

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: London Plan Approval – Update on Ontario Land Tribunal
Decision and Status of London Plan

Date: June 20, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following report **BE RECEIVED** for information.

Executive Summary

The London Plan was adopted by Municipal Council on June 23, 2016 and was approved by the Province on December 28, 2016. The Plan was appealed to the Ontario Municipal Board (“OMB”), now named the Ontario Land Tribunal (“OLT”). The Tribunal ordered the issues of the city-wide policy appeals be heard in four (4) phases of hearings.

A Case Management Conference (CMC) was held on May 2, 2022, at which a motion was brought that would have the effect of resolving the final phase of city-wide policy appeals. The Tribunal issued a decision regarding the CMC on May 25, 2022 that resolves all remaining policy appeals of the City of London. A few site-specific appeals remain, but these site-specific appeals do not affect the implementation of the London Plan across the City.

As a result of the May 25, 2022 OLT Order, the London Plan is now fully in force and effect as the only official plan for the City of London. The 1989 Official Plan has been repealed and has no status as an official plan. Any new applications made under the *Planning Act* that are received by the City after the OLT decision date will be evaluated for conformity with the London Plan only.

London Plan Appeals Update

This report is consistent with the Strategic Plan, including the Strategic Area of Focus of “Building a Sustainable City”. Building a Sustainable City requires that “London’s growth and development is well planned and sustainable over the long term”, and that the City improves its resiliency to respond to potential future challenges, as well as directs future growth and intensification to strategic locations.

London Plan Appeals Update

1.0 Background Information

1.1 Previous phases of appeal hearings

As noted in the May 10, 2021 report to Planning and Environment Committee, the city-wide policy appeals of the London Plan were scoped into four phases based upon the category of appeal issues. Additionally, there were a number of site-specific appeals with regards to how policies or mapping was applied to a specific property or area. The hearing of issues was phased as follows:

- Phase 1A: Growth Management and Implementation;
- Phase 1B: Intensity, Bonusing, and High Density Residential Overlay;
- Phase 2: Natural Heritage; and

- Phase 3: Design and Mobility.

Phase 1 hearings occurred from September 23 to October 8, 2020. That hearing dealt with all of Phase 1A and approximately half of Phase 1B matters. On April 15, 2021 a Case Management Conference (CMC) hearing was held. The April 15, 2021 CMC resulted in the complete resolution of Phase 2 and Phase 3 matters on a city-wide basis.

Following the April 15, 2021 CMC, the matters that remained under appeal were:

- Maps 1, 2 and 7;
- Certain Place Types Use, Height and/or Intensity policies (and associated Heights Tables);
- Bonus Zoning policies; and
- High Density Residential (HDR) Overlay (from the 1989 Official Plan).

2.0 Final Phase of City-wide Appeals: May 2, 2022 CMC

2.1 Resolution Meetings

Following the resolution of Phase 2 and Phase 3 city-wide appeals, City Staff and appellants undertook an extensive resolution exercise for the remaining appealed matters of Phase 1B. This involved exchange of proposed alternative language and written positions, alternative mapping proposals, and responses to the written and map proposals.

A week of full-day meetings between City staff and appellants' counsel and professional planners were also held to discuss potential resolutions based on the policy and map proposals received.

The alternative policy language and mapping were prepared in anticipation of hearing dates scheduled for September 2022.

In March 2022, instructions and directions from City Council were received regarding the alternative policies and mapping from the resolution exercise.

The result of the resolution exercise was a motion made by the City to the OLT that all the remaining Phase 1B city-wide appeals be resolved, based on certain alternative language and mapping, and other appeals being withdrawn by the appellants. The motion was on the consent of all parties.

2.2 May 2, 2022 Case Management Conference

Following the Case Management Conference, the OLT issued a written decision on May 25, 2022 approving the modifications and otherwise disposing of all remaining City-wide appeals. In addition, several site-specific appeals were resolved.

Appendix "A" to this report is the May 25, 2022 OLT Order. The Order shows all policy and map changes resulting from this final phase of hearing.

The nature of the changes to the London Plan resulting from the May 25, 2022 OLT decision are summarized below.

2.2.1 Removal of References to "Bonus Zoning"

The Our Tools chapter of the London Plan includes a series of policies that operationalize "Bonus Zoning" and how applications for Bonus Zoning would be assessed (policies 1638 to 1655). The intended purpose of Type 1 Bonusing was to address site plan matters and "lock in" the design of development where buildings were at or near the "Standard Maximum Height" of their respective Place Type. Type 2

Bonusing, as proposed, was similar to the Bonus Zoning framework of the 1989 Official Plan, where the provision of public benefits was evaluated in exchange for additional density proposed. These public benefits are called “facilities, services, and matters” in the *Planning Act*. The public benefits may have included matters such as affordable housing, underground parking, public art, enhanced urban design, or enhanced environmental features.

The Type 2 Bonusing that was proposed in the London Plan was based upon Section 37 of the *Planning Act*. However, a change in Provincial legislation has repealed Section 37 of the *Planning Act* and therefore City Council will no longer be able to approve Section 37 Bonus Zones after September 18, 2022.

Through the May 25, 2022 OLT decision, the “Bonus Zoning” policies were removed from the London Plan. References to “Type 2 Bonus” heights are replaced with “Upper Maximum Height”. The framework of heights by Place Type is maintained. A site-specific Zoning Amendment application is required for development of heights greater than the “Standard Maximum Height” and up to the “Upper Maximum Height” of the respective place type. However, the Zoning By-law Amendment applications will no longer be governed by “bonusing” policies in the London Plan nor by Section 37 of the *Planning Act*.

2.2.2 High Density Residential (HDR) Overlay Revisions

The HDR Overlay is identified on Map 2 of the London Plan. Map 2 identifies properties that were designated Multi-Family, High Density Residential (MFHDR) in the 1989 Official Plan, but which are in London Plan Place Types that do not permit high density. Primarily these sites are designated as Neighbourhoods Place Type in the London Plan. Additional HDR Overlay sites were added through the OLT decision. The HDR Overlay recognizes certain lands that were designated MFHDR in the 1989 Official Plan, including vacant sites, existing built-high rises, and certain context-specific considerations, such as redevelopment opportunity sites.

Map 2 is brought in to force and effect by the OLT decision.

2.2.3 Heights Policies and Tables

The OLT Order contains minor modifications to the adopted building height framework found in Tables 8, 9 and 11 and the individual Place Type Intensity policies. The London Plan also establishes a hierarchy of heights, with the Downtown and Transit Villages being the most intense, and Neighbourhoods Place Type being the least intense. Within Neighbourhoods there is also a hierarchy of heights based on street typology and the classification of street upon which a property has frontage. The modifications to the heights tables maintain the Plan’s hierarchy and consistent with the intent for each of the Urban Place Types.

The modified heights in policies and tables are shown in Appendix A, attached to this report.

2.2.4 Other policies and maps

In addition to Bonus Zoning, HDR Overlay, and Heights framework, the OLT decision includes several site-specific resolutions, and the upholding of Ministry-adopted language for certain other appealed policies.

Map 1 – Place Types is also brought into force in its entirety through the OLT decision.

Additionally, the OLT decision adds several properties and areas to Map 7 – Specific Policy Areas, in association with resolution of site-specific appeals.

3.0 Status of the London Plan and 1989 Official Plan

Council adopted the London Plan on June 23, 2016. The by-law to adopt the London Plan also directed the repeal of the 1989 Official Plan once the London Plan came into force and effect.

The London Plan is now in force and effect through the resolution of all City-wide appeals.

The London Plan is now the only official plan for the City of London. The 1989 Official Plan is repealed in accordance with the June 23, 2016 resolution of Council and no further action is required regarding the 1989 Official Plan.

The OLT Order also notes that notwithstanding the repeal of the 1989 Official Plan, bonus zoning applications that were made prior to the May 25, 2022 OLT Order date may continue to proceed until the Bonusing legislation changes on September 18, 2022.

Conclusion

The May 2, 2022 Case Management Conference hearing of the Ontario Land Tribunal addressed the final phase of London Plan policy appeals. The OLT issued its written decision on May 25, 2022.

This OLT decision dealt with all remaining city-wide appeals, including those related to Bonus Zoning, the High Density Residential (HDR) Overlay, and certain permitted heights, permitted uses, and intensity policies. Many site-specific appeals were also withdrawn or resolved through this decision.

As a result of the May 25, 2022 OLT order, all maps of the London Plan are now in force, including Map 1 (Place Types), Map 2 (HDR Overlay), and Map 7 (Specific Area Policies).

The only remaining appeals are site-specific appeals, which will be addressed through future Case Management Conferences or hearings of the OLT.

The London Plan is now in effect as the only official plan for the City of London. The 1989 Official Plan is repealed and has no legal status as an official plan. For any new applications under the *Planning Act* that are received by the City after May 25, 2022, the determinative analysis will be entirely based on the London Plan and evaluations will be for conformity with policies of the London Plan only.

Staff are preparing a consolidated version of the London Plan. This updated version of the London Plan will be published on the City's website shortly.

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| Prepared by: | Travis Macbeth, MCIP, RPP Senior Planner, Long Range Planning & Research |
| Reviewed by: | Justin Adema, MCIP, RPP Manager, Long Range Planning & Research |
| Recommended by: | Gregg Barrett, AICP Director, Planning & Development |
| Concurred by: | Aynsley Anderson Solicitor II, City Solicitor's Office |
| Submitted by: | Scott Mathers, MPA, P.Eng. Deputy City Manager, Planning and Economic Development |

Appendix A – OLT Order, May 25, 2022

[See attached for Appendix A]

Appendix B – Relevant Background

Additional Reports

October 9, 2018 “London Plan Status Update,” Planning and Environment Committee.

November 30, 2020 “London Plan – Appeals and LPAT Hearing Update,” Planning and Environment Committee.

May 10, 2021 “London Plan Appeals Update – Results of April 15, 2021 Local Planning Appeal Tribunal (LPAT) Decision

Ontario Land Tribunal
Tribunal ontarien de l'aménagement
du territoire



ISSUE DATE: May 25, 2022

CASE NO(S): OLT-22-002286
(Formerly) PL170100

PROCEEDING COMMENCED UNDER subsection 17(36) of the *Planning Act*, R.S.O. 1990, c. P.13, as amended

| | |
|-----------------------|--|
| Appellant: | 1390226 Ontario Inc. |
| Appellant: | 1610341 Ontario Inc. |
| Appellant: | 1705823 Ontario Ltd. (C/O York Developments) |
| Appellant: | 1739626 Ontario Ltd. (c/o York Developments); and others |
| Subject: | The London Plan |
| Municipality: | City of London |
| OLT Case No.: | OLT-22-002286 |
| Legacy Case No.: | PL170100 |
| OLT Lead Case No.: | OLT-22-002286 |
| Legacy Lead Case No.: | PL170100 |
| OLT Case Name: | Lansink v. London (City) |

Heard: May 2, 2022 by video hearing

APPEARANCES:

Parties

City of London

Ministry of Municipal Affairs and Housing

All Remaining Appellants as listed in Attachment 1

Counsel

A. Anderson
C. McCreery (student-at-law)

A. Beamish

A. Baroudi, P. Lombardi, A. Skinner,
J. Cheng and V. Sharma (*in absentia*)

DECISION DELIVERED BY S. TOUSAW AND ORDER OF THE TRIBUNAL

Introduction

[1] This Case Management Conference (“CMC”) addressed various remaining appeals to the City of London’s (“City”) new Official Plan, known as the “London Plan.”

[2] The City’s Motion Record was marked as Exhibit 1. The City presented its Motion, with the consent of all Parties, and for which no Responses were filed. The Parties seek the Tribunal’s approval of modifications to the London Plan on the settlement of all remaining City-wide appeals and the settlement of three site-specific appeals.

[3] With the Tribunal’s acceptance of the Motion, hearings scheduled to begin on June 6, 2022 and September 26, 2022 are now cancelled, and the next CMC is scheduled for **September 26, 2022** as set out below.

Participants

[4] Annamaria Valastro, Participant to Appeal 37 only, had filed an update with the Tribunal advising that her statement will be filed when the issues are identified by the Parties.

Motion

[5] The Tribunal approves the City’s Motion, with consent of all Parties, that results in a modified and fully in-force London Plan, without prejudice to the remaining site-specific appeals. The effect of this Decision is to replace the 1989 Official Plan (“1989 OP”) with the new London Plan, again except as relates to the remaining site-specific appeals.

[6] The Tribunal accepts the affidavit evidence of City staff member Justin Adema, Registered Professional Planner, whom the Tribunal affirmed and qualified previously in these proceedings. The Tribunal summarizes Mr. Adema's planning evidence as follows.

[7] The London Plan, as adopted, included provisions for potential building height increases utilizing the bonusing provisions of the *Planning Act* ("Act") then in force. With the Act now amended to remove a municipality's use of bonusing effective September 18, 2022, the London Plan will now utilize a zoning by-law amendment process to consider site-specific height increases with public consultation and based on specified limits, a site's context, potential impacts, and mitigation measures.

[8] To recognize certain sites that were identified in the 1989 OP for additional height and density in the residential designation, the London Plan will contain a modified overlay with associated policies. This approach respects previous permissions for appropriate residential intensification and needed housing without compromising the London Plan's approach to the provision of housing and compatible neighbourhoods.

[9] Also related to building heights, the London Plan will continue with its hierarchy of heights for various neighbourhoods, locations, higher order streets, and transit areas, but with modest height increases to enable suitable intensification and redevelopment.

[10] With the foregoing modifications, all City-wide appeals are addressed and have or will be withdrawn.

[11] The modifications also address three site-specific appeals affecting: 3924 Colonel Talbot Road, 845-875 Commissioners Road East, and 135 Villagewalk/Upper Richmond Village. Appropriate policies and mapping are included to address site-specific development areas and requirements including road alignments, natural heritage, and area plans.

[12] On the uncontested evidence of Mr. Adema, the Tribunal finds that the requested modifications have suitable regard for the provincial interests of s. 2 of the Act, are consistent with the Provincial Policy Statement, and constitute good planning in the public interest. The Tribunal has considered the decisions of the City and the consent of the Appellants in arriving at acceptable policy and mapping modifications to resolve all City-wide appeals to the London Plan. In the Order below, paragraphs [21] through [24] reflect the specific wording requested by the Parties.

[13] The Tribunal congratulates the Parties on their success in resolving appeals while achieving good planning in the public interest. Such resolution resulted from a collaborative approach through extensive discussions and further study culminating in a suitable London Plan for all.

Case Management Conference

[14] With only site-specific appeals remaining, the Parties requested a further CMC to hear Settlement Motion(s) or to finalize Procedural Order(s) for necessary hearings on the merits.

