

# Agenda Including Addeds

## Planning and Environment Committee

3rd Meeting of the Planning and Environment Committee

January 31, 2022, 4:00 PM

Virtual Meeting during the COVID-19 Emergency

Please check the City website for current details of COVID-19 service impacts.

Meetings can be viewed via live-streaming on YouTube and the City website

Members

Councillors A. Hopkins (Chair), S. Lewis, S. Lehman, S. Turner, S. Hillier, Mayor E. Holder

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<b>2. Consent</b>	
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a. Friends of Meadowlilly Woods Community Association

255

**5. Deferred Matters/Additional Business**

**6. Adjournment**

# Environmental and Ecological Planning Advisory Committee

## Report

2nd Meeting of the Environmental and Ecological Planning Advisory Committee  
January 20, 2022

Advisory Committee Virtual Meeting - during the COVID-19 Emergency

Please check the City website for current details of COVID-19 service impacts.

Attendance                      PRESENT: S. Levin (Chair), I. Arturo, L. Banks, A. Boyer, S. Esan, P. Ferguson, S. Hall, S. Heuchan, B. Krichker, I. Mohamed, K. Moser, B. Samuels, S. Sivakumar, R. Trudeau, M. Wallace and I. Whiteside and H. Lysynski (Committee Clerk)

ABSENT: A. Bilson Darko, L. Grieves and J. Khan

ALSO PRESENT: S. Butnari, C. Creighton, G. Dales, K. Edwards, M. Fontaine, K. Johnson, J. MacKay, M. McKillop, B. Page, E. Williamson and P. Yanchuk

The meeting was called to order at 5:00 PM

### 1. Call to Order

#### 1.1 Disclosures of Pecuniary Interest

That it BE NOTED that M. Wallace disclosed a pecuniary interest in clause 4.1, having to do with the Working Group comments on the property located at 4519 Colonel Talbot Road, by indicating that his employer has a business relationship with the company that prepared the Environmental Impact Study.

### 2. Scheduled Items

#### 2.1 Oxford Street West and Gideon Drive Intersection Improvements Environmental Assessment

That a Working Group BE ESTABLISHED consisting of S. Heuchan, B. Krichker, K. Moser and S. Sivakumar, with respect to the Oxford Street West and Gideon Drive Intersection Improvements Environmental Assessment; it being noted that the Environmental and Ecological Planning Advisory Committee (EEPAC) heard a presentation from T. Doucette, R.V. Anderson Associates Limited, with respect to this matter.

#### 2.2 Windermere Road Improvements Municipal Class Environmental Assessment – Environmental Impact Study

That a Working Group BE ESTABLISHED consisting of I. Arturo, S. Hall, S. Levin, K. Moser and B. Samuels, with respect to the Windermere Road Improvements Municipal Class Environmental Assessment; it being noted that the Environmental and Ecological Planning Advisory Committee (EEPAC) heard a presentation from D. Eusebi, Stantec Consulting Ltd., with respect to this matter.

### **3. Consent**

#### **3.1 1st Report of the Environmental and Ecological Planning Advisory Committee**

That it BE NOTED that the 1st Report of the Environmental and Ecological Planning Advisory Committee, from its meeting held on December 16, 2021, was received.

### **4. Sub-Committees and Working Groups**

#### **4.1 4519 Colonel Talbot Road**

That the Working Group report relating to the property located at 4519 Colonel Talbot Road BE REFERRED to the Civic Administration for consideration.

#### **4.2 Trails Working Group Update - Verbal**

That the attached Trails Advisory Group presentation BE RECEIVED for information; it being noted that the Environmental and Ecological Planning Advisory Committee heard a presentation from K. Moser, with respect to this matter.

### **5. Items for Discussion**

#### **5.1 Notice of Planning Application - 1160 Wharnccliffe Road South**

That a Working Group BE ESTABLISHED consisting of S. Levin, B. Krichker and S. Sivakumar, with respect to the Notice of Planning Application for a Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments dated January 6, 2022 and an Environmental Impact Study, relating to the property located at 1160 Wharnccliffe Road South.

#### **5.2 Notice of Planning Application - 3207 Woodhull Road**

That it BE NOTED that the Notice of Planning Application for Official Plan and Zoning By-law Amendments dated January 12, 2022, relating to the property located at 3207 Woodhull Road, was received.

#### **5.3 Adelaide Wastewater Treatment Plant Climate Change Resiliency Class EA EIS**

That a Working Group BE ESTABLISHED consisting of S. Levin and K. Moser, with respect to the Environmental Impact Study for the Adelaide Wastewater Treatment Plant.

#### **5.4 Greenway Wastewater Treatment Plant Climate Change Resiliency Class EA EIS**

That a Working Group BE ESTABLISHED consisting of P. Ferguson, B. Krichker and I. Whiteside, with respect to the Environmental Impact Study for the Greenway Wastewater Treatment Plant.

#### **5.5 Mobility Master Plan**

That it BE NOTED that the Environmental and Ecological Planning Advisory Committee (EEPAC) heard a presentation from K. Johnson,



Engineer in Training and M. Fontaine, Manager, Public Engagement, with respect to the Mobility Master Plan.

**6. Adjournment**

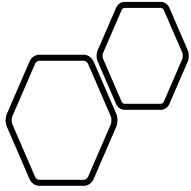
The meeting adjourned at 7:32 PM.

Jan. 20, 2022

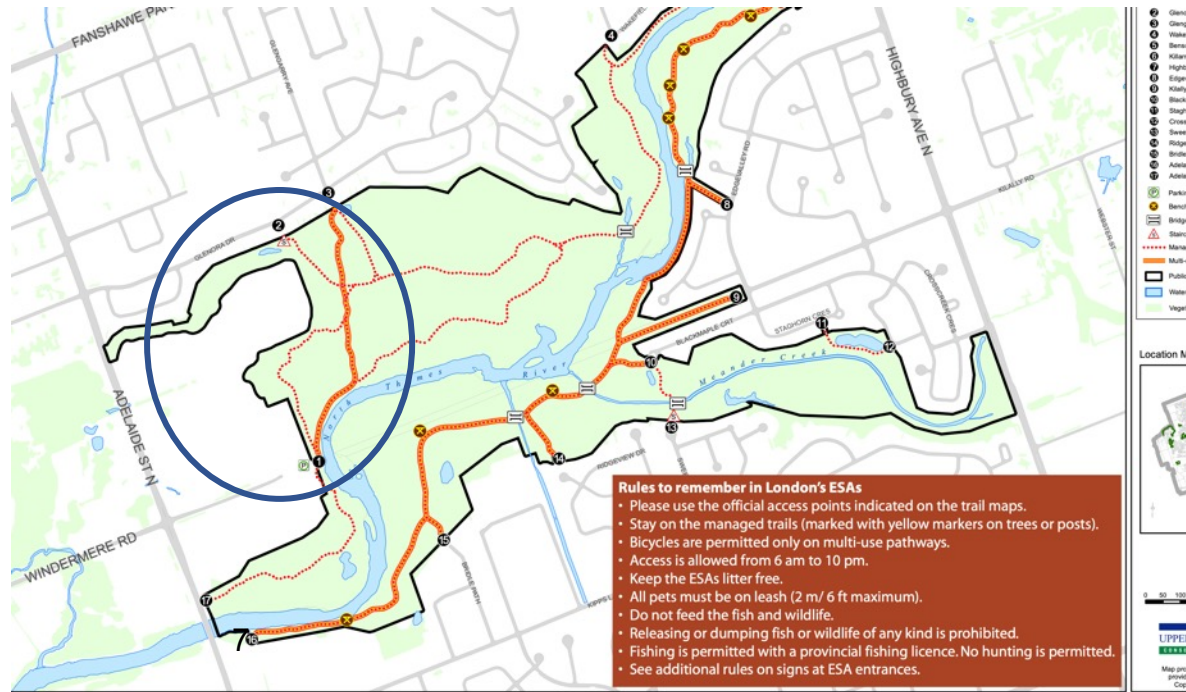
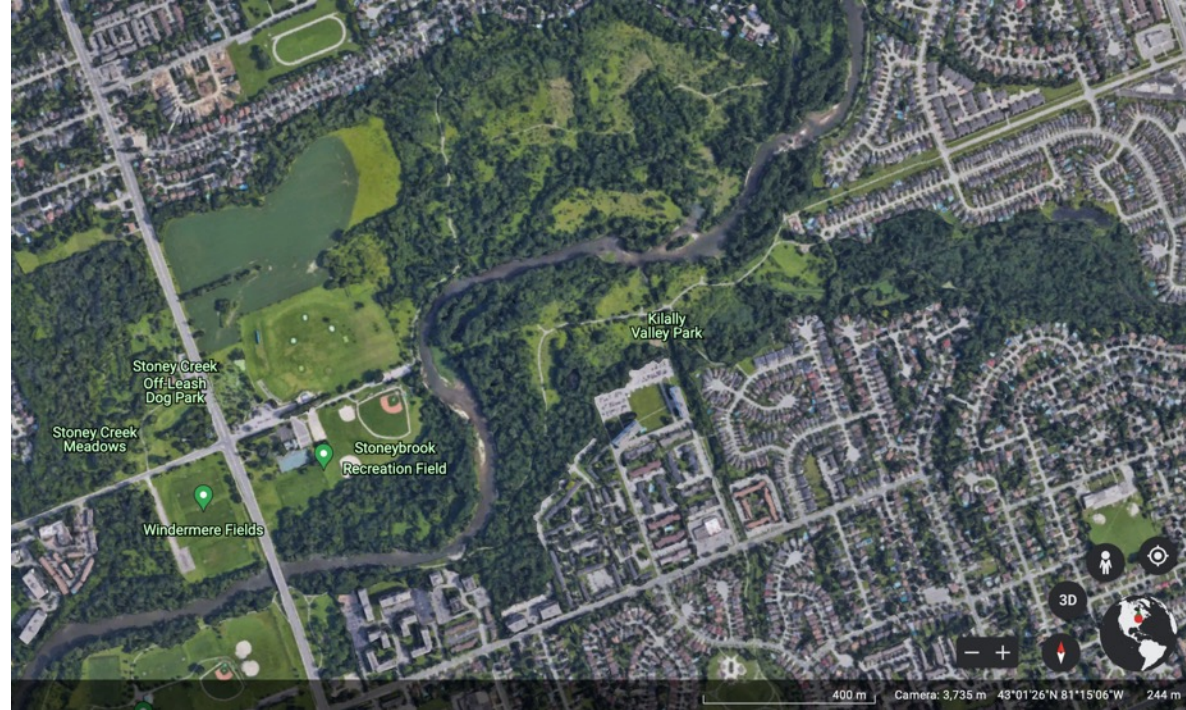
Katrina Moser

# TAG Report for EEPAC



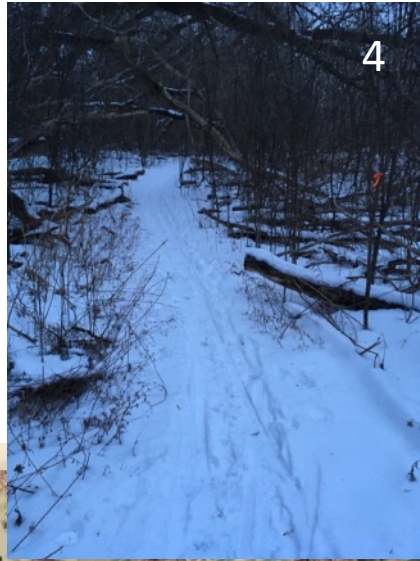


# 1. Kilally Woods ESA





# Trail Choice





# 2. Kelly Stanton ESA, London

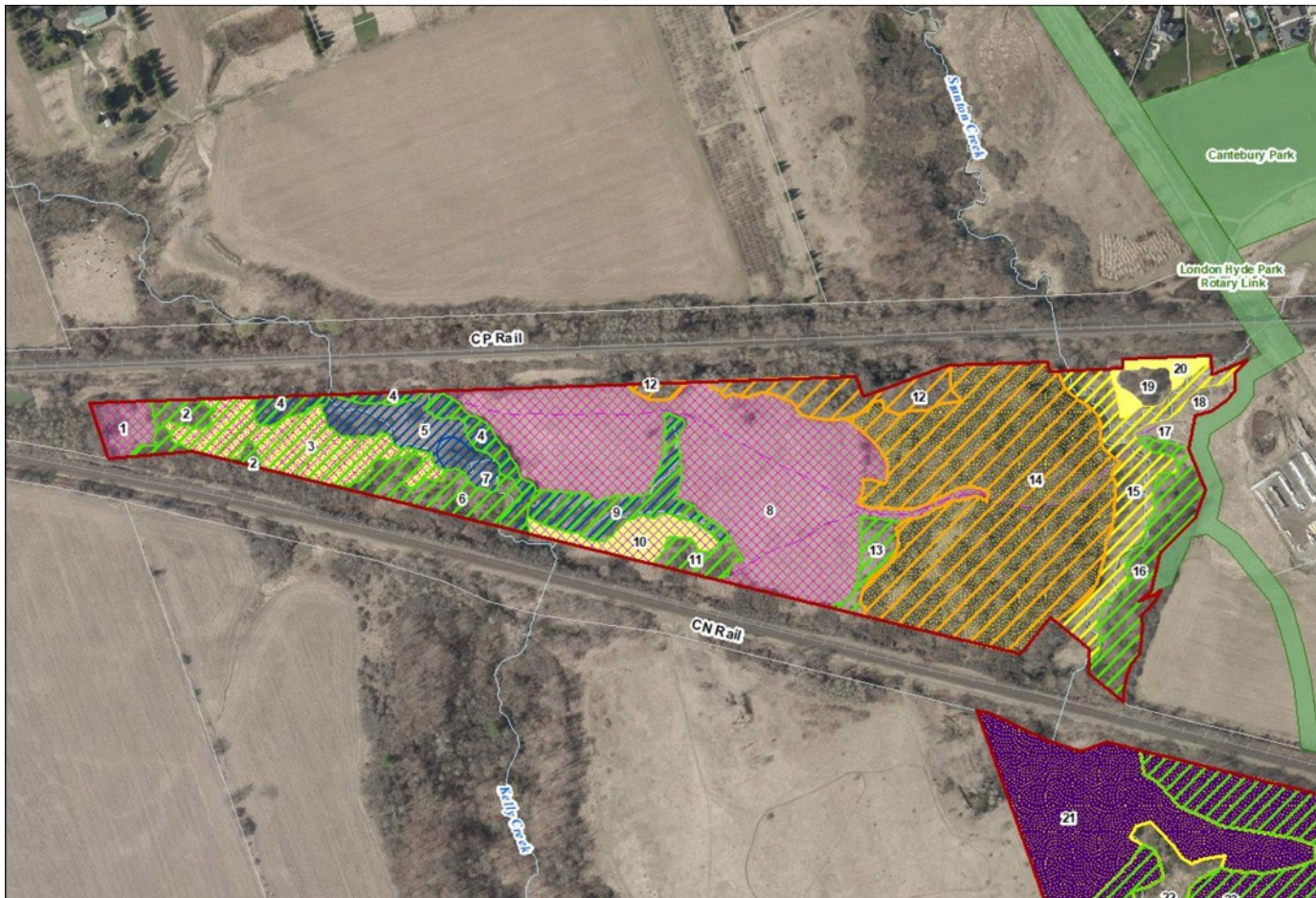




# Remove two old culverts and replace to create Stanton Creek crossing







### Map 3A | Kelly Stanton ESA Significant Wildlife Habitat

#### Legend

- Publicly Owned ESA Lands
- Assessment Parcels
- Roads
- Railways
- Existing Trails
- Watercourses
- Public Parks
- Rare Vegetation Communities**
- Tallgrass Prairie
- Specialized Habitat for Wildlife**
- Amphibian Breeding Habitat (Candidate)
- Seasonal Concentration Areas of Animals**
- Bat Maternity Colony (Candidate)
- Habitat for Species of Conservation Concern**
- Marsh Bird Breeding Habitat (Candidate)
- Shrub/Early-successional Bird Breeding Habitat
- Terrestrial Crayfish Habitat
- Habitat for False Tomentose Balsam Ragwort
- Habitat for Mead's Sedge
- Habitat for Eastern Wood-Pewee
- Habitat for Grasshopper Sparrow



Project Number 20-1127	Date: 2020-12-11	N ▲
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Map Produced by North South Environmental (NSE) Inc.  
This map is proprietary and confidential and must not be duplicated or

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning and Environment Committee

**From:** George Kotsifas P.Eng.,  
Deputy City Manager, Planning and Economic Development

**Subject:** Application by 2219008 Ontario Limited (York Developments)  
Removal of Holding Provisions – 3425 Grand Oak  
Crossing

**Date:** January 31, 2022

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of 2219008 Ontario Limited (York Developments) relating to the property located at 3425 Grand Oak Crossing:

- (a) proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting December 7, 2021, to amend Zoning By-law No. Z.-1, in conformity with the Official Plan for the City of London (1989), to change the zoning of the subject property **FROM** a Holding Residential R6 Special Provision (h\*h-100\*h-198\*R6-5(43)) Zone, **TO** a Residential R6 Special Provision Zone (R6-5(43))

## Executive Summary

The purpose and effect of this zoning change is to remove the “h”, “h-100” and “h-198” holding provisions to permit the development of residential Block 115 in Registered Plan of Subdivision 33M-742, comprised of 23 single-detached dwelling units and 35 row houses, in accordance with the approved zoning.

### Rationale and Recommended Action

1. The conditions for removing the “h”, “h-100” and “h-198” have been met and the recommended amendment will allow development of single detached residential dwellings and row houses in compliance with the Zoning By-law.
2. A development agreement has been entered into and securities have been posted.

## Linkage to the Corporate Strategic Plan

This application supports the Building a Sustainable City area of focus in the Corporate *Strategic Plan* by ensuring that the City of London’s growth and development are well planning and sustainable over the long term.

## Analysis

### 1.0 Background Information

#### 1.1 Previous Reports Related to this Matter

**April 26, 2010** – Report to Planning Committee to present draft Southwest Area Plan and associated background studies.

**July 19, 2010** – Report to Planning Committee on status of servicing capacity upgrades to Southland Pollution Control Plant.



**November 20, 2012** – Report to Planning Committee to approve Official Plan Amendment 541 (Southwest Area Secondary Plan).

**November 26, 2013** – Report to Planning and Environment Committee in response to York Developments delegation for the future development of the subject lands.

**May 11, 2015** – Report to Planning and Environment Committee on the Growth Management Implementation Strategy, which identifies the SWM Facility on the subject lands.

**January 18, 2016** – Report to Planning and Environment Committee on Draft Plan of Subdivision, Zoning By-law Amendments and Official Plan Amendments (39T-14504/OZ-8417).

**September 11, 2017** – Report to Planning and Environment Committee regarding Silverleaf Subdivision Special Provisions (39T14504).

**March 19, 2018** – Report to Planning and Environment Committee for the Removal of Holding Provisions for 3493 Colonel Talbot Road (H-8756).

## **1.2 Planning History**

The subject lands are located within the Southwest Area Secondary Plan (SWAP), which was initiated in 2009 to provide a comprehensive land use, servicing and phasing strategy for the future development for the lands within the Urban Growth Boundary that are bounded by Southdale Road to the North, the Dingman Creek to the west and the Highway 401/402 Corridor to the south. Municipal Council approved Official Plan Amendment 541 for SWAP on November 20, 2012, but it received numerous appeals and was approved by the Ontario Municipal Board on April 29, 2014.

The application for Draft Plan of Subdivision, Official Plan and Zoning By-law Amendments were accepted on September 15, 2014. The Official Plan and Zoning By-law Amendments were passed by Municipal Council on January 27, 2016, and the Draft Plan of Subdivision was registered as 33M-742 on April 16, 2018.

This application to remove holding provisions from Block 115 on Registered Plan of subdivision 33M-742 was accepted as complete on September 21, 2021. An application for Site Plan Approval (SPA21-016) is being processed concurrently with this application.

## **1.3 Property Description**

The subject lands are located in the southwest quadrant of the City and situated south of Pack Road and east of Colonel Talbot Road. The subject lands represent Block 155 of Registered Plan of Subdivision 33M-742 and the proposed development for the site includes: an amenity area, 23 single-detached dwelling units, and 35 row house dwelling units.

## **1.4 Current Planning Information**

- The *London Plan* Place Type – Neighbourhoods
- Official Plan Designation – Multi-Family, Medium Density Residential
- Existing Zoning – Holding Residential R6 Special Provision (h\*h-100\*h-198\*R6-5(43))

## **1.5 Site Characteristics**

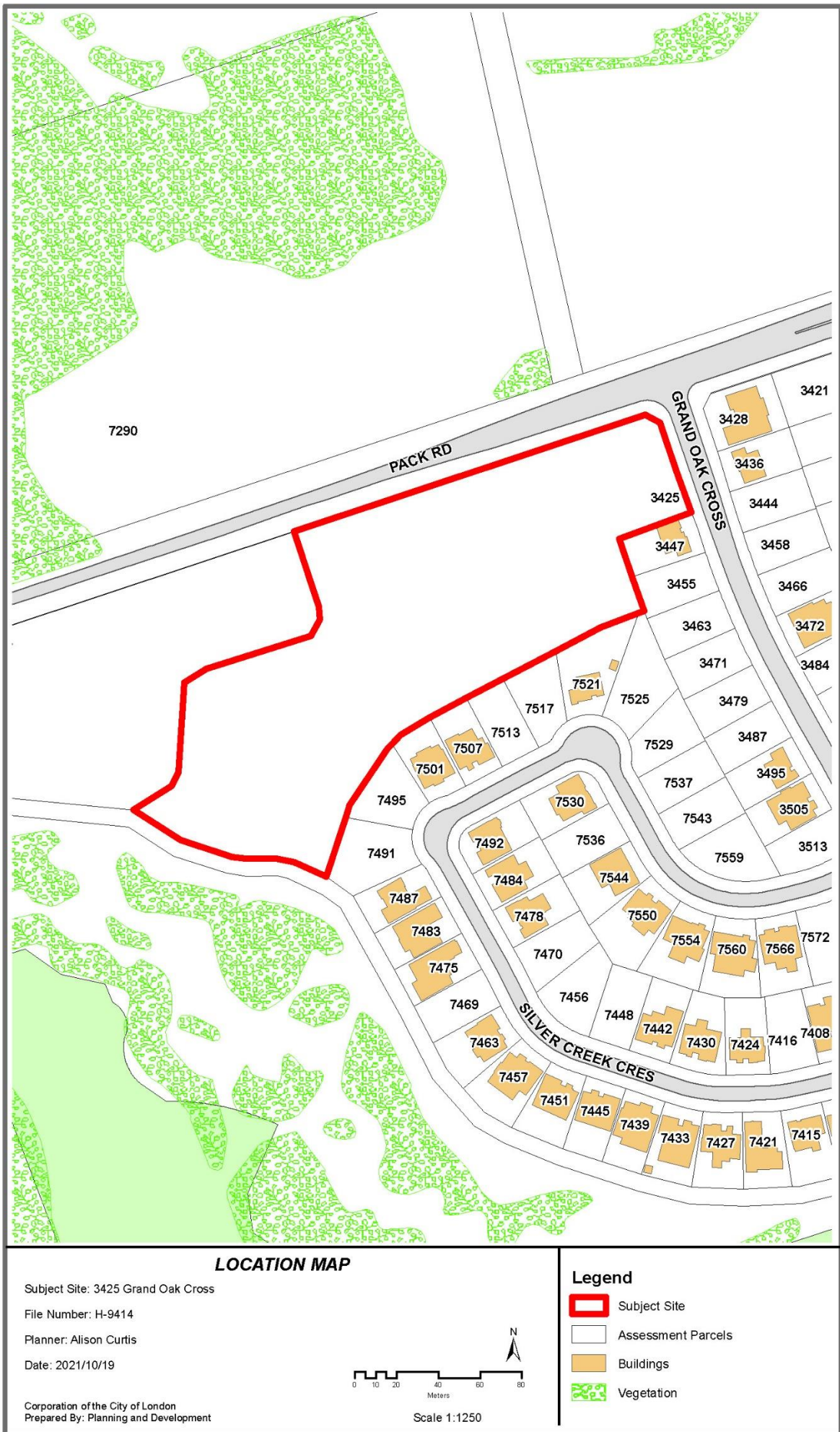
- Current Land Use – Vacant
- Area – 2.49 hectares (6.51 acres)
- Shape – Irregular

## **1.6 Surrounding Land Uses**

- North – Agriculture

- East – Single detached dwellings
- South – Single detached dwellings
- West – Dingman Tributary SMF B4 and Open Space (OS5)

# 1.7 Location Map





## 2.0 Discussion and Considerations

The purpose of this amendment application is to remove the h, h-100 and h-198 provisions from the subject lands. The h holding provision requires the orderly development of lands and the adequate provision of municipal services, while the h-100 holding provision requires adequate water service and appropriate access to be provided. Holding provision h-198 encourages street-oriented development and discourages the use of noise attenuation walls so that new development is consistent with the Southwest Area Secondary Plan (SWAP).

### 2.1 Consultation (see more detail in Appendix B)

Information regarding the application to remove Holding Provisions was provided to the public as follows:

- Notice of Intent to Remove Holding Provisions was published in the Public Notices and Bidding Opportunities section of the *Londoner* on January 13, 2022.
- Notice of Intent to Remove Holding Provisions was circulated to the relevant internal and external agencies on October 26, 2021.

There was no response from the public.

### 2.2 Policy Context (see more detail in Appendix C)

Section 36 of the *Planning Act* permits the use of holding provisions to restrict future uses until conditions for removing the holding provision are met. To use this tool, a municipality must have approved Official Plan policies related to its use (Section 36(2) of the *Planning Act*), a municipal council must pass a zoning by-law with holding provisions, an application must be made to council for an amendment to the by-law to remove the holding symbol, and council must make a decision on the application within 90 days to remove the holding provision(s).

The *London Plan* and the *1989 Official Plan* contain policies with respect to holding provisions, the process, notification and removal procedures.

## 3.0 Financial Impact/Considerations

Fees, development charges and taxes will be collected through the completion of the works associated with this application. There are no direct financial expenditures associated with this application.

## 4.0 Key Issues and Considerations

### 4.1. Why is it appropriate to remove this Holding Provision?

#### **h Holding Provision**

The h Holding Provision states that:

*“h Purpose: To ensure the orderly development of lands and the adequate provision of municipal services, the “h” symbol shall not be deleted until the required security has been provided for the development agreement or subdivision agreement, and Council is satisfied that the conditions of the approval of the plans and drawings for a site plan, or the conditions of the approval of a draft plan of subdivision, will ensure a development agreement or subdivision agreement is executed by the applicant and the City prior to development.*

The Applicant has provided the necessary securities to the City of London and the development agreement has been executed. This satisfies the requirements for the removal of the “h” holding provision.

## **h-100 Holding Provision**

The “h-100” holding provision states that:

*“h-100 Purpose: To ensure there is adequate water service and appropriate access, a looped watermain system must be constructed and a second public access must be available to the satisfaction of the City Engineer, prior to the removal of the h-100 symbol.*

The requirement for a looped watermain applies to development proposal of 80 or more dwelling units. This proposed development is for 58 dwelling units, and as such the construction of a looped watermain is not required. There are at least two public access points available, one access from Pack Road and a second from Grand Oak Crossing. This satisfies the requirement for removal of the “h-100” holding provision.

## **h-198 Holding Provision**

The “h-198” holding provision states that:

*Purpose: To encourage street-oriented development and discourage noise attenuation walls along arterial roads, a development agreement shall be entered into to ensure that new development is designed and approved consistent with the Southwest Area Secondary Plan. (Z.-1-152390)*

Units 1 to 19, as seen on the site plan in Section 1.8 of this report, are designed with enhanced elevation details that contribute to street-oriented design along Pack Road. Main entrances and direct pedestrian access could not be provided along Pack Road for these units as they would cross the major overland flow route for the proposed development. There are no noise attenuation walls along Pack Road and a Development Agreement has been executed. This satisfies the requirements for removal of the “h-198” holding provision.

## **Conclusion**

It is appropriate to remove the “h”, “h-100” and “h-198” holding provisions from the subject lands at this time as full municipal services are available, the required security has been submitted, the development agreement has been executed, and the proposed development is street oriented.

**Prepared by:** Alison Curtis, MA  
Planner 1, Planning and Development

**Reviewed by:** Bruce Page, MCIP, RPP  
Manager, Planning and Development

**Recommended by:** Gregg Barrett, AICP  
Director, Planning and Development

**Submitted by:** George Kotsifas, P. Eng.  
Deputy City Manager,  
Planning and Economic Development

cc: Matt Feldberg, Manager, Subdivisions and Development Inspections  
cc: Michael Pease, Manager, Development Planning (Site Plan)

BP/ac



## Appendix A

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

2021

By-law No. Z.-1-\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to remove holding provision from the zoning for lands located at 3425 Grand Oak Crossing.

WHEREAS 2219008 Ontario Ltd. (York Developments) have applied to remove the holding provision from the zoning for the lands located at 3425 Grand Oak Crossing, as shown on the map attached to this by-law, as set out below;

AND WHEREAS it is deemed appropriate to remove the holding provision from the zoning of the said land;

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

1. Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to the lands located at 3425 Grand Oak Crossing, as shown on the attached map, to remove the h, h-100 and h-198 holding provision so that the zoning of the lands as a Residential Special Provision R6 (R6-5(43)) Zone comes into effect.
2. This By-law shall come into force and effect on the date of passage.

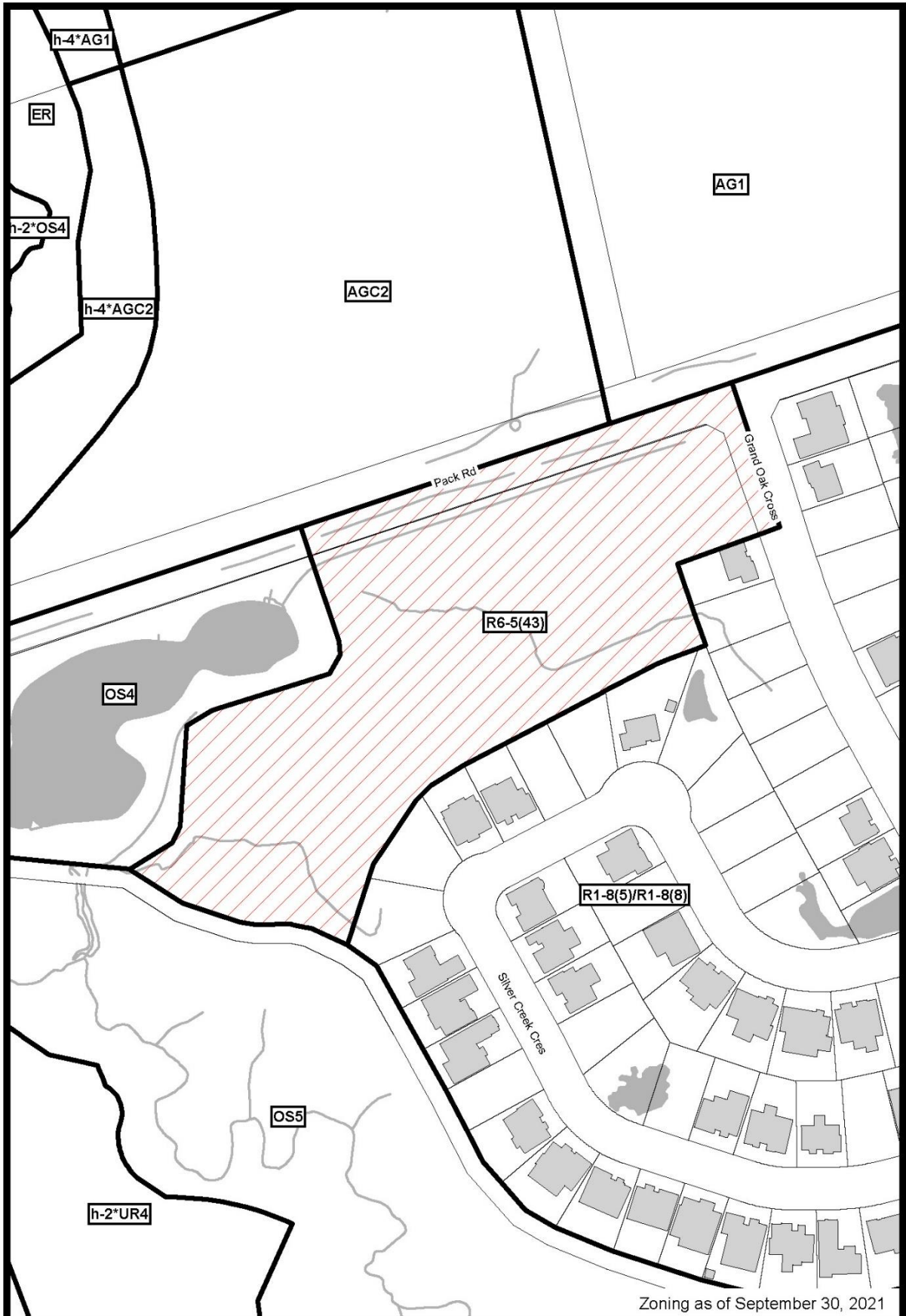
PASSED in Open Council on February 15, 2022

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading - February 15, 2022  
Second Reading – February 15, 2022  
Third Reading - February 15, 2022

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



Zoning as of September 30, 2021

File Number: H-9414  
 Planner: AC  
 Date Prepared: 2021/10/19  
 Technician: rc  
 By-Law No: Z.-1-

SUBJECT SITE 

1:2,000

0 10 20 40 60 80 Meters



Geodatabase



## Appendix B – Consultation

### Community Engagement

**Public Liaison:** Notice of the application was published in the Londoner on January 13, 2022, and notice of the application were circulated to the relevant internal and external agencies.

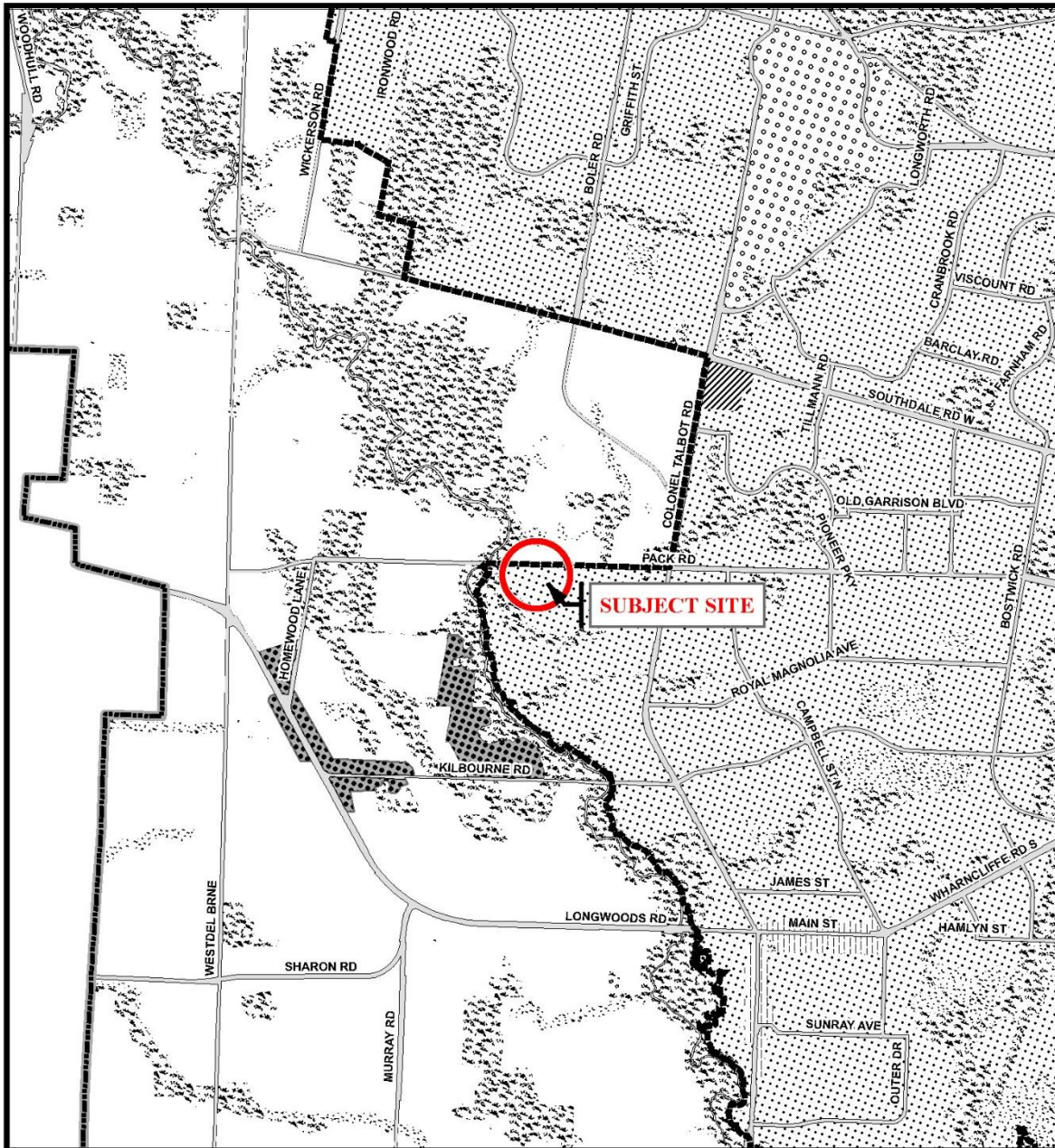
No replies were received.

**Londoner Notice:** City Council intends to consider removing the h, h-100 and h-198 holding provisions from the subject lands to allow for the development of 23 single-detached dwelling units and 35 row house dwelling units. The purpose of the “h” provision is to ensure the orderly development of lands and adequate provision of municipal services. The “h” symbol shall not be deleted until the required security has been provided and/or a subdivision agreement has been entered into for the subject lands. Holding Provision “h-100” requires the construction of a looped watermain system and a second public access to be available to the satisfaction of the City Engineer to ensure there is adequate water service and access. The h-198 provision encourages street-oriented development and discourages noise attenuation walls along arterial roads, a development agreement shall be entered into to ensure that new development is designed and approved consistent with the Southwest Area Secondary Plan. Council will consider removing the holding provisions as they apply to these lands no earlier than January 31, 2022.

File: H-9414 Planner: A. Curtis x.4497

# Appendix C – Relevant Background

## London Plan Excerpt



### 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.*

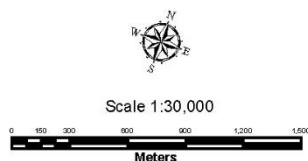
*At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

### CITY OF LONDON

Planning Services /  
Development Services

### LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services

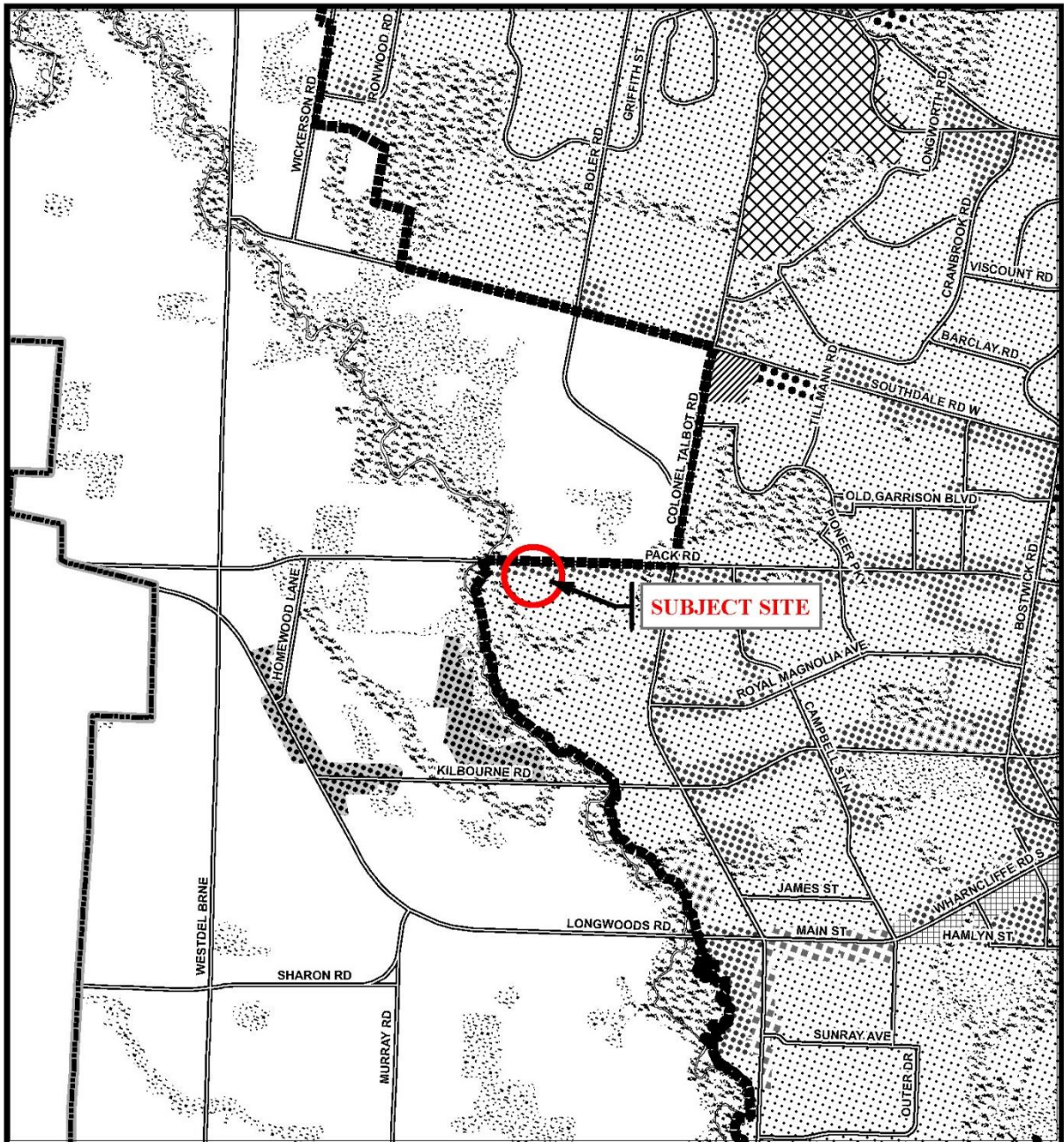


File Number: H-9414  
Planner: AC  
Technician: RC  
Date: October 19, 2021

Project Location: E:\Planning\Projects\p\_officialplan\workconsol00\excerpts\_LondonPlan\mxd\H-9414-Map1-PlaceTypes.mxd



# 1989 Official Plan Excerpt



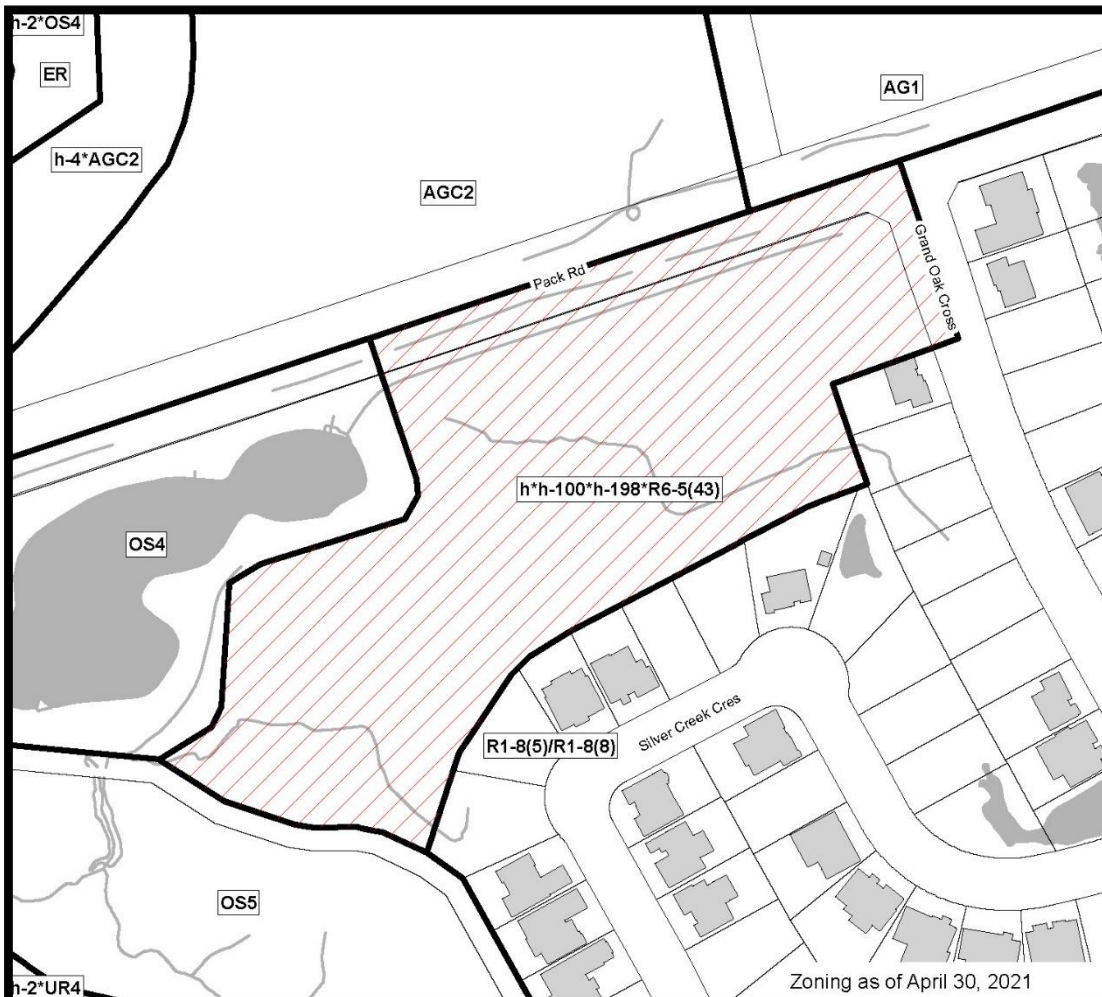
Legend					
	Downtown		Multi-Family, Medium Density Residential		Office Business Park
	Wonderland Road Community Enterprise Corridor		Low Density Residential		General Industrial
	Enclosed Regional Commercial Node		Office Area		Light Industrial
	New Format Regional Commercial Node		Office/Residential		Commercial Industrial
	Community Commercial Node		Regional Facility		Transitional Industrial
	Neighbourhood Commercial Node		Community Facility		Rural Settlement
	Main Street Commercial Corridor		Open Space		Environmental Review
	Auto-Oriented Commercial Corridor		Urban Reserve - Community Growth		Agriculture
	Multi-Family, High Density Residential		Urban Reserve - Industrial Growth		Urban Growth Boundary

<p><b>CITY OF LONDON</b></p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>0 150 300 600 900 1,200 1,500</p> <p>Meters</p>	<p>FILE NUMBER: H-9414</p>
		<p>PLANNER: AC</p> <p>TECHNICIAN: RC</p> <p>DATE: 2021/10/18</p>

PROJECT LOCATION: e:\planning\projects\p\_officialplan\work\consol00\excerpts\mxd\_templates\scheduleA\_b&w\_8x14\_with\_SWAP.mxd

# Existing Zoning Map



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

1) **LEGEND FOR ZONING BY-LAW Z-1**

- |   |                                   |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS            | RF - REGIONAL FACILITY            |
| R2 - SINGLE AND TWO UNIT DWELLINGS        | CF - COMMUNITY FACILITY           |
| R3 - SINGLE TO FOUR UNIT DWELLINGS        | NF - NEIGHBOURHOOD FACILITY       |
| R4 - STREET TOWNHOUSE                     | HER - HERITAGE                    |
| R5 - CLUSTER TOWNHOUSE                    | DC - DAY CARE                     |
| R6 - CLUSTER HOUSING ALL FORMS            |                                   |
| R7 - SENIOR'S HOUSING                     | OS - OPEN SPACE                   |
| R8 - MEDIUM DENSITY/LOW RISE APTS.        | CR - COMMERCIAL RECREATION        |
| R9 - MEDIUM TO HIGH DENSITY APTS.         | ER - ENVIRONMENTAL REVIEW         |
| R10 - HIGH DENSITY APARTMENTS             |                                   |
| R11 - LODGING HOUSE                       | OB - OFFICE BUSINESS PARK         |
|   | LI - LIGHT INDUSTRIAL             |
| DA - DOWNTOWN AREA                        | GI - GENERAL INDUSTRIAL           |
| RSA - REGIONAL SHOPPING AREA              | HI - HEAVY INDUSTRIAL             |
| CSA - COMMUNITY SHOPPING AREA             | EX - RESOURCE EXTRACTIVE          |
| NSA - NEIGHBOURHOOD SHOPPING AREA         | UR - URBAN RESERVE                |
| BDC - BUSINESS DISTRICT COMMERCIAL        |                                   |
| AC - ARTERIAL COMMERCIAL                  | AG - AGRICULTURAL                 |
| HS - HIGHWAY SERVICE COMMERCIAL           | AGC - AGRICULTURAL COMMERCIAL     |
| RSC - RESTRICTED SERVICE COMMERCIAL       | RRC - RURAL SETTLEMENT COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL               | TGS - TEMPORARY GARDEN SUITE      |
| SS - AUTOMOBILE SERVICE STATION           | RT - RAIL TRANSPORTATION          |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL |                                   |
| OR - OFFICE/RESIDENTIAL                   | "h" - HOLDING SYMBOL              |
| OC - OFFICE CONVERSION                    | "D" - DENSITY SYMBOL              |
| RO - RESTRICTED OFFICE                    | "H" - HEIGHT SYMBOL               |
| OF - OFFICE                               | "B" - BONUS SYMBOL                |
|   | "T" - TEMPORARY USE SYMBOL        |

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING BY-LAW NO. Z-1 SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:

H-9414

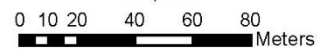
AC

MAP PREPARED:

2021/10/19

rc

1:2,000





## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning and Environment Committee  
**From:** George Kotsifas, P. Eng.  
Deputy City Manager, Planning & Economic Development  
**Subject:** Housekeeping Amendment to Secondary Plans  
**Public Participation Meeting Date:** January 31, 2022

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to housekeeping amendments to approved Secondary Plans:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on February 15, 2022 to **AMEND** the McCormick Area Secondary Plan, to **DELETE** references to the 1989 Official Plan and to **ADD** references to The London Plan;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on February 15, 2022 to **AMEND** the Old Victoria Hospital Lands Secondary Plan, to **DELETE** references to the 1989 Official Plan and to **ADD** references to The London Plan;
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on February 15, 2022 to **AMEND** the Riverbend South Secondary Plan, to **DELETE** references to the 1989 Official Plan and to **ADD** references to The London Plan;
- (d) the proposed by-law attached hereto as Appendix "D" **BE INTRODUCED** at the Municipal Council meeting on February 15, 2022 to **AMEND** the Old East Village Dundas Street Corridor Secondary Plan, to **DELETE** references to the 1989 Official Plan and to **ADD** references to The London Plan;
- (e) the proposed by-law attached hereto as Appendix "E" **BE INTRODUCED** at the Municipal Council meeting on February 15, 2022 to **AMEND** the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan, to **DELETE** references to the 1989 Official Plan and to **ADD** references to The London Plan; and
- (f) the Civic Administration **BE DIRECTED** to report back at a future meeting of the Planning and Environment Committee with an in-depth review of the Southwest Area Secondary Plan to consider the potential for broader changes.

**IT BEING NOTED THAT** changes to the London Psychiatric Hospital Secondary Plan will be addressed through another Official Plan and Zoning By-law amendment (OZ-9328).

## Executive Summary

### Summary of Request

The recommended amendment to Council-approved Secondary Plans is of a housekeeping nature. The amendment will remove references to the 1989 Official Plan and add references to The London Plan. The amendment also includes changes to correct errors and omissions, such as typographical, grammatical and formatting errors.

### Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to update Secondary Plans to

reflect the transition from the 1989 Official Plan to The London Plan. The recommended action will assist in the interpretation and implementation of the Secondary Plans in conjunction with The London Plan and to improve clarity and consistency of policies and maps in the Plans.

## **Linkage to the Corporate Strategic Plan**

The Secondary Plans support the Strategic Plan and contribute to the following strategic areas of focus through multiple principles identified in the Secondary Plans:

- **Strengthening Our Community**
  - Increase affordable and quality housing options.
  - Improve the health and well-being of Londoners.
  - Increase the number of meaningful opportunities for residents to be connected in their neighbourhood and community.
  - Ensure that new development fits within and enhances its surrounding community.
  - Continue to conserve London's heritage properties and archaeological resources.
- **Building A Sustainable City**
  - Build infrastructure to support future development and protect the environment.
  - Direct growth and intensification to strategic locations.
  - Increase access to transportation options.
  - Improve the quality of pedestrian environments to support healthy and active lifestyles.
- **Growing Our Economy**
  - Increase public and private investment in strategic locations.
  - Increase access to supports for entrepreneurs and small businesses, and community economic development.

## **Analysis**

### **1.0 Background Information**

Secondary plans form part of an official plan and provide more specific or alternate policy direction than the general official plan policies for a specific area. they allow for a coordinated planning approach for the secondary planning area and the opportunity to provide more detailed policy guidance for the area that goes beyond the general policies of the official plan.

Seven Council-approved Secondary Plans form part of both the 1989 Official Plan and The London Plan and include:

- London Psychiatric Hospital Secondary Plan;
- McCormick Area Secondary Plan;
- Old Victoria Hospital Lands Secondary Plan;
- Riverbend South Secondary Plan;
- Southwest Area Secondary Plan;
- Old East Village Dundas Street Corridor Secondary Plan; and
- Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan.

Most of these Secondary Plans were adopted prior to the approval of The London Plan, and as a result include references to the 1989 Official Plan. The London Plan was adopted by City Council on June 23, 2016 and approved by the Province on December 28, 2016. The majority of London Plan policies was appealed to the Local Planning Appeal Tribunal (LPAT), however, the most recent decision made by the LPAT on April 15, 2021, brought 97% of London Plan policies into force and effect. Those not in force

include High Density Residential Overlay from the 1989 Official Plan, bonusing policies, certain permitted heights, and site-specific appeals.

Minor errors throughout those Secondary Plans have also been identified, including typographical, grammatical, formatting and mapping errors. Further, where inconsistencies of policy terms and formatting between the Secondary Plans have been identified, they are addressed through the housekeeping amendment.

It should be noted that there is an ongoing review of the London Psychiatric Hospital Secondary Plan that will include similar housekeeping amendments. As a result, that Secondary Plan has not been considered in the attached amendments and is not addressed in this report.

### **1.1 Draft Changes**

On October 18, 2021, an information report with draft housekeeping changes to the Secondary Plans was presented to the Planning and Environment Committee which recommended the changes be circulated for public input. Council adopted the recommendations on October 26, 2021.

The draft changes include:

- Removal of references to the 1989 Official Plan policies, land use designations, road classifications, and map schedules;
- Addition of references to the London Plan policies, place types, street classifications, and maps;
- Correction of errors, omissions and inconsistencies;
- Update of formatting approach; and
- Other housekeeping changes to keep the Secondary Plans up to date.

Following the Council adoption, the information report was circulated to stakeholders and community associations that are active in the areas of the Secondary Plans. Three comments were received since the circulation of the report, two of which from stakeholders indicate that there is no issue or comment on the changes. Further information of the public engagement is found in Appendix F of this report.

Feedback received were considered to revise the changes that should be forwarded for Council's consideration. Comments were with respect to consistency in terms of formatting and wording.

## **2.0 Recommended Housekeeping Changes**

The recommended changes remain very similar to the draft changes presented at the October 18, 2021 Planning and Environment Committee meeting, with only minor changes required in response to feedback. The revised changes are attached in Appendix G to this report. Section 2.5 describes the minor changes based on the feedback.

### **2.1 Removal of 1989 Official Plan references**

The Secondary Plans constitute Section 20 of the 1989 Official Plan. For example, policies and schedules of the Southwest Area Secondary Plan constitute Section 20.5, and the policies are numbered according to the Section. The London Plan identifies that Secondary Plans form part of the London Plan but does not provide a policy numbering system. The policy numbering system (S. 20.X), which is based on the 1989 Official Plan, should be replaced with a new numbering system. In addition to references to Section 20, the Secondary Plans include references to 1989 Official Plan policy sections and numbers. These references are recommended to be removed and replaced with applicable London Plan policy chapters or numbers to ease the transition to the London Plan.

The Secondary Plans also include references to land use designations and road classifications based on 1989 Official Plan. The 1989 Official Plan term “land use designation” has been replaced with “Place Type” in the London Plan, while the London Plan includes its street classifications different from streets classified in the 1989 Official Plan. Removal of these references will bring these Secondary Plans into better alignment with the London Plan.

The Secondary Plans include references to 1989 Official Plan map schedules to indicate which map illustrates which land uses, natural features or street, while a few have a chapter containing extracts of 1989 Official Plan policies and/or map schedules which are to be read in conjunction with the Official Plan. The references and extracts should be removed to transition to London Plan maps although several London Plan maps remain partially under appeal. While certain parcels on Map 1 – Place Types and Map 5 – Natural Heritage are appealed, Map 3 – Street Classifications is fully in force. Removal of the extracts will assist in using and reading these Secondary Plans in conjunction with The London Plan.

## **2.2 Correction of errors, omissions and inconsistencies**

This amendment will address typological, grammatical, punctuation, and formatting errors throughout the Secondary Plans to improve clarity and consistency of policies.

## **2.3 Consistency of formatting approach**

The formatting of the Secondary Plans is inconsistent with each other as a result of when each Secondary Plan was approved, and should be updated to match the current Secondary Plan template which has been used in more recent secondary plans (e.g. the Old East Village Dundas Street Corridor Secondary Plan).

This amendment includes updates of the table of contents and the multilevel list of policies throughout each of the Secondary Plans for better consistency of formatting and easier reference to policies. In the list, the first level uses Roman numerals (i, ii, iii, ...), the second level uses lower-case letters (a, b, c, ...), the third level uses numbers (1, 2, 3, ...), and the fourth level uses bullets (•). The further level uses sub-bullets (-), if necessary.

## **2.4 Other housekeeping changes**

This amendment includes removal of references to old names of provincial ministries throughout the Secondary Plans. While the Plans generally refer to the Ministry of the Environment and Climate Change, the Ministry’s name was changed to the Ministry of the Environment, Conservation and Parks on June 29, 2018. In addition, the Ministry of Natural Resources and Forestry merged with the Ministry of Northern Development and Mines to form the Ministry of Northern Development, Mines, Natural Resources and Forestry in June 2021. The purpose of the changes is to keep the Plans up to date and refine wording.

## **3.0 Future Review and Amendments related to the Southwest Area Secondary Plan (SWAP)**

The nature of this housekeeping amendment is to update official plan references and ensure consistencies between the London Plan and the Secondary Plans. It is not intended to significantly change the permitted use, intensity, or form of development. However, it has been noted that the Southwest Area Secondary Plan was prepared prior to the London Plan and incorporates some of the ideas and planning approach that would become key principles in the London Plan but not all.

Staff conducted a preliminary analysis of the SWAP to identify how consistent the SWAP policies are with the London Plan. It was found in some instances the policies of the SWAP conflict with the policy direction and approach of The London Plan. As a result, a more in-depth review of the SWAP is warranted to consider broader changes. The review will evaluate the SWAP’s suitability for the area and appropriateness of London Plan policies to be applied to the area.



In response to the review, possible changes include updating the SWAP to align with the London Plan approach, or repealing the SWAP and adding new special policy areas to the London Plan. It will require its own separate review and amendment process and is not of a housekeeping nature.

Because these possible amendments are not of a housekeeping nature they are not addressed in detail in this report. SWAP policies will be further reviewed, and changes will be considered upon Council's direction.

## **Conclusion**

The recommended housekeeping amendment will facilitate the transition to the new official plan, the London Plan, and assist in the interpretation and implementation of the Secondary Plans in conjunction with the London Plan. In addition, this amendment will refine wording, formatting and mapping throughout the Secondary Plans thereby improving clarity and consistency of policies.

Upon Council's direction, a subsequent report with an in-depth analysis and recommendations with respect to the Southwest Area Secondary Plan will be brought forward to a future Planning and Environment Committee meeting.

**Prepared by:** Joanne Lee  
Planner I, Long Range Planning and Research

**Reviewed by:** Justin Adema, MCIP, RPP  
Manager, Long Range Planning and Research

**Recommended by:** Gregg Barret, AICP  
Director, Planning and Development

**Submitted by:** George Kotsifas, P. Eng.  
Deputy City Manager, Planning and Economic  
Development

## Appendix A – By-law to McCormick Area Secondary Plan

Bill No. (number to be inserted by Clerk's Office)  
2022

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

A by-law to amend The London Plan for the City of London, 2016 relating to the McCormick Area Secondary Plan.

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

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

PASSED in Open Council on February 15, 2022.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – February 15, 2022  
Second Reading – February 15, 2022  
Third Reading – February 15, 2022

**AMENDMENT NO.  
to the  
THE LONDON PLAN FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is:

1. To delete references to 1989 Official Plan policy sections and numbers, land use designations, road classifications, and map schedules throughout the McCormick Area Secondary Plan.
2. To add references to The London Plan policy chapters and numbers, place types, street classifications, and maps throughout the McCormick Area Secondary Plan.
3. To correct errors and omissions identified throughout the McCormick Area Secondary Plan.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands bounded by the Canadian Pacific Railway to the north, Quebec Street and Burbrook Place to the west, Dundas Street to the south and Ashland Avenue and McCormick Boulevard to the east.

**C. BASIS OF THE AMENDMENT**

This housekeeping amendment will facilitate the transition to The London Plan and refine wording, formatting and mapping in the McCormick Area Secondary Plan.

**D. THE AMENDMENT**

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

1. The McCormick Area Secondary Plan for the City of London is amended by renumbering all Sections (20.8.X.X) in the Table of Contents and headings throughout the Secondary Plan to appropriate numbers, as follows:

**1.0 Introduction**

- 1.1 Location
- 1.2 Purpose, Use and Interpretation
- 1.3 Vision
- 1.4 Principles

**2.0 Community Structure**

- 2.1 Community Structure Plan
- 2.2 Connectivity
- 2.3 Neighbourhood Integration
- 2.4 Dundas Street Mainstreet
- 2.5 Established Business
- 2.6 Cultural Heritage Conservation

**3.0 General Policies**

- 3.1 Mobility and Public Realm
- 3.2 Cultural Heritage
- 3.3 Green Development
- 3.4 Species at Risk
- 3.5 Brownfield Remediation
- 3.6 Compatibility with Sensitive Uses
- 3.7 Affordable Housing

### 3.8 Bonusing Policies

#### **4.0 Character Area Land Use Designations**

- 4.1 Introduction
- 4.2 All Designations
- 4.3 Industrial-Commercial Designation
- 4.4 Transit-Oriented Designation
- 4.5 Mixed-Use Designation
- 4.6 Mid-Rise Residential Designation
- 4.7 Low-Rise Residential Designation
- 4.8 Community Parkland Designation
- 4.9 Special Policies

#### **5.0 Implementation**

- 5.1 Implementation of the Plan
- 5.2 Interpretation
- 5.3 Municipal Works
- 5.4 Official Plan (*The London Plan*)
- 5.5 Zoning By-law
- 5.6 Plans of Subdivision, Plan of Condominium and Consents to Sever
- 5.7 Site Plan Approval
- 5.8 Guideline Documents
- 5.9 Street Creation
- 5.10 Required Studies

2. The McCormick Area Secondary Plan for the City of London is amended by organizing a multilevel list, where the first level uses Roman numerals (i, ii, iii, ...), the second level uses lower-case letters (a, b, c, ...), the third level uses numbers (1, 2, 3, ...), and the fourth level uses bullets (•); and renumbering the existing bullets (•) to numbers (1, 2, 3, ...) with the exception of the bullets in Section 20.8.3.4.

3. Section 20.8.1.2 of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

##### **1.2 Purpose, Use and interpretation**

The purpose of the McCormick Area Secondary Plan is to establish a more specific land use policy framework to guide the evolution of the former McCormick's Factory and adjacent lands, into a vibrant mixed-use neighbourhood which permits specified new uses within the industrial heritage, creates open space linkages, integrates with the surrounding neighbourhood and supports emerging businesses. This Secondary Plan provides a greater level of detail than the general policies in *The London Plan*, the City of London Official Plan, and is guided by the policies of the Provincial Policy Statement.

This Secondary Plan shall be used for the review of planning and development applications. This Secondary Plan is further intended to be used in conjunction with other policies of *The London Plan*. In particular, any amendments made to the Specific Policies for an applicable Place Type of *The London Plan* should be read in conjunction with this Secondary Plan. In instances where the overall London Plan and Secondary Plan are inconsistent, with the exception of the Specific Policies of *The London Plan*, the Secondary Plan shall prevail.

The text and schedules of the McCormick Area Secondary Plan will be included in the Secondary Plans part of *The London Plan*. The schedules form part of this Secondary Plan and have policy status whereas other figures and photographs included in this Secondary Plan are provided for graphic reference, illustration, and information.

4. Section 20.8.1.4 i) through vi) of the McCormick Area Secondary Plan for the City of London is amended by adding the words "to achieve this principle are" between the word "Objectives" and the colon (:) in the sub-heading.

5. Section 20.8.2.3 of the McCormick Area Secondary Plan for the City of London is amended by adding a hyphen at the end of the word “one” and between the words “two” and “storey”.

6. Section 20.8.2.6 of the McCormick Area Secondary Plan for the City of London is amended by deleting the third paragraph through the sixth paragraph in its entirety and replacing them with the following:

**i) London’s Inventory of Heritage Resources**

The property below, located within the McCormick Area Secondary Plan area, is listed to London’s Inventory of Heritage Resources:

a) 1020 Elias Street (former Bell Telephone Building), Listed, Priority 1.

**ii) Potential Cultural Heritage Value or Interest**

The properties below, located within the McCormick Area Secondary Plan area, are properties under consideration for identification of potential cultural heritage value or interest:

a) 1108 Dundas Street (former The Empire Manufacturing Co. Brass Foundry);

b) 1120 Dundas Street (former Supertest Petroleum Co. Service Station);

c) 1140 Dundas Street (former Coca-Cola bottling plant);

d) 1152 Dundas Street (former Ruggles Truck Manufacturing);

e) 445 Nightingale Avenue (former Reid Bros. & Co. Paper Box Manufacturing);

f) 465 Nightingale Avenue;

g) 471 Nightingale Avenue (former Hunt Brothers Flour Mill);

h) 501 Nightingale Avenue (former Taylor Electric);

i) 568 Glasgow Street (former Clatworthy Lumber);

j) 982 Princess Avenue/1005 Elias Street (former Orange Crush Ltd.);

k) 990 Princess Street (former Perry Sales Co.);

l) 560 Quebec Street (former Dominion Stores Bakery); and,

m) 580 Quebec Street (former Supertest Petroleum warehouse).

7. Sections 20.8.3.1 of the McCormick Area Secondary Plan for the City of London is amended by deleting the first paragraph in its entirety and replacing it with the following:

The transportation network within the McCormick Area Secondary Plan area consists of Rapid Transit Boulevards, Neighbourhood Connectors, and Neighbourhood Streets, as established in *The London Plan*. The transportation network in this Secondary Plan also includes Future Streets and Future Publicly Accessible Connections, illustrated in Schedule 3.

8. Section 20.8.3.1 i) of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**i) Street Typologies**

Four street typologies exist within this Secondary Plan – Rapid Transit Boulevards, Neighbourhood Connectors, Neighbourhood Streets, and a Green Link overlay. The following policies establish the general design intent of these typologies. Variations may be considered by the City of London based on circumstances such as topography, proposed abutting land use(s), and opportunities to implement other objectives from the Transportation Master Plan, the Rapid Transit Environmental Assessment, and the Bicycle Master Plan.

**a) Rapid Transit Boulevards**

Rapid Transit Boulevards are high-capacity roads, in many cases accommodating both vehicles and transit, which serve the city as a whole and act as major north-south and east-west connections. Depending on the location of transit services, Rapid Transit Boulevards may also serve as Rapid Transit Corridors, as is the case in this Secondary Plan. A balance must be achieved between their transportation function, including accommodation for transit and access to adjacent land uses, and to act as socially vibrant public space.

The design of the rights-of-way associated with Rapid Transit Corridors should

provide for a streetscape and sidewalk environment designed for pedestrians, with features that may include wide sidewalks, street trees and feature plantings, decorative paving, lighting and signage. Bicycle routes shall be appropriately placed to avoid conflict between on-street parking and the intended character of the public right-of-way.

**b) Neighbourhood Connectors**

Neighbourhood Connectors include Quebec Street, Elias Street, and Nightingale Avenue. Quebec Street serves moderate volumes of inter-neighbourhood traffic at moderate speeds, while Elias Street and Nightingale Avenue serve light volumes of traffic for short distances at light speeds. These roads may require a higher level of pedestrian amenity than Neighbourhood Streets through the extended use of tree and feature planting, paving, lighting and signage design. Their design should complement the planned adjacent land uses with features such as on-street parking, benches and wider sidewalks provided adjacent to commercial and mixed-use properties.

**c) Neighbourhood Streets**

Neighbourhood Streets provide access to individual properties and connect neighbourhood destinations. These streets play a dual role as neighbourhood socialization spaces and low-volume transportation corridors. The design requirements, while less substantial than for Rapid Transit Boulevards and Neighbourhood Connectors, must support the dual role of Neighbourhood Streets. The majority of proposed Future Streets within the McCormick Area Secondary Plan area belong to the Neighbourhood Streets typology. On-street parking may be provided along all Neighbourhood Streets.

**d) Green Link (overlay)**

The Green Link overlay identifies streets and public pathways that are crucial to connecting the Secondary Plan area and the surrounding neighbourhoods to the established open space system. Streets with the Green Link overlay should prioritize active transportation modes and are ideal locations for bike lanes. Public pathways should prioritize active transportation modes, including cyclists and pedestrians, and are ideal locations for multi-use trails.

9. Section 20.8.3.1 ii) b), c), f) and g) of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- b) Future Neighbourhood Streets will be designed to support pedestrian-oriented development patterns, with strong connections to transit services located on Dundas Street and Quebec Street.
- c) Future Neighbourhood Streets should help to create short neighbourhood blocks, which make walking easy and efficient and allow for variation in routes.
- f) At the subdivision and/or site plan application stage, consideration shall be given to the provision for the conveyance and construction of Future Neighbourhood Streets and/or Future Publicly Accessible Connections illustrated on Schedule 3.
- g) Variations in routes of the Future Neighbourhood Streets illustrated in Schedule 3 may be considered through future studies identifying constraints due to circumstances such as topography, proposed abutting land use(s), and opportunities to implement other objectives from the Transportation Master Plan, the Rapid Transit Environmental Assessment, and the Bicycle Master Plan

10. Section 20.8.3.5 of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**3.4 Species at Risk**

The Chimney Swift (*Chaetura pelagica*), listed as a threatened species in Ontario, receives protection under the Endangered Species Act, 2007 for individual members of the species and their habitat. Chimney Swifts are known to exist in the McCormick Area Secondary Plan area, with a potential for nesting and/or roosting in chimneys and other man-made features within the area. Consultation with the Ontario Ministry of Northern Development, Mines, Natural Resources and Forestry must occur prior

to any activity, such as building demolitions that may impact potential Chimney Swift habitat including man-made nests/ roosts and natural nest/root cavities within the McCormick Area Secondary Plan area.

11. Section 20.8.3.6 of the McCormick Area Secondary Plan for the City of London is amended by deleting “2014” in the first paragraph.

12. Section 20.8.3.7 a) of the McCormick Area Secondary Plan for the City of London is deleted and replaced with the following:

- i) Proponents of new developments may be required to undertake studies to ensure that the following applicable guidelines and regulations are being met:
  - a) Ontario Ministry of the Environment, Conservation and Parks *Guideline D-6: Compatibility between Industrial Facilities and Sensitive Land Uses*;
  - b) Ontario Ministry of the Environment, Conservation and Parks *Environmental Noise Guideline NPC-300: Stationary and Transportation Sources – Approval and Planning*;
  - c) Ontario Regulation 419/05 Air Pollution – Local Air Quality;
  - d) Ontario Ministry of the Environment, Conservation and Parks *Primary Noise Screening Method Guide*;
  - e) Federation of Canadian Municipalities and the Railway Association of Canada – Guidelines for New Development in Proximity to Railway Operations; and,
  - f) City of London Sound By-law PW-12.

13. Section 20.8.3.9 d) of the McCormick Area Secondary Plan for the City of London is amended by deleting the first paragraph and the seventh and final bullets and replacing them with the following, respectively:

- iv) Notwithstanding the Bonus Zoning policies in Our Tools part of *The London Plan*, increases in height and/or density may be offered only for developments which incorporate one or more of the facilities, services, and matters specified below:
  - g) Developments integrating green technology cited in Section 3.3;
  - j) Public Art incorporating distinct elements of the area’s industrial heritage, and complying with the City of London’s Public Art/Monument Policy (2009).

14. Section 20.8.4.2 i) of the McCormick Area Secondary Plan for the City of London is amended by deleting the first paragraph in its entirety and replacing it with the following:

The following structures and facilities associated with public services and utilities may be permitted in all areas of the City outside of the flood plain or environmentally significant areas, as shown on Map 6 – Hazards and Natural Resources of *The London Plan*:

15. Section 20.8.4.3 i) of the McCormick Area Secondary Plan for the City of London is amended by deleting the words “Gleeson Avenue” and replacing them with the words “Gleeson Street”.

16. Section 20.8.4.3 iii) of the McCormick Area Secondary Plan for the City of London is amended by deleting the first paragraph in its entirety and replacing it with the following:

Permitted uses in the Industrial-Commercial Designation may include small-scale light industrial uses that involve assembling, fabricating, manufacturing, processing and/or repair activities that are located within enclosed buildings and which will not create a significant impact on surrounding residential uses and will conform to the Ontario Ministry of the Environment, Conservation and Parks *Guideline D-6* and other applicable provincial and municipal guidelines and regulations. Office and commercial uses in association with industrial uses are permitted.

17. Sections 20.8.4.3 iii) and 20.8.4.5 iii) of the McCormick Area Secondary Plan for the City of London are amended by adding a new heading “i) Outdoor Patios” before the existing paragraph starting with the words “Outdoor patios in association with...”.

18. Section 20.8.4.3 vi) of the McCormick Area Secondary Plan for the City of London is

deleted in its entirety and replaced with the following:

**vi) Applications To Expand, Add or Modify**

Applications to expand the Industrial-Commercial Designation will be evaluated using the policies of this Secondary Plan and *The London Plan*. It is not intended that this designation will be applied further south than shown on Schedule 4 within the internal portions of the community to reduce potential compatibility issues with sensitive land uses.

