on surrounding agricultural operations and lands.



PERMITTED USES

1182_ The following uses may be permitted within the Farmland Place Type in conformity with the policies of this Plan:

1. Agricultural uses, including the principal farm residence, secondary farm dwelling units that may be required for the farm operation, and associated on-farm buildings and structures that support the farm operation, such as barns, silos, drive sheds, and manure storage facilities.
2. Residential uses on existing lots of record.
3. Home occupation.
4. Secondary farm occupation and on-farm diversified uses.
5. Agricultural-related commercial and industrial uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations and provide direct products and/or services to farm operations as a primary activity.
6. Ancillary retail for on-farm grown and/or produced goods.
7. Limited non-agricultural uses where it can be demonstrated that the proposed use is consistent with the *Provincial Policy Statement*.
8. Natural resource extraction.
9. Small Wind Energy Conversion System (SWECS) consisting of one wind turbine and blades, one supporting tower and associated control or Small Wind Energy Conversion System conversion electronics.
10. Green Energy Projects.
11. Existing uses.



NORMAL FARM PRACTICES

1183_ Farmland's primary role is to serve and support agricultural uses and normal farm practices.

1184_ Nothing in this Plan is intended or may be applied to restrict a normal farm practice carried on as a part of an agricultural operation on lands within the Farmland Place Type in accordance with the *Farming and Food Production Protection Act*, as amended from time to time.

FARM UNIT

1185_ The predominant type of development permitted in the Farmland Place Type will be the farm unit.

1186_ The farm unit consists of the land base, the principal farm residence, secondary farm dwelling units that are required for the farm operation, and barns, silos, drive sheds, manure storage facilities and other farm buildings/ structures that support the farm operation.

1187_ For the purposes of this Plan, only individual farm properties will be considered as farm units. Where a farmer owns two or more farm properties and where those farm properties are separate lots for *Planning Act* purposes, each of the farm properties will be considered as a separate farm unit.

1188_ Secondary farm occupation uses, home occupation uses, and on-farm diversified uses, are considered as part of the farm unit.

1189_ Woodlands which are located on farm properties will be considered as part of the farm unit unless otherwise identified on Map 5 – Natural Heritage.

RESIDENTIAL USES ON EXISTING LOTS OF RECORD

1190_ Residential dwellings may be permitted on existing lots of record subject to a zoning by-law amendment, provided it does not create conflicts with farming operations, and subject to an environmental impact study if adjacent to any natural heritage feature.

1191_ The Minimum Distance Separation (MDS I) setback will be applied at the time of a zoning by-law amendment and prior to the issuance of a building permit.

1192_ New residential units may be permitted only where an adequate supply of potable water is available or can be made available, and where the lot size and soil types are suitable to support an individual on-site waste disposal system.

1193_ A severance to create a new residential lot outside the Urban Growth Boundary in the Farmland Place Type will not be permitted, except in conformity with the Surplus Farm Dwellings policies in the Agricultural Land Severance section of this chapter.

SECONDARY FARM DWELLING UNIT

1194_ The establishment of one additional single detached dwelling unit on the farm unit for a full-time farm employee, may be permitted by an amendment to the *Zoning By-law* subject to the following criteria:

1. The size of farm parcel and type of farm operation warrants an additional dwelling unit to provide for the close proximity of farm employees to the farm operation.
2. A factory-built or manufactured home may be permitted as an additional dwelling unit provided the home is placed on a permanent foundation and meets all requirements of the *Zoning By-law* and *Building Code*.
3. The secondary farm dwelling will be clustered with the principal farm residence and farm-related buildings and structures. Access to the secondary farm dwelling will be restricted to an existing driveway and no new driveway will be permitted.
4. A secondary farm dwelling shall not be severed from the farm unit.
5. Temporary living quarters for seasonal farm help may be permitted through a zoning by-law amendment for a temporary use.

HOME OCCUPATION

1195_ Home occupations not directly related to, but supportive of, the primary farm operation may be permitted in the Farmland Place Type provided they are accessory to the primary use of the property, operated only by those residing on the property on which the home occupation is located, and conducted entirely within the dwelling.

1196_ The types of home occupation permitted and the standards applying to these uses will be set out in the *Zoning By-law* and may include the range of activities, floor area limits, parking, and signage requirements.

SECONDARY FARM OCCUPATION AND ON-FARM DIVERSIFIED USES

1197_ Secondary farm occupations are to be carried on as part of the farm unit as a means of providing supplemental income to support the farm family and the viability of the primary farming operation.

