

Agenda Including Addeds

Planning and Environment Committee

7th Meeting of the Planning and Environment Committee

April 11, 2023

4:00 PM

Council Chambers - Please check the City website for additional meeting detail information. Meetings can be viewed via live-streaming on YouTube and the City Website.

The City of London is situated on the traditional lands of the Anishinaabek (AUh-nish-in-ah-bek), Haudenosaunee (Ho-den-no-show-nee), Lūnaapéewak (Len-ah-pay-wuk) and Attawandaron (Add-a-won-da-run).

We honour and respect the history, languages and culture of the diverse Indigenous people who call this territory home. The City of London is currently home to many First Nations, Metis and Inuit people today.

As representatives of the people of the City of London, we are grateful to have the opportunity to work and live in this territory.

Members

Councillors S. Lehman (Chair), S. Lewis, A. Hopkins, S. Franke, S. Hillier, Mayor J. Morgan

The City of London is committed to making every effort to provide alternate formats and communication supports for meetings upon request. To make a request specific to this meeting, please contact PEC@london.ca or 519-661-2489 ext. 2425.

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2. Consent	
2.1 Building Division Monthly Report - February 2023	3
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2.3 Amendments to Various Planning Related By-laws Pertaining to Delegation and Signing Authority	34
2.4 376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street (Z-9576)	40
3. Scheduled Items	
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3.2 Public Participation Meeting - Not to be Heard before 4:00 PM - Zoning By-law Amendment - 2016 Huron Street (Z-9575)	55
3.3 Public Participation Meeting - Not to be Heard before 4:00 PM - Housekeeping Amendment to The London Plan (O-9555)	71
3.4 Public Participation Meeting - Not to be Heard before 4:00 PM - Official Plan and Zoning By-law Amendment - Street Width Policy Review (OZ-9584)	208
3.5 Public Participation Meeting - Not to be Heard before 4:30 PM - Zoning By-law Amendment - 300-320 King Street (Z-9570)	233

3.6	Public Participation Meeting - Not to be Heard before 5:00 PM - Comprehensive Review of the London Plan: Terms of Reference (O-9595)	275
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a.	<i>(ADDED) Staff Presentation</i>	290
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4. Items for Direction

5. Deferred Matters/Additional Business

6. Confidential (Enclosed for Members Only)

6.1 Solicitor-Client Privileged Advice / Litigation/Potential Litigation

A matter pertaining to advice that is subject to solicitor-client privilege, including communications necessary for that purpose from the solicitor and officers or employees of the Corporation; the subject matter pertains to litigation or potential litigation with respect to appeals arising out of the Masonville Secondary Plan ("SP") at the Ontario Land Tribunal ("OLT"), and for the purpose of providing instructions and directions to officers and employees of the Corporation.

6.2 Solicitor-Client Privileged Advice / Litigation/Potential Litigation

A matter pertaining to advice that is subject to solicitor-client privilege, including communications necessary for that purpose from the solicitor and officers or employees of the Corporation; the subject matter pertains to litigation or potential litigation with respect to appeals arising out of The London Plan at the Ontario Land Tribunal ("OLT"), and for the purpose of providing instructions and directions to officers and employees of the Corporation.

7. Adjournment

Report to Planning & Environment Committee

To: Chair and Members
Planning & Environment Committee

From: Peter Kokkoros, P.Eng., B.A. (Econ)
Director Building & Chief Building Official

Subject: Building Division Monthly Report
February 2023

Date: April 11, 2023

Recommendation

That the report dated February 2023 entitled “Building Division Monthly Report February 2023”, **BE RECEIVED** for information.

Executive Summary

The Building Division is responsible for the administration and enforcement of the *Ontario Building Code Act* and the *Ontario Building Code*. Related activities undertaken by the Building Division include the processing of building permit applications and inspections of associated construction work. The Building Division also issues sign and pool fence permits. The purpose of this report is to provide Municipal Council with information related to permit issuance and inspection activities for the month of February 2023.

Linkage to the Corporate Strategic Plan

Growing our Economy

- London is a leader in Ontario for attracting new jobs and investments.

Leading in Public Service

- The City of London is trusted, open, and accountable in service of our community.
- Improve public accountability and transparency in decision making.