19. Section 20.8.4.4 iv) e) of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- e) The properties fronting onto Dundas Street shall be designed to accommodate at-grade uses.

20. Section 20.8.4.4 vi) of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**vi) Applications To Expand, Add or Modify**

Applications to expand the Transit-Oriented Designation will be evaluated using the policies of this Secondary Plan and *The London Plan*. It is not intended that this designation will be applied further north than shown on Schedule 4 within the internal portions of the community. Any expansions or additions to this designation shall front onto Dundas Street.

21. Section 20.8.4.5 vi) of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**vi) Applications To Expand, Add or Modify**

Applications to expand the Mixed-Use Designation will be evaluated using the policies of this Secondary Plan and *The London Plan*.

22. Sections 20.8.4.6 ii) – Permitted Uses and 20.8.4.7 ii) – Permitted Uses of the McCormick Area Secondary Plan for the City of London are amended by renumbering “ii)” in their headings to “iii)”.

23. Section 20.8.4.9 i) of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**i) 1111 Elias Street**

In the Light Industrial Place Type 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 2,130 m<sup>2</sup> (22,927 sq.ft.) of non-industrial office use in association with no less than 560 m<sup>2</sup> (6,000 sq.ft.) of warehouse use.

24. Section 20.8.5.1 a) of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- i) This Secondary Plan shall be implemented in accordance with the provisions of the *Planning Act*, the Provincial Policy Statement, other applicable Provincial legislation, the provisions of *The London Plan* and this Secondary Plan.

25. Section 20.8.5.2 of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**5.2 Interpretation**

The following policies are intended to provide guidance in the interpretation and understanding of the policies, objectives, and schedules of this Secondary Plan.

The objectives and policies contained in the McCormick Area Secondary Plan are intended to implement this Secondary Plan, as described in Section 1.0. It is intended that the interpretation of these policies should allow for a limited degree of flexibility according to the following provisions.



- i) The boundaries between land use designations as shown on Schedule 4 are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). The exact determination of boundaries that do not coincide with physical features will be the responsibility of Council. Council may permit minor departures from such boundaries if it is of the opinion that the general intent of this Secondary Plan is maintained and that the departure is advisable and reasonable. Where boundaries between land use designations do coincide with physical features, any departure from the boundary will require an amendment to *The London Plan*.
- ii) Minor variations from numerical requirements in this Secondary Plan may be permitted by Council without an amendment to *The London Plan*, provided that the general intent and objectives of this Secondary Plan and *The London Plan* are maintained.
- iii) Where lists or examples of permitted uses are provided in the policies related to specific land use designations, they are intended to indicate the possible range and types of uses to be considered. Specific uses which are not listed in this Secondary Plan, but which are considered by Council to be similar in nature to the listed uses and to conform to the general intent and objectives of the applicable land use designation, may be recognized as permitted uses in the Zoning By-law.

Schedule 3 shows the Street Hierarchy Plan. This Secondary Plan establishes a road pattern that represents the foundation for the community and establishes the framework for the layout of land uses. This Secondary Plan identifies the alignment of roads, and recognizing that these roads may need to be slightly shifted to address constraints and opportunities identified through future subdivision process, minor changes in these road alignments can be made without amendment to this Secondary Plan. Substantive changes to any road alignments will require an amendment to *The London Plan* and shall only be permitted where they are consistent with the underlying principles of the Community Structure Plan and the Street Hierarchy Plan.

26. Section 20.8.5.4 of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**5.4 Official Plan (*The London Plan*)**

- i) Any amendment to the text or Schedules of this Secondary Plan represents an amendment to *The London Plan*. Furthermore, amendments to the Schedules of this Secondary Plan may require amendments to the associated maps of *The London Plan*.
- ii) Any applications to amend this Secondary Plan shall be subject to all the applicable policies of this Secondary Plan, as well as all the applicable policies of *The London Plan*.

27. Section 20.8.5.5 b), c) and e) of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- ii) Any applications for amendment to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.
- iii) The lands within the area of this Secondary Plan may be zoned with an 'h' holding symbol in accordance with *The London Plan*.
- v) No development shall occur on any lands within the area zoned with an 'h' holding symbol until the 'h' holding symbol has been removed by an amendment to the Zoning By-law.

28. Section 20.8.5.6 of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**5.6 Plans of Subdivision, Plans of Condominium, and Consents to Sever**

Any applications for subdivision, condominium, or consent to sever shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.

29. Section 20.8.5.7 of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**5.7 Site Plan Approval**

Any applications for Site Plan Approval shall be subject to the policies of the McCormick Area Secondary Plan and applicable policies of *The London Plan*.

30. Section 20.8.5.8 a) of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**5.8 Guideline Documents**

Guideline documents may be adopted by Council to provide greater detail and guidance for development and public realm elements of the McCormick Area Secondary Plan.

31. Section 20.8.5.10 I) of the McCormick Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

xii) Ontario Ministry of the Environment, Conservation and Parks Guideline D-6;

32. Schedule 3, Street Hierarchy, to the McCormick Area Secondary Plan for the City of London is amended by deleting the words “Arterial Roads/Future Rapid Transit Corridor” and replacing them with the words “Rapid Transit Boulevard”; deleting the words “Primary Collector” and “Secondary Collector” and replacing them with the words “Neighbourhood Connector”; deleting the words “Local Street” and replacing them with “Neighbourhood Street”; and aligning the streets with The London Plan streets, as indicated on “Schedule 1” attached hereto.

# Schedule 1



- |                         |                      |                                       |
|-------------------------|----------------------|---------------------------------------|
| Rapid Transit Boulevard | Neighbourhood Street | Future Neighbourhood Street           |
| Civic Boulevard         | Green Link           | Future Publicly Accessible Connection |
| Neighbourhood Connector | Rail Corridor        | Potential Rapid Transit Station       |

\* Street typologies are listed in hierarchical order

## Schedule 3: Street Hierarchy

## Appendix B – By-law to Old Victoria Hospital Lands Secondary Plan

Bill No. (number to be inserted by Clerk's Office)  
2022

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

A by-law to amend The London Plan for the City of London, 2016 relating to the Old Victoria Hospital Lands Secondary Plan.

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

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

PASSED in Open Council on February 15, 2022.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – February 15, 2022  
Second Reading – February 15, 2022  
Third Reading – February 15, 2022

**AMENDMENT NO.  
to the  
THE LONDON PLAN FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is:

1. To delete references to 1989 Official Plan policy sections and numbers, land use designations, road classifications, and map schedules throughout the Old Victoria Hospital Lands Secondary Plan.
2. To add references to The London Plan policy chapters and numbers, place types, street classifications, and maps throughout the Old Victoria Hospital Lands Secondary Plan.
3. To correct errors and omissions identified throughout the Old Victoria Hospital Lands Secondary Plan.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands bounded by the north sides of the Hill Street and South Street to the north, the west sides of the Wellington Street and Waterloo Street to west, Thames River to the south, and the Canadian National Railway to the east.

**C. BASIS OF THE AMENDMENT**

This housekeeping amendment will facilitate the transition to The London Plan and refine wording, formatting and mapping in the Old Victoria Hospital Lands Secondary Plan.

**D. THE AMENDMENT**

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

1. The Old Victoria Hospital Lands Secondary Plan for the City of London is amended by renumbering all Sections (20.6.X.X) in the Table of Contents and headings throughout the Secondary Plan to appropriate numbers, as follows:

**1.0 Introduction**

- 1.1 Location
- 1.2 Purpose, Use and Interpretation
- 1.3 The Vision, Principles and Objectives

**2.0 Community Structure**

- 2.1 Introduction
- 2.2 Cultural Heritage Landmarks
- 2.3 South Street Promenade
- 2.4 “The Four Corners” and Colborne/South Streets
- 2.5 Riverfront Promenade
- 2.6 Views and Vistas, Pedestrian Connections and Potential Pedestrian Linkages

**3.0 General Policies**

- 3.1 Plan Goal
- 3.2 General Policies for Development
- 3.3 Bonusing Policies (deleted)
- 3.4 Public Art
- 3.5 Services and Utilities
- 3.6 Transportation
- 3.7 Housing Policies

## **4.0 Character Area Land Use Designations**

4.1 The Four Corners

4.2 Transit-Oriented Mainstreet Corridor

4.3 Residential Areas

4.3.1 Residential Policy Area 1 – Low-Rise Residential

4.3.2 Residential Policy Area 2 – Mid-Rise Residential

4.3.3 Residential Policy Area 3 – High-Rise Residential

4.4 Open Space

4.4.1 Open Space Policy Area 1 – Natural Heritage Lands

4.4.2 Open Space Policy Area 2 – Park Lands

## **5.0 Implementation**

5.1 Implementation of the Secondary Plan

5.2 Interpretation

5.3 Official Plan Amendments

5.4 Zoning

5.5 Plans of Subdivision/Plans of Condominium/Consents to Sever

5.6 Site Plan Approval

5.7 Required Studies

5.8 Guideline Documents

5.9 Development Phasing and Financing

5.10 Municipal Works

5.11 Land Dedication and Acquisition

5.12 Public Sector Agreement to Comply

## **6.0 Schedules**

Schedule 1: Community Structure Plan

Schedule 2: Character Area Land Use Designation Plan

2. The Old Victoria Hospital Lands Secondary Plan is amended by reorganizing a multilevel list, where the first level uses Roman numerals (i, ii, iii, ...), the second level uses lower-case letters (a, b, c, ...), the third level uses numbers (1, 2, 3, ...), and the fourth level uses bullets (•); and renumbering the existing bullets (•) are renumbered to numbers (1, 2, 3, ...) with the exception of the bullets in Section 20.6.1.3.

3. Section 20.6.1 of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by deleting the section heading “20.6.1 Introduction”.

4. Section 20.6.1.1 of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by adding “s” at the end of the words “Colborne Street” in the first paragraph; and adding the word “Lands” after the word “Hospital” in the second paragraph.

5. Section 20.6.1.2 of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

### **1.2 Purpose, Use and Interpretation**

The purpose of this Secondary Plan is to establish a more specific land use policy framework to guide the evolution of the former Old Victoria Hospital property, and adjacent lands, into a vibrant residential community which incorporates elements of sustainability, cultural and natural heritage, mixed-use development, walkability and high-quality urban design. This Secondary Plan provides a greater level of detail than the general policies of *The London Plan*, the City of London Official Plan, and is guided by the policies of the Provincial Policy Statement.

This Secondary Plan shall be used for the review of planning and development applications and constitutes London Plan policy. The Secondary Plan is further intended to be used in conjunction with other policies of *The London Plan*. In instances where the overall London Plan and Secondary Plan are inconsistent, the Secondary Plan shall prevail. The text and Schedules of the Old Victoria Hospital Lands Secondary Plan constitutes part of *The London Plan*. The Schedules form part



of the Secondary Plan and have policy status whereas other maps, graphs, tables and illustrations and photographs in this Secondary Plan are provided for graphic reference, illustration and information.

6. Section 20.6.1.3 of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by deleting the first paragraph in its entirety and replacing it with the following:

The Old Victoria Hospital Lands Secondary Plan is based on achieving the vision and principles of the *Roadmap SoHo* CIP. That vision is quoted in Section 1.0 of this Secondary Plan. The CIP is based on achieving urban regeneration through sustainable, efficient, cost-effective development and land use patterns, the conservation of natural and cultural heritage features, and the protection of public health and safety. The Secondary Plan is also to achieve the goals and objectives of *The London Plan*.

7. Section 20.6.1.3 i) through viii) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by adding the words “to achieve this principle are” between “Objectives” and the colon in the sub-heading.

8. Section 20.6.1.3 i) a) and vi) e) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by adding a hyphen between the word “mixed” and the word “use”.

9. Section 20.6.2.5 c) of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

iii) Ensure that the planning and design of adjacent private development is considered in the context of achieving the animated, activated and pedestrian-oriented amenity that is envisioned for the Riverfront Promenade;

10. Sections 20.6.3.4 – Services and Utilities, 20.6.3.5 – Transportation, and 20.6.3.6 – Housing Policies of the Old Victoria Hospital Lands Secondary Plan are amended by renumbering “20.6.3.4”, “20.6.3.5”, and “20.6.3.6” in the heading to “3.5”, “3.6”, and “3.7” respectively.

11. Section 20.6.3.4 ii) – Stormwater Management of the Old Victoria Hospital Lands Secondary Plan is deleted in its entirety and replaced with the following:

**ii) Stormwater Management**

a) In considering options for stormwater management, the following principles will apply:

1. Stormwater will be considered as a resource, not a waste product.
2. Stormwater management facilities or mitigation measures will be designed to provide the required stormwater quality and quantity controls, to ensure environmental and ecological integrity and to ensure functionalities are preserved and maintained.
3. Moreover, they will be designed to provide a net benefit to the environment in accordance with provincial and federal Acts.
4. Low Impact Development (LID) principles and practices will be promoted, including the use of rain gardens, green roof systems, rain barrels and permeable paving.
5. While stormwater management facilities will be designed to fulfill their functional purpose, their design shall contribute to the aesthetic components of the greenlands system and not negatively impact on natural heritage features or cultural heritage landscapes at any time in the land development process.

b) In accordance with established policies, stormwater management drainage system will be designed to the satisfaction of the City and all applicable approval agencies having jurisdiction. Where permitted, Permanent Private Systems (PPS) will provide the water quality and, in some cases, quantity control for storm-drainage. Stormwater management servicing works for the subject lands will be

- required to be designed to the satisfaction of the City Engineer.
- c) The implementation of Stormwater Best Management Practices is encouraged by the City. The approval of these measures will be subject to the presence of adequate geotechnical conditions and land development within the Plan area, all to the satisfaction of the City Engineer.
  - d) Stormwater management shall be incorporated into all parking and other hard surface development.
  - e) A design of storm/drainage and stormwater management servicing works is required to be approved by the City, the Ministry of the Environment, Conservation and Parks, in consultation with the Conservation Authority and any other agency having jurisdiction, prior to site plan approval.
  - f) The stormwater quality and quantity control in relation to watercourses within the Secondary Plan Area shall be identified within the Stormwater Management and Environmental Strategy and shall be approved by the City and the Conservation Authority, in consultation with any agencies having jurisdiction.
  - g) A Stormwater Management Plan may include but not be limited to a conceptual stormwater management plan, an Environmental Assessment (EA), and a functional stormwater management plan, as determined by the City. Further, at the Site Plan Approval stage, any Stormwater Management Plans shall be in conformity with the City approved plan.

12. Section 20.6.3.5 iii) – Road Rights-of-Way Design of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by deleting the heading and first paragraph and replacing them with the following:

**iii) Rights-of-Way Design**

The design of South Street (illustrated in Figure 2), Colborne Street (illustrated in Figure 3), Waterloo Street, and Nelson Street will include:

13. Section 20.6.3.5 iv) d) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by deleting the first bullet in its entirety and replacing it with the following:

- 1. Continuous decorative paving from building face to the Upper Thames River Conservation Authority (UTRCA) regulation limit, between Waterloo Street and Colborne Street, including lay-by parking areas, pedestrian areas and vehicular areas;

14. Section 20.6.3.5 viii) c) of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- c) Existing on-street angled parking, located along Colborne Street, shall be converted to on-street lay-by parking, in order to increase the landscaped boulevard area, reduce the amount of paved roadway surfaces and to promote a pedestrian-scaled streetscape.

15. Section 20.6.3.6 ii) a) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by deleting the word “meet” in the first paragraph and replacing it with the word “meets”.

16. Section 20.6.4 of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by deleting the section heading “20.6.4 Character Area Land Use Designations”; and deleting clauses a) and b) and replacing them with the following:

- a) “The Four Corners” is to form the mixed-use “heart” of the SoHo community and is to be pedestrian oriented. This area will further serve as a gateway to the Thames Valley Corridor.
- b) The Transit-Oriented Mainstreet Corridor Area designation is applied to properties in this Plan that face Wellington Street. The Transit-Oriented Mainstreet Corridor is to support the transit functions along the Wellington Corridor with intense mixed-use development. The character in this area is to be pedestrian oriented.

17. Section 20.6.4.1 ii) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by deleting the word “right-of-ways” and replacing it with the word “rights-of-way” in the first paragraph.

18. Section 20.6.4.1 iii) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by adding a hyphen between the word “mixed” and the word “use” in the first line of the second paragraph; and deleting clause a) in its entirety and replacing it with the following:

- a) Small-scale office uses, including medical/dental offices;

19. Section 20.6.4.1 iv) g) and l) of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- g) Building setbacks will be based on defining a pedestrian-oriented streetscape, while allowing for the preservation of existing significant trees and the planting of new trees.
- l) All new buildings will orient their main public entrance to face the higher-order street. For corner lots, buildings will be oriented to provide a primary face on both street frontages. The massing, siting and scale of buildings located adjacent to, or along the edge of the Riverfront Promenade will orient their principal elevations/entrances to the Thames Valley Corridor and be designed to reinforce an animated and pedestrian-oriented public space. “Back-of-house” activities like garbage storage, utility boxes, etc. are specifically not permitted along the Thames Valley Corridor.

20. Section 20.6.4.1 v) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by deleting the word “north west” and replacing it with the word “northwest” in the first paragraph.

21. Section 20.6.4.2 i) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by adding the word “Lands” after the word “Hospital” in the first paragraph.

22. Section 20.6.4.2 iv) – Permitted Uses and v) – Built Form and Intensity of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by renumbering “iv)” and “v)” in the heading to “iii)” and “iv)”, respectively.

23. Section 20.6.4.2 v) g), j), n) and o) of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- g) Building setbacks will be based on defining a pedestrian-oriented streetscape, while allowing for the preservation of existing significant trees and the planting of new trees.
- j) Mid-rise and high-rise buildings will be composed of three sections: a base, a middle and a top. The base of high-rise buildings will consist of a 3- to 4-storey podium facades, the middle will be stepped back (3-5m) from the edge of the podium, and the top will be distinguished architecturally from the remainder of the building while incorporating all mechanical penthouses into a design that will enhance the city skyline.
- n) Buildings located adjacent to, or at the edge of parks and open spaces will be encouraged to provide opportunities to overlook into the open space through the use of at-grade or rooftop patios, porches, plazas, etc.
- o) The massing, siting and scale of buildings located adjacent to, or along the edge of the Riverfront Promenade will orient their principal elevations/entrances to the Thames Valley Corridor and be designed to reinforce an animated and pedestrian-oriented public space. “Back-of-house” activities like garbage storage, utility boxes, etc. are specifically not permitted along the Thames Valley Corridor.

24. Section 20.6.4.3 iii) h) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by adding a hyphen between the word “pedestrian” and the word

“oriented”.

25. Section 20.6.4.3.1 ii) of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

The permitted uses in the designation include single detached, semi-detached, duplex, and converted dwellings with the exception of cluster housing. Street townhouses, stacked townhouses, triplexes and fourplexes are encouraged where appropriate. Community facilities are also permitted in the Low-Rise Residential Policy Area.

26. Section 20.6.4.3.1 iii) i) of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- i) The following measures shall be undertaken to ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces:
  - 1. Public-oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public roads; and,
  - 2. Provision of a consistent level of landscaping design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage.

27. Section 20.6.4.3.2 iii) d) and m) of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- d) Mid-rise apartment buildings will be composed of three sections: a base, middle and a top. Each section shall be distinguished architecturally.
- m) To ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:
  - 1. Public-oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public roads;
  - 2. Provision of a consistent level of landscaping design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage; and,
  - 3. Avoiding the location of building ventilation systems in or adjacent to pedestrian areas.

28. Section 20.6.4.3.3 iii) b), d), e), i), and m) of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- b) Building heights in the High-Rise Residential Policy Area shall in no cases be less than seven storeys and shall generally not exceed 12 storeys. Building heights exceeding 12 storeys may be contemplated through a site-specific Zoning By-law amendment where it can be demonstrated that there is sufficient servicing capacity and amenity space to accommodate additional dwelling units and residents, and where site-specific guidelines are developed as a part of the Zoning By-law amendment that address the impact of the additional building height on the surrounding existing and future uses as envisioned by this Secondary Plan.
- d) High-rise buildings will be composed of three sections: a base, a middle and a top. The base of high-rise buildings will consist of a 3- to 4-storey podium, the middle will be set back (3-5m) from the edge of the podium, and the top will be distinguished architecturally from the remainder of the building while incorporating all mechanical penthouses into a design that will enhance the city skyline.
- e) The middle, or shaft, portion of tall buildings shall have a floor plate which reduces the massing of such tall buildings and provides for a slender tower.
- i) The massing, siting and scale of buildings located adjacent to, or along the edge of the Riverfront Promenade will orient their principal elevations/entrances to the Thames Valley Corridor and be designed to reinforce an animated and pedestrian-oriented public space. “Back-of-house” activities such as garbage storage, utilities boxes, etc. are specifically not permitted along the Thames Valley Corridor.
- m) Notwithstanding the provisions of this Secondary Plan, development blocks having substantial frontage onto the Riverfront Promenade, maybe permitted to

have a second access to parking provided:

1. The lot contains a comprehensively designed mixed-use development;
2. The principal access to the required service areas on the lot is from the exterior side yard;
3. The need for a second access to parking can be demonstrated to be necessary to facilitate the development pattern, but will not interfere with, or promote unsafe traffic and pedestrian movement; and,
4. The development pattern is otherwise consistent with the provisions of this Secondary Plan.

29. Section 20.6.4.4.2 i) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by adding “s” at the end of the words “Maitland Street” in the final paragraph.

30. Section 20.6.4.4.2 iv) of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**iv) Transportation**

The Urban Park features proposed between Waterloo and Colborne Streets shall be closely integrated with the ‘Shared Street’ right-of-way (Riverfront Promenade) proposed between Waterloo and Colborne Streets, south of South Street.

31. Section 20.6.5.1 i) of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- i) This Secondary Plan shall be implemented in accordance with the provisions of the *Planning Act*, the Provincial Policy Statement, other applicable Provincial legislation, the provisions of *The London Plan*, and this Secondary Plan.

32. Section 20.6.5.2 i) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by deleting the first paragraph and clause b) and replacing them with the following:

The objectives and policies contained in the *Old Victoria Hospital Lands Secondary Plan* are intended to assist in the achievement of the purposes of the Secondary Plan, as described in Section 1.0. It is intended that the interpretation of these policies should allow for a limited degree of flexibility according to the following provisions:

- b) Minor variations from numerical requirements in the Secondary Plan may be permitted by Council without an Official Plan amendment, provided that the general intent and objectives of the Secondary Plan and *The London Plan* are maintained.

33. Section 20.6.5.3 of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**5.3 Official Plan Amendments**

- i) Any amendment to the text or Schedules of this Secondary Plan represents an Official Plan amendment. Furthermore, amendments to the Schedules of this Plan may require amendments to the associated maps of *The London Plan*.
- ii) Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of *The London Plan*.

34. Section 20.6.5.4 ii), iii), iv) and vi) of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- ii) Any applications for amendment to the *City of London Zoning By-law* shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.
- iii) Consideration of other land uses through a Zoning By-law amendment shall be subject to the Evaluation Criteria for Planning and Development Applications policies in the Our Tools part of *The London Plan*. The Zoning By-law may restrict the size of some uses.



- iv) The lands within the area of this Secondary Plan may be zoned with an 'h' holding symbol in accordance with *The London Plan*.
- vi) No development shall occur on any lands within the area zoned with an 'h' holding symbol until the 'h' holding symbol has been removed by an amendment to the by-law.

35. Section 20.6.5.5 of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**5.5 Plans of Subdivision/Plans of Condominium/Consents to Sever**

Any applications for subdivision, condominium, minor variances or consent to sever, shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.

36. Section 20.6.5.6 of the Old Victoria Hospital Lands Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**5.6 Site Plan Approval**

Any applications for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.

37. Section 20.6.5.7 i) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by deleting the first paragraph and the third bullet and replacing them with the following:

This Secondary Plan identifies the following studies, plans, and assessments that are required to be completed to the satisfaction of the City of London and any agency having jurisdiction, prior to the City considering a development application to be complete and prior to the approval of development applications within parts of, or the entire, Secondary Plan Area. The City shall determine on an application-by-application basis the need for their studies, plans and assessments, and when in the approvals process they may be required:

- c) Stormwater Management Plan;

38. Section 20.6.5.9 i) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by adding a hyphen between the word "mixed" and the word "use".

39. Section 20.6.5.9 vi) of the Old Victoria Hospital Lands Secondary Plan for the City of London is amended by deleting the period at the end of the sixth bullet and replacing it with a semicolon (;).

## Appendix C – By-law to Riverbend South Secondary Plan

Bill No. (number to be inserted by Clerk's Office)  
2022

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

A by-law to amend The London Plan for the City of London, 2016 relating to the Riverbend South Secondary Plan.

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

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

PASSED in Open Council on February 15, 2022.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – February 15, 2022  
Second Reading – February 15, 2022  
Third Reading – February 15, 2022

**AMENDMENT NO.  
to the  
THE LONDON PLAN FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is:

1. To delete references to 1989 Official Plan policy sections and numbers, land use designations, road classifications, and map schedules throughout the Riverbend South Secondary Plan.
2. To add references to The London Plan policy chapters and numbers, place types, street classifications, and maps throughout the Riverbend South Secondary Plan.
3. To correct errors and omissions identified throughout the Riverbend South Secondary Plan.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located in the northwest quadrant of the City, bounded by Oxford Street to the north, Westdel Bourne to the west, the Urban Growth Boundary to the south, and Riverbend Road and the Warbler Woods Environmentally Significant Area to the east.

**C. BASIS OF THE AMENDMENT**

This housekeeping amendment will facilitate the transition to The London Plan and refine wording, formatting and mapping in the Riverbend South Secondary Plan.

**D. THE AMENDMENT**

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

1. The Riverbend South Secondary Plan for the City of London is amended by renumbering all Sections (20.6.X.X) in the Table of Contents and headings throughout the Secondary Plan to appropriate numbers, as follows:

**1.0 Introduction**

- 1.1 Background
- 1.2 Purpose of the Secondary Plan
- 1.3 Vision
- 1.4 Principles of the Secondary Plan

**2.0 Community Structure Plan**

**3.0 Land Use Designations**

- 3.1 Residential
- 3.2 Commercial
- 3.3 Open Space

**4.0 Other Policies**

- 4.1 Natural Heritage
- 4.2 Parks and Trails Network
  - 4.2.1 Parks
  - 4.2.2 Trails
- 4.3 Transportation
  - 4.3.1 External Road Network
  - 4.3.2 Internal Road Network
  - 4.3.3 Active Transportation

- 4.3.4 Public Transit
- 4.4 Stormwater Management
- 4.5 Noise
- 4.6 Edges and Interfaces

## **5.0 Urban Design**

- 5.1 General Design Principles
- 5.2 Residential Guidelines
- 5.3 Circulation Guidelines
- 5.4 Parks, Open Space and Natural Heritage Guidelines
- 5.5 Gateways and Focal Points Guidelines
- 5.6 Commercial Guidelines

## **6.0 Implementation**

- 6.1 Implementation
- 6.2 Municipal Works
- 6.3 Official Plan Amendments
- 6.4 Zoning
- 6.5 Plans of Subdivision/Plans of Condominium/Consents to Sever
- 6.6 Site Plan Approval
- 6.7 Urban Design
- 6.8 Guideline Documents
- 6.9 Development Phasing and Financing
- 6.10 Interpretation

## **7.0 Schedules**

2. The Riverbend South Secondary Plan for the City of London is amended by reorganizing all multilevel lists, where the first level uses Roman numerals (i, ii, iii, ...), the second level uses lower-case letters (a, b, c, ...), and the third level uses numbers (1, 2, 3, ...).

3. The Riverbend South Secondary Plan for the City of London is amended by deleting all curly braces “{ }” and the word “RiverBend” throughout this Secondary Plan and replacing them with parentheses “( )” and the word “Riverbend”, respectively.

4. Section 20.6.1.2 of the Riverbend South Secondary Plan for the City of London is amended by deleting the first and final paragraphs in its entirety and replacing them with the following:

[First paragraph]

The Secondary Plan forms part of *The London Plan* in accordance with the Secondary Plans part of *The London Plan*, the City of London Official Plan. It is intended to provide the rationale for the land use designations within the Riverbend South Area and to provide the associated vision, goals and policies that will allow the area to develop into a vibrant, active and healthy neighbourhood. The Secondary Plan will provide a more detailed framework, that in conjunction with *The London Plan*, will be used to review planning and development applications, including subdivision plans, site plans and zoning by-law amendments.

[Final paragraph]

The text and schedules of this Secondary Plan are to become part of the Secondary Plans part of *The London Plan* and have policy status. Other maps, photographs, charts, etc. are provided for illustrative purposes and information.

5. Section 20.6.1.4 1) of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

### **i) Principle 1: Creation of an Attractive, Connected and Complete Community**

Riverbend South is intended to be an attractive community with a diverse range of housing and associated uses that are attractive and compatible with surrounding existing and future development.

**Objectives to achieve this principle are:**

- a) Provide for a range of land uses including residential, commercial, parks and open space, and schools.
- b) Connect the community to surrounding neighbourhoods through parks and natural areas, multi-use trails, pedestrian connections and the street network.
- c) Provide for the extension of necessary public services and facilities to support the community.
- d) Provide opportunities for community focal points and gateways to help create a unique community identity.
- e) Enhance the public realm, including streetscapes, public spaces and infrastructure.
- f) Integrate the new community with surrounding neighbourhoods.
- g) Create and enhance views and vistas through building placement, the street pattern, location of parks and the trail system.
- h) Identify opportunities for places and activities that foster community identity.
- i) Encourage high quality urban design and architecture throughout the community.
- j) Respect existing low-density uses by providing transition in height and form to promote compatibility.

6. Section 20.6.1.4 2) of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Principle 2: Provide a Range of Housing Choices**

Provide for a mix of housing types and designs in the community.

**Objectives to achieve this principle are:**

- a) Provide for a mix of housing types in the community to support a diverse range of ages, stages of life and incomes.
- b) Encourage housing developments and designs that will achieve compact residential development.
- c) Achieve an urban form that makes effective use of land, services, community facilities and related infrastructure.

7. Section 20.6.1.4 3) of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**iii) Principle 3: Integration of Green Spaces and the Natural Environment**

Protect and enhance significant natural heritage features and functions while sensitively integrating residential and recreational uses with the natural environment.

**Objectives to achieve this principle are:**

- a) Preserve and protect significant natural heritage features, specifically the Warbler Woods ESA and Hickory Wood Significant Woodland.
- b) Provide appropriate buffers to significant natural heritage features to assure their long-term viability.
- c) Integrate public parks, walking trails and multi-use trails appropriately with the natural environment to create a network of recreational and active transportation opportunities.
- d) Encourage the planting of native vegetation to enhance parks and open space areas.
- e) Plan for public parks, parkettes and linear trail systems that will enhance the surrounding neighbourhood by acting as neighbourhood focal points and providing opportunities for physical activity and social interaction.

8. Section 20.6.1.4 4) of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**iv) Principle 4: Healthy Living and Active Transportation**

Facilitate healthy living for all residents by encouraging active transportation, a range of recreational activities and high air and water quality standards.

**Objectives to achieve this principle are:**

- a) Provide a highly connected network of pedestrian and cycling routes throughout the community to encourage a range of active transportation opportunities.
- b) Give priority to pedestrian movement.



- c) Incorporate park facilities and play equipment that will promote active play and exercise.
- d) Maintain and improve air quality by planting trees and native vegetation in boulevards, parks, buffers and open space areas.
- e) Provide for appropriate stormwater management facilities to maintain water quality.
- f) Make use of the gas pipeline easement and setbacks along Westdel Bourne to create a landscaped, multi-use trail corridor that enhances connections to the surrounding community and creates an attractive transition zone.

9. Section 20.6.1.4 5) of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**v) Principle 5: Environmental Sustainability**

Promote and achieve high standards of environmental sustainability.

**Objectives to achieve this principle are:**

- a) Encourage the construction of Energy Star, LEED and other green standard buildings.
- b) Encourage the use of renewable and alternative energy sources where feasible.
- c) Encourage the planting of trees and native vegetation to improve air quality and enhance biodiversity.
- d) Protect species at risk and rare species.
- e) Integrate sidewalks, trails and multi-use paths between Riverbend South and surrounding communities for pedestrians, cyclists and other modes of active transportation to reduce the need for private vehicle use.
- f) Incorporate diversity of uses, density and street patterns to facilitate viable public transit.

10. Section 20.6.2 ii), v), vi), xi), xii), xiii) and xiv) of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following, respectively:

- ii) Incorporation of a north-south Neighbourhood Connector will act as a transportation 'spine' to service the more intense residential and community facility.
- v) Medium and high density residential uses shall be located adjacent to Civic Boulevards, Urban Thoroughfares, and Neighbourhood Connectors and in close proximity to commercial and recreational uses.
- vi) Commercial uses will be located immediately adjacent to Oxford Street between Westdel Bourne and Riverbend Road to strengthen the planned Commercial designation to the north.
- xi) Opportunities for focal points, such as seating areas, public art, landscape features and building placement are encouraged at key intersections and visual terminus location.
- xii) Significant natural heritage areas and other natural features worthy of preserving as parkland will provide residents with physical and visual opportunities to enjoy nature in close proximity to where they live, work and play.
- xiii) Parks will be distributed throughout the community and will offer a range of sizes and amenities.
- xiv) Stormwater management facilities will be integrated with surrounding uses through landscape design and trail connections.

11. Section 20.6.3 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

The Riverbend South Secondary Plan has established land uses on the basis of 1989 Official Plan policies, background studies conducted for the Secondary Plan, existing surrounding uses and transportation networks, public consultation, landowner input and development intentions. Natural Heritage Features and Transportation Corridors are included in this Secondary Plan to reflect the recommendations of the Natural Heritage Study and Traffic Impact Study completed for the Riverbend South Secondary Plan.

The land use plan and street network will provide for the development of a highly connected, pedestrian-oriented community that provides a wide range of housing as well as commercial and neighbourhood facility uses. The following policies apply to the Riverbend South Secondary Plan Area, in addition to all other applicable policies of *The London Plan*. Schedule 2 illustrates the detailed Preferred Land Use Plan which incorporates parks, schools and other uses that fall within the Neighbourhoods and other Place Types of *The London Plan*.

12. Section 20.6.3.1 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following policies:

### **3.1 Residential**

- i) Low Density, Medium Density and High Density Residential designations will accommodate a full range of single family, cluster, townhouse and apartment dwellings.
- ii) Low Density Residential designation is primarily located in the easterly portions of the Secondary Plan area, in close proximity to the Warbler Woods ESA and Hickory Woods Significant Woodland.
- iii) Higher intensity residential designations shall be located along Westdel Bourne, Riverbend Road and newly created Neighbourhood Connectors (i.e. Upperpoint Avenue, Upperpoint Boulevard, and Upperpoint Gate) to offer transition between land uses and to provide access to commercial areas and future public transit routes.
- iv) Densities within the High Density Residential designation located immediately south of the Commercial designation shall be permitted to a maximum of 250 units/hectare subject to meeting applicable site plan and urban design guidelines, to recognize its location immediately adjacent to commercial and open space uses.
- v) Residential intensity within the Medium Density Residential designation shall decrease as the blocks progress to the south to provide a transition towards the Urban Growth Boundary.
- vi) Within the Medium Density Residential designation located between the two most southerly Neighbourhood Connectors, single detached dwellings shall also be permitted.
- vii) Transition between existing and future Low Density and High Density Residential designations shall be addressed through the provision of a landscaped corridor on Westdel Bourne and design guidelines regarding built form, transition and landscaping.
- viii) A school and park block shall be centrally located within the residential community to facilitate active transportation from within the neighbourhood, as well as convenient access to Neighbourhood Connectors for students from outside of the neighbourhood.

13. Section 20.6.3.2 i), iv) and v) of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following, respectively:

- i) The Commercial designation will provide a range of retail and service opportunities to meet the regular shopping needs of local and surrounding residents. Permitted uses within this area will be consistent with those permitted in the Shopping Area Place Type of *The London Plan*. In addition, residential units above commercial and office uses will also be permitted to foster live-work opportunities.
- iv) Larger format commercial uses are encouraged to locate along Civic Boulevards and Urban Thoroughfares.
- v) Future site plans for the Commercial designation will incorporate a safe and visible pedestrian linkage that will connect to the stormwater management pond and adjacent park to facilitate direct pedestrian and cycling connections to the Riverbend South community.

14. Section 20.6.4.1 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **4.1 Natural Heritage**

The Natural Heritage chapter of *The London Plan* contains the City's natural heritage system policies. In accordance with those policies, a Natural Heritage Study and an Environmental Impact Study (EIS), including an Environmental Management Plan, were completed by AECOM (July 2014) as part of this Secondary Plan process. Recommendations of that study (or any subsequent updates and modifications) are to be implemented through the following special policies:

##### **i) Protection of Significant Natural Features**

- a) Federally recognized features and species found within the Secondary Plan area that are protected under the Species at Risk Act are the American Chestnut, butternut, Monarch butterfly and stopovers for migrant bird species. These species and features shall be protected through retention and preservation of the Warbler Woods ESA and the Hickory Woods Significant Woodland. The Plan area does not contain significant habitat for the Monarch, however, restoration and enhancement recommendations for milkweed habitat within buffer areas will enhance and increase habitat within the area for this species.
- b) Buffers within the lands immediately adjacent to the western boundary of the Warbler Woods ESA shall range from 18 to 28 metres from the surveyed drip-line.
- c) Buffers within the lands immediately adjacent to the Hickory Woods Significant Woodland shall range from 10 to 15 metres.
- d) The buffers shall be established as "no-development" areas with the exception of multi-use trails as indicated in the EIS and passive recreational trails along Warbler Woods ESA and Hickory Woods Significant Woodland. Buffer zones should be managed in accordance with Section 5 of the EIS.
- e) Restoration measures, including the enhancement of an existing ephemeral pond, meadow creation, native plantings, removal of invasive species and removal and pruning of dead and almost dead red and white pines, shall be undertaken in accordance with detailed recommendations contained within Section 5 of the Riverbend South EIS or any subsequent modifications and updates.

##### **ii) Enhancement, Mitigation and Monitoring**

- a) A green space corridor should be established between Warbler Woods ESA and Hickory Woods Significant Woodland as delineated on Schedule 3. The green space corridor should be planted with native trees, shrubs and forbs in accordance with the City of London's "Guide to Plant Selection for Natural heritage Areas and Buffers" (1994).
- b) Additional opportunities for habitat enhancement include the following:
  1. Butterfly habitat creation / enhancement within the stormwater management block;
  2. Invasive shrub removal in Hickory Woods Significant Woodland;
  3. Native tree and shrub planting along the western, northern and eastern sides of the isolated tree patch within the northerly park block;
  4. Native tree and shrub plantings within multi-use trail areas. These enhancement measures should be detailed as part of any future landscape and park plans associated with future development applications. Additional guidance for these enhancement opportunities is provided in the Riverbend South Environmental Impact Study.
- c) Construction Mitigation Plans shall be developed prior to the issuance of contract drawings, to include the mitigation measures detailed in the Riverbend South EIS. These measures shall be included in contract drawings for site development.
- d) An Environmental Monitoring Program should be developed as a condition of subdivision or site plan approval to monitor the success of the implementation of protection and mitigation measures of the Environmental Management Plan. The programs should include buffer zone monitoring, vegetation monitoring, wildlife monitoring and identified corrective measures for negative impacts or failures. The Monitoring Program shall be consistent with the recommendations

found in the Riverbend South Environmental Impact Study.

15. Section 20.6.4.2 of the Riverbend South Secondary Plan for the City of London is amended by deleting the first paragraph in its entirety and replacing it with the following:

The Riverbend South Secondary Plan places an emphasis on the provision and integration of parks, open space and trails to create community identity and to facilitate healthy, active living. Through the provision of neighbourhood parks, recreational corridors and natural areas as illustrated on Schedule 3, residents will have access to active and passive recreational opportunities, social interaction and nature. In addition to the policies contained in the Parks and Recreation chapter of *The London plan*, the following additional policies apply:

16. Section 20.6.4.2 1 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **4.2.1 Parks**

- i) The non-significant woodlot located in the north-central area of the Secondary Plan Area will be retained as a neighbourhood park. Full frontage to this woodlot will be provided along its southerly limit adjacent to Upperpoint Boulevard to create a significant visual feature for the community. The creation of a look-out feature at the top of the hill is strongly encouraged to take advantage of views available from this park.
- ii) A small neighbourhood park at the junction of Riverbend Road and Upperpoint Boulevard will provide a linkage and views to the west side of Hickory Woods Significant Woodland. This park should be considered for a unique entrance feature, playground equipment and trail connections to Hickory Woods Significant Woodland.
- iii) A neighbourhood park at the south end of Riverbend South will provide street frontage on the east and west boundaries to create views through it and to enhance pedestrian connectivity to the east. This park would be an ideal location for 'vita parcours' facilities.
- iv) A larger neighbourhood park, approximately 1.2 hectares in size, is to be integrated with a proposed public elementary school. This combined park and school site is intended to become the prime community node for active play, mini-sports fields, parks and recreation programming, social interaction and community connectivity. It will include a multi-use trail and provide frontage to both abutting streets.
- v) A recreational and ecological corridor park will be created between Hickory Woods Significant Woodland and the Warbler Woods ESA. This park is to be naturalized in accordance with recommendations contained in the Environmental Impact Study and will also contain the extension of the Thames Valley Parkway multi-use trail. A required road crossing will be as narrow as possible with native plantings in the boulevard and adjacent to Hickory Woods Significant Woodland.

17. Section 20.6.4.2 2 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **4.2.2 Trails**

- i) The Thames Valley parkway will be extended through the entire Riverbend South Secondary Plan Area in a north to south direction as shown on Schedule 3 It will be a minimum of 15 metres wide and will include a 3 metre asphalt trail with enhanced landscaping as well as opportunities for benches and rest areas.
- ii) A trail connection extending from Westdel Bourne, through the south perimeter of the stormwater management facility, across the front of the woodland park and within the north boulevard of Upperpoint Boulevard will be constructed to create a connection from Westdel Bourne to Hickory Woods Significant Woodland.
- iii) Additional multi-use and pedestrian trail connections are also identified on Schedule 3 and will be designed and constructed as development occurs in the Secondary Plan area.
- iv) The installation of unique signs, public art, interpretive signage and similar elements is strongly encouraged in parks, open spaces and trails to create

- community identity and enhance way finding.
- v) Multi-use trails will not be permitted in the buffer areas of the Warbler Woods ESA, south of the ecological / recreational corridor connection. Pedestrian and hiking trails will be permitted within the buffer area.

18. Section 20.6.4.3 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **4.3 Transportation**

Proposed streets within the Plan consist of Neighbourhood Connectors and Neighbourhood Streets that establish the community structure, provide connections to the existing Civic Boulevard, Urban Thoroughfare, Neighbourhood Connector and Neighbourhood Street network, and provide new connections to adjacent lands. Active transportation is also a strong element of the Secondary Plan area and will be supported during the design of streets, trails and multi-use corridors. Street development will be consistent with the recommendations of the Traffic Impact Study prepared for this Secondary Plan (Paradigm Transportation Solutions, July 2014) and in accordance with the following policies as well as applicable urban design policies in Section 5.0 of this plan.

19. Section 20.6.4.3 1 of the Riverbend South Secondary Plan for the City of London is amended by deleting the heading and clause i) in its entirety and replacing them with the following:

##### **4.3.1 External Road Network**

- i) Three Neighbourhood Connector intersections to Westdel Bourne will be provided as generally illustrated on Schedule 4 to this Plan. At the time of engineering design, a detailed review of the Westdel Bourne roadway profile will be conducted to evaluate vertical profile and feasibility of modifying the profile to improve decision sight distances.

20. Section 20.6.4.3 2 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

##### **4.3.2 Internal Road Network**

- i) A Neighbourhood Connector extending south from Upperpoint Boulevard with connections to Westdel Bourne will provide structure to the Secondary Plan area, and provide connections to the entire community.
- ii) A Neighbourhood Street connection will be provided to the existing Warbler Woods Walk. Where the street bisects a planned ecological / recreational corridor between Hickory Woods Significant Woodland and the Warbler Woods ESA, alternative design standards will be considered with respect to road width, utility placement, sidewalk location and boulevard landscaping in order to minimize the amount of hard surface and maximize opportunities for native plantings and landscaping.
- iii) Neighbourhood Street patterns within the Secondary Plan will be primarily grid oriented to facilitate connectivity for pedestrians and cyclists. Where possible, they should also be oriented east-west to maintain topography and maximize opportunities for solar access.
- iv) Neighbourhood Connectors may contain roundabout and other traffic calming options for traffic management and focal points.
- v) Single family residential driveway accesses to the Neighbourhood Connector network should be minimized as much as possible to reduce potential traffic conflicts.
- vi) Alternative development standards for the street network will be permitted. Neighbourhood Streets will be permitted to have an 18 m right-of-way and Neighbourhood Connectors will be permitted to have a 20 m right-of-way, where appropriate, to help slow down traffic and provide more intimate streetscapes.
- vii) Long stretches of on-street parking shall be broken up with landscaped 'bump-outs'.
- viii) The layout of the school site shall be designed to safely accommodate the traffic related to the school's operation, such as staff parking, bus parking / lay-by areas,



and drop-off areas to minimize vehicular congestion related to the school's operation.

21. Section 20.6.4.3 3 of the Riverbend South Secondary Plan for the City of London is amended by deleting the heading and clause i) in its entirety and replacing them with the following:

#### **4.3.3 Active Transportation**

- i) Sidewalks will be provided along one or both sides of all streets in the Riverbend South Planning Area. Along the north side of Upperpoint Boulevard, this sidewalk is encouraged to take the form of a winding multi-use trail within the boulevard and along the perimeter of the stormwater management pond and woodland park.

22. Section 20.6.4.3 4 of the Riverbend South Secondary Plan for the City of London is amended by deleting the heading "4. Public Transit" and replacing it with a new heading "4.3.4 Public Transit".

23. Section 20.6.4.5 of the Riverbend South Secondary Plan for the City of London is amended by deleting the first paragraph in its entirety and replacing it with the following:

The Riverbend Secondary Plan Area is located adjacent to an Urban Thoroughfare (Oxford Street West) and a Civic Boulevard (Westdel Bourne). As such, new development may be subject to traffic noise. Any residential development adjacent to these streets will be required to undergo noise assessment in accordance with the policies of *The London Plan*. In addition, the following policies shall apply:

24. Section 20.6.4.6 iii) and iv) of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- iii) Within the High Density Residential designation at the southeast corner of Westdel Bourne and Upperpoint Boulevard, building design and placement shall provide a transition from Westdel Bourne eastwards. This may be accomplished through the use of podium buildings, townhouse 'bases' fronting apartment buildings, building height and massing, landscaping and other means at the site plan and architectural design stage.
- iv) Shadow studies will be conducted for any apartment buildings within the High Density Residential designation adjacent to Westdel Bourne to ensure that there is no undue impact on access to sunlight for existing residential uses west of Westdel Bourne.

25. Section 20.6.5 1) of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **5.1 General Design Principles**

- i) Significant natural heritage features (Warbler Woods ESA and Hickory Woods Significant Woodland) will be preserved, protected and appropriately integrated with the overall design of Riverbend South area.
- ii) Consideration and integration of the existing surrounding context will be undertaken through attention to site and building design, pedestrian and vehicle connections and natural heritage components.
- iii) The rolling topography and views that exist in Riverbend South area should be preserved and highlighted as much as possible.
- iv) Landscaped streets and trails, linear parks and innovative 'edge' treatments are encouraged to create green connections and transition areas between existing development, new development and natural areas.
- v) Gateways and focal points should emphasize the unique physical attributes of Riverbend South area and create an identifiable sense of place.

26. Section 20.6.5 2) of the Riverbend South Secondary Plan for the City of London is amended by deleting the section heading "2) RESIDENTIAL GUIDELINES" and replacing it with a new heading "5.2 Residential Guidelines".

27. Section 20.6.5 3) of the Riverbend South Secondary Plan for the City of London is

amended by deleting the section heading “3) CIRCULATION GUIDELINES” and clauses i), ii), and vii) and replacing them with the following, respectively:

### **5.3 Circulation Guidelines**

- i) Reduced road rights-of-way and pavement widths on Neighbourhood Connectors and Neighbourhood Streets are encouraged to create a more intimate streetscape, slow traffic and make efficient use of land.
- ii) Driveway accesses to Neighbourhood Connectors should be limited and paired as much as possible to minimize traffic conflicts and create a more continuous pedestrian environment.
- vii) The proposed multi-use trail in the east right-of-way of Westdel Bourne should integrate landscaping, trees and other natural materials so as to provide visual screening and amenity and an attractive north-south pedestrian/cycling route.

28. Section 20.6.5 4) of the Riverbend South Secondary Plan for the City of London is amended by deleting the section heading “4) PARKS, OPEN SPACE AND NATURAL HERITAGE GUIDELINES” and replacing it with a new heading “5.4 Parks, Open Space and Natural Heritage Guidelines”.

29. Section 20.6.5 5) of the Riverbend South Secondary Plan for the City of London is amended by deleting the section heading “5) GATEWAYS AND FOCAL POINTS GUIDELINES” and replacing it with a new heading “5.5 Gateways and Focal Points Guidelines”; and deleting clauses iv) and vi) and replacing them with the following, respectively:

- iv) Maintain or create views where possible through alignment of Neighbourhood Connectors and Neighbourhood Streets, location of parks and siting of buildings.
- vi) Landscaped centre medians are encouraged at the Neighbourhood Connector entrances from Oxford Street and Westdel Bourne.

30. Section 20.6.5 6) of the Riverbend South Secondary Plan for the City of London is amended by deleting the section heading “6) COMMERCIAL GUIDELINES” and replacing it with a new heading “5.6 Commercial Guidelines”.

31. Section 20.6.6.3 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

### **6.3 Official Plan Amendments**

- i) Any amendment to the text or Schedules of this Secondary Plan represents an Official Plan Amendment. Furthermore, amendments to the Schedules of this Plan may require amendments to the associated maps of *The London Plan*.
- ii) Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of *The London Plan*.
- iii) Updates to this Secondary Plan are to reflect applicable changes by *The London Plan*, Provincial Policy Statement, Planning Act and Regulations, as required.

32. Section 20.6.6.4 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

### **6.4 Zoning**

- i) Any applications for amendment to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.
- ii) Consideration of other land uses through a Zoning By-law amendment shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of *The London Plan*.

33. Section 20.6.6.5 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

### **6.5 Plans of Subdivision/Plans of Condominium/Consent to Sever**

Any applications for subdivision, condominium, or consent to sever shall be subject

to the policies of this Secondary Plan and applicable policies of *The London Plan*.

34. Section 20.6.6.6 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**6.6 Site Plan Approval**

Any application for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.

35. Sections 20.6.6.7 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**6.7 Urban Design**

All development within the Riverbend South Secondary Plan boundaries shall be subject to the urban design policies contained in this Plan, in addition to applicable policies in *The London Plan*.

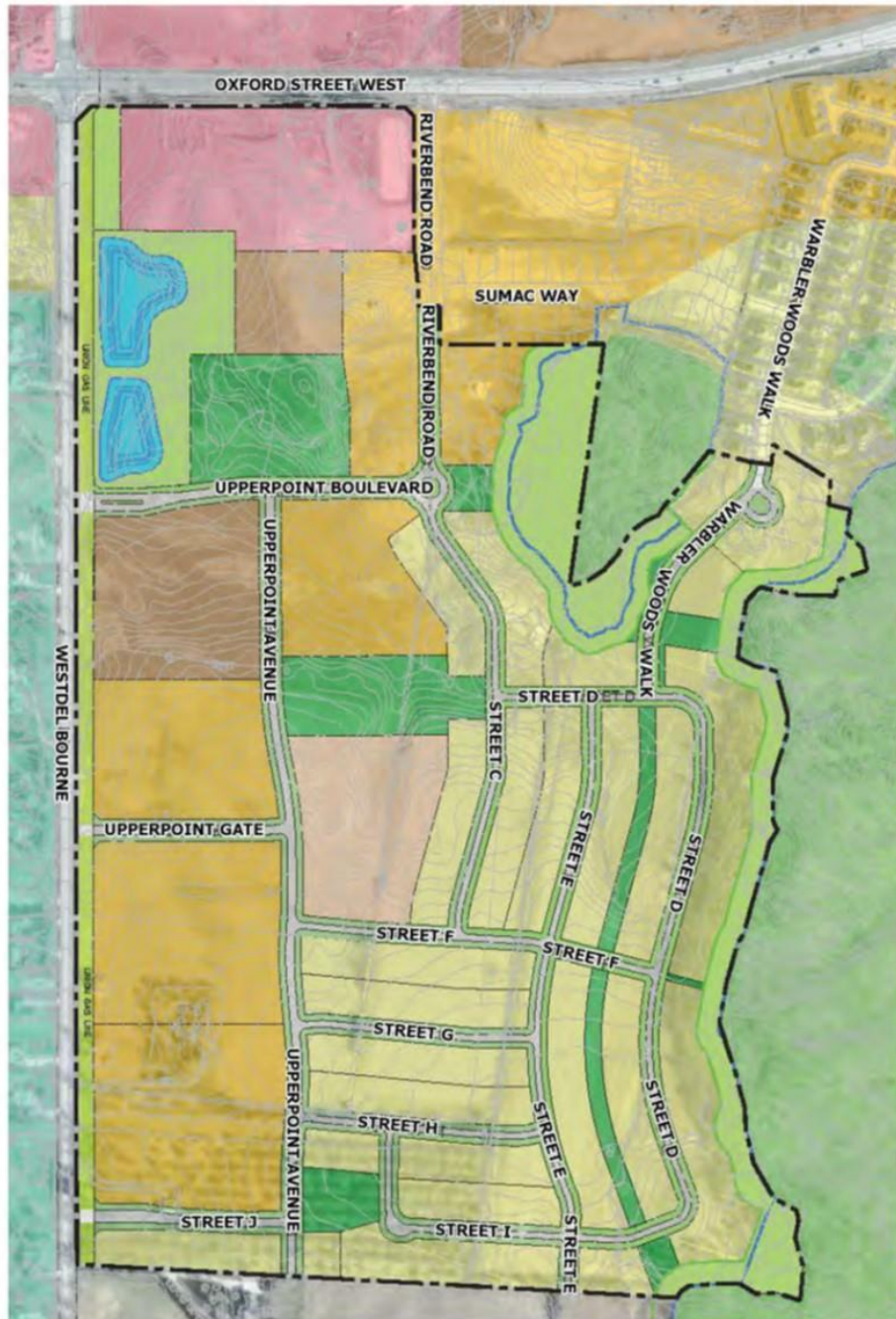
36. Sections 20.6.6.10 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

The How To Use The London Plan section of *The London Plan* shall apply to this Secondary Plan.

37. Section 20.6.8 of the Riverbend South Secondary Plan for the City of London is deleted in its entirety.

38. Schedule 2, Preferred Land Use Plan, to the Riverbend South Secondary Plan for the City of London is amended by deleting the words “Community Commercial Node” in the legend and replacing them with the words “Commercial”, as indicated on “Schedule 1” attached hereto.

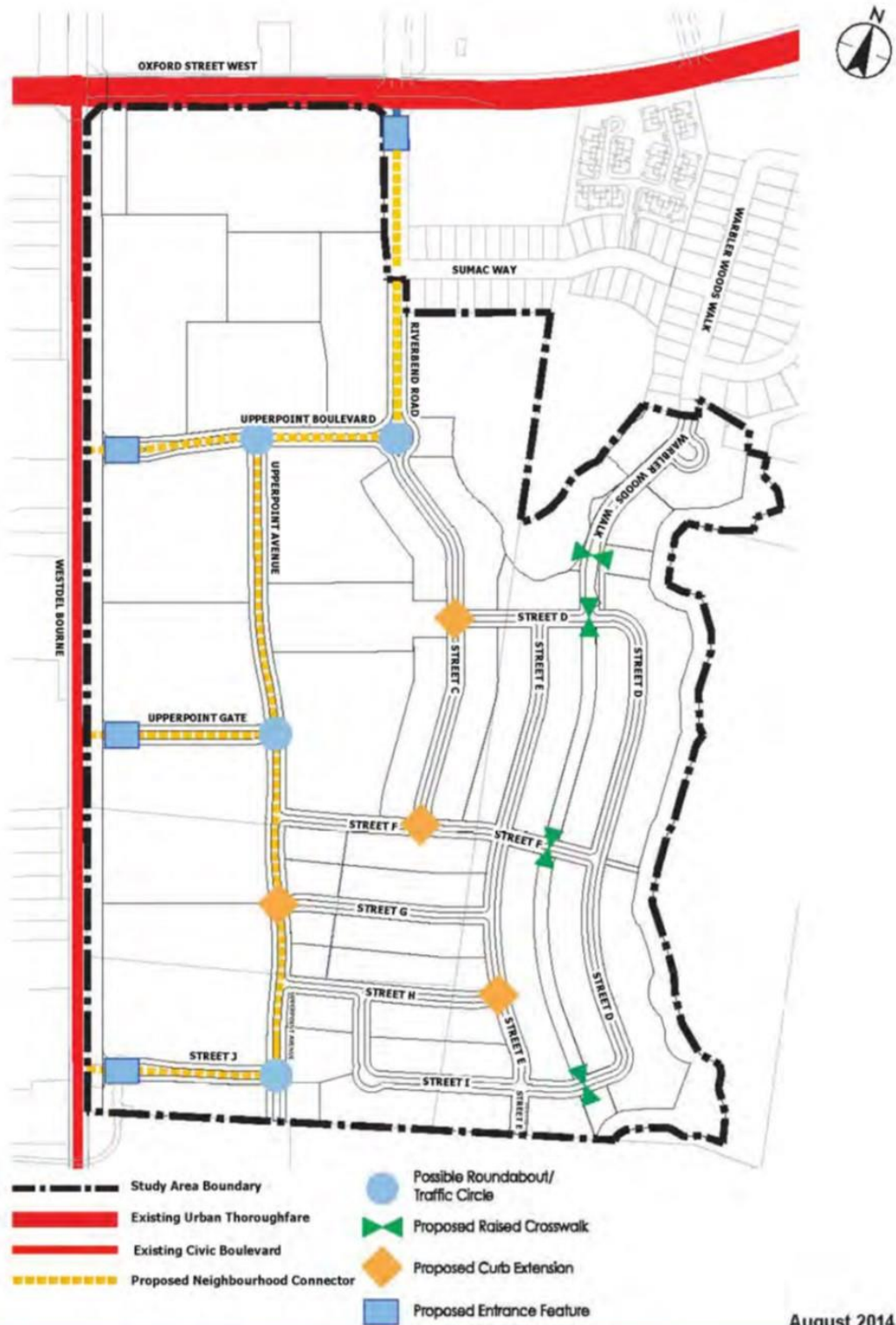
39. Schedule 4, Street Hierarchy and Traffic Calming Plan, to the Riverbend South Secondary Plan for the City of London is amended by deleting the words “Existing Arterial Road”, “Existing Primary Collector”, “Proposed Primary Collector”, and “Proposed Secondary Collector” and replacing them with applicable London Plan street classifications; and deleting the words “Street A”, “Street B”, and “Street K” and replacing them with the words “Upperpoint Boulevard”, “Upperpoint Avenue”, and “Upperpoint Gate”, respectively, as indicated on “Schedule 2” attached hereto.



August 2014

**RiverBend South secondary plan**  
 SCHEDULE 2: PREFERRED LAND USE PLAN





August 2014

# RiverBend South secondary plan

SCHEDULE 4: PROPOSED STREET HIERARCHY AND TRAFFIC CALMING PLAN



## Appendix D – By-law to Old East Village Dundas Street Corridor

Bill No. (number to be inserted by Clerk's Office)  
2022

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

A by-law to amend The London Plan for the City of London, 2016 relating to the Old East Village Dundas Street Corridor Secondary Plan.

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

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

PASSED in Open Council on February 15, 2022.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – February 15, 2022  
Second Reading – February 15, 2022  
Third Reading – February 15, 2022



**AMENDMENT NO.  
to the  
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To delete references to 1989 Official Plan policy sections and numbers, land use designations, road classifications, and map schedules throughout the Old East Village Dundas Street Corridor Secondary Plan.
2. To add references to The London Plan policy chapters and numbers, place types, street classifications, and maps throughout the Old East Village Dundas Corridor Secondary Plan.
3. To correct errors and omissions identified throughout the Old East Village Dundas Corridor Secondary Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to the Old East Village Dundas Street Corridor Secondary Plan area, which is the general area along Dundas Street between Colborne Street and Burbrook Place, and King Street between Colborne Street and Ontario Street.

C. BASIS OF THE AMENDMENT

This housekeeping amendment will facilitate the transition to The London Plan and refine wording, formatting and mapping in the Old East Village Dundas Street Corridor Secondary Plan.

D. THE AMENDMENT

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

1. The Old East Village Dundas Street Corridor Secondary Plan for the City of London is amended by reorganizing a multilevel list, where the first level uses Roman numerals (i, ii, iii, ...), the second level uses lower-case letters (a, b, c, ...), the third level uses numbers (1, 2, 3, ...), and the fourth level uses bullets (•); and renumbering the existing bullets (•) to either letters (a, b, c, ...) or numbers (1, 2, 3, ...), as appropriate.

2. Section 1.3 of the Old East Village Dundas Street Corridor Secondary Plan for the City of London is amended by deleting the second paragraph in its entirety and replacing it with the following:

The policies of this Secondary Plan provide a greater level of detail than the general policies of *The London Plan*, the City of London Official Plan. Where the policies of *The London Plan* provide sufficient guidance to implement the vision of this Secondary Plan, these policies are not duplicated. As such, the policies of this Secondary Plan should be used in conjunction with the policies of *The London Plan* and other applicable policy documents. If an instance arises where *The London Plan* and the *Old East Village Dundas Street Corridor Secondary Plan* appear to be inconsistent, consideration shall be given to the additional specificity of the Secondary Plan, and the Secondary Plan shall prevail.

3. Sections 2.2 and 2.3 of the Old East Village Dundas Street Corridor Secondary Plan for the City of London are amended by deleting the words “Rapid Transit” in the second paragraph and replacing them with the word “Urban”.

4. Section 3.1 of the Old East Village Dundas Street Corridor Secondary Plan for the City of London is amended by deleting the second paragraph in its entirety and replacing it with the following:

The policies of this Secondary Plan generally provide a greater level of detail than the general policies of *The London Plan*. Where the policies of *The London Plan* provided sufficient guidance to implement the vision of this Secondary Plan, these policies were not repeated. As such, the policies of this Secondary Plan should be read in conjuncture with *The London Plan*. In instances where the overall policies of *The London Plan* and the *Old East Village Dundas Street Corridor Secondary Plan* are inconsistent, the Secondary Plan shall prevail.

5. Section 3.9 d) of the Old East Village Dundas Street Corridor Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- iv) Subject to the other policies of this Secondary Plan and *The London Plan*, infill and intensification in a variety of forms, including secondary dwelling units, will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible;

## Appendix E – By-law to Beaufort/Irwin/Gunn/Saunby (BIGS)

Bill No. (number to be inserted by Clerk's Office)  
2022

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

A by-law to amend The London Plan for the City of London, 2016 relating to the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan.

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

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

PASSED in Open Council on February 15, 2022.

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – February 15, 2022  
Second Reading – February 15, 2022  
Third Reading – February 15, 2022

**AMENDMENT NO.  
to the  
THE LONDON PLAN FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is:

1. To delete references to 1989 Official Plan policy sections and numbers, land use designations, road classifications, and map schedules throughout the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan.
2. To add references to The London Plan policy chapters and numbers, place types, street classifications, and maps throughout the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan.
3. To correct errors and omissions identified throughout the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands bounded by the south edge of the Western University lands to the north, Platt's Lane to the west, the Canadian Pacific Rail tracks to the south, and the Thames River to the north and east.

**C. BASIS OF THE AMENDMENT**

This housekeeping amendment will facilitate the transition to The London Plan and refine wording, formatting and mapping in the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan.

**D. THE AMENDMENT**

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

1. The Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by renumbering all Sections (20.9.X.X) in the Table of Contents and headings throughout the Secondary Plan to appropriate numbers, as follows:

**1.0 Introduction**

- 1.1 This Plan's Role
- 1.2 Structure
- 1.3 Plan Area
- 1.4 Vision
- 1.5 Principles of the Secondary Plan

**2.0 General Policies**

- 2.1 Intensification
- 2.2 Lot Consolidation
- 2.3 Form
- 2.4 Priority Sites
- 2.5 Parking
- 2.6 Urban Design
- 2.7 Noise and Vibration

**3.0 Area 1 – Central Neighbourhood Node**

**4.0 Area 2 – Civic Corridor**

- 4.1 Transition

## **5.0 Area 3 – Heritage Corridor**

## **6.0 Area 4 – Neighbourhood Area**

- 6.1 Limited Intensification
- 6.2 Preservation
- 6.3 Redevelopment
- 6.4 Intensification

## **7.0 Area 5 – Parks and Open Space**

## **8.0 Implementation**

- 8.1 Official Plan Amendments
- 8.2 Zoning
- 8.3 Plans of Subdivision/Plans of Condominium/Consents to Sever
- 8.4 Site Plan Approval
- 8.5 Guidelines Documents
- 8.6 Amendments to the Areas Delineated in this Plan
- 8.7 Phasing, financing and Monitoring

## **9.0 Schedules**

2. The Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by organizing a multilevel list, where the first level uses Roman numerals (i, ii, iii, ...), the second level uses lower-case letters (a, b, c, ...), the third level uses numbers (1, 2, 3, ...), and the fourth level uses bullets (•). The existing bullets (•) are renumbered to either letters (a, b, c, ...) or numbers (1, 2, 3, ...), as appropriate.

3. Section 20.9.1 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the section heading “20.9.1 Introduction”.

4. Section 20.9.1.1 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

### **1.1 This Plan’s Role**

As a secondary planning document, this plan provides more specific guidance regarding the uses, intensity and form for the Beaufort/Irwin/Gunn/Saunby (BIGS) neighbourhood. Where the requirements of this Secondary Plan differ from those set out in the policies of *The London Plan*, the City of London Official Plan, the policies of this Plan shall take precedence. Where no policy in this plan is in place to address or alter a policy of *The London Plan*, the respective policy of *The London Plan* shall apply to the BIGS Secondary Plan Area.

5. Sections 20.9.1.2 and 20.9.1.3 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London are amended by deleting the word “Map” and replacing it with the word “Schedule”.

6. Section 20.9.1.3 i) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the words “major arterial road” and replacing them with the words “Civic Boulevard”.

7. Section 20.9.1.3 iii) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the second and final paragraphs and replacing them with the following:

[Second paragraph]

Originally part of a reserve set aside at the Forks by Lieutenant Governor Simcoe, the area developed slowly, attributed to the swampland and frequency of floods. Original holdings were subdivided to provide building lots for market farmers and workers who worked in London proper. The impact of this development pattern on built heritage is that there were fewer “palatial” type homes that would be retained

over the years. An exception is the Grosvenor Lodge and Coach House, the central existing historic feature in the neighbourhood. This building and the majority of the Secondary Plan Area were first developed by Samuel Peters as a farmstead.<sup>1</sup>

[Final paragraph]

In recent years the major influence in the area has become Western University. Within the past 20 years the area has seen growing pressure to develop housing for University students. The Essex Street Area Study (1996) examined much of the BIGS area and determined that intensification, particularly conversions to student-oriented units was occurring in the area. The housing in the BIGS Secondary Plan Area has continued to change from single family to single family rental conversions and more recently to new purpose-built rental housing.

8. Section 20.9.1.5 i) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**i) Principle 1: Promote Appropriate Intensification and Redevelopment**

Ensure a complete community that functions as a neighbourhood with access to a variety of amenities.

**Objectives to achieve this principle are:**

- a) Provide a variety of housing opportunities that accommodate both long-term and short-term residents of all ages and incomes.
- b) Promote mixed-use and higher density development along Wharncliffe Road North and Western Road corridor within the neighbourhood providing neighbourhood-scale commercial services to residents.
- c) Foster opportunities to connect pedestrian and cycling routes to public transit networks.
- d) Create an open space network within the neighbourhood that ties the community together and to the Thames River and Gibbons Park.
- e) Enhance connections to the Downtown, Western University and other surrounding neighbourhoods.

9. Section 20.9.1.5 ii) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the heading, the sub-heading and the first paragraph and replacing them with the following:

**ii) Principle 2: Enhance Character and Identity**

Enhance the existing character and identity of the neighbourhood through new development.

**Objectives to achieve this principle are:**

10. Section 20.9.1.5 iii) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**iii) Principle 3: Support Sustainability & Healthy Lifestyles**

Support sustainability and healthy lifestyles by fostering the development of a walkable community that protects the environmental integrity of the neighbourhood.

**Objectives to achieve this principle are:**

- a) Promote appropriate intensification that supports transit-oriented development.
- b) Encourage walking and cycling within and through the neighbourhood.
- c) Preserve and support the environmental integrity of the Thames River and surrounding features.
- d) Advance sustainable neighbourhood practices.

11. Section 20.9.1.5 iv) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the heading, the sub-heading and the first paragraph and replacing them with the following:



#### **iv) Principle 4: A Great Near Campus Neighbourhood**

Encourage intensification and the more efficient use of land, infrastructure/services and transportation systems close to Western University. Connect to the University and the educational community by acknowledging students and residents as part of a shared community.

**Objectives to achieve this principle are:**

12. Section 20.9.2.1 i) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

##### **i) Near-Campus Neighbourhoods**

The Near Campus Neighbourhood policies of *The London Plan* apply to all Near-Campus Neighbourhoods, including the BIGS Neighbourhood Secondary Plan Area. These policies outline a vision and land use planning goals for the Near-Campus Neighbourhoods as well as policies to encourage appropriate intensification and direct preferred intensification to appropriate locations.

13. Section 20.9.2.2 i) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

i) Be in accordance with the policies on amendments to Areas in Section 8.6;

14. Section 20.9.2.4 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the first paragraph in its entirety and replacing it with the following:

There are two primary gateways to the BIGS Secondary Plan Area.

- Southeast corner of the intersection of Western Road at Platt's Lane.
- The railway bridge crossing of Wharncliffe Road North.

15. Section 20.9.2.4 v) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

##### **i) Intersection of Western Road at Platt's Lane**

- a) The site on the south corner of the intersection should be treated as a priority based on its visual prominence as a view terminus when approaching from the north on Western Road.
- b) Future built form should address the intersection of Western Road and Platt's Lane, and frame the streetscape along Western Road to the Grosvenor Lodge site.
- c) Landscape treatment should emphasize the transition to the Heritage Corridor at the Grosvenor Lodge site.

16. Section 20.9.2.4 vi) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

##### **ii) The Railway Bridge Crossing of Wharncliffe Road North**

- a) The design of the bridge should include elements that reference the heritage character of the neighbourhood and important history of the rail bridge.
- b) The underpass should place a priority on the comfort of cyclists and pedestrians, including wide sidewalks and attractive physical buffers.
- c) Planter beds and enhanced landscaping are to be incorporated around the rail bridge to add interest and create an attractive pedestrian environment.
- d) Design of the underpass should highlight the entrance into the neighbourhood.

17. Section 20.9.2.6 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the first paragraph in its entirety and replacing it with the following:

The urban environment involves physical elements, including location and size of streets, blocks, open spaces and built form. It also involves developing the design details of streets, buildings and parks to express and enhance the character of the place. Urban design can enhance the quality of the public realm, natural environment and define community identity, sense of pride and sense of place. The following urban design policies promote appropriate urban design within the neighbourhood and will be applied in addition to the City Design chapter of *The London Plan*.

18. Section 20.9.2.7 i) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- i) Development proposals within 120m of the rail line will be circulated to the Ministry of the Environment, Conservation and Parks, Canadian Pacific, the public, and any other applicable agency to identify appropriate attenuation measures, if any.

19. Section 20.9.2.7 iii) a) and c) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- a) Ontario Ministry of the Environment, Conservation and Parks Environmental Noise Guideline NPC-300: Stationary and Transportation Sources – Approval and Planning;
- c) City of London Sound By-law PW-12.

20. Section 20.9.2.7 iv) d) and e) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- d) Upgrading façade materials and construction techniques; and,
- e) Implementing vibration isolation, ventilation, and/or dust suppressants.

21. Section 20.9.3 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the section heading “20.9.3 Area 1 – Central Neighbourhood Node” in its entirety; and deleting the word “Map” and replacing it with “Schedule”.

22. Section 20.9.3 ii) a) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the third bullet in its entirety and replacing it with the following:

- 3. Public art may be used as a focal point within the Neighbourhood Square.

23. Section 20.9.3 iii) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the first paragraph and replacing it with the following:

This area will permit:

- a) Apartment buildings with commercial at grade; and,
- b) Apartment buildings.

24. Section 20.9.3 v) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by adding a hyphen between the word “mixed” and the word “use” in clauses b) and c), and adding a period at the end of clause e).

25. Section 20.9.4 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the section heading “20.9.4 Area 2 – Civic Corridor” in its entirety; and deleting the first paragraph in its entirety and replacing with the following:

The Civic Corridor consists of the Wharncliffe Road North frontage from the Canadian Pacific tracks to the southern limit of Grosvenor Lodge, excluding the Central

Neighbourhood Node at the intersection of Wharncliffe Road/Western Road and Essex Street, are as indicated on Schedule 1.

26. Section 20.9.4 iv) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**iv) Intensity**

Within this area the buildings are to be between 2 and 4 storeys and no more than 6 storeys with bonusing (unless otherwise specified in Section 4.1: Civic Corridor – Transition).

27. Section 20.9.4.1 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the first paragraph in its entirety and replacing it with the following:

For the properties on Essex Street and Wharncliffe Road North within the Civic Corridor outlined on Schedule 1 as Civic Corridor – Transition the following policies apply in addition to the policies of Section 4.0.

28. Section 20.9.5 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the section heading “20.9.5 Area 3 – Heritage Corridor” in its entirety; and deleting the word “Map” and replacing it with “Schedule”.