1198_ A secondary farm occupation conducted within a building other than a farm residence may be permitted provided it remains secondary to the agricultural use on the farm.

1199_ Secondary farm occupations are differentiated from “home occupations” by the larger size and scale of the activity, and may be conducted outside the dwelling.

1200_ Existing secondary farm occupations will be recognized and zoned in the *Zoning By-law*.

1201_ The severance of land to separate a secondary farm occupation from a farm property will not be permitted.

1202_ A new secondary farm occupation may be permitted by an amendment to the *Zoning By-law* subject to the following criteria:

1. A secondary farm occupation may include the processing or retailing of goods produced on the farm, a welding or fabricating shop, a vehicle repair establishment, a contractor or trade shop, a personal service establishment, a craftsperson’s shop, a day care facility, a bed and breakfast or farm vacation establishment, a small business office, or any other occupation which is directly related to agriculture.

2. One permanent secondary farm occupation will be permitted per farm lot in addition to seasonal or intermittent uses permitted in conjunction with the primary farm operation.
3. Existing buildings or structures may be used for a secondary farm occupation. New buildings or structures, or additions to buildings or structures may be constructed for the purposes of the secondary farm occupation as part of the farm cluster but will be of comparatively small-scale relative to the farm operation, as established through the *Zoning By-law*.
4. A secondary farm occupation will be operated directly by the resident farmer and immediate family members and a maximum of two additional employees.
5. A secondary farm occupation will be conducted in conjunction with the existing farm unit including any new buildings or facilities constructed for the secondary use. Access to secondary farm occupations will be restricted to an existing driveway and no new driveway access will be permitted.
6. Adequate on-site sewage and water systems can be provided to accommodate the secondary farm occupation.

AGRICULTURAL-RELATED COMMERCIAL AND INDUSTRIAL USES

1203_ Agricultural-related commercial and industrial uses are uses that are directly related to farm operations in the area, support agriculture, benefit from being in close proximity to farm operations, and provide direct products and/or services to farm operations as a primary activity. Such uses may include grain drying, handling and storage facilities, and farm market uses.

1204_ Legally existing agricultural-related commercial and industrial uses will be recognized in the *Zoning By-law*.

1205_ New agricultural-related commercial and industrial uses may be permitted by an amendment to the *Zoning By-law* to apply the appropriate agricultural commercial or agricultural industrial zone, subject to the following policies, and in accordance with provincial guidelines:

1. The amount of land devoted to the activity is only the minimum necessary to support the activity and its servicing requirements.
2. It can be demonstrated that the use is supportive of farm operations in the area and requires a location in close proximity to the farm operation to function successfully, and the use provides direct products and/or services to farm operations in the area as a primary activity.
3. The location of the facility should not impose any operating constraints or result in a reduction of the efficiency of existing farms in the vicinity. Agricultural-related commercial and industrial uses should be directed to sites having the lowest soil capability, drainage, topographic, site size or configuration limitations for agriculture.
4. The facility does not require municipal water or sewage disposal services and can meet all requirements for the provision of individual on-site services.

5. Access will be available from a public street. The access must not create a potential traffic hazard due to poor sight lines or proximity to an intersection, steep grade or curve. An agricultural-related commercial or industrial use will be located on a street capable of accommodating, on a year-round basis, the volume and type of traffic, including truck traffic, that the proposed use is likely to generate.
6. Adequate drainage and suitable outlets for stormwater runoff can be provided.
7. The use complies with provincial environmental approvals and regulations respecting the release of pollutants into the air, onto land or into water, or for the storage, transportation or disposal of waste that is produced by the operation of the use.

GREEN SPACE AND CONSERVATION AREAS

1206_ Green Space uses may include public or private outdoor recreational activities, golf courses and conservation areas, as well as associated ancillary facilities, consistent with the *Provincial Policy Statement* and in conformity with the Green Space Place Type policies of this Plan, as well as the following:

1. Green space and conservation uses will support the retention, enhancement, and conservation of natural heritage features and areas and their ecological functions.
2. Green space and conservation uses will be supportive of, or neutral to agriculture and free from buildings or structures except those necessary for a permitted recreational activity. In areas that have significant natural features and areas or functions, recreational activities will be limited to those of an educational or instructive nature which involve minimal impact on the natural heritage feature or area or on their ecological functions.
3. Proposed active recreational uses may be permitted in the Green Space Place Type to support a rural neighbourhood, city or regional recreation need.