[15] The next **CMC** will be held by video hearing at **10 a.m.** on **Monday, September 26, 2022**. No further Notice will be given.

GoTo Meeting: <https://global.gotomeeting.com/join/501975085>
Audio-only telephone line: +1 (647) 497-9373 or (Toll-Free) 1 (888) 299-1889
Access code: 501-975-085

[16] Statutory Parties and anyone seeking Party or Participant status are asked to log into the video hearing at least **15 minutes** before the start of the event to test their video and audio connections.

[17] Parties and Participants are asked to access and set up the application well in advance of the event to avoid unnecessary delay. The desktop application can be downloaded at [GoToMeeting](https://app.gotomeeting.com/home.html) or a web application is available:

<https://app.gotomeeting.com/home.html>

[18] Persons who experience technical difficulties accessing the GoToMeeting application or who only wish to listen to the event can connect to the event by calling into an audio-only telephone line with the access code provided.

[19] Individuals are directed to connect to the event on the assigned date at the correct time. It is the responsibility of the persons participating in the CMC hearing by video to ensure that they are properly connected to the event at the correct time. Questions prior to the hearing events may be directed to the Tribunal's Case Coordinator having carriage of this case.

ORDER

[20] The Tribunal Orders its directions and rulings set out in this Decision pertaining to the cancellation of hearings and scheduling the next Case Management Conference.

[21] The Tribunal Orders that, in accordance with subsection 20(2) of Ontario Regulation 174/16 and subsection 17(50) of the *Planning Act* as it read on April 2, 2018:

- (a) those policies within the London Plan identified in Exhibit 1, Schedule A (as corrected and refiled on May 17, 2022) are modified and approved as modified;
- (b) Map 1 is modified and approved as modified in accordance with Exhibit 1, Schedule B;
- (c) Map 2 is modified and approved as modified in accordance with Exhibit 1, Schedule C;

- (d) Map 5 is modified and approved as modified in accordance with Exhibit 1, Schedule D;
- (e) Map 7 is modified and approved as modified in accordance with Exhibit 1, Schedule E;
- (f) all policies as modified and approved are in effect as of the date of issuance of this Decision.

[22] The Tribunal further Orders that the approval of the Plan shall be strictly without prejudice to, and shall not have the effect of limiting:

- (a) The right of Appellants to continue site-specific appeals;
- (b) The jurisdiction of the Tribunal to consider and approve modifications, deletions or additions to the unapproved policies, schedules, maps, figures, definitions, tables and associated text in the London Plan on a site-specific basis, as the case may be, provided that the parties shall be bound by the commitments made by them to scope their issues to a site-specific or area-specific basis as identified in this proceeding.

[23] The Tribunal further Orders that notwithstanding the repeal of the 1989 Official Plan, any *Planning Act* application made prior to the date of this Order, can continue to be processed in accordance with the policies that were in force prior to this Decision, including but not limited to the bonusing policies.

[24] The Tribunal further Orders that this concludes the appeal of policies that apply on a City-wide basis, and that only site-specific appeals as indicated in Exhibit 1, Schedule F are continued, and that the 1989 Official Plan shall not be repealed as it applies to those properties only.

[25] This Member is not seized but is available through the Case Coordinator for case management purposes.

“S. Tousaw”

S. TOUSAW
MEMBER

Ontario Land Tribunal

Website: www.olt.gov.on.ca Telephone: 416-212-6349 Toll Free: 1-866-448-2248

The Conservation Review Board, the Environmental Review Tribunal, the Local Planning Appeal Tribunal and the Mining and Lands Tribunal are amalgamated and continued as the Ontario Land Tribunal (“Tribunal”). Any reference to the preceding tribunals or the former Ontario Municipal Board is deemed to be a reference to the Tribunal.

OLT-22-002286 – Attachment 1**All Remaining Appellants**

| Appeal No. | Counsel | Address | Appellant Name | Status as of October 7, 2021 CMC |
|------------|--------------|------------------------|----------------------|---|
| 17 | Lombardi | 4545 Scotland | Farhi | Has been withdrawn. |
| 20 | Vikas Sharma | 1957 Sunningdale | John Ross | Adjourned to May 2, 2022 CMC to address new owner's intentions and potential status request. |
| 22 | Lombardi | Victoria/ Wilton Grove | London Dairy | Adjourned to May 2, 2022 CMC to either resolve or file PO and Issues List and set hearing date. |
| 24 | Lombardi | Commissioners | Margaret Ross | 2-day hearing scheduled for June 13-14, 2022. |
| 4 | Baroudi | 1885 Fanshawe E | Auburn | 1-day hearing scheduled as part of 5-day block June 6-10, 2022. |
| 4 | Baroudi | 1284&1338 Sunningdale | Auburn | 1-day hearing scheduled as part of 5-day block June 6-10, 2022. |
| 4 | Baroudi | 2065 Kilally | Auburn | 1-day hearing scheduled as part of 5-day block June 6-10, 2022. |
| 4 | Baroudi | 108 Exeter Rd | Auburn | 1-day hearing scheduled as part of 5-day block June 6-10, 2022. |
| 4 | Baroudi | 3924 Colonel Talbot | Auburn | 1-day hearing scheduled as part of 5-day block June 6-10, 2022. |
| 4 | Baroudi | 1924 Adelaide St N | Auburn | Hold pending disposition of Phase 4. |
| 8 | Baroudi | 186&188 Huron | KAP | Hold pending disposition of Phase 4. |
| 12 | Baroudi | 240 Waterloo | 1610341 Ontario Inc. | No instructions |

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| 18 | Baroudi | Grosvenor/ St. George./ St. James | Grosvenor Development Corp. | Hold pending disposition of Phase 4. |
| 29 | Baroudi | Richmond/ Windermere | Richmond North MCC675 | Hold pending disposition of Phase 4. |
| 1 | Duffy/ Cheng | 560-562 Wellington | Auburn | Hold pending disposition of development application currently in process. |
| 15 | Duffy/ Cheng | 193-199 College Ave | York | Hold pending disposition of Phase 4. |
| 19 | Duffy/ Cheng | 1192 Highbury Ave N | York | Hold pending disposition of Phase 4. |
| 36 | Duffy/ Cheng | 175-199 Ann St | York | Hold pending disposition of Phase 4. |
| 37 | Duffy/ Cheng | 550 Ridout St N | York | Hold pending disposition of Phase 4. |
| 41 | Duffy/ Cheng | 3080 Bostwick | York | Hold pending disposition of Phase 4. |
| 27 | Duffy/ Cheng | 1299 Oxford St E | Westdell | Hold pending disposition of Phase 4. |
| 4 | Duffy/ Cheng | 135 Villagewalk/ Upper Richmond Village | Auburn / York | Hold pending disposition of Phase 4. |

OLT-22-002286 – Schedule A

| POLICY | ORIGINAL LONDON PLAN | TRIBUNAL APPROVED MODIFICATION |
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| 813 | <p>The following intensity policies apply within the Transit Village Place Type:</p> <ol style="list-style-type: none"> 1. Buildings within the Transit Village Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 15 storeys in height. Type 2 Bonus Zoning beyond this limit, up to 22 storeys, may be permitted in conformity with the Our Tools policies of this Plan. 2. Planning and development applications within the Transit Village Place Type will be evaluated to ensure that they provide for an adequate level of intensity to support the goals of the Place Type, including supporting rapid transit, efficiently utilizing infrastructure and services, ensuring that the limited amount of land within this place type is fully utilized, and promoting mixed-use forms of development. 3. Permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Types. 4. For larger-scale projects on deep lots, a grid-based internal road network should be established to facilitate further development/ | <p>[Policy unchanged except (1)]:</p> <ol style="list-style-type: none"> 1. Buildings within the Transit Village Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 15 storeys in height. High-rise buildings up to 22 storeys may be permitted in conformity with the Our Tools policies of this Plan. |

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| | <p>redevelopment over time.</p> <p>5. In aggregate, no more than 20,000m² of office space will be permitted within any Transit Village Place Type. Individual buildings will not contain more than 5,000m² of office space.</p> <p>6. The Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites.</p> <p>The full extent of intensity described above will not necessarily be permitted on all sites within the Transit Village Place Type.</p> | |
| <p>828</p> | <p>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.</p> | <p>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 support residential and mixed use development. Like the Rapid Transit Corridors, different segments of these Urban Corridors may vary in use, character and intensity.</p> |
| <p>829</p> | <p>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</p> | <p>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 mixed-use areas that may develop into good candidates for future rapid transit corridors beyond the life of this Plan.</p> |

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| | <p>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.</p> | |
| 837 | <p>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:</p> <ol style="list-style-type: none"> 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. <p>Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade.</p> | <p>[Policy unchanged except (3)]:</p> <ol style="list-style-type: none"> 3. Large floor plate, single use non-residential buildings will be discouraged in Corridors. |
| 839 | <p>Table 9 shows the minimum height, maximum height, and maximum height with bonusing zoning that may be permitted in the Rapid Transit and Urban Corridor Place Types.</p> | <p>Table 9 shows the minimum height, standard maximum height, and upper maximum height that may be permitted in the Rapid Transit and Urban Corridor Place Types.</p> |
| 840 | <p>The following intensity policies apply within the Rapid Transit and Urban Corridor Place Types unless otherwise identified:</p> <ol style="list-style-type: none"> 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. | <p>[Policy unchanged except (7)]:</p> <ol style="list-style-type: none"> 7. High-rise buildings up to the limits set out in Table 9, may be permitted in conformity with the Our Tools policies of this Plan. |

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| | <ol style="list-style-type: none"> 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 100metres 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 | |
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| | <p>development is appropriate for individual sites.</p> <p>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.</p> | |
| <p>920</p> | <p>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:</p> <ol style="list-style-type: none"> 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 | <p>[Policy unchanged except (8)]:</p> <p>8. For the purposes of Tables 10 to 12, frontage onto park space will be interpreted as follows:</p> <ol style="list-style-type: none"> 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. Lots located across the street will be considered fronting onto the park if a minimum of 50% of the lot's frontage is directly across from the park. If this criterion is met, Tables 10 to 12 will be applied as though the entire property fronts onto a park. c. Lots located on the same side of the street will be considered fronting onto the park if they abut the park at the street and can be designed to activate and create positive interaction with the space. |

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| | <p>to permitted uses and intensity of development for an area or specific site, those more specific policies shall prevail.</p> <p>4. Where development is being considered at the intersection of two streets of different classifications:</p> <ol style="list-style-type: none"> 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. <p>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</p> | |
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| | <p>streets for the purposes of this policy.</p> <p>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:</p> <ul style="list-style-type: none">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. | |
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| | <p>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.</p> <p>8. For the purposes of Tables 10 to 12, frontage onto park space will be interpreted as follows:</p> <ol style="list-style-type: none"> 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 | |
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| | as though the entire property fronts onto a park. | |
| 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 the 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. | While recognizing this strategy moving forward, The London Plan also recognizes High Density Residential areas that were designated in the previous Official Plan. Map 2 identifies these lands as High Density Residential Overlay (from the 1989 Official Plan). Map 2 is an overlay that permits high-rise buildings, in addition to the policies of the underlying Urban Place Types identified in Map 1. |
| 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: <ol style="list-style-type: none"> 1. Lands that are located within a place type in the London Plan that allows for higher intensity residential buildings. Lands that have been developed for residential buildings of six storeys or less and are best reflected by the Neighbourhoods Place Type. | Policy Deleted |
| 957 | Planning and development applications conforming with the underlying place type shown on Map 1 will be encouraged. | Policy Deleted |
| 958 | Notwithstanding the height and intensity policies of the underlying place type, the following overlay policies may be applied: <ol style="list-style-type: none"> 1. Inside the Primary Transit Area, residential | [Policy unchanged except (1), (3), (4), (5)]: <ol style="list-style-type: none"> 1. Inside the Primary Transit Area, residential development may be permitted up to 14 storeys in height within the High Density Residential Overlay (from 1989 Official Plan). 1. 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 |

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| | <p>development may be permitted up to 12 storeys in height within the High Density Residential Overlay (from 1989 Official Plan).</p> <ol style="list-style-type: none"> 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 the 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 | <p>on lands within the High Density Residential Overlay (from the 1989 Official Plan).</p> <ol style="list-style-type: none"> 2. Large areas within the High Density Residential Overlay (from 1989 Official Plan), capable of accommodating multiple buildings, should include a diversity of housing forms such as mid-rise and low-rise apartments and multiple attached dwellings. 3. [Policy Deleted] 5. Zoning may not allow for the full range of height and density identified in these policies. Existing buildings with heights and/or densities exceeding the heights and/or densities permitted in this policy may continue to be permitted. |
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| | <p>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.</p> <p>7. New or expanded High Density Residential Overlay (from 1989 Official Plan) designations will not be permitted.</p> | |
| 959 | Development within the High Density Residential Overlay (from 1989 Official Plan) will be monitored. | Policy Deleted |
| 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 the conservation guidelines apply. | 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 the conservation guidelines apply. It is a policy of this Plan to maintain these general characteristics of the Woodfield Neighbourhood. |
| 1034 | <p>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:</p> <ol style="list-style-type: none"> 1. Central Avenue – north side between Richmond Street and Waterloo Street; south side between Wellington Street and Waterloo Street. | <p>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:</p> <ol style="list-style-type: none"> 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. |

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| | <p>Wellington Street and Waterloo Street.</p> <ol style="list-style-type: none"> 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 CPT tracks and Central Avenue; east side, between the CPR tracks and Wolfe Street. | <ol style="list-style-type: none"> 6. Wellington Street – west side, between the CPT tracks and Central Avenue; east side, between the CPR tracks and Wolfe Street. |
| <p>1638</p> | <p>BONUS ZONING City Council may pass a by-law, known as a bonus zone, to authorize increases in the height and density of development beyond what is otherwise permitted by the Zoning By-law, in return for the provision of such facilities, services, or matters as are set out in the bonus zone.</p> | <p>ZONING TO THE UPPER MAXIMUM HEIGHT The maximum height in the applicable Place Type may include a standard maximum and upper maximum height. Zoning on individual sites may be permitted up to the standard maximum height. Applications to exceed the standard maximum height will be reviewed on a site-specific basis and will not require an amendment to this Plan. Heights exceeding the upper maximum will require an amendment to this Plan.</p> |
| <p>1639</p> | <p>Where an owner of land elects to provide facilities, services, or matters in return for an increase in the height or density of development, the municipality will require the owner to enter into one or more agreements with the City dealing with the facilities, services, or matters. This agreement may include such things as drawings, elevations, and site plans. The agreement may be registered against the</p> | <p>Policy Deleted</p> |