29. Section 20.9.5 i) a) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the second and third paragraphs in its entirety and replacing them with the following:

1. To ensure that the setting of Grosvenor Lodge is maintained, the following policies apply:
  - Placement of buildings and plantings should maintain the campus-like setting around and adjacent to Grosvenor Lodge.
  - Driveway access shall be restricted to the existing access.
2. In order to maintain the cultural heritage landscape associated with Grosvenor Lodge:
  - Utilities located within and/or adjacent to Grosvenor Lodge shall be placed below-grade so as not to interfere with the cultural heritage landscape.
  - On parcels adjacent to Grosvenor Lodge, the preservation of the heritage character of Grosvenor Lodge shall be maintained.
  - New development on parcels adjacent to Grosvenor Lodge shall require a Heritage Impact Assessment which includes design elements that maintain and protect the heritage character of Grosvenor Lodge.
  - On-site surface or structured parking is not permitted between the building line of Grosvenor Lodge and Western Road within the Heritage Corridor.
  - Built form adjacent to Grosvenor Lodge shall be designed to be compatible with the character of the cultural heritage landscape and address matters including articulation, massing, landscaping and materials.
  - New construction on parcels adjacent to Grosvenor Lodge should be compatible with, but visually distinguishable from the heritage resource. Grosvenor Lodge must be identifiable as a landmark, with new construction distinguishable as secondary.
  - New development should incorporate materials and finishes that are consistent with the existing building materials. Colours and materials should be selected that enhance or complement the historic buildings.
  - Salvaged building materials in landscaping, public art and/or new building construction are encouraged should any existing structures be demolished.
  - Municipal Works contemplated for the area should minimize disruption to the Grosvenor Lodge site.

30. Section 20.9.6 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary

Plan for the City of London is amended by deleting the section heading “20.9.6 Area 4 – Neighbourhood Area” in its entirety; and deleting the word “Map” and replacing it with “Schedule”.

31. Sections 20.9.6.1, 20.9.6.2, 20.9.6.3, and 20.9.6.4 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London are amended by deleting the word “Map” and replacing it with the word “Schedule”.

32. Section 20.9.6.3 i) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**i) Uses**

This portion of the Neighbourhood Area will permit the following uses:

- a) Street townhouses up to 3 storeys in height.
- b) A single 6-storey apartment at the corner of Platt’s Lane and Western Road may be permitted.

33. Section 20.9.7 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting the section heading “20.9.7 Parks and Open Space” in its entirety; and deleting the first paragraph in its entirety and replacing it with the following:

Parks and Open Space are indicated on Schedule 1 and consist of the following:

- a) All of the river adjacent lands in public ownership;
- b) The foundation of Saunby’s Mill; and,
- c) The wetland at the west end of McDonald Ave adjacent to the CPR tracks.

34. Section 20.9.7 ii) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Character**

The Parks and Open Space designation is intended to provide passive and active recreational opportunities to the residents in the surrounding neighbourhood to support a healthy, active lifestyle and encourage community congregation.

35. Section 20.9.8 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting this section, including its heading “20.9.8 Implementation”, in its entirety and replacing it with the following:

The BIGS Neighbourhood Secondary Plan will be implemented by ensuring that all planning and development applications are consistent with the policies of this Plan.

36. Section 20.9.8.1 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**8.1 Official Plan Amendments**

- i) Any amendment to the text or Schedules of this Secondary Plan constitutes an Official Plan amendment. Furthermore, amendments to the Schedules of this Plan may require amendments to the associated maps of *The London Plan*, the City of London Official Plan.
- ii) Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of *The London Plan*.

37. Section 20.9.8.2 i), ii) and iv) of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- i) Any applications for amendment to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of *The*

*London Plan.*

- ii) In addition to the policies of the Secondary Plan, consideration of other land uses through a Zoning Bylaw amendment shall be subject to the Evaluation Criteria for Planning and Development Applications policies in the Our Tools part of *The London Plan*. Zoning on individual sites would normally not allow for the full range of permitted uses.
- iv) The lands within the area of this Secondary Plan may be zoned with the appropriate holding provision in accordance with *The London Plan* to achieve objectives set out within this secondary plan.

38. Section 20.9.8.3 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**8.3 Plans of Subdivision/Plans of Condominium/ Consents to Sever**

Any applications for subdivision, condominium, or consent to sever, shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.

39. Section 20.9.8.4 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**8.4 Site Plan Approval**

Any applications for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.

40. Section 20.9.8.6 of the Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**8.6 Amendments to the Areas Delineated in this Plan**

- i) A demonstrated need for the expansion, addition or modification of a designation, given the context of both the site and surrounding area.
- ii) Area boundaries shall not be permitted to change to a degree which undermines the intended function of the designated areas.
- iii) The expansion of boundaries shall not have a negative impact on adjacent or nearby properties, including the heritage characteristics of Grosvenor Lodge and the Neighbourhood Area as an area of continued residential use.

41. The Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan for the City of London is amended by deleting Schedule 1 at the end of each Section and adding Schedule 1 into a new section, thereby creating Section 9.0.

## Appendix F – Public Engagement

### Community Engagement

**Public liaison:** On May 20, 2021, Notice of Application was circulated to City Planning's official circulation list, including prescribed agencies, as well as advisory committees. On May 21, 2021, Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner*.

Following presentation of an information report to the Planning and Environment Committee on October 18, 2021, the report was circulated to stakeholders, community associations that are active in the Secondary plan areas, and other expressing interest for review and input on the draft changes on November 12, 2021.

Six replies were received.

#### **Nature of Liaison:**

The purpose and effect of this amendment to the London Plan is to amend seven approved Secondary Plans to reflect the transition to a new Official Plan – The London Plan. Possible changes to delete references to 1989 Official Plan policies, land use designations, road classifications and map schedules; and to add references to the London Plan policies, place types, and maps. Possible changes to fix errors and omissions, including typographical, grammatical and formatting errors in the following Secondary Plans:

1. Southwest Area Secondary Plan
2. Old Victoria Hospital Secondary Plan
3. Riverbend South Secondary Plan
4. McCormick Secondary Plan
5. Beaufort/Irwin/Gunn/Saunby (BIGS) Secondary Plan
6. Old East Village Dundas Street Corridor Secondary Plan

Housekeeping changes to the London Psychiatric Hospital Lands Secondary Plan will be addressed through file OZ-9328 (850 Highbury Ave North).

#### **Responses:**

Prior to the presentation at the Planning and Environment Committee meeting on October 18, 2021, three replies were received.

- An inquiry with respect to the London Psychiatric Hospital Secondary Plan that is being reviewed by another staff.
- A reply from internal staff that includes comments on changes in terms of formatting and wording.
- A reply from Stormwater Engineering Division indicating that they have no comments.

Following the circulation of the October 18 information report, three responses were received.

- Two replies from stakeholders indicating that they have no comments.
- Additional comments from internal staff on the draft changes.

#### **Written Comments**

**From:** London Development Institute (LDI)  
**Sent:** Tuesday, November 30, 2021 2:52 PM  
**To:** Lee, Joanne <[jolee@london.ca](mailto:jolee@london.ca)>  
**Subject:** [EXTERNAL] RE: Housekeeping Amendment to Secondary Plans

Hi Joanne



I have sent this report to all of the LDI members. I have not had anyone respond with an issue at this time.

If you have any questions please let me know.

Mike Wallace  
Executive Director  
London Development Institute (LDI)

**From:** Bill H. Veitch  
**Sent:** Tuesday, December 7, 2021 12:52 PM  
**To:** Lee, Joanne <[jolee@london.ca](mailto:jolee@london.ca)>  
**Subject:** [EXTERNAL] RE: Housekeeping Amendment to Secondary Plans

Thank you Joanne

We have reviewed this and have no further comments.

Regards  
Bill

Bill Veitch  
Growth Director, London & Stratford  
MTE Consultants Inc.

#### **Agency/Departmental Comments**

Various comments received from internal staff were considered in the preparation of the recommended amendment. A summary of the comments is:

- Inconsistencies in formatting, including cover pages.
- Inconsistencies in wording, including capitalization and acronym.
- Alternative term for “Character Area Land Use Designation” to be more in line with The London Plan terminology.

#### **Stormwater Engineering – June 18, 2021**

Stormwater Engineering Division (SWED) staff have no stormwater management related comments to the application.

## Appendix G – Summary table of proposed changes

Underlined text indicates text additions and ~~strikethrough~~ text denotes text deletions.

### McCormick Area Secondary Plan

Chapter Reference	Section	Text Changes	Summary of Changes
Cover page	20.8	<del>20.8</del>	Removal of the S. 20.8 reference
Table of Contents		<p><del>20.8.1</del> <b><u>1.0</u> Introduction</b>  <del>20.8.1.1</del> <u>1.1</u> Location  <del>20.8.1.2</del> <u>1.2</u> Purpose, Use and Interpretation  <del>20.8.1.3</del> <u>1.3</u> Vision  <del>20.8.1.4</del> <u>1.4</u> Principles</p> <p><del>20.8.2</del> <b><u>2.0</u> Community Structure</b>  <del>20.8.2.1</del> <u>2.1</u> Community Structure Plan  <del>20.8.2.2</del> <u>2.2</u> Connectivity  <del>20.8.2.3</del> <u>2.3</u> Neighbourhood Integration  <del>20.8.2.4</del> <u>2.4</u> Dundas Street Mainstreet  <del>20.8.2.5</del> <u>2.5</u> Established Business  <del>20.8.2.6</del> <u>2.6</u> Cultural Heritage Conservation</p> <p><b><u>3.0</u> General Policies</b>  <del>20.8.3.1</del> <u>3.1</u> Mobility and Public Realm  <del>20.8.3.3</del> <u>3.2</u> Cultural Heritage  <del>20.8.3.4</del> <u>3.3</u> Green Development  <del>20.8.3.5</del> <u>3.4</u> Species at Risk  <del>20.8.3.6</del> <u>3.5</u> Brownfield Remediation  <del>20.8.3.7</del> <u>3.6</u> Compatibility with Sensitive Uses  <del>20.8.3.8</del> <u>3.7</u> Affordable Housing  <del>20.8.3.9</del> <u>3.8</u> Bonusing Policies</p> <p><b><u>4.0</u> Character Area Land Use Designations</b>  <del>20.8.4.1</del> <u>4.1</u> Introduction  <del>20.8.4.2</del> <u>4.2</u> All Designations  <del>20.8.4.3</del> <u>4.3</u> Industrial-Commercial Designation  <del>20.8.4.4</del> <u>4.4</u> Transit-Oriented Designation  <del>20.8.4.5</del> <u>4.5</u> Mixed-Use Designation  <del>20.8.4.6</del> <u>4.6</u> Mid-Rise Residential Designation  <del>20.8.4.7</del> <u>4.7</u> Low-Rise Residential Designation  <del>20.8.4.8</del> <u>4.8</u> Community Parkland Designation  <del>20.8.4.9</del> <u>4.9</u> Special Policies</p> <p><b><u>5.0</u> Implementation</b>  <del>20.8.5.1</del> <u>5.1</u> Implementation of the Plan  <del>20.8.5.2</del> <u>5.2</u> Interpretation  <del>20.8.5.3</del> <u>5.3</u> Municipal Works  <del>20.8.5.4</del> <u>5.4</u> Official Plan (<u><i>The London Plan</i></u>)</p>	<p>All sections are renumbered to appropriate numbers, while removing the S. 20.8 references.</p> <p>There is no Section 20.8.3.2 under Section 20.8.3 – General Policies (typological error). Sections 20.8.3.3 through 20.8.3.9 are renumbered to Sections 20.8.3.2 through 20.8.3.8.</p>

		<del>20.8.5.5</del> <u>5.5</u> Zoning By-law <del>20.8.5.6</del> <u>5.6</u> Plans of Subdivision, Plans of Condominium, and Consents to Sever <del>20.8.5.7</del> <u>5.7</u> Site Plan Approval <del>20.8.5.8</del> <u>5.8</u> Guidelines Documents <del>20.8.5.9</del> <u>5.9</u> Street Creation <del>20.8.5.10</del> <u>5.10</u> Required Studies	
	All chapters	<p>Throughout this Plan, a multilevel list is organized as follows:</p> <p>i)</p> <p>a)</p> <p>1.</p> <p>•</p> <p>Bullets (•) are replaced with numbers (1, 2, 3,...) to facilitate easier references to the policies and reflect the formatting approach of more recent secondary plans and the London Plan.</p> <p><b>Exception:</b> bullets in S. 20.8.3.4</p>	
Introduction	20.8.1	<del>20.8.4</del> <u>1.0</u>	S.20.8.1 on the top is renumbered to S. 1.0.
Introduction	20.8.1	<del>20.8.1.1</del> <u>1.1</u> Location <del>20.8.1.2</del> <u>1.2</u> Purpose, Use and Interpretation <del>20.8.1.3</del> <u>1.3</u> Vision <del>20.8.1.4</del> <u>1.4</u> Principles	All sections under this Section are renumbered to appropriate numbers.
Introduction	20.8.1.2	[First paragraph] This Secondary Plan provides a greater level of detail than the general policies in <i>The London Plan</i> , the City of London <i>Official Plan</i> , and is guided by the policies of the 2014 Provincial Policy Statement.	Removal of the reference to the 2014 PPS reflects the transition to an up-to-date PPS (rather than using “2020”)
Introduction	20.8.1.2	[Second paragraph] This Secondary Plan shall be used for the review of planning and development applications. This Secondary Plan is further intended to be used in conjunction with other policies of the <del>Official Plan</del> <i>The London Plan</i> . In particular, any amendments made to <del>Chapter 10, Policies for Specific Areas, of the Official Plan</del> the Specific Policies for an applicable Place Type of <i>The London Plan</i> should be read in conjunction with this Secondary Plan. In instances where the overall <del>Official Plan</del> <i>London Plan</i> and Secondary Plan are inconsistent, with the exception of <del>Chapter 10 policies of the Official Plan</del> the Specific Policies of <i>The London Plan</i> , the Secondary Plan shall prevail.	Removal of the 1989 Official Plan policy reference  Further clarification
Introduction	20.8.1.2	[Third paragraph] The text and schedules of the McCormick Area Secondary Plan will be included in <del>Section 20 of the City of London Official Plan</del> the Secondary Plans part of <i>The London Plan</i> .	Removal of the 1989 Official Plan policy reference (Section 20)
Introduction	20.8.1.4	The heading “Objectives:” under a principle in each clause is amended as follows:	The heading is amended to make it better readable.

		Objectives <u>to achieve this principle are:</u>	
Community Structure	20.8.2	<del>20.8.2</del> <u>2.0</u>	S.20.8.2 on the top is renumbered to S. 2.0.
Community Structure	20.8.2	<del>20.8.2.1</del> <u>2.1</u> Community Structure Plan <del>20.8.2.2</del> <u>2.2</u> Connectivity <del>20.8.2.3</del> <u>2.3</u> Neighbourhood Integration <del>20.8.2.4</del> <u>2.4</u> Dundas Street Mainstreet <del>20.8.2.5</del> <u>2.5</u> Established Business <del>20.8.2.6</del> <u>2.6</u> Cultural Heritage Conservation	All sections under this Section are renumbered to appropriate numbers.
Community Structure	20.8.2.3	The neighbourhoods to the east and west are primarily one- and two-storey single-detached dwellings, many of which were constructed in the early 1900s.	Addition of hyphens to fix the punctuation errors.
Community Structure	20.8.2.6	i) <u>London's Inventory of Heritage Resources</u> The property below, located within the McCormick Area Secondary Plan area, is listed to London's Inventory of Heritage Resources: a) 1020 Elias Street (former Bell Telephone Building), Listed, Priority 1.  ii) <u>Potential Cultural Heritage Value or Interest</u> The properties below, located within the McCormick Area Secondary Plan area, are properties under consideration for identification of potential cultural heritage value or interest: a) 1108 Dundas Street (former The Empire Manufacturing Co. Brass Foundry); b) 1120 Dundas Street (former Supertest Petroleum Co. Service Station); c) 1140 Dundas Street (former Coca-Cola bottling plant); d) 1152 Dundas Street (former Ruggles Truck Manufacturing); e) 445 Nightingale Avenue (former Reid Bros. & Co. Paper Box Manufacturing); f) 465 Nightingale Avenue; g) 471 Nightingale Avenue (former Hunt Brothers Flour Mill); h) 501 Nightingale Avenue (former Taylor Electric); i) 568 Glasgow Street (former Clatworthy Lumber); j) 982 Princess Avenue/1005 Elias Street (former Orange Crush Ltd.); k) 990 Princess Street (former Perry Sales Co.); l) 560 Quebec Street (former Dominion Stores Bakery); and, m) 580 Quebec Street (former Supertest Petroleum warehouse).	There are two lists starting from a) under this section. New clauses i) and ii) and their headings are added above the paragraph preceding each list.

General Policies	20.8.3	<del>20.8.3</del> <u>3.0</u>	S.20.8.3 on the top is renumbered to S. 3.0.
General Policies	20.8.3	<del>20.8.3.1</del> <u>3.1</u> Mobility and Public Realm <del>20.8.3.3</del> <u>3.2</u> Cultural Heritage <del>20.8.3.4</del> <u>3.3</u> Green Development <del>20.8.3.5</del> <u>3.4</u> Species at Risk <del>20.8.3.6</del> <u>3.5</u> Brownfield Remediation <del>20.8.3.7</del> <u>3.6</u> Compatibility with Sensitive Uses <del>20.8.3.8</del> <u>3.7</u> Affordable Housing <del>20.8.3.9</del> <u>3.8</u> Bonusing Policies	All sections under this Section are renumbered to appropriate numbers.
General Policies	20.8.3.1	[First paragraph] The transportation network within the McCormick Area Secondary Plan area consists of <del>Arterial Roads, Primary Collectors, Secondary Collectors and Local Streets</del> <u>Rapid Transit Boulevards, Neighbourhood Connectors, and Neighbourhood Streets</u> , as established in the <del>City of London Official Plan</del> <u>The London Plan</u> . The transportation network in this Secondary Plan also includes Future Streets and Future Publicly Accessible Connections, illustrated in Schedule 3.	Removal of the 1989 Official Plan road classification references (Arterial Roads, Primary and Secondary Collectors, and Local Streets)
General Policies	20.8.3.1 i)	[First paragraph] Four street typologies exist within this Secondary Plan – <del>Arterial Roads, Primary Collectors, Secondary Collectors, Local Streets,</del> <u>Rapid Transit Boulevards, Neighbourhood Connectors, Neighbourhood Streets,</u> and a Green Link overlay.	Removal of the 1989 Official Plan road classification references
General Policies	20.8.3.1 i) New a)	<del><b>Arterial Roads and Future Rapid Transit Corridor</b></del> <b>a) Rapid Transit Boulevards</b> <del>Arterial Roads</del> <u>Rapid Transit Boulevards</u> are high-capacity roads, in many cases accommodating both vehicles and transit, which serve the city as a whole and act as major north-south and east-west connections. Depending on the location of transit services, <del>Arterial Roads</del> <u>Rapid Transit Boulevards</u> may also serve as Rapid Transit Corridors, as is the case in this Secondary Plan. A balance must be achieved between their transportation function, including accommodation for transit and access to adjacent land uses, and to act as socially vibrant public space.	Removal of the 1989 Official Plan road classification reference (Arterial Roads)  A list of letters (a, b, c, d) is created to facilitate easier reference to each street typology.
General Policies	20.8.3.1 i) New b)	<del><b>Primary Collectors</b></del> <del>Primary Collectors serve moderate volumes of inter-neighbourhood traffic at moderate speeds. These roads may require a higher level of pedestrian amenity than Local Streets through the extended use of tree and feature planting, paving, lighting and signage design. Their design should complement the planned adjacent land uses with features such as on-</del>	The policies for Primary and Secondary Collectors (1989 Official Plan road classifications) are deleted in its entirety and replaced with new policies for Neighbourhood

		<p>street parking, benches and wider sidewalks provided adjacent to commercial and mixed-use properties.</p> <p><b>Secondary Collectors</b>  Secondary Collectors serve light volumes of traffic for short distances at light speeds. These roads may require a higher level of pedestrian amenity than Local Streets through the extended use of tree and feature planting, paving, lighting and signage design. Their design should complement the planned adjacent land uses with features such as on-street parking, benches and wider sidewalks provided adjacent to commercial and mixed-use properties.</p> <p><b>b) Neighbourhood Connectors</b>  Neighbourhood Connectors include Quebec Street, Elias Street, and Nightingale Avenue. Quebec Street serves moderate volumes of inter-neighbourhood traffic at moderate speeds, while Elias Street and Nightingale Avenue serve light volumes of traffic for short distances at light speeds. These roads may require a higher level of pedestrian amenity than Neighbourhood Streets through the extended use of tree and feature planting, paving, lighting and signage design. Their design should complement the planned adjacent land uses with features such as on-street parking, benches and wider sidewalks provided adjacent to commercial and mixed-use properties.</p>	Connectors of the London Plan.
General Policies	20.8.3.1 i) New c)	<p><b>Local Streets c) Neighbourhood Streets</b>  Local Streets Neighbourhood Streets provide access to individual properties and connect neighbourhood destinations. These streets play a dual role as neighbourhood socialization spaces and low-volume transportation corridors. The design requirements, while less substantial than for Arterial and Collector Roads Rapid Transit Boulevards and Neighbourhood Connectors, must support the dual role of Local Streets Neighbourhood Streets. The majority of proposed Future Streets within the McCormick Area Secondary Plan area belong to the Local Streets Neighbourhood Streets typology. On-street parking may be provided along all Local Streets Neighbourhood Streets.</p>	Removal of the 1989 Official Plan road classification references (Local Streets)
General Policies	20.8.3.1 i) New d)	<b>d) Green Link (overlay)</b>	New d) is added.
General Policies	20.8.3.1 ii) b)	Future Local Streets Neighbourhood Streets will be designed to support pedestrian-oriented development	Removal of the 1989 Official Plan road classification



		patterns, with strong connections to transit services located on Dundas Street and Quebec Street.	reference (Local Streets)
General Policies	20.8.3.1 ii) c)	Future <del>Local Streets</del> <u>Neighbourhood Streets</u> should help to create short neighbourhood blocks, which make walking easy and efficient and allow for variation in routes.	Removal of the 1989 Official Plan road classification reference (Local Streets)
General Policies	20.8.3.1 ii) f)	At the subdivision and/or site plan application stage, consideration shall be given to the provision for the conveyance and construction of Future <del>Local Streets</del> <u>Neighbourhood Streets</u> and/or Future Publicly Accessible Connections illustrated on Schedule 3.	Removal of the 1989 Official Plan road classification reference (Local Streets)
General Policies	20.8.3.1 ii) g)	Variations in routes of the Future <del>Local Streets</del> <u>Neighbourhood Streets</u> illustrated in Schedule 3 may be considered through future studies identifying constraints due to circumstances such as topography, proposed abutting land use(s), and opportunities to implement other objectives from the Transportation Master Plan, the Rapid Transit Environmental Assessment, and the Bicycle Master Plan.	Removal of the 1989 Official Plan road reference (Local Streets)
General Policies	20.8.3.5	The Chimney Swift ( <del>Chaetura pelagica</del> <u>Chaetura pelagica</u> ), listed as a threatened species in Ontario, receives protection under the Endangered Species Act, 2007 for individual members of the species and their habitat. Chimney Swifts are known to exist in the McCormick Area Secondary Plan area, with a potential for nesting and/or roosting in chimneys and other man-made features within the area. Consultation with the Ontario Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> must occur prior to any activity, such as building demolitions, <del>within the McCormick Area Secondary Plan area</del> that may impact potential Chimney Swift habitat including man-made nests/ roosts and natural nest/root cavities <u>within the McCormick Area Secondary Plan area</u> .	The words “Chaetura pelagica” are italicized to indicate a scientific name.  Housekeeping change to reflect the transition to the Ministry of the Northern Development, Mines, Natural Resources and Forestry  Re-location of the words “within the McCormick Area Secondary Plan area” to make the sentence better readable
General Policies	20.8.3.6	[First paragraph] The Provincial Policy Statement 2014 promotes the redevelopment of brownfield sites and identifies their redevelopment as important to long-term economic prosperity.	Removal of the reference to the 2014 PPS reflects the transition to an up-to-date PPS
General Policies	20.8.3.7 a)	[First bullet through fourth bullet, sixth bullet] <del>a)</del> Ontario Ministry of the Environment and <del>Climate Change</del> <u>Conservation and Parks Guideline D-6: Compatibility between Industrial Facilities and Sensitive Land Uses</u> ; <del>b)</del> Ontario Ministry of the Environment and <del>Climate Change</del>	Housekeeping change to reflect the transition to the Ministry of the Environment, Conservation and Parks

		<p><u>Conservation and Parks Environmental Noise Guideline NPC-300: Stationary and Transportation Sources – Approval and Planning</u>;</p> <p><del>a-c)</del> Ontario Ministry of the Environment and Climate Change Regulation 419/05 Air Pollution – Local Air Quality;</p> <p><del>a-d)</del> Ontario Ministry of the Environment, and Climate Change 4871e – <u>Noise Screening Process for s.9 Applications Conservation and Parks Primary Noise Screening Method Guide</u>;</p> <p><del>a-f)</del> City of London Noise <u>Sound</u> By-law PW-12.</p>	<p>Bullets are replaced with appropriate numbers.</p> <p>The Primary Noise Screening Method Guide replaced the “Noise Screening Process for S.9 Applications”, PIBS 4871e.</p>
General Policies	20.8.3.9 d)	<p>Notwithstanding the <del>bonus zoning provisions of the Official Plan</del> <u>the Bonus Zoning policies in the Our Tools part of The London Plan</u>, increases in height and/or density may be offered only for developments which incorporate one or more of the facilities, services, and matters specified below:</p>	Removal of the reference to the 1989 Official Plan bonusing policies
General Policies	20.8.3.9 d)	<p>[Seventh bullet]</p> <p><del>a-g)</del> Developments integrating green technology cited in section <del>20.8.3.4 3.3</del>;</p>	Removal of the S. 20.8 reference
General Policies	20.8.3.9 d)	<p>[Final bullet]</p> <p><del>a-i)</del> Public Art incorporating distinct elements of the area’s industrial heritage, and complying with the City of London’s Public Art / <u>Monument Policy (2009)</u>.</p>	Clarification of the policy name
Character Area Land Use Designations	20.8.4	<del>20.8.4 4.0</del>	S.20.8.4 on the top is renumbered to S. 4.0.
Character Area Land Use Designations	20.8.4	<p><del>20.8.4.1 4.1</del> Introduction</p> <p><del>20.8.4.2 4.2</del> All Designations</p> <p><del>20.8.4.3 4.3</del> Industrial-Commercial Designation</p> <p><del>20.8.4.4 4.4</del> Transit-Oriented Designation</p> <p><del>20.8.4.5 4.5</del> Mixed-Use Designation</p> <p><del>20.8.4.6 4.6</del> Mid-Rise Residential Designation</p> <p><del>20.8.4.7 4.7</del> Low-Rise Residential Designation</p> <p><del>20.8.4.8 4.8</del> Community Parkland Designation</p> <p><del>20.8.4.9 4.9</del> Special Policies</p>	All sections under this Section are renumbered to appropriate numbers.
Character Area Land Use Designations	20.8.4.2 i)	<p>The following structures and facilities associated with public services and utilities may be permitted in all areas of the City outside of the flood plain or environmentally significant areas, as shown on <del>Schedule “B” Flood Plain and Environmental Features of the Official Plan</del> <u>Map 6 – Hazards and Natural Resources of The London Plan</u>:</p>	Removal of the 1989 Official Plan map schedule reference
Character Area Land Use Designations	20.8.4.3 i)	The Industrial-Commercial Designation is applied to properties along the CP rail corridor between Quebec Street and McCormick	The wrong street suffix (“Avenue”) is fixed.

		Boulevard extending south to the future road extension of Gleeson Avenue Street.	
Character Area Land Use Designations	20.8.4.3 iii)	[First paragraph] Permitted uses in the Industrial-Commercial Designation may include small-scale light industrial uses that involve assembling, fabricating, manufacturing, processing and/or repair activities that are located within enclosed buildings and which will not create a significant impact on surrounding residential uses and will conform to the Ontario Ministry of the Environment, <del>and Climate Change</del> <u>Conservation and Parks Guideline D-6</u> and other applicable provincial and municipal guidelines and regulations.	Housekeeping change to reflect the transition to the Ministry of the Environment, Conservation and Parks
Character Area Land Use Designations	20.8.4.3 iii) i) (new)	i) <u>Outdoor Patios</u> Outdoor patios in association with Craft Brewery and Artisan Workshop establishments may be permitted subject to a Minor Variance, provided they meet all of the following criteria:	There are two lists starting from a) under this section. New clause i) and its heading for the Outdoor Patios policies are added to separate the lists.
Character Area Land Use Designations	20.8.4.3 vi)	Applications to expand the Industrial-Commercial Designation will be evaluated using the policies of this Secondary Plan and <del>the Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Character Area Land Use Designations	20.8.4.4 iv) e)	The properties fronting onto Dundas Street shall be designed to accommodate at-grade-uses.	The hyphen is replaced to fix the hyphenation error ("at grade-uses").
Character Area Land Use Designations	20.8.4.4 vi)	Applications to expand the Transit-Oriented Designation will be evaluated using the policies of this Secondary Plan and <del>the City of London Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Character Area Land Use Designations	20.8.4.5 iii) i) (new)	i) <u>Outdoor Patios</u> Outdoor patios in association with Craft Brewery and Artisan Workshop establishments may be permitted subject to a Minor Variance, provided they meet all of the following criteria:	There are two lists starting from a) under this section. New clause i) and its heading for the Outdoor Patios policies are added to separate the lists.
Character Area Land Use Designations	20.8.4.5 vi)	Applications to expand the Mixed-Use Designation will be evaluated using the policies of this Secondary Plan and <del>the City of London Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the Official Plan
Character Area Land Use Designations	20.8.4.6 ii) (another) and 20.8.4.7 ii) (another)	ii) <u>iii) Permitted Uses</u>	This clause is renumbered to fix the overlapping clauses ii).
Character Area Land Use Designations	20.8.4.9 i)	In the <del>General Industrial designation</del> <u>Light Industrial Place Type</u> at 1111 Elias Street non-industrial office space and accessory warehouse space may be permitted within the existing	Removal of the 1989 Official Plan land use designation reference

		building resulting in a total maximum gross floor area of 2,130 m <sup>2</sup> (22,927 sq.ft.) of non-industrial office use in association with no less than 560 m <sup>2</sup> (6,000 sq.ft.) of warehouse use.	
Implementation	20.8.5	<del>20.8.5</del> <u>5.0</u>	S.20.8.5 on the top is renumbered to S. 5.0.
Implementation	20.8.5	<del>20.8.5.1</del> <u>5.1</u> Implementation of the Plan <del>20.8.5.2</del> <u>5.2</u> Interpretation <del>20.8.5.3</del> <u>5.3</u> Municipal Works <del>20.8.5.4</del> <u>5.4</u> Official Plan ( <i>The London Plan</i> ) <del>20.8.5.5</del> <u>5.5</u> Zoning By-law <del>20.8.5.6</del> <u>5.6</u> Plans of Subdivision, Plans of Condominium, and Consents to Sever <del>20.8.5.7</del> <u>5.7</u> Site Plan Approval <del>20.8.5.8</del> <u>5.8</u> Guidelines Documents <del>20.8.5.9</del> <u>5.9</u> Street Creation <del>20.8.5.10</del> <u>5.10</u> Required Studies	All sections under this Section are renumbered to appropriate numbers.  Addition of “ <i>The London Plan</i> ” next to “Official Plan” for clarification
Implementation	20.8.5.1 a)	a) i) This Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, the Provincial Policy Statement, other applicable Provincial legislation, the provisions of <del>the City of London Official Plan</del> , <i>The London Plan</i> and this Secondary Plan.	Removal of the reference to the 1989 Official Plan  The list level is changed.
Implementation	20.8.5.2	[Secondary paragraph] The objectives and policies contained in the McCormick Area Secondary Plan are intended to implement this Secondary Plan, as described in <del>20.8.4</del> <u>Section 1.0</u> .	Removal of the S. 20.8 reference.
Implementation	20.8.5.2 a)	Where boundaries between land use designations do coincide with physical features, any departure from the boundary will require an amendment to <del>the Official Plan</del> <i>The London Plan</i> .	Removal of the reference to the 1989 Official Plan
Implementation	20.8.5.2 b)	Minor variations from numerical requirements in this Secondary Plan may be permitted by Council without an amendment to <del>the Official Plan</del> <i>The London Plan</i> , provided that the general intent and objectives of this Secondary Plan and <del>Official Plan</del> <i>The London Plan</i> are maintained.	Removal of the reference to the 1989 Official Plan
Implementation	20.8.5.2	[Final paragraph] Substantive changes to any road alignments will require an amendment to <del>the Official Plan</del> <i>The London Plan</i> and shall only be permitted where they are consistent with the underlying principles of the Community Structure Plan and the Street Hierarchy Plan.	Removal of the reference to the 1989 Official Plan
Implementation	20.8.5.4 a)	a) i) Any amendment to the text or Schedules of this Secondary Plan represents an amendment to <del>the Official Plan</del> <i>The London Plan</i> . Furthermore, amendments to the Schedules of this Secondary Plan may require amendments to the associated <del>schedules of the Official Plan</del> maps of <i>The London Plan</i> .	Removal of the 1989 Official schedule reference  The list level is changed.

Implementation	20.8.5.4 a) (another)	<p><del>a) ii)</del> Any applications to amend this Secondary Plan shall be subject to all <del>of</del> the applicable policies of this Secondary Plan, as well as all <del>of</del> the applicable policies of <del>the Official Plan</del> <u>The London Plan</u>.</p>	<p>There are two clauses a) under this section. This clause is renumbered to ii). The reference to the 1989 Official Plan is removed. The word “of” is removed to make the sentence clearer</p>
Implementation	20.8.5.5 b)	<p><del>b) ii)</del> Any applications for amendment to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of <del>the City of London Official Plan</del> <u>The London Plan</u>.</p>	<p>Removal of the reference to the 1989 Official Plan</p> <p>The list level is changed.</p>
Implementation	20.8.5.5 c)	<p><del>c) iii)</del> The lands within the area of this Secondary Plan may be zoned with an ‘h’ holding symbol in accordance with <del>the City of London Official Plan</del> <u>The London Plan</u>.</p>	<p>Removal of the reference to the 1989 Official Plan</p> <p>The list level is changed.</p>
Implementation	20.8.5.5 e)	<p><del>e) v)</del> No development shall occur on any lands within the area zoned with an <del>(h)</del> ‘h’ holding symbol until the ‘h’ holding symbol has been removed by an amendment to the Zoning By-law.</p>	<p>For consistency with the reference to “h” used in clauses c) and d).</p> <p>The list level is changed.</p>
Implementation	20.8.5.6 a)	<p><del>a)</del> Any applications for subdivision, condominium, or consent to sever shall be subject to the policies of this Secondary Plan and applicable policies of <del>the City of London Official Plan</del> <u>The London Plan</u>.</p>	<p>Removal of the reference to the 1989 Official Plan</p> <p>The list level is deleted to reflect the formatting approach of more recent secondary plans. This policy should be a paragraph, rather than a clause as there is only one clause.</p>
Implementation	20.8.5.7 a)	<p><del>a)</del> Any applications for Site Plan Approval shall be subject to the policies of the McCormick Area Secondary Plan and applicable policies of <del>the Official Plan</del> <u>The London Plan</u>.</p>	<p>Removal of the reference to the 1989 Official Plan</p> <p>This policy should be a paragraph, rather than a clause as there is only one clause.</p>
Implementation	20.8.5.8 a)	<p><del>a)</del> Guideline documents may be adopted by Council to provide greater detail and guidance for development and public realm elements of the McCormick Area Secondary Plan.</p>	<p>This policy should be a paragraph, rather than a clause as there is only one clause.</p>
Implementation	20.8.5.10 l)	<p><del>l) xii)</del> Ontario Ministry of the Environment <del>and Climate Change</del> <u>Conservation and Parks</u> Guideline D-6</p>	<p>Housekeeping change to reflect the transition to the Ministry of Environment, Conservation and Parks</p>
Schedule 3		<p>Schedule 3 is amended to align with the London Plan street classifications.</p>	<p>Removal of the 1989 Official Plan road</p>

			classification references
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## Old Victoria Hospital Lands Secondary Plan

Chapter Reference	Section	Text Changes	Summary of Changes
Cover page	20.6	<del>20.6</del>	Removal of the S. 20.6 reference
Table of Contents		<p><del>20.6.1</del> <b>1.0 Introduction</b>  <del>20.6.1.1</del> <b>1.1</b> Location  <del>20.6.1.2</del> <b>1.2</b> Purpose, Use and Interpretation  <del>20.6.1.3</del> <b>1.3</b> The Vision, Principles and Objectives</p> <p><del>20.6.2</del> <b>2.0 Community Structure</b>  <del>20.6.2.1</del> <b>2.1</b> Introduction  <del>20.6.2.2</del> <b>2.2</b> Cultural Heritage Landmarks  <del>20.6.2.3</del> <b>2.3</b> South Street Promenade  <del>20.6.2.4</del> <b>2.4</b> “The Four Corners” and Colborne/South Streets  <del>20.6.2.5</del> <b>2.5</b> Riverfront Promenade  <del>20.8.2.6</del> <b>2.6</b> Views and Vistas, Pedestrian Connections and Potential Pedestrian Linkages</p> <p><del>20.6.3</del> <b>3.0 General Policies</b>  <del>20.6.3.1</del> <b>3.1</b> Plan Goal  <del>20.6.3.2</del> <b>3.2</b> General Policies for Development  <del>20.6.3.3</del> <b>3.3</b> Bonusing Policies (deleted)  <del>20.6.3.4</del> <b>3.4</b> Public Art  <del>20.6.3.5</del> <b>3.5</b> Services and Utilities  <del>20.6.3.6</del> <b>3.6</b> Transportation  <del>20.6.3.7</del> <b>3.7</b> Housing Policies</p> <p><del>20.6.4</del> <b>4.0 Character Area Land Use Designations</b>  <del>20.6.4</del> <b>Character Area Land Use Designations</b>  <del>20.6.4.1</del> <b>4.1</b> The Four Corners  <del>20.6.4.2</del> <b>4.2</b> Transit-Oriented Mainstreet Corridor  <del>20.6.4.3</del> <b>4.3</b> Residential Areas  <del>20.6.4.3.1</del> <b>4.3.1</b> Residential Policy Area 1 – Low-Rise Residential  <del>20.6.4.3.2</del> <b>4.3.2</b> Residential Policy Area 2 – Mid-Rise Residential  <del>20.6.4.3.3</del> <b>4.3.3</b> Residential Policy Area 3 – High-Rise Residential  <del>20.6.4.4</del> <b>4.4</b> Open Space  <del>20.6.4.4.1</del> <b>4.4.1</b> Open Space Policy Area 1 – Natural Heritage Lands  <del>20.6.4.4.2</del> <b>4.4.2</b> Open Space Policy Area 2 – Park Lands</p> <p><del>20.6.5</del> <b>5.0 Implementation</b>  <del>20.6.5.1</del> <b>5.1</b> Implementation of the Secondary Plan  <del>20.6.5.2</del> <b>5.2</b> Interpretation</p>	<p>All sections are renumbered to appropriate numbers, while removing the S. 20.6 references.</p> <p>S.20.6.3.3 (Bonusing Policies) was deleted in its entirety as per OPA 723/LPA 24, but this section remains. S. 20.6.3.4 through 20.6.3.7 are renumbered to S. 3.3 through 3.6.</p> <p>A section number for “Schedules” is missing while S. 20.6.6 (Schedules) is attached to this Plan. New S.6.0 is added.</p>



		<p><del>20.6.5.3</del> <u>5.3</u> Official Plan Amendments</p> <p><del>20.6.5.4</del> <u>5.4</u> Zoning</p> <p><del>20.6.5.5</del> <u>5.5</u> Plans of Subdivision/ Plans of Condominium/ Consents to Sever</p> <p><del>20.6.5.6</del> <u>5.6</u> Site Plan Approval</p> <p><del>20.6.5.7</del> <u>5.7</u> Required Studies</p> <p><del>20.6.5.8</del> <u>5.8</u> Guidelines Documents</p> <p><del>20.6.5.9</del> <u>5.9</u> Development Phasing and Financing</p> <p><del>20.6.5.10</del> <u>5.10</u> Municipal Works</p> <p><del>20.6.5.11</del> <u>5.11</u> Land Dedication and Acquisition</p> <p><del>20.6.5.12</del> <u>5.12</u> Public Sector Agreement to Comply</p> <p><b>6.0 Schedules</b> Schedule 1: Community Structure Plan Schedule 2: Character Area Land Use Designation Plan</p>	
	All chapters	<p>Throughout this Plan, a multilevel list is organized as follows:</p> <p>i)</p> <p>a)</p> <p>1.</p> <p>•</p> <p>Bullets (•) are replaced with numbers (1, 2, 3,...) to facilitate easier references to the policies and reflect the formatting approach of more recent secondary plans and the London Plan.</p> <p><b>Exception:</b> bullets in S. 20.6.1.3</p>	
Introduction	20.6.1	<del>20.6.1</del> <u>1.0</u>	S.20.6.1 on the top is renumbered to S. 1.0.
Introduction	20.6.1	<p><del>20.6.1</del> <u>Introduction</u></p> <p><del>20.6.1.1</del> <u>1.1</u> Location</p> <p><del>20.6.1.2</del> <u>1.2</u> Purpose, Use and Interpretation</p> <p><del>20.6.1.3</del> <u>1.3</u> The Vision, Principles and Objectives</p>	<p>All sections under this Section are renumbered to appropriate numbers.</p> <p>S. 20.6.1 and its heading are deleted to avoid repeated section and heading.</p>
Introduction	20.6.1.1	<p>[First paragraph]</p> <p>The Old Victoria Hospital Lands, which are located along the Thames Valley Corridor, between Waterloo and Colborne Streets, represent a prominent site within the SoHo community and the city at large.</p>	The grammatical error (“Waterloo and Colborne Street”) is fixed.
Introduction	20.6.1.1	<p>[Final paragraph]</p> <p>The Old Victoria Hospital <u>Lands</u> Secondary Plan applies to the lands previously occupied by the hospital and surrounding lands. The limits of the Secondary Plan Area are identified on Figure 1.</p>	Consistency of wording (“Old Victoria Hospital Lands Secondary Plans”)
Introduction	20.6.1.2	<p>[First paragraph]</p> <p>The purpose of this Secondary Plan is to establish a more specific land use policy framework to guide the</p>	<p>Addition of hyphens</p> <p>Removal of the reference to the</p>

		evolution of the former Old Victoria Hospital property, and adjacent lands, into a vibrant residential community which incorporates elements of sustainability, cultural and natural heritage, mixed-use development, walkability and high-quality urban design. This Secondary Plan provides a greater level of detail than the general policies of <u>The London Plan</u> , the <u>City of London Official Plan</u> , and is guided by the policies of the 2014 Provincial Policy Statement.	2014 PPS reflects the transition to an up-to-date PPS (rather than using “2020”)
Introduction	20.6.1.2	[Second paragraph] This Secondary Plan shall be used for the review of planning <u>and development</u> applications and constitutes <del>Official Plan</del> <u>London Plan</u> policy. The Secondary Plan is further intended to be used in conjunction with other policies of <del>the Official Plan</del> <u>The London Plan</u> . In instances where the overall <del>Official Plan</del> <u>London Plan</u> and Secondary Plan are inconsistent, the Secondary Plan shall prevail. The text and Schedules of the Old Victoria Hospital Lands Secondary Plan constitutes <del>Section 20.6 of the City of London Official Plan</del> <u>part of The London Plan</u> .	Removal of the S. 20.6. reference
Introduction	20.6.1.3	[First paragraph] The Old Victoria Hospital Lands Secondary Plan is based on achieving the vision and principles of the <i>Roadmap SoHo</i> CIP. That vision is quoted in Section <del>20.6.4</del> <u>1.0</u> of this Secondary Plan. The CIP is based on achieving urban regeneration through sustainable, efficient, cost-effective development and land use patterns, the conservation of natural and cultural heritage features, and the protection of public health and safety. The Secondary Plan is also to achieve the goals and objectives of <del>the City of London Official Plan</del> <u>The London Plan</u> .	Removal of the references to S. 20.6 and the 1989 Official Plan
Introduction	20.6.1.3 i) through viii)	The heading “Objectives:” under a principle in each clause is amended as follows:  <u>Objectives to achieve this principle are:</u>	The heading is amended to make it better readable.
Introduction	20.6.1.3 i) a)	Provide for a range of land uses including residential, mixed-use, parks and open space and community facilities;	Addition of a hyphen
Introduction	20.6.1.3 vi) e)	In areas of mixed-use, create enhanced pedestrian zones that include expanded sidewalks;	Addition of a hyphen
Community Structure	20.6.2	<del>20.6.2</del> <u>2.0</u>	S.20.6.2 on the top is renumbered to S. 2.0.
Community Structure	20.6.2	<del>20.6.2.1</del> <u>2.1</u> Introduction <del>20.6.2.2</del> <u>2.2</u> Cultural Heritage Landmarks	All sections under this Section are renumbered to

		<del>20.6.2.3</del> <u>2.3</u> South Street Promenade <del>20.6.2.4</del> <u>2.4</u> “The Four Corners” and Colborne/South Streets <del>20.6.2.5</del> <u>2.5</u> Riverfront Promenade <del>20.6.2.6</del> <u>2.6</u> Views and Vistas, Pedestrian Connections and Potential Pedestrian Linkages	appropriate numbers.
Community Structure	20.6.2.5 c)	e) <del>iii</del> ) Ensure that the planning and design of adjacent private development is considered in the context of achieving the animated, activated and pedestrian-oriented amenity that is envisioned for the Riverfront Promenade.;	The period at the end of the clause is replaced with a semicolon to fix the punctuation error. Renumbering to an appropriate Roman numeral.
General Policies	20.6.3	<del>20.6.3</del> <u>3.0</u>	S.20.6.3 on the top is renumbered to S. 3.0.
General Policies	20.6.3	<del>20.6.3.1</del> <u>3.1</u> Plan Goal <del>20.6.3.2</del> <u>3.2</u> General Policies for Development <del>20.6.3.3</del> <u>3.3</u> Bonusing Policies (deleted) <del>20.6.3.4</del> <u>3.4</u> Public Art <del>20.6.3.4</del> <u>3.5</u> Services and Utilities <del>20.6.3.5</del> <u>3.6</u> Transportation <del>20.6.3.6</del> <u>3.7</u> Housing Policies	All sections under this Section are renumbered to appropriate numbers.
General Policies	20.6.3.4 ii) a)	In considering options for <del>S</del> stormwater management ( <del>SWM</del> ), the following principles will apply: <del>1.</del> <u>1.</u> <del>s</del> Stormwater will be considered as a resource, not a waste product. <del>2.</del> <u>2.</u> Stormwater <del>M</del> management ( <del>SWM</del> ) facilities or mitigation measures will be designed to provide the required stormwater quality and quantity controls, to ensure environmental and ecological integrity and to ensure functionalities are preserved and maintained. <del>3.</del> <u>3.</u> Moreover, they will be designed to provide a net benefit to the environment in accordance with provincial and federal Acts. <del>4.</del> <u>4.</u> Low Impact Development (LID) principles and practices will be promoted, including the use of rain gardens, green roof systems, rain barrels and permeable paving. <del>5.</del> <u>5.</u> <del>w</del> While stormwater management facilities will be designed to fulfill their functional purpose, their design shall contribute to the aesthetic components of the greenlands system and not negatively impact on natural heritage features or cultural heritage landscapes at any time in the land development process.	<p>The first letter of the 1<sup>st</sup> and 5<sup>th</sup> bullet is capitalized for consistency with the other clauses.</p> <p>Un-capitalization of “stormwater management” and removal of the acronym (“SWM”) for clearer policies. S. 20.6.3.5 ii) policies have inconsistencies in terms of capitalization and switch back and forth between the acronym (“SWM”) and the full written word (“stormwater management”).</p>
General Policies	20.6.3.4 ii) b)	In accordance with established policies, <u>stormwater management</u> <del>SWM</del> drainage system will be designed to the satisfaction of the City and all applicable approval agencies having jurisdiction. Where permitted, Permanent Private Systems (PPS)	Removal of the acronym (“SWM”)

		will provide the water quality and, in some cases, quantity control for storm-drainage. <u>Stormwater management SWM</u> servicing works for the subject lands will be required to be designed to the satisfaction of the City Engineer.	
General Policies	20.6.3.4 ii) c)	The implementation of <u>Stormwater SWM</u> Best Management Practices ( <u>BMPs</u> ) is encouraged by the City.	Removal of the acronyms (“SWM” and “BMPs”) as there is no further policies referring to “BMPs”.
General Policies	20.6.3.4 ii) e)	A design of storm/drainage and <u>stormwater management SWM</u> servicing works is required to be approved by the City, the Ministry of the Environment, <u>Conservation and Parks</u> , in consultation with the Conservation Authority and any other agency having jurisdiction, prior to site plan approval.	Removal of the acronym (“SWM”)  Housekeeping change to reflect the transition to the Ministry of Environment, Conservation and Parks
General Policies	20.6.3.4 ii) g)	A Stormwater Management Plan may include but not be limited to a conceptual <u>stormwater management SWM</u> plan, an <u>Environmental Assessment (EA)</u> , and a functional <u>stormwater management SWM</u> -plan, as determined by the City.	“Environmental Assessment” is added to clarify what “EA” stands for.  The word “and” is added to fix the grammatical error.  The acronym (“SWM”) is removed.
General Policies	20.6.3.5 iii)	<b>Road Rights-of-Way Design</b>	Removal of “Road”
General Policies	20.6.3.5 iii)	The design of South Street (illustrated in Figure 2), Colborne Street (illustrated in Figure 3), Waterloo Street, and Nelson Street will include:	The first letter of “figure” is capitalized.
General Policies	20.6.3.5 iv) d)	[First bullet] 1. Continuous decorative paving from building face to the <u>Upper Thames River Conservation Authority (UTRCA)</u> regulation limit, between Waterloo Street and Colborne Street, including lay-by parking areas, pedestrian areas and vehicular areas;	The term “Upper Thames River Conservation Authority” is added to clarify what UTRCA stands for.
General Policies	20.6.3.5 viii) c)	Existing on-street angled parking, located along Colborne Street, shall be converted to on-street lay-by parking, in order to increase the landscaped boulevard area, reduce the amount of paved roadway surfaces and to promote a pedestrian-scaled streetscape.	The grammatical error (“to”) is fixed.
General Policies	20.6.3.6 ii) a)	It is the objective of this Plan that a minimum (25) percent of all new residential development within the Old Victoria Hospital Lands Secondary Plan Area meets the Provincial definition of affordable housing.	The grammatical error (“meet”) is fixed.
Character Area Land Use Designations	20.6.4	<u>20.6.4 4.0</u>	S.20.6.4 on the top is renumbered to S. 4.0.

Character Area Land Use Designations	20.6.4	<del>20.6.4</del> <del>Character Area Land Use Designations</del> <del>20.6.4.1</del> <del>4.1</del> The Four Corners <del>20.6.4.2</del> <del>4.2</del> Transit-Oriented Mainstreet Corridor <del>20.6.4.3</del> <del>4.3</del> Residential Areas <del>20.6.4.3.1</del> <del>4.3.1</del> Residential Policy Area 1 – Low-Rise Residential <del>20.6.4.3.2</del> <del>4.3.2</del> Residential Policy Area 2 – Mid-Rise Residential <del>20.6.4.3.3</del> <del>4.3.3</del> Residential Policy Area 3 – High-Rise Residential <del>20.6.4.4</del> <del>4.4</del> Open Space <del>20.6.4.4.1</del> <del>4.4.1</del> Open Space Policy Area 1 – Natural Heritage Lands <del>20.6.4.4.2</del> <del>4.4.2</del> Open Space Policy Area 2 – Park Lands	All sections under this Section are renumbered to appropriate numbers.  Section 20.6.4 is deleted to avoid repeated sections.
Character Area Land Use Designations	20.6.4 a)	a) i) <u>“The Four Corners”</u> is to form the mixed-use “heart” of the SoHo community and is to be pedestrian oriented. This area will further serve as a gateway to the Thames Valley Corridor.	Addition of a hyphen
Character Area Land Use Designations	20.6.4 b)	b) ii) The Transit-Oriented Mainstreet Corridor Area designation is applied to properties in this Plan that face Wellington Street. The Transit-Oriented Mainstreet Corridor is to support the transit functions along the Wellington Corridor with intense mixed-use development. The character in this area is to be pedestrian oriented.	Addition of a hyphen
Character Area Land Use Designations	20.6.4.1 ii)	[First paragraph] The built form will be street oriented with the main building entrance facing towards all public <del>right-of-ways</del> <u>rights-of-way</u> within this area and will be of a mid-rise height.	The typological error (“right-of-ways”) is fixed.
Character Area Land Use Designations	20.6.4.1 iii)	[Second paragraph] Residential uses shall be integrated as part of any mixed-use development in this designation.	Addition of a hyphen
Character Area Land Use Designations	20.6.4.1 iii) a)	Small-scale-office use, including medical/dental offices;	Wrong placement of a hyphen (between “scale” and “office”)  Addition of a comma
Character Area Land Use Designations	20.6.4.1 iv) g)	Building setbacks will be based on defining a pedestrian-oriented streetscape, while allowing for the preservation of existing significant trees and the planting of new trees.	Addition of a hyphen
Character Area Land Use Designations	20.6.4.1 iv) l)	All new buildings will orient their main public entrance to face the higher-order street. For corner lots, buildings will be oriented to provide a primary face on both streets frontages. The massing, siting and scale of buildings located adjacent to, or along the edge of the Riverfront Promenade will orient their principal	Addition of hyphens  The grammatical error (“streets frontages”) is fixed.

		elevations/entrances to the Thames Valley Corridor and be designed to reinforce an animated and pedestrian-oriented public space. “Back-of-house” activities like garbage storage, utility boxes, etc. are specifically not permitted along the Thames Valley Corridor.	
Character Area Land Use Designations	20.6.4.1 v)	[First paragraph] An urban plaza is to be located at the <del>north west</del> <u>northwest</u> corner of the Colborne Street and South Street intersection, between the War Memorial Children’s Hospital building and South Street.	The typological error (“north west”) is fixed.
Character Area Land Use Designations	20.6.4.2 i)	[First paragraph] Wellington Street serves as a major gateway to the Downtown. South Street, which intersects Wellington Street, is the primary east/west gateway into the Old Victoria Hospital <u>Lands</u> Secondary Plan Area. Lands fronting Wellington Street within the Secondary Plan Area extending south to the Thames Valley Corridor have been designated Transit-Oriented Mainstreet Corridor.	Consistency of wording (“Old Victorial Hospital Lands Secondary Plan”)
Character Area Land Use Designations	20.6.4.2 iv), v)	<del>iv)</del> <u>iii)</u> Permitted Uses <del>v)</del> <u>iv)</u> Built Form and Intensity	Clauses iv) and v) are renumbered to clauses iii) (which is missing) and iv).
Character Area Land Use Designations	20.6.4.2 v) g)	Building setbacks will be based on defining a pedestrian-oriented streetscape, while allowing for the preservation of existing significant trees and the planting of new trees.	Addition of a hyphen
Character Area Land Use Designations	20.6.4.2 v) j)	Mid-rise and high-rise buildings will be composed of three sections; a base, a middle and a top. The base of high-rise buildings will consist of a 3- to 4-storey podium facades, the middle will be stepped back (3-5m) from the edge of the podium, and the top will be distinguished architecturally from the remainder of the building while incorporating all mechanical penthouses into a design that will enhance the city skyline.	A colon replaces the semicolon (punctuation error).  Addition of hyphens
Character Area Land Use Designations	20.6.4.2 v) n)	Buildings located adjacent to, or at the edge of parks and open spaces will be encouraged to provide opportunities to overlook into the open space through the use of at-grade or rooftop patios, porches, plazas, etc.	Addition of a comma before “etc.”
Character Area Land Use Designations	20.6.4.2 v) o)	The massing, siting and scale of buildings located adjacent to, or along the edge of the Riverfront Promenade will orient their principal elevations/entrances to the Thames Valley Corridor and be designed to reinforce an animated and pedestrian-oriented public space. “Back-of-house” activities like garbage storage, utility boxes, etc. are specifically not	Addition of a hyphen

		permitted along the Thames Valley Corridor.	
Character Area Land Use Designations	20.6.4.3 iii) h)	Building setbacks will be based on defining a pedestrian-oriented streetscape, while allowing for the preservation of existing significant trees and the planting of new trees.	Addition of a hyphen
Character Area Land Use Designations	20.6.4.3.1 ii)	Street <del>townhousing townhouses</del> , stacked <del>townhousing townhouses</del> , triplexes and fourplexes are encouraged where appropriate.	The typological errors (“townhousing”) are fixed.
Character Area Land Use Designations	20.6.4.3.1 iii) i)	The following measures shall be undertaken to ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces: 1. Public-oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public roads; and, 2. Provision of a consistent level of landscaping design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage.	Addition of a hyphen in the first bullet which is renumbered
Character Area Land Use Designations	20.6.4.3.2 iii) d)	Mid-rise apartment buildings will be composed of three sections; a base, middle and a top. Each section shall be distinguished architecturally.	Removal of the semicolon Addition of a colon
Character Area Land Use Designations	20.6.4.3.2 iii) m)	To ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces, the following measures are necessary: 1. Public-oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public roads; 2. Provision of a consistent level of landscaping design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage; and, 3. Avoiding the location of building ventilation systems in or adjacent to pedestrian areas.	Addition of a hyphen in the first bullet which is renumbered
Character Area Land Use Designations	20.6.4.3.3 iii) b)	Building heights in the High-Rise Residential Policy Area shall in no cases be less than seven storeys and shall generally not exceed 12 storeys. Building <del>heightes</del> <u>heights</u> exceeding 12 storeys may be contemplated through a site-specific Zoning By-law amendment where it can be demonstrated that there is sufficient servicing capacity and amenity space to accommodate additional dwelling units and residents, and where site-specific guidelines are developed as a part of the Zoning By-law amendment that address the impact of the additional building height on the surrounding existing and future uses as envisioned by this <del>71nfra str</del> <u>Secondary Plan</u> .	The typological errors (“heightes” and “71nfra str”) are fixed.



Character Area Land Use Designations	20.6.4.3.3 iii) d)	High-rise buildings will be composed of three sections; a base, a middle and a top. The base of high-rise buildings will consist of a 3- to 4-storey podium, the middle will be set back (3-5m) from the edge of the podium, and the top will be distinguished architecturally from the remainder of the building while incorporating all mechanical penthouses into a design that will enhance the city skyline.	A colon replaces the semicolon (punctuation error).  Addition of a hyphen
Character Area Land Use Designations	20.6.4.3.3 iii) e)	The middle-, or shaft, portion of tall buildings shall have a floor plate which reduces the massing of such tall buildings and provides for a slender tower.	Deleting the space between "middle" and the comma
Character Area Land Use Designations	20.6.4.3.3 iii) i)	The massing, siting and scale of buildings located adjacent to, or along the edge of the Riverfront Promenade will orient their principal elevations/ entrances to the Thames Valley Corridor and be designed to reinforce an animated and pedestrian-oriented public space. "Back-of-house" activities such as garbage storage, utilities boxes, etc. are specifically not permitted along the Thames Valley Corridor.	Addition of a hyphen
Character Area Land Use Designations	20.6.4.3.3 iii) m)	Notwithstanding the provisions of this Secondary Plan, development blocks having substantial frontage onto the Riverfront Promenade, may be permitted to have a second access to parking provided: 1. The lot contains a comprehensively designed mixed-use development; 2. The principal access to the required service areas on the lot is from the exterior side yard; 3. The need for a second access to parking can be demonstrated to be necessary to facilitate the development pattern, but will not interfere with, or promote unsafe traffic and pedestrian movement; <u>and</u> , 4. The development pattern is otherwise consistent with the provisions of this Secondary Plan.	Addition of a hyphen in the first bullet which is renumbered  Addition of "and," in the third bullet which is renumbered
Character Area Land Use Designations	20.6.4.4.2 i)	[Final paragraph] The existing Neighbourhood Park (Meredith Park) located on Nelson Street between Colborne and Maitland Streets will be retained and will continue to service both passive and active recreational activities.	The grammatical error ("Colborne and Maitland Street") is fixed.
Character Area Land Use Designations	20.6.4.4.2 iv)	The Urban Park features proposed between Waterloo and Colborne Streets shall be closely integrated with the 'Shared Street' right-of-way (Riverfront Promenade) proposed between Waterloo and Colborne Streets, south of South Street.	The grammatical error ("Waterloo and Colborne Street") is fixed.
Implementation	20.6.5	<del>20.6.5</del> <u>5.0</u>	S.20.6.5 on the top is renumbered to S. 5.0.

Implementation	20.6.5	<del>20.6.5.1</del> <u>5.1</u> Implementation of the Secondary Plan <del>20.6.5.2</del> <u>5.2</u> Interpretation <del>20.6.5.3</del> <u>5.3</u> Official Plan Amendments <del>20.6.5.4</del> <u>5.4</u> Zoning <del>20.6.5.5</del> <u>5.5</u> Plans of Subdivision/ Plans of Condominium/ Consents to Sever <del>20.6.5.6</del> <u>5.6</u> Site Plan Approval <del>20.6.5.7</del> <u>5.7</u> Required Studies <del>20.6.5.8</del> <u>5.8</u> Guidelines Documents <del>20.6.5.9</del> <u>5.9</u> Development Phasing and Financing <del>20.6.5.10</del> <u>5.10</u> Municipal Works <del>20.6.5.11</del> <u>5.11</u> Land Dedication and Acquisition <del>20.6.5.12</del> <u>5.12</u> Public Sector Agreement to Comply	All sections under this Section are renumbered to appropriate numbers.
Implementation	20.6.5.1 i)	This Secondary Plan shall be implemented in accordance with the provisions of the <i>Planning Act</i> , the Provincial Policy Statement, other applicable Provincial legislation, the provisions of <del>the City of London Official Plan</del> <i>The London Plan</i> , and this Secondary Plan.	Removal of the reference to the 1989 Official Plan
Implementation	20.6.5.2 i)	The objectives and policies contained in the <i>Old Victoria Hospital Lands Secondary Plan</i> are intended to assist in the achievement of the purposes of the Secondary Plan, as described in <del>20.6.1</del> <u>Section 1.0</u> .	Removal of the S. 20.6 reference  Consistency of wording (“Old Victoria Hospital Lands Secondary Plan”)
Implementation	20.6.5.2 i) b)	Minor variations from numerical requirements in the Secondary Plan may be permitted by Council without an Official Plan amendment, provided that the general intent and objectives of the Secondary Plan and <del>Official Plan</del> <i>The London Plan</i> are maintained.	Removal of the reference to the 1989 Official Plan
Implementation	20.6.5.3 i)	Any amendment to the text or Schedules of this Secondary Plan represents an Official Plan amendment. Furthermore, amendments to the Schedules of this Plan may require amendments to the associated <del>schedules of the Official Plan</del> Schedules “A” Land Use, “B1” Natural Heritage Features, “B2” Natural Resources and Natural Hazards, “C” Transportation Corridors and “D” Planning Areas <del>maps of</del> <i>The London Plan</i> .	Removal of the 1989 Official Plan map schedule references.
Implementation	20.6.5.3 ii)	Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of <del>the City of London Official Plan</del> <i>The London Plan</i> .	Removal of the reference to the 1989 Official Plan
Implementation	20.6.5.4 ii)	Any applications for amendment to the <i>City of London Zoning By-law</i> shall be subject to the policies of this	Removal of the reference to the 1989 Official Plan

		Secondary Plan and applicable policies of the <del>City of London Official Plan</del> <u>The London Plan</u> .	
Implementation	20.6.5.4 iii)	Consideration of other land uses through a Zoning By-law amendment shall be subject to a <del>Planning Impact Analysis as described in the Official Plan</del> <u>the Evaluation Criteria for Planning and Development Applications policies in the Our Tools part of The London Plan</u> . The Zoning By-law may restrict the size of some uses.	Removal of the reference to "Planning Impact Analysis" which is not referred to in the London Plan
Implementation	20.6.5.4 iv)	The lands within the area of this Secondary Plan may be zoned with an 'h' holding symbol in accordance with the <del>City of London Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Implementation	20.6.5.4 vi)	No development shall occur on any lands within the area zoned with an <del>(h)</del> 'h' holding symbol until the <del>(h)</del> 'h' holding symbol has been removed by an amendment to the by-law.	For consistency with the reference to "h" used in clause iv)
Implementation	20.6.5.5	Any applications for subdivision, condominium, minor variances or consent to sever, shall be subject to the policies of this Secondary Plan and applicable policies of the <del>City of London Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Implementation	20.6.5.6	Any applications for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of the <del>City of London Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Implementation	20.6.5.7 i)	The City shall determine on an application-by-application basis the need for their studies, plans and assessments, and when in the approvals process they may be required:	Addition of hyphens
Implementation	20.6.5.7 i)	[Third bullet] <del>c) Storm Water</del> <u>Stormwater</u> Management Plan;	"Storm Water" is replaced with "Stormwater" to be consistent with the other policies in this Plan.
Implementation	20.6.5.9 i)	The growth potential within the Old Victoria Hospital Lands Secondary Plan Area includes an estimated additional 1,500 to 2,000 dwelling units, plus additional growth within the mixed-use and employment generating districts.	Addition of a hyphen
Implementation	20.6.5.9 vi)	[Sixth bullet] <del>6.</del> ... Where appropriate, determination of compatibility shall be based on an evaluation using the Guideline D-6: Compatibility Between Industrial Facilities and Sensitive Land Uses.;	The period is replaced with a semicolon. The bullet is replaced with an appropriate number.
Schedules	20.6.6	<del>20.6.6</del> <u>6.0</u>	S.20.6.6 on the top is renumbered to S. 6.0.

## Riverbend South Secondary Plan

Chapter Reference	Section	Text Changes	Summary of Changes
Table of Contents		<p><b>20.6.1 1.0 Introduction</b>            20.6.1.1 <u>1.1</u> Background            20.6.1.2 <u>1.2</u> Purpose of the Secondary Plan            20.6.1.3 <u>1.3</u> Vision            20.6.1.4 <u>1.4</u> Principles of the Secondary Plan</p> <p><b>20.6.2 2.0 Community Structure Plan</b></p> <p><b>20.6.3 3.0 Land Use Designations</b>            20.6.3.1 <u>3.1</u> Residential            20.6.3.2 <u>3.2</u> Commercial            20.6.3.3 <u>3.3</u> Open Space</p> <p><b>20.6.4 4.0 Other Policies</b>            20.6.4.1 <u>4.1</u> Natural Heritage            20.6.4.2 <u>4.2</u> Parks and Trails Network                <u>4.2.1</u> Parks                <u>4.2.2</u> Trails            20.6.4.3 <u>4.3</u> Transportation                <u>4.3.1</u> External Road Network                <u>4.3.2</u> Internal Road Network                <u>4.3.3</u> Active Transportation                <u>4.3.4</u> Public Transit            20.6.4.4 <u>4.4</u> Stormwater Management            20.6.4.5 <u>4.5</u> Noise            20.6.4.6 <u>4.6</u> Edges and Interfaces</p> <p><b>20.6.5 5.0 Urban Design</b>                <u>5.1</u> General Design Principles                <u>5.2</u> Residential Guidelines                <u>5.3</u> Circulation Guidelines                <u>5.4</u> Parks, Open Space and Natural Heritage Guidelines                <u>5.5</u> Gateways and Focal Points Guidelines                <u>5.6</u> Commercial Guidelines</p> <p><b>20.6.6 6.0 Implementation</b>            20.6.6.1 <u>6.1</u> Implementation            20.6.6.2 <u>6.2</u> Municipal Works            20.6.6.3 <u>6.3</u> Official Plan Amendments            20.6.6.4 <u>6.4</u> Zoning            20.6.6.5 <u>6.5</u> Plans of Subdivision/                Plans of Condominium/                and Consents to Sever            20.6.6.6 <u>6.6</u> Site Plan Approval            20.6.6.7 <u>6.7</u> Urban Design            20.6.6.8 <u>6.8</u> Guidelines Documents            20.6.6.9 <u>6.9</u> Development Phasing and Financing            20.6.6.10 <u>6.10</u> Interpretation</p> <p><b>20.6.7 7.0 Schedules</b></p> <p><b>20.6.8 Official Plan Amendments</b></p>	<p>All sections are renumbered to appropriate numbers, while removing the S. 20.6 references (the same section as the Old Victoria Hospital Secondary Plan).</p> <p>New sections and headings are added.</p>
	All chapters	Throughout this Plan, a multilevel list is organized as follows:	To facilitate easier references to the

		i) a) 1.	policies and reflect the formatting approach of more recent secondary plans and the London Plan.
	All chapters	Curly braces { } used throughout this Plan are replaced with parentheses ( ).	To reflect the formatting approach of more recent secondary plans.
	All chapters	The word "RiverBend" throughout this Plan, including the cover page, is deleted and replaced with the word "Riverbend".	Consistency of wording ("Riverbend")
Introduction	20.6.1	<del>20.6.1</del> <u>1.0</u> Introduction <del>20.6.1.1</del> <u>1.1</u> Background <del>20.6.1.2</del> <u>1.2</u> Purpose of the Secondary Plan <del>20.6.1.3</del> <u>1.3</u> Vision <del>20.6.1.4</del> <u>1.4</u> Principles of the Secondary Plan	All sections under this Section are renumbered to appropriate numbers.
Introduction	20.6.1.2	[First paragraph] The Secondary Plan <del>has been prepared forms part of <i>The London Plan</i> in accordance with Section 2.6.9 of the Official Plan</del> <u>the Secondary Plans part of <i>The London Plan</i>, the City of London Official Plan.</u> It is intended to provide the rationale for the land use designations within the Riverbend South Area and to provide the associated vision, goals and policies that will allow the area to develop into a vibrant, active and healthy neighbourhood. The Secondary Plan will provide a more detailed framework, that in conjunction with <del>the Official Plan</del> <u><i>The London Plan</i></u> , will be used to review <del>and approve other</del> <u>planning and</u> development applications including subdivision plans, site plans and zoning by-law amendments.	Removal of the 1989 Official Plan policy section reference
Introduction	20.6.1.2	[Final paragraph] The text and schedules of this Secondary Plan are to become part of <del>Section 20 of the City of London Official Plan</del> <u>the Secondary Plans part of <i>The London Plan</i></u> and have policy status.	Removal of the S. 20 reference
Introduction	20.6.1.4 1) (new i))	4) i) <b>Principle 1: Creation of an Attractive, Connected and Complete Community</b> Riverbend South is intended to be an attractive community with a diverse range of housing and associated uses that are attractive and compatible with surrounding existing and future development. Objectives <u>to achieve this principle are:</u> i) a) Provide for a range of land uses including residential, commercial, parks and open space, and schools. ii) b) Connect the community to surrounding neighbourhoods through	This clause is reformatted to reflect the formatting approach for principles of more recent secondary plans.