NEW INSTITUTIONAL AND RECREATIONAL USES

1207_ New institutional and recreational uses are encouraged to locate within the Urban Growth Boundary of the city or the Rural Neighbourhoods Place Type.

1208_ New or expanding institutional and recreational uses will only be permitted where consistent with the *Provincial Policy Statement* and where the ability of the adjacent farmland area to function is maintained by retaining the soil viability and open space character. Sensitive uses which would preclude future livestock operations in the area will not be permitted.

NATURAL RESOURCE EXTRACTION

1209_ Oil, gas, and aggregate resource extraction will be subject to the Natural Resources policies of this Plan.

SMALL WIND ENERGY CONVERSION SYSTEM (SWECS)

1210_ The *Zoning By-law* will ensure that appropriate setback requirements are implemented for compatibility with the principal farm residence and the surrounding land uses.

GREEN ENERGY PROJECTS

1211_ New Green Energy projects, including wind farms and solar fields may be permitted subject to the provisions of the *Green Energy Act*. New facilities shall be located on agricultural lands that have the lowest agricultural land capability. New facilities and installations shall minimize impacts on the soil and existing topography, and are to be constructed in such a way as to permit the conversion of the site to agricultural purposes when the facility is no longer required.

1212_ New facilities will be located to minimize their impacts on existing agricultural operations, and may be subject to a zoning by-law amendment to permit structures and ancillary facilities. Site plan approval shall be required.



INTENSITY

1213_ Farmland uses will be dynamic and vibrant; however some activities within the Farmland Place Type may need to be limited as follows:

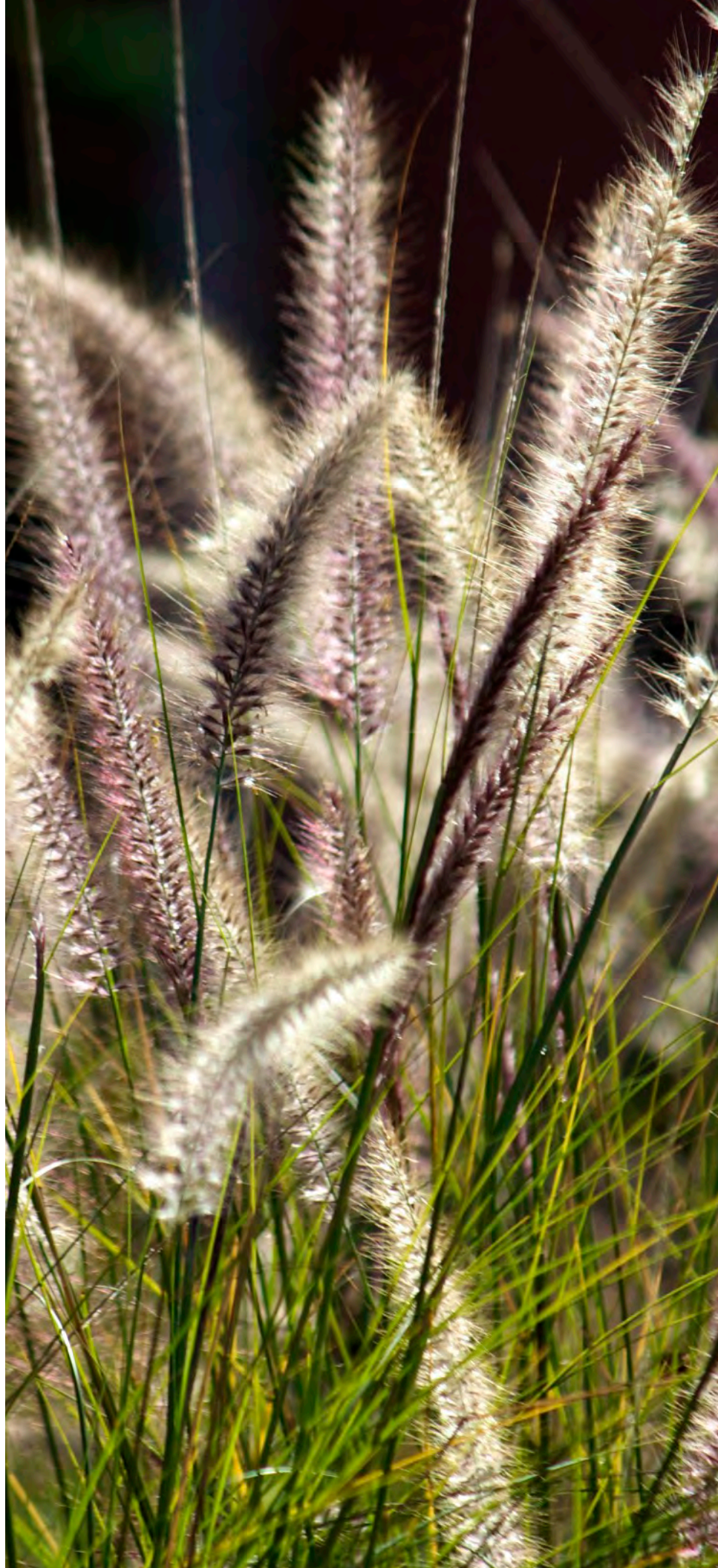
1. The capacity of new or expanding livestock operations will be limited through the application of Minimum Distance Separation (MDS II) requirements.
2. Non-agricultural uses will be grouped.
3. To prevent estate lots, residential uses will be limited to existing lots of record and encouraged to locate in the urban portion of the city or within the Rural Neighbourhoods Place Type.