Analysis

1.0 Background Information

This report provides information on permit and associated inspection activities for the month of February 2023. Attached as Appendix “A” to this report is a “Summary Listing of Building Construction Activity for the Month of February 2023”, as well as respective “Principle Permits Reports”.

2.0 Discussion and Considerations

2.1 Building permit data and associated inspection activities – **February 2023**

Permits Issued to the end of the month

As of February 2023, a total of 464 permits were issued, with a construction value of \$117,948,659 million, representing 185 new dwelling units. Compared to the same period in 2022, this represents a 16.4%% decrease in the number of building permits, with a 42.3% decrease in construction value and an 73% decrease in the number of dwelling units constructed.

Total permits to construct New Single and Semi-Dwelling Units

As of the end of February 2023, the number of building permits issued for the construction of single and semi-detached dwellings was 34, representing a 73% decrease over the same period in 2022.

Number of Applications in Process

As of the end of February 2023, 835 applications are in process, representing approximately \$610.8 million in construction value and an additional 1,106 dwelling units compared with 1,089 applications, with a construction value of \$2.7 billion and an additional 5,989 dwelling units in the same period in 2022.

Rate of Application Submission

Applications received in February 2023 averaged to 13.5 applications per business day, for a total of 258 applications. Of the applications submitted 18 were for the construction of single detached dwellings and 17 townhouse units.

Permits issued for the month

In February 2023, 258 permits were issued for 111 new dwelling units, totaling a construction value of \$68,756,656 million.

Inspections – Building

A total of 1,308 inspection requests were received with 1,592 inspections being conducted.

In addition, 16 inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

Of the 1,308 inspections requested, 96% were conducted within the provincially mandated 48 hour period.

Inspections - Code Compliance

A total of 781 inspection requests were received, with 786 inspections being conducted.

An additional 151 inspections were completed relating to complaints, business licences, orders and miscellaneous inspections.

Of the 781 inspections requested, 96% were conducted within the provincially mandated 48 hour period.

Inspections - Plumbing

A total of 718 inspection requests were received with 1,017 inspections being conducted related to building permit activity.

No inspections were completed related to complaints, business licenses, orders and miscellaneous inspections.

Of the 718 inspections requested, 100% were conducted within the provincially mandated 48 hour period.

2021 Permit Data

To the end of February, a total of 602 permits were issued, with a construction value of \$160,709,560 Million, representing 250 new dwelling units. The number of single/semi detached dwelling units was 184.

Conclusion

The purpose of this report is to provide Municipal Council with information regarding the building permit issuance and building & plumbing inspection activities for the month of February 2023. Attached as Appendix "A" to this report is a "Summary Listing of Building Construction Activity" for the month of February 2023 as well as "Principle Permits Reports".

Prepared by: Peter Kokkoros, P.Eng.
Director, Building and Chief Building Official
Planning and Economic Development