		<p>parks and natural areas, multi-use trails, pedestrian connections and the street network.</p> <p><del>iii</del> <u>c</u>) Provide for the extension of necessary public services and facilities to support the community.</p> <p><del>iv</del> <u>d</u>) Provide opportunities for community focal points and gateways to help create a unique community identity.</p> <p><del>v</del> <u>e</u>) Enhance the public realm, including streetscapes, public spaces and infrastructure.</p> <p><del>vi</del> <u>f</u>) Integrate the new community with surrounding neighbourhoods.</p> <p><del>vii</del> <u>g</u>) Create and enhance views and vistas through building placement, the street pattern, location of parks and the trail system.</p> <p><del>viii</del> <u>h</u>) Identify opportunities for places and activities that foster community identity.</p> <p><del>ix</del> <u>i</u>) Encourage high quality urban design and architecture throughout the community.</p> <p><del>x</del> <u>j</u>) Respect existing low-density uses by providing transition in height and form to promote compatibility.</p>	
Introduction	20.6.1.4 2) (new ii))	<p><del>2</del> <u>ii</u>) <b>Principle 2: Provide a Range of Housing Choices</b></p> <p>Provide for a mix of housing types and designs in the community.</p> <p>Objectives <u>to achieve this principle are:</u></p> <p><del>i</del> <u>a</u>) Provide for a mix of housing types in the community to <del>support</del> <u>support</u> a diverse range of ages, stages of life and incomes.</p> <p><del>ii</del> <u>b</u>) Encourage housing developments and designs that will achieve compact residential <u>development.</u></p> <p><del>iii</del> <u>c</u>) Achieve an urban form that makes effective use of land, services, community facilities and related <del>77nfra structure</del> <u>infrastructure.</u></p>	<p>This clause is reformatted to reflect the formatting approach for principles of more recent secondary plans.</p> <p>Addition of a bracket and periods</p> <p>The typological errors (“suppo t”, “77nfra structure”) and omission (“development”) are fixed.</p>
Introduction	20.6.1.4 3)	<p><del>3</del> <u>iii</u>) <b>Principle 3: Integration of Green Spaces and the Natural Environment</b></p> <p>Protect and enhance significant natural heritage features and functions while sensitively integrating residential <u>and</u> recreational uses with the natural <u>environment.</u></p> <p>Objectives <u>to achieve this principle are:</u></p> <p><del>i</del> <u>a</u>) Preserve and protect significant natural heritage features, specifically the Warbler Woods ESA and Hickory Woods Significant <u>Woodland.</u></p> <p><del>ii</del> <u>b</u>) Provide appropriate buffers to significant natural heritage features to assure their long-term viability.</p> <p><del>iii</del> <u>c</u>) Integrate public parks, walking trails and multi-use trails appropriately with the natural environment to create</p>	<p>This clause is reformatted to reflect the formatting approach for principles of more recent secondary plans.</p> <p>Addition of a bracket and periods</p> <p>Words that are missing are added for clarification.</p>

		<p>a network of recreational and active transportation opportunities.</p> <p>⌘ d) Encourage the planting of native vegetation to enhance parks and open space areas.</p> <p>⌘ e) Plan for public parks, parkettes and linear trail systems that will enhance the surrounding neighbourhood by acting as neighbourhood focal points and providing opportunities for physical activity and social interaction.</p>	
Introduction	20.6.1.4 4)	<p>4) <b>iv) Principle 4: Healthy Living and Active Transportation</b></p> <p>Facilitate healthy living for all residents by encouraging active transportation, a range of recreational activities and high air and water quality standards.</p> <p>Objectives <u>to achieve this principle are:</u></p> <p>⌘ a) Provide a highly connected network of pedestrian and cycling routes throughout the community to encourage a range of active transportation opportunities.</p> <p>⌘ b) Give priority to pedestrian movement.</p> <p>⌘ c) Incorporate park facilities and play equipment that will promote active play and exercise.</p> <p>⌘ d) Maintain and improve air quality by planting trees and native vegetation in boulevards, parks, buffers and open space areas.</p> <p>⌘ e) Provide for appropriate stormwater management facilities to maintain water quality.</p> <p>⌘ f) Make use of the gas pipeline easement and setbacks along Westdel Bourne to create a landscaped, multi-use trail corridor that enhances connections to the surrounding community and creates an attractive transition zone.</p>	This clause is reformatted to reflect the formatting approach for principles of more recent secondary plans.
Introduction	20.6.1.4 5)	<p>5) <b>v) Principle 5: Environmental Sustainability</b></p> <p>Promote and achieve high standards of environmental sustainability.</p> <p>Objectives <u>to achieve this principle are:</u></p> <p>⌘ a) Encourage the construction of Energy Star, LEED and other green standard buildings.</p> <p>⌘ b) Encourage the use of renewable and alternative energy sources where feasible.</p> <p>⌘ c) Encourage the planting of trees and native vegetation to improve air quality and enhance biodiversity.</p> <p>⌘ d) Protect species at risk and rare species.</p> <p>⌘ e) Integrate sidewalks, trails and multi-use paths between Riverbend South and surrounding communities for pedestrians, cyclists and other modes of active transportation to</p>	This clause is reformatted to reflect the formatting approach for principles of more recent secondary plans.



		reduce the need for private vehicle use. vi} f) Incorporate diversity of uses, density and street patterns to facilitate viable public transit.	
Community Structure Plan	20.6.2	<del>20.6.2</del> <u>2.0</u> Community Structure Plan	Section 20.6.2 is renumbered to S.2.0.
Community Structure Plan	20.6.2 ii}	Incorporation of a north-south <del>collector road</del> <u>Neighbourhood Connector</u> will act as a transportation 'spine' to service the more intense residential and community facility uses.	Removal of the 1989 Official Plan road classification reference
Community Structure Plan	20.6.2 v}	Medium and high density residential uses shall be located adjacent to <del>the arterial and collector road system</del> <u>Civic Boulevards, Urban Thoroughfares, and Neighbourhood Connectors</u> and in close proximity to commercial and recreational uses.	Removal of the 1989 Official Plan road classification references
Community Structure Plan	20.6.2 vi}	Commercial uses will be located immediately adjacent to Oxford Street between Westdel Bourne and Riverbend Road to strengthen the planned <del>Community Commercial Node</del> <u>Commercial designation</u> to the north.	Removal of the 1989 Official Plan land use designation (Community Commercial Node)
Community Structure Plan	20.6.2 xi}	Opportunities for focal points, such as seating areas, public art, landscape features and building placement are encouraged at key intersections and visual terminus location.	Addition of a period
Community Structure Plan	20.6.2 xii	Significant natural heritage areas and other natural features worthy of preserving as parkland will provide residents <del>wit</del> <u>with</u> physical and visual opportunities to enjoy nature in close proximity to where they live, work and play.	Addition of a period The typological error ("wit") is fixed.
Community Structure Plan	20.6.2 xiii	Parks will be distributed throughout the community and will offer a range of sizes and amenities.	Addition of a period
Community Structure Plan	20.6.2 xiv	Stormwater management facilities will be <del>integrat-ed</del> <u>integrated</u> with surrounding uses through landscape design and trail connections.	Addition of a period The typological error ("integrat ed") is fixed.
Land Use Designations	20.6.3	<del>20.6.3</del> <u>3.0</u> Land Use Designations <del>20.6.3.1</del> <u>3.1</u> Residential <del>20.6.3.2</del> <u>3.2</u> Commercial <del>20.6.3.3</del> <u>3.3</u> Open Space	Section 20.6.3 and its subsections are renumbered to appropriate numbers.
Land Use Designations	20.6.3	[First paragraph] The Riverbend South Secondary Plan has established land uses on the basis of <u>1989</u> Official Plan policies, background studies conducted for the Secondary Plan, existing surrounding uses and transportation networks, public consultation, landowner input and development intentions. <del>These land uses will be implemented by amendments to the Official Plan, as illustrated on Schedule A of this Plan.</del> <del>Amendments to Schedules B-1</del> {Natural Heritage Features} and	Removal of the 1989 Official Plan map schedule references  Clarification

		<del>Schedule C (Transportation Corridors)</del> are also <del>included to</del> included in this <u>Secondary Plan</u> reflect the recommendations of the Natural Heritage Study and Traffic Impact Study completed for the Riverbend South Secondary Plan.	
Land Use Designations	20.6.3	[Second paragraph] The land use plan and street network will provide for the development of a highly connected, pedestrian-oriented community that provides a wide range of housing as well as commercial and neighbourhood facility uses. The following policies apply to the Riverbend South Secondary Plan Area, in addition to all other applicable policies of <del>the Official Plan</del> <u>The London Plan</u> . Schedule 2 illustrates the detailed Preferred Land Use Plan which incorporates parks, schools and other uses that fall within the <del>residential and other designations of the Official Plan</del> <u>Neighbourhoods and other Place Types of The London Plan</u> .	Addition of a hyphen  Removal of the reference to the 1989 Official Plan and its land use designations
Land Use Designations	20.6.3.1 i}	<del>Low dDensity, multi-family mMedium dDensity and multi-family hHigh dDensity rResidential land use</del> designations will accommodate a full range of single family, cluster, townhouse and apartment dwellings.	Removal of the 1989 Official Plan land use designation references and capitalization of the first letter of each word to indicate the Preferred Land Use designations of this Secondary Plan.
Land Use Designations	20.6.3.1 ii}	<del>Low dDensity rResidential</del> designations <del>are is</del> primarily located in the easterly portions of the Secondary Plan area, in close proximity to the Warbler Woods ESA and Hickory Woods <u>Significant Woodland</u> .	Capitalization of the first letter of each word to indicate the Preferred Land Use designations of this Secondary Plan. Consistency of wording (“Hickory Woods Significant Woodland”)
Land Use Designations	20.6.3.1 iii}	Higher intensity residential <del>land use</del> designations shall be located along Westdel Bourne, Riverbend Road and newly created <del>collector roads</del> <u>Neighbourhood Connectors (i.e. Upperpoint Avenue, Upperpoint Boulevard, and Upperpoint Gate)</u> to offer transition between land uses and to provide access to commercial areas and future public transit routes.	Removal of the 1989 Official Plan road classification reference
Land Use Designations	20.6.3.1 iv}	Densities within the <del>Multi-family</del> High Density Residential designation located immediately south of the <del>Community Commercial Node</del> <u>Commercial designation</u> shall be permitted to a maximum of 250 units/hectare subject to meeting applicable site plan and urban design guidelines, to recognize its location	Removal of the 1989 Official Plan land use designation references

		immediately adjacent to commercial and open space uses.	
Land Use Designations	20.6.3.1 v}	Residential intensity within the <del>Multi-family</del> Medium Density Residential land use designation shall decrease as the blocks progress to the south to provide a transition towards the Urban Growth Boundary.	Removal of the 1989 Official Plan land use designation reference
Land Use Designations	20.6.3.1 vi}	Within the <del>Multi-family</del> Medium Density Residential designation located between the two most southerly <del>collector roads</del> <u>Neighbourhood Connectors</u> , single detached dwellings shall also be permitted.	Removal of the 1989 Official Plan land use designation and road classification references
Land Use Designations	20.6.3.1 vii}	Transition between existing and future <del>Low Density and High Density Residential</del> designations shall be addressed through the provision of a landscaped corridor on Westdel Bourne and design guidelines regarding built form, transition and landscaping.	Capitalization of the first letter of each word to indicate the Preferred Land Use designations of this Secondary Plan
Land Use Designations	20.6.3.1 viii}	A school and park block shall be centrally located within the residential community to facilitate active transportation from within the neighbourhood, as well as convenient access to <del>the collector road system</del> <u>Neighbourhood Connectors</u> for students from outside of the neighbourhood.	Removal of the 1989 Official Plan road classification reference
Land Use Designations	20.6.3.2 i}	The <del>Community Commercial Node Commercial</del> designation will provide a range of retail and service opportunities to meet the regular shopping needs of local and surrounding residents. Permitted uses within this area will be consistent with <del>Section 4.3.7.4 of the Official Plan</del> <u>those permitted in the Shopping Area Place Type of <i>The London Plan</i></u> .	Removal of the 1989 Official Plan land use designation reference (Community Commercial Node designation – S.4.3.7)
Land Use Designations	20.6.3.2 iv}	Larger format commercial uses are encouraged to locate along <del>the arterial road network</del> <u>Civic Boulevards and Urban Thoroughfares</u> .	Removal of the 1989 Official Plan road classification references
Land Use Designations	20.6.3.2 v}	Future site plans for the <del>Community Commercial Node Commercial</del> <u>designation</u> will incorporate a safe and visible pedestrian linkage that will connect to the stormwater management pond and adjacent park to facilitate direct pedestrian and cycling connections to the Riverbend South community.	Removal of the 1989 Official Plan land use designation reference
Other Policies	20.6.4	<del>20.6.4</del> <u>4.0</u> Other Policies <del>20.6.4.1</del> <u>4.1</u> Natural Heritage <del>20.6.4.2</del> <u>4.2</u> Parks and Trails Network <del>20.6.4.3</del> <u>4.3</u> Transportation <del>20.6.4.4</del> <u>4.4</u> Stormwater Management <del>20.6.4.5</del> <u>4.5</u> Noise <del>20.6.4.6</del> <u>4.6</u> Edges and Interfaces	Section 20.6.4 and its subsections are renumbered to appropriate numbers.
Other Policies	20.6.4.1	<del>Section 15.2 of the Official Plan</del> <u>The Natural Heritage chapter of <i>The</i></u>	Removal of the 1989 Official Plan policy section reference

		<i>London Plan</i> contains the City's natural heritage system policies.	
Other Policies	20.6.4.1 New i)	<p>i) Protection of Significant Natural Features</p> <p>ii) a) Federally recognized features and species found within the Secondary Plan area that are protected under the Species at Risk Act are the American Chestnut, butternut, Monarch butterfly and stopovers for migrant bird species. These species and features shall be protected through retention and preservation of the Warbler Woods ESA and the Hickory Woods Significant <del>Woodlot</del> Woodland. The Plan area does not contain significant habitat for the Monarch, however, restoration and enhancement recommendations for milkweed habitat within buffer areas will enhance and increase habitat within the area for this species.</p> <p>ii) b) Buffers within the lands immediately adjacent to the western boundary of the Warbler Woods ESA shall range from 18 to 28 metres from the surveyed drip-line.</p> <p>iii) c) Buffers within the lands immediately adjacent to the Hickory Woods Significant Woodland shall range from 10 to 15 metres.</p> <p>iv) d) The buffers shall be established as "no-development" areas with the exception of multi-use trails as indicated in the EIS and passive recreational trails along Warbler Woods ESA and Hickory Woods Significant Woodland. Buffer zones should be managed in accordance with Section 5 of the EIS.</p> <p>v) e) Restoration measures, including the enhancement of an existing ephemeral pond, meadow creation, native plantings, removal of invasive species and removal and pruning of dead and almost dead red and white pines, shall be undertaken in accordance with detailed recommendations contained within Section 5 of the Riverbend South EIS or any subsequent modifications and updates.</p>	<p>There are two overlapping lists starting from i) under this section.</p> <p>New i) is added to create a separate list of letters.</p> <p>The typological error ("Woodlot") is fixed.</p>
Other Policies	20.6.4.1 New ii)	<p>ii) Enhancement, Mitigation and Monitoring</p> <p>ii) a) A green space corridor should be established between Warbler Woods ESA and Hickory Woods Significant Woodland as delineated on Schedule 3. The green space corridor should be planted with native trees, shrubs and forbs in accordance with the City of London's "Guide to Plant Selection for Natural heritage Areas and Buffers" (1994).</p>	<p>There are two overlapping lists starting from i) under this section. New ii) is added to create a separate list of letters.</p>

		<p>ii) b) Additional opportunities for habitat enhancement include the following:</p> <ul style="list-style-type: none"> <li>1. Butterfly habitat creation / enhancement within the stormwater management block;</li> <li>2. Invasive shrub removal in Hickory Woods Significant Woodland;</li> <li>3. Native tree and shrub planting along the western, northern and eastern sides of the isolated tree patch within the northerly park block;</li> <li>4. Native tree and shrub plantings within multi-use trail areas. These enhancement measures should be detailed as part of any future landscape and park plans associated with future development applications. Additional guidance for these enhancement opportunities is provided in the Riverbend South Environmental Impact Study.</li> </ul> <p>iii) c) Construction Mitigation Plans shall be developed prior to the issuance of contract drawings, to include the mitigation measures detailed in the Riverbend South EIS. These measures shall be included in contract drawings for site development.</p> <p>iv) d) An Environmental Monitoring Program should be developed as a condition of subdivision or site plan approval to monitor the success of the implementation of protection and mitigation measures of the Environmental Management Plan. The programs should include buffer zone monitoring, vegetation monitoring, wildlife monitoring and identified corrective measures for negative impacts or failures. The Monitoring Program shall be consistent with the recommendations found in the Riverbend South Environmental Impact Study.</p>	
Other Policies	20.6.4.2	<p>The <del>RiverBend</del> Riverbend South Secondary Plan places an emphasis on the provision and integration of parks, open space and trails to create community identity and to facilitate healthy, active living. Through the provision of neighbourhood parks, recreational corridors and natural areas as illustrated on Schedule 3, residents will have access to active and passive recreational opportunities, social interaction and nature. In addition to the policies contained in <del>Chapter 16 of the Official Plan</del> <u>the Parks and Recreation chapter of <i>The London Plan</i></u>, the following additional policies apply:</p>	<p>Consistency of wording (“Riverbend”)</p> <p>Removal of the 1989 Official Plan policy section reference</p>
Other Policies	20.6.4.2 1 and 2	<ul style="list-style-type: none"> <li>1- <u>4.2.1 Parks</u></li> <li>2- <u>4.2.2 Trails</u></li> </ul>	<p>These sections are renumbered to reflect the consistency with</p>

	to new 4.2.1, 4.2.2		more recent secondary plans.
Other Policies	20.6.4.2 1 i}	Full frontage to this woodlot will be provided along its southerly limit adjacent to <del>the Collector Road (Street A)</del> <u>Upperpoint Boulevard</u> to create a significant visual feature for the community.	Removal of the 1989 Official Plan road classification reference Street A is Upperpoint Blvd.
Other Policies	20.6.4.2 1 ii}	A small neighbourhood park at the junction of Riverbend Road and <del>Street A</del> <u>Upperpoint Boulevard</u> will provide a linkage and views to the west side of Hickory Woods <u>Significant Woodland</u> . This park should be considered for a unique entrance feature, playground equipment and trail connections to Hickory Woods <u>Significant Woodland</u> .	Removal of the reference to Street A which is now known as Upperpoint Blvd  Consistency of wording (“Hickory Woods Significant Woodland”)
Other Policies	20.6.4.2 1 v}	A recreational and ecological corridor park will be created between Hickory Woods <u>Significant Woodland</u> and the Warbler Woods ESA. This park is to be naturalized in accordance with recommendations contained in the Environmental Impact Study and will also contain the extension of the Thames Valley Parkway multi-use trail. A required road crossing will be as narrow as possible with native plantings in the boulevard and adjacent to Hickory Woods <u>Significant Woodland</u> .	Consistency of wording (“Hickory Woods Significant Woodland”)
Other Policies	20.6.4.2 2 ii}	A trail connection extending from Westdel Bourne, through the south perimeter of the stormwater management facility, across the front of the woodland park and within the north boulevard of <del>Street A</del> <u>Upperpoint Boulevard</u> will be constructed to create a connection from Westdel Bourne to Hickory Woods <u>Significant Woodland</u> .	Removal of the reference to Street A which is now known as Upperpoint Blvd  Consistency of wording (“Hickory Woods Significant Woodland”)  Addition of a period
Other Policies	20.6.4.2 2 iii}	Additional multi-use and pedestrian trail connections are also identified on Schedule 3 and will be designed and constructed as development occurs in the Secondary Plan area.	Addition of a hyphen
Other Policies	20.6.4.2 2 v}	Multi-use trails will not be permitted in the buffer areas of the Warbler Woods ESA, south of the ecological / recreational corridor connection.	Addition of a hyphen
Other Policies	20.6.4.3	Proposed streets within the Plan consist of <del>Primary and Secondary Collectors and Local Streets</del> <u>Neighbourhood Connectors and Neighbourhood Streets</u> that establish the community structure, provide connections to the existing <del>arterial and collector roads and local street</del> <u>Civic Boulevard, Urban Thoroughfare, Neighbourhood Connector and Neighbourhood Street</u> network, and provide new connections to adjacent lands. Active transportation is also a strong element of the Secondary Plan	Removal of the references to the 1989 Official Plan road classifications  Section 20.6.4.7 does not exist in the Plan, but urban design policies are in Section 20.6.5. The reference to S. 20.6.4.7 is replaced with new section 5.0 (formerly S. 20.6.5).

		area and will be supported during the design of streets, trails and multi-use corridors. Street development will be consistent with the recommendations of the Traffic Impact Study prepared for this Secondary Plan {(Paradigm Transportation Solutions, July 2014)} and in accordance with the following policies as well as applicable urban design policies in Section <del>20.6.4.7</del> <u>5.0</u> of this plan.	
Other Policies	20.6.4.3 1, 2, 3, 4 to new 4.3.1, 4.3.2, 4.3.3 4.3.4	<del>1- 4.3.1 External Road Network 2- 4.3.2 Internal Road Network 3- 4.3.3 Active Transportation 4- 4.3.4 Public Transit</del>	These sections are renumbered to reflect the consistency with more recent secondary plans.
Other Policies	20.6.4.3 1 i}	Three <del>collector road</del> <u>Neighbourhood Connector</u> intersections to Westdel Bourne will be provided as generally illustrated on Schedule 4 to this Plan.	Removal of the 1989 Official Plan road classification reference
Other Policies	20.6.4.3 2 i}	A <del>Secondary Collector road spine</del> <u>Neighbourhood Connector</u> extending south from <del>Street A</del> <u>Upperpoint Boulevard</u> with connections to Westdel Bourne will provide structure to the Secondary Plan area, and provide connections to the entire community.	Removal of the references to the 1989 Official Plan road classification and Street A
Other Policies	20.6.4.3 2 ii}	A <del>local street</del> <u>Neighbourhood Street</u> connection will be provided to the existing Warbler Woods Walk. Where the street bisects a planned ecological / recreational corridor between Hickory Woods <u>Significant Woodland</u> and the Warbler Woods ESA, alternative design standards will be considered with respect to road width, utility placement, sidewalk location and boulevard landscaping in order to minimize the amount of hard surface and maximize opportunities for native plantings and landscaping.	Removal of the 1989 Official Plan road classification reference  Consistency of wording ("Hickory Woods Significant Woodland")
Other Policies	20.6.4.3 2 iii}	<del>Local street</del> <u>Neighbourhood Street</u> patterns within the Secondary Plan will be primarily grid oriented to facilitate connectivity for pedestrians and cyclists. Where possible, they should also be oriented east-west to maintain topography and maximize opportunities for solar access.	Removal of the 1989 Official Plan road classification reference
Other Policies	20.6.4.3 2 iv}	<del>Collector roads</del> <u>Neighbourhood Connectors</u> may contain roundabout and other traffic calming options for traffic management and focal points.	Removal of the 1989 Official Plan road classification reference
Other Policies	20.6.4.3 2 v}	Single family residential driveway accesses to the <del>collector road</del> <u>Neighbourhood Connector</u> network should be minimized as much as possible to reduce potential traffic conflicts.	Removal of the 1989 Official Plan road classification reference
Other Policies	20.6.4.3 2 vi}	Alternative development standards for the street network will be permitted. <del>Local Streets</del> <u>Neighbourhood Streets</u> will be permitted to have an 18 m	Removal of the 1989 Official Plan road classification references

		right_of_way and <del>Secondary Collectors</del> <u>Neighbourhood Connectors</u> will be permitted to have a 20 metre right_of_way, where appropriate, to help slow down traffic and provide more intimate streetscapes.	Addition of hyphens
Other Policies	20.6.4.3 3 i}	Sidewalks will be provided along one or both sides of all streets in the Riverbend South Planning Area. Along the north side of <del>Street A</del> <u>Upperpoint Boulevard</u> , this sidewalk is encouraged to take the form of a winding multi-use trail within the boulevard and along the perimeter of the stormwater management pond and woodland park.	Removal of the reference to Street A
Other Policies	20.6.4.5	The Riverbend Secondary Plan Area is located adjacent to <del>two arterial roads,</del> <u>an Urban Thoroughfare (Oxford Street West), and a Civic Boulevard (Westdel Bourne)</u> . . . . Any residential development adjacent to these streets will be required to undergo noise assessment in accordance with the policies of <del>the Official Plan</del> <u>The London Plan</u> . In addition, the following policies shall apply:	Removal of the 1989 Official Plan road classification reference
Other Policies	20.6.4.6 iii}	Within the <del>Multi-family</del> High Density Residential designation at the southeast corner of Westdel Bourne and <del>Street A</del> <u>Upperpoint Boulevard</u> , building design and placement shall provide a transition from Westdel Bourne eastwards.	Removal of the references to the 1989 Official Plan land use designation and Street A
Other Policies	20.6.4.6 iv}	Shadow studies will be conducted for any apartment buildings within the <del>Multi-family</del> High Density Residential designation adjacent to Westdel Bourne to ensure that there is no undue impact on access to sunlight for existing residential uses west of Westdel Bourne.	Removal of the 1989 Official Plan land use designation reference
Urban Design	20.6.5	<del>20.6.5</del> <u>5.0</u> Urban Design	Section 20.6.5 is renumbered to S.5.0.
Urban Design	20.6.5 1), 2), 3), 4), 5), 6) to new 5.1, 5.2, 5.3, 5.4, 5.5, 5.6	4) <u>5.1</u> General Design Principles 2) <u>5.2</u> Residential Guidelines 3) <u>5.3</u> Circulation Guidelines 4) <u>5.4</u> Parks, Open Space and Natural Heritage Guidelines 5) <u>5.5</u> Gateways and Focal Points Guidelines 6) <u>5.6</u> Commercial Guidelines	These sections are renumbered to reflect the consistency with more recent secondary plans.
Urban Design	20.6.5 1) i}	Significant natural heritage features <del>{(Warbler Woods ESA, and Hickory Woods)}</del> will be preserved, protected and appropriately integrated with the overall design of <del>RiverBend</del> <u>Riverbend South area</u> .	Consistency of wording (“Hickory Woods Significant Woodland”, “Riverbend South area”)
Urban Design	20.6.5 1) iii}	The rolling topography and views that exist in <del>RiverBend</del> <u>Riverbend South area</u> should be preserved and highlighted as much as possible.	Consistency of wording (“Riverbend South area”)
Urban Design	20.6.5 1) v}	Gateways and focal points should emphasize the unique physical attributes of <del>RiverBend</del> <u>Riverbend</u>	Consistency of wording (“Riverbend South area”)



		South <u>area</u> and create an identifiable sense of place.	
Urban Design	20.6.5 3) i}	Reduced road rights-of-way and pavement widths on <del>local and collector streets</del> <u>Neighbourhood Connectors and Neighbourhood Streets</u> are encouraged to create a more intimate streetscape, slow traffic and make efficient use of land.	Removal of the 1989 Official Plan road classification references
Urban Design	20.6.5 3) ii}	Driveway accesses to the <del>collector roads</del> <u>Neighbourhood Connectors</u> should be limited and paired as much as possible to minimize traffic conflicts and create a more continuous pedestrian environment.	Removal of the 1989 Official Plan road classification reference
Urban Design	20.6.5 3) vii}	The proposed multi-use trail in the east right-of-way of Westdel Bourne should integrate landscaping, trees and other natural materials so as to provide visual screening and amenity and an attractive north-south pedestrian / cycling route.	Addition of hyphens
Urban Design	20.6.5 5) iv}	Maintain or create views where possible through alignment of <del>local and collector roads</del> <u>Neighbourhood Connectors and Neighbourhood Streets</u> , location of parks and siting of buildings.	Removal of the 1989 Official Plan road classification references
Urban Design	20.6.5 5) vi}	Landscaped centre medians are encouraged at the <del>collector street</del> <u>Neighbourhood Connector</u> entrances from Oxford Street and Westdel Bourne.	Removal of the 1989 Official Plan road classification reference
Implementation	20.6.6	<del>20.6.6</del> <u>6.0</u> Implementation <del>20.6.6.1</del> <u>6.1</u> Implementation <del>20.6.6.2</del> <u>6.2</u> Municipal Works <del>20.6.6.3</del> <u>6.3</u> Official Plan Amendments <del>20.6.6.4</del> <u>6.4</u> Zoning <del>20.6.6.5</del> <u>6.5</u> Plans of Subdivision, Plans of Condominium, and Consents to Sever <del>20.6.6.6</del> <u>6.6</u> Site Plan Approval <del>20.6.6.7</del> <u>6.7</u> Urban Design <del>20.6.6.8</del> <u>6.8</u> Guidelines Documents <del>20.6.6.9</del> <u>6.9</u> Development Phasing and Financing <del>20.6.6.10</del> <u>6.10</u> Interpretation	Section 20.6.6 and its subsections are renumbered to appropriate numbers.
Implementation	20.6.6.3 i}	Furthermore, amendments to the Schedules of this Plan may require amendments to the associated <del>schedules of the Official Plan – Schedules ‘A’ Land Use, ‘B1’ – Natural Heritage Features, ‘B2’ – Natural Resources and Natural Hazards, ‘C’ – Transportation Corridors and ‘D’ – Planning Areas maps of <i>The London Plan</i>.</del>	Removal of the 1989 Official Plan map schedule references
Implementation	20.6.6.3 ii}	Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of the <del>City of London Official Plan</del> <u><i>The London Plan</i></u> .	Removal of the reference to the 1989 Official Plan

Implementation	20.6.6.3 iii}	Updates to this Secondary Plan are to reflect applicable changes by the <del>City of London Official Plan</del> <u>The London Plan</u> , Provincial Policy Statement, Planning Act and Regulations, as required.	Removal of the reference to the 1989 Official Plan
Implementation	20.6.6.4 i}	Any applications for amendment to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of the <del>City of London Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Implementation	20.6.6.4 ii}	Consideration of other land uses through a Zoning By-law amendment shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of the <del>City of London Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Implementation	20.6.6.5	Any applications for subdivision, condominium, or consent to sever shall be subject to the policies of this Secondary Plan and applicable policies of the <del>City of London Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Implementation	20.6.6.6	Any application for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of the <del>City of London Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Implementation	20.6.6.7	All development within the Riverbend South Secondary Plan boundaries shall be subject to the urban design policies contained in this Plan, in addition to applicable policies in the <del>Official Plan of</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Implementation	20.6.6.10	<del>Section 19.1 of the Official Plan</del> <u>The How To Use The London Plan section of The London Plan</u> shall apply to this Secondary Plan.	Removal of the 1989 Official Plan policy section reference
Schedules	20.6.7	<del>20.6.7</del> <b>7.0 Schedules</b>	S. 20.6.7 is renumbered to S.7.0.
Schedules	Schedule 2	This schedule is amended by replacing “Community Commercial Node” with “Commercial”.	Removal of the 1989 Official Plan land use designation reference to represent “Commercial” designation in renumbered S.3.2 (Formerly S. 20.6.3.2)
Schedules	Schedule 4	This schedule is amended by replacing the 1989 Official Plan road classifications with appropriate London Plan street classifications (Map 3). “Street A”, “Street B” and “Street K” are changed to “Upperpoint Boulevard”, “Upperpoint Avenue”, and “Upperpoint Gate”.	Removal of the 1989 Official Plan road classification references
Official Plan Amendments	20.6.8	This section is deleted in its entirety as this section indicates all of the schedules of the 1989 Official Plan.	

## Southwest Area Secondary Plan

Chapter Reference	Section	Text Changes	Summary of Changes
Cover page	20.5	<del>20.5</del>	Removal of S. 20.5
Table of Contents		<p><del>20.5.1</del> <b>1.0 Introduction</b>  <del>Introduction</del>  <u>1.1</u> Purpose and Use of the Plan  <u>1.2</u> Vision  <u>1.3</u> Principles of the Secondary Plan  <u>1.4</u> <del>Existing Approved Area Plans</del>  <u>Specific Policy Areas</u></p> <p><del>20.5.2</del> <b>2.0 Community Structure Plan</b></p> <p><del>20.5.3</del> <b>3.0 General Policies</b>  <u>3.1</u> Housing  <u>3.2</u> Sustainable/Green Development  <u>3.3</u> Neighbourhood Central Activity Nodes  <u>3.4</u> Community Parkland and Trail Network  <u>3.5</u> Parkland Dedication  <u>3.6</u> Natural Heritage  <u>3.7</u> Community Facilities  <u>3.8</u> Transportation  <u>3.9</u> Urban Design</p> <p><del>20.5.4</del> <b>4.0 General Land Use Policies</b>  <u>4.1</u> Residential  <u>4.2</u> Institutional  <u>4.3</u> Open Space</p> <p><del>20.5.5</del> <b>5.0 Neighbourhoods and Land Use</b></p> <p><del>20.5.6</del> <b>6.0 Wonderland Boulevard Neighbourhood</b>  <u>6.1</u> <u>Wonderland Road Community Enterprise Corridor</u>  <u>6.2</u> <u>Low Density Residential</u>  <u>6.3</u> <u>Medium Density Residential</u>  <u>6.4</u> <u>High Density Residential for Lands North of Exeter Road</u>  <u>6.5</u> <u>17 and 31 Exeter Road</u></p> <p><del>20.5.7</del> <b>7.0 Lambeth Neighbourhood</b>  <u>7.1</u> <u>Low Density Residential</u>  <u>7.2</u> <u>Medium Density Residential</u>  <u>7.3</u> <u>Commercial</u></p> <p><del>20.5.8</del> <b>8.0 Lambeth Village Core Neighbourhood</b>  <u>8.1</u> <u>Main Street Lambeth North</u>  <u>8.2</u> <u>Main Street Lambeth South</u></p> <p><del>20.5.9</del> <b>9.0 Bostwick Residential Neighbourhood</b>  <u>9.1</u> <u>Low and Medium Density Residential</u>  <u>9.2</u> <u>High Density Residential</u>  <u>9.3</u> <u>1875 Wharnccliffe Road South</u></p>	<p>All sections are renumbered to appropriate numbers, while removing the S.20.5 references.</p> <p>Subsections are added to be consistent with the formatting of recent secondary plans.</p>

		<p><b>20.5.10 10.0 North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods</b></p> <p><u>10.1 Low and Medium Density Residential</u>  <u>10.2 High Density Residential</u>  <u>10.3 Transitional Industrial</u></p> <p><b>20.5.11 11.0 North Talbot and North Longwoods Neighbourhoods</b></p> <p><u>11.1 Low and Medium Density Residential</u>  <u>11.2 High Density Residential</u></p> <p><b>20.5.12 12.0 Brockley Rural Settlement Neighbourhood</b></p> <p><b>20.5.13 13.0 Dingman Industrial Neighbourhoods</b></p> <p><u>13.1 Industrial</u>  <u>13.2 Transitional Industrial</u>  <u>13.3 Commercial Industrial</u>  <u>13.4 Future Community Growth</u></p> <p><b>20.5.14 14.0 Brockley Industrial Neighbourhoods</b></p> <p><u>14.1 Industrial</u></p> <p><b>20.5.15 15.0 Wellington Road/ Highway 401 Neighbourhood</b></p> <p><b>20.5.16 16.0 Implementation</b></p> <p><u>16.1 Implementation of the Plan</u>  <u>16.2 Municipal Works</u>  <u>16.3 Official Plan Amendments</u>  <u>16.4 Zoning</u>  <u>16.5 Plans of Subdivision/ Plans of Condominium/ Consents to Sever</u>  <u>16.6 Site Plan Approval</u>  <u>16.7 Fair Distribution of Responsibilities and Resources</u>  <u>16.8 Achieving Minimum Residential Density</u>  <u>16.9 Proposed Future Road Corridors</u>  <u>16.10 Complete Applications</u>  <u>16.11 Urban Design Policies</u>  <u>16.12 Guidelines Documents</u>  <u>16.13 Interpretation</u></p> <p><b>20.5.17 17.0 Appendices – Supplementary Information</b></p>	
	All chapters	Throughout this Plan, a multilevel list is organized as follows: i) a) 1. •	

		Bullets (•) are replaced with numbers (1, 2, 3,...) and sub-bullets (-) are replaced with bullets (•) to facilitate easier references to the policies and reflect the formatting approach of more recent secondary plans and the London Plan. <b>Exception:</b> bullets in S.20.5.1.3	
Introduction	20.5.1	<del>20.5.1</del> <u>1.0</u>	S.20.5.1 on the top is renumbered to S. 1.0.
Introduction	20.5.1	<del>20.5.1.1 Introduction</del> <del>20.5.1.2 1.1 Purpose and Use of the Plan</del> <del>20.5.1.3 1.2 Plan Area</del> <del>20.5.1.4 1.3 Vision</del> <del>20.5.1.5 1.4 Existing Approved Area Plans Specific Policy Areas</del>	S.20.5.1.1 and its heading are deleted to prevent the overlapping headings. All sections under this section are renumbered to appropriate numbers.
Introduction	20.5.1.1	The Southwest Area Secondary Plan applies to lands in the southwest part of the City of London, generally bounded by Southdale Road West, White Oak Road, Exeter Road, Wellington Road South, Green Valley Road and the Urban Growth Boundary identified on <del>Schedule “A” of the Official Plan</del> <u>Map 1 of The London Plan.</u>	Removal of the 1989 Official Plan map schedule reference
Introduction	20.5.1.2	[First paragraph] The purpose of the Secondary Plan is to establish a vision, principles and policies for the development of the Southwest Planning Area as a vibrant community in the city which incorporates a significant gateway into the city, elements of mixed-use development, an <del>incre-ased</del> <u>increased</u> range and density of residential built form, sustainability, preservation of significant cultural heritage resources, walkability and high-quality urban design.	The typological error (“incre ased”) is fixed.  Addition of a hyphen
Introduction	20.5.1.2	[Secondary paragraph] This Secondary Plan provides a greater level of detail than the general policies in <u>The London Plan</u> , the City of London Official Plan. The Southwest Area Secondary Plan is organized around identified Neighbourhoods. In addition to general and implementation policies related to future development, specific Southwest Planning Area-based land use designations and policies are defined for each Neighbourhood in Parts <del>20.5.6</del> <u>6.0</u> through <del>20.5.15</del> <u>15.0</u> . The Secondary Plan serves as a <del>basis for</del> basis for the review of planning <u>and development</u> applications which will be used in conjunction with the other policies of <del>the Official Plan</del> <u>The London Plan.</u>	Removal of the reference to the 1989 Official Plan  Removal of the S. 20.5 references  The grammatical error (two “basis for”) is fixed.

Introduction	20.5.1.2	[Third paragraph] The goals, objectives, policies and <del>schedules of the City's Official Plan maps of <i>The London Plan</i></del> shall apply to all lands within the study area, except in instances where more detailed or alternative direction is provided in the Secondary Plan, in which case the Secondary Plan shall prevail unless otherwise specified in Section <del>20.5.1.5-1.4</del> of this Plan.	Removal of the S. 20.5 reference
Introduction	20.5.1.2	[Final paragraph] All of the text and schedules of the Southwest Area Secondary Plan constitute <del>Section 20.5 of the City of London Official Plan</del> <u>part of <i>The London Plan</i></u> . The Schedules form part of the Secondary Plan and have policy status, whereas other maps, tables, illustrations and photographs included in this Secondary Plan or its appendices are provided for graphic reference, illustration and information. For ease of reference, <del>the revised Official Plan Schedules A, B-1, and C, Projected Population Growth map and table, Woodlot Evaluation table and patch evaluations, a projected population and employment growth table</del> and a residential density and height table are included as appendices to this Plan.	Removal of the 1989 Official Plan map schedule references and the S. 20.5 reference  Removal of the references to Appendices attached in S. 20.5.17 (New S. 17.0)
Introduction	20.5.1.3	[Fifth paragraph] This Plan recognizes the unique rural settlement of Brockley, located along Dingman Drive west of Wellington Road. The proposed policies of this Plan serve to protect the rural nature of the Brockley community by removing it from the Urban Growth Boundary and designating the lands as " <del>Rural Settlement</del> <u>Neighbourhood</u> ". Protective design and landscape enhancement measures have been incorporated in the Brockley Rural <del>Settlement</del> Neighbourhood to mitigate the impact of new industrial development on the existing residential neighbourhood, as well as establishing a minimum 40 metre setback requirement from the settlement boundary for the location of any new industrial buildings and structures.	Removal of the reference to the 1989 Official Plan land use designation ("Rural Settlement")
Introduction	20.5.1.3	[Sixth paragraph] The existing industrial areas along <del>Wonderland Road South and Exeter Road</del> are identified in this Secondary Plan as "Transitional Industrial".	There are no industrial areas along Wonderland Road South. This paragraph is amended by deleting this street.
Introduction	20.5.1.3	[Final paragraph] An approach to servicing and phasing for the southwest is proposed which <del>recognises</del> <u>recognizes</u> growth already planned for urban uses within	Typological error ("recognises" – British English)

		<p><del>currently approved Area Plans the North Talbot Community Area and the Bostwick East Area.</del> Servicing for the southwest will be consistent with the servicing strategy for the city as a whole. The <del>review of servicing will be completed as part of the 2014 Development Charges Study,</del> and staging of development will be determined through the City's review of the Growth Management Implementation Strategy (GMIS).</p>	<p>Removal of the reference to the 1989 Official Plan Area Plans</p> <p>Removal of the reference to the 2014 Development Charges Study as that work has been done and has been incorporated into the master plans and Development Charges</p>
Introduction	20.5.1.4 i)	<p><b><u>Principle 1: Creation of a Diverse and Connected Community</u></b> Create inclusive, diverse and unique neighbourhoods that have a mix of uses and have a high level of connectivity for multi-modal transportation opportunities. <b><u>Objectives to achieve this principle are:</u></b></p>	The formatting approach for principles are amended to reflect more recent secondary plans' formatting.
Introduction	20.5.1.4 ii)	<p><b><u>Principle 2: A range of Housing Choices</u></b> Provide for a mix of housing types, densities and designs throughout each neighbourhood. <b><u>Objectives to achieve this principle are:</u></b></p>	The formatting approach for principles are amended to reflect more recent secondary plans' formatting.
Introduction	20.5.1.4 iii)	<p><b><u>Principle 3: A Competitive Place to Work and Invest</u></b> Provide for the growth of employment lands opportunities. <b><u>Objectives to achieve this principle are:</u></b></p>	The formatting approach for principles are amended to reflect more recent secondary plans' formatting.
Introduction	20.5.1.4 iv)	<p><b><u>Principle 4: A Green and Attractive Environment</u></b> Integrate the natural and built setting to distinguish the Southwest Planning Area as a high quality, master planned and protected environment. Achieve ecological sustainability in new development and re-development, with built forms having a minimal impact on the features and systems of the natural environment. <b><u>Objectives to achieve this principle are:</u></b></p>	The formatting approach for principles are amended to reflect more recent secondary plans' formatting.
Introduction	20.5.1.4 v)	<p><b><u>Principle 5: A Model of Sustainable Growth Management</u></b> Build sustainability into all aspects of the Southwest Planning Area's growth in an efficient and financially responsible manner. <b><u>Objectives to achieve this principle are:</u></b></p>	The formatting approach for principles are amended to reflect more recent secondary plans' formatting.
Introduction	20.5.1.5	<p>Some areas of this Secondary Plan are also subject to <del>existing Area Plans</del> <u>Specific Policy Areas in <i>The London Plan</i></u>. If a conflict arises between the Secondary Plan policies and the <del>existing Area Plan site-specific policies of <i>The London Plan</i>,</del></p>	<p>Removal of the reference to Area Plans</p> <p>Addition of the reference to Specific Policy Areas</p>

		the Area Plan specific policies of the Official Plan shall prevail. This policy applies to those lands that were included in the North Talbot Community (Section 3.5.11), the Bostwick East Area Plan (Sections 3.5.17 and 10.1.3 cxix), and the North Longwoods Community (Section 10.1.3 ci).	
Community Structure Plan	20.5.2	<del>20.5.2</del> <u>2.0</u>	S.20.5.2 on the top is renumbered to S. 2.0.
Community Structure Plan	20.5.2	<del>20.5.2 Community Structure Plan</del>	S. 20.5.2 and its heading are deleted to avoid repeated section and heading.
Community Structure Plan	20.5.2 iv)	<del>the arterial roads</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets</u> shall serve as key organizing elements and shall generally experience a higher intensity of development than the interior portions of the Planning Area;	Removal of the 1989 Official Plan road classification reference
Community Structure Plan	20.5.2 vii)	the function and feel of Main Street Lambeth as a pedestrian-oriented mixed-use village shall be maintained and enhanced as a focal area for the Community; and	Addition of a hyphen
General Policies	20.5.3	<del>20.5.3.0</del> <u>3.0</u> <del>20.5.3.1</del> <u>3.1</u> Housing <del>20.5.3.2</del> <u>3.2</u> Sustainable/Green Development <del>20.5.3.3</del> <u>3.3</u> Neighbourhood Central Activity Nodes <del>20.5.3.4</del> <u>3.4</u> Community Parkland and Trail Network <del>20.5.3.5</del> <u>3.5</u> Parkland Dedication <del>20.5.3.6</del> <u>3.6</u> Natural Heritage <del>20.5.3.7</del> <u>3.7</u> Community Facilities <del>20.5.3.8</del> <u>3.8</u> Transportation <del>20.5.3.9</del> <u>3.9</u> Urban Design	S. 20.5.3 on the top is renumbered to S. 3.0.  All sections under this section are renumbered to appropriate numbers.
General Policies	20.5.3.1 ii)	The City may pre-zone specific areas of the <del>Multi-Family</del> , Medium Density Residential designation to permit small-scale nursing homes, homes for the aged, rest homes, and continuum-of-care facilities. These zones should be located within, or in close proximity, to the Wonderland Boulevard Neighbourhood or the areas of intensive residential development set out in <del>Section 20.5.4.1 iv)</del> <u>policy 4.1 iv)</u> of this Plan. Permitted uses in such areas may be restricted to ensure the development of such facilities within the Southwest Planning Area.	Removal of the references to the 1989 Official Plan land use designation and S.20.5
General Policies	20.5.3.2 ii) a)	in new buildings and in draft plans of subdivision, green technologies to address the criteria for sustainable development set out in <del>Section 20.5.3.2 i)</del> <u>policy 3.2 i)</u> ;	Removal of the S. 20.5 reference
General Policies	20.5.3.3 iii) a)	[First paragraph]	Removal of the 1989 Official Plan



		Central Activity Nodes shall be located as shown on the Neighbourhood Land Use Schedule for the respective residential neighbourhood, or alternatively, generally located at the intersection of two <del>collector roads</del> <u>Neighbourhood Connectors</u> internal to the residential neighbourhood.	road classification reference
General Policies	20.5.3.3 iii) a)	[Second paragraph] The Central Activity Node in this Neighbourhood may be located at the intersection of a <del>secondary collector road and a local road</del> <u>Neighbourhood Connector and a Neighbourhood Street</u> .	Removal of the 1989 Official Plan road classification references
General Policies	20.5.3.4	[First paragraph] Four distinct types of open space described in Section <del>20.5.4.3</del> <u>4.3</u> of this Plan will encompass or contribute to the provision of such uses as sports fields, playgrounds and other active recreational amenities, pathways and trails, and gathering and resting places.	Removal of the S. 20. 5 reference
General Policies	20.5.3.4	[Second paragraph] <del>Section 16 of the Official Plan</del> <u>The Parks and Recreation chapter of <i>The London Plan</i></u> contains the policies and provisions for parkland and recreational services in the City of London. Specifically, they identify the park hierarchy system and the various attributes of each park type. In addition to <del>Section 16 the Parks and Recreation chapter</del> , the following policies apply:	Removal of the 1989 Official Plan policy section reference
General Policies	20.5.3.4 i) e)	The alignment of pathways and trails within Environmentally Significant Areas shall be consistent with the <del><i>Trails in ESAs Design Standards – City of London City’s Planning and Design Standards for Trails in Environmentally Significant Areas.</i></del>	Consistency with the standards referenced in the London Plan
General Policies	20.5.3.4 ii) d)	<del>In accordance with the <i>City of London Parks and Recreation Master Plan</i>, a future community centre will be located within the boundaries of the Southwest Planning Area. The community centre will also serve a neighbourhood function in one of the neighbourhoods west of Wonderland Road South. Council will undertake a separate site selection process to determine the appropriate location for the facility.</del>	The City opened the Bostwick Community Centre, YMCA and Library in 2018 (located west of Wonderland Rd South). No new community centre is expected according to the Master Plan.
General Policies	20.5.3.5	In addition to the Parkland Conveyance & Levy By-law, the <del>parkland dedication policies of Section 16.3.2. of the Official Plan</del> <u>Parkland Acquisition and Dedication section in Our Tools part of <i>The London Plan</i></u> shall apply together with the following policies:	Removal of the 1989 Official Plan policy reference

General Policies	20.5.3.5 i)	The public components of the Community Parkland identified in Section <del>20.5.3.4</del> <u>3.4</u> , and/or shown as Open Space on Schedules 5 through 17 of this Secondary Plan, may be dedicated to the City for public park purposes pursuant to the Methods of <del>Aquisition</del> <u>Acquisition</u> prescribed in <del>Chapter 16 of the Official Plan</del> <u>the Parkland Acquisition and Dedication section in the Our Tools part of <i>The London Plan</i></u> .	The typological error (“Aquisition”) is fixed.  Removal of the references to Section 20.5 and the 1989 Official Plan policy section
General Policies	20.5.3.5 ii)	To address the ongoing property management of the parkland components listed in Section <del>20.5.3.4</del> <u>3.4</u> , an analysis of funding sources shall be undertaken by Council to identify such measures as condominium ‘common element’ fees, and other suitable mechanisms to ensure a viable and sustainable source of funding.	Removal of the 1989 Official Plan policy section reference
General Policies	20.5.3.6	[First paragraph] A Draft <del>e</del> Comprehensive Natural Heritage Study was completed as part of the Secondary Plan process. The natural heritage system components of the Draft Natural Heritage Study have been incorporated into <del>the Official Plan Schedules A and B-1</del> <u>Maps 1 and 5 of <i>The London Plan</i></u> and are also incorporated into the Schedules of the Southwest Area Plan.	Removal of the 1989 Official Plan map schedule references
General Policies	20.5.3.6	[Second paragraph] In addition to <del>the policies of Section 15 of the Official Plan</del> <u>the Environmental Policies part of <i>The London Plan</i></u> , the following policies apply:	Removal of the 1989 Official Plan policy section reference
General Policies	20.5.3.6 i) b)	An ecological buffer will be established along each side of <del>Dingham</del> <u>Dingman</u> Creek based upon the recommendations of an approved Environmental Impact Study (EIS) in accordance with <del>Section 15 of the Official Plan</del> <u>the Environmental Policies part of <i>The London Plan</i></u> .	The typological error (“Dingham”) is fixed.  Removal of the 1989 Official Plan policy section reference
General Policies	20.5.3.6 i) c)	[First paragraph] Natural Heritage Features other than the Dingman Creek, which are identified on <del>Schedule B-1 of the Official Plan</del> <u>Map 5 of <i>The London Plan</i></u> will be confirmed and/or delineated through the recommendations of an approved Environmental Impact Study in accordance with <del>Section 15 of the Official Plan</del> <u>the Environmental Policies part of <i>The London Plan</i></u> .	Removal of the 1989 Official Plan map schedule and policy section references
General Policies	20.5.3.6 i) c)	[Second paragraph] Ecological buffers will be established for Natural Heritage Features based upon the recommendations of an approved Environmental Impact Study (EIS) in accordance with	Removal of the 1989 Official Plan policy section reference  Addition of a period

		<del>section 15 of the Official Plan the Environmental Policies part of <u>The London Plan.</u></del>	
General Policies	20.5.3.6 i) d)	[First paragraph] Where development occurs within distances adjacent to natural heritage features that trigger the need for an Environmental Impact Study (EIS) as set out in <del>Table 15-1 of the Official Plan</del> <u>Table 13 of <i>The London Plan</i>,</u> an EIS will be scoped to confirm and delineate the natural feature, to determine the appropriate ecological buffer and to provide details on the Open Space system and naturalization opportunities to integrate the system with the adjacent features to be protected.	Removal of the 1989 Official Plan table reference
General Policies	20.5.3.6 i) d)	[Final paragraph] Where the limits of Natural Hazards shown on <del>Schedule B-2 Map 6 of <i>The London Plan</i></del> exceed the identified corridor or buffer widths for natural heritage features, the development limit shall be established at the hazard limit.	Removal of the 1989 Official Plan map schedule reference
General Policies	20.5.3.6 i) e)	Lands delineated as ecological buffers pursuant to <del>Subsection 20.5.3.6 i) b) policy 3.6 i) b) and c)</del> may be acquired by the City pursuant to <del>Section 16 of the Official Plan</del> <u>the Parks and Recreation chapter of <i>The London Plan.</i></u>	Removal of the references to S. 20.5 and 1989 Official Plan policy chapter
General Policies	20.5.3.6 iii) b)	Wherever possible, enhanced tree planting will be encouraged in exterior side yards along <del>local streets</del> <u>neighbourhood streets.</u>	Removal of the 1989 Official Plan road classification reference
General Policies	20.5.3.6 iii) e)	Encourage the use of large stock tree-planting for development adjacent to <del>arterial roads</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets.</u> The use <u>of</u> planting technologies and standards to provide for long term and sustainable growth is encouraged.	Removal of the 1989 Official Plan road classification reference  Grammatical error
General Policies	20.5.3.6 iv) a)	Recommendations arising out of a Municipal Environmental Assessment Study for lands within the Secondary Plan shall be incorporated into development plans, and will be subject to more detailed review in compliance with <del>the policies of Chapter 15 of the Official Plan</del> <u>the Environmental Policies part of <i>The London Plan</i></u> if the facilities are proposed to be located within or adjacent to components of the natural heritage system. Development of the SWAP lands shall also be consistent with <del>the policies of Section 17.6 of the Official Plan</del> <u>the Storm Drainage And Stormwater Management policies in the Civic Infrastructure chapter of <i>The London Plan.</i></u> The following site-	Removal of the 1989 Official Plan policy section reference  Addition of a hyphen

		specific policies shall also apply for on-site design:	
General Policies	20.5.3.6 iv) a)	[First bullet] <del>1.</del> <del>To</del> reduce the extent of impervious cover, storm drainage and stormwater management techniques such as alternative roadside drainage techniques, pervious paving, enhanced use of vegetation cover, and/or the adoption of other practices to decrease the extent of impervious cover will be encouraged, wherever feasible and appropriate; and	Capitalization of the first letter for consistency with the other bullet  The bullet is relaced with an appropriate number.
General Policies	20.5.3.6 iv) a)	[Final bullet] <del>2.</del> Any proposed channel or watercourse restoration, rehabilitation or enhancement work within the defined Dingman Creek corridor will be subject to <del>Section 15.1 of the Official Plan</del> <u>the Environmental Policies part of <i>The London Plan</i></u> to demonstrate no negative impact on ecosystem features and ecological functions, <del>Sections 15.4.6 iii) and 15.3.7 (d)</del> <u>and</u> for management and rehabilitation priorities to achieve an environmental benefit, and the regulations of the Conservation Authority.	Removal of the 1989 Official Plan policy references  The bullet is relaced with an appropriate number.
General Policies	20.5.3.7	[First paragraph] <del>F</del> acilities, such as schools and <del>churches</del> <u>places of worship</u> , will be encouraged to be located in Neighbourhood Central Activity Nodes, and to serve as a focal point of the neighbourhood.	Un-capitalization of the first letter of “facilities”  Addition of a more inclusive term “places of worship” to avoid “churches” which is not inclusive of other religions
General Policies	20.5.3.7	[Secondary paragraph] One school board, the Conseil Scolaire Viamonde, has identified a possible need for a school site within the planning area, specifically in the Bostwick, North Longwoods, or Central Longwoods Neighbourhood. This Board has identified a need to acquire a site with an area of two (2) hectares (5 acres), at the intersection of two <del>collector roads</del> <u>Neighbourhood Connectors</u> , or at the intersection of <del>an arterial road and collector road</del> <u>a Neighbourhood Connector and an Urban Thoroughfare, Civic Boulevard or Main Street</u> .	Removal of the 1989 Official Plan road classification references
General Policies	20.5.3.7	[Final paragraph] <del>Churches</del> <u>Places of worship</u> and other <del>institutional</del> <u>small-scale community facilities</u> are a permitted use within the residential land use designations.	Clarification Limited institutional uses (community facilities) are permitted within the Neighbourhoods Place Type.  Addition of a more inclusive term

			“places of worship” rather than “churches”
General Policies	20.5.3.8	The transportation network within this Plan consists of <del>Arterial, Primary and Secondary Collector roads</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, Main Streets, and Neighbourhood Connectors</u> . <del>Local Streets</del> <u>Neighbourhood Streets</u> may connect to appropriately designed <del>arterial roads</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets</u> to provide new connections to the community neighbourhoods. The <del>local neighbourhood</del> street pattern will provide an organizing structure for each of the Neighbourhood areas. In addition to <del>Section 11 of the Official Plan</del> <u>the City Design chapter of <i>The London Plan</i></u> , the Transportation policies specific to the Neighbourhood areas, and the applicable urban design policies in Section <del>20.5.3.9</del> <u>3.9</u> of this Plan, the following policies shall apply:	Removal of the references to the 1989 Official Plan policies and road classifications; and S.20.5.
General Policies	20.5.3.8 i) e)	Special design treatments shall be implemented in appropriate locations, on <del>local and secondary collector streets</del> <u>Neighbourhood Connectors and Neighbourhood Streets</u> , to slow or restrict traffic movements and place a priority on pedestrian movements.	Removal of the 1989 Official Plan road classification references
General Policies	20.5.3.8 i) f)	At the subdivision and/or site plan application stage, where applicable, the <del>Owner</del> shall convey and construct the <del>Primary and/or Secondary Collector roads</del> <u>Neighbourhood Connectors</u> , identified on <del>Schedule C of the Official Plan</del> <u>Map 3 of <i>The London Plan</i></u> , to ensure future opportunities for connectivity between neighbourhoods.	Removal of the references to the 1989 Official Plan road classifications and map schedule
General Policies	20.5.3.8 i)	[Final paragraph] The City may enter into an encroachment agreement with the property owner for the use of a <del>local neighbourhood</del> street right-of-way in advance of its development as a <del>local street</del> <u>neighbourhood street</u> . The property owner may enter an agreement with the City to convey a future <del>local street</del> <u>neighbourhood street</u> right-of-way when it is required for road development.	Removal of the 1989 Official Plan road classification reference
General Policies	20.5.3.8 ii) a)	Public road access to Bradley Avenue and Pack Road shall be restricted to one road connection approximately mid-block between each set of intersecting <del>arterial roads</del> <u>Urban Thoroughfares and Civic Boulevards</u> , provided a minimum separation distance between	Removal of the 1989 Official Plan road classification references

		intersections of 200 metres can be reasonably achieved. Access to <del>local or collector roads</del> <u>Neighbourhood Streets or Neighbourhood Connectors</u> at these locations shall have restricted turning movements.	
General Policies	20.5.3.8 iv) a)	As the primary gateway to Central London from the 400 series Highways, Wonderland Road South will be developed to fulfill the two functions of this major transportation corridor: <del>a major arterial</del> <u>an Urban Thoroughfare</u> designed to carry high volumes of traffic in a safe and efficient manner, and as a major gateway and arrival corridor into the city. Wonderland Road South will serve as the spine of the Southwest Area, and will link both the existing and newly developing neighbourhoods within the area to one another and to the rest of the city. For these reasons, a high design standard, including landscaping, medians, opportunities for on-street parking and bicycle lanes, and local street connections may be provided within a widened road allowance. A Municipal Class Environmental Assessment shall be conducted to determine the <del>arterial road</del> <u>Urban Thoroughfare</u> cross section for the Wonderland Road South corridor. Recommendations and design requirements arising out of the Municipal Class Environmental Assessment will be incorporated into road development. Building setbacks and design elements, as set out in Section <del>20.5.3.9</del> <u>3.9</u> of this Plan, may relate to this design to provide an effective interface between the public and private realms.	Removal of the references to the 1989 Official Plan road classification and S.20.5
General Policies	20.5.3.9	This area is also the first contact that visitors from <del>the</del> <u>Highways</u> 402 and 401 will have with the City of London.	Clarification
General Policies	20.5.3.9 i) a)	All development, particularly in the Wonderland Boulevard, Lambeth Village Core, Neighbourhood Central Activity Nodes and residential areas, shall be designed in a form that is to be compact, pedestrian-oriented and transit-friendly. Mixed-use development will be encouraged in the areas of Wonderland Boulevard, Lambeth Village Core and the Neighbourhood Central Activity Nodes.	Addition of hyphens
General Policies	20.5.3.9 ii)	Section <del>20.5.3.8</del> <u>3.8</u> of this Plan provides detailed direction with respect to the design of typical streets, while Urban Design Guidelines may be prepared to give direction for public frontages and other design treatments.	Removal of the S. 20.5 reference

General Policies	20.5.3.9 ii) a) New 3.9 ii) a) 1	[First bullet] <del>•1. Arterial Roads Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards and Main Streets</del> <u>Arterial/Transit Corridors Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets</u> are high-capacity roads which serve as both a major entry way into the Planning area and the city as a whole, along with being a route through the Planning Area to other parts of the city.	Removal of the 1989 Official Plan road classification reference  Addition of a hyphen  The bullet is relaced with an appropriate number.
General Policies	20.5.3.9 ii) a) New 3.9 ii) a) 2	[Second bullet] <del>•2. Primary and Secondary Collector Roads Neighbourhood Connectors</del> The <del>collector roads</del> <u>Neighbourhood Connectors</u> connect neighbourhoods together, along with connecting these neighbourhoods to Wonderland Boulevard, the Lambeth Village Core, Neighbourhood Central Activity Nodes and other major focal points of the community. These <del>roads</del> <u>Neighbourhood Connectors</u> will have a higher level of design than <del>Local Streets</del> <u>Neighbourhood Streets</u> through the extended use of tree and feature planting, paving, lighting and signage design.	Removal of the 1989 Official Plan road classification references  The bullet is replaced with an appropriate number.
General Policies	20.5.3.9 ii) a) New 3.9 ii) a) 3	[Third bullet] <del>•3. Local Streets Neighbourhood Streets</del> <del>Local streets</del> <u>Neighbourhood Streets</u> play a dual role as neighbourhood socialization spaces, as well as supporting transportation needs. The design requirements, while less substantial than for <del>arterial and collector streets</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, Main Streets and Neighbourhood Connectors</u> , must support the dual role of <del>local streets</del> <u>Neighbourhood Streets</u> .	Removal of the 1989 Official Plan road classification references  The bullet is replaced with an appropriate number.
General Policies	20.5.3.9 ii) a) New 3.9 ii) a) 4	[Fourth bullet] <del>•4. Lanes/Window Streets</del> [Second sub-bullet] <del>• To maximize safety and security; and,</del>	Addition of “and,”  The bullet is replaced with an appropriate number.
General Policies	20.5.3.9 ii) b)	<del>•1. Residential streets with less than ten dwelling units or cul-de-sacs, where sidewalks shall be required on only one side of the street; and,</del> <del>•2. Lanes, where no sidewalks shall be required;.</del>	Bullets (•) are replaced with numbers to reflect the formatting approach of more recent secondary plans and the London Plan and facilitate easier references to these policies.  Punctuation errors

General Policies	20.5.3.9 ii) e)	Rear lotting is not permitted along the <del>arterial roads</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets</u> in the Southwest Area Plan.	Removal of the 1989 Official Plan road classification reference
General Policies	20.5.3.9 iii) c)	Buildings on corner lots at the intersections of <del>arterial and collector roads</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, Main Streets, and Neighbourhood Connectors</u> shall be sited and massed toward the intersection.	Removal of the 1989 Official Plan road classification references
General Policies	20.5.3.9 iii) g)	[Seventh bullet] <del>7.</del> Provision of pedestrian walkways adjacent to stores, between building clusters, and to provide pedestrian access to transit stops, public sidewalks and adjacent developments. These walkways may need to cross parking lots to provide the required access; <u>and</u> .	Addition of “and”
General Policies	20.5.3.9 iii) h)	All commercial and office development proposals shall demonstrate safe, effective and accessible pedestrian, <del>and</del> bicycle, and transit-oriented transportation linkages from residential areas, and between and within these developments.	Addition of hyphens
General Policies	20.5.3.9 iii) j)	[First bullet through final bullet] <del>1.</del> <u>Development</u> is to be integrated in the streetscape utilizing quality and varied built forms and by minimizing parking facilities and other hardstand areas along the street frontage; <del>2.</del> <u>Parking</u> within the front yard is discouraged. Preferably, parking should be located behind and/or at the side of the building. <del>3.</del> <u>Garbage</u> holding areas, and loading and servicing areas shall be designed as an integral part of the development on each site. It is preferred that loading bays be entirely contained within buildings. Where it is not possible to internalize loading and servicing areas, external loading and servicing areas will be fully screened from view. The garbage holding area facility is to be fully screened from public view and is to be located clear of all landscaped areas, driveways, turning areas, truck standing areas and car parking spaces. <del>4.</del> <u>The</u> siting of buildings is to spatially define the street, provide high quality active frontages and provide opportunities for landscape planting in order to improve the visual quality of the streetscape; <del>5.</del> <u>All</u> major rooftop or exposed structures including lift motor rooms, plant rooms, etc., together with air conditioning, satellite dishes, ventilation and exhaust systems,	Capitalization of the first letter of the word at the beginning of each clause  Punctuation (removal of the semicolons, addition of periods, a comma before “etc.”, and “and.”)



		<p>should be suitably screened and integrated with the building. Parapets can help in screening such services;</p> <p><del>6. b</del> Building facades are to be of a simple modern architectural style and include a variety of material types that reflect the industrial character of the street;</p> <p><del>7. w</del> Where large areas of car parking are proposed (in excess of 20 spaces) at the side or rear of the building, 'garden bays' comprising vegetated landscaped areas and/or landscape trees with grass areas, are encouraged at regular intervals in order to soften the appearance of these areas and to provide shade during summer.</p>	
General Land Use Policies	20.5.4	<p><del>20.5.4</del> <del>4.0</del></p> <p><del>20.5.4.1</del> <del>4.1</del> Residential</p> <p><del>20.5.4.2</del> <del>4.2</del> Institutional</p> <p><del>20.5.4.3</del> <del>4.3</del> Open Space</p>	S. 20.5.4 is renumbered to S. 4.0. All sections under this section are renumbered to appropriate numbers.
General Land Use Policies	20.5.4.1 i)	<p>Planning applications to reduce the specified minimum residential density of these areas may be considered in accordance with policy <del>20.5.16.4</del> (v) 16.4 v).</p>	Removal of the S. 20 reference. S.20.5.16.4 is renumbered to 16.3. (See changes to S. 20.5.16.3 below)
General Land Use Policies	20.5.4.1 ii)	<p>Medium Density Residential designations and Transitional Industrial designations along parts of the <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street</u> network, and the Residential designation within the Wonderland Boulevard Neighbourhood, will provide for higher than the traditional densities found in traditional suburban neighbourhoods.</p>	Removal of the 1989 Official Plan road classification references
General Land Use Policies	20.5.4.1 iii) a)	<p><b><u>Access to Arterial Roads Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards and Main Streets</u></b></p> <p>The primary transit network is expected to be provided on <del>the arterial roads</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets</u>. For all Draft Plan of Subdivision, Consent and Site Plan applications that include land within 400 metres of an <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street</u>, the requirements for a complete application shall include the submission of a plan that demonstrates the provision of viable, safe and effective pedestrian linkages to the <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid</u></p>	Removal of the 1989 Official Plan road classification references

		<u>Transit Boulevard or Main Street</u> , to provide pedestrian access to potential future transit services. Public streets are preferred, however, pathway connections may be considered on a case-specific basis.	
General Land Use Policies	20.5.4.1 iii) b)	Public road, private vehicular, and pedestrian access to Bradley Avenue shall be in accordance with the Transportation policies in <del>Section 20.5.3.8 ii)</del> <u>policy 3.8 ii)</u> of this Plan.	Removal of the S. 20.5 reference
General Land Use Policies	20.5.4.1 iii) c)	Along all <del>arterial, primary and secondary collector roads</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, Main Streets and Neighbourhood Connectors</u> , a variety of townhouse forms is encouraged, including 2-storey townhouses, 3-storey townhouses and stacked townhouses.	Removal of the 1989 Official Plan road classification references  Addition of hyphens
General Land Use Policies	20.5.4.1 iv)	Residential Development Intensity Adjacent to <del>Arterial Roads</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards and Main Streets</u>	Removal of the 1989 Official Plan road classification references in the heading
General Land Use Policies	20.5.4.1 iv) a)	[First paragraph] It is intended that <del>arterial roads</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets</u> can serve as significant routes for public transit services. Specific policies apply along portions of the <del>arterial</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street</u> network that are intended to focus intense, medium density housing forms along transit-oriented corridors, consistent with the Province of Ontario <i>Transit Supportive Guidelines</i> .	Removal of the 1989 Official Plan road classification references
General Land Use Policies	20.5.4.1 iv) a)	[Final paragraph] It is important that residential development along <del>arterial road corridors</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets</u> provides opportunities that are designed to create linkages between the Community's interior and the <del>arterial roads</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets</u> to provide access to the major transportation corridors and to be active, attractive and safe for pedestrian users. Rear lotting of freehold lots, and building orientation within multi-family blocks that presents the backs of buildings to the <del>arterial roads</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets</u> shall be avoided along <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street</u>	Removal of the 1989 Official Plan road classification references

		streetscape. High quality landscaping in combination with street-oriented built form, are the key elements required to ensure functionality and appearance of <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street</u> streetscapes as pedestrian-friendly transit-oriented corridors.	
General Land Use Policies	20.5.4.1 iv) b)	Development along <del>the arterial road corridors</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets</u> will include street-oriented and higher intensity housing forms such as stacked townhouses and low-rise apartment buildings. However, to encourage a diverse and interesting streetscape, built forms that are traditionally less intensive may also be permitted, provided minimum density targets are met. <del>Arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street</u> boulevards will provide opportunities for landscaping, street trees and furniture, to create a vibrant urban context.	Removal of the 1989 Official Plan road classification references
General Land Use Policies	20.5.4.1 iv) c)	This policy area is intended to provide for transit-oriented, low-rise to mid-rise residential development at a slightly higher intensity than is typical for medium density development, providing for development at suitable densities to support transit along the <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street</u> network.	Removal of the 1989 Official Plan road classification reference
General Land Use Policies	20.5.4.1 iv) e)	[Second bullet] A residential density exceeding 100 units per hectare (up to 120 units per hectare) may be permitted through a site-specific zoning by-law amendment, site plan application, and associated urban design review. <del>= e</del> <u>Conformity with the policies of Section 11.1 of the Official Plan the City Design chapter of <i>The London Plan</i> and this Secondary Plan shall be demonstrated through the preparation of a concept plan of the site that exceeds the prevailing densities for the planning area;</u> <del>= p</del> <u>Parking facilities shall be designed to minimize the visual impact from adjacent properties and the public realm and provide for enhanced amenity and recreation areas for the residents of the development;</u> <del>= b</del> <u>Buildings shall be located close to the street and designed to be street-oriented such that the functional front and main entrances to the building face the street;</u> <del>= s</del> <u>Subdivisions and site plans shall provide for safe and accessible</u>	Removal of the references to the 1989 Official Plan policies and road classifications  Addition of hyphens in the 1 <sup>st</sup> paragraph and the 3 <sup>rd</sup> sub-bullet  Capitalization of the first letter of the word at the beginning of each sub-bullet  Removal of semicolons and addition of periods

		pedestrian connections for the public between the <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street</u> and the interior of the adjacent neighbourhoods, which are integrated into the design and function of the site; and, <del>•</del> <del>s</del> Subdivisions and site plans shall provide for an enhanced pedestrian environment adjacent to the <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street</u> .	
General Land Use Policies	20.5.4.1 v)	Applications to expand the Medium Density Residential designation applicable to portions of the <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street</u> network will be evaluated using all of the policies of this Secondary Plan. It is not intended that this policy will be applied within the internal portions of the Neighbourhoods, and any expansions or additions to the areas affected by this policy shall be adjacent to, and have exposure to, an <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street</u> on which transit service is to be provided.	Removal of the 1989 Official Plan road classification reference
General Land Use Policies	20.5.4.2	The <u>Institutional Place Type</u> policies of the <del>Official Plan</del> <u>The London Plan</u> shall apply to all Institutional designations.	Removal of the reference to the 1989 Official Plan Clarification
General Land Use Policies	20.5.4.3 ii) d)	Stormwater Management – Subject to <del>Sections 15.3.3 and 17.6 of the Official Plan</del> <u>the Infrastructure policies in the Natural Heritage chapter and the Storm Drainage and Stormwater Management policies in the Civic Infrastructure chapter of The London Plan</u> , stormwater management facilities may be located adjacent to, or within the natural heritage system and shall be integrated into their environment.	Removal of the 1989 Official Plan policy section references
Neighbourhoods	20.5.5	<del>20.5.5</del> <u>5.0</u> Neighbourhoods <u>and Land Uses</u>	S. 20.5.5 on the top is renumbered to S. 5.0.
Neighbourhoods	20.5.5	<del>20.5.5 – Neighbourhoods and Land Uses</del>	S. 20.5.5 and its heading are deleted to avoid repeated section and heading.
Neighbourhoods	20.5.5	[First paragraph] Parts <del>20.5.6</del> <u>6.0</u> through <del>20.5.15</del> <u>15.0</u> of this Plan contain Schedules showing the Secondary Plan Land Use Designations for the applicable Neighbourhoods, along with special policies pertaining specifically to the Land Use Designations within that Neighbourhood. Neighbourhoods that are similar in nature and have similar	Removal of the S. 20. 5 references  Removal of the reference to the 1989 Official Plan

		special policies, have been grouped together in one Part. These Parts are to be read in conjunction with the remainder of this Secondary Plan and with the relevant policies of the City of London Official Plan <u>The London Plan</u> .	
Neighbourhoods	20.5.5 x)	Brockley Rural Settlement	Removal of the reference to the 1989 Official Plan land use designation
Wonderland Boulevard Neighbourhood	20.5.6	<del>20.5.6</del> <u>6.0</u>	S. 20.5.6 on the top is renumbered to S. 6.0.
Wonderland Boulevard Neighbourhood	20.5.6	<del>20.5.6</del> <del>Wonderland Boulevard Neighbourhood</del> <del>20.5.6.1</del> <u>6.1</u> Wonderland Road Community Enterprise Corridor <del>20.5.6.2</del> <u>6.2</u> Low Density Residential <del>20.5.6.3</del> <u>6.3</u> Medium Density Residential <del>20.5.6.4</del> <u>6.4</u> High Density Residential for Lands North of Exeter Road <del>20.5.3.5</del> <u>6.5</u> 17 and 31 Exeter Road	S. 20.5.6 and its heading are deleted to avoid repeated section and heading. All sections under this section are renumbered to appropriate numbers.
Wonderland Boulevard Neighbourhood	20.5.6 i)	[First paragraph] The centrepiece of the Wonderland Boulevard Neighbourhood is Wonderland Road South, which is the primary north/south arterial corridor functioning as a gateway into the city from Highways 401 and 402, and as a focal area which will create the identity for the broader Southwest Secondary Planning Area.	Removal of the 1989 Official Plan road classification reference
Wonderland Boulevard Neighbourhood	20.5.6 ii)	[Second paragraph] The corridor design provides opportunities for pedestrian-scale, street-oriented land use development along a suburban transit corridor.	Addition of a hyphen
Wonderland Boulevard Neighbourhood	20.5.6.1 i)	[Final paragraph] It is not intended that the specific location of commercial uses be identified within this designation, however, such uses shall be encouraged to locate in mixed-use developments over time with the opportunity to incorporate office and/or residential uses.	Addition of a hyphen
Wonderland Boulevard Neighbourhood	20.5.6.1 ii)	[Second paragraph] In addition to <del>the office uses that are permitted in accordance with the "Office Area" policies of the Official Plan</del> <u>offices uses permitted in the Shopping Area Place Type</u> , research, development and information processing establishments and businesses with a mobile sales-based workforce requiring access to the provincial highway system shall be permitted. <del>Secondary uses permitted in Office Areas</del> <u>Uses as accessory to offices, including eat-in restaurants, financial institutions, personal</u>	Removal of the 1989 Official Plan land use designation reference

		<u>services, day care centres, pharmacies, laboratories and clinics shall not be permitted.</u>	
Wonderland Boulevard Neighbourhood	20.5.6.1 iii)	<b>iii) Development Pattern/Local Street Neighbourhood Street Connections</b> In order to establish an organizing structure for the present and future development for lands within the "Wonderland Road Community Enterprise Corridor" <del>the policies in 20.5.3.8 i) j)</del> <u>policy 3.8 i) j)</u> shall apply.	Removal of the references to the 1989 Official Plan road classification and Section 20.5
Wonderland Boulevard Neighbourhood	20.5.6.1 iii)	[Secondary paragraph] <del>Local street</del> <u>Neighbourhood Street</u> rights-of-way may be dedicated for any development or redevelopment within the Wonderland Road Community Enterprise Corridor.	Removal of the 1989 Official Plan road classification reference
Wonderland Boulevard Neighbourhood	20.5.6.1 v) d)	Office development for the entire Wonderland Road Community Enterprise Corridor shall not exceed 20,000m <sup>2</sup> , excluding small-scale <del>S</del> service <del>O</del> ffices and <del>M</del> medical/ <del>D</del> dental <del>O</del> ffices, and each building shall not exceed a maximum gross floor area of 2,000m <sup>2</sup> .	Un-capitalization of the first letter of each capitalized word  Addition of a hyphen
Wonderland Boulevard Neighbourhood	20.5.6.1 vi) a)	Permitted uses are encouraged in mixed-use developments or buildings.	Addition of a hyphen
Wonderland Boulevard Neighbourhood	20.5.6.1 vi) c)	However, where large-scale stores are permitted, given that they are often not conducive to a pedestrian-oriented street setting, design alternatives to address this issue will be utilized. These may include locating these stores in the interior of a commercial or mixed-use development block with small-scale stores and other buildings oriented to the surrounding major roads to create a strong street presence.	Addition of hyphens
Wonderland Boulevard Neighbourhood	20.5.6.1 vi) d)	The Urban Design policies of Section <del>20.5.3.9</del> <u>3.9</u> of this Plan shall apply.	Removal of the S. 20.5 reference
Wonderland Boulevard Neighbourhood	20.5.6.2 i)	These lands are located south of Exeter Road <u>and</u> east and west of Wonderland Road South.	Clarification
Wonderland Boulevard Neighbourhood	20.5.6.2 iii) c)	The Urban Design policies of Section <del>20.5.3.9</del> <u>3.9</u> , and the General Residential policies of Section <del>20.5.4.1</del> <u>4.1</u> of this Plan shall apply.	Removal of the S. 20. 5 references
Wonderland Boulevard Neighbourhood	20.5.6.3 ii)	<del>The primary p</del> Permitted uses in the <del>Multi-family, Medium Density Residential designation of the Official Plan will be permitted, including</del> <u>include multiple-attached dwellings, such as townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes, homes for the aged, and triplex and fourplex dwellings.</u> <del>And with the exception of s</del> Single detached, duplex and semi-detached dwellings <u>will not be permitted.</u>	Removal of the 1989 Official Plan land use designation reference

		Convenience commercial uses, and secondary permitted uses allowed in the Multi-family, Medium Density Residential designation of the Official Plan <u>group homes, home occupations, community facilities, funeral homes, commercial recreation facilities, small-scale office developments, and office conversions</u> shall not be permitted within these areas.	
Wonderland Boulevard Neighbourhood	20.5.6.3 iii) c)	The Urban Design policies of Section <del>20.5.3.9</del> <u>3.9</u> and the General Residential policies of Section <del>20.5.4.1</del> <u>4.1</u> of this Plan shall apply.	Removal of the S. 20.5 references
Wonderland Boulevard Neighbourhood	20.5.6.3 iii) d)	A residential density exceeding 75 units per hectare (up to 100 units per hectare) may be permitted through a site-specific zoning by-law amendment and site plan application. Urban design review shall be required. A request for an increase in density shall also be subject to the following criteria: [First and third bullet] <del>1.</del> The development is to be designed and occupied for seniors housing, or shall include provision for unique attributes and/or amenities that may not normally be provided for in medium density projects having a public benefit, such as, but not limited to, enhanced open space and recreational facilities, innovative forms of housing and architectural design features; <del>3.</del> Conformity with the policies of Section 11.1 of the Official Plan the City Design chapter of <i>The London Plan</i> and this Plan shall be demonstrated through the preparation of a concept plan of the site that is consistent with the standards for the planning area; and,	Addition of a hyphen  Remove of the 1989 Official Plan policy section reference  Capitalization of the first letter of the word at the beginning of the 1 <sup>st</sup> bullet
Wonderland Boulevard Neighbourhood	20.5.6.4 i)	The High Density Residential designation provides for transit-oriented, mid-to high-rise, residential development that is not mixed-use in nature.	Addition of a hyphen
Wonderland Boulevard Neighbourhood	20.5.6.4 ii)	Convenience commercial uses, and secondary permitted uses allowed in the High Density Residential designation of the Official Plan <u>group homes, home occupations, community facilities, funeral homes, commercial recreation facilities, small-scale office developments, and office conversions</u> shall not be permitted within these areas.	Removal of the 1989 Official Plan land use designation reference
Wonderland Boulevard Neighbourhood	20.5.6.4 iii) b)	The Urban Design policies of Section <del>20.5.3.9</del> <u>3.9</u> and the General Residential policies of Section <del>20.5.4.1</del> <u>4.1</u> of this Plan shall apply.	Removal of the S. 20.5 references
Wonderland Boulevard Neighbourhood	20.5.6.5	Schedule 6A is added to this Plan to indicate the lands at 17 and 31 Exeter Road.	Addition of Schedule 6A which is missing in this

		This schedule is renamed as “Schedule 5A” as this Neighbourhood has Schedule 5.	plan – should be added as Schedule 5A.
Wonderland Boulevard Neighbourhood	20.5.6.5 ii)	[First paragraph] The property known as 17 and 31 Exeter Road is located at the southwest corner of <del>two major arterial roads</del> a Civic Boulevard (Exeter Road) and an Urban Thoroughfare (Wonderland Road) within the Southwest Area Plan.	Removal of the 1989 Official Plan road classification references
Wonderland Boulevard Neighbourhood	20.5.6.5 ii)	[Second paragraph] The lands will develop as a mixed-use area through a comprehensive planned approach. Development on the lands may include a range of land uses including mixed-use buildings with ground floor retail commercial, free-standing high density residential buildings, free-standing office buildings, free-standing institutional buildings and some smaller scale free-standing commercial buildings including automobile-oriented commercial buildings.	Addition of hyphens
Wonderland Boulevard Neighbourhood	20.5.6.5 ii)	[Final paragraph] New internal public and/or private streets may be created with a view to limiting direct access to <del>arterial roads</del> Urban Thoroughfares and Civic Boulevards.	Removal of the 1989 Official Plan road classification reference
Wonderland Boulevard Neighbourhood	20.5.6.5 iii)	Buildings along Exeter and Wonderland Road should be street-oriented, with the public right-of-way designed to support pedestrian activity and street-oriented retail or other active uses.	Addition of hyphens
Wonderland Boulevard Neighbourhood	20.5.6.5 iv) a)	Commercial/institutional land uses including but not limited to retail commercial uses; service and repair establishments, food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; professional and personal service offices; entertainment uses; galleries; studios; automobile-oriented commercial uses; community facilities such as libraries and day care centres.	Addition of a hyphen
Wonderland Boulevard Neighbourhood	20.5.6.5 iv) d)	Mixed-Use Buildings that include two or more of the following uses: Office Uses, Residential Uses, Commercial Uses, Institutional Uses	Addition of a hyphen
Wonderland Boulevard Neighbourhood	20.5.6.5 v) b)	Mixed-use commercial/office/residential buildings shall not exceed 75 residential units per hectare and a maximum height of 4 storeys.	Addition of a hyphen
Lambeth Neighbourhood	20.5.7	<del>20.5.7 7.0</del>	S. 20.5.7 on the top is renumbered to S. 7.0.
Lambeth Neighbourhood	20.5.7	<del>20.5.7 Lambeth Neighbourhood</del> <del>20.5.7.1 7.1</del> Low Density Residential <del>20.5.7.2 7.2</del> Medium Density Residential <del>20.5.7.3 7.3</del> Commercial	S. 20.5.7 and its heading are deleted to avoid repeated section and heading.