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| | land to which it applies and the City will be entitled to enforce the agreement against the owner, and, subject to the provisions of the Registry Act and the Land Titles Act, against any and all subsequent owners of the land. | |
| 1640 | Each proposal for bonus zoning will be considered on its own merits. The allowance for greater height and density on one site in return for certain facilities, services, and matters will not be considered to establish a precedent for similar height and density on any other site. | Policy Deleted |
| 1641 | The facilities, services and matters to be provided in return for greater height or density do not necessarily have to be provided on the same site as the proposed development. City Council may want to have such benefits directed to a property in the applicable neighbourhood or to lands within the wider city. | Policy Deleted |
| 1642 | Where an application has been made for a Type 1 or Type 2 Bonus Zone, the applicant shall submit a Justification Report that identifies the facilities, services or matters that are to be provided and how their public benefit is commensurate with the extent of the greater height and density that is being requested. | Policy Deleted |
| 1643 | Bonus zoning may be utilized to achieve any of the policy objectives of the London Plan. Consistent with the Planning Act, the London Plan establishes the following two separate classifications of Bonus Zoning: <ol style="list-style-type: none"> 1. Type 1 Bonus Zoning – where the proposed bonus zone allows for a height or density that is within the standard maximum height or | Policy Deleted |

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| | <p>density limit allowed in the applicable place type.</p> <p>2. Type 2 Bonus Zoning – where the proposed bonus zone allows for a height or density that exceeds the standard maximum height or density limit allowed in the applicable place type.</p> | |
| 1644 | A framework of heights, permitted under Type 1 and Type 2 Bonus Zoning, is shown on Table 8 at the beginning of the Urban Place Type policies. | <p>[Renumber as 1639]</p> <p>A framework of heights that includes standard maximum and upper maximum heights, is shown on Table 8 at the beginning of the Urban Place Type policies.</p> |
| 1645 | In order to provide certainty and to ensure that the features required to mitigate the impacts of the additional height and densities are provided, Type 1 Bonus Zoning may be applied, within the standard maximum height or density limit for a place type, where the requested height or density would not be appropriate unless significant measures are put in place to support or mitigate this additional height or density. Through the bonus zone, the community, City Council and other stakeholders can be assured that such measures will be implemented in return for additional height or density as a development agreement must be entered into that fulfills the bonus provisions before this additional height or density is allowed. In this way, the bonus zone serves to lock in the important mitigating measures that ensure the development represents good planning. | <p>[Renumber as 1640]</p> <p>In order to provide certainty and to ensure that the features required to mitigate the impacts of the additional height and densities are provided, a site-specific zoning by-law amendment will be required to exceed the standard maximum height. Through the amendment process the community, City Council and other stakeholders can be assured that measures will be implemented to mitigate any impacts of additional height or density.</p> |
| 1646 | While City Council may invoke Type 1 Bonus Zoning under a wide variety of circumstances, it is primarily intended to be used under one or more of the following circumstances: | Policy Deleted |

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| | <ol style="list-style-type: none"> 1. When the proposed development is at the upper threshold of the standard maximum height limit. 2. When there is a significant difference between the proposed development and the surrounding existing uses in terms of height, intensity, or form. 3. Where there are significant compatibility and/or fit issues that rely heavily upon mitigating measures for the proposed development to represent good planning. | |
| 1647 | The standard maximum height and intensity limits of the place type will not be exceeded through Type 1 Bonus Zoning. | Policy Deleted |
| 1648 | Heritage conservation requirements may be addressed through Type 1 Bonus Zoning. | Policy Deleted |
| 1649 | Type 2 Bonus Zoning may allow for a height or density that exceeds the standard height or density limited otherwise permitted by the applicable place type. Table 8 can be consulted for easy reference to standard heights as well as the height limits under Type 2 Bonus Zoning. | Policy Deleted |
| 1650 | Type 2 Bonus Zoning may permit greater height or density in favour of a range of facilities, services or matters that provide significant public benefit in pursuit of the City Building goals of this Plan. However, an applicant must demonstrate that this greater height or density represents good planning. | Policy Deleted |
| 1651 | In all cases, proposals for Type 2 Bonus Zoning shall meet the requirements of Type 1 Bonus Zoning. | Policy Deleted |

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| 1652 | <p>Under Type 2 Bonus Zoning, additional height or density may be permitted in favour of facilities, services, or matters such as:</p> <ol style="list-style-type: none"> 1. Exceptional site and building design. 2. Cultural heritage resources designation and conservation. 3. Dedication of public open space. 4. Provision of off-site community amenities, such as parks, plazas, civic spaces, or community facilities. 5. Community garden facilities that are available to the broader neighbourhood. 6. Public art. 7. Cultural facilities accessible to the public. 8. Sustainable forms of development in pursuit of the Green and Healthy City policies of this Plan. 9. Contribution to the development of transit amenities, features, and facilities. 10. Large quantities of secure bicycle parking, and cycling infrastructure such as lockers and change rooms accessible to the general public. 11. The provision of commuter parking facilities on site, available to the general public. 12. Affordable housing. 13. Day care facilities, including child care facilities and family centres within nearby schools. 14. Car parking, car sharing and bicycle | Policy Deleted |
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| | <p>sharing facilities all accessibly to the general public.</p> <p>15. Extraordinary tree planting, which may include large caliper tree stock, a greater number of trees planted than required, or the planting of rare species as appropriate.</p> <p>16. Measure that enhance the Natural Heritage System, such as renaturalization, buffers from natural heritage features that are substantively greater than required, or restoration of natural heritage features and functions.</p> <p>17. Other facilities, services or matters that provide substantive public benefit.</p> | |
| 1653 | Type 2 Bonus Zoning will only be permitted where it is demonstrated that the resulting intensity and form of the proposed development represents good planning within its context. | [Re-number as 1641] Increases in building height above the Standard Maximum may be permitted where the resulting intensity and form of the proposed development represents good planning within its context. |
| 1654 | Greater height or density offered through Type 2 Bonus Zoning will be commensurate with the public value of the facility, service or matter that is provided. | Policy Deleted |
| 1655 | Where cash is received by the municipality in favour of the greater height or density through bonus zoning, all money received shall be paid into a special account and spent only for the facilities, services or matters specified in the implementing by-law. | Policy Deleted |
| 1780 | This map shows lands that were designated Multi-Family High Density Residential in the 1989 Official Plan that | This map shows lands that are included in the High Density Residential Overlay (from 1989 Official Plan). |

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| <p>preceded the London Plan. It should be recognized that this is an “overlay” map, and the long-term vision for all lands is shown in the Place Type Map. High Density Residential lands which have been developed for lower intensity uses and are within an underlying place type consistent with this lower intensity of development are not included on this map. Furthermore, lands that have been assigned an underlying place type that would support high-rise residential development have not been included on this map.</p> | |
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| Place type | Minimum height (storeys or m) | Standard Maximum height (storeys) | Upper Maximum Height With Type-2 Bonus (storeys) | Condition |
|--------------------------|---------------------------------------|-----------------------------------|--|--|
| Downtown | 3 storeys or 9m | 20 | 35 | |
| Transit Village | 2 storeys or 8m | 15 | 22 | |
| Rapid Transit Corridor | 2 storeys or 8m | 8 10 | 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 the Rapid Transit Corridor and a Civic Boulevard or Urban Thoroughfare |
| Urban Corridor | 2 storeys or 8m | 6 8 | 8 10 | |
| Shopping Area | 1 storey | 4 | 6 | |
| Main Street | 2 storeys or 8m | 4 | 6 | |
| Neighbourhood | See Neighbourhood policies and tables | | | |
| High Density Residential | 2 storeys | 12 (outside of the Primary) | n/a | See High Density Residential |

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| Overlay (from 1989 OP) | | <u>Transit Area) or 14 (inside the Primary Transit Area)</u> | | Overlay (from 1989 Official Plan) policies for greater detail |
| Institutional | 2 storeys or 8m | 12 | 15 | |
| Industrial | 1 storey | 2 | n/a | Commercial Industrial Place Type only |

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

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

Note 3 – ~~Type 1 Bonus Zoning may be permitted up to the standard maximum height~~ Zoning may be applied up to the Standard Maximum Height; increases in height may be considered up to the Upper Maximum Height in accordance with the Our Tools part of the Plan.

| Table 9 – maximum height in the rapid transit and urban corridor place types | | | | |
|--|-------------------------------|-----------------------------------|---|--|
| Place Type | Minimum height (storeys or m) | Standard Maximum Height (storeys) | <u>Upper Maximum Height with Type 2 Bonus</u> (storeys) | Condition |
| Rapid Transit Corridor | 2 storeys or 8m | 8-10 | 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 | 8-10 | |

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 8Z which show 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~~ Zoning may be applied up to the Standard Maximum Height; increases in height may be considered up to the Upper Maximum Height in accordance with the Our Tools part of the Plan.

| Table 11- range of permitted heights in neighbourhoods place type | | | | | | |
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| 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 condition upon fronting onto park |
| | | Neighbourhood Street | Neighbourhood Connector | Civic Boulevard | Urban Thoroughfare | |
| Neighbourhood Street | Min 1 Max <u>2-5-3</u> | Same as base | Same as base | Same as base | Same as base | Same as base |
| Neighbourhood Connector | Min 1 <u>Standard</u> Max <u>2-5-3</u> Bonus up to <u>Upper Max 4</u> in Central London | Same as base | Min 2 <u>Standard</u> Max 3 Bonus up to <u>Upper Max 4</u> Bonus up to <u>Upper Max 6</u> in Central London | Min 2 <u>Standard</u> Max <u>3-4</u> Bonus up to <u>Upper Max 4-6</u> Bonus up to <u>Upper Max 6-8</u> in Central London | Min 2 <u>Standard</u> Max <u>3-4</u> Bonus up to <u>Upper Max 4-6</u> Bonus up to <u>Upper Max 6-8</u> in Central London | Min 2 <u>Standard</u> Max 3 Bonus up to <u>Upper Max 4</u> |
| Civic Boulevard | Min 2 <u>Standard</u> Max 4 <u>Upper Max 6</u> Bonus up to <u>6</u> <u>Upper Max 8</u> in Central London | Same as base | Same as base | Same as base | Same as base | Same as base |
| Urban Thoroughfare | Min 2 <u>Standard</u> Max 4 Bonus up to <u>Upper Max 6</u> | Same as base | Same as base | Same as base | Same as base | Same as base |

| | | | | | | |
|---|--------------------------------------|--|--|--|--|--|
| | <u>Upper Max 8 in Central London</u> | | | | | |
| <p>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 – <u>Zoning may be applied up to the Standard Maximum Height; increases in height may be considered up to the Upper Maximum Height in accordance with the Our Tools part of the Plan.</u></p> | | | | | | |

Site-Specific Policies to be Added to Plan

1. Sifton’s properties are captured in the HDR policy below, with the exception of Logan’s Run which should be placed with the West 5 Site Specific Policy.

Add new policy 898A:

898A_ Within the High Density Residential Overlay (from 1989 Official Plan), for the lands at 1970 Logans Run, a maximum density of 250 units per hectare and maximum height of 18 storeys will be permitted on this site.

2. Add new heading after policy 1077B, “Site Specific Policies in the HDR Overlay”.

Add new policy 1077C:

1077C_ Within the High Density Residential Overlay (from 1989 Official Plan) the following Specific Policies apply. These site specific special policies are not intended to restrict the ability of these properties to develop in accordance with the general policies applicable to the Overlay:

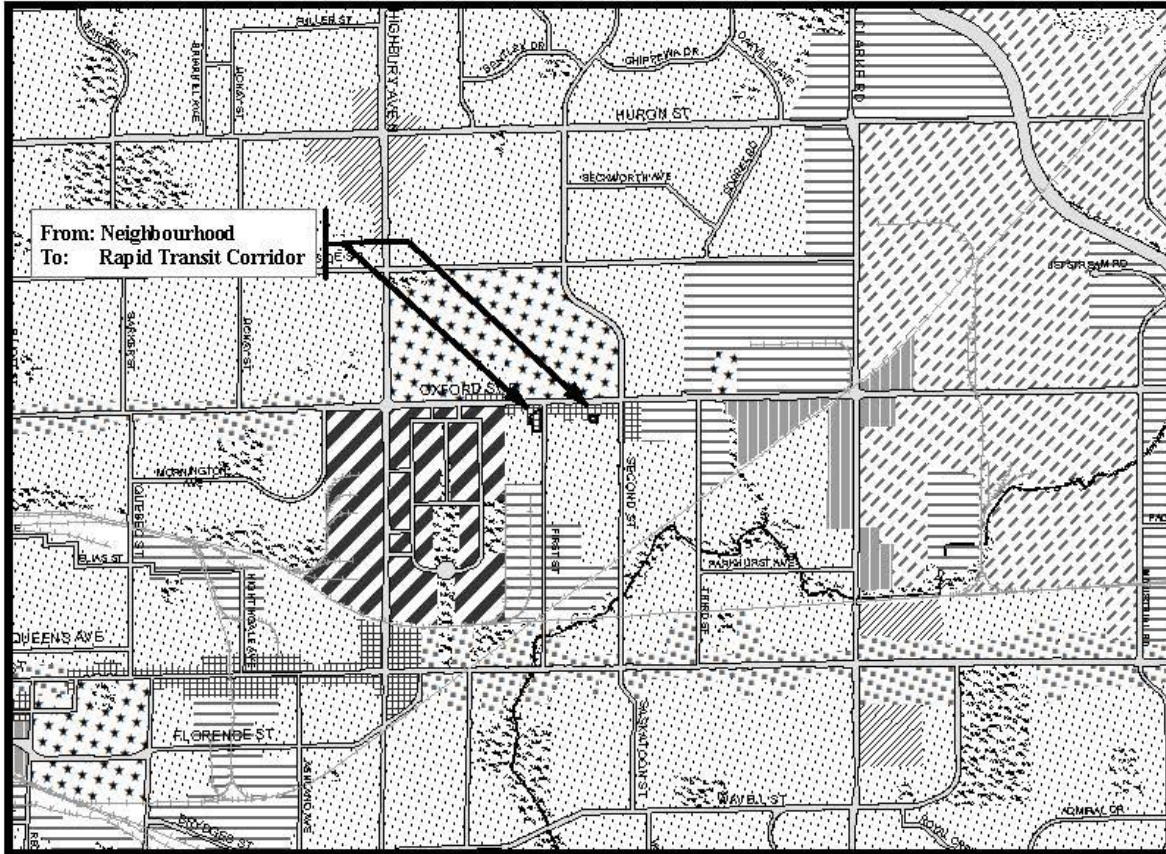
1. For the lands located at 101 Base Line Road West, a maximum height of 11 storeys and a maximum density of 150 units per hectare will be permitted.
2. For the lands located at 129-139 Base Line Road West, a maximum height of 11 storeys and a maximum density of 150 units per hectare will be permitted.