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

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

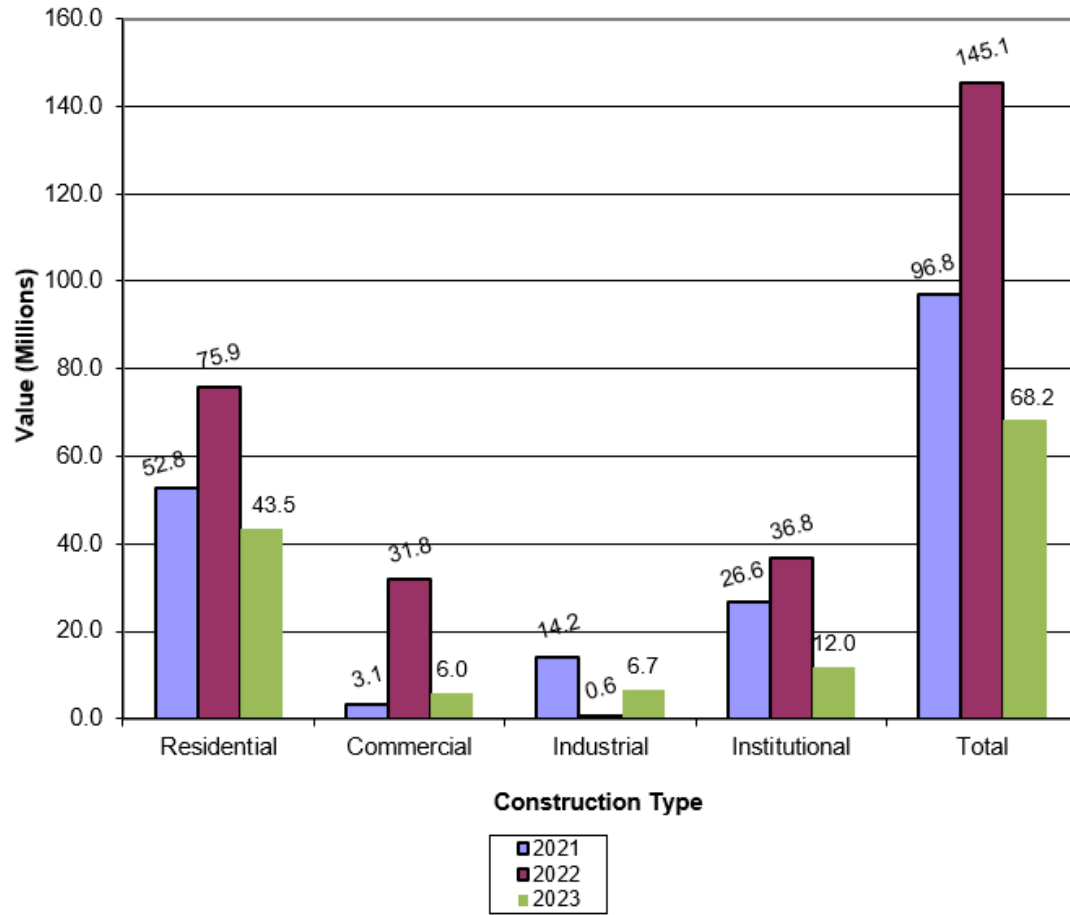
APPENDIX "A"