			All sections under this section are renumbered to appropriate numbers.
Lambeth Neighbourhood	20.5.7 i)	[Final paragraph] Where/if the subject lands are within the boundaries of a <del>previously approved Area Plan</del> <u>Specific Policy Area</u> , the policies of Section <del>20.5.1.5</del> <u>1.4</u> of the Plan shall also apply.	Removal of the S. 20.5 reference
Lambeth Neighbourhood	20.5.7 ii)	[Final paragraph] The built form of all development will be primarily street-oriented on all public rights-of-way.	Addition of a hyphen
Lambeth Neighbourhood	20.5.7.1 ii)	<del>The primary p</del> Permitted uses in the Low Density Residential designation of the Official Plan shall apply <u>include single-detached, semi-detached and duplex dwellings. Multiple-attached dwellings, such as townhouses or cluster houses may be permitted provided that they do not exceed the maximum density of development permitted in policy 7.1 iii) a).</u> New convenience commercial uses, <del>and secondary uses</del> <u>group homes, home occupations, community facilities, funeral homes, and office conversions</u> shall not be permitted.	Removal of the 1989 Official Plan land use designation reference
Lambeth Neighbourhood	20.5.7.1 iii) c)	As part of a complete application, the <del>O</del> owner shall clearly demonstrate that the proposed development is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments.	Un-capitalization of the first letter of "owner"
Lambeth Neighbourhood	20.5.7.1 iii) d)	The Urban Design policies of Section <del>20.5.3.9</del> <u>3.9</u> of this Plan shall apply.	Removal of S. 20.5 reference
Lambeth Neighbourhood	20.5.7.2 i)	[First paragraph] Medium Density Residential development within the Lambeth Neighbourhood is intended to provide for medium intensity residential uses that are consistent with existing and planned development, and complement and support the commercial and service-oriented uses of the Lambeth Village Core Neighbourhood.	Addition of a hyphen
Lambeth Neighbourhood	20.5.7.2 ii)	[First paragraph] With the exception of the lands <del>north-west</del> <u>northwest</u> of Wharncliffe Road South between Campbell Street North and Savoy Street, the primary permitted uses in the <del>Multi-family,</del> Medium Density Residential designation of the Official Plan shall apply, <del>including</del> <u>include multiple-attached dwellings, such as townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care</u>	Removal of the 1989 Official Plan land use designation reference  Deletion of the hyphens between "north" and "west"

		<p><u>facilities, small-scale nursing homes, rest homes, homes for the aged, low density forms such as semi-detached and duplex dwellings, triplexes and fourplexes, and the conversion of existing single detached homes. Single detached dwellings shall not be permitted within plans of subdivision or cluster development. New convenience commercial uses, and secondary permitted uses allowed in the Multi-family, Medium Density Residential designation of the Official Plan group homes, home occupations, community facilities, funeral homes, commercial recreation facilities, small-scale office developments, and office conversions shall not be permitted.</u></p>	
Lambeth Neighbourhood	20.5.7.2 ii)	<p>[Second paragraph] On the lands on the <del>north-west</del> <u>northwest</u> side of Wharnclyffe Road South between Campbell Street North and Savoy Street, south-west of 3967 Savoy Street, <del>the primary</del> permitted uses in the <del>Multi-family, Medium Density Residential designation of the Official Plan shall apply, including</del> <u>include townhouses, stacked townhouses, low-rise apartments, emergency care facilities, low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes, and the conversion of existing single detached homes.</u></p>	<p>Deletion of the hyphens between “north” and “west”</p> <p>The typological error (“Whancliffe”) is fixed.</p> <p>Removal of the 1989 Official Plan land use designation reference</p>
Lambeth Neighbourhood	20.5.7.2 ii)	<p>[Third paragraph] The conversion of existing dwellings for offices is permitted subject to <del>the policies of Section 3.6.9 i), iv) and vi) of the Official Plan</del> <u>Policy 931 of The London Plan.</u></p>	Removal of the 1989 Official Plan policy references
Lambeth Neighbourhood	20.5.7.2 ii)	<p>[Final paragraph] The conversion of existing dwellings for retail uses is permitted subject to <del>the policies of Section 20.5.7.2 iii) d) policy 7.2 iii) d)</del> of this Plan.</p>	Removal of the S. 20.5 reference
Lambeth Neighbourhood	20.5.7.2 iii) a)	<p>Building heights shall <del>be in accordance with Section 3.3.3 i) of the Official Plan</del> <u>not exceed four storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.</u></p>	Removal of the 1989 Official Plan policy reference
Lambeth Neighbourhood	20.5.7.2 iii) b)	<p>A residential density exceeding 75 units per hectare (<del>up to 100 units per hectare</del>) may be <del>considered in accordance with Section 3.3.3 ii) of the Official Plan</del> <u>permitted up to 100 units per hectare through Bonus Zoning.</u></p>	Removal of the 1989 Official Plan policy reference
Lambeth Neighbourhood	20.5.7.2 iii) c)	<p>[First and final bullet] <del>1.</del> <u>Is encouraged to have building floorplates that are designed and constructed in a manner that ensures flexibility and adaptability</u> <del>adaptability</del> for potential office or commercial use</p>	<p>The typological error (“adaptability”) is fixed.</p> <p>Addition of “and,”</p>

		at grade with residential uses located at, or above, grade. Purpose designed residential buildings will be permitted to have at-grade commercial or retail uses; <del>2.</del> Shall have a built form with a low-rise height, and with a setback and roof line consistent with or complementary to the “village” streetscape character of the Lambeth Village Core; <u>and,</u> <del>3.</del> Consistent with the relevant <del>Official Plan policies in Sections 3.6.9 and 20.5.7.2 ii)</del> <u>policies of <i>The London Plan</i> and policy 7.2 ii) of this Plan</u> , office and retail conversions may involve minor additions to the existing building where these facilitate the use of the building for office or retail purposes. Retention of the general form and character of converted buildings will be required.	Removal of the references to the 1989 Official Plan policies and S. 20.5
Lambeth Neighbourhood	20.5.7.2 iii) d)	The conversion of existing dwellings for retail uses along the north-west side of Wharnccliffe Road South, between Campbell Street North and 3967 <del>Savory Savoy</del> Street:	The typological error (“Savory”) is fixed.
Lambeth Neighbourhood	20.5.7.2 iii) e)	The Urban Design policies of Section <del>20.5.3.9</del> <u>3.9</u> and the General Residential policies of Section <del>20.5.4.1</del> <u>4.1</u> of this Plan shall apply.	Removal of the S. 20.5 references
Lambeth Neighbourhood	20.5.7.3 ii)	The permitted uses include <del>the primary permitted uses in the Auto-Oriented Commercial Corridor designation of the Official Plan, with the exception of light industrial uses</del> <u>commercial uses that cater to the commercial needs of the traveling public. These uses include hotels, motels, automotive uses and services, commercial recreation establishments, restaurants, sale of seasonal produce, building supply outlets and hardware stores, furniture and home furnishings stores, warehouse and wholesale outlets, self-storage outlets, nursery and garden stores, animal hospitals or boarding kennels, and other types of commercial uses that offer a service to the travelling public.</u>	Removal of the 1989 Official Plan land use designation reference
Lambeth Neighbourhood	20.5.7.3 iii) d)	The Urban Design Policies of Section <del>20.5.3.9</del> <u>3.9</u> of this Plan shall apply.	Removal of the S. 20.5 reference
Lambeth Village Core Neighbourhood	20.5.8	<del>20.5.8</del> <u>8.0</u>	S. 20.5.8 on the top is renumbered to S. 8.0.
Lambeth Village Core Neighbourhood	20.5.8	<del>20.5.8</del> <u>Lambeth Village Core Neighbourhood</u> <del>20.5.8.1</del> <u>8.1</u> Main Street Lambeth North <del>20.5.8.2</del> <u>8.2</u> Main Street Lambeth South	S. 20.5.8 and its heading are deleted to avoid repeated section and heading. All sections under this section are renumbered to appropriate numbers.

Lambeth Village Core Neighbourhood	20.5.8 ii)	Structures along Main Street and Colonel Talbot Road will be street-oriented and of a low to mid-rise height. Public rights-of-way in the Village Core Area will be of a traditional village character, primarily designed to support walking and street-oriented retail.	Addition of hyphens
Lambeth Village Core Neighbourhood	20.5.8 iii) d)	<del>Where applicable, Planning Impact Analysis Policies in Section 4.5 of the Official Plan</del> <u>The Evaluation Criteria for Planning and Development Applications policies in the Our Tools part of <i>The London Plan</i> shall apply.</u>	Removal of the 1989 Official Plan policy reference
Lambeth Village Core Neighbourhood	20.5.8.1 ii)	Permitted uses within the Main Street Lambeth North designation, shall permit those uses in the <del>Main Street Commercial Corridor designation of the Official Plan</del> <u>Main Street Place Type of <i>The London Plan</i>, and the residential uses permitted in the Multi-Family, Medium Density Residential designation of the Official Plan, with the exception of single-detached, semi-detached and duplex dwellings shall not be permitted.</u>	Removal of the 1989 Official Plan land use designation reference facilitates the transition to the Main Street Place Type of the London Plan.
Lambeth Village Core Neighbourhood	20.5.8.1 iv), v)	<del>iv) iii) Built Form and Intensity</del> <del>v) iv) Transportation</del>	Clause iii) is missing. Clauses iv) and v) are renumbered to iii) and iv).
Lambeth Village Core Neighbourhood	20.5.8.2 ii)	[First paragraph] Permitted uses in the Main Street Lambeth South designation on the west side of Colonel Talbot Road shall include primarily <del>these residential uses permitted in the Multi-Family, Medium Density Residential designation of the Official Plan</del> <u>multiple-attached dwellings, such as townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged.</u>	Removal of the 1989 Official Plan land use designation reference
Lambeth Village Core Neighbourhood	20.5.8.2 ii)	[Second paragraph] Permitted uses in the Main Street Lambeth South designation on the east side of Colonel Talbot Road, shall include permitted uses in the <del>Main Street Commercial Corridor designation of the Official Plan</del> <u>Main Street Place Type of <i>The London Plan</i></u> , but shall develop at a smaller scale than the uses in the Main Street Lambeth North designation. The portion of the remnant school block located adjacent to Colonel Talbot Road, may redevelop with non-residential uses. The east (rear) portion of the remnant school block shall redevelop with residential uses <del>as permitted in the "Low Density Residential" designation of the Official Plan</del> and develop at a scale and	Removal of the 1989 Official Plan land use designation references

		height that is compatible with the existing residential uses located to the east of the remnant school site.	
Bostwick Residential Neighbourhood	20.5.9	<del>20.5.9</del> <u>9.0</u>	S. 20.5.9 on the top is renumbered to S. 9.0.
Bostwick Residential Neighbourhood	20.5.9	<del>20.5.9 Bostwick Residential Neighbourhood</del> <del>20.5.9.1</del> <u>9.1</u> Low and Medium Density Residential <del>20.5.9.2</del> <u>9.2</u> High Density Residential <del>20.5.9.3</del> <u>9.3</u> 1875 Wharnccliffe Road South	S. 20.5.9 and its heading are deleted to avoid repeated section and heading. All sections under this section are renumbered to appropriate numbers.
Bostwick Residential Neighbourhood	20.5.9 i)	[First paragraph] It is intended that the <del>collector and local road</del> <u>Neighbourhood Connector and Neighbourhood Street</u> network will provide access across the Open Space corridor and the Hydro corridor to create safe and convenient linkages to the Wonderland Corridor for a variety of transportation modes.	Removal of the 1989 Official Plan road classification references
Bostwick Residential Neighbourhood	20.5.9 i)	[Second paragraph] Higher intensity mid-rise, transit-oriented development is encouraged along portions of the <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street</u> network to support the provision of transit services as detailed in <del>Section 20.5.4.1 iv)</del> <u>policy 4.1 iv)</u> of the General Residential policies.	Removal of the references to the 1989 Official Plan road classification and S. 20.5
Bostwick Residential Neighbourhood	20.5.9 i)	[Final paragraph] Where/if the subject lands are within the boundaries of a <del>previously approved Area Plan</del> <u>Specific Policy Area</u> , the policies of Section <del>20.5.1.5</del> <u>1.4</u> of the Plan shall also apply.	Removal of the references to “Area Plan” in the 1989 Official Plan and S. 20.5
Bostwick Residential Neighbourhood	20.5.9 ii)	Access to Medium Density Residential areas between the Open Space and Hydro corridors and the Wonderland Boulevard Neighbourhood area will be via local road connections to Wonderland Road South, or from new <del>collector and local roads</del> <u>Neighbourhood Connectors and Neighbourhood Streets</u> to be developed within the Bostwick Neighbourhood.	Removal of the 1989 Official Plan road classification references
Bostwick Residential Neighbourhood	20.5.9.1 ii)	<del>The primary permitted uses in the Multi-family, Medium Density Residential designation of the Official Plan</del> <u>Low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes, townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged</u> will be permitted in the Low and	Removal of the 1989 Official Plan land use designation references  Addition of a more inclusive term “places of worship” rather than “churches”

		Medium Density Residential designations, including <del>low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes.</del> In addition to residential development, a limited range of convenience and personal service commercial uses, small-scale eat-in restaurants, civic and institutional uses, such as parks, schools and <del>churches</del> <u>places of worship</u> , and live-work uses may be permitted within the Medium Density Residential Designation.	
Bostwick Residential Neighbourhood	20.5.9.1 iii) c)	A residential density exceeding 75 units per hectare ( <del>up to a maximum of 100 units per hectare</del> ) may be <del>considered in accordance with Section 3.3.3 ii) of the Official Plan</del> <u>permitted up to 100 units per hectare through Bonus Zoning.</u>	Removal of the 1989 Official Plan policy section reference
Bostwick Residential Neighbourhood	20.5.9.1 iii) d)	<del>The policies of Section 20.5.4.1 iv) Policy 4.1 iv)</del> of this Plan shall apply to development adjacent to portions of the <del>arterial road</del> <u>Civic Boulevard</u> network within this Neighbourhood.	Removal of the references to the 1989 Official Plan road classification and S.20.5 There are only Civic Boulevards which reflect the 1989 Official Plan arterial roads within this neighbourhood.
Bostwick Residential Neighbourhood	20.5.9.1 iii) e)	To support a mixed-use community centre facility, the Medium Density Residential Designation will allow for increased residential density and a high-rise height without an Official Plan Amendment provided that the building allows for a mix of residential and limited retail uses integrated with the development of a public community facility, and shall be located at the intersection of two <del>arterial roads</del> <u>Civic Boulevards</u> .	Removal of the 1989 Official Plan road classification reference
Bostwick Residential Neighbourhood	20.5.9.1 iii) f)	The Urban Design policies of Section <del>20.5.3.9</del> <u>3.9</u> of this Plan shall apply.	Removal of the S. 20.5 reference
Bostwick Residential Neighbourhood	20.5.9.2 i)	The High Density Residential designation provides for transit-oriented, mid-to high-rise, residential development that may be mixed-use in nature.	Addition of a hyphen
Bostwick Residential Neighbourhood	20.5.9.2 ii)	Convenience commercial uses, <del>and secondary permitted uses, including community centres, allowed in the High Density Residential designation of the Official Plan</del> <u>community facilities, group homes, home occupations, funeral homes, commercial recreation facilities, small-scale office developments and office conversions</u> may be permitted within these areas.	Removal of the 1989 Official Plan land use designation reference
Bostwick Residential Neighbourhood	20.5.9.2 iii) b), c)	b) The Urban Design policies of Section <del>20.5.3.9</del> <u>3.9</u> and the General	Removal of the references to S.

		Residential policies of Section <del>20.5.4.1</del> <u>4.1</u> of this Plan shall apply. c) Notwithstanding Section <del>20.5.9.2(iii)(a)</del> <u>policy 9.2 iii a)</u> , Sections <del>3.4.3(ii) and (iv)</del> of the Official Plan shall apply <u>higher densities or heights may be permitted through bonus zoning.</u>	20.5 and the 1989 Official Plan policies
North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhood	20.5.10	<del>20.5.10</del> <u>10.0</u>	S. 20.5.10 on the top is renumbered to S. 10.0.
North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods	20.5.10	<del>20.5.10 North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods</del> <del>20.5.10.1</del> <u>10.1</u> Low and Medium Density Residential <del>20.5.10.2</del> <u>10.2</u> High Density Residential <del>20.5.10.3</del> <u>10.3</u> Transitional Industrial	S. 20.5.10 and its heading are deleted to avoid repeated section and heading. All sections under this section are renumbered to appropriate numbers.
North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods	20.5.10 i)	[Second paragraph] Higher intensity mid-rise, transit-oriented development is along portions of the <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard and Main Street</u> network within these Neighbourhoods to support the provision of transit services as detailed in Section <del>20.5.4.1 iv)</del> <u>policy 4.1 iv)</u> of the General Residential policies.	Removal of the references to the 1989 Official Plan road classification and S. 20.5.
North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods	20.5.10 i)	[Final paragraph] Where/if the subject lands are within the boundaries of a <del>previously approved Area Plan</del> <u>Specific Policy Area</u> , the policies of Section <del>20.5.1.5</del> <u>1.4</u> of the Plan shall also apply.	Removal of the references to “Area Plan” in the 1989 Official Plan and S. 20.5
North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods	20.5.10.1 ii)	<del>The primary permitted uses in the Multi-family, Medium Density Residential designation</del> <u>Uses that are generally permitted within Medium Density Residential areas will be permitted in both the Low and Medium Density Residential designations. Permitted uses include single detached, semi-detached and duplex dwellings, triplexes, fourplexes, townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged. Will be permitted in the Low and Medium Density Residential designations, including low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes.</u> In addition to residential development, a limited	Removal of the 1989 Official Plan land use designation reference  Addition of a more inclusive term “places of worship” rather than “churches”

		range of convenience and personal service commercial uses, small-scale eat-in restaurants, civic and institutional uses, such as parks, schools and <del>churches</del> <u>places of worship</u> , and live-work uses may be permitted within the Medium Density Residential Designation.	
North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods	20.5.10.1 iii) c), d), e)	c) <del>The policies of Section 20.5.4.1 iv) Policy 4.1 iv)</del> of this Plan shall apply to development adjacent to portions of the <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard and Main Street</u> network within these Neighbourhoods. d) To support a mixed-use community centre facility, the Medium Density Residential Designation will allow for increased residential density and a high-rise height without an Official Plan Amendment provided that the building allows for a mix of residential and limited retail uses integrated with the development of a public community facility, and shall be located at the intersection of <del>two arterial roads</del> <u>streets classified as either Civic Boulevard(s) and/or Urban Thoroughfare(s)</u> . High quality design, including setbacks, building orientation, landscaping, and pedestrian scale and orientation shall also be required. e) The Urban Design policies of Section <del>20.5.3.9</del> <u>3.9</u> of this Plan shall apply.	Removal of the references to S. 20.5 and the 1989 Official Plan road classifications
North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods	20.5.10.2	<del>The policies of Section 3.4 of the Official Plan shall apply.</del> <u>Permitted uses in the High Density Residential designation shall include low-rise and high-rise apartment buildings, apartment hotels, multiple-attached dwellings, rooming and boarding houses, emergency care facilities, nursing homes, rest homes, and homes for the aged. Development shall have a maximum density of 150 units per hectare.</u>	Removal of the 1989 Official Plan policy reference
North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods	20.5.10.3 i)	[Final paragraph] The longer-term intent would be to achieve a mix of residential uses as described in <del>Section 20.5.10.1 i)</del> <u>policy 10.1 i)</u> , above.	Addition of a hyphen  Removal of the S. 20.5 reference  Addition of a hyphen
North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods	20.5.10.3 ii) a), b), c), d)	a) The primary permitted uses in the " <del>Light Industrial</del> " <del>designation of the Official Plan</del> <u>Light Industrial Place Type of The London Plan</u> shall be limited to light industrial uses that are located within enclosed buildings, require no outdoor storage; and are unlikely to cause adverse effects with respect to such matters as air, odour or water pollution, dust, or excessive	Removal of the references to the 1989 Official Plan land use designation, policies, and S. 20.5



		<p>vibration and noise levels. These 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. Office uses and retail outlets subject to <del>policy 7.5.3 of the Official Plan</del> <u>policy 1140 of <i>The London Plan</i></u>, which are ancillary to any of the above uses, are also permitted.</p> <p>b) All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval from the Ministry of the Environment, <u>Conservation and Parks</u> as required by the Environmental Protection Act and associated Regulations are discouraged. 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.</p> <p>c) Applications for new industrial development will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the <del>policies of Section 7.6 – Planning Impact Analysis, of the Official Plan</del> <u>Planning and Development Applications policies in the Our Tools part of <i>The London Plan</i></u>.</p> <p>d) Where lands are transitioning from industrial to residential use, the permitted uses in the Medium Density Residential designation, as set out in <del>Section 20.5.10.4</del> <u>10.1</u>, are permitted.</p>	
North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods	20.5.10.3 iii) a), b)	<p>a) The built form and intensity policies of <del>Section 20.5.10.4</del> <u>10.1</u> shall apply to residential development.</p> <p>b) The following policies shall apply to industrial development:  <del>1)</del> the Urban Design Policies of <del>Section 20.5.3.9</del> <u>3.9</u> of this Plan shall apply; and,  <del>2)</del> setback and mitigation measures as per the Ministry of the Environment's, <u>Conservation and Parks' <i>Compatibility Between Industrial Facilities and Sensitive Land Uses</i></u> (D-Series Guidelines) shall apply.</p>	<p>Removal of the S. 20.5 references</p> <p>Bullets (•) under this clause are replaced with numbers (1, 2) to facilitate easier references to the policies.</p> <p>Addition of a hyphen</p>
North Lambeth, Central Longwoods and	10.4 (new)	<b><u>3493 Colonel Talbot Road</u></b> For not for than 30% of the single detached dwellings lots within the	LPA 4 (OPA 697) includes a new provision that

South Longwoods Residential Neighbourhoods		Silverleaf Subdivision Phase 2 and registered plan 33M-742, <del>notwithstanding policy 20.5.3.9.iii.e) 3.9 iii) e)</del> , for courtyard dwellings, garages may project beyond the <u>façade of the dwelling, or the façade (front face) of any porch, where the interior garage façade that includes the garage door(s) is located at no more than 90 degrees to the main building and <del>principle principal</del> entrance.</u>	should be added to S. 20.5.10.1 iii). This provision is amended to remove the Section 20.5 reference, and is moved to a new Section (Section 10.4) which is for specific policies applied to these neighbourhoods, like a separate section for specific policies in the Wonderland Boulevard Neighbourhood section (S.20.5.6.5).  Typological error (“principle”)
North Talbot and North Longwoods Neighbourhoods	20.5.11	<del>20.5.11</del> <u>11.0</u>	S. 20.5.11 on the top is renumbered to S. 11.0.
North Talbot and North Longwoods Neighbourhoods	20.5.11	<del>20.5.11 North Talbot and North Longwoods Neighbourhoods</del> <del>20.5.11.1 11.1</del> Low and Medium Density Residential <del>20.5.11.2 11.2</del> High Density Residential	S. 20.5.11 and its heading are deleted to avoid repeated section and heading. All sections under this section are renumbered to appropriate numbers.
North Talbot and North Longwoods Neighbourhoods	20.5.11 ii)	The built form will be primarily street-oriented on all public rights-of-way.	Addition of a hyphen
North Talbot and North Longwoods Neighbourhoods	20.5.11.1 i)	[First paragraph] The Low and Medium Density Residential designations apply to most of the existing and planned neighbourhoods of North Talbot and North Longwoods, reflecting land uses established through <del>previous Area Plans</del> <u>Specific Policy Areas</u> and site-specific applications. Where/if the subject lands are within the boundaries of a <del>previously approved Area Plan</del> <u>Specific Policy Area</u> , the policies of Section <del>20.5.4.5 1.4</del> of the Plan shall also apply.	Removal of the references to Area Plans in the 1989 Official Plan and S. 20.5  Addition of a hyphen
North Talbot and North Longwoods Neighbourhoods	20.5.11.1 i)	[Final paragraph] Higher intensity mid-rise, transit-oriented development is encouraged along portions of the <del>arterial road</del> <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street</u> network within these neighbourhoods to support the provision of transit services as detailed in <del>Section 20.5.4.1 iv)</del> <u>policy 4.1 iv)</u> of the General Residential policies.	Removal of the references to the 1989 Official Plan road classification and S. 20.5

<p>North Talbot and North Longwoods Neighbourhoods</p>	<p>20.5.11.1 ii)</p>	<p><del>The primary permitted uses in the Low Density and Multi-family, Medium Density Residential designations of the Official Plan, respectively, shall be permitted. New convenience commercial uses and secondary permitted uses allowed in these designations shall not be permitted within these areas.</del></p> <p><u>a) Permitted uses in the Low Density Residential designation include single detached, semi-detached and duplex dwellings.</u></p> <p><u>b) Permitted uses in the Medium Density Residential designation include multiple-attached dwellings, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes, and homes for the aged.</u></p>	<p>This policy is revised to clarify the permitted uses within the Low Density and Medium Density Residential designations, respectively.</p>
<p>North Talbot and North Longwoods Neighbourhoods</p>	<p>20.5.11.1 iii) a), c), d), e)</p>	<p><del>a) New development shall be consistent with the density requirements of the Low Density and Multi-family, Medium Density Residential designations, respectively, of the Official Plan, as set out in Sections 3.2.2, 3.2.3 and 3.3.3. Within the Low Density Residential designation, new development shall have a maximum density of 30 units per hectare. Within the Medium Density Residential designation, new development shall have a maximum density of 75 units per hectare and building height shall not exceed four storeys. In some instances, building density may be increased in the Medium Density Residential designation through a bonus zone up to 100 units per hectare.</del></p> <p><del>c) The policies of Section 20.5.4.1 iv) Policy 4.1 iv) of the pPlan shall apply to development adjacent to portions of the arterial road <u>Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street</u> network in these neighbourhoods.</del></p> <p><del>d) To support a mixed-use community centre facility, the Medium Density Residential Designation will allow for increased residential density and a high-rise height without an Official Plan Amendment provided that the building allows for a mix of residential and limited retail uses integrated with the development of a public community facility, and shall be located at the intersection of two arterial roads <u>streets classified as either Urban Thoroughfare(s), Civic Boulevard(s), Rapid Transit Boulevard(s) and/or Main Street(s).</u> High quality design, including setbacks, building orientation,</del></p>	<p>Removal of the references to the 1989 Official Plan land use designations, road classifications, and S. 20.5</p>

		landscaping, and pedestrian scale and orientation shall also be required. e) The Urban Design Policies of Section <del>20.5.3.9</del> <u>3.9</u> of this Plan shall apply.	
North Talbot and North Longwoods Neighbourhoods	20.5.11.2 i)	Where/if the subject lands are within the boundaries of a <del>previously approved Area Plan</del> <u>Specific Policy Area</u> , the policies of Section <del>20.5.1.5</del> <u>1.4</u> of the Plan shall also apply.	Removal of the reference to “Area Plans” in the 1989 Official Plan and S. 20.5 There are Specific Policy Areas within these neighbourhoods – North Talbot Community and Bostwick East.
North Talbot and North Longwoods Neighbourhoods	20.5.11.2 ii)	Permitted uses shall <del>be in accordance with Section 3.4.1 of the Official Plan</del> <u>include low-rise and high-rise apartment buildings, apartment hotels, multiple-attached dwellings, rooming and boarding houses, emergency care facilities, nursing homes, rest homes, and homes for the aged. Group homes, home occupations, community facilities, funeral homes, commercial recreation facilities, small-scale office developments, and office conversions may be permitted.</u>	Removal of the 1989 Official Plan policy section reference
North Talbot and North Longwoods Neighbourhoods	20.5.11.2 iii) a), c), d)	a) New development shall <del>be consistent with the density requirements of the Multi-family,</del> <u>within the High Density Residential designation, shall have a maximum density of 150 units per hectare as set out in Section 3.4 of the Official Plan.</u> c) The Urban Design Policies of Section <del>20.5.3.9</del> <u>3.9</u> of this Plan shall apply. d) Where/if the subject lands are within the boundaries of a <del>previously approved Area Plan</del> <u>Specific Policy Area</u> , the policies of Section <del>20.5.1.5</del> <u>1.4</u> of the Plan shall also apply.	Removal of the references to the 1989 Official Plan land use designation, policy section, Area Plans, and S. 20.5
Brockley Rural Settlement Neighbourhood	20.5.12	<del>20.5.12</del> <u>12.0 Brockley Rural Settlement Neighbourhood</u>	S. 20.5.12 is on the top renumbered to S. 12.0.
Brockley Rural Settlement Neighbourhood	20.5.12	<del>20.5.12 Brockley Rural Settlement Neighbourhood</del>	S. 20.5.12 and its heading are deleted to avoid repeated section and heading.
Brockley Rural Settlement Neighbourhood	20.5.12 i) a)  12.1 (new)	<b>i) <u>12.1 Rural Settlement Neighbourhood</u></b> <b>a) i) Intent</b> The Rural <del>Settlement</del> <u>Neighbourhood</u> designation will provide for low-intensity residential uses consistent with the existing neighbourhood of Brockley and the policies of <del>Section 9.3 of the Official Plan</del> <u>the Rural Neighbourhoods Place Type of The London Plan.</u>	Removal of the 1989 Official Plan policies  i) and a) in the headings are renumbered to 12.1 and i), respectively.

Brockley Rural Settlement Neighbourhood	20.5.12 ii)	The primary permitted uses in the <del>Rural Settlement designation of the Official Plan</del> <u>Rural Neighbourhoods Place Type of <i>The London Plan</i></u> will be permitted, although the primary uses shall be residential.	Removal of the 1989 Official Plan land use designation  Grammatical error
Brockley Rural Settlement Neighbourhood	20.5.12 iii) a), c)	a) New development shall be consistent with the <del>density requirements of the Rural Settlement designation of the Official Plan</del> <u>Intensity policies in the Rural Neighbourhoods Place Type chapter of <i>The London Plan</i></u> . c) For non-residential development, the <del>Owner</del> shall demonstrate that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments.	Removal of the reference to 1989 Official Plan land use designation policies  Un-capitalization of the first letter of "Owner"
Dingman Industrial Neighbourhood	20.5.13	<del>20.5.13</del> <u>13.0</u>	S. 20.5.13 on the top is renumbered to S. 13.0.
Dingman Industrial Neighbourhood	20.5.13	<del>20.5.13 Dingman Industrial Neighbourhood</del> <del>20.5.13.1</del> <u>13.1</u> Industrial <del>20.5.13.2</del> <u>13.2</u> Transitional Industrial <del>20.5.13.3</del> <u>13.3</u> Commercial Industrial <del>20.5.13.4</del> <u>13.4</u> <del>Urban Reserve</del> <u>Future Community Growth</u>	S. 20.5.13 and its heading are deleted to avoid repeated section and heading. All sections under this section are renumbered to appropriate numbers.
Dingman Industrial Neighbourhood	20.5.13.1 i)	[First paragraph] The <del>main</del> permitted uses in the Light Industrial <del>designation of the Official Plan</del> <u>Place Type of <i>The London Plan</i></u> will be permitted. Existing Industrial uses are recognized as permitted uses within the Industrial designation of this Secondary Plan and may be recognized as permitted uses in the Zoning By-law. Proposals for the expansion of Industrial uses that are not permitted in the Light Industrial <del>designation</del> <u>Place Type</u> , shall require an amendment to <del>the Official Plan</del> <u><i>The London Plan</i></u> to redesignate the lands on <del>Schedule A Map 1 of <i>The London Plan</i></del> to a <del>General Industrial designation</del> <u>Heavy Industrial Place Type</u> . Such applications will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the <del>policies of Section 7.6 – Planning Impact Analysis, of the Official Plan</del> <u>Planning and Development Applications policies in the Our Tools part in <i>The London Plan</i></u> .	Removal of the references to the 1989 Official Plan land use designation, map schedule, and policies

Dingman Industrial Neighbourhood	20.5.13.1 i)	[Second paragraph] The <del>primary</del> permitted uses of the <del>“General Industrial” designation of the Official Plan</del> <u>Heavy Industrial Place Type of <i>The London Plan</i></u> will continue to apply to lands <del>designated General Industrial on Schedule ‘A’ of the Official Plan,</del> generally located on the north side of Dingman Drive, west of Highway 401.	Removal of the 1989 Official Plan land use designation  Map 1 is amended by changing these lands from the Light Industrial Place Type to the Heavy Industrial Place Type.
Dingman Industrial Neighbourhood	20.5.13.1 i)	[Final paragraph] All uses adding, emitting, or discharging a contaminant into the natural environment must obtain a Certificate of Approval from the Ministry of the Environment, <u>Conservation and Parks</u> as required by the Environmental Protection Act and associated Regulations. 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.	Housekeeping change to reflect the transition to the Ministry of the Environment, Conservation and Parks
Dingman Industrial Neighbourhood	20.5.13.1 ii) a), c)	a) The Urban Design Policies of Section <del>20.5.3.9</del> <u>3.9</u> of this Plan shall apply. c) Setback and mitigation measures as per the Ministry of the Environment’s, <u>Conservation and Parks’ <i>Compatibility Between Industrial Facilities and Sensitive Land Uses</i></u> (D-Series Guidelines) shall apply.	Removal of the S. 20.5 reference  Revision of the Ministry of the Environment  Addition of a hyphen
Dingman Industrial Neighbourhood	20.5.13.2 ii) a), b), c)	a) In addition to existing industrial uses, the <del>primary</del> permitted uses in the <del>“Light Industrial” designation of the Official Plan</del> <u>Light Industrial Place Type of <i>The London Plan</i></u> shall be limited to light industrial uses that are located within enclosed buildings, require no outdoor storage; and are unlikely to cause adverse effects with respect to such matters as air, odour or water pollution, dust, or excessive vibration and noise levels. These 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. b) All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval from the Ministry of the Environment,	Removal of the references to the 1989 Official Plan land use designation and policies.  Housekeeping change to reflect the transition to the Ministry of the Environment, Conservation and Parks

		<p><u>Conservation and Parks</u> as required by the Environmental Protection Act and associated Regulations are discouraged. 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.</p> <p>c) New industrial uses should be compatible with future non-industrial uses. Applications for new industrial development will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the policies of <u>Section 7.7 – Planning Impact Analysis, of the Official Plan Planning and Development Applications policies in the Our Tools part of <i>The London Plan</i>.</u></p>	
Dingman Industrial Neighbourhood	20.5.13.2 ii) (another)	ii) <u>iii) Built Form and Intensity</u>	This clause is renumbered to fix the overlapping clauses ii).
Dingman Industrial Neighbourhood	20.5.13.2 ii) (another)	<p><del>a) The Urban Design Policies of Section 20.5.3.9 3.9 of this Plan shall apply; and,</del></p> <p><del>b) Setback and mitigation measures as per the Ministry of the Environment's, <u>Conservation and Parks</u>' Compatibility Between Industrial Facilities and Sensitive Land Uses (D-Series Guidelines) shall apply.</del></p>	<p>Removal of the S. 20.5 reference</p> <p>Bullets (•) are replaced with letters (a, b).</p> <p>Housekeeping change to reflect the transition to the Ministry of the Environment, Conservation and Parks</p> <p>Addition of a hyphen</p>
Dingman Industrial Neighbourhood	20.5.13.3 ii) e), f), g)	<p>e) A very limited amount of small-scale retail and service uses may be permitted in these areas to serve those that work in this designation or surrounding employment areas. Such uses will be located on the periphery of the designation, adjacent to <del>an arterial road</del> <u>a Civic Boulevard</u>.</p> <p>f) A limited range of light industrial uses may be permitted that are compatible with the commercial uses permitted in this designation. Applications for new industrial development will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the policies of <u>Section 7.7 – Planning Impact Analysis, of the Official Plan Planning and Development Applications policies in the Our Tools part of <i>The London Plan</i>.</u></p> <p>g) All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval</p>	<p>Removal of the references to the 1989 Official Plan road classification and policies</p> <p>Housekeeping change to reflect the transition to the Ministry of the Environment, Conservation and Parks</p>

		from the Ministry of the Environment, Conservation and Parks as required by the Environmental Protection Act and associated Regulations are discouraged. 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.	
Dingman Industrial Neighbourhood	20.5.13.3 iii)	<p><del>a) The Urban Design Policies of Section 20.5.3.9 3.9 of this Plan shall apply; and,</del></p> <p><del>b) Setback and mitigation measures as per the Ministry of the Environment's, Conservation and Parks' Compatibility Between Industrial Facilities and Sensitive Land Uses (D-Series Guidelines) shall apply.</del></p>	<p>Removal of the S. 20.5 reference</p> <p>Bullets (•) are replaced with letters (a, b).</p> <p>Housekeeping change to reflect the transition to the Ministry of the Environment, Conservation and Parks</p> <p>Addition of a hyphen</p>
Dingman Industrial Neighbourhood	20.5.13.4 i)	<p><del>The Urban Reserve Future Community Growth designation establishes Council's intent for future urban development on the lands to which it is applied. The Urban Reserve Future Community Growth designation will be applied where there is an expectation that non-industrial designations Place Types will be established. While this will likely include Residential designations the Neighbourhoods Place Type, it may also support the application of many other designations Place Types such as Commercial, Office, Institutional and Open Space Urban Corridor, Shopping Area, Institutional, and Green Space. The designation establishes this intent, while ensuring that development does not occur until such time as the necessary background studies are completed and a Secondary Plan is prepared to address all lands within this designation comprehensively.</del></p>	<p>Removal of the 1989 Official Plan land use designation references</p>
Dingman Industrial Neighbourhood	20.5.13.4 i) (another)	<p><del>ii) Permitted Uses</del></p>	<p>This clause is renumbered to fix the overlapping clauses i).</p>
Dingman Industrial Neighbourhood	20.5.13.4 i) (another)	<p>Because of concerns regarding premature development, <del>Urban Reserve Future</del> Community 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.</p>	<p>Removal of the 1989 Official Plan land use designation</p>
Brockley Industrial Neighbourhood	20.5.14	<p><del>20.5.14 14.0</del></p>	<p>S. 20.5.14 on the top is renumbered to S. 14.0.</p>



Brockley Industrial Neighbourhood	20.5.14	<del>20.5.14 Brockley Industrial Neighbourhood</del> 20.5.14.1 <u>14.1</u> Industrial	S. 20.5.14 and its heading are deleted to avoid repeated section and heading. All sections under this section are renumbered to appropriate numbers.
Brockley Industrial Neighbourhood	20.5.14 i)	[Final paragraph] The east portion of the Brockley Industrial Neighbourhood is directly adjacent to the residential development in the Brockley Rural <del>Settlement</del> Neighbourhood. To minimize the impacts of the expansion of existing, or development of new industrial uses on the Brockley Rural <del>Settlement</del> Neighbourhood, specific land use, mitigation and design policies apply in this area. The Brockley Industrial Neighbourhood will accommodate a reduced range of light industrial uses with a focus on logistics type of industrial uses that involve the movement and transfer of goods. <del>Secondary uses permitted in the Light Industrial land use designation are encouraged.</del>	Removal of the 1989 Official Plan land use designation (Rural Settlement)  The last sentence in this paragraph is deleted given no provisions regarding the secondary uses.
Brockley Industrial Neighbourhood	20.5.14.1 i)	[First paragraph] On lands west of Wellington Road, the <del>primary</del> permitted uses in the “ <del>Light Industrial</del> ” <del>designation of the Official Plan</del> <u>Light Industrial Place Type of <i>The London Plan</i></u> will be permitted. Existing Industrial uses are recognized as permitted uses within the Industrial designation of this Secondary Plan and may be recognized as permitted uses in the Zoning By-law. Proposals for the expansion of Industrial uses that are not permitted in the Light Industrial <del>designation</del> <u>Place Type</u> shall require an amendment to <del>the Official Plan</del> <u><i>The London Plan</i></u> to redesignate the lands on <del>Schedule A Map 1 of <i>The London Plan</i></del> to a <u>General Industrial designation Heavy Industrial Place Type</u> . Such applications will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the <del>policies of Section 7.6 – Planning Impact Analysis, of the Official Plan</del> <u>Planning and Development Applications policies in the Our Tools part of <i>The London Plan</i>.</u>	Removal of the references to the Official Plan land use designations and policies
Brockley Industrial Neighbourhood	20.5.14.1 i)	[Second paragraph] Office uses and retail outlets subject to <del>policy 7.5.3 of the Official Plan</del> <u>policy 1140 of <i>The London Plan</i></u> , which are ancillary to any of the above uses, are also permitted.	Removal of the 1989 Official Plan policy reference

Brockley Industrial Neighbourhood	20.5.14.1 i)	[Final paragraph] All uses adding, emitting, or discharging a contaminant into the natural environment must obtain a Certificate of Approval from the Ministry of the Environment, <u>Conservation and Parks</u> as required by the <i>Environmental Protection Act</i> and associated Regulations are discouraged.	Housekeeping change to reflect the up-to-date reference to the Ministry of Environment
Brockley Industrial Neighbourhood	20.5.14.1 ii) a), c), e), g)	a) The Zoning, Site Plan, and Sign Control By-laws may specify higher standards for setbacks, the location of parking and loading areas, landscaping, lighting, and signage for industries adjacent to the Brockley Rural <del>Settlement</del> <u>Neighbourhood</u> area. c) Regulations in the Zoning By-law shall include provisions requiring buildings and structures to be located a minimum of 40 metres from the Brockley Rural <del>Settlement</del> <u>Neighbourhood</u> boundary. e) Setback and mitigation measures as per the Ministry of the Environment's, <u>Conservation and Parks' Compatibility Between Industrial Facilities and Sensitive Land Uses</u> (D-Series Guidelines) may apply. g) The Urban Design Policies of Section 20.5.3.9 <u>3.9</u> of this Plan shall apply.	Removal of the references to the 1989 Official Plan land use designation (Rural Settlement) and S. 20.5  Housekeeping change to reflect the transition to the Ministry of the Environment, Conservation and Parks  Addition of a hyphen
Wellington Road/Highway 401 Neighbourhood	20.5.15	<del>20.5.15</del> <u>15.0</u>	S. 20.5.15 on the top is renumbered to S.15.0.
Wellington Road/Highway 401 Neighbourhood	20.5.15	<del>20.5.15 Wellington Road / Highway 401 Neighbourhood</del>	S. 20.5.15 and its heading are deleted to avoid repeated section and heading.
Wellington Road/Highway 401 Neighbourhood	20.5.15 iii)	The <del>primary</del> permitted uses in the <del>New Format Regional Commercial Node, Auto-oriented Commercial Corridor, Office Area, Regional Facility, and Light Industrial</del> designations of the Official Plan <u>applicable Place Type of <i>The London Plan</i></u> will be permitted.	Removal of the 1989 Official Plan land use designations
Wellington Road/Highway 401 Neighbourhood	20.5.15 iv)	The <del>Urban Design objectives of the relevant Land Use designation in the Official Plan City Design chapter and Form and Intensity policies of the relevant Place Type of <i>The London Plan</i></del> shall apply.	Removal of the 1989 Official Plan policy references
Implementation	20.5.16	<del>20.5.16</del> <u>16.0</u>	S. 20.5.16 on the top is renumbered to S. 16.0.
Implementation	20.5.16	<del>20.5.16 Implementation</del> <del>20.5.16.1</del> <u>16.1</u> Implementation of the Plan <del>20.5.16.2</del> <u>16.2</u> Municipal Works	S. 20.5.16 and its heading are deleted to avoid repeated section and heading.

		<p><del>20.5.16.3</del> <del>Development Phasing and Servicing</del></p> <p><del>20.5.16.4</del> <u>16.3</u> Official Plan Amendments</p> <p><del>20.5.16.5</del> <u>16.4</u> Zoning</p> <p><del>20.5.16.6</del> <u>16.5</u> Plans of Subdivision/ Plans of Condominium/ Consents to Sever</p> <p><del>20.5.16.7</del> <u>16.6</u> Site Plan Approval</p> <p><del>20.5.16.8</del> <u>16.7</u> Fair Distribution of Responsibilities and Resources</p> <p><del>20.5.16.9</del> <u>16.8</u> Achieving Minimum Residential Density</p> <p><del>20.5.16.10</del> <u>16.9</u> Proposed Future Road Corridors</p> <p><del>20.5.16.11</del> <u>16.10</u> Complete Applications</p> <p><del>20.5.16.12</del> <u>16.11</u> Urban Design Policies</p> <p><del>20.5.16.13</del> <u>16.12</u> Guideline Documents</p> <p><del>20.5.16.14</del> <u>16.13</u> Interpretation</p>	<p>All sections under this section are renumbered to appropriate numbers.</p> <p>S. 20.5.16.3 is deleted in its entirety as this section outlines steps for servicing, and all the steps have been completed and integrated.</p>
Implementation	20.5.16.3	This section is deleted in its entirety as all steps required to facilitate the servicing strategy for the Southwest Planning Area have been completed and integrated.	
Implementation	20.5.16.4 i)	Furthermore, amendments to the Schedules of this Plan may require amendments to the associated <del>schedules of the Official Plan – Schedules ‘A’ – Land Use, ‘B1’ – Natural Heritage Features, ‘B2’ – Natural Resources and Natural Hazards, ‘C’ – Transportation Corridors and ‘D’ – Planning Areas maps of <i>The London Plan</i>.</del>	Removal of the 1989 Official Plan map schedule references
Implementation	20.5.16.4 ii)	Where lands are designated “Environmental Review” on <del>Schedule ‘A’ – Land Use Map 1 – Place Types of <i>The London Plan</i>, Schedule ‘A’ Map 1</del> shall prevail over the Open Space designation on Schedule 4 of the Southwest Area Land Use Designations of the Secondary Plan. Once an Environmental Impact Study (EIS) has been completed, amendments to <del>Schedule ‘A’ – Land Use, Schedule ‘B-1’ – Natural Heritage Features</del> <i>The London Plan</i> Map 1 – Place Types, Map 5 – <u>Natural Heritage</u> and the Secondary Plan Schedule will be required, as applicable.	Removal of the 1989 Official Plan map schedule references
Implementation	20.5.16.4 iii)	Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of <del>the City of London Official Plan</del> <u><i>The London Plan</i></u> .	Removal of the 1989 Official Plan
Implementation	20.5.16.4 iv)	Updates to this Secondary Plan are to reflect applicable changes to <del>the</del>	Removal of the 1989 Official Plan

		<del>City of London Official Plan</del> <u>The London Plan</u> , Provincial Policy Statement, Planning Act and Regulations, as required.	
Implementation	20.5.16.5 i)	Any applications for amendment to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of <del>the City of London Official Plan</del> <u>The London Plan</u> .	Removal of the 1989 Official Plan
Implementation	20.5.16.5 ii)	Consideration of other land uses through a Zoning By-law amendment shall be subject to <del>a Planning Impact Analysis</del> <u>the Planning and Development Applications policies</u> as described in the applicable <del>designation of the Official Plan</del> <u>place type of The London Plan</u> .	Removal of the 1989 Official Plan policy references
Implementation	20.5.16.6	Any applications for subdivision, condominium, or consent to sever shall be subject to the policies of this Secondary Plan and applicable policies of <del>the City of London Official Plan</del> <u>The London Plan</u> .	Removal of the 1989 Official Plan
Implementation	20.5.16.7	Any applications for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of <del>the City of London Official Plan</del> <u>The London Plan</u> .	Removal of the 1989 Official Plan
Implementation	20.5.16.9	Minimum residential density shall be calculated on the basis of Section <del>20.5.16.8</del> <u>16.8</u> , above, and “ <del>net density</del> ” <u>as defined in the Official Plan as the total area of the land designated and proposed for residential development, including of lands dedicated for the purpose of widening existing roads, less any parcels of land to be used for non-residential uses.</u>	Removal of the references to S. 20.5 and the 1989 Official Plan definition of “net density”
Implementation	20.5.16.10	Alignment of proposed future road corridors identified on <del>Schedule “C” of the Official Plan</del> <u>Map 3 of The London Plan</u> shall be determined by one of the following: (1) <del>a</del> <u>e</u> Completion of a Municipal Class Environmental Assessment; (2) <del>b</del> <u>a</u> A corridor study or functional transportation planning study as described in <del>Section 18.2.2(v) of the Official Plan</del> <u>the Protection and Acquisition of Lands for Mobility Infrastructure policies in the Mobility chapter of The London Plan</u> ; or (3) <del>c</del> <u>e</u> Consideration of a draft plan of subdivision. <del>Schedule “C” Map 3</del> may be amended to reflect the determined alignment of a proposed future road corridor without the need for an Official Plan amendment.	Removal of the references to the 1989 Official Plan map schedule and policy  Capitalization of the first letter of each clause
Implementation	20.5.16.11 i) f)	Transportation Design Concept Plan, including pedestrian linkages to <del>arterial roads</del> <u>Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets.</u>	Removal of the 1989 Official Plan road classification reference

Implementation	20.5.16.11 ii)	Other reports and studies may be required in accordance with <del>Section 19.16 of the Official Plan</del> <u>the Complete Application and Pre-Application Consultation Requirements section in the Our Tools part of <i>The London Plan</i>.</u>	Removal of the 1989 Official Plan policy reference
Implementation	20.5.16.12	All development within the Southwest Area Secondary Plan boundaries shall be subject to the urban design policies contained in this Plan, in addition to applicable policies in <del>the Official Plan</del> <u><i>The London Plan</i>.</u>	Removal of the reference to the 1989 Official Plan
Implementation	20.5.16.14	<del>Section 19.1 of the Official Plan</del> <u>The How To Use The London Plan section in the Our Challenge part of <i>The London Plan</i></u> shall apply to this Secondary Plan.	Removal of the 1989 Official Plan policy reference
Appendices – Supplementary Information	20.5.17	<del>20.5.17 17.0</del>  <del>Appendix 1 – Official Plan Extracts</del> <del>Appendix 2 1 Woodland Table Growth Estimate</del> <del>Appendix 3 2 Growth Estimate Residential Density and Height Table</del> <del>Appendix 4 – Summary Table of Residential Density and Height</del>	Section 20.5.17 on the top is renumbered to S.17.0. Appendix 1 is deleted in its entirety. There is no appendix for “Woodland Table”. Appendices 3-4 are renumbered to appendices 2-3.
Appendices – Supplementary Information	20.5.17	Appendix 1 is deleted in its entirety as this appendix indicates schedules of the 1989 Official Plans.	
Appendices – Supplementary Information	20.5.17	Appendix 3 is amended by removing 1989 Official Plan policy references. (See below)	Removal of the 1989 Official Plan policy references
Schedule 3		Remove “Settlement” from “Brockley Rural Settlement”	Removal of the 1989 Official Plan land use designation reference
Schedules 4 through 17		In the legend, “Urban Reserve” is deleted and replaced with “Future” and “Rural Settlement” is deleted and replaced with “Rural Neighbourhood”	
Schedule 14		In the title, “Rural Settlement” is deleted and replaced with “Rural Neighbourhood”	

## Appendix 3

Neighbourhood	Low Density Residential Designation			Medium Density Residential Designation			High Density Residential Designation		
	Min/Max Density (uph)	Increase Permitted?	Min/Max Height (storeys)	Min/Max Density (uph)	Increase Permitted?	Min/Max Height (storeys)	Min/Max Density (uph)	Increase Permitted?	Min/Max Height (storeys)
Wonderland Boulevard North of Exeter and South of Hamlyn*	n/a	n/a	n/a	35/75	Yes – per OP Section 3.3.3 ii) to 100 uph	-/6	Per OP Section 3.4		
							-/150	Yes – Per bonus zoning	Per S. 6.4 iii)
Wonderland Boulevard South of Exeter	20 <u>15</u> /35 <u>30</u>	No Per S. 6.2 iii) a)	-/4	75/150	No	-/10	n/a	n/a	n/a
Lambeth	15/30	No	-/4	30/75	Yes – Per OP Section 3.3.3 ii) to 100 uph	Per OP Section 3.3.3 i) -/4	n/a	n/a	n/a
Lambeth Village Core**	Per the requirements of the adjacent Neighbourhood			Per the requirements of the adjacent Neighbourhood			n/a	n/a	n/a
Bostwick	25/40	No	-/4	35/75	Yes – Per OP Section 3.3.3 ii) to 100 uph	-/6	n/a -/150	n/a Yes – Per bonus zoning	n/a -/12
North Lambeth, Central and South Longw. Longwoods	20 <u>18</u> /35	No	-/4	30/75	No	Per OP Section 3.3.3 -/4	Per OP Section 3.4		
							-/150	Yes – Per bonus zoning	Per Zoning By-law
North Talbot, North Longwoods	Per OP Section 3.2.2 and 3.2.3			Per OP Section 3.3.3			Per OP Section 3.4		
	-/30	n/a	n/a	-/75	Yes – to 100 uph	-/4	75 - /per OP Section 3.4 150	Yes – Per bonus zoning	Per Zoning By-law
Arterial-Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, Main Street (selected) in the Medium Density Residential Designation	n/a	n/a	n/a	30/100	Yes – to 120 uph	2/9	n/a	n/a	n/a
					subject to criteria				

\*In the Wonderland Road Enterprise Corridor designation, high density residential development shall have a minimum density of 150 units per hectare, a maximum density of 175 units per hectare, a minimum height of 6 storeys and a maximum height of 14 storeys.

\*\*In the Main Street Lambeth North and Main Street Lambeth South designations, residential densities shall not exceed 75 uph and heights shall not exceed 3 storeys.

This table is provided for convenience only. If there is a discrepancy between this table and Parts 5 through 15 of the Secondary Plan, Parts 5 through 15 shall prevail.

## Old East Village Dundas Street Corridor Secondary Plan

Chapter Reference	Section	Text Changes	Summary of Changes
	All chapters	<p>Throughout this Plan, a multilevel list is organized as follows:</p> <ul style="list-style-type: none"> <li>i) <ul style="list-style-type: none"> <li>a) <ul style="list-style-type: none"> <li>1. <ul style="list-style-type: none"> <li>•</li> </ul> </li> </ul> </li> </ul> </li> </ul> <p>Letters (a, b, c,...) are replaced with roman numerals (i, ii, iii,...) and bullets (•) are replaced with roman numerals (i, ii, iii,...)/letters (a, b, c,...) to facilitate easier references to the policies and reflect the formatting approach of more recent secondary plans and the London Plan.</p>	
Introduction	1.3	<p>[Second paragraph] The policies of this Secondary Plan provide a greater level of detail than the general policies of <u>The London Plan</u>, the <u>City of London Official Plan</u>. Where the policies of <del>the Official Plan</del> <u>The London Plan</u> provide sufficient guidance to implement the vision of this Secondary Plan, these policies are not duplicated. As such, the policies of this Secondary Plan should be used in conjunction with the policies of <del>the Official Plan</del> <u>The London Plan</u> and other applicable policy documents. If an instance arises where <del>the Official Plan</del> <u>The London Plan</u> and the <u>Old East Village Dundas Street Corridor Secondary Plan</u> appear to be inconsistent, consideration shall be given to the additional specificity of the Secondary Plan, and the Secondary Plan shall prevail.</p>	Removal of the reference to the 1989 Official Plan
Character Areas	2.2	<p>[Second paragraph] This portion of Dundas Street is identified as a Main Street within the <del>Rapid Transit</del> <u>Urban</u> Corridor Place Type in <u>The London Plan</u>, where street-oriented built form is supported, meaning that buildings are close to the street and parking is deemphasized.</p>	The Place Type is changed to “Urban Corridor” to align with the place types in Map 1 approved by LPAT.
Character Areas	2.3	<p>[Second paragraph] In <u>The London Plan</u>, this segment of Dundas Street is identified as a Main Street within the <del>Rapid Transit</del> <u>Urban</u> Corridor Place Type, where continuous street-oriented built form is supported, with a broad range of uses and intensification designed at a walkable neighbourhood scale.</p>	The Place Type is changed to “Urban Corridor” to align with the place types in Map 1 approved by LPAT.
Policies	3.1	<p>[Second paragraph] The policies of this Secondary Plan generally provide a greater level of detail than the general policies of <del>the Official Plan</del> <u>The London Plan</u>. Where the policies of <del>the Official Plan</del> <u>The London Plan</u> provided sufficient guidance to implement the vision of</p>	Removal of the reference to the 1989 Official Plan

		<p>this Secondary Plan, these policies were not repeated. As such, the policies of this Secondary Plan should be read in conjuncture with <del>the Official Plan</del> <u>The London Plan</u>. In instances where the overall policies of <del>the Official Plan</del> <u>The London Plan</u> and the <i>Old East Village Dundas Street Corridor Secondary Plan</i> are inconsistent, the Secondary Plan shall prevail.</p>	
Policies	3.9 d)	<p><del>d) iv)</del> Subject to the other policies of this Secondary Plan and <del>the Official Plan</del> <u>The London Plan</u>, infill and intensification in a variety of forms, including secondary dwelling units, will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible;</p>	<p>Removal of the reference to the 1989 Official Plan</p> <p>The letter “d)” is replaced with an appropriate roman numeral.</p>



## Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan

Chapter Reference	Section	Text Changes	Summary of Changes
Cover page	20.9	20.9	Removal of the S. 20.9 reference
Table of Contents		<p><del>20.9.1</del> <b>1.0 Introduction</b></p> <p><u>1.1</u> This Plan's Role</p> <p><u>1.2</u> Structure</p> <p><u>1.3</u> Plan Area</p> <p><u>1.4</u> Vision</p> <p><u>1.5</u> Principles of the Secondary Plan</p> <p><del>20.9.2</del> <b>2.0 General Policies</b></p> <p><del>General Policies</del></p> <p><u>2.1</u> Intensification</p> <p><u>2.2</u> Lot Consolidation</p> <p><u>2.3</u> Form</p> <p><u>2.4</u> Priority Sites</p> <p><u>2.5</u> Parking</p> <p><u>2.6</u> Urban Design</p> <p><u>2.7</u> <u>Noise and Vibration</u> Vibration</p> <p><del>20.9.3</del> <b>3.0 Area 1 – Central Neighbourhood Node</b></p> <p><del>20.9.4</del> <b>4.0 Area 2 – Civic Corridor</b></p> <p><u>4.1</u> <u>Transition</u></p> <p><del>20.9.5</del> <b>5.0 Area 3 – Heritage Corridor</b></p> <p><del>20.9.6</del> <b>6.0 Area 4 – Neighbourhood Area</b></p> <p><u>6.1</u> <u>Limited Intensification</u></p> <p><u>6.2</u> <u>Preservation</u></p> <p><u>6.3</u> <u>Redevelopment</u></p> <p><u>6.4</u> <u>Intensification</u></p> <p><del>20.9.7</del> <b>7.0 Area 5 – Parks and Open Space</b></p> <p><del>20.9.8</del> <b>8.0 Implementation</b></p> <p><u>8.1</u> <u>Official Plan Amendments</u></p> <p><u>8.2</u> <u>Zoning</u></p> <p><u>8.3</u> <u>Plans of Subdivision/Plans of Condominium/Consents to Sever</u></p> <p><u>8.4</u> <u>Site Plan Approval</u></p> <p><u>8.5</u> <u>Guideline Documents</u></p> <p><u>8.6</u> <u>Amendments to the Areas Delineated in this Plan</u></p> <p><u>8.7</u> <u>Phasing, Financing and Monitoring</u></p> <p><b>9.0 Schedules</b></p>	<p>All sections are renumbered to appropriate numbers, while removing the S. 20.9 references.</p> <p>Sections are added to be consistent with the formatting of recent secondary plans.</p> <p>New Section 9.0 is added to indicate all schedules.</p>
	All chapters	<p>Throughout this Plan, a multilevel list is organized as follows:</p> <p>i)</p> <p>a)</p> <p>1.</p> <p>•</p> <p>Bullets (•) are replaced with numbers (1, 2, 3,...)/letters (a, b, c,...) to facilitate easier references to the</p>	

		policies and reflect the formatting approach of more recent secondary plans and the London Plan.	
Introduction	20.9.1	<del>20.9.1</del> <u>1.0</u>	S.20.9.1 on the top is renumbered to S. 1.0.
Introduction	20.9.1	<del>20.9.1</del> Introduction <del>20.9.1.1</del> <u>1.1</u> This Plan's Role <del>20.9.1.2</del> <u>1.2</u> Structure <del>20.9.1.3</del> <u>1.3</u> Plan Area <del>20.9.1.4</del> <u>1.4</u> Vision <del>20.9.1.5</del> <u>1.5</u> Principles of the Secondary Plans	All sections under this section are renumbered to appropriate numbers.  S.20.9.1 and its heading are deleted to avoid repeated section and heading.
Introduction	20.9.1.1	Where the requirements of this Secondary Plan differ from those set out in the policies of <i>The London Plan</i> , the <u>City of London Official Plan</u> , the policies of this Plan shall take precedence. Where no policy in this plan is in place to address or alter a policy of <del>the Official Plan</del> <i>The London Plan</i> , the respective policy of <del>the Official Plan</del> <i>The London Plan</i> shall apply to the BIGS Secondary Plan Area.	Removal of the reference to 1989 Official Plan
Introduction	20.9.1.2	This Secondary Plan is structured around five areas which together comprise the BIGS neighbourhood area as shown on <del>Map</del> <u>Schedule 1</u> .	"Map" is renamed to "Schedule" to prevent the misunderstanding of Map 1 of the London Plan and Map 1 of this Secondary Plan. The other secondary plans use the term "schedule" instead of "map".
Introduction	20.9.1.3	This area is shown on <del>Map</del> <u>Schedule 1</u> .	"Map" is renamed to "Schedule"
Introduction	20.9.1.3 i)	A primary feature of the neighbourhood is that it is traversed by Western Road/Wharcliffe Road N., a <del>major arterial road</del> <u>Civic Boulevard</u> carrying approximately 20,000 vehicles per day.	Removal of the 1989 Official Plan road classification reference
Introduction	20.9.1.3 iii)	[Second paragraph] <del>These</del> <u>This</u> building and the majority of the Secondary Plan Area <del>was</del> <u>were</u> first developed by Samuel Peters as a farmstead.	Typological/ grammatical errors
Introduction	20.9.1.3 iii)	[Final paragraph] The housing in the BIGS Secondary Plan Area has <del>continued</del> to change from single family to single family rental conversions and more recently to new purpose-built rental housing.	The grammatical error ("has continue") is fixed.
Introduction	20.9.1.5 i)	<b>Principle 1: Promote Appropriate Intensification and Redevelopment</b> <del>Principle:</del> Ensure a complete community that functions as a neighbourhood with access to a variety of amenities. <b>Objectives to achieve this principle are:</b>	The formatting approach for principles are amended to reflect more recent secondary plans' formatting.

Introduction	20.9.1.5 i) a)	a) Provide a variety of housing opportunities that accommodate both long-term and short-term residents of all ages and incomes.	Addition of hyphens
Introduction	20.9.1.5 i) b)	b) Promote mixed-use and higher density development along Wharnccliffe Road North and Western Road corridor within the neighbourhood providing neighbourhood-scale commercial services to residents.	Addition of a hyphen and a period
Introduction	20.9.1.5 i) d)	d) Create an open space network within the neighbourhood that ties the community together and to the Thames River and Gibbons Park.	Addition of a period
Introduction	20.9.1.5 ii)	<b>Principle 2: Enhance Character and Identity</b> Principle: Enhance the existing character and identity of the neighbourhood through new development. <b>Objectives to achieve this principle are:</b>	The formatting approach for principles are amended to reflect more recent secondary plans' formatting.
Introduction	20.9.1.5 iii)	<b>Principle 3: Support Sustainability &amp; Healthy Lifestyles</b> Principle: Support sustainability and healthy lifestyles by fostering the development of a walkable community that protects the environmental integrity of the neighbourhood. <b>Objectives to achieve this principle are:</b>	The formatting approach for principles are amended to reflect more recent secondary plans' formatting.
Introduction	20.9.1.5 iii) a)	a) Promote appropriate intensification that supports transit-oriented development.	Addition of a hyphen
Introduction	20.9.1.5 iii) b)	b) Encourage walking and cycling within and through the neighbourhood.	Addition of a period
Introduction	20.9.1.5 iv)	<b>Principle 4: A Great Near Campus Neighbourhood</b> Principle: Encourage intensification and the more efficient use of land, infrastructure/services and transportation systems close to Western University. Connect to the University and the educational community by acknowledging students and residents as part of a shared community. <b>Objectives to achieve this principle are:</b>	The formatting approach for principles are amended to reflect more recent secondary plans' formatting.
Introduction	20.9.1.5 iv) a)	Apply design guidelines to ensure a compatible built form and enhanced public realm.	Addition of a period
General Policies	20.9.1	<del>20.9.2</del> <u>2.0</u>	S.20.9.2 on the top is renumbered to S. 2.0.
General Policies	20.9.2	<del>20.9.2</del> <u>General Policies</u> <del>20.9.2.1</del> <u>2.1</u> Intensification <del>20.9.2.2</del> <u>2.2</u> Lot Consolidation <del>20.9.2.3</del> <u>2.3</u> Form <del>20.9.2.4</del> <u>2.4</u> Priority Sites <del>20.9.2.5</del> <u>2.5</u> Parking <del>20.9.2.6</del> <u>2.6</u> Urban Design <del>20.9.2.7</del> <u>2.7</u> Noise and Vibration	All sections under this section are renumbered to appropriate numbers.  S. 20.9.2 and its heading are deleted to avoid repeated section and heading.