3. For the lands located at 955 Commissioners Road East, a maximum height of 14 storeys and a maximum density of 150 units per hectare will be permitted.
4. For the lands located at 978 Gainsborough, a maximum density of 150 units per hectare and a maximum height of 17 storeys will be permitted
5. For the lands located at 129-139 Pond Mills Road, a maximum height of 13 storeys and a maximum density of 150 units per hectare will be permitted
6. For the lands located at 1175 Riverbend Road, a maximum height of 16 storeys will be permitted.
7. For the lands located at 1266 Riverside Drive, a maximum height of 12 storeys and a maximum density of 268 units per will be permitted
8. For the lands located at 2525 Sheffield Boulevard, a maximum height of 14 storeys and a maximum density of 150 units per hectare will be permitted
9. For the lands located at 309 Southdale Road West, a maximum height of 14 storeys and a maximum density of 150 units per hectare will be permitted.
10. For the lands located at 329 Southdale Road West, a maximum height of 14 storeys and a maximum density of 150 units per hectare will be permitted.
11. For the lands located at 301 St. George Street, a maximum height of 15 storeys and a maximum density of 150 units per hectare will be permitted.
12. For the lands located at 2975 Tokala Trail, a maximum of 325 units and a maximum height of 15 storeys will be permitted.
13. For the lands located at 1095 Upperpoint Avenue, a maximum density of 250 units per hectare and a maximum height of 13 storeys will be permitted.
14. For the lands located at 160 Edgevalley Road, a maximum height of 12 storeys and a maximum density of 150 units per hectare will be permitted.

| Policy | Adopted language | Tribunal approved modification |
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| 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. | 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 16,000m ² and individual office uses will be 5,000m ² or less and will not exceed 10,000m ² in total floor space for the entire land area within the Shopping Area Place Type and the adjacent Main Street Place Type. | Within the Shopping Area Place Type and the adjacent Main Street Place Type bounded by Richmond Street, Sunningdale Road West, and Villagewalk Boulevard, a maximum height of up to ten storeys may be permitted. Within this area, retail uses will not exceed 16,000m ² and individual office uses will be 5,000m ² or less and will not exceed 10,000m ² in total floor space for the entire land area. |
| 900A | [doesn't exist – new policy being proposed] | Within the Main Street Place Type applied to the lands bounded by Villagewalk Boulevard, Richmond Street, and Sunningdale Road West, a large floor plate commercial building may be permitted. |
| 900B | [doesn't exist – new policy being proposed] | Within the Main Street Place Type and High Density Residential Overlay (from 1989 Official Plan) applied to the lands at 30 Villagewalk Boulevard and 100 Villagewalk Boulevard, a maximum building height of 12 storeys and maximum density of up to 300 units per hectare is permitted. |

OLT-22-002286 – Schedule B

AMENDMENT NO:



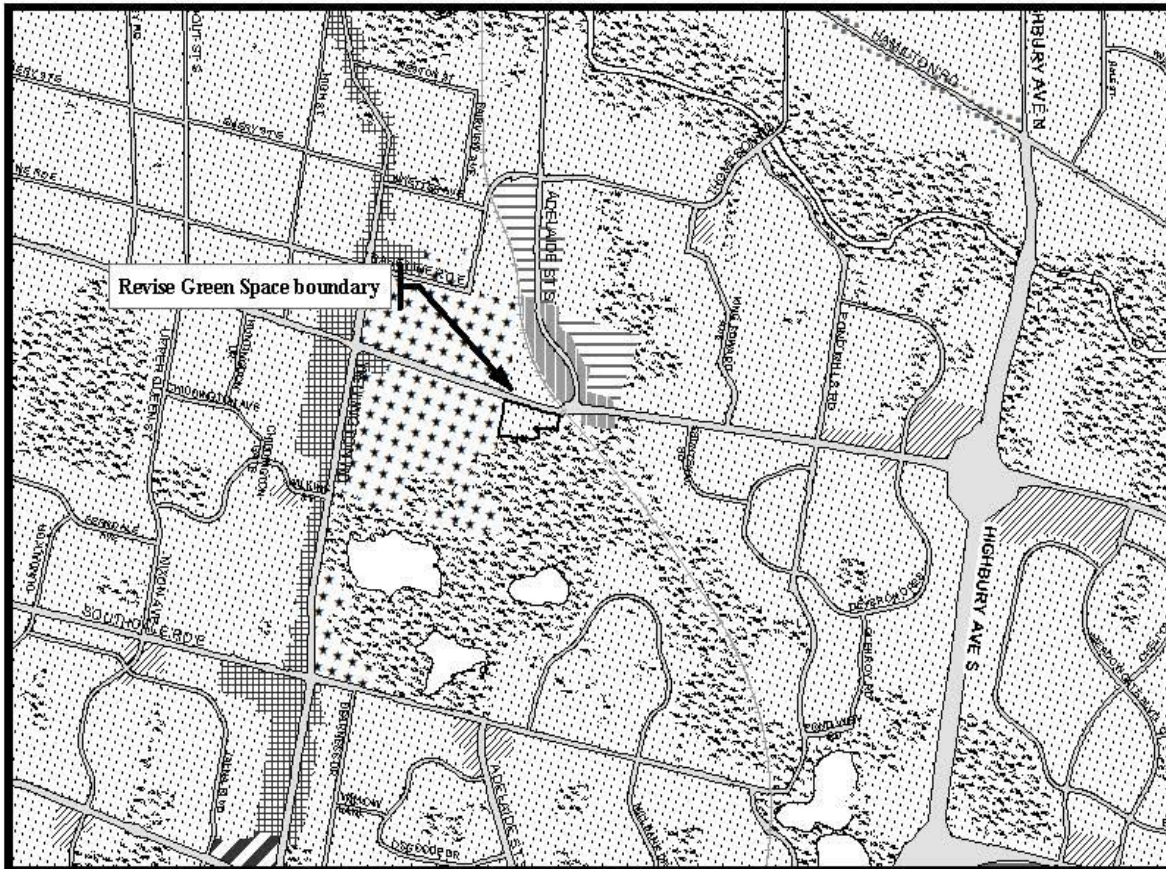
Legend

- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhood | Green Space | |

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

| | | |
|---|-------------------------------------|---|
| <p>SCHEDULE # TO THE LONDON PLAN</p> <p>AMENDMENT NO. _____</p> <p>PREPARED BY: Planning Services</p> | <p>Scale 1:30,000</p> <p>Meters</p> | <p>FILE NUMBER:</p> <p>PLANNER: TM</p> <p>TECHNICIAN: MB</p> <p>DATE: 3/10/2022</p> |
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AMENDMENT NO:



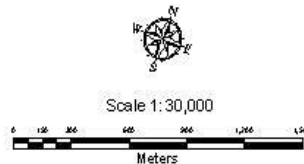
Legend

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|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhood | Green Space | |

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

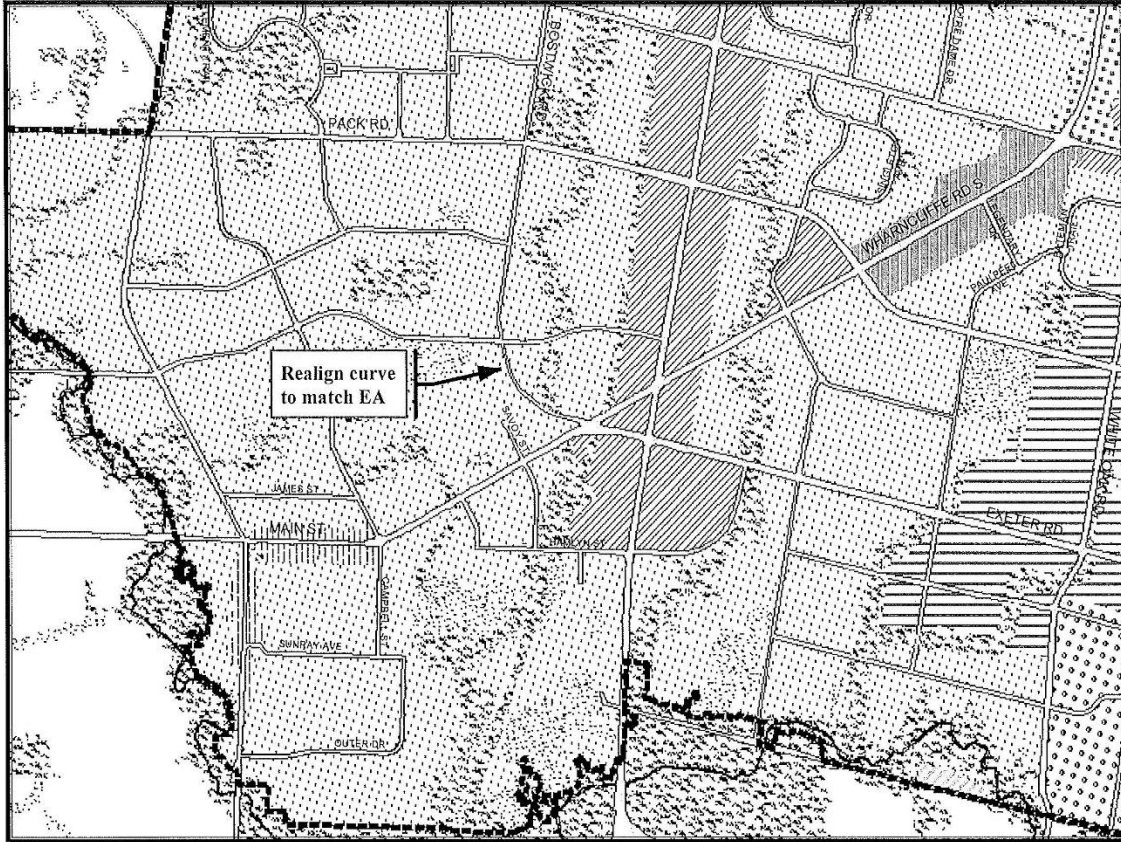
SCHEDULE #
TO
THE LONDON PLAN
AMENDMENT NO. _____

PREPARED BY: Planning Services



FILE NUMBER:
PLANNER: TM
TECHNICIAN: MB
DATE: 3/14/2022

AMENDMENT NO:



Legend

- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhood | Green Space | |

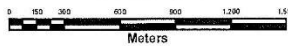
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

SCHEDULE #
TO
THE LONDON PLAN
AMENDMENT NO. _____

PREPARED BY: Planning Services



Scale 1:30,000



FILE NUMBER:

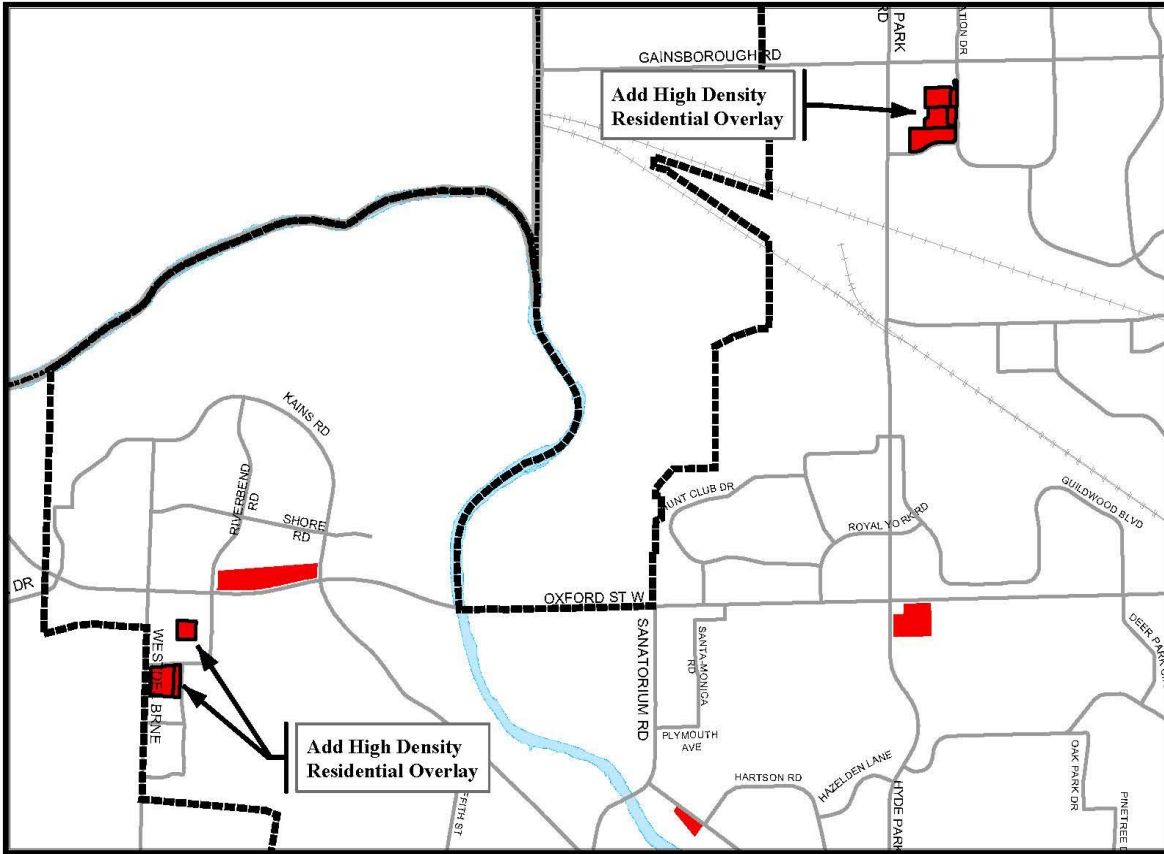
PLANNER: TM

TECHNICIAN: MB


DATE: 4/13/2022

OLT-22-002286 – Schedule C





AMENDMENT NO:



Legend

 High Density Residential Overlay (from 1989 Official Plan)

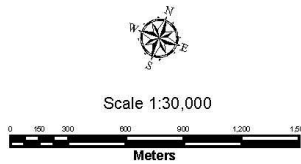
Base Map Features

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

This is an excerpt from the Planning Division's working consolidation of Map 2 - HDR Overlay of the London Plan, with added notations.