**CITY OF LONDON
SUMMARY LISTING OF BUILDING CONSTRUCTION ACTIVITY FOR THE MONTH OF February 2023**

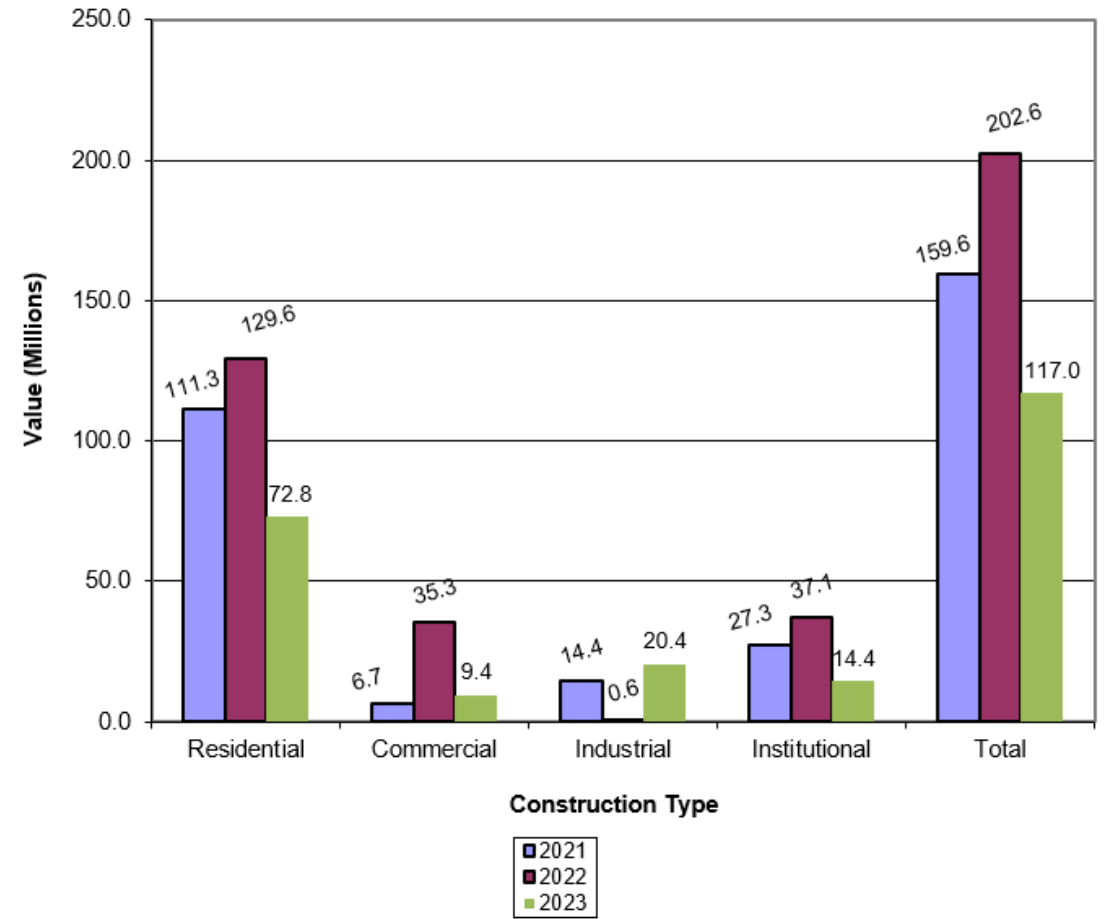
CLASSIFICATION	February 2023			to the end of February 2023			February 2022			to the end of February 2022			February 2021			to the end of February 2021		
	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS	NO. OF PERMITS	CONSTRUCTION VALUE	NO. OF UNITS
SINGLE DETACHED DWELLINGS	18	10,407,589	18	32	18,830,953	32	39	19,673,533	39	126	56,448,053	126	82	37,231,400	82	185	81,567,700	184
SEMI DETACHED DWELLINGS	0	0	0	1	921,661	2	0	0	0	0	0	0	0	0	0	0	0	0
TOWNHOUSES	4	5,818,442	17	12	20,387,123	56	11	17,058,409	75	25	29,072,209	118	12	11,709,800	36	21	15,910,600	48
DUPLEX, TRIPLEX, QUAD, APT BLDG	2	20,906,022	42	2	20,906,022	42	3	29,330,190	103	3	29,330,190	103	0	0	0	0	0	0
RES-ALTER & ADDITIONS	134	6,374,596	19	223	11,801,937	38	106	9,868,285	12	238	14,746,980	25	103	3,862,500	9	213	13,809,560	18
COMMERCIAL -ERECT	0	0	0	0	0	0	4	31,150,000	0	4	31,150,000	0	0	0	0	1	976,500	0
COMMERCIAL - ADDITION	0	0	0	1	1,000	0	0	0	0	1	500,000	0	0	0	0	0	0	0
COMMERCIAL - OTHER	35	6,014,200	15	49	9,373,775	15	11	682,700	0	33	3,686,959	0	23	3,141,614	0	46	5,674,814	0
INDUSTRIAL - ERECT	0	0	0	0	0	0	0	0	0	0	0	0	2	14,195,000	0	2	14,195,000	0
INDUSTRIAL - ADDITION	1	631,900	0	2	12,810,611	0	0	0	0	0	0	0	0	0	0	0	0	0
INDUSTRIAL - OTHER	5	6,113,127	0	7	7,614,027	0	4	568,000	0	4	568,000	0	2	51,000	0	6	159,800	0
INSTITUTIONAL - ERECT	0	0	0	0	0	0	1	36,000,000	0	1	36,000,000	0	1	12,000,000	0	1	12,000,000	0
INSTITUTIONAL - ADDITION	0	0	0	0	0	0	0	0	0	0	0	0	1	1,663,386	0	2	1,763,386	0
INSTITUTIONAL - OTHER	10	11,959,800	0	18	14,375,550	0	3	818,000	0	8	1,142,000	0	7	12,977,100	0	12	13,507,100	0
AGRICULTURE	0	0	0	1	220,000	0	1	250,000	0	1	250,000	0	0	0	0	0	0	0
SWIMMING POOL FENCES	12	442,000	0	15	537,000	0	11	502,933	0	20	841,933	0	26	771,600	0	35	1,065,100	0
ADMINISTRATIVE	10	89,000	0	17	169,000	0	9	510,000	0	15	560,000	0	5	80,000	0	10	80,000	0
DEMOLITION	4	0	8	19	0	10	12	0	9	17	0	14	8	0	6	8	0	6
SIGNS/CANOPY - CITY PROPERTY	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	4	0	0
SIGNS/CANOPY - PRIVATE PROPERTY	23	0	0	65	0	0	29	0	0	58	0	0	29	0	0	56	0	0
TOTALS	258	68,756,676	111	464	117,948,659	185	245	146,412,050	229	555	204,296,324	372	303	97,683,400	127	602	160,709,560	250