General Policies	20.9.2.1 i)	The Near Campus Neighbourhood policies of the <del>Official Plan</del> <u>The London Plan</u> apply to all Near-Campus Neighbourhoods, including the BIGS <u>Neighbourhood</u> Secondary Plan Area.	Removal of the reference to the 1989 Official Plan Addition of "Neighbourhood" for more consistency in wording
General Policies	20.9.2.2 i)	Be in accordance with the policies on amendments to Areas in <del>20.9.8.6</del> <u>Section 8.6</u> ;	Removal of the S. 20.9 reference
General Policies	20.9.2.4 i), ii)	i) <del>South-east</del> <u>Southeast</u> corner of the intersection of Western Road at Platt's Lane. ii) <del>The</del> railway bridge crossing of Wharncliffe Road North.	Addition of a period  Clause i) and ii) are replaced with bullets (•) as they have policies (S.20.9.2.4 v) and vi) below).
General Policies	20.9.2.4 v)	<b>v) i) Intersection of Western Road at Platt's Lane</b> <del>a)</del> <u>a)</u> The site on the south corner of the intersection should be treated as a priority based on its visual prominence as a view terminus when approaching from the north on Western Road. <del>b)</del> <u>b)</u> Future built form should address the intersection of Western Road and Platt's Lane, and frame the streetscape along Western Road to the Grosvenor Lodge site. <del>c)</del> <u>c)</u> Landscape treatment should emphasize the transition to the Heritage Corridor at the Grosvenor Lodge site.	The misnumbered clause is correctly renumbered.  Bullets (•) are replaced with appropriate letters to facilitates easier references to policies.
General Policies	20.9.2.4 vi)	<b>vi) ii) The Railway Bridge Crossing of Wharncliffe Road North</b> <del>a)</del> <u>a)</u> The design of the bridge should include elements that reference the heritage character of the neighbourhood and important history of the rail bridge. <del>b)</del> <u>b)</u> The underpass should place a priority on the comfort of cyclists and pedestrians, including wide sidewalks and attractive physical buffers. <del>c)</del> <u>c)</u> Planter beds and enhanced landscaping are to be incorporated around the rail bridge to add interest and create an attractive pedestrian environment. <del>d)</del> <u>d)</u> Design of the underpass should highlight the entrance into the neighbourhood.	The misnumbered clause is correctly renumbered.  Bullets (•) are replaced with appropriate letters to facilitate easier references to policies.
General Policies	20.9.2.6	The following urban design policies promote appropriate urban design within the neighbourhood and will be applied in addition to the <del>design policies of the Official Plan</del> <u>City Design</u> chapter of <u>The London Plan</u> .	Removal of the reference to 1989 Official Plan
General Policies	20.9.2.7 i)	Development proposals within 120m of the rail line will be circulated to the Ministry of the Environment, <u>Conservation and Parks</u> , Canadian Pacific, the public, and any other applicable agency to identify appropriate attenuation measures, if any.	Housekeeping change to reflect the transition to the Ministry of the Environment, Conservation and Parks

General Policies	20.9.2.7 iii) a)	Ontario Ministry of the Environment, Conservation and Parks and Climate Change Environmental Noise Guideline NPC-300: Stationary and Transportation Sources – Approval and Planning;	Housekeeping change to reflect the transition to the Ministry of the Environment, Conservation and Parks
General Policies	20.9.2.7 iii) c)	City of London Noise <u>Sound</u> By-law PW-12.	This by-law name is correctly fixed.
General Policies	20.9.2.7 iv) d), e)	d) Upgrading façade materials and construction techniques; <u>and</u> , e) Implementing vibration isolation, ventilation, and/or dust suppressants;	Punctuation errors
Area 1 – Central Neighbourhood Node	20.9.3	<del>20.9.3</del> <u>3.0</u>	Section 20.9.3 on the top is renumbered to S.3.0.
Area 1 – Central Neighbourhood Node	20.9.3	<del>20.9.3</del> <u>Area 1 – Central Neighbourhood Node</u>	S. 20.9.3 and its heading are deleted to avoid repeated section and heading.
Area 1 – Central Neighbourhood Node	20.9.3	The Central Neighbourhood Node at the centre of the BIGS Secondary Plan Area consists of the properties which border the intersection of Wharncliffe Road North, Western Road and Essex Street, as indicated on <del>Map</del> <u>Schedule 1</u> .	“Map” is renamed to “Schedule”
Area 1 – Central Neighbourhood Node	20.9.3 ii) a)	[Third bullet] <del>3.</del> Public art may be used as a focal point within the Neighbourhood Square.	Addition of a period  The bullet is replaced with an appropriate number.
Area 1 – Central Neighbourhood Node	20.9.3 iii)	This area will permit: <del>a)</del> Apartment buildings with commercial at grade; <u>and</u> , <del>b)</del> Apartment buildings.	The word “and” is added. The bullets are replaced with appropriate alphabets.
Area 1 – Central Neighbourhood Node	20.9.3 v) b), c)	b) Large windows, patio space and canopies are encouraged at ground level. Rooftop patios and balconies are encouraged and shall be considered as amenity areas for mixed-use buildings. c) In mixed-use developments, buildings should be designed with defined locations for signage in accordance with a building’s scale, architectural features and the established streetscape design objectives.	Addition of hyphens
Area 1 – Central Neighbourhood Node	20.9.3 v) e)	Rooftop patios and balconies should be designed to ensure the privacy of both the building and neighbourhood residents.	Addition of a period
Area 2 – Civic Corridor	20.9.4	<del>20.9.4</del> <u>4.0</u>	Section 20.9.4 on the top is renumbered to S.4.0.
Area 2 – Civic Corridor	20.9.4	<del>20.9.4</del> <u>Area 2 – Civic Corridor</u> <del>20.9.4.1</del> <u>4.1</u> Transition	S. 20.9.4 and its heading are deleted to avoid repeated section and heading. S.20.9.4.1 is renumbered to S.4.1.
Area 2 – Civic Corridor	20.9.4	The Civic Corridor consists of the Wharncliffe Road North frontage from	“Map” is renamed to “Schedule”.

		the Canadian Pacific tracks to the southern limit of Grosvenor Lodge, excluding the Central Neighbourhood Node at the intersection of Wharncliffe Road/Western Road and Essex Street, are as indicated on <u>Map Schedule 1</u> .	Addition of a period
Area 2 – Civic Corridor	20.9.4 iv) a)	a) Within this area the buildings are to be between 2 and 4 storeys and no more than 6 storeys with bonusing (unless otherwise specified in <del>the 20.9.4.1</del> <u>Section 4.1: Civic Corridor – Transition</u> ).	Removal of the S. 20.9 reference
Area 2 – Civic Corridor	20.9.4.1	For the properties on Essex Street and Wharncliffe Road North within the Civic Corridor outlined on <u>Map Schedule 1</u> as Civic Corridor – Transition the following policies apply in addition to the policies of <del>20.9.4</del> <u>Section 4.0</u> .	“Map” is renamed to “Schedule”.  Removal of the S. 20.9 reference
Area 3 – Heritage Corridor	20.9.5	<del>20.9.5</del> <u>5.0</u>	S.20.9.5 on the top is renumbered to S.5.0.
Area 3 – Heritage Corridor	20.9.5	<del>20.9.5 – Area 3 – Heritage Corridor</del>	S. 20.9.5 and its heading are deleted to avoid repeated section and heading.
Area 3 – Heritage Corridor	20.9.5	The Heritage Corridor consists of the portion of Western Road from Platt’s Lane to the end of the Grosvenor Lodge site including the Grosvenor Lodge site, as indicated on <u>Map Schedule 1</u> .	“Map” is renamed to “Schedule”.
Area 3 – Heritage Corridor	20.9.5 i) a) New 1.	<u>1.</u> To ensure that the setting of Grosvenor Lodge is maintained, the following policies apply: • Placement of buildings and plantings should maintain the campus-like setting around and adjacent to Grosvenor Lodge. • Driveway access shall be restricted to the existing access.	New 1 is added to create a multilevel list.  Bullets remain without any changes.
Area 3 – Heritage Corridor	20.9.5.i) a) New 2.	<u>2.</u> In order to maintain the cultural heritage landscape associated with Grosvenor Lodge:	New 2 is added. Bullets remain without any changes.
Area 3 – Heritage Corridor	20.9.5 i) a)	[Final bullet] • Municipal Works contemplated for the area should minimize disruption to the Grosvenor Lodge site.	Addition of a period
Area 4 – Neighbourhood Area	20.9.6	<del>20.9.6</del> <u>6.0</u>	S.20.9.6 on the top is renumbered to S.6.0.
Area 4 – Neighbourhood Area	20.9.6	<del>20.9.6 – Area 4 – Neighbourhood Area</del> <del>20.9.6.1</del> <u>6.1</u> Limited Intensification <del>20.9.6.2</del> <u>6.2</u> Preservation <del>20.9.6.3</del> <u>6.3</u> Redevelopment <del>20.9.6.4</del> <u>6.4</u> Intensification	S. 20.9.5 and its heading are deleted to avoid repeated section and heading. All sections under this section are renumbered to appropriate numbers.
Area 4 – Neighbourhood Area	20.9.6	The Neighbourhood Area consists of the residential lands on either side of the Civic Corridor and adjacent to the Central Neighbourhood Node, as indicated on <u>Map Schedule 1</u> .	“Map” is renamed to “Schedule”

Area 4 – Neighbourhood Area	20.9.6.1	The properties on Essex Street, McDonald Avenue, Beaufort Street, Saunby Street, Irwin Street and Gunn Street which are not within the Civic Corridor or Central Neighbourhood Node as shown on <del>Map</del> <u>Schedule 1</u> constitute the Limited Intensification portion of the Neighbourhood Area.	“Map” is renamed to “Schedule”.
Area 4 – Neighbourhood Area	20.9.6.2	The portion of Wharnclyffe Road North and Cedar Avenue, north of the Central Neighbourhood Node and the Civic Corridor, as shown on <del>Map</del> <u>Schedule 1</u> define the Preservation portion of the Neighbourhood Area for the purposes of this plan.	“Map” is renamed to “Schedule”.
Area 4 – Neighbourhood Area	20.9.6.3	The portion of the Neighbourhood Area located in the triangle between Grosvenor Lodge, Platt’s Lane and Western Road, as shown on <del>Map</del> <u>Schedule 1</u> constitute the Redevelopment portion of the Neighbourhood Area.	Replacement of “Map” with “Schedule”
Area 4 – Neighbourhood Area	20.9.6.3 i)	<del>a) Street towns townhouses</del> <u>townhouses</u> up to 3 storeys in height <del>b) A single 6-storey apartment</del> at the corner of Platt’s Lane and Western Road may be permitted.	The typological errors (“towns” and “story”) are fixed.  Addition of a hyphen
Area 4 – Neighbourhood Area	20.9.6.4	The properties on Hollywood Crescent which are not within the Civic Corridor as shown on <del>Map</del> <u>Schedule 1</u> constitute the Intensification portion of the Neighbourhood Area.	Replacement of “Map” with “Schedule”
Area 5 – Parks and Open Space	20.9.7	<del>20.9.7 7.0</del>	S.20.9.7 on the top is renumbered to S.7.0.
Area 5 – Parks and Open Space	20.9.7	<del>20.9.7 Area 5 – Parks and Open Space</del>	S. 20.9.7 and its heading are deleted to avoid repeated section and heading.
Area 5 – Parks and Open Space	20.9.7 a) – c)	Parks and Open Space are indicated on <del>Map</del> <u>Schedule 1</u> and consist of the following: a) All of the river adjacent lands in public ownership; b) The foundation of Saunby’s Mill; <u>and,</u> c) The wetland at the west end of McDonald Ave adjacent to the CPR tracks;.	Replacement of “Map” with “Schedule”  Punctuation errors
Area 5 – Parks and Open Space	20.9.7 ii)	The <u>Parks and Open Space Area</u> <del>D</del> designation is intended to provide passive and active recreational opportunities to the residents in the surrounding neighbourhood to support a healthy, active lifestyle and encourage community congregation.	For clarity and consistency with the reference to this designation in S. 20.9.7 i) (renumbered S. 7.0 i))
Implementation	20.9.8	<del>20.9.8 8.0</del>	S.20.9.8 on the top is renumbered to S.8.0.
Implementation	20.9.8	<del>20.9.8 Implementation</del> <del>20.9.8.1 8.1</del> Official Plan Amendments <del>20.9.8.2 8.2</del> Zoning <del>20.9.8.3 8.3</del> Plans of Subdivision/ Plans of Condominium/ Consents to Sever <del>20.9.8.4 8.4</del> Site Plan Approval <del>20.9.8.5 8.5</del> Guideline Documents	S. 20.9.8 and its heading are deleted to avoid repeated section and heading.  All sections under this section are renumbered to appropriate numbers.

		<p><del>20.9.8.6</del> <u>8.6</u> Amendments to the Areas Delineated in this Plan</p> <p><del>20.9.8.7</del> <u>8.7</u> Phasing, Financing and Monitoring</p>	
Implementation	20.9.8	The BIGS Neighbourhood Secondary Plan will be implemented by ensuring that all <u>planning and development</u> applications are consistent with the policies of this Plan.	Clarification to add the reference to “planning and development applications” in the London Plan
Implementation	20.9.8.1 i)	Furthermore, amendments to the Schedules of this Plan may require amendments to the associated <del>schedules or maps of</del> <u>The London Plan, the City of London Official Plan.</u>	Removal of the reference to the 1989 Official Plan schedules
Implementation	20.9.8.1 ii)	Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of <del>the Official Plan</del> <u>The London Plan.</u>	
Implementation	20.9.8.2 i)	Any applications for amendment to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of <del>the City of London Official Plan</del> <u>The London Plan.</u>	Removal of the reference to the 1989 Official Plan
Implementation	20.9.8.2 ii)	In addition to the policies of the Secondary Plan, consideration of other land uses through a Zoning By-law amendment shall be subject to <del>the Official Plan policies and criteria for the evaluation of planning and development applications</del> <u>the Evaluation Criteria for Planning and Development Applications policies in the Our Tools part of The London Plan.</u> Zoning on individual sites would normally not allow for the full range of permitted uses.	Removal of the reference to the 1989 Official Plan  Further clarification
Implementation	20.9.8.2 iv)	The lands within the area of this Secondary Plan may be zoned with the appropriate holding provision in accordance with <del>the Official Plan</del> <u>The London Plan</u> to achieve objectives set out within this secondary plan.	Removal of the reference to the 1989 Official Plan
Implementation	20.9.8.3	Any applications for subdivision, condominium, or consent to sever, shall be subject to the policies of this Secondary Plan and applicable policies of <del>the Official Plan</del> <u>The London Plan.</u>	Removal of the reference to the 1989 Official Plan
Implementation	20.9.8.4	Any applications for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of <del>the Official Plan</del> <u>The London Plan.</u>	Removal of the reference to the 1989 Official Plan
Implementation	20.9.8.6 a), b), c)	<p>a) <del>i)</del> <u>i)</u> A demonstrated need for the expansion, addition or modification of a designation, given the context of both the site and surrounding area.</p> <p><del>b)</del> <u>ii)</u> Area boundaries shall not be permitted to change to a degree which undermines the intended function of the designated areas.</p>	<p>A list of letters is replaced with a list of roman numerals to reflect with the other sections under S. 20.9.8.</p> <p>Addition of periods</p>



		e) <u>iii)</u> The expansion of boundaries shall not have a negative impact on adjacent or nearby properties, including the heritage characteristics of Grosvenor Lodge and the Neighbourhood Area as an area of continued residential use.	
Schedules (New)	9.0 (New)	New section 9.0 is added to show schedules of this Secondary Plan. Schedule 1 is attached to this Section, rather than placing Schedule 1 at the end of each section.	

January 28, 2022

The City of London  
Planning Division  
300 Dufferin Avenue  
P. O. Box 5035  
London, ON N6A 4L9

Attention:

Dear Councillor Hopkins – Chair of London’s Planning and Environment Committee

RE: Beaufort/Gunn/Saunby/Essex Street Neighbourhood Secondary Plan

– Housekeeping Amendment to Secondary Plans

This letter is to advise that Western University is aware of the Notice of Public Hearing related to the above-referenced matter. The University, as an adjacent/included landowner, would like to express concerns related to any change, other than minor housekeeping aspects, to the BIGS Plan as we would want to ensure that the Western University properties included in the Plan are maintained such that it allows Western to use the lands as zoned for institutional uses (primarily housing).

We are aware of the need to increase densities and available housing in the City of London and have been supportive of the London Plan which involves appropriate increasing of housing densities. We are also aware of the Heritage designation for the 995 Western Road property and would respect that designation with any use deemed appropriate for those lands. We would also want to ensure that any designation of the Platt’s Lane Estates lands that are part of the BIGS Plan does not hinder us from increasing the housing densities for future use.

We hope that any “housekeeping” of the plan would not interfere with the existing Plan as laid out in 2016.

We would also like to ensure aspects that were in the draft plan do not re-enter the discussion as Western expressed concerns back in 2016 about the proposed “gateway” at the corner of Western Road and Platt’s Lane and how it might affect the siting of possible future buildings on the Platt’s Lane Estates property as well as a public path through the property at 995 Western Road.

Sincerely,



Lynn Logan  
Vice-President (Operations & Finance)

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee  
**From:** George Kotsifas P. Eng.,  
Deputy City Manager, Planning and Economic Development  
**Subject:** Karen and Eric Auzins  
3207 Woodhull Road  
Public Participation Meeting  
**Date:** January 31, 2022

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Karen and Eric Auzins relating to the property located at 3207 Woodhull Road:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on February 15, 2022 to amend The London Plan to change the designation of a portion of the subject lands **FROM** a Farmland Place Type **TO** a Green Space Place Type on Map 1 – Place Types, and to change the identification and delineation of natural heritage features on a portion of the subject lands **FROM** a Potential Environmentally Significant Area **TO** an Environmentally Significant Area on Map 5 – Natural Heritage;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on February 15, 2022 to amend Zoning By-law No. Z.-1, in conformity with The London Plan as amended in part (a) above, to change the zoning of the lands proposed to be severed **FROM** a Holding Open Space (h-2\*OS4) Zone, an Agricultural (AG2) Zone and an Environmental Review (ER) Zone **TO** an Open Space Special Provision (OS5(\*)) Zone, and to change the zoning of the lands proposed to be retained **FROM** an Agricultural (AG2) Zone, a Holding Open Space (h-2\*OS4) Zone and an Environmental Review (ER) Zone **TO** an Agricultural Special Provision (AG2(\_)) Zone, a Holding Agricultural Special Provision (h-\_\*AG2(\_)) Zone, an Open Space Special Provision (OS5(\*\*)) Zone and an Environmental Review (ER) Zone.

## Executive Summary

### Summary of Request

The owner has requested to rezone the subject site to facilitate the severance of the woodlot on the property for conveyance to the Thames Talbot Land Trust for conservation and management purposes. No new uses or changes of the lands are being proposed for the conveyed or retained lands.

### Purpose and Effect of Recommended Action

The recommended Official Plan amendment will designate the lands proposed to be severed and conserved as Green Space on the Place Types Map of The London Plan, and also identify these lands as an Environmentally Significant Area on the Natural Heritage Map of The London Plan, providing for the protection of environmental features on these lands from development impacts over the long-term.

The recommended zoning for the rear portion of the property is an Open Space Special Provision (OS5(\*)) Zone. The special provisions include; no minimum lot frontage requirement; a reduced Minimum Distance Separation between the woodlot and existing livestock facilities; and the removal of passive recreation uses which include hiking trails and multi-use pathways from the list of permitted uses.

The recommended zoning for the front portion of the property includes an Agricultural Special Provision (AG2(\_)) Zone, a Holding Agricultural Special Provision (h-\_\*AG2(\_)) Zone, an Open Space Special Provision (OS5(\*\*)) Zone and an Environmental Review (ER) Zone. This combination of zoning recognizes the proposed undersized farm parcel and open space lands, and allows for continued use of the retained farm parcel for agricultural uses as permitted by the Agricultural (AG2) Zone. It will also provide additional short and long-term protection to the lands to be conveyed, by prohibiting farm related buildings or structures within 20 metres of the feature, and requiring the appropriate reports and studies prior to any change in land use to establish an appropriate development limit related to ecological features and functions and their buffers, and to hazards associated with the Provincially Significant Wetland and steep slopes.

The immediate effect of the recommended Official Plan and Zoning By-law amendment is to facilitate the severance of the rear portion of the lands for conservation and management purposes.

### **Rationale of Recommended Action**

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020;
2. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, Farmland and Green Space Place Types, and Natural Heritage Features and Hazards.
3. The recommended changes to Maps 1 and 5 of The London Plan support the conservation and protection of environmentally significant features and functions over the long-term.

## **Linkage to the Corporate Strategic Plan**

Building a Sustainable City – London has a strong and healthy environment.

## **Climate Emergency**

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. The application under consideration will not result in intensification and growth and will protect a natural area that contributes to reducing and mitigating climate change.

## **Analysis**

### **1.0 Background Information**

#### **1.1 Previous Reports Related to this Matter**

None.

#### **1.2 Property Description**

The subject property is located on the west side of Woodhull Road and abuts the Township of Middlesex Centre along its west and south property lines. Lands to the immediate south of the subject site are also owned by the applicants, and were the subject of Zoning By-law amendment and Consent to Sever applications considered by the Township of Middlesex Centre. Conditional consent to sever was granted on July 14, 2021.

The front (east) part of the property is the site of a farm dwelling and related outbuildings, agricultural uses, a farm pond with a dam, and the McKay Pioneer Cemetery. This portion has an approximate land area of 12 – 13 hectares. The barn associated with the farm use is located on the adjacent applicant-owned property within Middlesex Centre, having been part of a larger farmholding prior to annexation in 1992.

The rear (west) portion of the property is a wooded area through which the Dingman Creek meanders. This area includes a Provincially Significant Wetland, a significant woodland and other components of the natural heritage system and has an area of approximately 15 hectares.

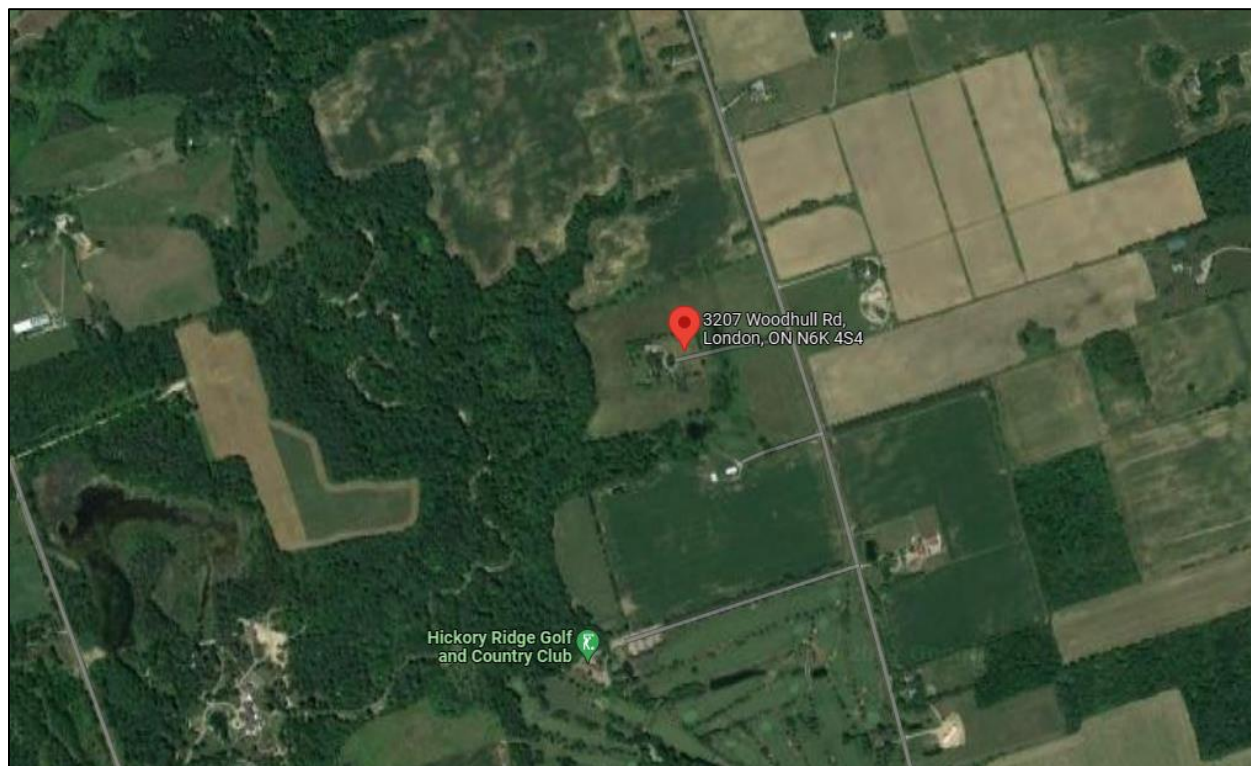


Figure 1: Aerial Photo of 3207 Woodhull Road and surrounding lands

### 1.3 Current Planning Information (see more detail in Appendix D)

- The London Plan Place Type – Farmland, Green Space and Environmental Review
- Existing Zoning – Holding Open Space (h-2\*OS4) Zone, Agricultural (AG2) Zone, and Environmental Review (ER) Zone

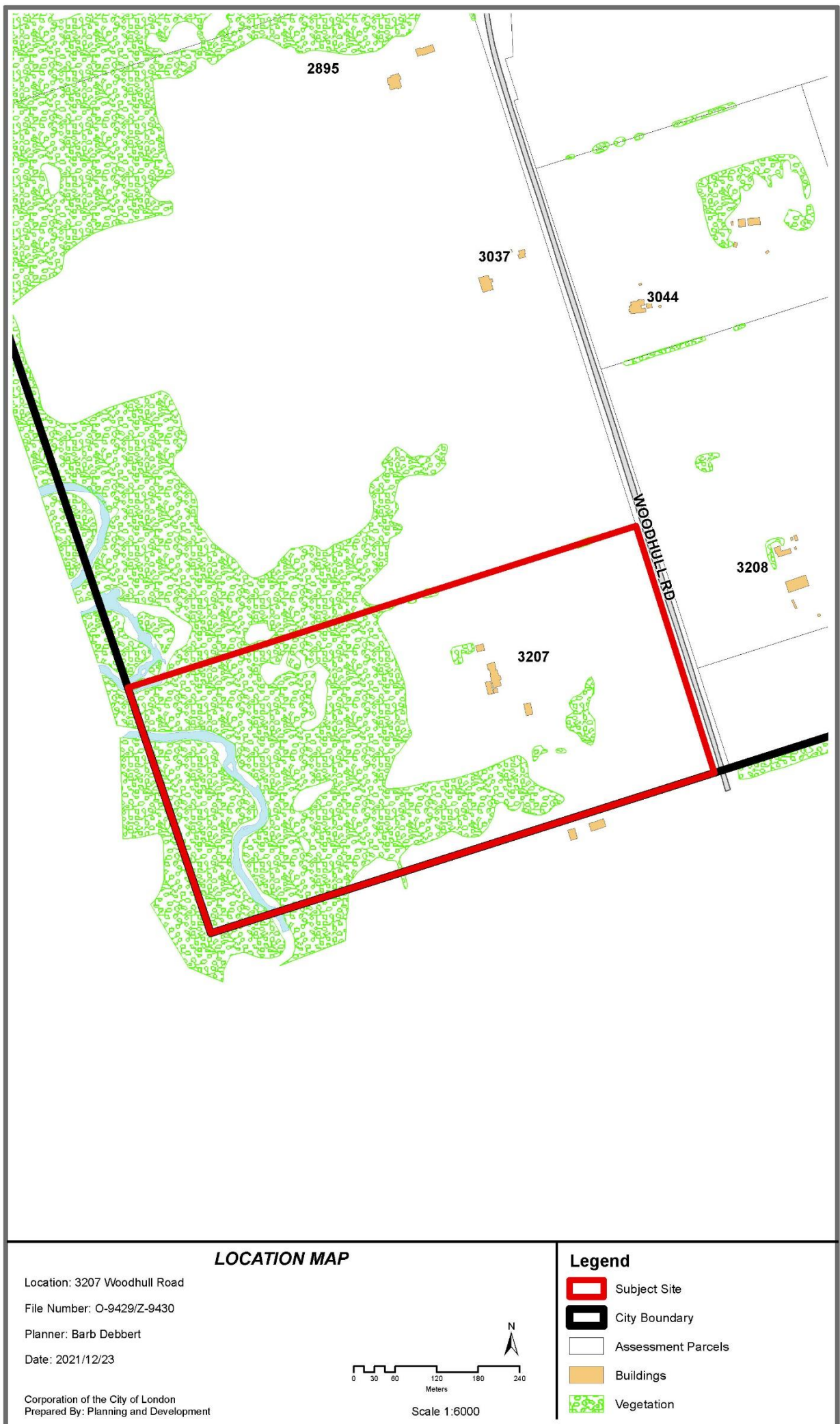
### 1.4 Site Characteristics

- Current Land Use – Farm dwelling, agriculture, McKay Pioneer Cemetery, woodlot, Dingman Creek
- Frontage – 367.33 metres
- Area – 28 hectares
- Shape – Rectangular

### 1.5 Surrounding Land Uses

- North – Agriculture
- East – Agriculture
- South – Agriculture in same ownership as applicant, Hickory Ridge Golf and Country Club, Woodland in process of transfer to the Thames Talbot Land Trust (Middlesex Centre)
- West – Agriculture and Woodland (Middlesex Centre)

1.6 Location Map





## 1.7 Intensification

- No residential intensification is proposed.

## 2.0 Discussion and Considerations

### 2.1 Proposal

The applicant is proposing to rezone the land to facilitate the severance of the rear (west) portion of the property (Part 12, a portion of which is illustrated on Figure 2, below) for donation to the Thames Talbot Land Trust for conservation purposes. The proposed zone/severance line provides for a minimum 10 metre wide buffer measured from the dripline of the trees. Vehicular and pedestrian access to the severed portion is proposed to be provided via easements that have been conditionally approved within the Township of Middlesex Centre (Parts 2, 3, and 4). The applicants have stated their intent to register the easements on title in the coming weeks. The front portion is intended to be retained for agricultural purposes in conjunction with the existing farm dwelling, private well and sanitary services, supporting infrastructure and the McKay Pioneer Cemetery. No development is proposed.

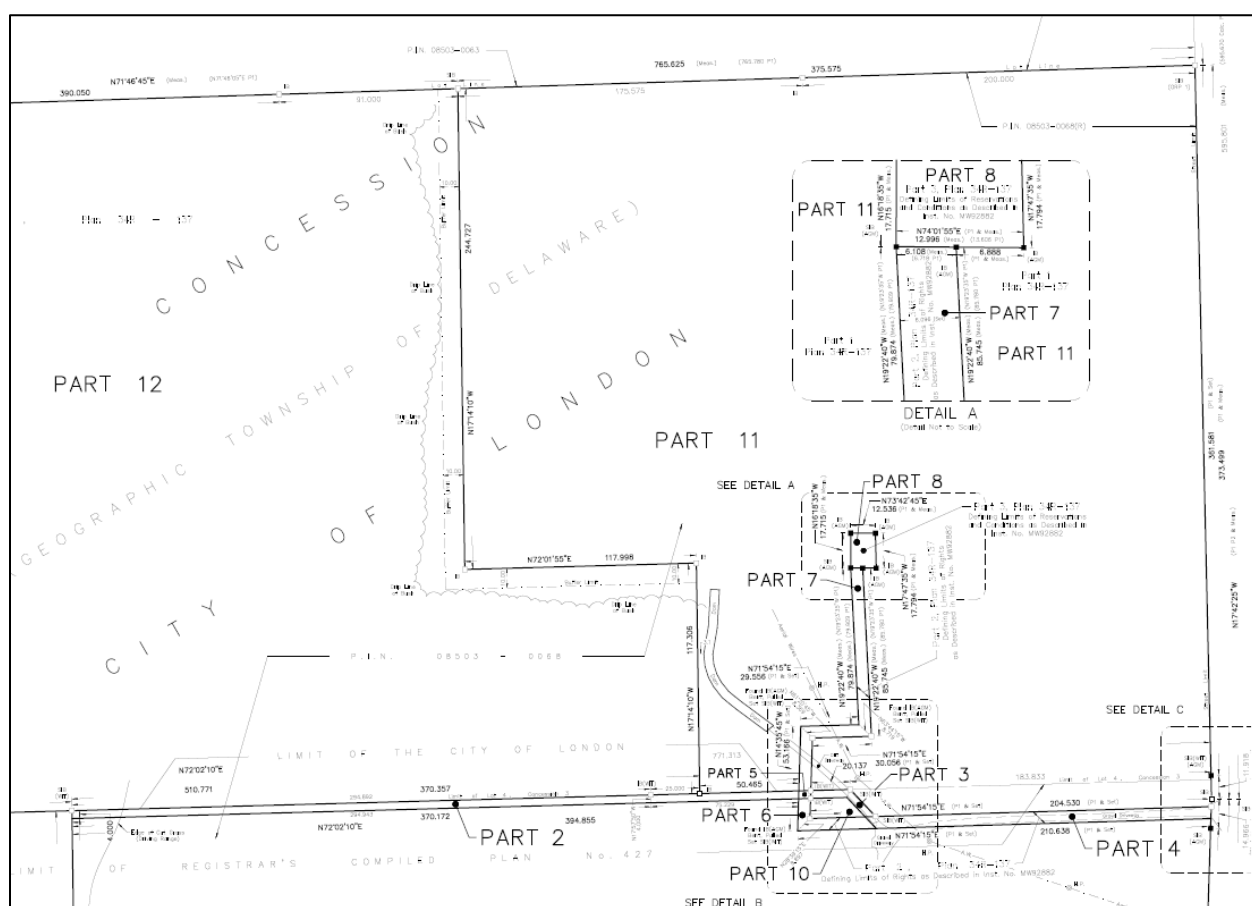


Figure 2: Draft Survey of Proposed Severance (Extract)

### 2.2 Requested Amendment

The applicant is requesting an Open Space Special Provision (OS5(\_)) Zone for the parcel proposed to be severed that would recognize there is no frontage on an open public road, and allow for a reduced Minimum Distance Separation (MDS I) setback. The applicant is requesting that a portion of the lands proposed to be retained be zoned Agricultural Special Provision (AG2(\_)) with a special provision to recognize a minimum lot area of less than 40 hectares, and to retain the Environmental Review (ER) Zone as it currently exists. Following discussions with City staff during the review process, the applicants amended the application to include additional considerations consistent with the staff recommendation.

The property is also subject to an application for consent (B.036/21) that at the time of writing of this report, was scheduled for a public meeting and consideration at the January 13, 2022 meeting of the Committee of Adjustment.

## 2.3 Community Engagement (see more detail in Appendix C)

No replies were received from members of the public.

## 2.6 Policy Context

### *Provincial Policy Statement, 2020 and Related Guidelines*

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by avoiding development and land use patterns which may cause environmental concerns and promoting the conservation of biodiversity (1.1.1 c) and h)), The PPS seeks to protect the future of agricultural uses and requires new land uses, including lot creation, to comply with the minimum distance separation formulae to avoid land use conflicts (1.1.5.8, 1.7.1 i) and 2.3.3). It also supports long-term economic prosperity by minimizing negative impacts from a changing climate and considering the ecological benefits provided by nature (1.7.1 k)). The PPS prohibits development and site alteration in significant wetlands, significant woodlands, significant valleylands and significant wildlife habitat and adjacent lands, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions (2.1.4 and 2.1.5 and 2.1.6).

Further to Provincial Policies regarding the protection of agricultural lands, the Minimum Distance Separation (MDS) Formulae (Publication 853, Ministry of Agriculture, Food and Rural Affairs) are land use planning tools that determine setback distances between livestock barns, manure storages or anaerobic digesters and surrounding land uses. The objective of MDS is to minimize land use conflicts and nuisance complaints related to odour. MDS I provides the minimum distance separation between proposed new development and any existing livestock barns, manure storages and/or anaerobic digesters. The Guideline classifies Open Space uses as sensitive land uses, albeit less sensitive than many other uses because they are characterized by a low density of human occupancy or activity.

Guideline #43 of the MDS Document states that MDS I setbacks should not be reduced except in limited site-specific circumstances that meet the intent of the MDS Document. Examples include circumstances that mitigate environmental or public health and safety impacts or avoid natural or human-made hazards. If deemed appropriate by a municipality, the processes by which a reduction to MDS I may be considered could include a minor variance, a site-specific zoning by-law amendment or an official plan amendment introducing a site specific policy area.

### *The London Plan*

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). All of The London Plan policies and mapping considered with respect to this application are in force and effect and are determinative for the purposes of this planning application.

The London Plan provides Key Directions (54\_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to plan strategically for a prosperous city by:

- protecting our valuable agricultural land (Key Direction #1, Direction 14)



The London Plan provides direction to become one of the greenest cities in Canada by:

- protecting and enhancing the health of our Natural Heritage System, and
- strengthening our urban forest by monitoring its condition, planting more, protecting more, and better maintaining trees and woodlands (Key Direction #4, Directions 4 and 9)

The site is in the Farmland, Green Space and Environmental Review Place Types, as identified on Map 1 – Place Types.

### Farmland

Most of the front portion of the property is in the Farmland Place Type, generally coincident with the dripline of the existing woodland, the farm pond and a small tributary to the Dingman Creek. Lands in the Farmland Place Type are to be protected and maintained for the long term as the base to support a healthy and productive agricultural industry (1179\_). This vision is to be realized by supporting a pattern of agricultural land holdings that increases the viability of farm operations and avoids fragmentation of land ownership.

Within the Farmland Place Type, policies respecting Green Space and Conservation Areas state that green space uses may include conservation areas that support the retention, enhancement, and conservation of natural heritage features and areas and their ecological functions. Such uses are to be supportive of, or neutral to agriculture and free from buildings or structures except those necessary for a permitted 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 (1206\_). The Plan encourages the retention of farm parcels of sufficient size to promote efficient operations and to maintain long-term agricultural viability and flexibility, establishing a minimum farm parcel size of 40 hectares in the Zoning By-law, but also recognizing that existing undersized land holdings may be used for agricultural purposes subject to Minimum Distance Separation (MDS I) setbacks (1215\_).

Woodlands are identified as important features in Rural London and are an integral part of the farm unit. To promote the retention, responsible management and expansion of woodlands on lands, the City, in cooperation with the conservation authorities, other agencies or groups and property owners, may encourage property owners to make use of programs and services provided by the Ministry of Natural Resources and Forestry and the conservation authorities for the management of forests and woodlots, and consider the use of other incentives for woodland retention and expansion by private property owners (1220\_ and 1221\_).

Agricultural land consents are specifically subject to policy 1225\_ which requires, among other matters, all parcels to have access to a public street, comply with the Minimum Distance Separation (MDS I) formulae, comply with the Zoning By-law and be appropriate for the use proposed, not detract from or result in the loss of area of any wetland, woodland or other environmental feature identified or delineated on Map 5 – Natural Heritage. The detailed consent policies have been considered in conjunction with the concurrent Consent to Sever application.

### Green Space Place Type, Environmental Review Place Type and Natural Heritage Features and Hazards

The Green Space Place Type applies to the majority of the subject lands that are not in the Farmland Place Type. This Place Type is multi-faceted and includes significant natural heritage features and areas and lands containing other natural physical features that are desirable for green space use or preservation in a natural state. In addition to the protection provided by their inclusion in the Green Space Place Type, additional measures to provide for their protection and rehabilitation are considered necessary (758\_ and 1315\_). Permitted uses, among others, include agriculture, and woodlot management and conservation (762\_).

The Natural Heritage policies of The London Plan provide for the identification and protection of natural heritage features and areas and the ecological functions, processes and linkages that they provide over the long term (1307\_). The Components of the Natural Heritage System are identified or delineated on Map 5 – Natural Heritage, including Potential Environmentally Significant Areas (Delaware East Woodland ESA), Provincially Significant Wetlands, Fish Habitat, Significant Valleylands and Valleylands. Map 6 – Hazards and Natural Resources also identifies that these lands are regulated by the Upper Thames River Conservation Authority and, most relevant to the application under consideration, subject to a Riverine Erosion Hazard Limit for Confined Systems.

The Environmental Review Place Type applies to lands surrounding the smaller pond and related small tributary to the Dingman Creek and is not affected by the proposed Official Plan or Zoning By-law amendments.

In accordance with policy 1322\_, natural heritage features and areas may be identified and delineated on Map 5 and included in the Green Space Place Type on Map 1 by amendment to The London Plan. Usually such an amendment is based on an environmental study accepted by the City consistent with the relevant criteria of the Natural Heritage Policies of the Plan.

Policy 1408\_ of The London Plan states that where natural heritage areas are privately-owned, the City will encourage individual property owners to provide for their protection and conservation. Among the several techniques available to the City to achieve this goal, is the establishment of land trusts and the utilization of existing land trusts, as well as other mechanisms to purchase land and to rehabilitate, create or conserve natural heritage areas.

### **3.0 Financial Impact/Considerations**

There are no direct municipal financial expenditures associated with this application.

### **4.0 Analysis**

The Thames Talbot Land Trust is a not-for-profit corporation and a registered charity whose mission is to protect, conserve and restore nature within Elgin, Middlesex, Oxford and Perth Counties, contributing to a stable climate and healthy habitats. The recommended Official Plan and Zoning By-law amendments will facilitate a concurrent consent application to sever and convey the lands to the Thames Talbot Land Trust for long-term stewardship of environmentally significant features on the site.

Consideration of this application should balance the interests of the long-term protection of both ecological features and functions with the equally important long-term protection of viable farmlands.

Amendments to The London Plan are recommended to include additional lands in the Green Space Place Type and to identify the lands proposed to be conveyed as Environmentally Significant Area. These map changes provide clarity that these lands are to be protected over the long-term. Providing an opportunity for the Environmentally Significant Wetland, the wooded areas, and associated functions to be proactively maintained and protected from potential negative impacts of future development on adjacent lands is consistent with the various policies of the Provincial Policy Statement and The London Plan related to environmental protection and climate change.

With respect to ecological protection, the inclusion of a minimum 10 metre buffer from the drip line within the recommended Open Space Special Provision (OS5(\*)) Zone was viewed by the City's Ecologist and the Upper Thames River Conservation Authority as appropriate given that no land use change or development on lands adjacent to the environmental features is proposed. In many areas along the east and north edges of the woodlot, more than a 10 metre buffer is provided. The buffer is paired with two additional mechanisms to further protect the feature and slope hazard from development impacts. The first is a minimum 20 metre yard depth along this edge within the agricultural lands to protect the feature and slope hazard from the encroachment of

new built form associated with farming operations. The second is a 20 metre wide holding zone within the agricultural lands along this edge. The recommended Holding provision requires a number of studies including a Subject Lands Status Report/Environmental Impact Assessment, a Hydrogeological Report/Water Balance, and a Geotechnical Report be completed to determine the extent to which development will be permitted and ensure that development will not have a negative impact on relevant components of the Natural Heritage System. The primary focus of this holding provision is to ensure the long-term protection of these features from future applications for urban development should the lands ever be included in the Urban Growth Boundary. The recommended Holding provision could also apply to any application that would change the permitted agricultural uses on the property. In the interim, uses permitted in the existing Agricultural (AG2) zone variation will be permitted.

Near the south property line, the determination of an appropriate zone line accounted for the co-existence of existing farm-related infrastructure and the McKay Pioneer Cemetery with potentially ecologically significant features and their related functions. These lands are primarily zoned Environmental Review (ER), providing protection from development impacts pending the completion of technical studies to determine the limits of the features and functions and their related buffers or other mitigation measures. In this instance, a setback to the west of the dam of 3 metres was considered appropriate, leaving ecological features and functions within the farm parcel as they have been for many years.

With respect to the protection of farmland, the land area to be included in the recommended Agricultural Special Provision (AG2(\_)) Zone represents a slight reduction from the area currently zoned for agricultural production. Functionally, it is anticipated there will be little to no actual change in the area of land currently being cash-cropped by a tenant in conjunction with adjacent lands to the north owned by others, maintaining its current level of viability.

Consideration was also given to compliance with the required Minimum Separation Distance (MDS I) calculations which required a minimum setback of 164.8 metres from the barn owned by the applicants within Middlesex Centre to the sensitive Open Space use on the lands proposed to be conveyed to the Thames Talbot Land Trust. Based on the MDS I report submitted with the application, the barn in Middlesex Centre is located approximately 60 metres from the open space lot to be created. It has not been used to house livestock since the 1980's and would require interior retrofitting to make it suitable for that use. Furthermore, the staff recommendation includes the removal of passive recreation uses, including hiking trails and multi-use pathways from the list of permitted uses in the recommended Open Space Special Provision (OS5(\*)) Zone. The intent/effect of removal of pathways is two-fold – to mitigate the potential for land use conflicts between livestock facilities and a sensitive land use, and to minimize human impacts on the ecological features and functions by prohibiting public access to the area, except for activities related to the conservation and management of the conveyed lands.

The recommended special provision to reduce the MDS I setback appears appropriate in this instance and consistent with the MDS Guideline which allows Council to consider reductions where site specific circumstances that meet the intent of the MDS Document exist.

The overall intent of the recommended Official Plan and Zoning By-law amendments is to facilitate the severance and protection of the Natural Heritage Features while protecting the existing agricultural use of the lands.

## **Conclusion**

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan, including but not limited to the Key Directions, Farmland and Green Space Place Types, and Natural Heritage

Features and Hazards providing for the protection of both significant environmental features and functions and viable farmland. The recommended changes to Maps 1 and 5 of The London Plan support the conservation and protection of environmentally significant features and functions over the long-term. The recommended amendment conforms to the in-force policies of the 1989 Official Plan.

**Prepared by:** Barb Debbert  
Senior Planner, Development Services

**Reviewed by:** Mike Corby, MCIP, RPP  
Manager, Planning Implementation

**Recommended by:** Gregg Barrett, AICP  
Director, Planning and Development

**Submitted by:** George Kotsifas, P. Eng  
Deputy City Manager, Planning and Economic  
Development

Bill No.  
2022

By-law No. C.P.-1512

A by-law to amend The London Plan for the  
City of London, 2016 relating to 3207 Woodhull  
Road.

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

1. Amendment No.\_\_\_\_ to The London Plan for the City of London Planning  
Area - 2016, as contained in the text attached hereto and forming part of this by-law, is  
adopted.
2. This by-law shall come into effect in accordance with subsection 17(27) of  
the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on February 15, 2022.

Ed Holder  
Mayor

Michael Schulthess  
City Clerk

First Reading – February 15, 2022  
Second Reading – February 15, 2022  
Third Reading – February 15, 2022

**AMENDMENT NO.**  
**to the**  
**OFFICIAL PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment to The London Plan for the City of London is to change the designation of a portion of the subject lands from a Farmland Place Type to a Green Space Place Type on Map 1 – Place Types, and to change the identification and delineation of natural heritage features on a portion of the subject lands from a Potential Environmentally Significant Area to an Environmentally Significant Area on Map 5 – Natural Heritage.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 3207 Woodhull Road in the City of London.

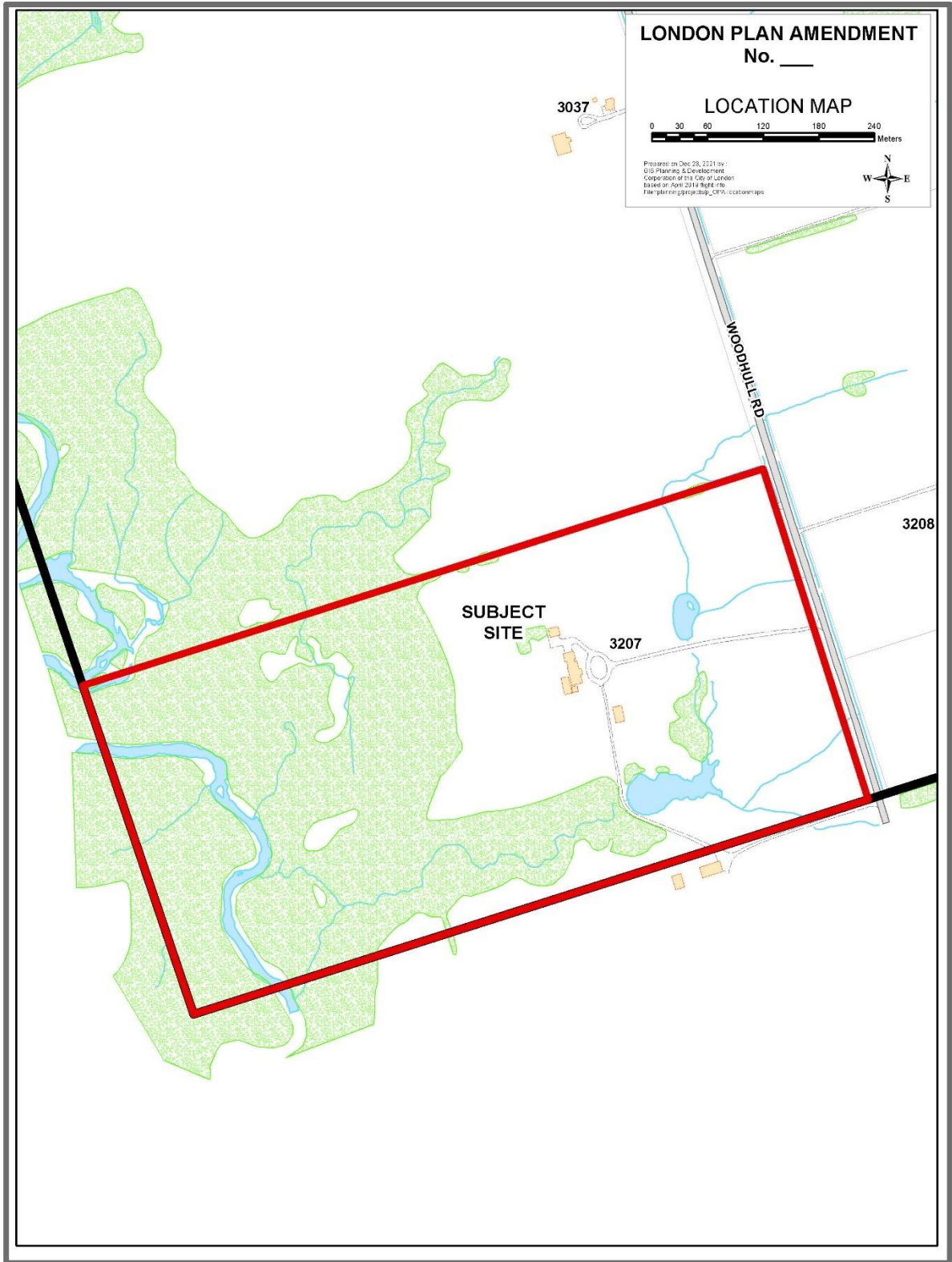
C. BASIS OF THE AMENDMENT

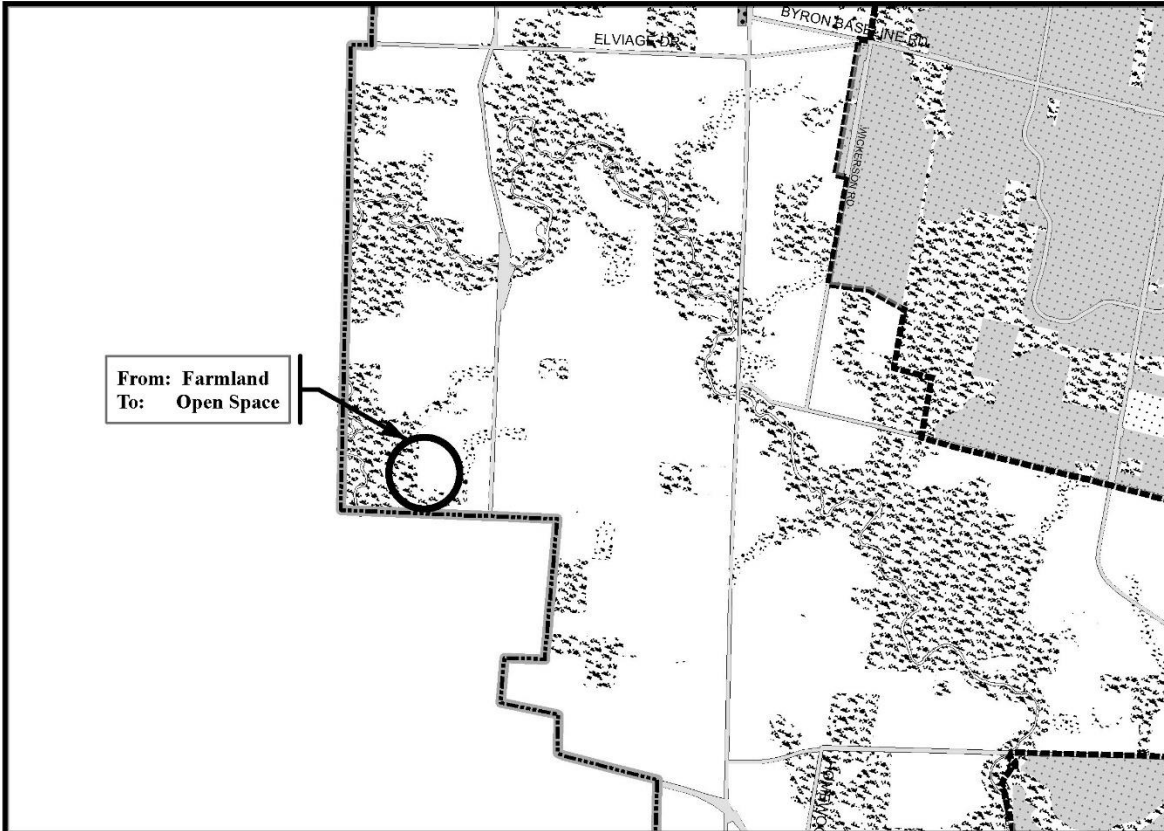
The recommended amendment is consistent with the PPS and the in force policies of The London Plan, and supports the long-term protection of environmentally significant features.

D. THE AMENDMENT

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

1. Map 1 – Place Types, of The London Plan for the City of London is amended by redesignating a portion of the subject lands, as indicated on “Schedule 1” attached hereto from a Farmland Place Type to a Green Space Place Type.
2. Map 5 – Natural Heritage, of The London Plan for the City of London is amended by changing the identification and delineation of natural heritage features on a portion of the subject lands, as indicated on “Schedule 2” attached hereto from a Potential Environmentally Significant Area to an Environmentally Significant Area.





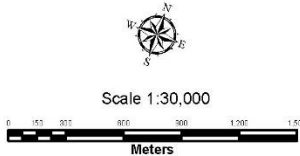
**Legend**

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	Areas Withheld from LPAT Approval
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.  
 At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

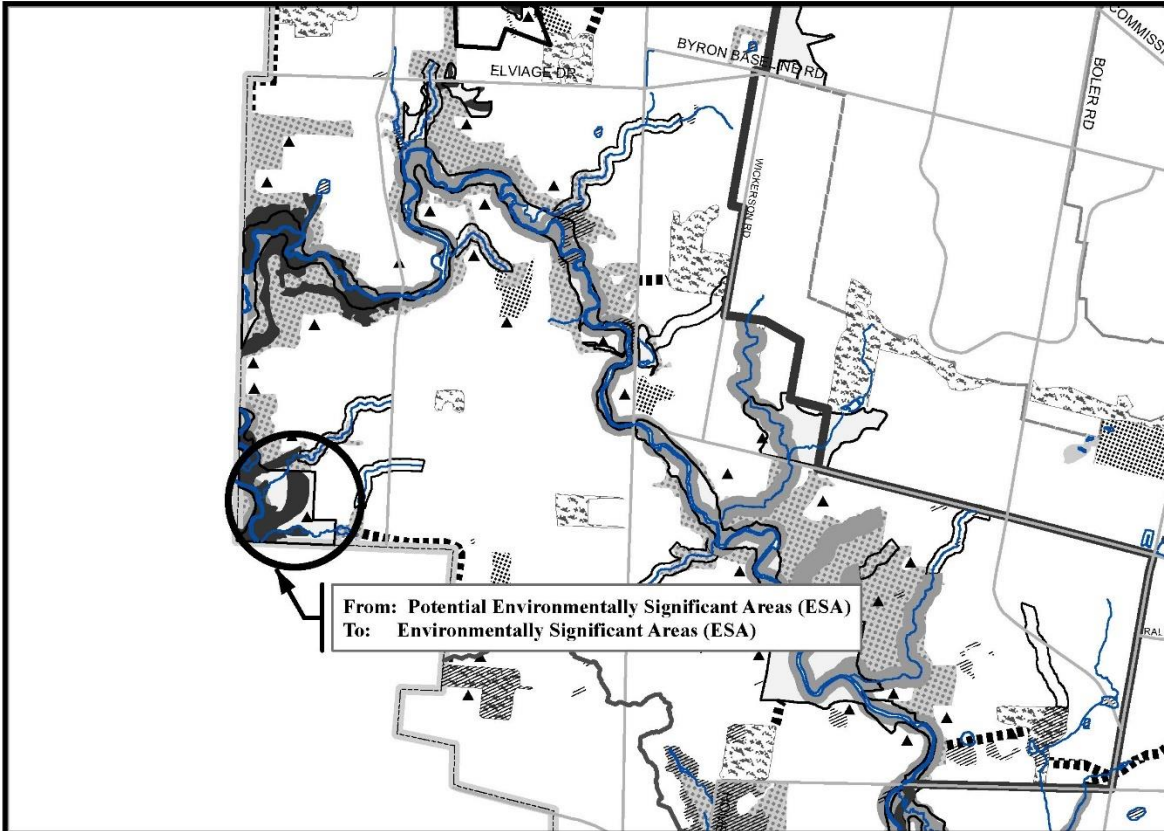
**SCHEDULE 1  
 TO  
 THE LONDON PLAN**  
 AMENDMENT NO. \_\_\_\_\_

PREPARED BY: Planning Services



**FILE NUMBER:** O-9429/Z-9430  
**PLANNER:** BD  
**TECHNICIAN:** RC  
**DATE:** 12/23/2021





From: Potential Environmental Significant Areas (ESA)  
To: Environmental Significant Areas (ESA)

**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**

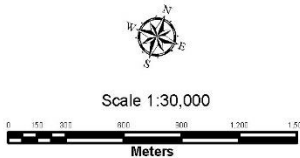
- Railways
- Water Courses/Ponds
- Streets (see Map 3)
- Conservation Authority Boundary
- Subwatershed Boundary
- Subject to Site Specific Appeals (LPAT Appeal PL170100)

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

**SCHEDULE 2  
TO  
THE LONDON PLAN**

AMENDMENT NO. \_\_\_\_\_

PREPARED BY: Planning Services



FILE NUMBER: O-9429/Z-9430

PLANNER: BD

TECHNICIAN: RC

DATE: 1/4/2022

## Appendix B

Bill No. (number to be inserted by Clerk's Office)  
2022

By-law No. Z.-1-22\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 3207  
Woodhull Road.

WHEREAS Karen and Eric Auzins have applied to rezone an area of land located at 3207 Woodhull Road, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of London Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to The London Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 3207 Woodhull Road from a Holding Open Space (h-2\*OS4) Zone, an Agricultural (AG2) Zone and an Environmental Review (ER) Zone to an Open Space Special Provision (OS5(\*)) Zone, and from an Agricultural (AG2) Zone, a Holding Open Space (h-2\*OS4) Zone and an Environmental Review (ER) Zone to an Agricultural Special Provision (AG2(\_)) Zone, a Holding Agricultural Special Provision (h-\_\*AG2(\_)) Zone, an Open Space Special Provision (OS5(\*\*)) Zone and an Environmental Review (ER) Zone.
- 2) Section Number 36.4 of the Open Space (OS5) Zone is amended by adding the following Special Provision:
  - ) OS5(\*) 3207 Woodhull Road
    - a) Permitted Uses
      - i) Conservation lands;
      - ii) Conservation works;
      - iii) Managed woodlots
    - b) Regulations
      - i) No minimum lot frontage requirement
      - ii) Notwithstanding the regulations of Section 4.32 Minimum Distance Separation (MDS) and Section 45.3 8) Minimum Distance Separation (MDS), the Minimum Distance Separation setback to lands zoned Open Space Special Provision (OS5(\*)) shall be 60.0 metres (196.85 feet)
- 3) Section Number 36.4 of the Open Space (OS5) Zone is amended by adding the following Special Provision:
  - ) OS5(\*\*) 3207 Woodhull Road
    - a) Regulations
      - i) No minimum lot area requirements
      - ii) No minimum lot frontage requirements

4) Section Number 45.4 of the Agricultural (AG2) Zone is amended by adding the following Special Provision:

) AG2( ) 3207 Woodhull Road

b) Regulations

- i) Lot Area 10.0 ha. (24.71 acres)  
(Minimum)
- ii) Yard Depth for all buildings 20.0 metres (65.62 feet)  
and structures adjacent to any  
Open Space Zone located within  
the City of London  
(Minimum)

5) Section Number 3.8 2) of the Holding “h” Zones section is amended by adding the following Holding Zone:

h-\_\_ 3207 Woodhull Road

Purpose: to determine the extent to which development will be permitted and ensure that development will not have a negative impact on relevant components of the Natural Heritage System, an agreement shall be entered into specifying appropriate development conditions and boundaries, based on a Subject Lands Status Report and/or Environmental Impact Study, Hydrogeological Report/Water Balance, and Geotechnical Report that have been prepared to the satisfaction of the City of London and/or the Upper Thames River Conservation Authority, as applicable, prior to the removal of the “h-\_\_” symbol.

Permitted Interim Uses: Uses permitted in the AG2 Zone

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

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

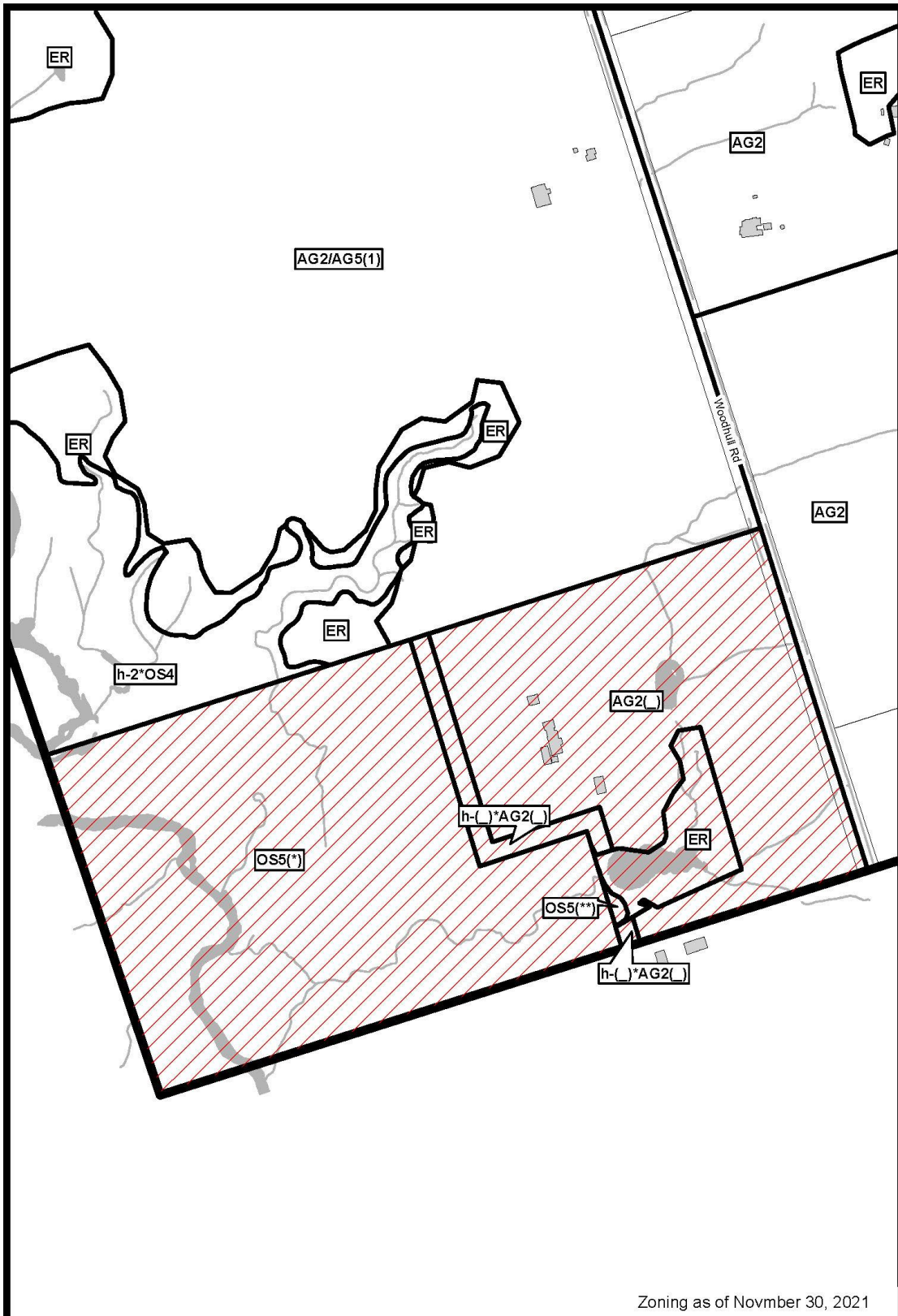
PASSED in Open Council on February 15, 2022.


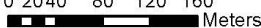

Ed Holder  
Mayor

Catharine Saunders  
City Clerk

First Reading – February 15, 2022  
Second Reading – February 15, 2022  
Third Reading – February 15, 2022

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



<p>File Number: O-9429/Z-9430                  Planner: BD                  Date Prepared: 2022/01/4                  Technician: rc                  By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:4,896</p> <p>0 20 40 80 120 160 Meters </p> <p></p>
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Geodatabase

## Appendix C – Public Engagement

### Community Engagement

#### Notice of Application:

On November 10, 2021, Notice of Application was sent to eight (8) property owners in the surrounding area including lands in the Township of Middlesex Centre. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on November 11, 2021. A “Planning Application” sign was also posted on the site.

No public replies were received.

**Nature of Liaison:** The purpose and effect of this Official Plan and zoning change is to facilitate the severance of the woodlot from the farm holdings and conveyance of the severed land to the Thames Talbot Land Trust for conservation purposes. Possible amendment to The London Plan **TO ALIGN** the boundary of the Green Space Place Type on Map 1 – Place Types with the proposed lands to be severed, and to change the Potential Environmentally Significant Area on Map 5 – Natural Heritage **TO** Environmentally Significant Area and align it with the proposed lands to be severed. Possible change to Zoning By-law Z.-1 on the proposed lands to be severed, **FROM** a Holding Open Space (h-2\*OS4) Zone, an Agricultural (AG2) Zone, and an Environmental Review (ER) Zone **TO** an Open Space Special Provision (OS5(\_)) Zone. The requested special provision is to permit a zero (0.0m) lot frontage in place of 15.0m and a reduced Minimum Distance of Separation of 62.3m in place of 164.8m. Possible change to Zoning By-law Z.-1 on the proposed lands to be retained, **FROM** an Agricultural (AG2) Zone and an Environmental Review (ER) Zone **TO** an Agricultural Special Provision (AG2(\_)) Zone, and an Environmental Review (ER) Zone. The requested special provision for the AG2(\_) Zone is to permit a lot area of less than the required minimum of 40ha. The City may also consider an additional special provision to the requested Open Space Special Provision (OS5(\_)) Zone to remove passive recreation uses which include hiking trails and multi-use pathways from the list of permitted uses. The City may also consider a Holding provision for the AG2(\_) Zone to require a Subject Lands Status Report and/or an Environmental Impact Assessment prior to any non-farm development on the retained farm parcel.

#### **Public Meeting Notice:**

In anticipation of the applicants revision to the application to reflect a greater level of detail, include additional technical matters and address the comments and concerns of the City Ecologist and the Upper Thames River Conservation Authority, the Public Meeting Notice included application revisions specifying a Minimum Distance Separation of 60.0 metres, a minimum lot area of 10.0 hectares for the retained Agricultural Special Provision (AG2(\_)) Zone, and additional matters that may be considered by the City, as follows:

Within the parcel to be severed, the City may also consider an additional special provision to the requested Open Space Special Provision (OS5(\_)) Zone to remove passive recreation uses which include hiking trails and multi-use pathways from the list of permitted uses. Within the parcel to be retained, the City may also consider; a Holding provision for a portion of the AG2(\_) Zone to require a Subject Lands Status Report and/or an Environmental Impact Assessment, Hydrogeological Report/Water Balance, and Geotechnical Report prior to any non-farm development on the retained farm parcel; an additional special provision to the AG2(\_) Zone to prohibit buildings and structures within 20 metres of the conservation lands; and to rezone a small area from a Holding Open Space (h-2\*OS4) Zone to an Open Space Special Provision (OS5(\_)) Zone with permission for a zero (0.0m) lot frontage and a reduced minimum lot area, or other modifications to achieve the same effect

## **Departmental and Agency Comments**

### Urban Design (November 22, 2021)

- No comments.

### Parks Planning & Design (November 15, 2021)

- No comment.

### City Ecologist (December 9, 2021)

This e-mail is to confirm that all ecological planning related issues have been resolved through the ZBA process.

#### Major issues identified

- Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation, including, Potential ESAs (Delaware East Woodland ESA), Provincially Significant Wetlands, Fish Habitat, Significant Valleylands and Valleylands.

#### Ecology Comments Associated with the Rezoning Application

- All requests have been satisfied through the rezoning process.
- It is acknowledged that typical severance practice consolidates Natural Heritage Features, however, given that the severed parcel to be rezoned Open Space (OS5) in this case will be transferred to Thames Valley Land Trust for conservation purposes the City is supportive of an incomplete consolidation.
- Buffer lands have not been included separating the new property boundary and the edge of feature. Buffers will need to be implemented through any subsequent development applications. In the absence of an SLSR/EIS no development or partial development is permitted within 30 m of the feature.
- The features and functions associated with these lands are being retained in the Environmental Review zone such that if these lands were ever to come into the Urban Growth Boundary and the severed parcel (house lot) was proposed for development, additional studies (SLSR/EIS) would be required.

#### Notes

- Although not typical, the 3 m setback from the dam is sufficient in this case, given the overall conservation objectives that will be achieved as a result of this rezoning.

### Upper Thames River Conservation Authority

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

## **PROPOSAL**

The proposed amendments pertain to the severance of the westerly portion of the site which includes a Provincially Significant Wetland, a significant woodland and other components of the natural heritage system which contribute to this Environmentally Significant Area. The lands to be severed are to be dedicated to the Thames Talbot Land Trust. The purpose of the amendments is to redesignate and rezone the severed and retained lands such that the significant environmental features will be protected over the long term. No new development is being proposed for any of these lands.

Conservation Authority staff have participated in pre-consultation/discussions for these lands for a number of years.



## **DELEGATED RESPONSIBILITY & STATUTORY ROLE**

### **Provincial Policy Statement 2020**

The UTRCA represents the provincial interest in commenting on development applications with respect to natural hazards ensuring that applications are consistent with the PPS. This responsibility has been established in a Memorandum of Understanding between Conservation Ontario, the Ministry of Natural Resources and Forestry (MNR) and the Ministry of Municipal Affairs and Housing.

The UTRCA's role in the development process is comprehensive and coordinates our planning and permitting interests. Through the plan review process, we make sure that development applications meet the tests of the *Planning Act*, are consistent with the PPS, conform to municipal planning documents, and with the policies in the UTRCA's Environmental Planning Policy Manual (UEPPM, 2006). Permit applications must meet the requirements of Section 28 of the *Conservation Authorities Act* and the UTRCA's policies (UEPPM, 2006). This approach ensures that the principle of development is established through the *Planning Act* approval process and that a permit application can be issued under Section 28 of the *Conservation Authorities Act* once all of the planning matters have been addressed.

## **CONSERVATION AUTHORITIES ACT**

As shown on the enclosed mapping, the subject lands are regulated by the UTRCA in accordance with Ontario Regulation 157/06, made pursuant to Section 28 of the *Conservation Authorities Act*. The regulation limit is comprised of riverine flooding and erosion hazards as well as wetlands including Provincially significant features and the surrounding areas of interference. The UTRCA has jurisdiction over lands within the regulated area and requires that landowners obtain written approval from the Authority prior to undertaking any site alteration or development within this area including filling, grading, construction, alteration to a watercourse and/or interference with a wetland.

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

### **Dingman Creek Stormwater Servicing Municipal Class Environmental Assessment**

The subject lands are situated in the Dingman Creek Subwatershed which is the focus of an ongoing Environmental Assessment (EA) to evaluate Stormwater Servicing and includes an update to existing flood plain modeling by the Conservation Authority. In order to capture those areas within the watershed which may be impacted by revised floodline information (which is still being refined by the UTRCA through the peer review process), a Dingman Subwatershed Screening Area Map has been developed to help guide planning decisions as an interim measure.

## **UTRCA ENVIRONMENTAL PLANNING POLICY MANUAL (2006)**

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

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

## **NATURAL HAZARDS**

In Ontario, prevention is the preferred approach for managing hazards in order to minimize the risk to life and property. The UTRCA's natural hazard policies are consistent with the PPS and the applicable policies include:

### ***3.2.2 General Natural Hazard Policies***

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



### **3.2.3 Riverine Flooding Hazard Policies**

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

### **3.2.4 Riverine Erosion Hazard Policies**

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

### **3.2.6 & Wetland Policies**

New development and site alteration may only be permitted in the area of interference and /or adjacent lands of a wetland if it can be demonstrated through the preparation of an Environmental Impact Study (EIS) that there will be no negative impact on the hydrological function of the wetland feature and no potential hazard impact on the development.

## **NATURAL HERITAGE**

The UTRCA provides technical advice on natural heritage to ensure an integrated approach for protecting the natural environment consistent with the PPS. The linkages and functions of water resource systems consisting of groundwater and surface water features, hydrologic functions and the natural heritage system are necessary to maintain the ecological and hydrological integrity of the watershed. The PPS also recognizes the watershed as the ecologically meaningful scale for integrated and long-term planning which provides the foundation for considering the cumulative impacts of development.

The UTRCA's natural heritage policies that are applicable to the subject lands include:

### **3.3.2 Wetland Policies –**

New development and site alteration may only be permitted in the area of interference and /or adjacent lands of a wetland if it can be demonstrated through the preparation of an Environmental Impact Study (EIS) that there will be no negative impact on the hydrological and ecological function of the wetland feature.

### **3.3.3.1 Significant Woodlands Policies**

The UTRCA does not permit new development and site alteration in woodlands considered to be significant. Furthermore, new development and site alteration is not permitted on adjacent lands to significant woodlands unless an EIS has been completed to the satisfaction of the UTRCA. The woodland which is located on the subject lands as well as on the adjacent lands has been identified as being significant in the Middlesex Natural Heritage System Study (2014).

## **COMMENTS & RECOMMENDATIONS**

Generally, the UTRCA has no objections to these applications. We are supportive of the goal to protect the significant natural heritage system both its features and functions that are located on the westerly portion of the property. While no new development is contemplated at the present time, our comments pertain to the long term protection of the natural heritage lands and implementing the zoning provisions which will guide the possible future redevelopment of the retained agricultural lands.

With respect to the severed lands, we understand that the lands are to be designated Green Space Place Type and Environmentally Significant Area. Furthermore, these lands will be zoned Open Space [OS5] and will include a special provision whereby passive recreation uses including multi-use pathways will not be permitted. The UTRCA is in agreement with that approach.

With respect to the retained lands, it is our understanding that the Agricultural Zoning will continue to apply but that there will be provisions in place that will protect the adjacent OS5 lands from possible future development impacts. A holding provision will require that if development is proposed on the agricultural lands within 30 metres of the

south and/or interior yards that the necessary technical studies including an Environmental Impact Study, a Hydrogeological and Water Balance Assessment and a Geotechnical – Slope Stability Assessment will be required, prepared to the satisfaction of the City of London and the UTRCA. We are in agreement with this requirement.

We recommend that that the 30 metre holding provision apply to non-farm and agricultural uses and structures which could potentially impact the significant natural heritage system such as the construction of a kennel or a manure storage facility. In effect, the 30 metre setback applied to the south and/or interior yards would serve as “no build” area subject to the necessary studies being completed.

It is our understanding that the City may have further discussions with the applicant to review the proposed special zoning provisions. If there are any substantive changes from those that were discussed at our meeting on December 16, 2021, the TRCA would appreciate the opportunity to provide input thereon.

#### Engineering (December 2, 2021)

**The following items are to be considered during a future site plan application stage:**

##### ***Wastewater:***

- The proposed lands are outside of the Urban Growth Boundary of the City of London. The subject site is not serviced by municipal water or wastewater systems.
- The submitted Zoning By-law amendment to facilitate the severance and conveyance of environmentally significant lands to Thames Talbot Land Trust for their long-term protection and conservation.
- As per the provided summary, the existing residence located at 3207 Woodhull Road is served by on-site water well and septic services wholly contained on the lands that are proposed to be retained. Also, the owner indicated that no buildings or active land uses are proposed.

##### ***Water:***

- No Comments. No Municipal watermain are in the vicinity of the subject site.