SCHEDULE #
TO
THE LONDON PLAN
 AMENDMENT NO. _____

PREPARED BY: Planning Services




FILE NUMBER:
PLANNER: TM
TECHNICIAN: MB
DATE: 3/11/2022





AMENDMENT NO:



Legend

 High Density Residential Overlay (from 1989 Official Plan)

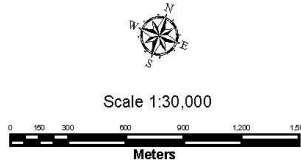
Base Map Features

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

This is an excerpt from the Planning Division's working consolidation of Map 2 - HDR Overlay of the London Plan, with added notations.

**SCHEDULE #
TO
THE LONDON PLAN**
AMENDMENT NO. _____

PREPARED BY: Planning Services



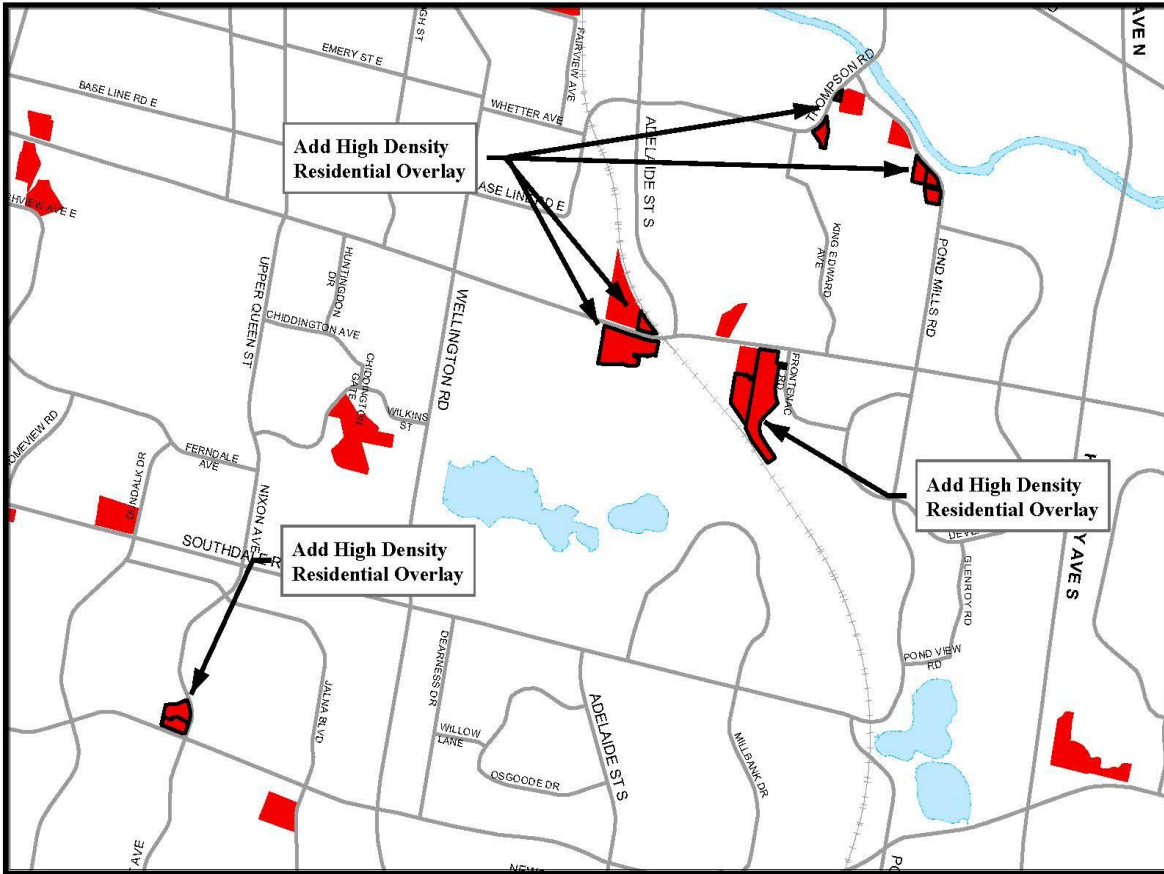
FILE NUMBER:

PLANNER: TM

TECHNICIAN: MB

DATE: 3/11/2022

AMENDMENT NO:



Legend

High Density Residential Overlay (from 1989 Official Plan)

Base Map Features

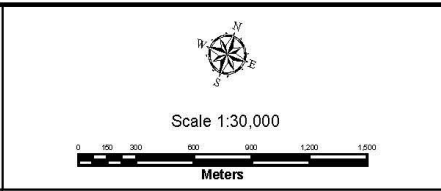
- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 2 - HDR Overlay of the London Plan, with added notations.

**SCHEDULE #
TO
THE LONDON PLAN**

AMENDMENT NO. _____

PREPARED BY: Planning Services



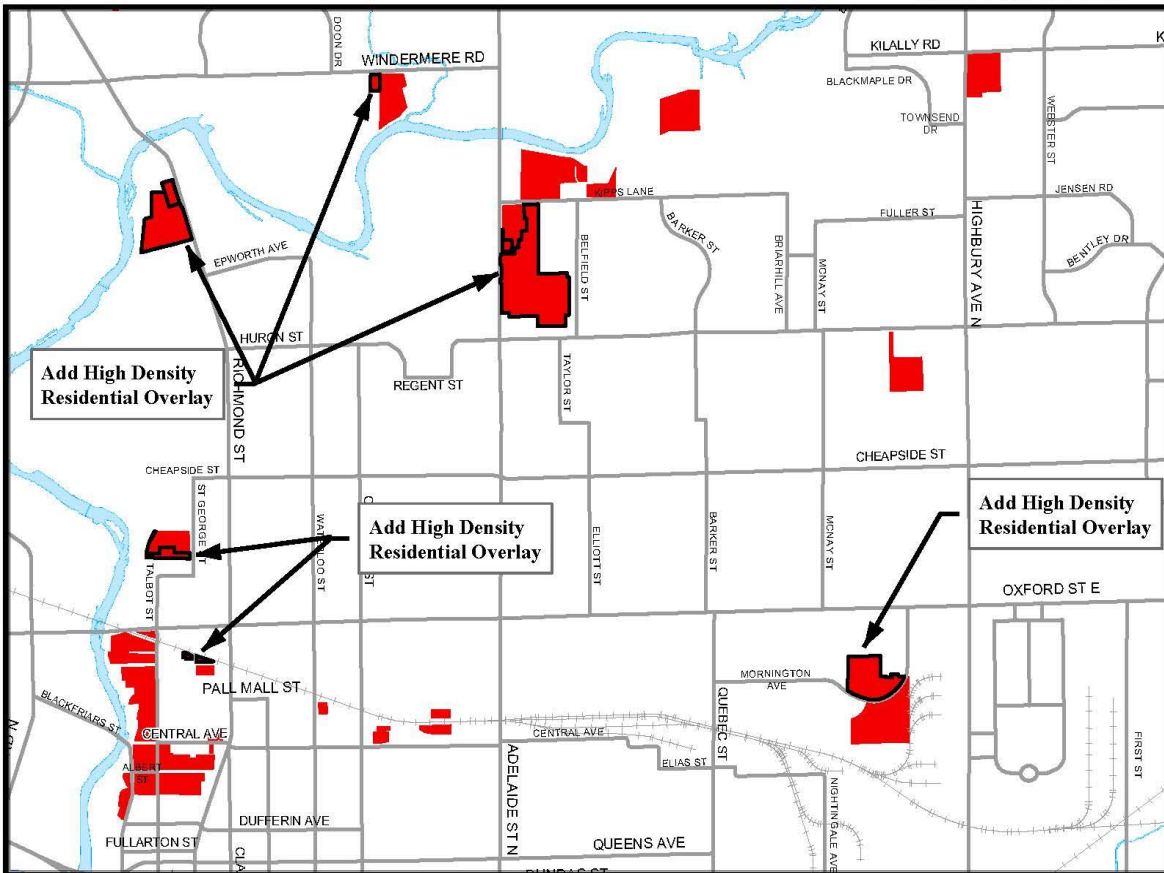
FILE NUMBER:

PLANNER: TM


TECHNICIAN: MB

DATE: 3/14/2022





AMENDMENT NO:



Legend

 High Density Residential Overlay (from 1989 Official Plan)

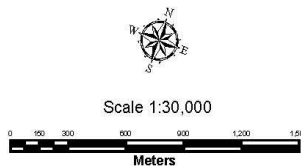
Base Map Features

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

This is an excerpt from the Planning Division's working consolidation of Map 2 - HDR Overlay of the London Plan, with added notations.

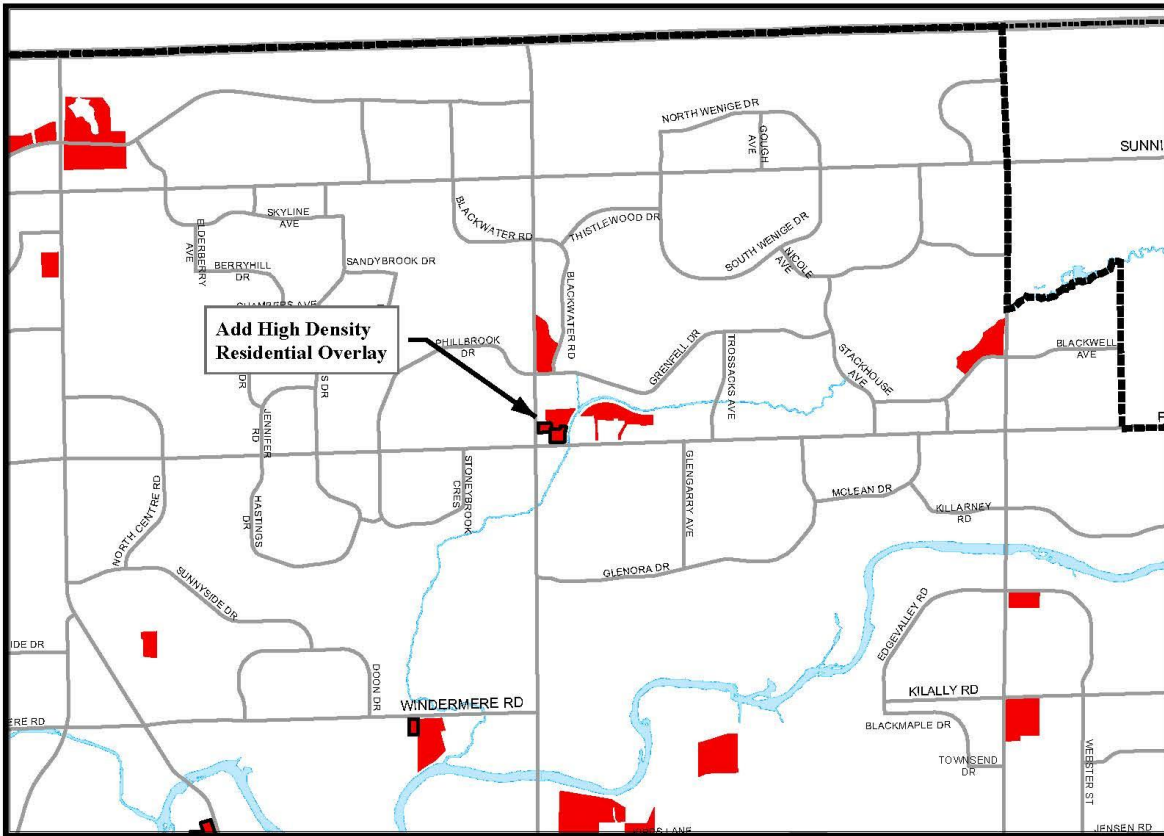
**SCHEDULE #
TO
THE LONDON PLAN**
AMENDMENT NO. _____

PREPARED BY: Planning Services




FILE NUMBER:
PLANNER: TM
TECHNICIAN: MB
DATE: 3/10/2022





AMENDMENT NO:



Legend

 High Density Residential Overlay (from 1989 Official Plan)

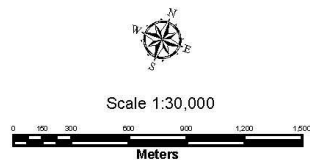
Base Map Features

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

This is an excerpt from the Planning Division's working consolidation of Map 2 - HDR Overlay of the London Plan, with added notations.

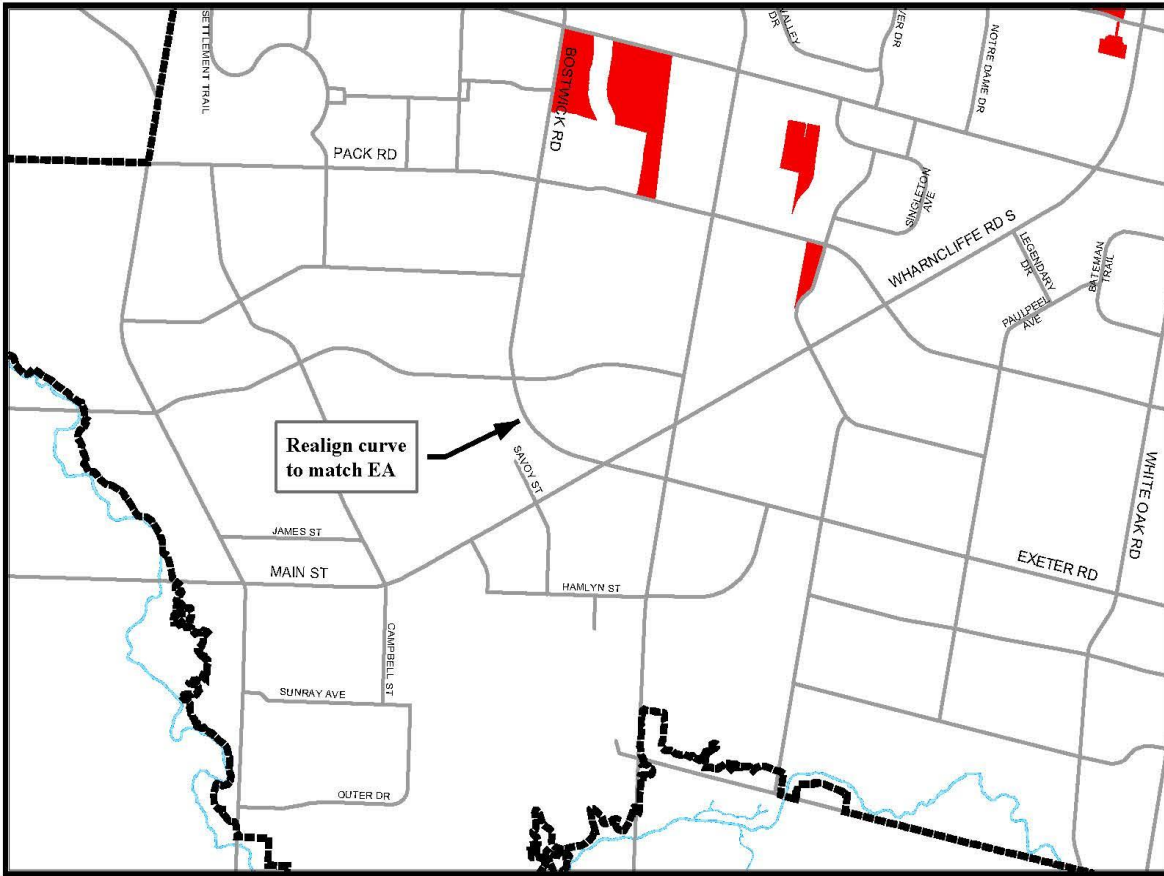
**SCHEDULE #
TO
THE LONDON PLAN**
AMENDMENT NO. _____

PREPARED BY: Planning Services




FILE NUMBER:
PLANNER: TM
TECHNICIAN: MB
DATE: 3/10/2022





AMENDMENT NO:



Legend

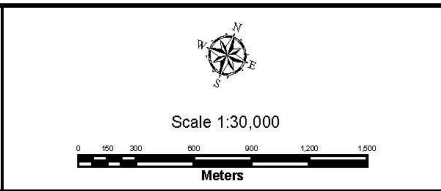
 High Density Residential Overlay (from 1989 Official Plan)

Base Map Features

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

This is an excerpt from the Planning Division's working consolidation of Map 2 - HDR Overlay of the London Plan, with added notations.