Note: 1) Administrative permits include Tents, Change of Use and Transfer of Ownership, Partial Occupancy.
 2) Mobile Signs are no longer reported.
 3) Construction Values have been rounded up.

**Construction Value of Building Permits
February**



**Construction Value of Building Permits
February**





City of London - Building Division
Principal Permits Issued from February 1, 2023 to February 28, 2023

Owner	Project Location	Proposed Work	No. of Units	Construction Value
TRI-US PROPERTY MANAGEMENT TRI-US PROPERTY MANAGEMENT	1009 Wonderland Rd S	Alter Restaurant Complete Reno plumbing, Mechanical and Electrical	0	200,000
London Polonia Towers Inc	106 Deveron Cres	Alter Townhouse - Condo REPAIRS DAMAGES TO PARTY WALL AND INSULATION DUE TO FIRE *****TO BE REBUILT AS PER EXISTING*****	0	120,000
UWO BOARD OF GOVERNORS UWO BOARD OF GOVERNORS	1151 Richmond St	Alter University ALTER - THIRD FLOOR ALT. TO EXISTING ACADEMIC SPACE AT THE LABATT HEALTH SCIENCES BUILDING	0	275,000
Bonaventure Place Housing Cooperative Inc	121 Bonaventure Dr 19	Erect-Townhouse - Rental ERECT TOWNHOUSE UNITS DPN'S 19 & 20, ALTER DPN 18 W/ NEW FRAMING & SERVICES	2	339,542
LONDON CITY	1221 Sandford St	Alter Municipal Buildings Renovate field house to provide two gender neutral washrooms and one barrier free accessible washroom	0	175,000
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	1250 Dundas St	Alter Offices INTERIOR ALTERATION, EMERGENCY LIGHTING UPGRADES AND STANDBY GENERATOR REPLACEMENT	0	1,075,000
2813288 Ontario Ltd	1255 Brydges St	Alter Wholesale Outlets Interior alter for a new business wholesale of building supplies. SHELL - Provide sprinkler shop drawing (existing sprinkler system) and GRCC for fire protection.	0	200,000
Don DE Jong THAMES VILLAGE JOINT VENTURE CORP. C/O TRIDON MANAGEMENT LTD.	1525 Chickadee Trail D	Erect-Street Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLOCK D, 6 UNITS DPN 17, 18, 19, 20, 21, 22, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, UNFINISHED BASEMENT, NO A/C, COVERED PORCH, SB-12 A1, HRV & DWHR REQUIRED	6	1,952,839
SKYLINE RETAIL REAL ESTATE HOLDINGS INC. SKYLINE RETAIL REAL ESTATE HOLDINGS INC.	1551 Dundas St	Alter Retail Store INTERIOR FIT UP FOR DOLLARAMA	0	207,400
FARHI HOLDINGS CORPORATION	166 Dundas St	Alter Retail/Apt Complex ALTER - CONVERTING 3RD, 4TH AND 5TH FLOOR FROM GROUP D TO GROUP C RESIDENTIAL APARTMENT UNITS. SHELL PERMIT ONLY: PROVIDE FIRE DAMPERS FOR REVIEW AND APPROVAL. PROVIDE SPRINKLER SHOP DRAWINGS	15	1,350,000
CF REALTY HLDG INC., FAIRVIEW CORP CF REALTY HLDG INC., C/O CADILLAC FAIRVIEW CORP	1680 Richmond St	Alter Retail Store INTERIOR ALTERATIONS TO CRU L081A & L082A TO CREATE ONE NEW CRU L081B. ***SEPERATE PERMIT REQUIRED FOR THE INTERIOR FIT-UP***	0	200,000
CF REALTY HLDG INC., FAIRVIEW CORP CF REALTY HLDG INC., C/O CADILLAC FAIRVIEW CORP	1680 Richmond St	Alter Retail Store UNIT CRU 014 & U015: INTERIOR ALTERATIONS TO CREATE ONE SUITE U016 ***SEPERATE PERMIT REQUIRED FOR INTERIOR FIT UP***	0	226,500