##### ***Stormwater:***

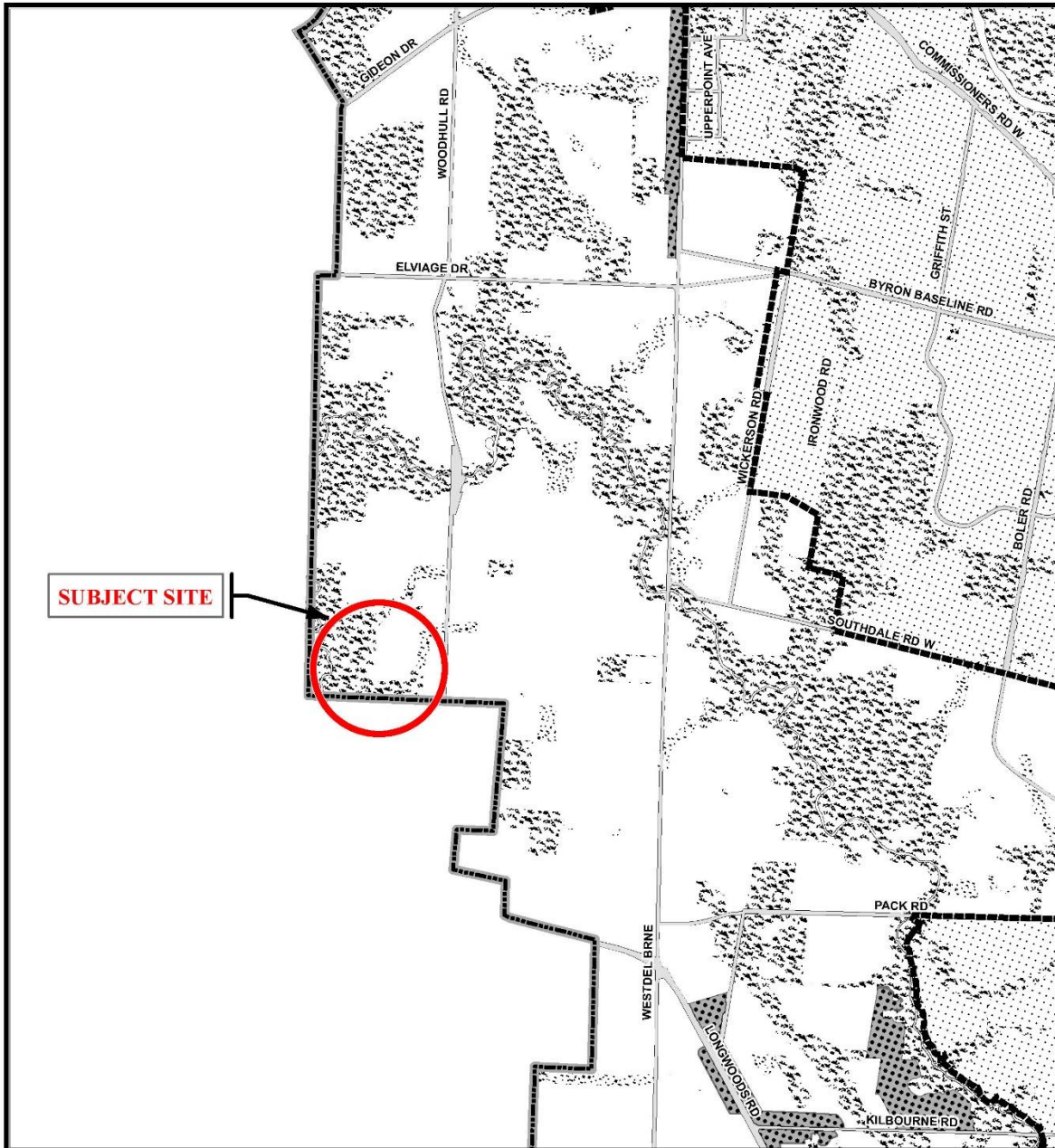
- The Stormwater Engineering Division staff have reviewed the site plan consultation and have no comment, other than that the site is located within the UTRCA regulated area and therefore the applicant is to engage as early as possible with UTRCA to confirm any requirements/approvals for this site. The application does not indicate any alteration to the existing land use or an increase in built area. The applicant should however be notified, should the site come in for future re-development then new or additional SWM comments are to be expected.

##### ***Transportation:***

- Right of way dedication of 18.0m from centre line required along Woodhull Road.

# Appendix D – Relevant Background

## The London Plan – Map 1 – Place Types



### 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.*

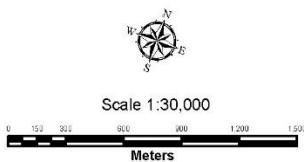
*At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

### CITY OF LONDON

Planning Services /  
Development Services

### LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



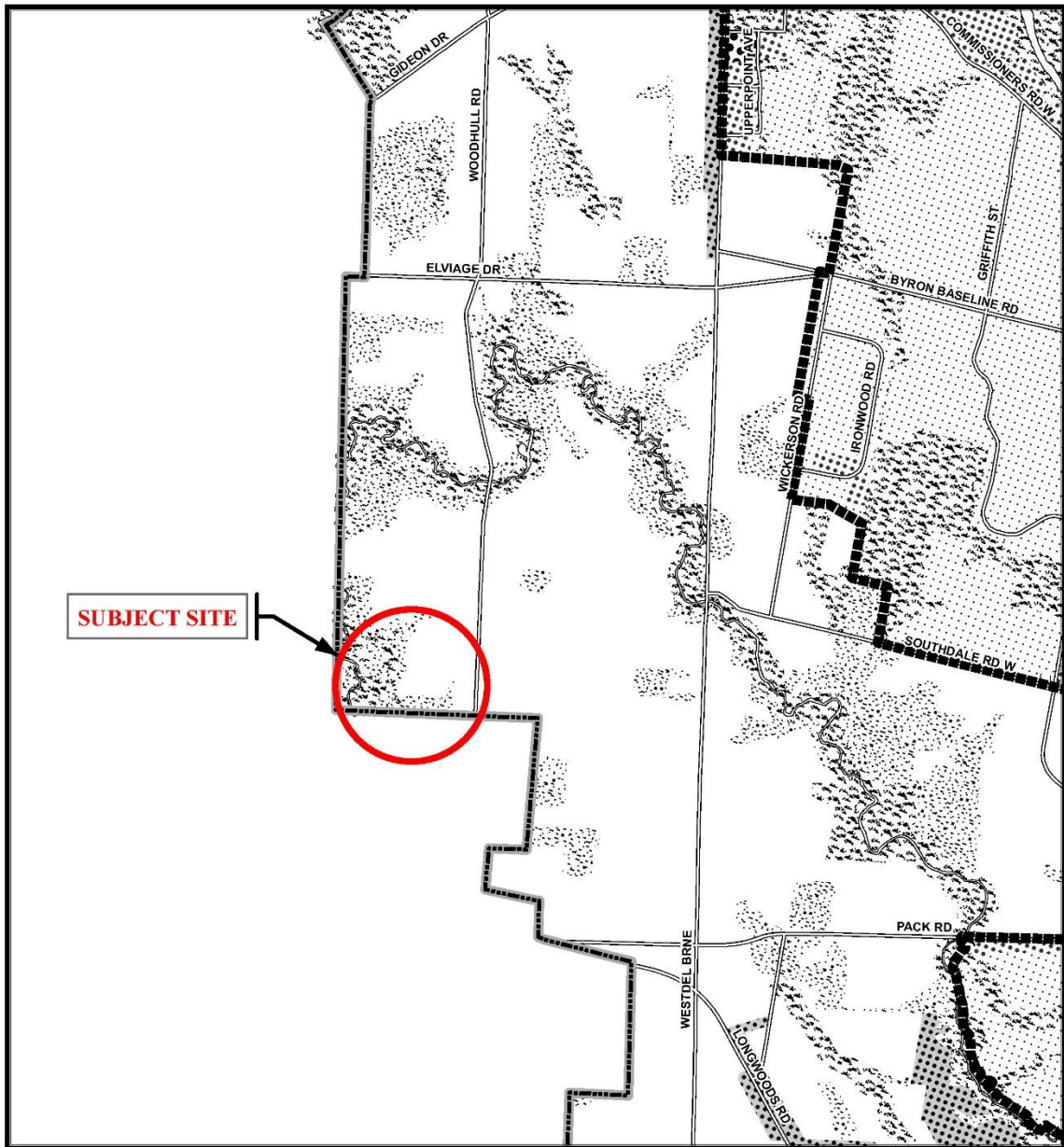
**File Number:** O-9429/Z-9430

**Planner:** BD

**Technician:** RC

**Date:** December 23, 2021

# 1989 Official Plan – Schedule A – Land Use



Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial
Community Commercial Node	Regional Facility	Transitional Industrial
Neighbourhood Commercial Node	Community Facility	Rural Settlement
Main Street Commercial Corridor	Open Space	Environmental Review
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth	Agriculture
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth	Urban Growth Boundary

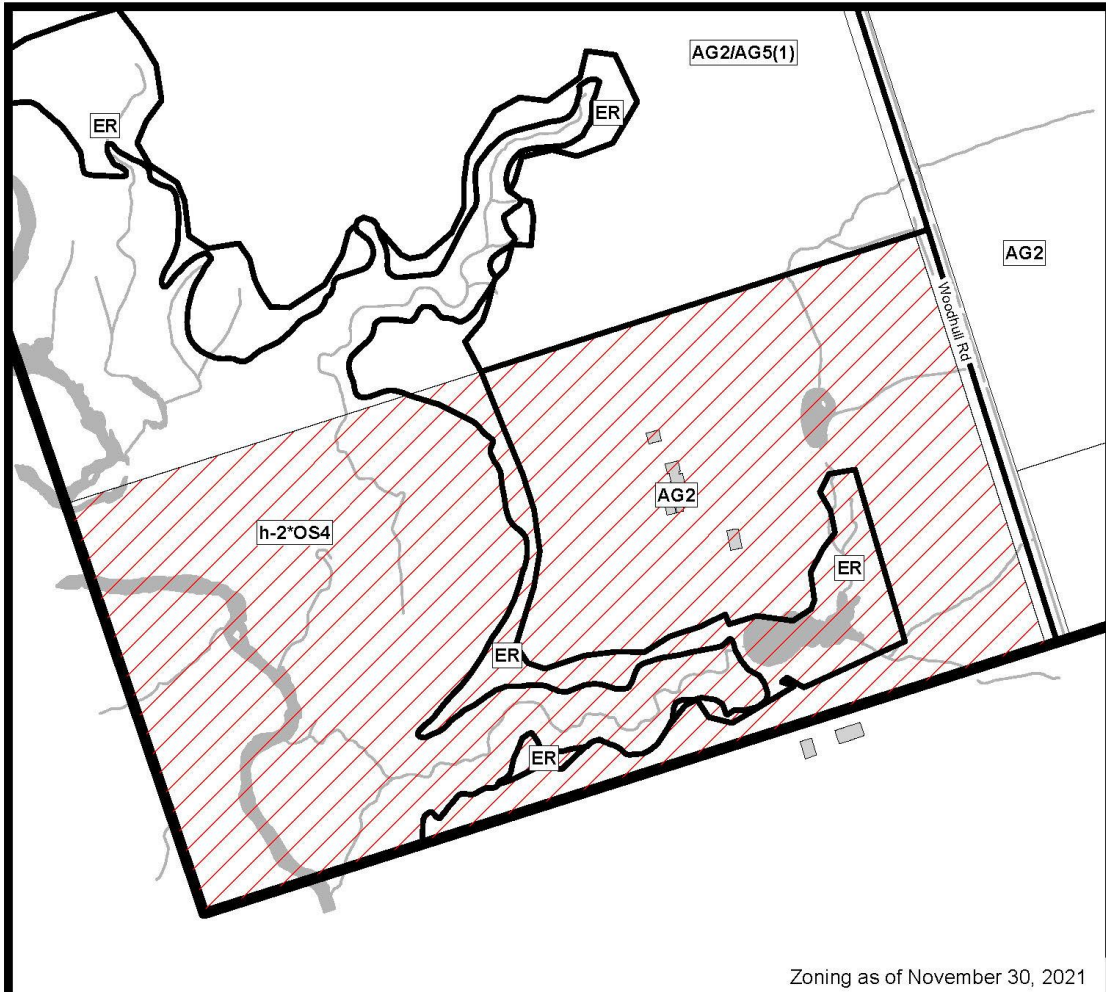
  

<p><b>CITY OF LONDON</b></p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>0 150 300 600 900 1,200 1,500</p> <p>Meters</p>	<p>FILE NUMBER: O-9429/Z-9430</p>
		<p>PLANNER: BD</p> <p>TECHNICIAN: RC</p> <p>DATE: 2021/12/23</p>

PROJECT LOCATION: e:\planning\projects\p\_officialplan\work\consol00\excerpts\mxd\_templates\scheduleA\_b&w\_8x14\_with\_SWAP.mxd



**Zoning By-law Z.-1 – Zoning Excerpt**



Zoning as of November 30, 2021



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

1) **LEGEND FOR ZONING BY-LAW Z-1**

- |   |                                   |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS            | RF - REGIONAL FACILITY            |
| R2 - SINGLE AND TWO UNIT DWELLINGS        | CF - COMMUNITY FACILITY           |
| R3 - SINGLE TO FOUR UNIT DWELLINGS        | NF - NEIGHBOURHOOD FACILITY       |
| R4 - STREET TOWNHOUSE                     | HER - HERITAGE                    |
| R5 - CLUSTER TOWNHOUSE                    | DC - DAY CARE                     |
| R6 - CLUSTER HOUSING ALL FORMS            |                                   |
| R7 - SENIOR'S HOUSING                     | OS - OPEN SPACE                   |
| R8 - MEDIUM DENSITY/LOW RISE APTS.        | CR - COMMERCIAL RECREATION        |
| R9 - MEDIUM TO HIGH DENSITY APTS.         | ER - ENVIRONMENTAL REVIEW         |
| R10 - HIGH DENSITY APARTMENTS             |                                   |
| R11 - LODGING HOUSE                       | OB - OFFICE BUSINESS PARK         |
| DA - DOWNTOWN AREA                        | LI - LIGHT INDUSTRIAL             |
| RSA - REGIONAL SHOPPING AREA              | GI - GENERAL INDUSTRIAL           |
| CSA - COMMUNITY SHOPPING AREA             | HI - HEAVY INDUSTRIAL             |
| NSA - NEIGHBOURHOOD SHOPPING AREA         | EX - RESOURCE EXTRACTIVE          |
| BDC - BUSINESS DISTRICT COMMERCIAL        | UR - URBAN RESERVE                |
| AC - ARTERIAL COMMERCIAL                  |                                   |
| HS - HIGHWAY SERVICE COMMERCIAL           | AG - AGRICULTURAL                 |
| RSC - RESTRICTED SERVICE COMMERCIAL       | AGC - AGRICULTURAL COMMERCIAL     |
| CC - CONVENIENCE COMMERCIAL               | RRC - RURAL SETTLEMENT COMMERCIAL |
| SS - AUTOMOBILE SERVICE STATION           | TGS - TEMPORARY GARDEN SUITE      |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | RT - RAIL TRANSPORTATION          |
| OR - OFFICE/RESIDENTIAL                   | "h" - HOLDING SYMBOL              |
| OC - OFFICE CONVERSION                    | "D" - DENSITY SYMBOL              |
| RO - RESTRICTED OFFICE                    | "H" - HEIGHT SYMBOL               |
| OF - OFFICE                               | "B" - BONUS SYMBOL                |
|   | "T" - TEMPORARY USE SYMBOL        |

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING  
BY-LAW NO. Z.-1  
SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:

O-9429/Z-9430 BD

MAP PREPARED:

2021/12/23 rc

1:5,000

0 25 50 100 150 200 Meters

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee

**From:** George Kotsifas P. Eng.,  
Deputy City Manager, Planning and Economic Development

**Subject:** 755-785 Wonderland Road South  
Public Participation Meeting

**Date:** January 31, 2022

## Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the applications of the Corporation of the City of London and McCorr Management (East) Inc. relating to the property located at 755-785 Wonderland Road South:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on February 15, 2022 to amend the Official Plan (1989) by **ADDING** a policy to section 10.1.3 – Policies for Specific Areas;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting February 15, 2022 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, as amended in part (a) above, to change the zoning of the subject property **FROM** a Regional Shopping Area Special Provision (RSA2(2)) Zone **TO** a Regional Shopping Area Special Provision (RSA2(\_)) Zone.

## Executive Summary

### Summary of Request

The Corporation of the City of London has requested to amend the 1989 Official Plan to add a Chapter 10 Specific Area Policy to permit service uses. The owner has requested to rezone the subject site to a new Regional Shopping Area Special Provision (RSA2(\_)) Zone to add Kennel as an additional permitted use.

### Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to align the 1989 Official Plan policies with The London Plan policies that will apply to the site, and to add Kennel to the existing range of permitted uses.

### Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020;
2. The recommended amendment conforms to the in-force policies of the 1989 Official Plan, including but not limited to the criteria for Specific Area Policies and Planning Impact Analysis;
3. The recommended amendment conforms to the in-force policies of The London Plan, including but not limited to the Key Directions and Shopping Area Place Type;
4. The recommended amendment would permit a new use that is appropriate within the surrounding context ;
5. The recommended amendment would repurpose existing vacant and underutilized building stock and would provide convenient access to services for dog owners in the urban area of the city, thereby reducing the length and number of vehicle trips.

## **Linkage to the Corporate Strategic Plan**

Building a Sustainable City – London’s growth and development is well planned and sustainable over the long term.

## **Analysis**

### **1.0 Background Information**

#### **1.1 Previous Reports Related to this Matter**

Z-7885: May 16, 2011 – Report to Built and Natural Environment Committee: request for a Zoning By-law Amendment at 785 Wonderland Road South

Z-9356: September 20, 2021 – Report to Planning and Environment Committee: request for a Zoning By-law Amendment at 755-785 Wonderland Road South

#### **1.2 Planning History**

In 2011, the subject site was rezoned from a Regional Shopping Area (RSA2) Zone to the current Regional Shopping Area Special Provision (RSA2(2)) Zone to permit a 2,020 square metre commercial school (Z-7885). More recently in 2021, a Zoning By-law Amendment was requested to add Business Service Establishment as an additional permitted use to the existing zone to allow a proposed call centre (Z-9356). Staff recommended the request be refused at the September 20, 2021 Planning and Environment Committee (PEC) meeting. The application was referred back to staff to facilitate further discussions with the applicant and will be brought back for consideration at a future PEC meeting.

#### **1.3 Property Description**

The subject lands are located on the west side of Wonderland Road South between Village Green Avenue and Viscount Road in the Westmount Planning District. There is an existing two-storey enclosed shopping centre, known as Westmount Mall, with a range of existing uses including: retail, office, a gym, and a movie theatre. The shopping centre was built in the 1980’s and has been added to and modified multiple times since its initial construction. The adjacent parcel, municipally addressed as 775-805 Wonderland Road South, is developed with three commercial retail units (CRUs) and is currently in the same ownership.

The existing mall building, excluding the movie theatre and adjacent CRUs, has a gross floor area of approximately 49,373 square metres (531,464 square feet) and a gross leasable floor area of approximately 41,847 square metres (450,448 square metres). Over time, the mall has experienced a number of vacancies as the retail market changed and former retail tenants relocated to other commercial areas. The existing ground floor of the mall is occupied by some retail uses and the City of London Social Services satellite office. The second floor is entirely comprised of offices (medical/dental, professional, service etc.), however a number of vacancies exist on both floors. Approximately 37% of the mall is currently vacant.



Figure 1: Subject site (view from Wonderland Road South)

#### **1.4 Current Planning Information (see more detail in Appendix D)**

- The London Plan Place Type – Shopping Area
- Official Plan Designation – Community Commercial Node
- Existing Zoning – Regional Shopping Area Special Provision (RSA2(2)) Zone

#### **1.5 Site Characteristics**

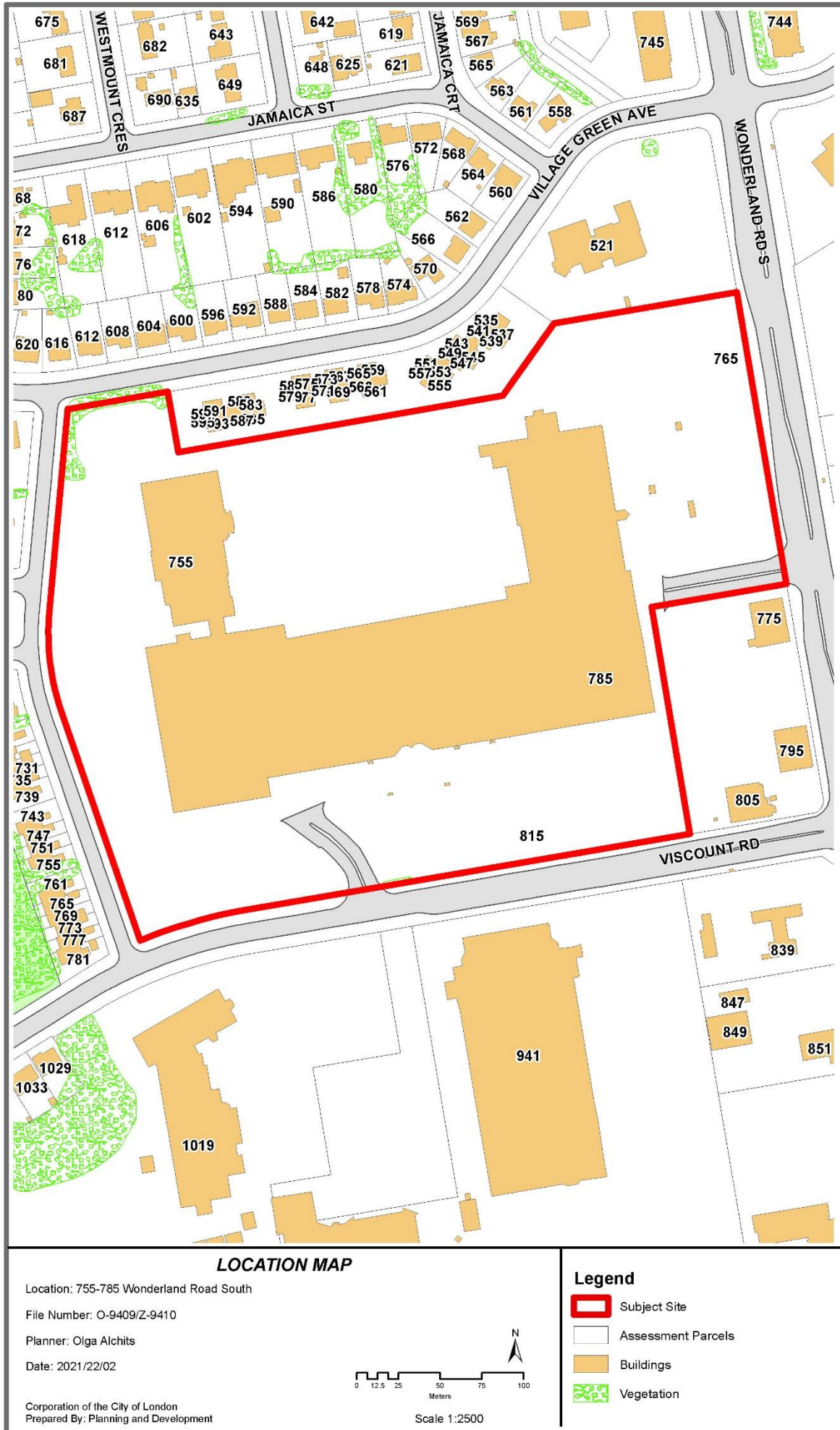
- Current Land Use – Shopping centre
- Frontage – 176.4 metres
- Depth – 620 metres
- Area – 11.34 hectares
- Shape – Irregular

#### **1.6 Surrounding Land Uses**

- North – Place of Worship and Low Density Residential
- East – Low Density Residential
- South – Institutional (Saunders Secondary School, Westmount Public School, and Jean Vanier Catholic School)
- West – Commercial and High Density Residential



## 1.7 Location Map



## 2.0 Discussion and Considerations

### 2.1 Development Proposal

The applicant has requested to rezone the subject lands to add Kennel to the range of permitted uses. The Kennel use is proposed to occupy approximately 450.6 square metres (4,850 square feet) of vacant space within the existing shopping centre. No development or site alteration is proposed, aside from modifications to the building facade and construction of a small outdoor play area to be used as a pick-up and drop off space. The location of the vacant unit and breakdown of functions of the proposed use are depicted in Figures 2 to 4. The proposed exterior alterations are depicted in Figure 5. A detailed description of Dogtopia, the prospective tenant of the Kennel use, and their business practices are contained in Section 4.3 of this report.

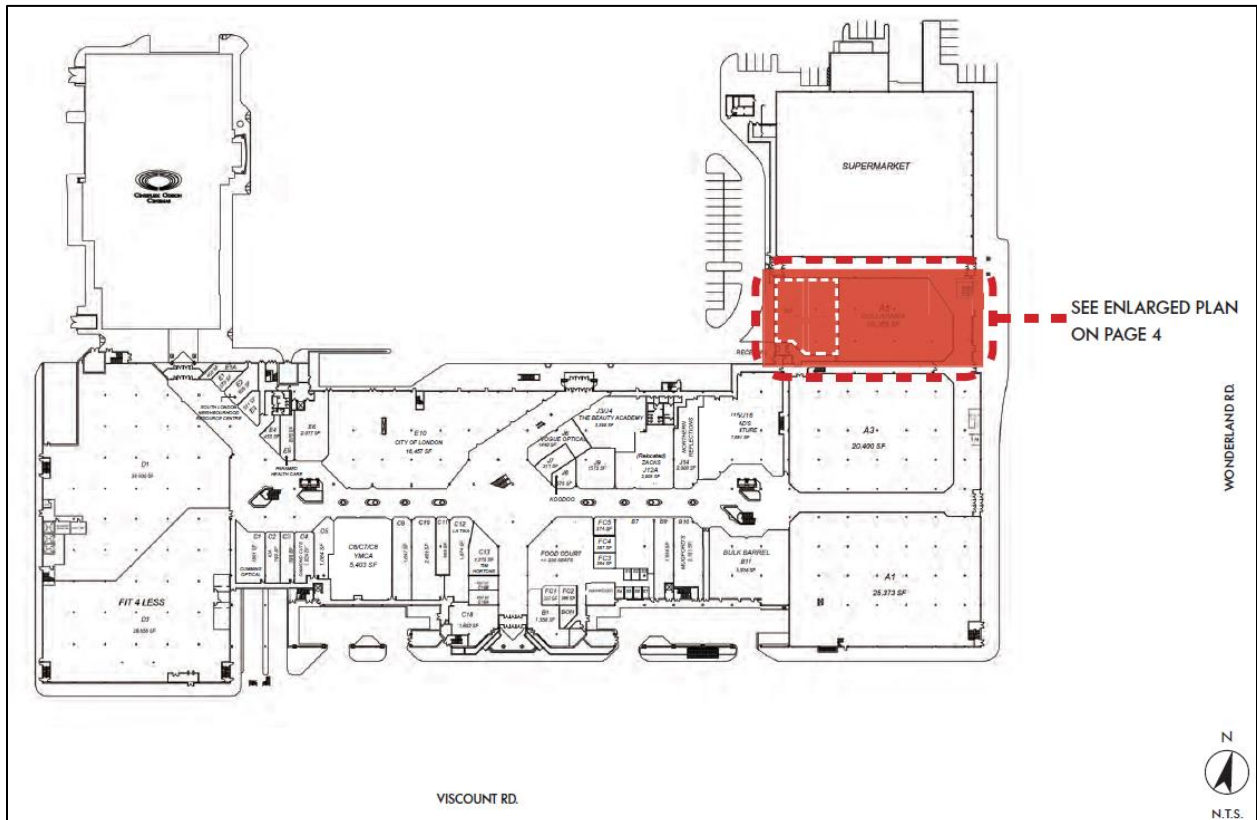


Figure 2: Building floor plan

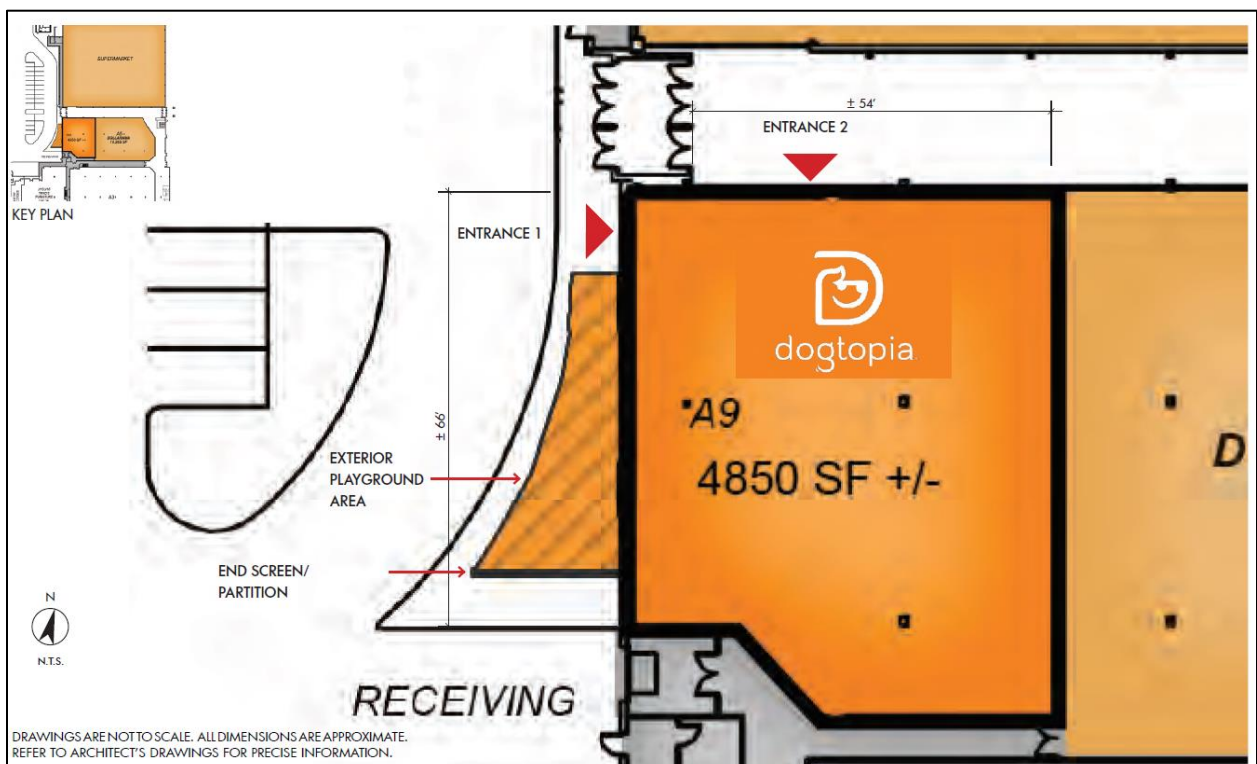


Figure 3: Enlarged plan depicting proposed location of use





Figure 4: Unit breakdown by function



Figure 5: Conceptual rendering depicting proposed exterior alterations

## 2.2 Requested Amendment

The Corporation of the City of London has requested to amend the 1989 Official Plan to add a Chapter 10 Specific Area Policy to permit service uses. The intent is to align the 1989 Official Plan policies with The London Plan policies that will apply to the site. The owner has requested to rezone the subject site to a new Regional Shopping Area Special Provision (RSA2(\_)) Zone to add Kennel as an additional permitted use. The existing range of permitted uses and the existing special provision permitting commercial and private schools would continue to apply to the site.

## 2.3 Community Engagement (see more detail in Appendix C)

Through the community engagement process, two phone calls and two written responses were received citing concerns related to animal welfare and possible contamination to the adjacent supermarket.

## 2.4 Policy Context

*Provincial Policy Statement, 2020*

The Provincial Policy Statement (PPS), 2020 provides policy direction on matters of provincial interest related to land use planning and development. In accordance with

Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

Section 1.1 of the PPS encourages healthy, livable and safe communities which are sustained by promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term. The PPS directs settlement areas to be the focus of growth and development, further stating that the vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities (1.1.3).

### *The London Plan*

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies under appeal to the *Local Planning Appeals Tribunal* (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council, but are not determinative for the purposes of this planning application.

The London Plan provides Key Directions (54\_) that must be considered to help the City effectively achieve its vision. These directions give focus and a clear path that will lead to the transformation of London that has been collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of the plan and will guide planning and development over the next 20 years. Relevant Key Directions are outlined below.

The London Plan provides direction to build a mixed-use compact city by:

- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Planning for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward. (Key Direction #5, Directions 2 and 4).

The proposed use supports this Key Direction by providing a convenient service to Londoners in the urban area of the city. By improving access to this service within the urban area, the number of vehicle trips to other areas of the city is reduced.

The site is in the Shopping Area Place Type, as identified on \*Map 1 – Place Types.

### *1989 Official Plan*

The subject site is designated Community Commercial Node in accordance with Schedule ‘A’ of the 1989 Official Plan. Community Commercial Nodes are intended to provide for a wide range of goods and services which are needed on a regular basis. Community Commercial Nodes are smaller in size than Enclosed and New Format Regional Commercial Nodes and there is less emphasis on comparison shopping needs and more emphasis on community specialized services (4.3.7.1).

## **3.0 Financial Impact/Considerations**

None.

## **4.0 Key Issues and Considerations**

### **4.1 Issue and Consideration #1: Provincial Policy Statement, 2020**

The PPS promotes the integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning to achieve cost-effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs (1.1.1e)).

Settlement areas are directed to be the focus of growth and development. Land use patterns within settlement areas shall be based on densities and a mix of land uses

which efficiently use land and resources and are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available (1.1.3.2). Land use patterns within settlement areas shall also be based on a range of uses and opportunities for intensification and redevelopment (1.1.3.2).

Planning authorities shall promote economic development and competitiveness by providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs (1.3.1). A land use pattern, density and mix of uses should be promoted that minimize the length and number of vehicle trips and support current and future use of transit and active transportation (1.6.7.4). Lastly, the PPS encourages long-term economic prosperity to be supported by promoting opportunities for economic development and community investment-readiness (1.7.1 a)).

The recommended amendment is in keeping with the PPS 2020 as it facilitates the introduction of a new use that is suitable within the existing site context. The proposed Kennel would be located within the existing building, making use of existing building stock and efficiently using existing infrastructure and services. The recommended amendment contributes to an appropriate range and mix of uses to meet long term needs and supports opportunities for economic development. Lastly, the recommended amendment provides a use or service that may otherwise be inaccessible to residents within the urban area of the city, thereby reducing the length and number of vehicle trips.

#### **4.2 Issue and Consideration #2: Use, Intensity, and Form**

##### *The London Plan*

The Shopping Area Place Type permits a broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses (877\_1). Mixed-use buildings are encouraged and uses that are not compatible with residential and retail uses will not be permitted (877\_2 and 822\_3). A maximum intensity of four storeys, or six storeys with Type 2 Bonus Zoning, is contemplated (878\_2).

The proposed Kennel use is contemplated in the Shopping Area Place Type as a service use. The proposed use complements the existing commercial uses in the area, including the those located in the mall, as well as residential uses in the vicinity. The existing two storey shopping centre building is within the intensity contemplated by the Shopping Area Place Type, and no changes to the intensity or form are proposed.

##### *1989 Official Plan*

While Community Commercial Nodes permit all types of retail outlets, the primary permitted uses do not contemplate a Kennel (4.3.7.3). As such, the City has initiated an Official Plan Amendment to add a Chapter 10 Specific Area Policy to the 1989 Official Plan to permit service uses. The intent of the City-initiated Official Plan Amendment is to align the policy framework of the 1989 Official Plan with that of The London Plan. The proposed Kennel use constitutes a service use, a contemplated use in the Shopping Area Place Type of The London Plan.

Given the unconventional nature of the proposed Kennel use in the urban area of the City, staff have considered the appropriateness of the proposed use through the evaluation of the criteria contained in Chapter 10 – Policies for Specific Areas and a Planning Impact Analysis. In accordance with policy 10.1.1, the adoption of policies for Specific Areas may be considered where one or more of the following conditions apply:

- i) *The change in land use is site specific, is appropriate given the mix of uses in the area, and cannot be accommodated within other land use designations without having a negative impact on the surrounding area.*
- ii) *The change in land use is site specific and is located in an area where Council wishes to maintain existing land use designations, while allowing for a site specific use.*

- iii) *The existing mix of uses in the area does not lend itself to a specific land use designation for directing future development and a site specific policy is required.*
- iv) *The policy is required to restrict the range of permitted uses, or to restrict the scale and density of development normally allowed in a particular designation, in order to protect other uses in an area from negative impacts associated with excessive noise, traffic, loss of privacy or servicing constraints.*

In this instance, the recommended Specific Area Policy is in conformity with the criteria of policies 10.1.1 i) and 10.1.1 ii). The change in land use is site specific and does not warrant a change in land use designation for the site or broader area. The existing Community Commercial Node designation is appropriate for the existing shopping centre development. The intent of the recommended Chapter 10 Specific Area Policy is to add a new use to the existing range of primary permitted uses, with no changes to the existing intensity or form.

In conformity with policy 10.1.2, a Planning Impact Analysis is required on all applications for policies for Specific Areas. The Planning Impact Analysis is contained in Appendix C and addresses matters of use, intensity, and form.

While historically Kennels have been directed to the rural areas of the city, it should be noted that the use is permitted in the Auto-Oriented Commercial Corridor designation and as-of-right in the implementing Restricted Service Commercial (RSC1) Zone and Restricted Service Commercial (RSC2) Zone variations. These zones commonly exist in the urban area of the city and contain no specific regulations dictating separation distances for Kennels from other uses. Staff is satisfied that the proposed Kennel is appropriate in an urban context given the existing permissions through the Official Plan and Zoning. At this location, the use would provide convenient access for dog owners who live and work in both the immediate and broader vicinity. As such, the proposed use would repurpose existing vacant and underutilized building stock, while also reducing the length and number of vehicle trips for dog owners to other areas of the city.

#### **4.3 Issue and Consideration #3: Proposed Operations and Animal Welfare**

Dogtopia, the prospective tenant of the proposed Kennel use, currently operates several locations throughout Ontario, Canada, and the United States. Many of these locations, particularly those in Ontario, appear to occupy space within existing shopping centres.

The applicant's planning consultant has clarified that the range of services provided include daycare, overnight boarding, and spa/grooming services. The services are provided for dogs only and do not currently extend to cats or other household animals. At full capacity, the proposed location would accommodate 72 dogs spread over three rooms. However, it should be noted that similar-sized locations in the Greater Toronto Area average approximately 25-35 dogs daily (50% capacity). Overnight boarding would accommodate up to eight dogs at maximum capacity and would typically be restricted to dogs enrolled in the daycare program.

As outdoor space is limited, the majority of the proposed Kennel operations would function indoors through the use of indoor play areas. A Noise Control Plan and a Waste Management Plan were submitted as part of the complete Zoning By-law Amendment application to address issues related to noise and animal waste that may result from the use of indoor space as a Kennel. Staff have reviewed the Noise Control Plan and Waste Management Plan and are satisfied that the strategies will mitigate the impacts associated with noise and waste.

Through the circulation of the application, concerns were raised by members of the public regarding animal welfare. As this is a service typically operated in the rural areas of the city where adequate space is provided to accommodate outdoor play, consideration has been given to the appropriateness of the use in a highly urbanized area with the majority of operations confined to an indoor setting. Staff is satisfied that the proposed playrooms offer ample opportunity for exercise and socialization for the dogs, who otherwise may be alone indoors at home during the day. It should be noted

that animal welfare is not necessarily a matter which can be addressed or regulated by municipal zoning.

## **Conclusion**

The recommended amendment is consistent with the Provincial Policy Statement, 2020 and conforms to the in-force policies of The London Plan and the 1989 Official Plan. The recommended amendment would repurpose existing vacant and underutilized building stock and would provide convenient access to services for dog owners in the urban area of the city, thereby reducing the length and number of vehicle trips.

**Prepared by:** Olga Alchits  
Planner I

**Reviewed by:** Mike Corby, MCIP, RPP  
Manager, Planning Implementation

**Recommended by:** Gregg Barrett, AICP  
Director, Planning and Development

**Submitted by:** George Kotsifas, P. Eng  
Deputy City Manager, Planning and Economic  
Development

## Appendix A

Bill No. (number to be inserted by Clerk's Office)  
2022

By-law No. C.P.-1284-  
A by-law to amend the Official Plan for  
the City of London, 1989 relating to 755-  
785 Wonderland Road South

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on February 15, 2022.

Ed Holder  
Mayor

Michael Schulthess  
City Clerk

First Reading – February 15, 2022  
Second Reading – February 15, 2022  
Third Reading – February 15, 2022



**AMENDMENT NO.**  
**to the**  
**OFFICIAL PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a Specific Area policy in Section 10.1.3 of the Official Plan for the City of London Planning Area – 1989 to permit service uses, in addition to the uses permitted in the Community Commercial Node designation. The intent is to align the policies of the 1989 Official Plan, as they apply to the subject lands, with The London Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 755-785 Wonderland Road South in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the PPS and the in-force policies of the 1989 Official Plan and The London Plan. The recommendation provides the opportunity for a new use that is contemplated in the Shopping Area Place Type of The London Plan. The recommended amendment would help to achieve the vision of the Shopping Area Place Type by providing a broader range of uses, including service uses.

D. THE AMENDMENT

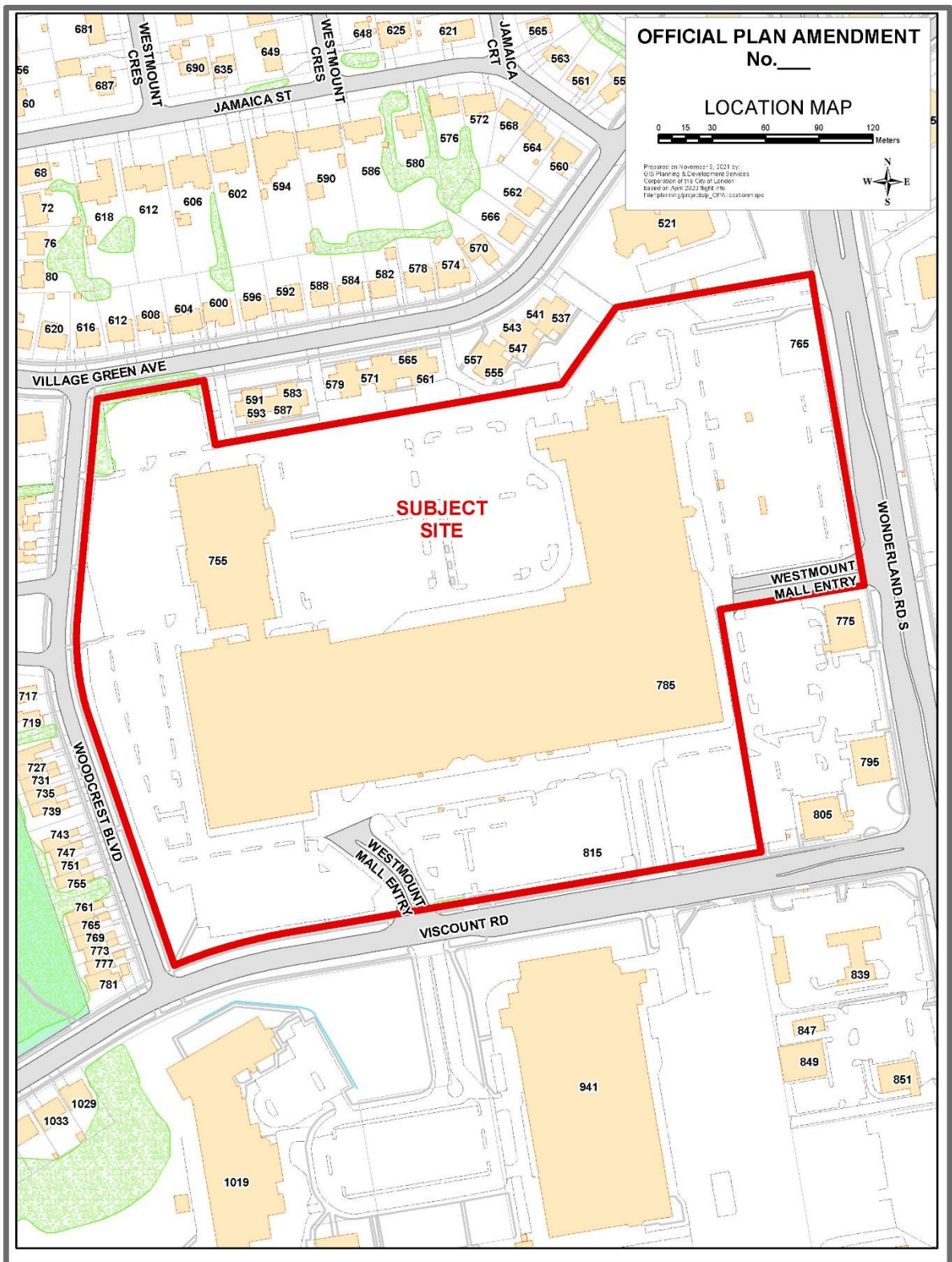
The Official Plan for the City of London Planning Area - 1989 is hereby amended as follows:

1. Section 10.1.3 – Policies for Specific Areas of the Official Plan for the City of London – 1989 is amended by adding the following:

( ) 755-785 Wonderland Road South

At 755-785 Wonderland Road South, in addition to the permitted uses of the Community Commercial Node designation, service uses may be permitted.

# OPA Location Map



## Appendix B

Bill No. (number to be inserted by Clerk's Office)  
2022

By-law No. Z.-1-22\_\_\_\_\_

A by-law to amend By-law No. Z.-1 to  
rezone an area of land located at 755-  
785 Wonderland Road South

WHEREAS McCor Management (East) Inc. has applied to rezone an area of land located at 755-785 Wonderland Road South, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk's Office) this rezoning will conform to the Official Plan;

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable the lands located at 755-785 Wonderland Road South, as shown on the attached map comprising part of Key Map No. A106, from a Regional Shopping Area Special Provision (RSA2(2)) Zone to a Regional Shopping Area Special Provision (RSA2(\_)) Zone.
- 2) Section Number 21.4 b) of the Regional Shopping Area (RSA2) Zone is amended by adding the following subsection:

RSA2(\_) 755-785 Wonderland Road South

a) Additional Permitted Uses

- i) Commercial and Private Schools
- ii) Kennel

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

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

PASSED in Open Council on February 15, 2022.

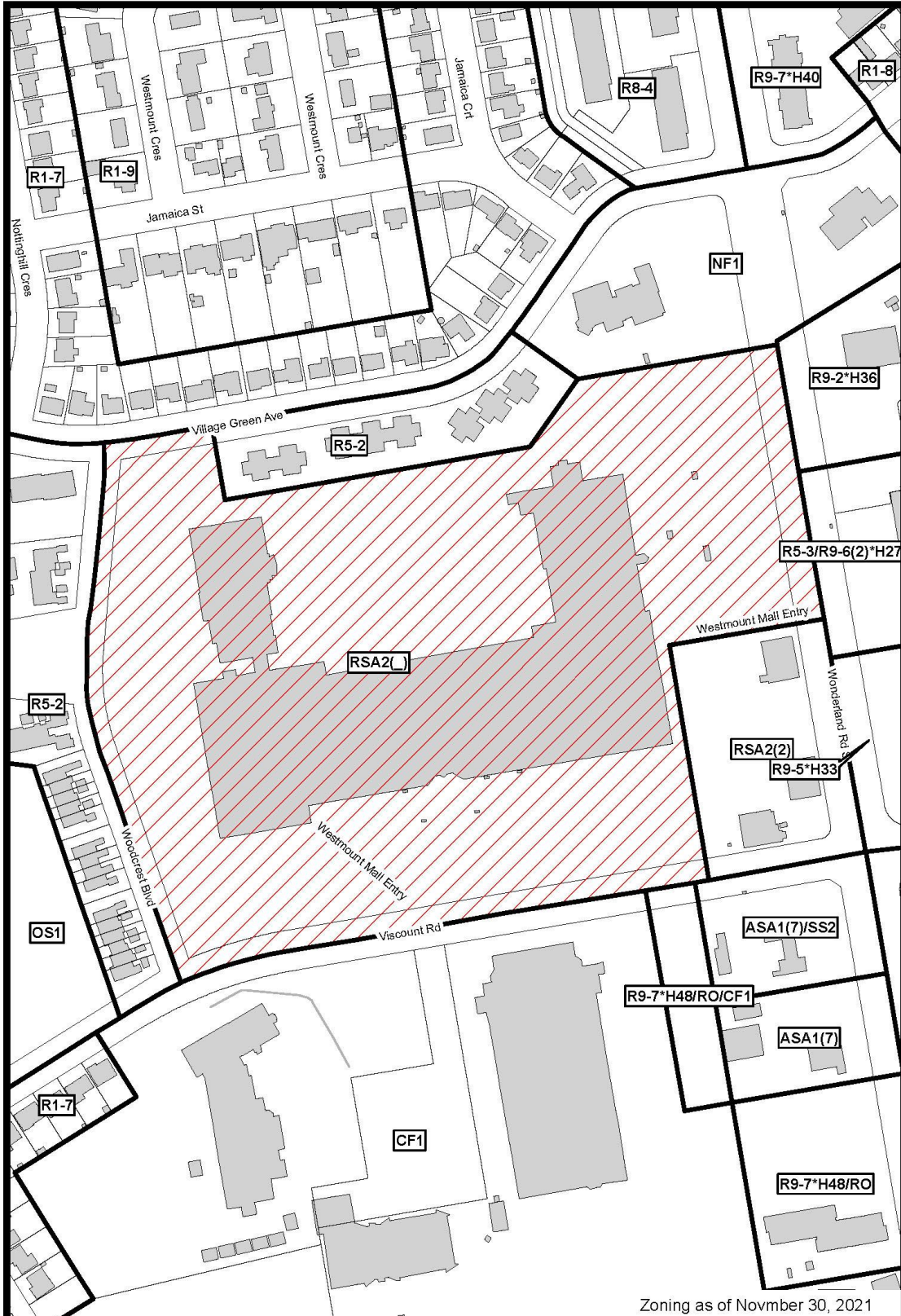
Ed Holder  
Mayor

Michael Schulthess  
City Clerk

First Reading – February 15, 2022  
Second Reading – February 15, 2022  
Third Reading – February 15, 2022

# Zoning Amendment Map

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




Zoning as of November 30, 2021

File Number: Z-9410  
 Planner: OA  
 Date Prepared: 2021/12/22  
 Technician: rc  
 By-Law No: Z-1-

SUBJECT SITE 

1:3,000

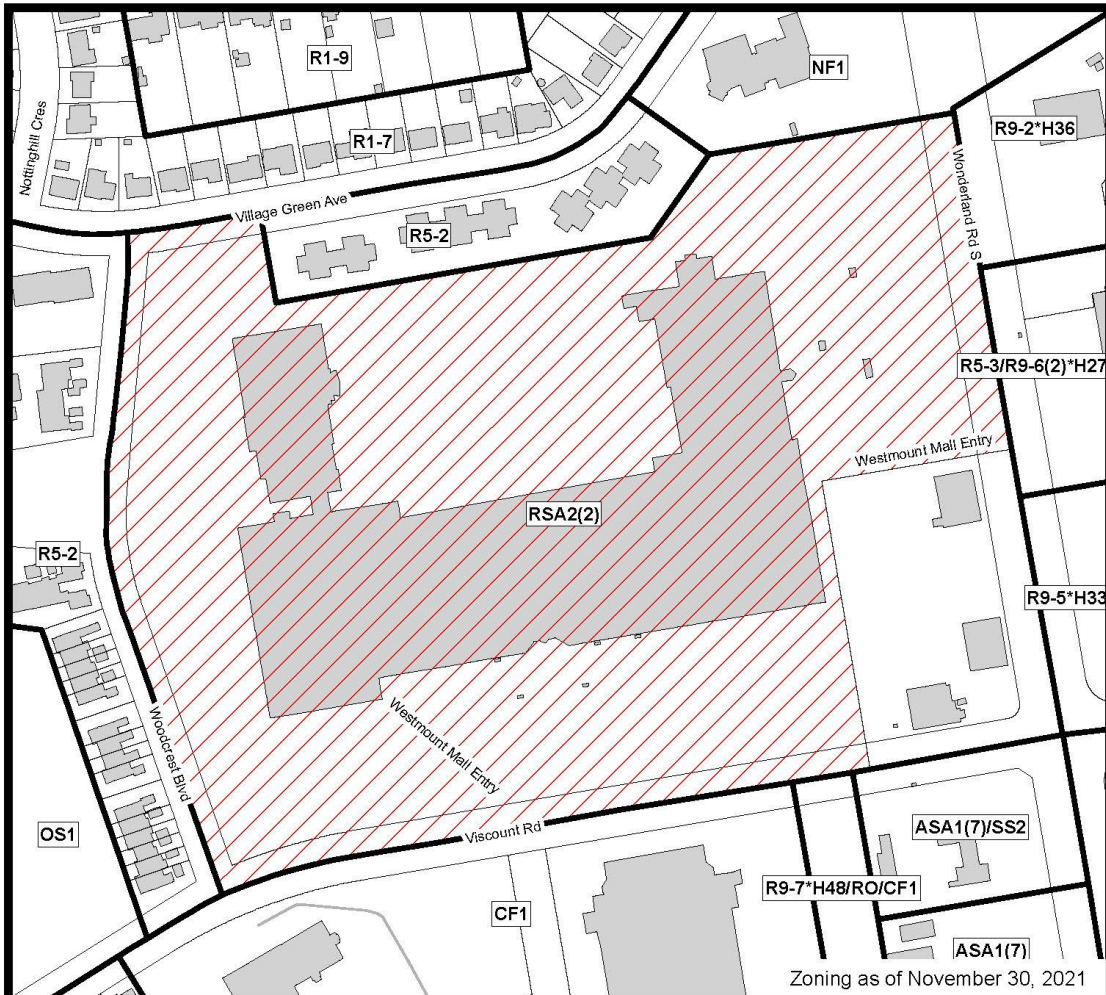
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Geodatabase



# Zoning Amendment Map



## COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

### 1) LEGEND FOR ZONING BY-LAW Z-1

R1 - SINGLE DETACHED DWELLINGS  
 R2 - SINGLE AND TWO UNIT DWELLINGS  
 R3 - SINGLE TO FOUR UNIT DWELLINGS  
 R4 - STREET TOWNHOUSE  
 R5 - CLUSTER TOWNHOUSE  
 R6 - CLUSTER HOUSING ALL FORMS  
 R7 - SENIOR'S HOUSING  
 R8 - MEDIUM DENSITY/LOW RISE APTS.  
 R9 - MEDIUM TO HIGH DENSITY APTS.  
 R10 - HIGH DENSITY APARTMENTS  
 R11 - LODGING HOUSE

DA - DOWNTOWN AREA  
 RSA - REGIONAL SHOPPING AREA  
 CSA - COMMUNITY SHOPPING AREA  
 NSA - NEIGHBOURHOOD SHOPPING AREA  
 BDC - BUSINESS DISTRICT COMMERCIAL  
 AC - ARTERIAL COMMERCIAL  
 HS - HIGHWAY SERVICE COMMERCIAL  
 RSC - RESTRICTED SERVICE COMMERCIAL  
 CC - CONVENIENCE COMMERCIAL  
 SS - AUTOMOBILE SERVICE STATION  
 ASA - ASSOCIATED SHOPPING AREA COMMERCIAL

OR - OFFICE/RESIDENTIAL  
 OC - OFFICE CONVERSION  
 RO - RESTRICTED OFFICE  
 OF - OFFICE

RF - REGIONAL FACILITY  
 CF - COMMUNITY FACILITY  
 NF - NEIGHBOURHOOD FACILITY  
 HER - HERITAGE  
 DC - DAY CARE

OS - OPEN SPACE  
 CR - COMMERCIAL RECREATION  
 ER - ENVIRONMENTAL REVIEW

OB - OFFICE BUSINESS PARK  
 LI - LIGHT INDUSTRIAL  
 GI - GENERAL INDUSTRIAL  
 HI - HEAVY INDUSTRIAL  
 EX - RESOURCE EXTRACTIVE  
 UR - URBAN RESERVE

AG - AGRICULTURAL  
 AGC - AGRICULTURAL COMMERCIAL  
 RRC - RURAL SETTLEMENT COMMERCIAL  
 TGS - TEMPORARY GARDEN SUITE  
 RT - RAIL TRANSPORTATION

"h" - HOLDING SYMBOL  
 "D" - DENSITY SYMBOL  
 "H" - HEIGHT SYMBOL  
 "B" - BONUS SYMBOL  
 "T" - TEMPORARY USE SYMBOL

## CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

### ZONING BY-LAW NO. Z-1 SCHEDULE A



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:

Z-9410

OA

MAP PREPARED:

2021/12/22

rc

1:3,000

0 15 30 60 90 120 Meters

## Appendix C – Public Engagement

### Community Engagement

**Public liaison:** On September 29, 2021, Notice of Application was sent to property owners and tenants in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on September 30, 2021. A “Planning Application” sign was also posted on the site.

**Nature of Liaison:** The purpose and effect of this Official Plan and zoning change is to permit a kennel. Possible amendment to the 1989 Official Plan to **ADD** a Specific Area Policy to permit service uses. The intent is to align the 1989 Official Plan policies with The London Plan policies that will apply to the site. Possible change to Zoning By-law Z.-1 **FROM** a Regional Shopping Area Special Provision (RSA2(2)) Zone **TO** a new Regional Shopping Area Special Provision (RSA2(\_)) Zone to add Kennel as an additional permitted use to the existing range of uses.

**Responses:** Three phone calls and two written responses were received. Concerns were identified regarding viruses and bugs being spread to the adjacent supermarket, the adequacy of the mall’s ventilation system and its ability to filter out smells, etc., and animal welfare and there being very little area dedicated to outdoor play.

### Responses to Public Liaison Letter and Publication in “The Londoner”

Telephone	Written
Marie Blosh 43 Mayfair Drive London, ON N6A 2M7	Marie Blosh 43 Mayfair Drive London, ON N6A 2M7
Edward Slivinski 743 Woodcrest Boulevard London, ON N6K 1P8	Jane Troller
Leah Smitham 535 Village Green Boulevard London, ON N6K 1G3	

From: Marie  
Sent: Monday, October 4, 2021 10:42 AM  
To: Maton, Catherine <cmaton@london.ca>  
Subject: [EXTERNAL] Notice of application

Hello Catherine

I left a voicemail and am following up so you have my email address. I called about a notice of application O-9409/Z-9410 at Wonderland Mall for an amendment to allow a kennel. I’m looking for more information, who the applicant is, what they are proposing, etc. My phone number is [REDACTED].

Thank you!  
Marie Blosh

---

From: Jane Troller  
Sent: Wednesday, October 6, 2021 9:39 AM  
To: Maton, Catherine <cmaton@london.ca>  
Cc: Van Meerbergen, Paul <pvanmeerbergen@london.ca>  
Subject: [EXTERNAL] File O-9409/Z-9410

I received a notice of planning application for 755-785 Wonderland road south proposing a kennel as an additional permitted use.

I would like to provide the following input: I am a nearby resident of Westmount Mall and do not believe that a kennel should be placed on its premises. The proposed site is surrounded by parking lots and would not be a good environment for a kennel. Kennels should be located where dogs have access to the outside natural environment where they can run, have access to exercise and be out of their cages to ensure their health and well-being.

Thank you for the opportunity to share my view.

Sincerely,  
Jane Troller

**Agency/Departmental Comments**

September 29, 2021: Urban Design

There are no UD concerns for OP/ZBA application related to 755-785 Wonderland Road South.

September 30, 2021: London Hydro

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

October 19, 2021: Engineering

Please consider this email as Engineering’s sign off for the above noted re-zoning application. No engineering issues were identified during pre-application therefore, nothing further than the comments than what were provided at that time. If you have any questions, please let me know.

**Appendix C – Planning Impact Analysis**

<b>4.5 Planning Impact Analysis</b>	
<b>Criteria</b>	<b>Response</b>
Compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;	Staff is satisfied the proposed Kennel is compatible with surrounding land uses and will not result in impacts on present and future land uses. The applicant has provided a Noise Control Plan outlining several mitigation strategies to ensure there are no undue impacts on other tenants and users of the mall. As all operations are indoors, no noise impacts on adjacent residential properties are anticipated. A Waste Management Plan has also been provided to ensure proper sanitation and disposal of the various wastes produced by the proposed use.
The size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed use;	The site is of an adequate size and shape to accommodate the proposed use.
The supply of vacant land in the area which is already designated and/or zoned for the proposed use;	There is no vacant land in the area already designated and zoned for the use. The recommended amendments would facilitate repurpose of existing vacant and underutilized building stock.

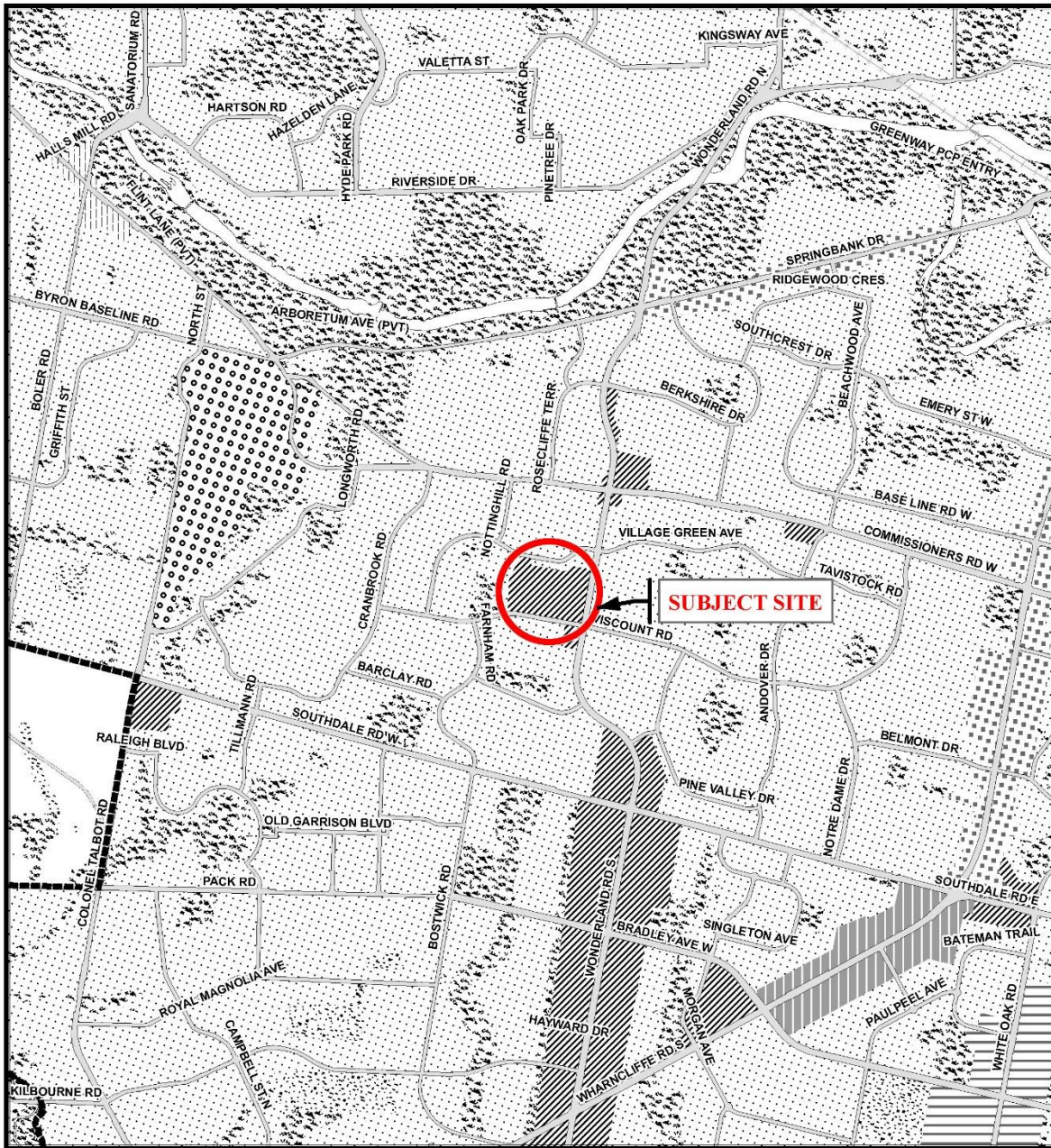


<p>The potential traffic generated by the proposed change, considering the most intense land uses that could be permitted by such a change, and the likely impact of this additional traffic on City streets, pedestrian and vehicular safety, and on surrounding properties;</p>	<p>No traffic impacts are anticipated.</p>
<p>The height, location and spacing of any buildings in the proposed development, and any potential impacts on surrounding land uses;</p>	<p>No changes to the existing building or site, including intensity and form, are proposed.</p>
<p>The location of vehicular access points and their compliance with the City’s road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;</p>	<p>No changes to the existing vehicular accesses are proposed.</p>
<p>Where adjacent to sites under separate ownership, access and traffic circulation should be co-ordinated:</p>	<p>No changes to the existing site accesses or traffic circulation are proposed.</p>
<p>The exterior design in terms of the bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area;</p>	<p>No changes to the existing building are proposed.</p>
<p>The potential impact of the development on surrounding natural features and heritage resources;</p>	<p>No natural heritage features are present that will be affected by the proposed development.</p>
<p>Constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration and rail safety may limit development;</p>	<p>No constraints affect the site or proposed use.</p>
<p>Compliance of the proposed development with the provisions of the City’s Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;</p>	<p>The requested amendment does not conform to the policies of the 1989 Official Plan. A City-initiated Chapter 10 Specific Policy Area is recommended to implement the policies of The London Plan. No special provisions to the Zoning By-law, aside from adding the new use, are required. No development or site alteration is proposed, therefore Site Plan Approval is not required.</p>
<p>Compliance with Ministry of the Environment (MOE) noise guidelines; and,</p>	<p>N/A</p>
<p>Measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis;</p>	<p>The applicant has provided a Noise Control Plan identifying various mitigation measures to ensure the proposed use results in no undue impacts on other units and users of the mall.</p>

Impacts of the proposed change on the transportation system, including transit	The proposed use would provide convenient access for dog owners who live and work in the immediate and broader vicinity. As such, the introduction of the proposed use helps to reduce the length and number of vehicle trips for dog owners to other areas of the city.
--	--

# Appendix D – Relevant Background

## London Plan Place Types Map



### 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.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

### CITY OF LONDON

Planning Services /  
Development Services

### LONDON PLAN MAP 1 - PLACE TYPES -

PREPARED BY: Planning Services



Scale 1:30,000



File Number: O-9409/Z-9410

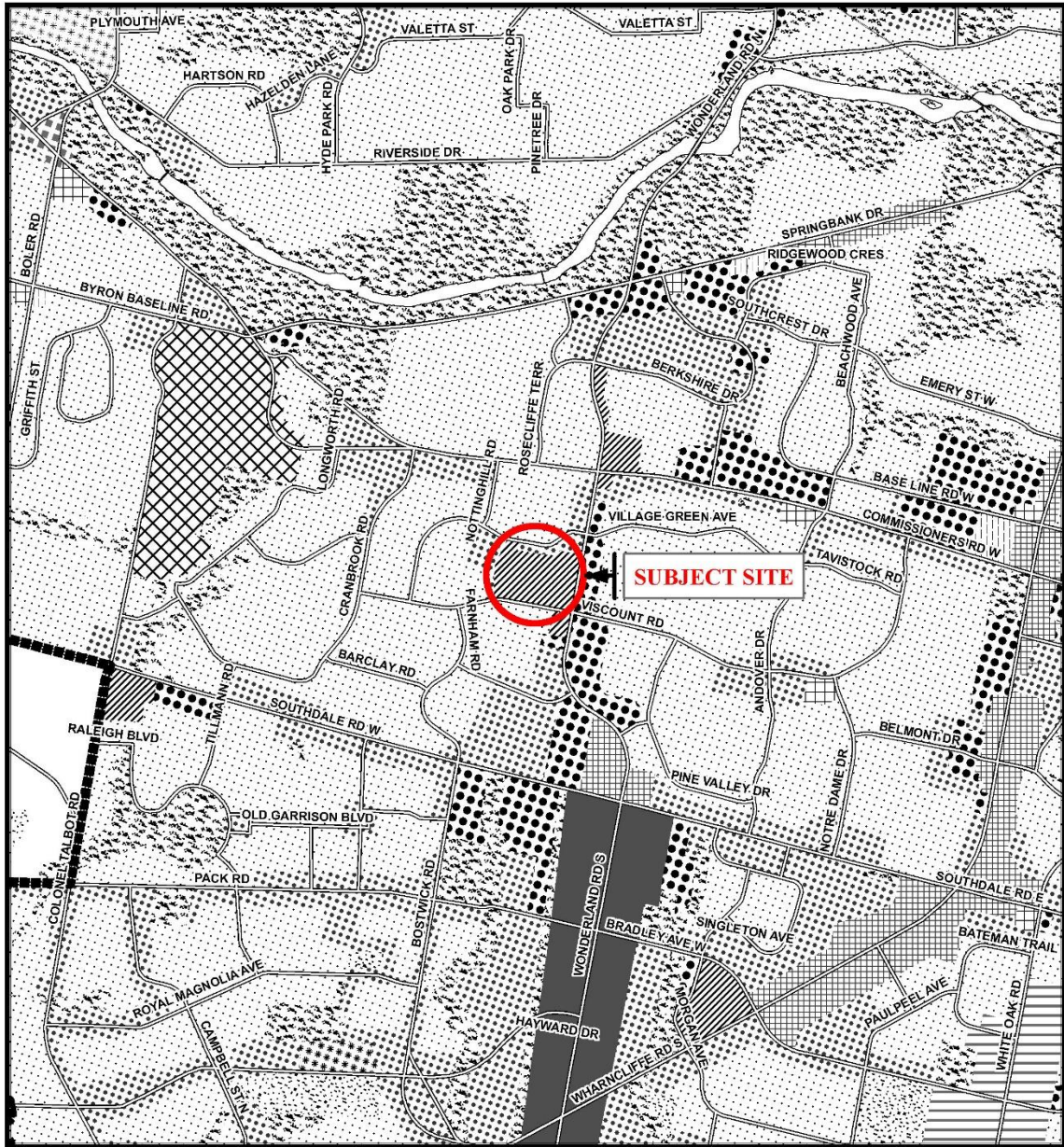
Planner: OA

Technician: RC

Date: December 22, 2021



# Official Plan Land Use Map



Legend					
	Downtown		Multi-Family, Medium Density Residential		Office Business Park
	Wonderland Road Community Enterprise Corridor		Low Density Residential		General Industrial
	Enclosed Regional Commercial Node		Office Area		Light Industrial
	New Format Regional Commercial Node		Office/Residential		Commercial Industrial
	Community Commercial Node		Regional Facility		Transitional Industrial
	Neighbourhood Commercial Node		Community Facility		Rural Settlement
	Main Street Commercial Corridor		Open Space		Environmental Review
	Auto-Oriented Commercial Corridor		Urban Reserve - Community Growth		Agriculture
	Multi-Family, High Density Residential		Urban Reserve - Industrial Growth		Urban Growth Boundary

<p><b>CITY OF LONDON</b></p> <p>Planning Services / Development Services</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9409/Z-9410</p> <p>PLANNER: OA</p> <p>TECHNICIAN: RC</p> <p>DATE: 2021/12/22</p>
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PROJECT LOCATION: e:\planning\projects\p\_officialplan\work\consol\00\excerpts\mxd\_templates\scheduleA\_b&w\_8x14\_with\_SWAP.mxd





# Slide One: 755-785 Wonderland Road South



City of London  
January 31, 2022



# Slide Two: Subject Site



# Slide Three: Proposal

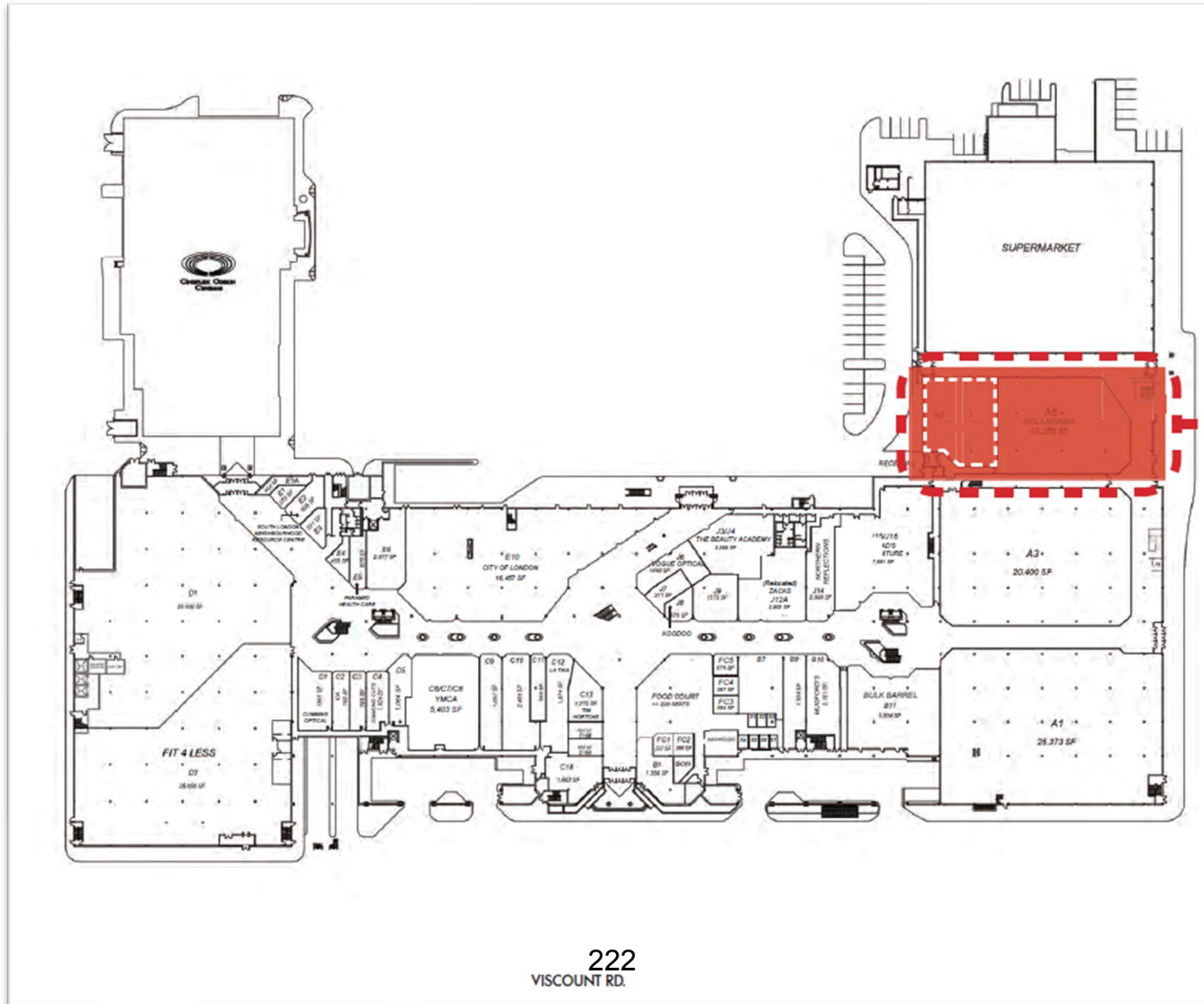






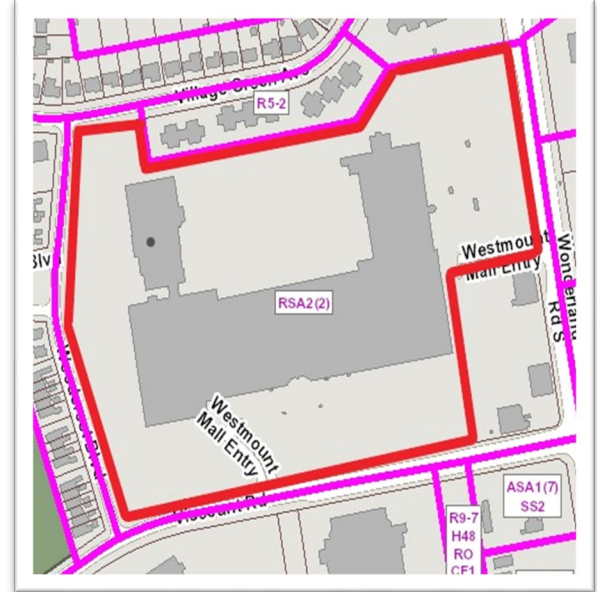
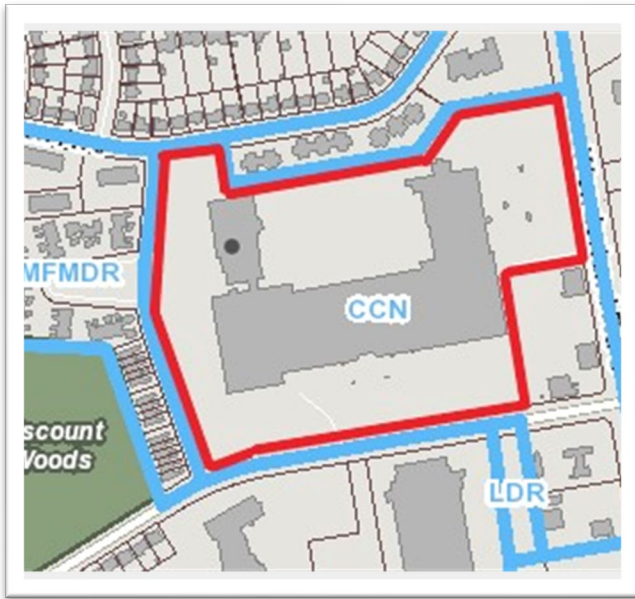
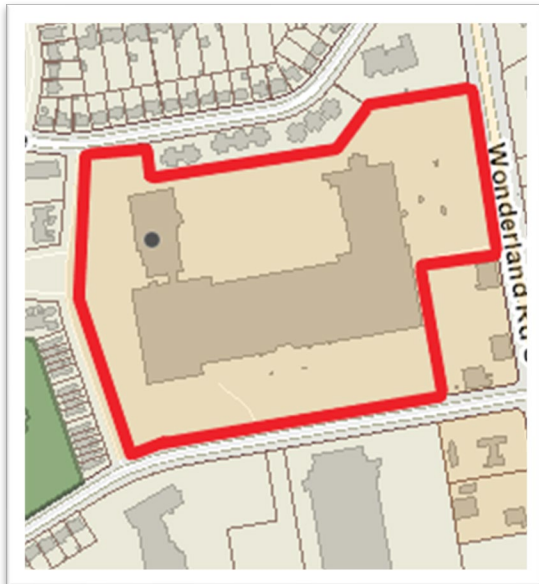
London  
CANADA

# Slide Four: Proposal





# Slide Five: Policy Overview



*The London Plan  
Shopping Area Place Type*

*1989 Official Plan  
Community Commercial Node*

*Zone  
Regional Shopping Area (RSA2(2))*



# Slide Six: Request

## Summary of Request:

The Corporation of the City of London is requesting to amend the 1989 Official Plan to add a Chapter 10 Specific Area Policy to permit service uses. The Owner is requesting to rezone the subject site to a new Regional Shopping Area Special Provision (RSA2(\_)) Zone to add Kennel as an additional permitted use.