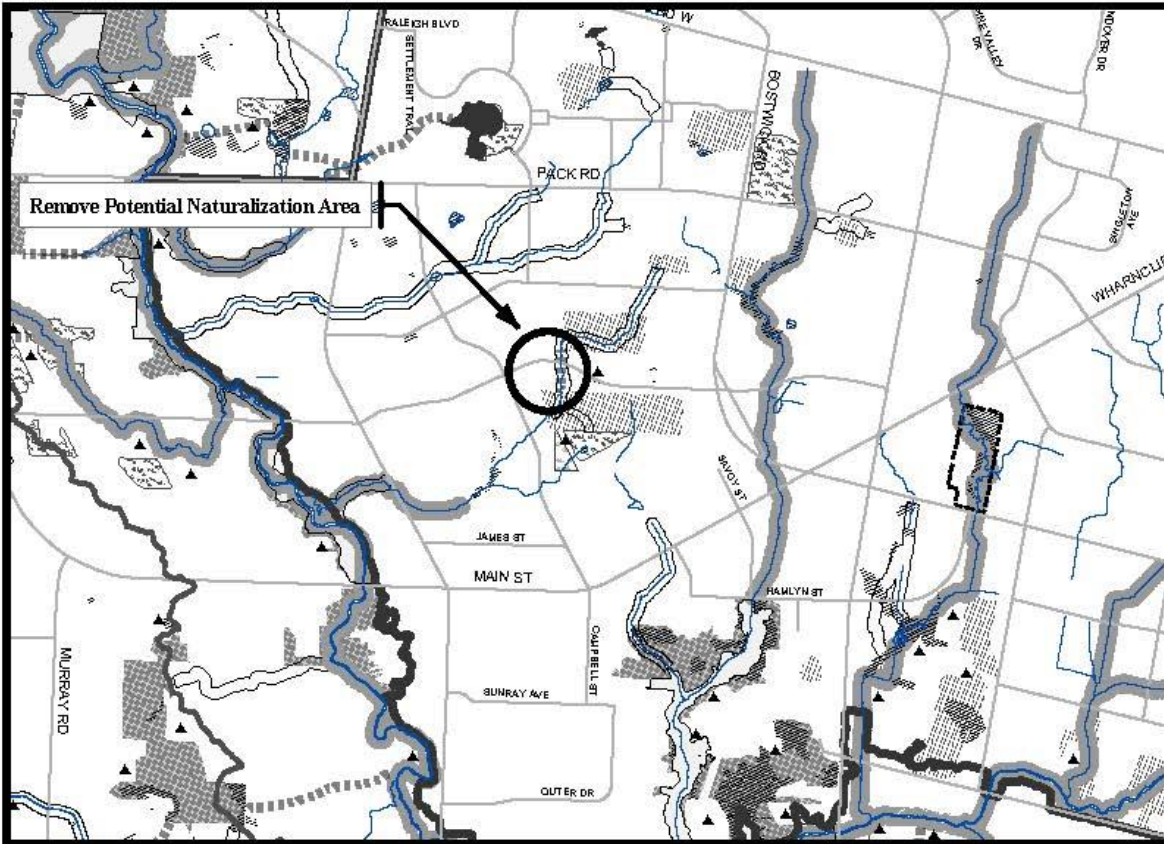
SCHEDULE #
TO
THE LONDON PLAN
AMENDMENT NO. _____
 PREPARED BY: Planning Services



FILE NUMBER:
PLANNER: TM
TECHNICIAN: MB
DATE: 4/13/2022

OLT-22-002286 – Schedule D

AMENDMENT NO:



NATURAL HERITAGE SYSTEM

- Provincially Significant Wetlands
- Wetlands
- Unevaluated Wetlands
- Significant Woodlands
- Woodlands
- Significant Valley Lands
- Valley Lands

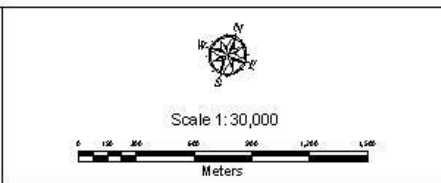
- Areas of Natural and Scientific Interest
- Environmentally Significant Areas (ESA)
- Potential ESAs
- Upland Corridors
- Potential Naturalization Areas
- Unevaluated Vegetation Patches

Base Map Features

- Railways
- Water Courses/Ponds
- Streets (see Map 3)
- Conservation Authority Boundary
- Subwatershed Boundary
- Subject to Site Specific Appeals (LPAT Appeal PL170100)

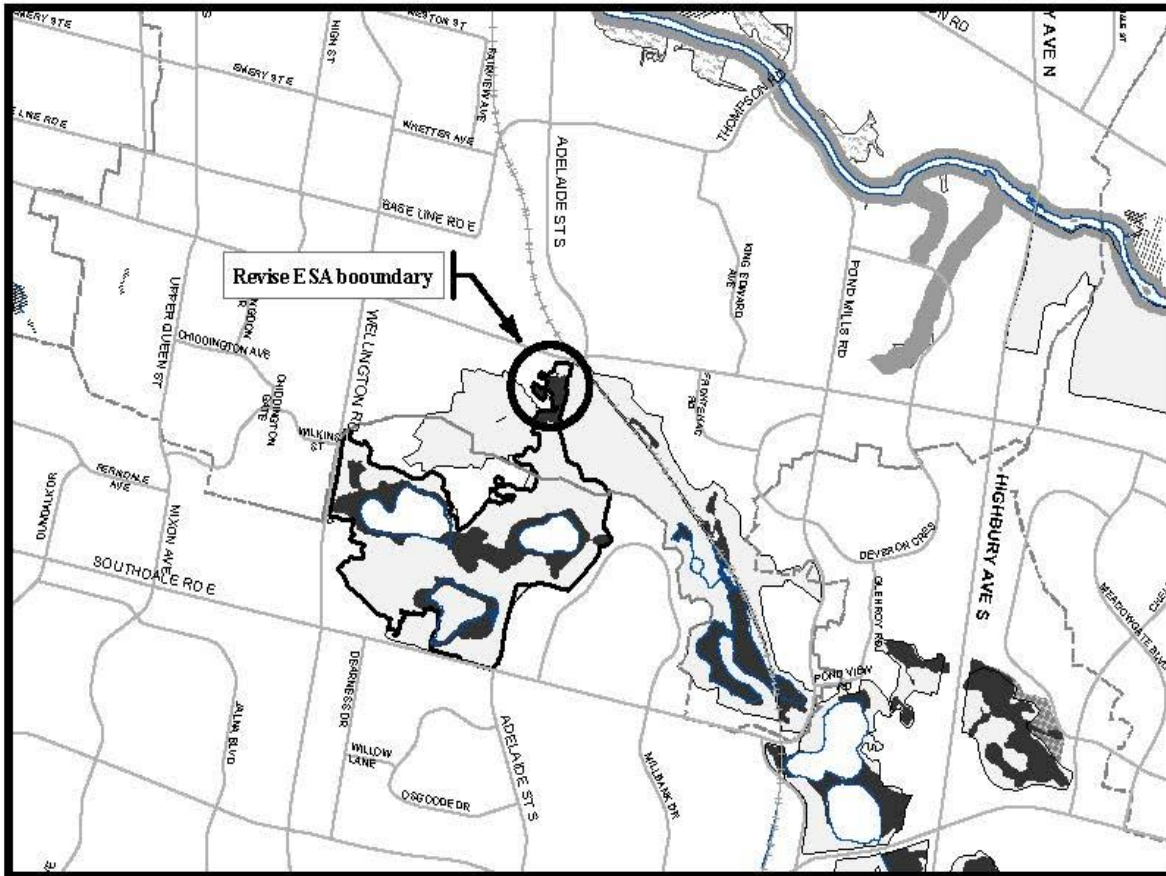
This is an excerpt from the Planning Division's working consolidation of Map 5 - Natural Heritage of the London Plan, with a dotted notation.

SCHEDULE #
TO
THE LONDON PLAN
AMENDMENT NO. _____
 PREPARED BY: Planning Services



FILE NUMBER:
PLANNER: TM
TECHNICIAN: MB
DATE: 3/11/2022

AMENDMENT NO: _____



NATURAL HERITAGE SYSTEM

- Provincially Significant Wetlands
- Wetlands
- Unevaluated Wetlands
- Significant Woodlands
- Woodlands
- Significant Valley Lands
- Valley Lands

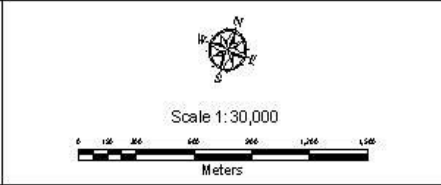
- Areas of Natural and Scientific Interest
- Environmentally Significant Areas (ESA)
- Potential ESAs
- Upland Corridors
- Potential Naturalization Areas
- Unevaluated Vegetation Patches

Base Map Features

- Railways
- Water Courses/Ponds
- Streets (see Map 3)
- Conservation Authority Boundary
- Subwatershed Boundary
- Subject to Site Specific Appeals (LPAT Appeal PL170100)

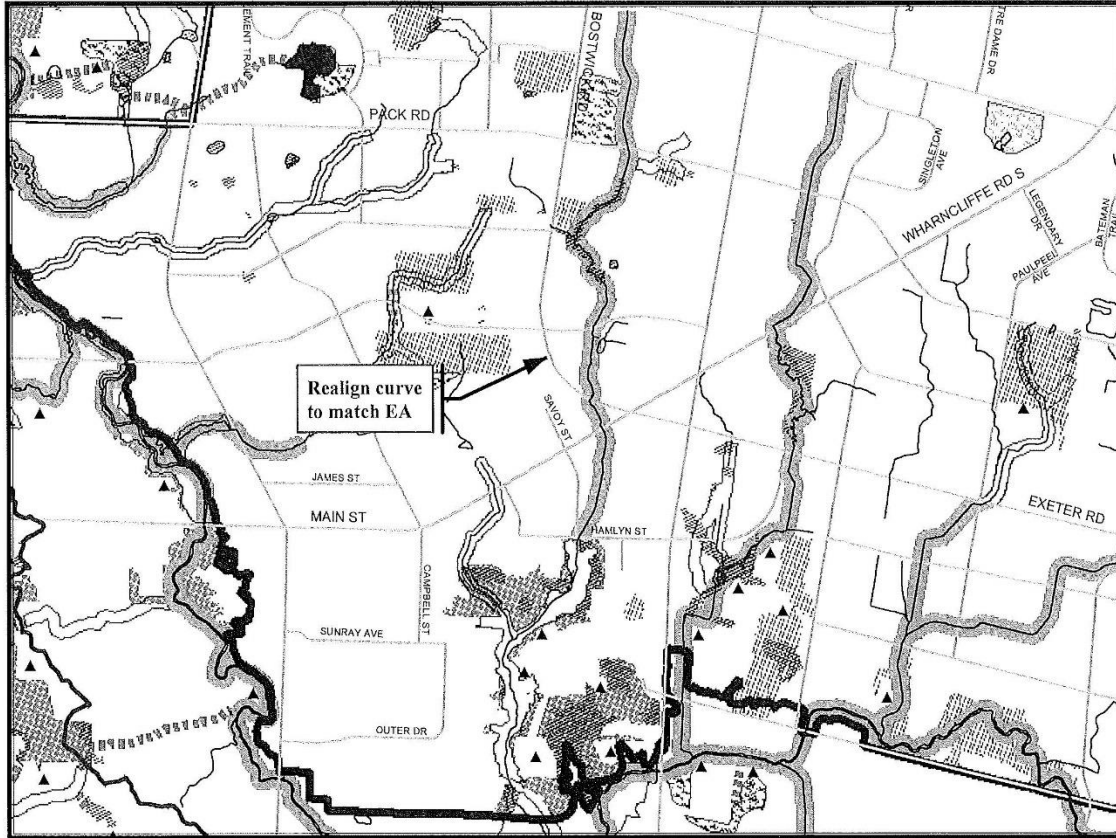
This is an excerpt from the Planning Division's working consolidation of Map 5 - Natural Heritage of the London Plan, with added notations.

SCHEDULE #
TO
THE LONDON PLAN
AMENDMENT NO. _____
 PREPARED BY: Planning Services



FILE NUMBER:
PLANNER: TM
TECHNICIAN: MB
DATE: 3/14/2022

AMENDMENT NO:



NATURAL HERITAGE SYSTEM

- Provincially Significant Wetlands
- Wetlands
- Unevaluated Wetlands
- Significant Woodlands
- Woodlands
- Significant Valley Lands
- Valley Lands

- Areas of Natural and Scientific Interest
- Environmentally Significant Areas (ESA)
- Potential ESAs
- Upland Corridors
- Potential Naturalization Areas
- Unevaluated Vegetation Patches

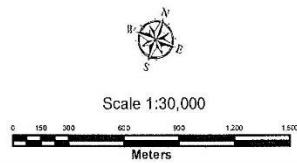
Base Map Features

- Railways
- Water Courses/Ponds
- Streets (see Map 3)
- Conservation Authority Boundary
- Subwatershed Boundary
- Subject to Site Specific Appeals (LPAT Appeal PL170100)

This is an excerpt from the Planning Division's working consolidation of Map 5 - Natural Heritage of the London Plan, with added notations.