City of London - Building Division
Principal Permits Issued from February 1, 2023 to February 28, 2023

Owner	Project Location	Proposed Work	No. of Units	Construction Value
2560533 ONTARIO INC. 2560533 ONTARIO INC.	1820 Adelaide St N 3	Alter Retail Store INTERIOR FIT UP-UNIT NUMBER 2	0	131,000
Takawy Properties Ltd	1828 Blue Heron Dr A	Alter Gymnasia INTERIOR FIT UP FOR GYM - CREATING TWO UNITS INTO ONE UNIT.	0	150,000
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	191 Dawn Dr	Alter Schools Elementary, Kindergarten HVAC AND WINDOW UPGRADES	0	4,264,400
LEGACY HOMES OF LONDON 2021 LEGACY HOMES OF LONDON 2021	1965 Upperpoint Gate U	Erect-Street Townhouse - Condo ERECT TOWNHOUSE BLOCK, BLDG U, 3 STOREY, DPN'S 114, 116, 118, 120	4	1,764,026
THAMES VALLEY DISTRICT SCHOOL BOARD THAMES VALLEY DISTRICT SCHOOL BOARD	247 Thompson Rd	Alter Schools Elementary, Kindergarten Office renovation	0	150,000
LONDON CITY	25 Wilson Ave	Alter Stadia (outdoors) ALTER - CM LABATT PARK - INTERIOR RENOVATIONS TO EXISTING WASHROOM AND BLEACHER UPGRADES Provide engineering design for the structural alteration of the existing bleacher supporting structure if it is needed to the Building Division for review prior to work in these areas"	0	235,000
THAMES VALLEY DISTRICT SCHOOL BOARD C/O CHELSEA GREEN CHILDREN'S	250 Thompson Rd	Alter Daycare Centres Replace existing deck on main building and 2 small covered decks	0	136,000
ST JOSEPH'S HEALTH CARE LONDON ST JOSEPH'S HEALTH CARE LONDON	268 Grosvenor St	Alter Hospitals INTERIOR RENOVATIONS TO A BMD X-RAY ROOM, CHANGE	0	111,900
ST JOSEPH'S HEALTH CARE LONDON ST JOSEPH'S HEALTH CARE LONDON	268 Grosvenor St	Alter Hospitals INTERIOR ALTERATIONS ON THE 3RD AND 4TH FLOOR. ZONE D3, B3, B4	0	282,500
LONDON CITY	300 Dufferin Ave	Alter Offices Interior alteration to office space on the 9th floor.	0	580,500
2831570 ONTARIO INC. 2831570 ONTARIO INC.	3103 Petty Rd	Install-Townhouse - Cluster SDD INSTALL SITE SERVICES		800,000
1060020 ONTARIO LIMITED 1060020 ONTARIO LIMITED	336 Sovereign Rd	Add Warehousing ADDITION TO WAREHOUSE	0	631,900
MICHAEL BIERBAUM OLD OAK PROPERTIES INC	3392 Wonderland Rd S	Install-Warehousing INSTALL SITE SERVICES		4,721,827
NVU 340 COLBORNE LTD	340 Colborne St	Alter Apartment Building Structural repairs to underground parking and swimming pool deck	0	300,000
STRUBIN'S LTD STRUBIN'S LTD	484 Oxford St E	Alter Duplex INTERIOR ALTERATIONS TO EXISTING DUPLEX	0	125,000



City of London - Building Division
Principal Permits Issued from February 1, 2023 to February 28, 2023