# Slide Seven: Key Issues and Considerations

## 1. Provincial Policy Statement, 2020

- Facilitates the introduction of a new use that is suitable within the existing site context. The Kennel would be located within the existing building, making use of existing building stock and efficiently using existing infrastructure and services.
- Contributes to an appropriate range and mix of uses to meet long term needs and supports opportunity for economic development.
- Provides a use or service that may otherwise be inaccessible to residents within the urban area of the city, thereby reducing the length and number of vehicle trips.

## 2. The London Plan

- The proposed Kennel use is contemplated in the Shopping Area Place Type as a service use. The proposed use complements the existing commercial uses in the area including those located in the mall, as well as residential uses in the vicinity..

## 3. 1989 Official Plan

- Primary permitted uses do not contemplate a Kennel. As such, the City has initiated an OPA to add a Chapter 10 Specific Area Policy to the 1989 Official Plan to permit service uses.

# Slide Eight: Key Issues and Considerations Continued

## **4. Proposed Operations and Animal Welfare**

- Dogtopia, the prospective tenants of the proposed Kennel use, operate several locations throughout Ontario, Canada and the United States in similar existing shopping centres.
- Services include daycare, overnight boarding, spa/grooming for dogs only.
- Full capacity- 72 dogs spread over three rooms.
- Overnight boarding would accommodate up to 8 dogs maximum.
- Noise Control Plan and Waste Management Plan submitted. Staff is satisfied that the strategies will mitigate the impacts associated with noise and waste.
- Concerns were raised by members of the public regarding animal welfare such as appropriateness of the use in a highly urbanized area with the majority of operations confined to an indoor setting. Staff is satisfied that the proposed playrooms offer ample opportunity for exercise and socialization for the dogs, who otherwise may be alone indoors at home during the day.



# Slide Nine: Dog Licensing and Control By-law

## **Upon application for a Dog Kennel License London Animal Care Centre requires the following:**

- 1) Proof of zoning approval
- 2) Proof that the applicant is Canadian Kennel Club registered
- 3) Proof that the applicant is incorporated under the Animal Pedigree Act



London  
CANADA

# Slide Ten: Recommendation

## **Recommendation:**

Staff is recommending approval as the amendment is consistent with the Provincial, 2020 , and conforms to the in-force policies of The London Plan and the 1989 Official Plan. The recommended amendment would provide convenient access to services for dog owners in the urban area of the city, thereby reducing the length and number of vehicle trips.

## 9Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee

**From:** George Kotsifas, P. Eng  
Managing Director, Development & Compliance Services &  
Chief Building Official

**Subject:** Housing Development Corporation, London  
345 Sylvan Street  
SPA21-112

**Public Participation Meeting on: January 31, 2022**

### Recommendation

That, on the recommendation of the Director, Development Services, the following actions **BE TAKEN** with respect to the application by the Housing Development Corporation, London relating to the property located at 345 Sylvan Street:

- (a) The Planning & Environment Committee **REPORT TO** the Approval Authority the issues, if any, raised at the public meeting with respect to the application for Site Plan Approval to permit the construction of a 42-unit apartment building; and
- (b) Council **ADVISE** the Approval Authority of any issues they may have with respect to the Site Plan Application, and whether Council supports the Site Plan Application.

### Executive Summary

#### Summary of Request

The proposed development consists of one 3-storey apartment building with 42-units on the subject lands at 345 Sylvan Street. The units are provided within a single L-shaped building. The site is to be developed with municipal services and vehicular access from Sylvan Street. The development proposal is subject to a public site plan meeting in accordance with the holding (h-5) zone regulations set out in the Zoning By-law.

#### Purpose and the Effect of Recommended Action

The purpose and effect of the recommendation is to report to the Approval Authority any issues or concerns raised at the public meeting with respect to the application for Site Plan Approval and to satisfy the requirements of the h-5 holding provision.

#### It being noted

1. The proposed Site Plan is consistent with the Provincial Policy Statement, 2020, which directs development to designated growth areas and that development be adjacent to existing development.
2. The proposed Site Plan conforms to the policies of the Neighbourhoods Place Type and all other applicable policies of The London Plan.
3. The proposed Site Plan is in conformity with the policies of the Low Density Residential designation of the Official Plan (1989) and will implement an appropriate form of residential intensification for the site.
4. The proposed Site Plan conforms to the regulations of the Z.-1 Zoning By-law.
5. The proposed Site Plan conforms to the regulations of the Site Plan Control By-law.



## Analysis

### 1.0 Site at a Glance

#### 1.1 Property Description

The subject site is located at the terminus of Sylvan Street in the interior of the residential neighbourhood. The property is 0.57 has in size, approximately 63m deep and 85m across. The property is an irregular rectangle with the westerly property limit jogging to reflect historic lot patterns. The property is vacant following the demolition of a building on the site in spring of 2021.

#### 1.2 Current Planning Information (see more detail in Appendix D)

- Official Plan Designation – Low Density Residential
- The London Plan Place Type – Neighbourhoods
- Existing Zoning – h-5\*R8-4(63)

#### 1.3 Site Characteristics

- Current Land Use – Vacant
- Frontage – 20m
- Depth – 63m
- Area – 0.567ha
- Shape – Irregular rectangle

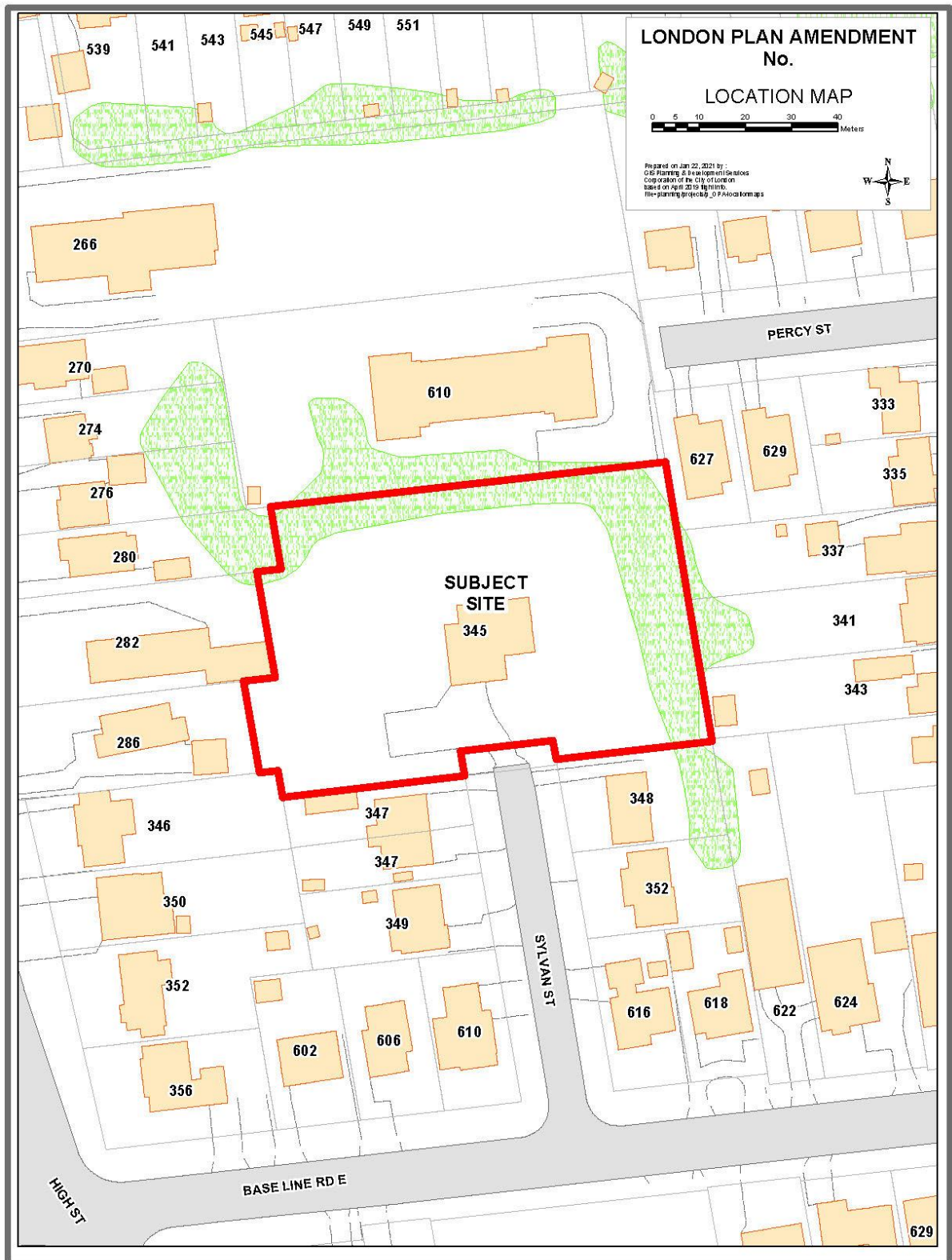
#### 1.4 Surrounding Land Uses

- North – low-rise apartment building
- East – single detached dwellings
- South – single and semi-detached dwellings
- West – fourplex and single-detached dwellings

#### 1.5 Intensification

- The proposal would provide 42 dwelling units within the Primary Transit Area.

## 1.6 Location Map



## **2.0 Description of Proposal**

### **2.1 Development Proposal**

The proposed development is a 42-unit, three-storey apartment building, 10m in height. The proposed density is 75 units per hectare (uph) based on a 0.57 ha lot area. The units will be one-bedroom apartment units with a minimum 41 square metres in floor area. The building location proposed is towards the rear of the lot with the two wings of the building extending parallel to the north and west property limits. The proposed apartment building amenities include common-use multi-purpose amenity space with direct access to outdoor amenity areas; two building office spaces; two accessible laundry rooms; and a hydraulic lift elevator.

The vehicular existing entrance from Sylvan Street will be maintained for use of the new development. A paratransit access layby at the entrance with a loading pad is proposed. The development relies on 22 vehicular parking spaces including three accessible spaces located close to the entrance in accordance with the requirements of the Site Plan Control By-law. Bicycle parking for 22 spaces is to be located in a dedicated room within the building, while an additional minimum of 10 bicycle parking spaces will be located in an outdoor sheltered and secured accessory structure.

The proposal includes a landscaped outdoor amenity area, which comprises approximately 65% of the lot area. The landscaped areas will provide opportunities for passive and active recreation for the residents including a community picnic shelter, tenant-use community garden, outdoor seating area, and two active recreation playing areas. Existing mature trees are proposed for retention and are located around the perimeter of the property providing a visual screen in addition to future and existing privacy fencing proposed.

## **3.0 Relevant Background**

### **3.1 Planning History**

This application follows an Official Plan and Zoning By-law amendment made in 2020 – file: OZ-9297. The requested amendment through OZ-9297 was for a Residential R8 Special Provision (R8-4(\_)) Zone to permit a variety of multi-family housing types to a maximum density of 75 units per hectare, specifically: Apartment buildings; Handicapped person's apartment buildings; Lodging house class 2; Stacked townhousing; Senior citizen apartment buildings; Emergency care establishments; and, Continuum-of-care facilities. The proposal included a number of special provisions: a lot frontage of 20m; a parking reduction for 22 vehicular parking spaces; a special provision to allow an accessory structure in the front yard; and, a minimum unit size of 41 sq. m for one-bedroom units.

On March 1, 2021 The Planning and Environment Committee recommended approval of the requested R8-4(63) zone variation with a h-5 holding provision for a public site plan meeting. On March 23, 2021 Municipal Council passed the amended by-law. On April 26, 2021 an appeal to the Ontario Land Tribunal for both the Official Plan and Zoning By-law amendments were received from an abutting neighbour.

The Official Plan and Zoning By-law appeals were held concurrently by the Ontario Land Tribunal as Case No. PL210276 as a written hearing. On November 17, 2021, the Tribunal issued their decision ordering the approval of the amendments and the dismissal of the appeals.

### **3.2 Community Engagement (see more detail in Appendix B)**

One reply was received in response to the notice sent on December 20, 2021. The respondent indicated a desire for a 1.8m fence along the entirety of the north property line. The respondent has been informed that the current proposal is for 1.8m chainlink fence along that property line.

### **3.3 Housing Stability Action Plan 2019-2024**

Council adopted the Housing Stability Action Plan 2019-2024 early in 2020. The Plan identifies a minimum 3,000 new affordable housing units are needed in London to meet current and potential future needs. Based on most recent data, the current vacancy rate in the rental market is 3.2% meaning there is little available rental housing stock that is affordable.

More than 300 additional affordable rental housing units are needed each year to close the gap. In the City of London, 14% of Londoners are in Core Housing Need and the City is ranked fourth nationally for individuals and families living within Core Housing Need. The proposal constitutes 42 units towards the 3,000 new units needed.

## **4.0 Key Issues and Considerations**

### **4.1 Use/Intensity/Form**

The proposed development implements the Residential R8-4(63) zone requested and approved through the previous Official Plan and Zoning By-law amendments. This zone permits apartment buildings, including the proposed 3-storey apartment building provided. The density of 75 units per hectare proposed by the development is the maximum allowed under the zone.

### **4.2 Parking**

A special provision for a parking rate of 0.5 vehicular parking spaces per unit applies to the site. The proposed development provides 22 vehicular parking spaces, 1 more than the 21 required. Bicycle parking is proposed within the building as well as in an enclosed outdoor structure. The vehicular parking provided locates accessible parking spaces close to entrances and allows for sufficient landscaped area to screen neighbours and provide amenity for residents.

### **4.3 Tree Preservation and Landscaping**

The proposed development maintains 53 of the 57 trees on site, with 2 of the removals proposed to address dead trees. Additional plantings are proposed to enhance the amenity area and provide screening from parking areas. The provision of amenity space associated with this development well exceeds minimum standards and typical practice.

### **4.4 Site Engineering**

Site Engineering concerns at first submission are minor in nature with additional information rather than redesign being required for acceptance. The one exception relates to the alignment of the roundabout and its function for large vehicles including garbage trucks.

### **4.5 Site Plan Comments**

First submission for Site Plan Approval was submitted December 3, 2021. Comments regarding the first submission were provided December 17, 2021 and included the following.

- Adjustments to lighting plans along the southern property boundary.
- Providing further detail on the external bike storage structure.
- Final review of tree preservation and servicing to ensure that there are no overlapping impacts.
- Tree planting in breaks/gaps of the existing vegetative screening along property lines.
- Screen parking lot and potential car light glare onto private residences.
- Reduce the amount of blank wall along the East elevation, as the elevation provided does not show any windows on bedroom side as it has shown on the perspectives.
- Shift the identified roundabout further east and align it with Sylvan Street.

## **5.0 Conclusion**

The proposed Site Plan is consistent with the Provincial Policy Statement, 2020 has regard to The London Plan, and is in conformity with the City of London Official Plan, 1989. The application has been reviewed in accordance with the Z.-1 Zoning By-law, and, as proposed, complies with the regulations of the Zoning By-law. The proposed Site Plan and elevations will result in development that will not conflict with the character of the area, and is in compliance with the Site Plan Control By-law.

**Prepared by:**                    **Leif Maitland**  
**Site Development Planner**

**Reviewed by:**                **Michael Pease, MCIP, RPP**  
**Manager, Site Plans**

**Recommended by:**        **Gregg Barrett, AICP**  
**Director, Planning and Development**

**Submitted by:**              **George Kotsifas, P. Eng**  
**Deputy City Manager, Planning and Economic**  
**Development**

January 24, 2022

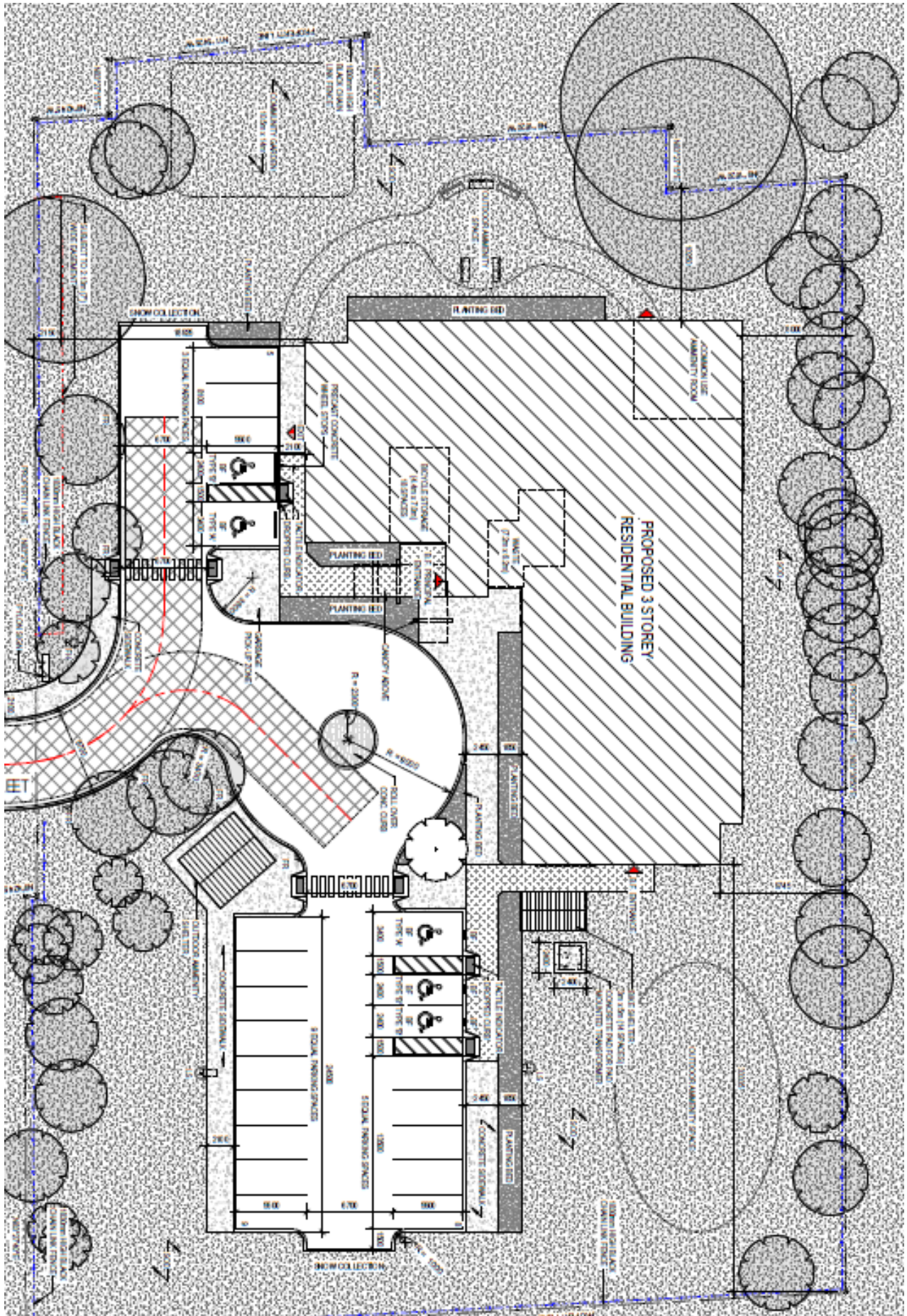
CC: Heather McNeely, Manager, Current Development  
Ismail Abushehada, Manager Development Engineering



# Appendix A - Plans

## Site Plan

Sit

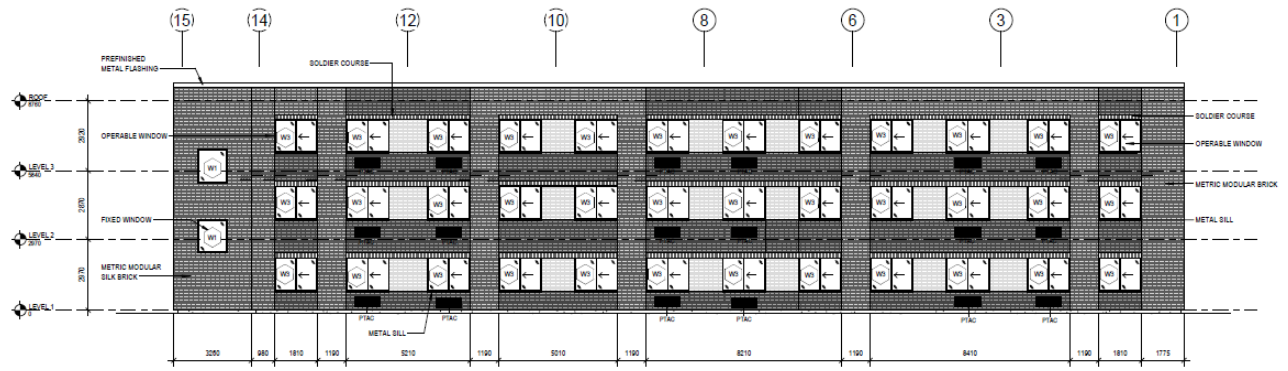




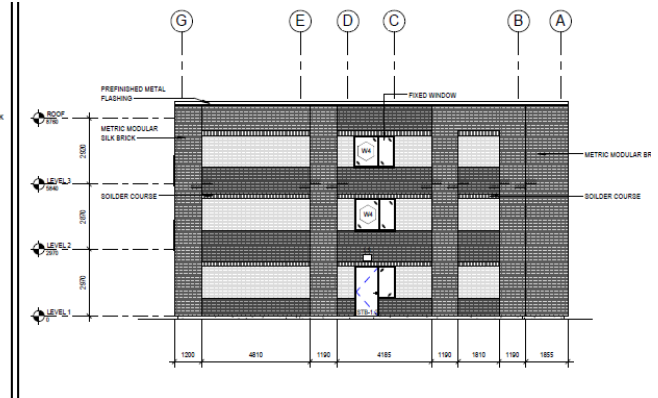




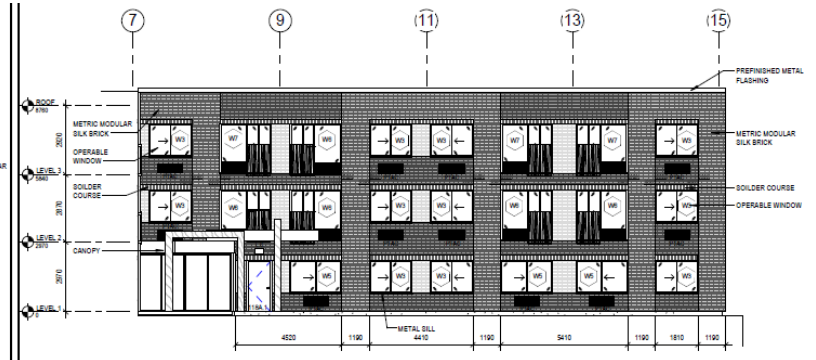
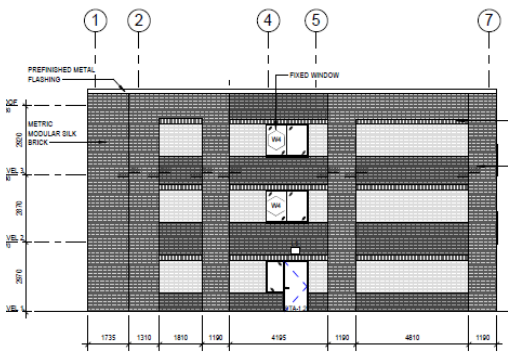
## North Elevation



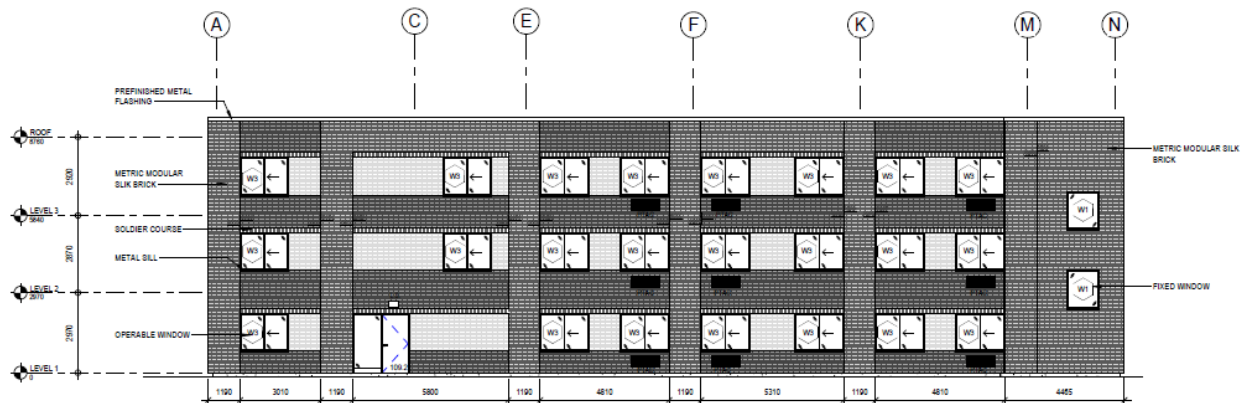
## East Elevations



## South Elevations



## West Elevation



## Appendix B – Public Engagement

### Public liaison:

#### Community Engagement

**Public liaison:** On December 20, 2021, Notice of Application was sent to 299 residents and property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on December 23, 2021. A “Planning Application” sign was also posted on the site.

1 reply was received

#### Nature of Liaison:

**345 Sylvan Street – SPA21-112** Application for Site Plan Approval by Housing Development Corporation (London). Consideration of a site plan to permit a 3-storey apartment building, with 42 units. The zoning on this site includes a holding provision to require a public site plan meeting before the Planning and Environment Committee.

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Good morning Leif.

We would like to send you our concerns regarding security and safety of our building at 610 Percy St. regarding the proposed site of the new Housing Development for 345 Sylvan Street.

In the past, we have had many security and privacy concerns regarding the previous use of the 345 Sylvan.

We experienced a large number of people loitering and cutting through our property and parking lot in the past. The easy access between properties and dark hideout-like location (that some prefer when conducting illegal activities) made our residents feel vulnerable and unsafe when out and around our building. Our personal property, personal safety and security have been jeopardized.

We have long-term residents in our building whom have called 610 Percy St their home for 20+ years. We are a tight community. Some residents take great pride in their vehicles. The elderly like to garden and putter around in our back gardens. Some like to sit out back and BBQ with friends and family. And some enjoy sitting out feeding the birds and squirrels. Sadly, these activities became a challenge when the previous building on Sylvan was occupied, forcing many residents to remain inside their apartments due to fear of unwelcomed people passing through between the 2 properties and hanging around our property, despite police presence.

We would be very happy to see a tall (min 6ft) solid fence be built along the entire property between 345 Sylvan and the rear of our property at 610 Percy, if the proposed building is erected at 345 Sylvan St. If this fence is tall enough to discourage climbers, solid, strong and has no areas of possible pass-through, we would be extremely happy. We here at 610 Percy value our privacy and security.

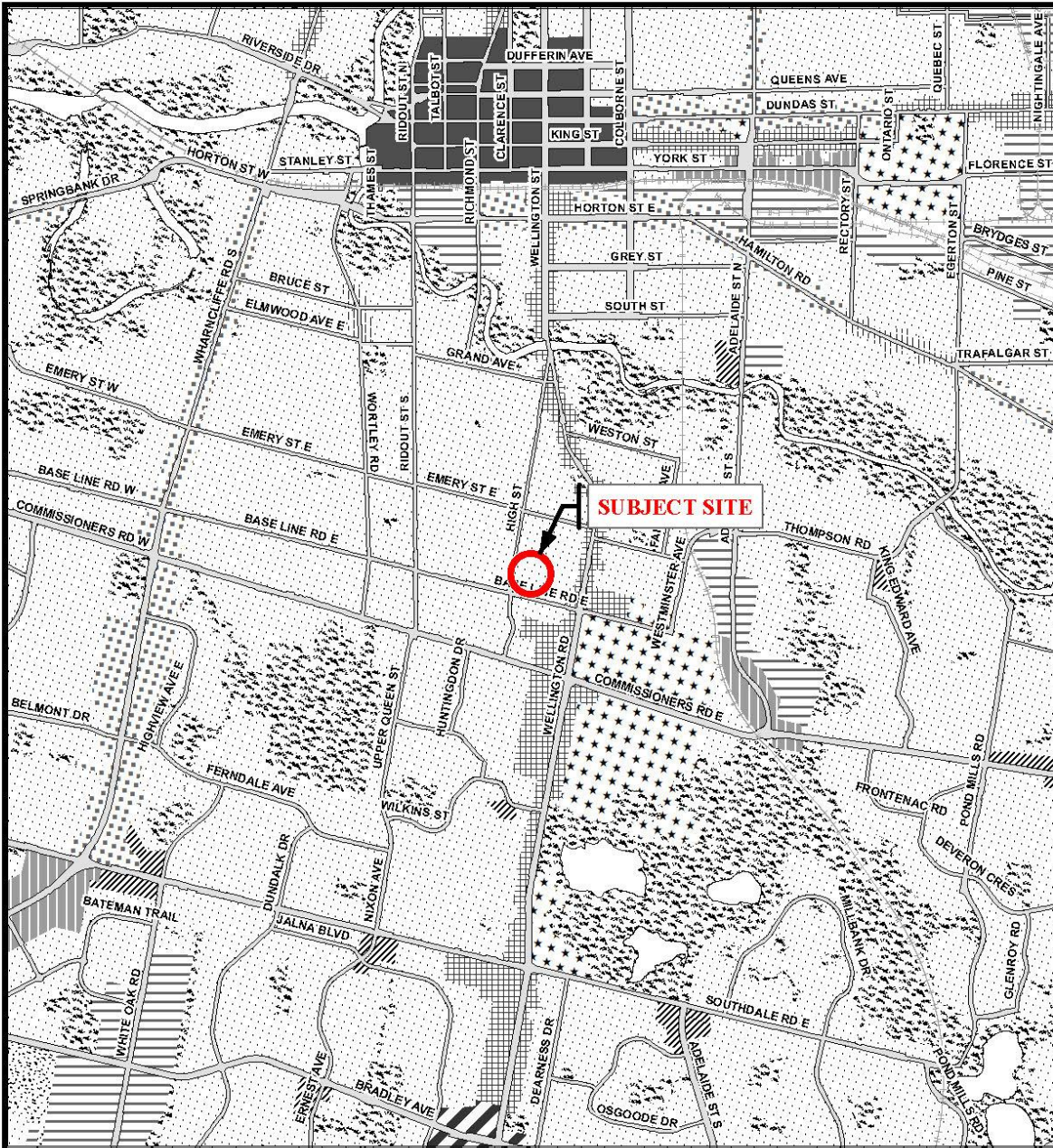
I am also quite confident that if this fence were to be erected around all 3 sides of the Sylvan property, home owners backing onto this Sylvan property would feel more comfortable and accepting of the proposed multi residential building.

Thank you and kind regards,  
Kendall Gamble  
610 Percy St.



# Appendix C – The London Plan, Official Plan Map and Zoning excerpts

## The London Plan



### 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              |   |

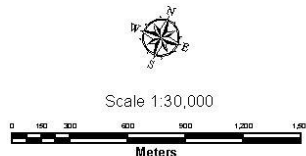
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

**CITY OF LONDON**  
Planning Services /  
Development Services

**LONDON PLAN MAP 1**  
**- PLACE TYPES -**

PREPARED BY: Planning Services



**File Number:** OZ-9297

**Planner:** LM

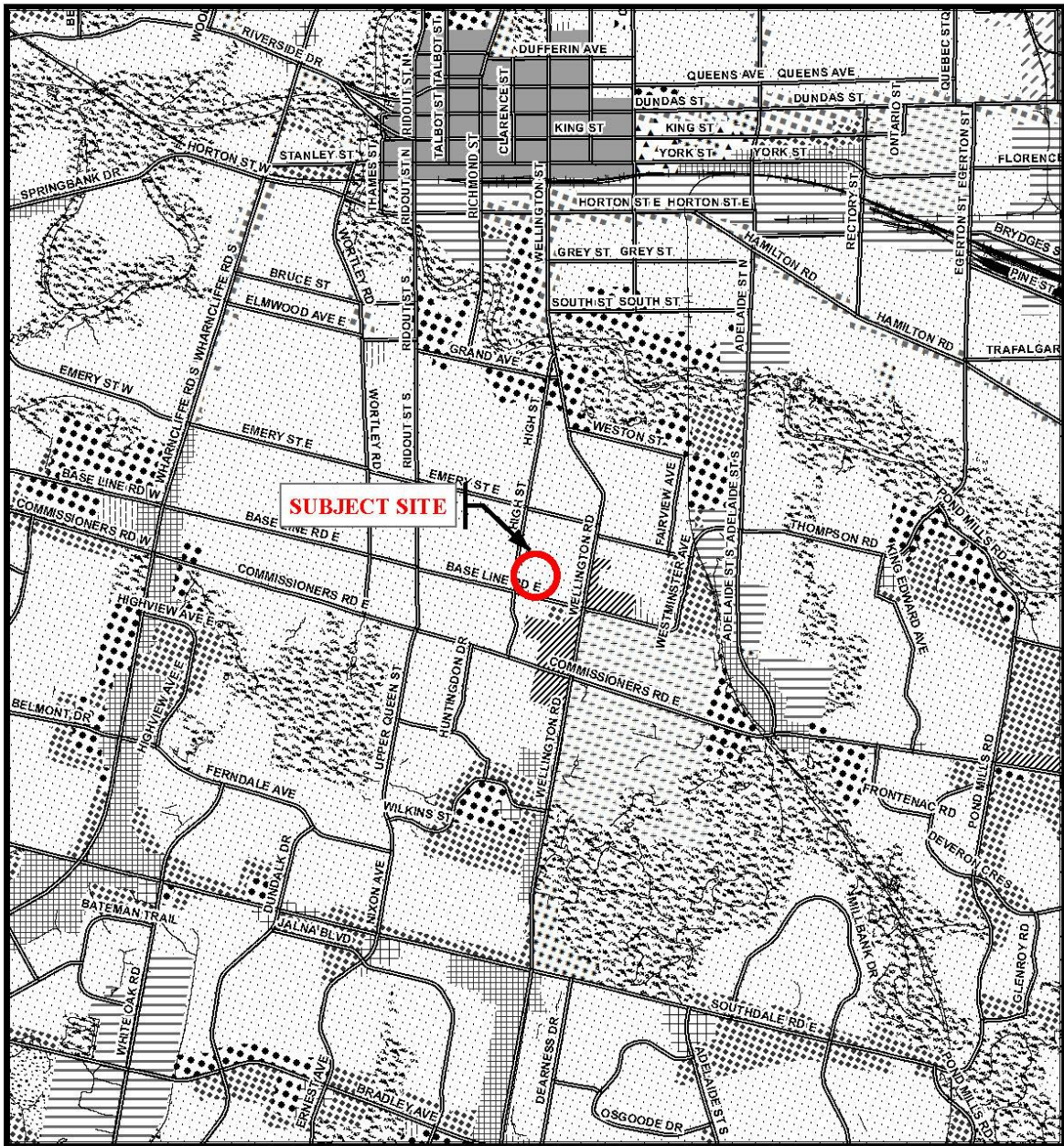
**Technician:** RC

**Date:** January 22, 2021

Project Location: E:\Planning\Projects\p\_officialplan\work\consol00\excerpts\_LondonPlan\mxd\OZ-9297-Map1-PlaceTypes.mxd

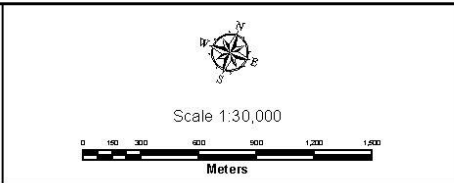


Official Plan (1989) Excerpt



Legend			
	Downtown		Office Business Park
	Enclosed Regional Commercial Node		General Industrial
	New Format Regional Commercial Node		Light Industrial
	Community Commercial Node		Regional Facility
	Neighbourhood Commercial Node		Community Facility
	Main Street Commercial Corridor		Open Space
	Auto-Oriented Commercial Corridor		Urban Reserve - Community Growth
	Multi-Family, High Density Residential		Urban Reserve - Industrial Growth
	Multi-Family, Medium Density Residential		Rural Settlement
	Low Density Residential		Environmental Review
	Office Area		Agriculture
	Office/Residential		Urban Growth Boundary
			Enterprise

**CITY OF LONDON**  
 Department of  
 Planning and Development  
 OFFICIAL PLAN SCHEDULE A  
 - LANDUSE -  
 PREPARED BY: Graphics and Information Services

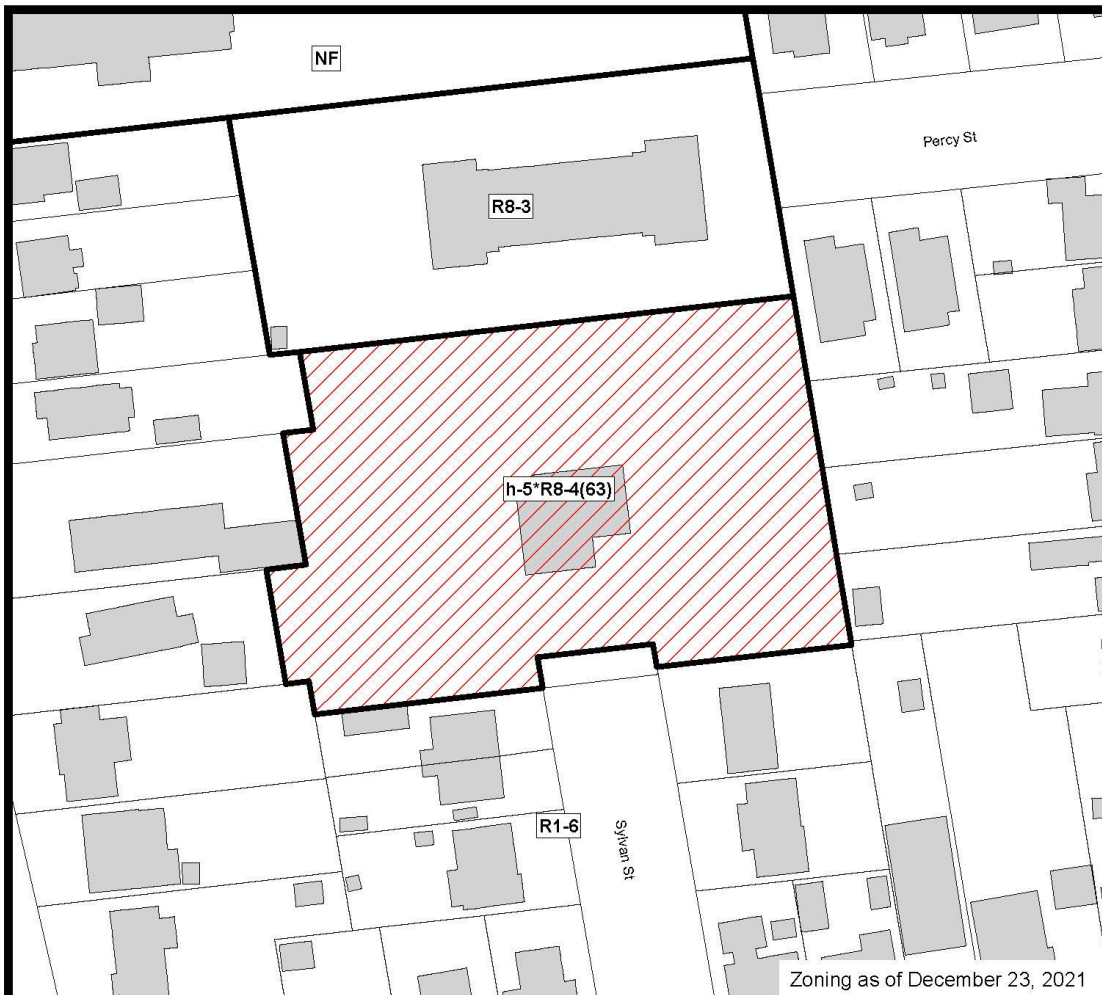


FILE NUMBER: OZ-9297  
 PLANNER: LM  
 TECHNICIAN: RC  
 DATE: 2021/01/22

PROJECT LOCATION: e:\planning\projects\p\_officialplan\work\cons\00\excerpts\mxd\_templates\scheduleA\_NEW\_b&w\_8x14.mxd



**Zoning Excerpt**



**COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:**

1) **LEGEND FOR ZONING BY-LAW Z-1**

- |   |                                   |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS            | RF - REGIONAL FACILITY            |
| R2 - SINGLE AND TWO UNIT DWELLINGS        | CF - COMMUNITY FACILITY           |
| R3 - SINGLE TO FOUR UNIT DWELLINGS        | NF - NEIGHBOURHOOD FACILITY       |
| R4 - STREET TOWNHOUSE                     | HER - HERITAGE                    |
| R5 - CLUSTER TOWNHOUSE                    | DC - DAY CARE                     |
| R6 - CLUSTER HOUSING ALL FORMS            | OS - OPEN SPACE                   |
| R7 - SENIOR'S HOUSING                     | CR - COMMERCIAL RECREATION        |
| R8 - MEDIUM DENSITY/LOW RISE APTS.        | ER - ENVIRONMENTAL REVIEW         |
| R9 - MEDIUM TO HIGH DENSITY APTS.         |                                   |
| R10 - HIGH DENSITY APARTMENTS             | OB - OFFICE BUSINESS PARK         |
| R11 - LODGING HOUSE                       | LI - LIGHT INDUSTRIAL             |
| DA - DOWNTOWN AREA                        | GI - GENERAL INDUSTRIAL           |
| RSA - REGIONAL SHOPPING AREA              | HI - HEAVY INDUSTRIAL             |
| CSA - COMMUNITY SHOPPING AREA             | EX - RESOURCE EXTRACTIVE          |
| NSA - NEIGHBOURHOOD SHOPPING AREA         | UR - URBAN RESERVE                |
| BDC - BUSINESS DISTRICT COMMERCIAL        | AG - AGRICULTURAL                 |
| AC - ARTERIAL COMMERCIAL                  | AGC - AGRICULTURAL COMMERCIAL     |
| HS - HIGHWAY SERVICE COMMERCIAL           | RRC - RURAL SETTLEMENT COMMERCIAL |
| RSC - RESTRICTED SERVICE COMMERCIAL       | TGS - TEMPORARY GARDEN SUITE      |
| CC - CONVENIENCE COMMERCIAL               | RT - RAIL TRANSPORTATION          |
| SS - AUTOMOBILE SERVICE STATION           |                                   |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | "h" - HOLDING SYMBOL              |
| OR - OFFICE/RESIDENTIAL                   | "D" - DENSITY SYMBOL              |
| OC - OFFICE CONVERSION                    | "H" - HEIGHT SYMBOL               |
| RO - RESTRICTED OFFICE                    | "B" - BONUS SYMBOL                |
| OF - OFFICE                               | "T" - TEMPORARY USE SYMBOL        |

**CITY OF LONDON**

PLANNING SERVICES / DEVELOPMENT SERVICES

**ZONING  
BY-LAW NO. Z-1  
SCHEDULE A**



THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:

345 Sylvan Street LM

MAP PREPARED:

2022/01/10 RC

1:1,000

0 5 10 20 30 40 Meters

**From:** Jeff Lanys  
**Sent:** Friday, January 14, 2022 5:07 PM  
**To:** Maitland, Leif <[lmaitlan@london.ca](mailto:lmaitlan@london.ca)>  
**Subject:** [EXTERNAL] 345 Selvan Street

Hi Leif: As you may recall we own 610 Percy Street, London right next to the proposed development.

We again reiterate our concerns that an ornamentally appealing security fence be erected by the City which completely separates our property from the above noted property. We have had several years of trespassing onto our property from 345 Sylvan not only as a short cut but where trespassers hang out, litter, use drugs and disturb our residents. We believe that a proper fence will alleviate these concerns.

Additionally, trees from the above property need to be cut, trimmed and cared for on your side. We again have had issues where branches are falling down and damaging the vehicles of our tenants. We trust that you will be responsible for the trees on your side.

We also are concerned with the locations you place any bright building lights on your property as we do not want bright lights disturbing our residents.

I am not sure where the lights configure on your plan.

We are not opposing the development. Just want to make sure that these issues are addressed to maintain the quality of enjoyment our tenants have come to enjoy. If we ever decide to develop at 610 Percy we hope you will reciprocate with your approval.

Tenants get anxious when construction happens beside their residence. Is there anything you can tell us about the approximate length of the project?

This list is not meant to be exhaustive but rather illustrative of some matters we are thinking about. We reserve the right to raise other issues at the January 31st meeting should we elect to attend.

Thanks for your consideration.

Regards

Jeff Lanys

LANYS PROPERTIES INC.

**From:** Kristi B.  
**Sent:** Sunday, January 16, 2022 10:15 PM  
**To:** Maitland, Leif <[lmaitlan@london.ca](mailto:lmaitlan@london.ca)>  
**Subject:** [EXTERNAL] Site Plan Control Application SPA 21-112

**Leif Maitland**  
**Development Services, City of London**  
**Re: File SPA 21-112**

Dear Leif,

I have some concerns about the site plan and development of 345 Sylvan Street into a 3 storey affordable housing building.

I live on the south side of the apartment building, just north of the Sylvan property, at 610 Percy Street. My unit has full view of the Sylvan property. I and neighbours are quite disappointed with how the city has taken control of this property and their plans of what to do on it. 75% of the tenants here are 50 plus years old, with about 38% of that group, being over 70. The excavation of the property last year was horrible to deal with, especially for those of us on this side of the building, but it was just as bad for those on the north side, too. (Personally, I was lucky to be home to be able to catch cherished, one of a kind photographs that almost fell off my walls during the excavation process.) I also strongly believe that cracks in walls of our building did increase in size, due to the excavation process. Our building literally shook and vibrated, all day, for most of the time that the excavation was taking place.

We are concerned not only about the construction noise and subsequent noise from tenants in the planned building, but also about many of the features, or lack of. The plan of the property is not clear to see/read on the pages that we received in the mail.

As well as what was mentioned above, we are also concerned about:

--Completely losing the quiet and peaceful neighbourhood that was a factor for most of us when moving into our building. Sadly, we feel that that will likely come to be completely lost.

--What age will the tenants be that will be living at this property?

--What type of fencing will be around the property? And, more importantly, how high will it be?? Those of us on the same side as the Sylvan property are very concerned about our units being able to be seen into. As well, we don't care to see into other's units.

--Will there be 24 hour management and/or property maintenance staff there? Will the noise from the outdoor common areas be controlled at all?

--Will the trees, at least along the north end of the property, finally be properly dealt with? Some have caused damage to vehicles in one of our parking lots here, as well they drop leaves and black walnuts that make a huge mess AND can be dangerously slippery where we have to walk.

--How much lighting will there be on and around the property that would affect those of us on this side, as well?

I do hope to hear back from you on these concerns.

Sincerely,  
Kristin Busche



From: **Leila Gosnell**  
Date: Sun, Jan 16, 2022 at 10:18 PM  
Subject: 345 sylvan st - SPA 21-112  
To: <[lmaitlan@london.ca](mailto:lmaitlan@london.ca)>, <[sturner@london.ca](mailto:sturner@london.ca)>

To whom it may concern:

I have many concerns regarding this property

1]personal safety and security,which I have addressed previously with Craig Cooper's staff to no avail

2]discuss the matter of tree removal by the city when I was told they were only clearing the brush and dead bushes and no trees were going to be removed and now can see clearly all the way to High St from my back yard,totally unacceptable

3}the fact that anyone that could afford to sell and move has done so,leaving those who couldn't afford or replace our big lots anywhere else are left in a very vulnerable position

4]there has been no explanation as to why you are insisted into squeezing this type of building into a very tight,very secluded spot which will without doubt have a huge impact on all of us surrounding it

5}we need transparency as to who are the renters,will they meet normal rental guidelines

employers references,credit checks ,rental references

6]I would like to see a unscaleable fence or barricade surrounding the entire property

This is only a small list of my concerns and look forward to be given the opportunity to an open forum discussion or meeting in the near future

Leila Foster-Gosnel

**From:** Alexander Sworik  
**Sent:** Monday, January 17, 2022 1:52 PM  
**To:** Maitland, Leif <[lmaitlan@london.ca](mailto:lmaitlan@london.ca)>  
**Subject:** RE: [EXTERNAL] 286 High St

Hi Leif,

Thanks for providing this.

As I mentioned on the call this morning my biggest concern with the development is ensuring myself, and my neighbours have adequate privacy. Looking at the site plan a community garden is proposed to go near our fence line. My concern with garden is maintenance of it, and who will realistically make sure it stays in good form. I think a better use of the space, and to also give the privacy my young family, and my neighbours young families would be planting a row of evergreens to shield us.

Evergreens at ideally a minimum 8 feet would give us some privacy to our backyards and pools. With a 3 storey building and the current layout the new residence could easily peer into our backyard at anytime. Evergreens are much better than maples as we will have year round coverage, and there is ample space for them to go there.

All of us bought homes anticipating a much needed park would be going there, and since that isn't happening I think at the very least the city could be planting a dense row of trees along the fence line, as realistically a chain linked fence does nothing for privacy. Going from nothing in our backyards to 42 new units is a drastic increase and this would be a start to help put us at ease.

Lastly, noting that we are a heritage home, by far the oldest in the area and we do lots to preserve it, and giving it adequate protection with these evergreens would help in its preservation into the future.

Thanks,

Alex

**From:** Dustin Gosnell  
**Sent:** Wednesday, January 19, 2022 1:46 PM  
**To:** Maitland, Leif <[lmaitlan@london.ca](mailto:lmaitlan@london.ca)>; Turner, Stephen <[sturner@london.ca](mailto:sturner@london.ca)>  
**Subject:** [EXTERNAL] Re: 345 sylvan st

Yes please forward all comments and correspondence. In regards to the easement in 1956 there is a charge that refers to transfer of easement. Not sure if that confirms anything. As a kid I always played back there the Neighbour's always referred to that area as an easement. Also there are telephone poles that run through there as well. Any explanation for the trees not being shown on drawings? Considering that the intended occupants of the proposed Development are coming out of homelessness. Therefor. higher rates of drug addiction and mental health factors and are significantly more likely to have experienced trauma. Can it be considered that a design with underground parking and more green space and in general more biophilic design principles, could be dramatically more successfully in mitigating potential for relapse and foster health and healthier interactions with the community.

Sent from my iPhone

On Jan 19, 2022, at 10:08 AM, Maitland, Leif <[lmaitlan@london.ca](mailto:lmaitlan@london.ca)> wrote:

Good morning Dustin,

Just to confirm – you would like the first email sent, provided to the PEC on the January 31, 2022 agenda for their review.

The lighting study is attached.

As per your follow-up request – no easements are shown on any plans – the presence of any easements can be confirmed through the Land Registry Office.

Regards,

<image001.png> **Leif Maitland**  
Site Development Planner  
Development Services  
City of London

*As part of our ongoing efforts to stop the spread of COVID-19, the City of London has made changes [about City services and COVID-19](#).*

**From:** Dustin Gosnell  
**Sent:** Tuesday, January 18, 2022 8:23 AM  
**To:** Maitland, Leif <[lmaitlan@london.ca](mailto:lmaitlan@london.ca)>; Turner, Stephen <[sturner@london.ca](mailto:sturner@london.ca)>  
**Subject:** [EXTERNAL] Re: 345 sylvan st

Yes please forward the appropriate people. Yourself and Stephen where the only contacts listed.

It would appear that the plan does not included approximately 50 trees that Average 50-100 ft tall, On east side of lot.

My concern is that brick on other HDC completed builds is not consistent with the sizing of the bricks on existing apartment buildings? heritage building beside property and the brick predominately used on homes surrounding the proposed building.

Can I have a copy of the lighting study? Im concerned light pollution with blue light form LED lighting and vehicles in the evenings and it's ability to inhibit melatonin producing. Disrupting circadian rhythms and Leading to Increased risks cancer.

On Jan 17, 2022, at 1:15 PM, Maitland, Leif <[lmaitlan@london.ca](mailto:lmaitlan@london.ca)> wrote:

Good afternoon Dustin,

If you would like I can have the email below made available to the Planning Committee at the January 31 public site plan meeting for their review.

In the interim I've answered your questions below:

- All trees are included on the landscape plan provided.
- A dropped first floor is not a requirement.
- The lighting study has been reviewed and no light trespass on neighbouring properties is shown.
- The brick provided is a metric modular brick.
- Additional screening plantings have been requested at first submission.
- The building will be required to meet all applicable health legislation.
- Underground parking is not required.

Regards,

<image001.png> **Leif Maitland**  
Site Development Planner  
Development Services  
City of London

*As part of our ongoing efforts to stop the spread of COVID-19, the City of London has made changes [about City services and COVID-19](#).*

**From:** Dustin Gosnell  
**Sent:** Sunday, January 16, 2022 7:07 PM  
**To:** Turner, Stephen <[sturner@london.ca](mailto:sturner@london.ca)>; Maitland, Leif <[lmaitlan@london.ca](mailto:lmaitlan@london.ca)>  
**Subject:** [EXTERNAL] 345 sylvan st

Site plan drawing doesn't include any of the very large trees on or close to property line east side. Why are they not included?

Other similar apartment buildings in area. The first floor is below grade up to window height. To reduce over all building height. Can this be considered?

Is there a lighting study I can have?

Rendering shows brick facade, will this brick match that of the heritage building and common size predominately used in area ie Ontario size.

Is any effort being made to protect adjacent homes on east side from light and sound from vehicles and parking lot?

Being that this property is city owned. Will the entire residence and property be smoke free?

Can underground parking be considered?

Can underground be considered?

**Underground parking garages** eliminate a wide range of non-sustainability issues that accompany aboveground parking, including:

- No stormwater runoff
- Control of liquid Pollution
- Control of solid waste
- More greenspace

- No obstruction of views
- No obstruction of sunlight
- Car noise abatement
- Light pollution
- No contribution to heat islanding.
- Consistent with (CPTED) concepts
- Lower snow removal costs
- Considerably more inline with original properties green space ratios

All of these benefits are equally good for residents of proposed building and overall community.

Theoretically, underground parking garages should also provide a **higher level of safety and security**. More safety comes from the virtual elimination of weather-related problems. Increased security comes from the more limited access to underground parking garages compared to aboveground parking garages: there are **fewer, more well-defined access points** for vehicles and pedestrians. This limited access would be expected to have an inhibiting effect on criminal behaviour.

### Site Plan Control By-law - C.P.-1455-541

#### 6.5. Parking Structures

Consideration should be given to the use of parking structure in higher intensity developments. These can consist of underground parking, sunken open air parking lots with usable roof decks or sundecks over individual parking spaces. Parking structures should be architecturally treated and landscaped. Parking spaces and driveway isles are to be consistent with surface parking driveway standards. The entrance drive to a parking structure should be designed in accordance with Figure 6.2.

273\_ Parking structures should be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened.

(b) Where possible existing public view into, through and out of a development site should be maintained and improved. Community identity can be achieved by making such public view more evident or interesting, i.e. to give access to vantage points and maintain view of:

- churches;
- heritage buildings;
- open spaces;

I suggest that proposed site plan be adjusted to include modest underground parking under building or separate structure. If parking structure/bicycle storage can be incorporated into plan the remainder open space to east could remain green or turned into forest. Or be sold to create a park , That could include modest playground and community gardens. walking 1200 m to Gartshore park is not reasonable. This could reduce operating cost of proposed development having less property to maintain, cash in lieu funds could be returned approx. \$28000, money could be generated by the sale of portion of property for park creation. This would represent more efficient land use, consistent with the City of Londons inward upward and climate objectives. Underground parking will reduce cost for screening and fencing and perhaps overall operating costs.and many neighbourhood concerns It seems more than possible that City can create park space at subject site and meet housing objectives. The subject site is 100% owned and controlled by the City. It is .57 hectares in size, the minimum size of an urban park for example is .25 hectare. The lot coverage maximum required for what is proposed is 40 percent. Applicants existing proposal is at 16% lot coverage. By these terms it would seem more than possible that some park space could be afforded and could perhaps make the affordability of proposed units greater still. While satisfying gaps in open space park space/ and community infrastructure like community gardens.



# 345 Sylvan Street SPA21-112

PEC January 31, 2022  
Site Plan Public Meeting





Percy 2

R8-3

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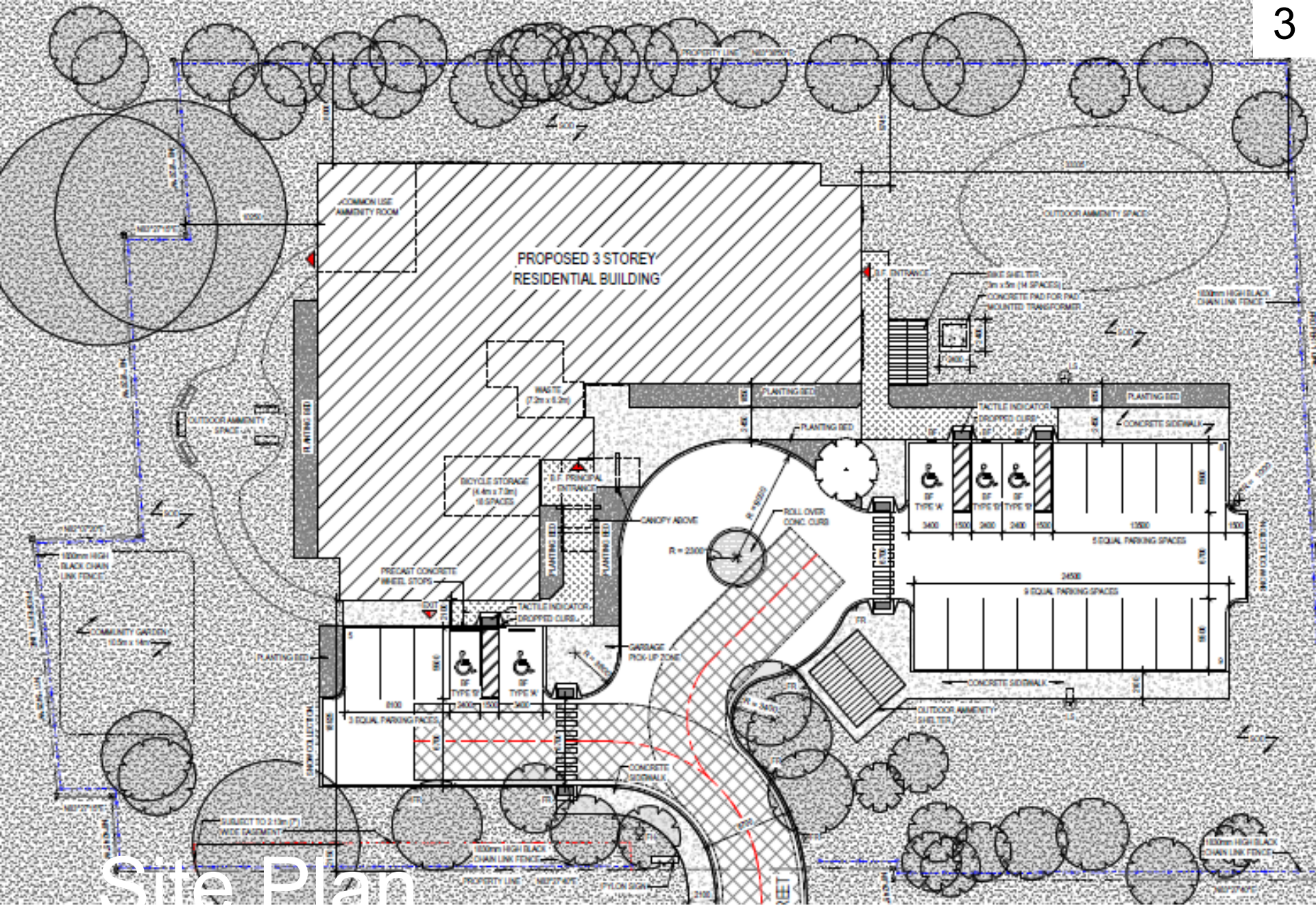
Subject Site

High St

Sylvan St

Site Context





# Site Plan





# Rendering – Southern view

[london.ca](http://london.ca)

252



# Rendering – Eastern view

[london.ca](http://london.ca)

253





FRIENDS OF MEADOWLILY WOODS COMMUNITY ASSOCIATION

25 Meadowlily Rd South, London, ON N6M 1C3

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January 4, 2022

Chair and Members  
Planning and Environment Committee  
City of London  
300 Dufferin Avenue 6<sup>th</sup> Floor  
London ON PO Box 5035 N6A 4L9

Dear Councillor Hopkins and Committee Members

**RE: Secondary Plan for the Meadowlily Road Area**

Friends of Meadowlily Woods Community Association is a non-profit organization with the mandate to protect and enhance the Meadowlily Woods Environmentally Significant Area and ensure appropriate area development in accordance with sound land use planning practice. In consultation with our experts, the Board has reviewed the City's planning policies and is requesting a City-led Secondary Plan for any development within the Council approved Meadowlily Road Area Environmental Assessment and Servicing Study boundary (Map 1 attached). Therefore, Friends of Meadowlily Woods Community Association respectfully submits the following draft resolution for consideration by the City of London:

*The Civic Administration **BE REQUESTED** to initiate a City-led Secondary Plan for all lands within the Study Area for the Meadowlily Road Area Environmental Assessment and Servicing Study, generally located east of Highbury Avenue, north of Commissioners Road East and surrounding Meadowlily Road South, including the area north of the Thames River and to report back at a future meeting of the Planning and Environment Committee with a terms of reference and public consultation process.*

The London Plan *Chapter 7 Secondary Plans*, sets out the need for Secondary Plans where it is important to co-ordinate the development of multiple properties (London Plan 1556\_). In the Meadowlily Road Area there are 33 properties with an area of approximately 120 ha. Development potential may be available on approximately 23 parcels within the Meadowlily Road Environmental Assessment and Servicing Study. Municipal services including water, storm water and sanitary services are most efficient, cost effective and safest where a co-ordinated approach is taken across

multiple private owners. Therefore a Secondary Plan is needed to co-ordinate development and the opportunity to provide more detailed policy guidance for this unique area in London.

### **Planning Studies Background in the Meadowlily Road South Area and Meadowlily Woods ESA**

Council has undertaken and approved various studies in the Meadowlily Road Area. These studies establish the framework for future protection of the ESA and development but are not sufficient on their own to proceed with new development. The following comparison is made between the planning completed to date and Secondary Plan Content from the London Plan.

Firstly, the Meadowlily Road Area Environmental Assessment and Servicing Study was recommended to the Civic Works Committee November 2, 2021 and approved by Council. The purpose is to develop a strategy and details of achieving an ultimate servicing solution through a Municipal Class EA for a sanitary pumping station and through a municipal servicing study to assess water, wastewater and storm water services. This study is initiated in response to Council approval for development of 87 townhouses at 101 Meadowlily Road South on private servicing. This study including public participation will take several years to complete.

Secondly, the Conservation Master Plan for Meadowlily Woods Environmentally Significant Area was initiated in 2013 and received by the Planning and Environment Committee in July 13, 2020. In October 2020 Council adopted Official Plan and Zoning By-law amendments to establish boundary changes for the ESA. The boundary for a private property is appealed to the Ontario Land Tribunal. This boundary is the basis for environmentally protected lands and lands with development potential.

Thirdly, Meadowlily Road bridge is designated under Part IV of the Heritage Act in 2009, prior to the 100<sup>th</sup> anniversary of construction. The bridge has been reconstructed and restricted to pedestrian and bicycle access, providing an important active transportation link through the Thames Valley Parkway and Meadowlily Woods ESA. It has not been designed to accommodate vehicles crossing the Thames River.

Finally, in 2009 the Meadowlily Area Plan was initiated in response to development pressure on Meadowlily Road S. and Commissioners Road. The purpose of the Area Plan was to identify environmental features, apply specific land use designations, identify collector road alignments and provide for a co-ordinated approach to municipal servicing among multiple land owners. At that time all development applications were deemed premature pending the completion of the Area Plan. The Meadowlily Study Area was 95 hectares in area. While the Area Plan was not completed it initiated studies for the Meadowlily Woods ESA.

Combined these studies and approvals establish Council's and the Community commitment to land use planning for this important area. There are many other Secondary Plan issues which have not been considered by Council.

## London Plan Secondary Plan Content (1561\_)

The following is an excerpt from the London Plan setting out Secondary Plan Contents. Items shown in ***bold italics*** have been considered or initiated by Council.

1. The vision for the secondary planning area, addressing the City Design and relevant Place Type policies of this Plan.
2. A community structure plan and design concept and associated policies – conveyed in text and/or illustrations.
3. ***A plan for protecting and sustaining natural heritage areas.***
4. A cultural heritage conservation and mitigation plan.
5. The planned mobility network, including the street layout and design, and pedestrian, cycling, and transit routes and infrastructure and amenities.
6. A plan for land use mix, development form, and development intensity.
7. A parks, open space, and public facilities plan.
8. Tree conservation and tree planting plan to implement the Urban Forest Strategy.
9. A development staging plan, forecasting the timing for build-out of the lands based on projected city-wide residential and non-residential construction.
10. ***A civic infrastructure plan, including a phasing and financial plan relating to these services in accordance with asset management best practices.***
11. An affordable housing strategy for the secondary planning area, in conformity with the Homelessness Prevention and Housing policies of this Plan.

From the eleven items identified in the Secondary Plan Content, two are addressed through previous studies leaving nine outstanding items. Most importantly, the Secondary Plan needs to create a vision for the area. How will residential development, municipal servicing and mobility networks integrate with the surrounding Meadowlily Woods Environmentally Significant Area? A vision is necessary to guide the form, intensity and impact of new development on this ESA.

Secondly, the Secondary Plan needs to address item No. 5 mobility network. Meadowlily Road South is a rural cross section road largely without sidewalks, curbs and gutter or sufficient parking to access the ESA. There is a significant grade change travelling south towards the Thames River which may become dangerous and blocked during certain weather events. Meadowlily Road South is an 800 metre long dead end road. This single road access for residential and recreational development may be unsafe for emergency vehicle access (police, fire and ambulance) should the road become impassible. The mobility network should address safe and convenient pedestrian, cycling and alternative emergency service vehicle access.

Thirdly, the Secondary Plan needs to address item No. 6, a plan for land use mix, development form, and intensity. This information is needed to determine the volume of water service, the volume of waste water and size of storm water management for the area. The results of this plan will provide detailed information to the Meadowlily Road Area Environmental Assessment and Servicing Study to accurately determine the costs and size of services providing an efficient and cost effective servicing approach.

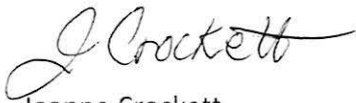


All other content items are also important for a Secondary Plan and will contribute to a strong neighbourhood.

**Summary:**

Council has invested in the protection of the ESA, the reconstruction of the Meadowlily Road bridge and has authorized a municipal EA and servicing study. A secondary plan is needed to ensure the coordinated approach to municipal servicing which is efficient and cost effective. There are nine Secondary Plan content items which are needed to inform sound planning of new development in the area. A recommendation from the Planning and Environment Committee and Council resolution to proceed with a Meadowlily Road Area Secondary Plan is timely and in the public interest. The Friends of Meadowlily Woods Community Association and myself are available to answer any questions and are available to be a delegation at a future Planning and Environment Committee meeting as needed.

Thank you in advance for considering this request.



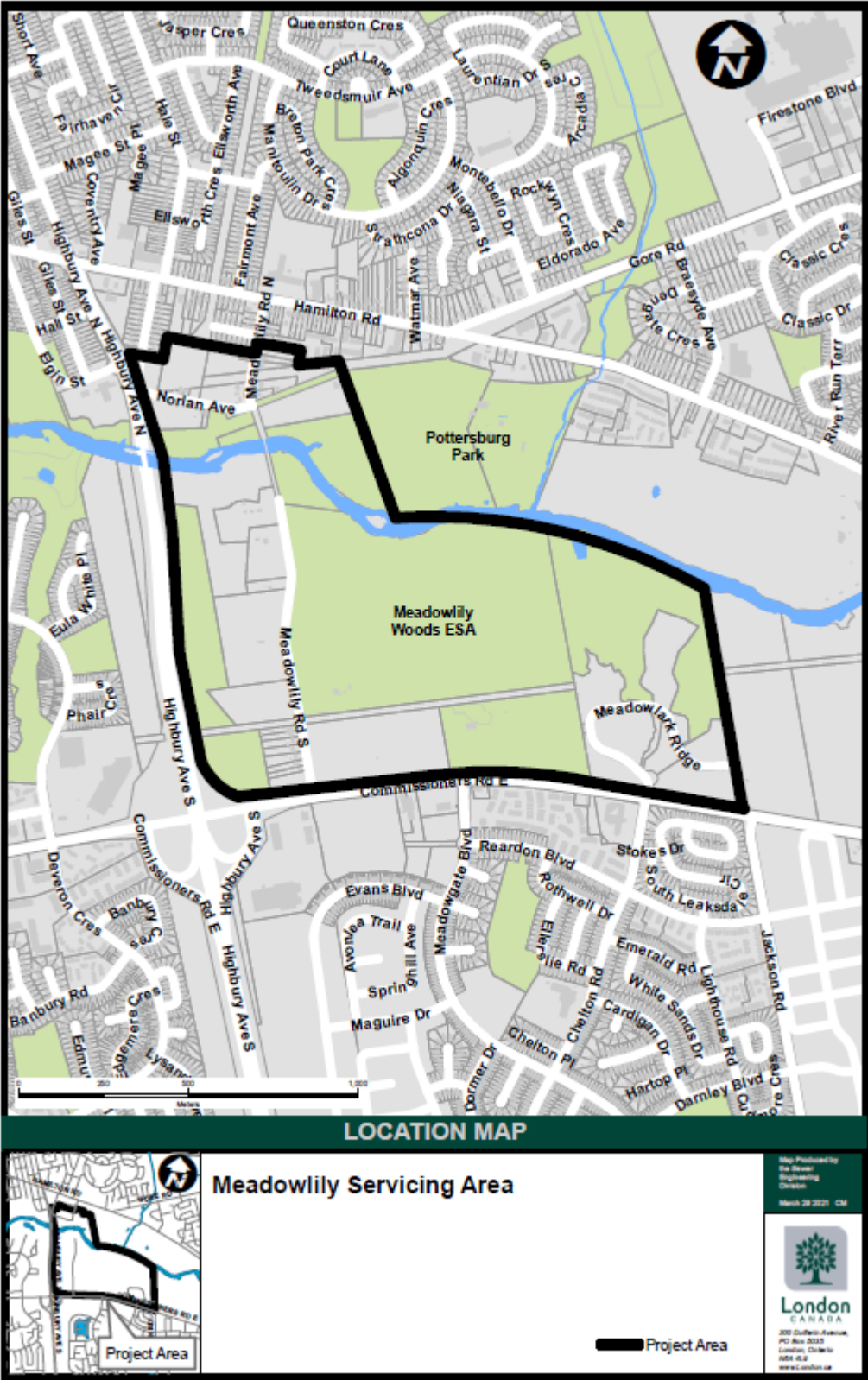
Joanne Crockett

President, Friends of Meadowlily Woods Community Association

- cc. Kelly Scherr, P.Eng., MBA, FEC Deputy City Manager, Environmental and Infrastructure and City Engineer  
Gregg Barrett, AICP Director, City Planning and City Planner

Attachment: Map 1 Meadowlily Road Area Environmental Assessment and Servicing Study

Map 1 - Meadowlily Road Area Environmental Assessment and Servicing Study



Source: City of London Report to Civic Works November 2, 2021