**SCHEDULE #
TO
THE LONDON PLAN**
AMENDMENT NO. _____

PREPARED BY: Planning Services



FILE NUMBER:

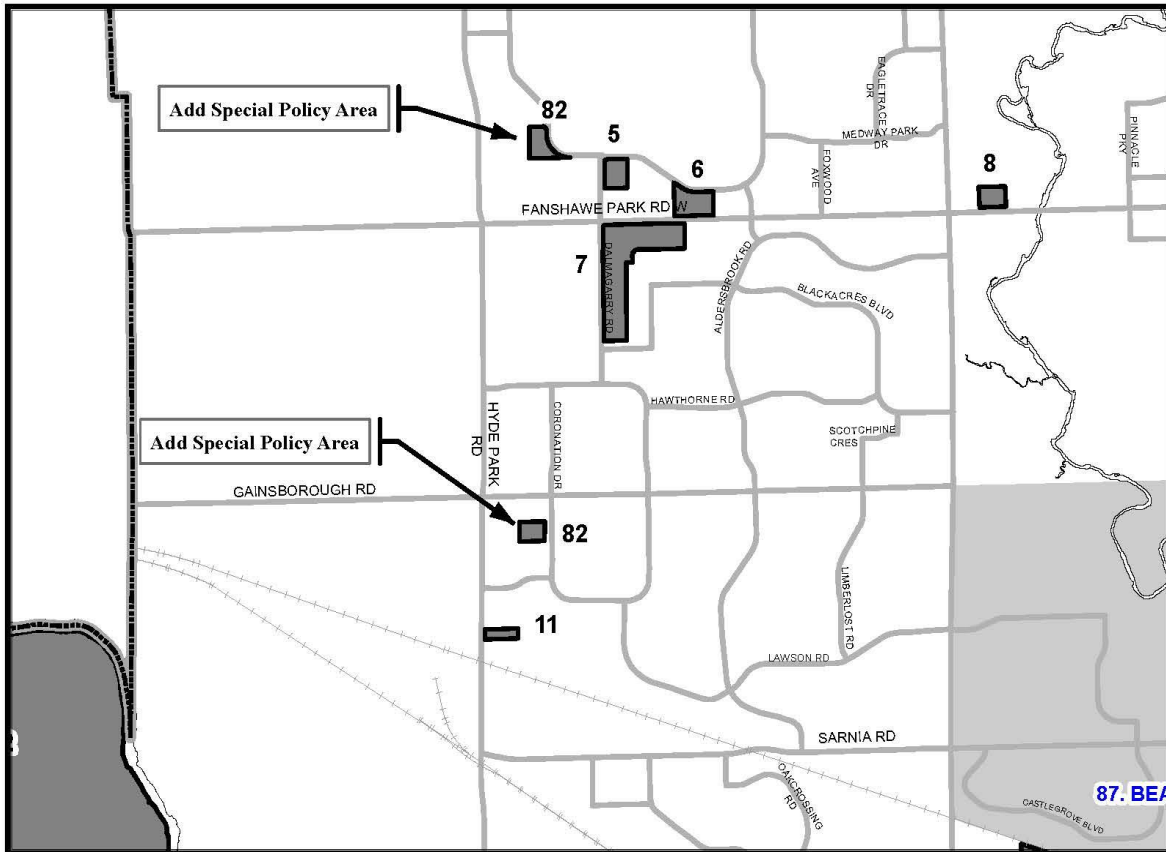
PLANNER: TM

TECHNICIAN: MB

DATE: 4/13/2022

OLT-22-002286 – Schedule E





AMENDMENT NO:



LEGEND

-  Specific Policies
-  Rapid Transit and Urban Corridor Specific-Segment Policies
-  Near Campus Neighbourhood
-  Secondary Plans

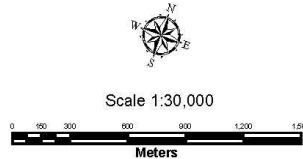
BASE MAP FEATURES

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

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

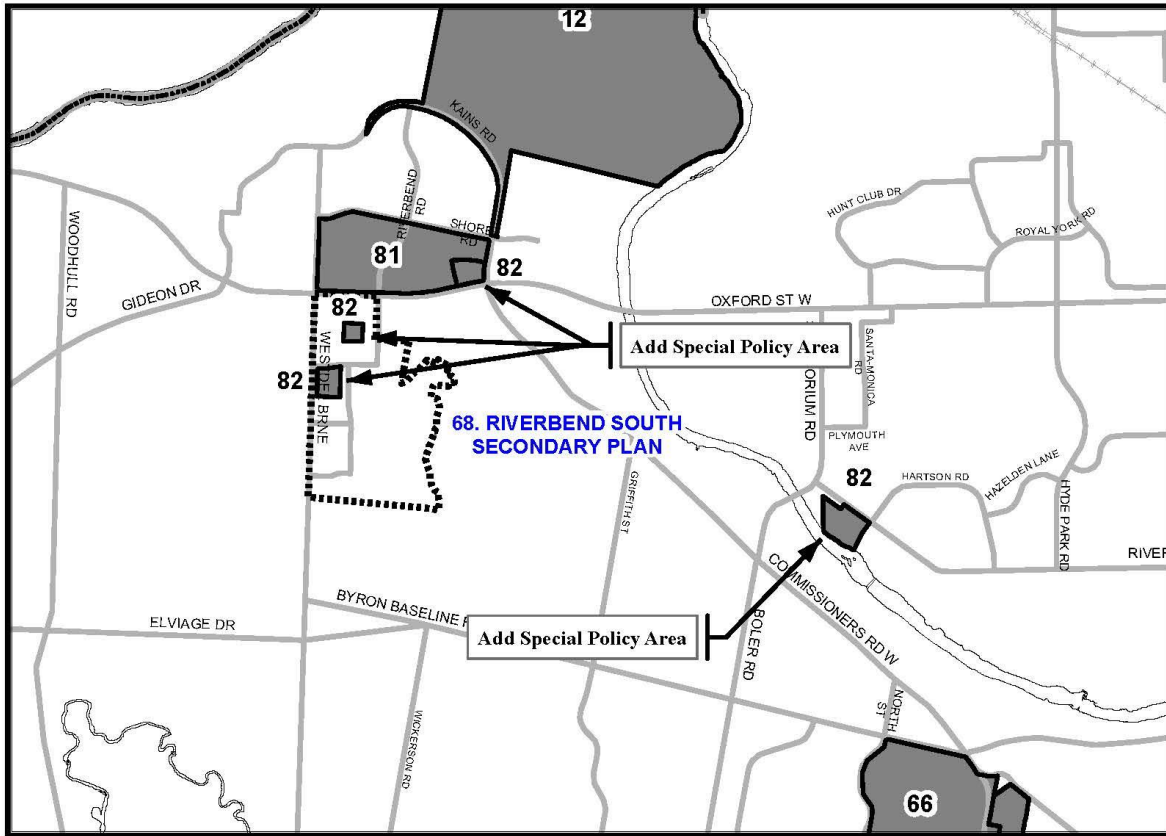
SCHEDULE #
TO
THE LONDON PLAN
 AMENDMENT NO. _____

PREPARED BY: Planning Services



FILE NUMBER:
PLANNER: TM
TECHNICIAN: MB
DATE: 3/10/2022

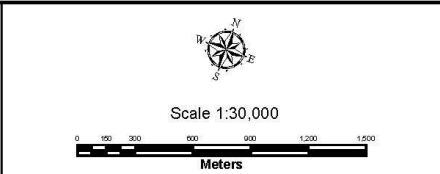
AMENDMENT NO:



| LEGEND | BASE MAP FEATURES |
|--|-----------------------|
| Specific Policies | Streets (See Map 3) |
| Rapid Transit and Urban Corridor Specific-Segment Policies | Railways |
| Near Campus Neighbourhood | Urban Growth Boundary |
| Secondary Plans | Water Courses/Ponds |

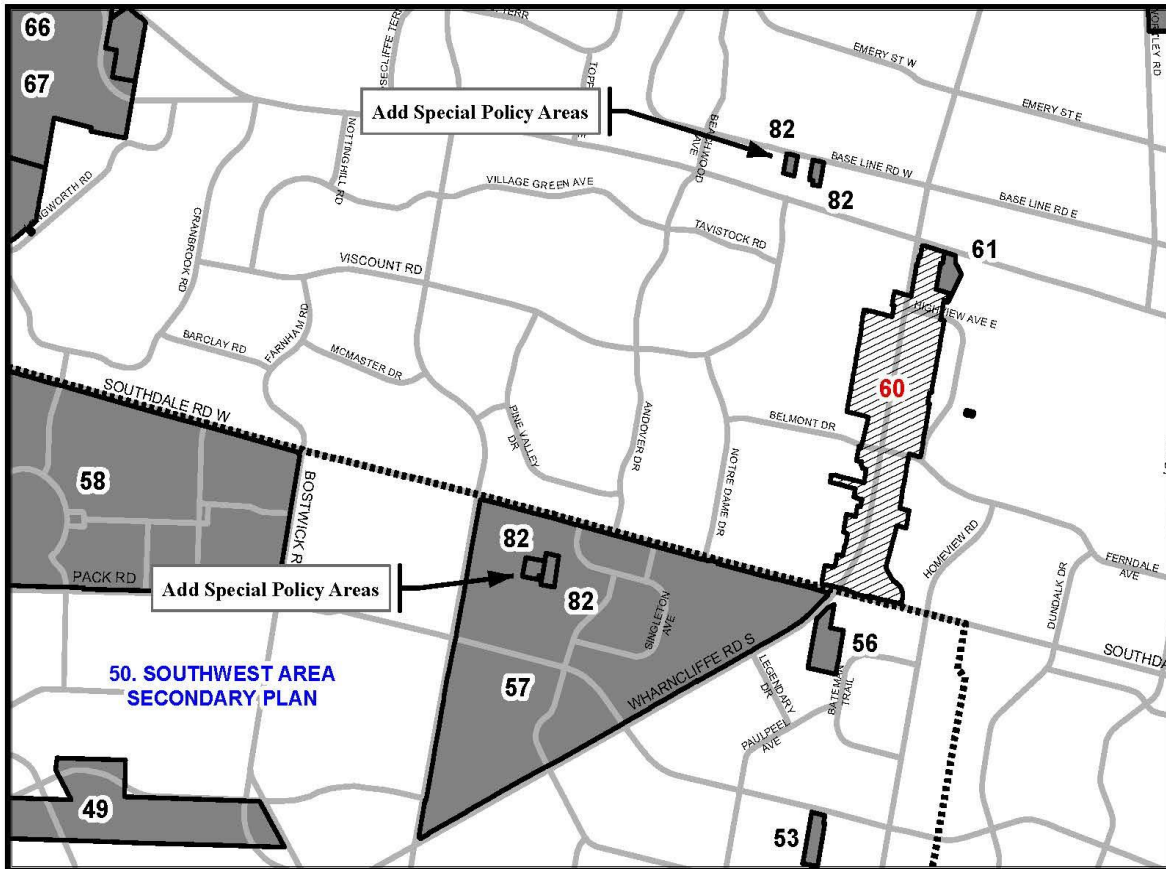
This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

SCHEDULE #
TO
THE LONDON PLAN
 AMENDMENT NO. _____
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FILE NUMBER:
PLANNER: TM
TECHNICIAN: MB
DATE: 3/10/2022

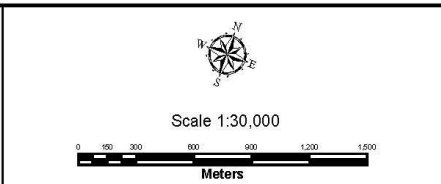
AMENDMENT NO:



| LEGEND | BASE MAP FEATURES |
|--|-----------------------|
| Specific Policies | Streets (See Map 3) |
| Rapid Transit and Urban Corridor Specific-Segment Policies | Railways |
| Near Campus Neighbourhood | Urban Growth Boundary |
| Secondary Plans | Water Courses/Ponds |

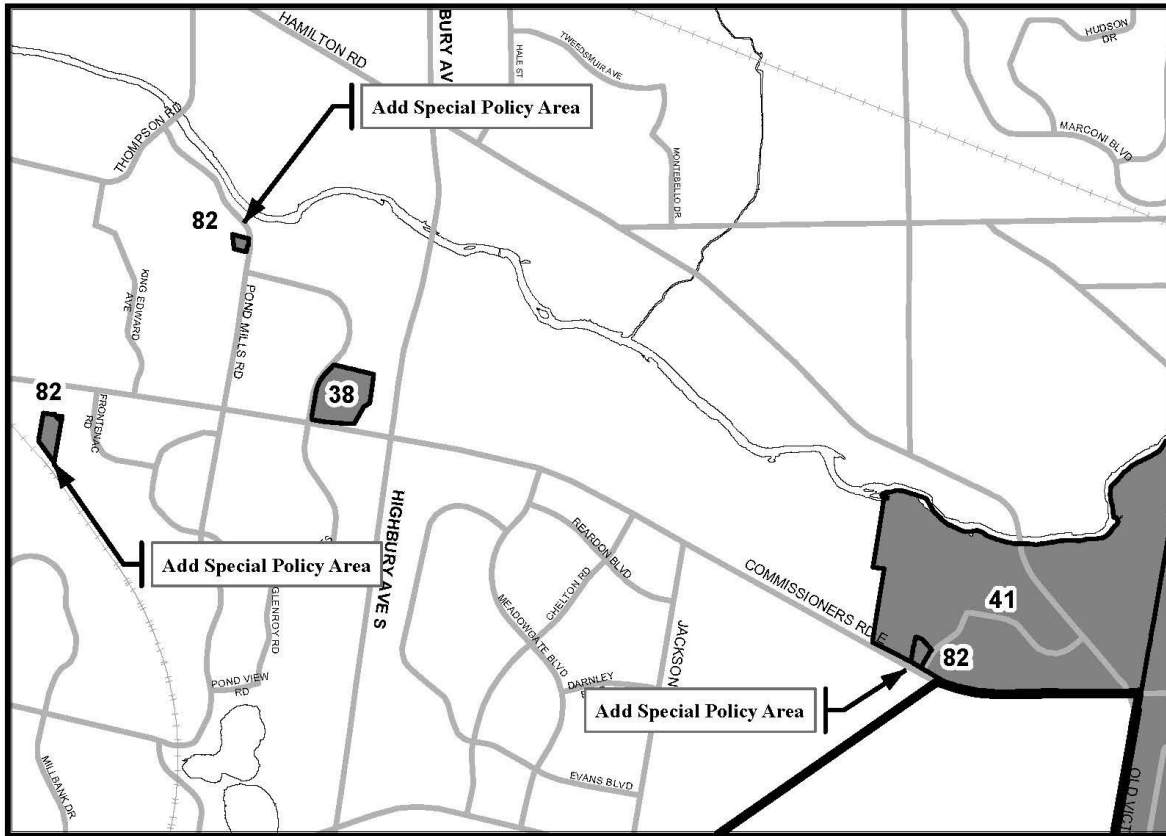
This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