Owner	Project Location	Proposed Work	No. of Units	Construction Value
Masonville Square Inc Attn: Rocco Tullio	50 North Centre Rd	Alter Retail Store EXTERIOR WORK FOR NEW GIANT TIGER, NEW FACADE. INTERIOR ALTERATIONS TO CREATE TWO SUITES IN EXISTING SINGLE SUITE.	0	250,000
Wcpt London Inc	542 Newbold St	Alter Industrial Laboratory NEW INTERIOR FIT-UP FOR LABORATORY SUITE AND EXTERIOR STRUCTURE TO SUPPORT MECHANICAL EQUIPMENT	0	201,300
	600 Hyde Park Rd 255	Alter Townhouse - Condo Renovating bathrooms and kitchen.		150,000
W-3 LAMBETH FARMS INC.	6711 Royal Magnolia Ave A	Erect-Street Townhouse - Condo ERECT NEW TOWNHOUSE BLOCK - BLDG A, 5 UNITS, DPN 6787, 6795, 6799, 6803, 6807, 2 STOREY, 1 CAR GARAGE, 3 BEDROOMS, UNFINISHED BASEMENT, NO A/C, R-2000, HRV & DWHR REQUIRED *SOILS REPORT REQUIRED*	5	1,762,035
Canadian Imperial Bank Of Commerce	782 Richmond St	Alter Medical Offices INTERIOR ALTERATIONS TO EXISTING OFFICE TO MEDICAL OFFICES.	0	108,000
785 Wonderland Road Inc C/O Mccor Management (East) Inc.	785 Wonderland Rd S	Alter Offices Demising walls and construction of exit corridor door. Unit 227	0	300,000
LONDON HEALTH SCIENCES CENTRE LONDON HEALTH SCIENCES CENTRE	800 Commissioners Rd E	Alter Hospitals INTERIOR ALTERATIONS TO A1-176, A1-178, A1-196 AND A1-198 SHELL Provide sprinkler shop drawing and GRCC.	0	1,600,000
DREWLO HOLDINGS INC DREWLO HOLDINGS INC	810 Chelton Rd	Erect-Garage for Apartment Building ERECT NEW PARKING STRUCTURE Shell Permit Only – Provide sealed pre-cast stairs and stair handrail/guards shop drawings to the Building Division for review prior to work in these areas	0	9,194,300
MAPLEROSE HOLDINGS (CANADA) INC MAPLEROSE HOLDINGS (CANADA) INC	820 Wharncliffe Rd S	Alter Retail Store Interior renovation for new store (Rack Attack).	0	218,000
TALU PROPERTIES INC. TALU PROPERTIES INC.	825 Chelton Rd B	Erect-Apartment Building Erect 4 storey apartment building	42	11,711,722
LONDON CITY	844 Commissioners Rd W	Alter Non-Residential Accessory Building structural rehabilitation to the interior of the reservoir including the double the roof and walls. Replacement of the roofing membrane with a concrete waterproof membrane.	0	5,000,000



City of London - Building Division

Principal Permits Issued from February 1, 2023 to February 28, 2023

Owner	Project Location	Proposed Work	No. of Units	Construction Value
CITY LONDON WESTERN FAIR ASSOCIATION	900 King St	Alter Plant for Manufacturing Interior alter to create a space to manufacture recycle plastic products. Scope includes install of IMP partition walls, mechanical and electrical services for client equipment. SHELL sprinkler shop drawing and GRCC required.	0	1,100,000

Total Permits 39 Units 74 Value 52,300,691

** Includes all permits over \$100,000, except for single and semi-detached dwellings.*

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: Draft Plan of Subdivision - Three Year Extension
Stoney Creek South Subdivision
1300 Fanshawe Park Road East
City File No: 39T-04512 - Ward 5

Meeting on: April 11, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the application of 700531 Ontario Limited relating to the property located at 1300 Fanshawe Park Road East, the Approval Authority **BE ADVISED** that Council support the request for a three (3) year extension of the draft plan of subdivision approval for the draft plan submitted by 700531 Ontario Limited, prepared by AGM Ltd., certified by Bruce S. Baker, Ontario Land Surveyor (Plan No. 9-L-4901, dated August 30, 2016), as redlined amended, which shows one (1) commercial block, two (2) high density residential blocks, one (1) medium density residential block, two (2) road widening blocks, and two (2) 0.3 m reserves, all served by one (1) new secondary collector road/neighbourhood connector (Blackwell Boulevard) **SUBJECT TO** the revised conditions contained in the attached Schedule "A".