1214_ Retail uses will be limited to the sale of on-site produce and will be temporary in nature.

EXISTING FARMLAND LOTS

1215_ It is the intent of this Plan, as set out in the Agricultural Land Consent policies of this chapter and the Minimum Distance Separation policies in the Our Tools part of this Plan, to:

1. Encourage the retention or consolidation of farm parcels so that farms are of sufficient size to promote efficient operations and responsible environmental management, and to maintain long-term agricultural viability and flexibility.
2. A minimum farm parcel size of 40 hectares will be established in the *Zoning By-law* in keeping with this intent.
3. Recognize that existing land holdings in the Farmland Place Type that do not meet the minimum 40 hectare farm parcel size and that are under separate ownership from abutting parcels of land at the date of adoption of this Plan, may be used for agricultural purposes, including one single detached dwelling, subject to Minimum Distance Separation (MDS I) setback(s).



FORM

1216_ Development in the Farmland Place Type will be efficient and directed so as to:

1. Minimize noxious impacts on residential buildings.
2. Locate development toward the street to minimize the impact on the amount of land that is agriculturally viable for production.
3. Be grouped to minimize points of access to the street that would create transportation conflict.
4. In all instances maximize the quality and amount of possible land area for agricultural production.
5. Be located on the least valuable soil within the farm parcel.

GREENHOUSES

1217_ Greenhouses should be considered where they produce agricultural products. They will be located such that:

1. They are on the least valuable soil within the farm unit parcel.
2. They are oriented to maximize the use of solar energy.
3. They are designed to recycle water.
4. They are designed such that their demolition would not preclude a return to field-based agricultural production.
5. They are designed to minimize impacts on neighbouring farm operations.

AGRICULTURAL-RELATED COMMERCIAL AND INDUSTRIAL USES

1218_ Agricultural-related commercial and industrial uses, including greenhouse uses, are subject to site plan control. The site plan and development agreement will address the following:

1. Dimensions of the lot.
2. Building areas and location on the lot including surrounding land uses and buildings.

3. Ingress and egress to and from the site, including parking facilities.
4. The location of outdoor storage facilities.
5. Servicing provisions.
6. Site grading and fencing.
7. On-site stormwater management facilities.
8. Environmental Compliance Approval and/or Permit to Take Water, as required by the Province.

SMALL WIND ENERGY CONVERSION SYSTEM (SWECS)

1219_ One SWECS may be erected on a lot subject to the following provisions:

1. An application for a SWECS will be subject to site plan control. A site plan drawing will be submitted illustrating the location of the SWECS, as well as the locations of all existing buildings and structures on the subject property and the locations of all existing buildings and structures on adjacent properties.
2. Setbacks from street allowances, lot lines, and structures, as well as maximum height provisions will be established in the *Zoning By-law*.
3. The SWECS, including the mast and the blades, as well as any accessory buildings will be finished externally in a colour acceptable to the City. Required cables and/or transformers associated with the SWECS will be located within each turbine tower structure and/or will be located underground beside the tower. Adverse impacts associated with shadow flicker and overshadowing on neighbouring buildings and land uses will be avoided.
4. Where a SWECS is constructed within 5,000 metres of London International Airport, written approval from Transport Canada will be required to provide assurance that there will be no adverse effect on the safe operation of the Airport.