SCHEDULE #
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THE LONDON PLAN
 AMENDMENT NO. _____
 PREPARED BY: Planning Services



FILE NUMBER:
 PLANNER: TM
 TECHNICIAN: MB
 DATE: 3/10/2022

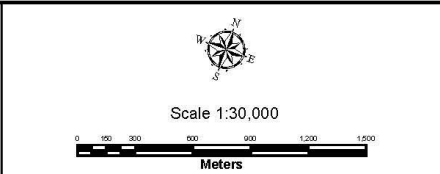
AMENDMENT NO:



| LEGEND | BASE MAP FEATURES |
|--|-----------------------|
| Specific Policies | Streets (See Map 3) |
| Rapid Transit and Urban Corridor Specific-Segment Policies | Railways |
| Near Campus Neighbourhood | Urban Growth Boundary |
| Secondary Plans | Water Courses/Ponds |

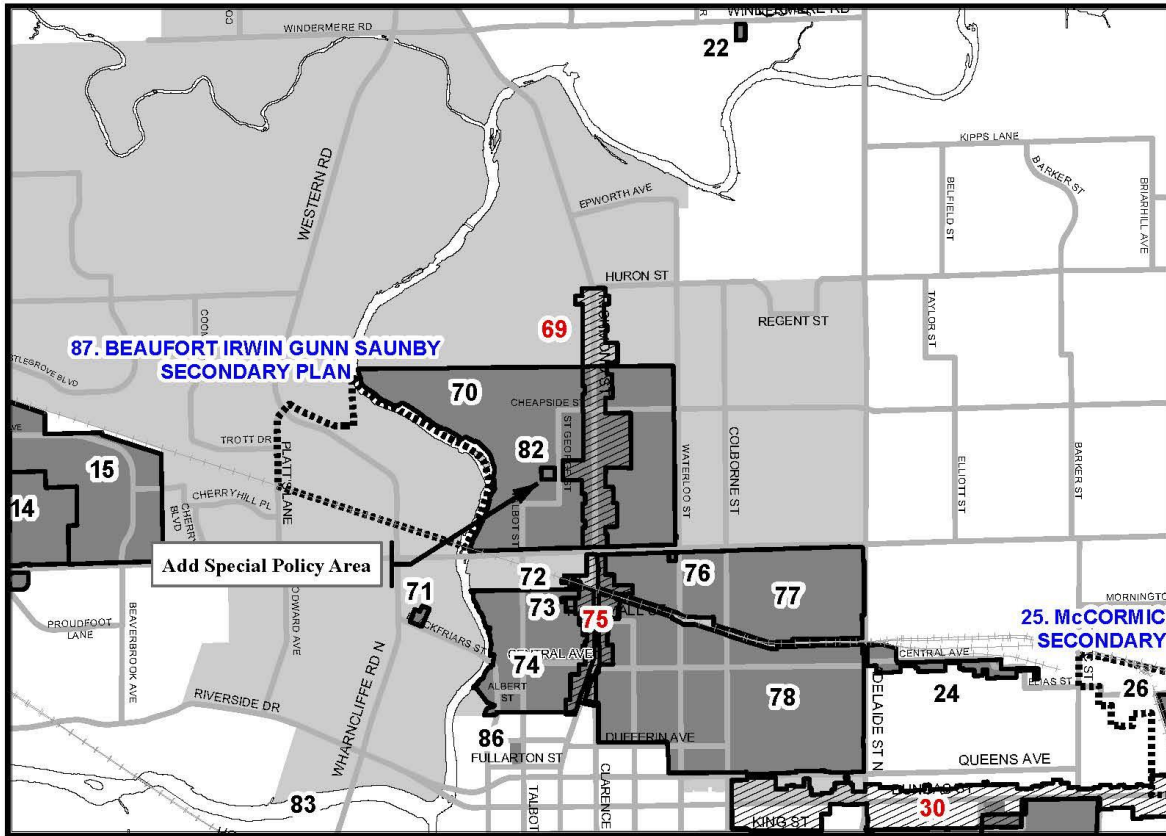
This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

SCHEDULE #
TO
THE LONDON PLAN
AMENDMENT NO. _____
 PREPARED BY: Planning Services




FILE NUMBER:
PLANNER: TM
TECHNICIAN: MB
DATE: 3/10/2022





AMENDMENT NO:



LEGEND

-  Specific Policies
-  Rapid Transit and Urban Corridor Specific-Segment Policies
-  Near Campus Neighbourhood
-  Secondary Plans

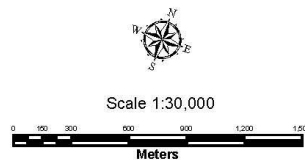
BASE MAP FEATURES

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

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

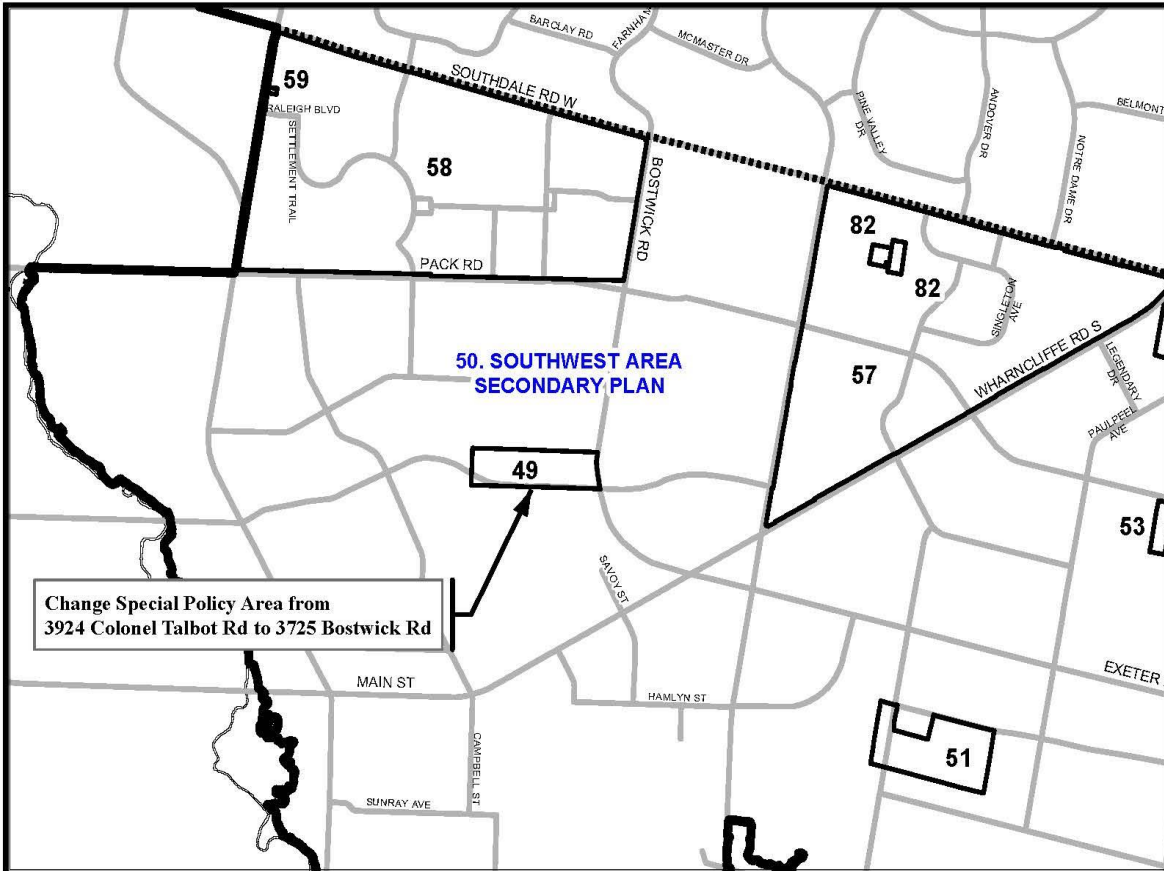
**SCHEDULE #
TO
THE LONDON PLAN**
AMENDMENT NO. _____

PREPARED BY: Planning Services







FILE NUMBER:
PLANNER: TM
TECHNICIAN: MB
DATE: 3/10/2022





AMENDMENT NO:



LEGEND

-  Specific Policies
-  Rapid Transit and Urban Corridor Specific-Segment Policies
-  Near Campus Neighbourhood
-  Secondary Plans

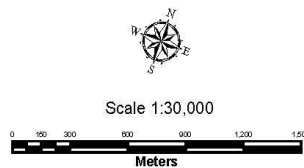
BASE MAP FEATURES

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

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

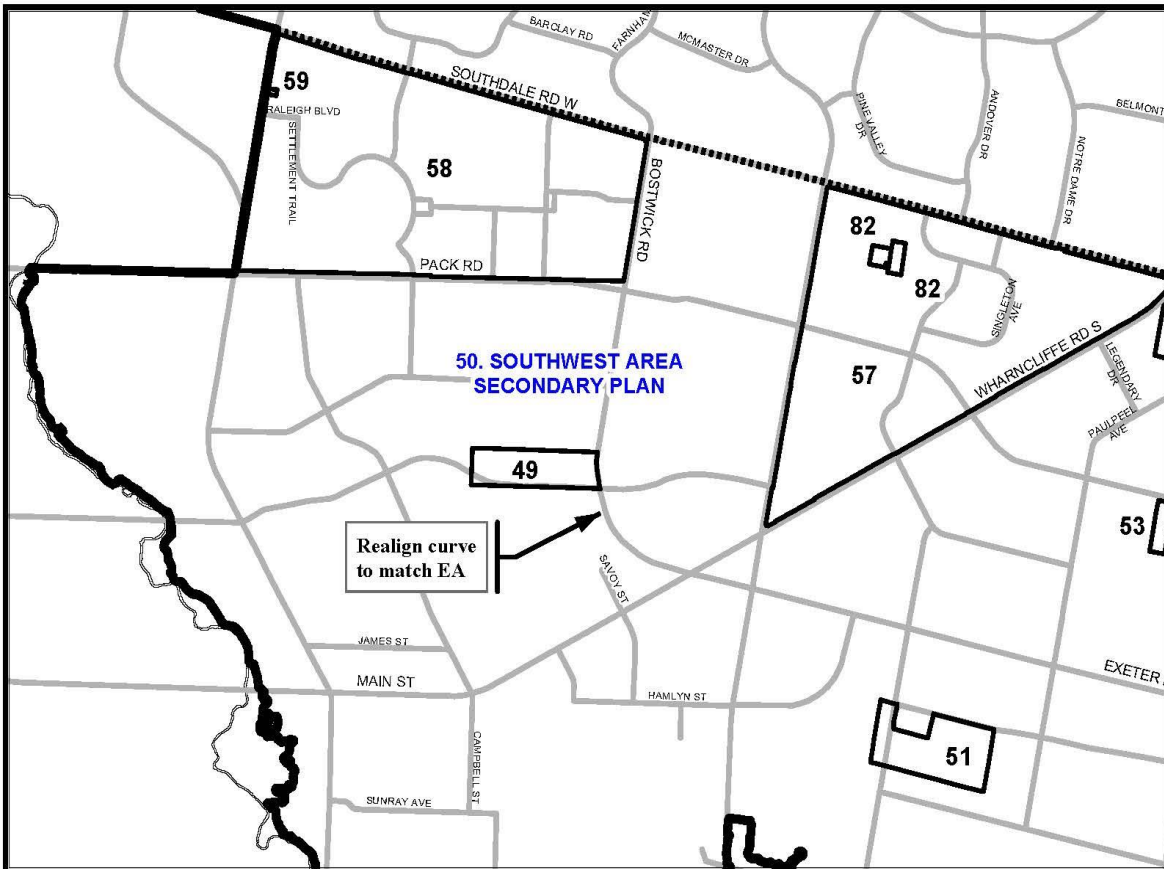
**SCHEDULE #
TO
THE LONDON PLAN**
AMENDMENT NO. _____

PREPARED BY: Planning Services



FILE NUMBER:
PLANNER: TM
TECHNICIAN: MB
DATE: 3/11/2022

AMENDMENT NO:



LEGEND

- Specific Policies
- Rapid Transit and Urban Corridor Specific-Segment Policies
- Near Campus Neighbourhood
- Secondary Plans

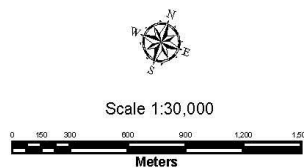
BASE MAP FEATURES

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

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

**SCHEDULE #
TO
THE LONDON PLAN**
AMENDMENT NO. _____

PREPARED BY: Planning Services



FILE NUMBER:
PLANNER: TM
TECHNICIAN: MB
DATE: 4/13/2022

OLT-22-002286 – Schedule F

| Appeal No. | Counsel | Address | Appellant Name | Status as of May 2, 2022 |
|------------|--------------|-----------------------------------|-----------------------------|---|
| 20 | Vikas Sharma | 1957 Sunningdale | John Ross | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |
| 22 | Lombardi | Victoria/ Wilton Grove | London Dairy | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |
| 4 | Baroudi | 108 Exeter Rd | Auburn | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |
| 4 | Baroudi | 1924 Adelaide St N | Auburn | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |
| 8 | Baroudi | 186&188 Huron | KAP | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |
| 12 | Baroudi | 240 Waterloo | 1610341 Ontario Inc. | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |
| 18 | Baroudi | Grosvenor/ St. George./ St. James | Grosvenor Development Corp. | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |
| 29 | Baroudi | Richmond/ Windermere | Richmond North MCC675 | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |
| 1 | Duffy/ Cheng | 560-562 Wellington | Auburn | Hold pending disposition of development application currently in process. |
| 15 | Duffy/ Cheng | 193-199 College Ave | York | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |

| | | | | |
|----|-----------------|------------------------|----------|--|
| 19 | Duffy/ Cheng | 1192 Highbury Ave N | York | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |
| 36 | Duffy/ Cheng | 175-199 Ann St | York | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |
| 37 | Duffy/ Cheng | 550 Ridout St N | York | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |
| 41 | Duffy/ Cheng | 3080 Bostwick | York | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |
| 27 | Duffy/ Cheng | 1299 Oxford St E | Westdell | Adjourned to CMC on September 26, 2022 for the purpose of resolution or setting a hearing date. |