Executive Summary

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is to consider a three (3) year extension to Draft Approval for the remaining phase(s) within the residential and commercial draft plan of subdivision 39T-04512.

Rationale of Recommended Action

1. The requested three (3) year extension of Draft Plan Approval is reasonable and should allow the applicant sufficient time to satisfy revised conditions of draft approval towards the registration of this plan.
2. The plan of subdivision will provide for future residential and commercial land uses and supports connectivity with adjacent future development lands. Therefore, an extension should be supported provided the conditions of Draft Approval are updated to reflect current City Standards and regulatory requirements.

Linkage to the Corporate Strategic Plan

The proposed development contributes to the Strategic Plan by helping to implement the Building a Sustainable City and Strengthening Our Community area of focus. The development is well-located in a strategic location for growth and intensification with good access to local services, amenities, public transit, and active transit. The proposed development and recommended refinements fit within, and enhances, the surrounding community.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. Refer to Appendix "B" for further details on the characteristics of the proposed application related to the City's

climate action objectives.

Analysis

1.0 Background Information

1.1 Property Description

The submitted plan of subdivision contains 23.1 hectares (57 ac.) of land located at 1300 Fanshawe Park Road East, legally described as Part of Lot 9, Concession 5, (geographic Township of London).

1.2 Previous Reports

June 19, 2006 – Environment and Transportation Committee approves the initiation of the Stoney Creek Sanitary Sewer Extension Municipal Class EA.

February 27, 2006 - Environment and Transportation Committee approves the initiation of the Storm Drainage and Stormwater Management Works for Stoney Creek Undeveloped Lands Municipal Class EA – Schedule “B”.

September 25, 2006 – Municipal Council recommended that the City of London Approval Authority grant draft approval to the plan of subdivision and adopted a zoning by-law to permit residential and commercial uses with holding provisions. (files 39T-04512/Z-6833)

March 26, 2007 - Municipal Council deferred the request by 700531 Ontario Limited for the Municipal Class EA to be fully funded by the developer without any compensation or implied commitment to future development until such time as further financial information is available through the Urban Works Reserve Fund/Development Charge Implementation Team.

June 27, 2007 – Municipal Council resolved that further development approvals be allowed for up to 3.1 ha of medium density land within draft approved plan 39T-04512. The remaining lands shall BE WITHHELD until a Phased or Full Stormwater Erosion Implementation Plan for Stoney Creek is approved by Council.

September 24, 2007 - Environment and Transportation Committee accepts recommendation of the Storm Drainage and Stormwater Management Works for Stoney Creek Undeveloped Lands Municipal Class EA – Schedule “B”.

November 12, 2007 – Report to the Planning Committee recommending refusal Zoning By-law Amendment Application No. Z-7441, submitted by 700531 Ontario Limited for 1300 Fanshawe Park Road East to remove Holding Provisions h- 11 and h-73.

February 11, 2008- Report to the Planning Committee advising that the applicant had filed an appeal against the City for neglecting to amend the zoning by-law within 120 days of receipt of an application, that the City Solicitor be directed to provide legal representation at the hearing and that the City recommends the Ontario Municipal Board refuse the request.

February 21, 2008 – 2008 Budget adopted by City Council, includes provision for funding a Municipal Class EA for Fanshawe Park Road East between Adelaide Street North and Highbury Avenue North.

April 6, 2009 – Report to Environment and Transportation Committee regarding acceptance of the recommendations of the Municipal Class EA for Fanshawe Park Road East between Adelaide Street North and Highbury Avenue North.

December 7, 2009 - Information Report to the Planning Committee advising the appeal of Zoning By-law Amendment Application Z-7414 had been resolved.

March 2010 - 2010 Budget adopted by City Council, included provision for funding Phase I of the Fanshawe Park Road East road improvements (Fanshawe Park Road East/Highbury Avenue North intersection).

March 22, 2010 – Report to Planning Committee on three-year extension for draft plan of subdivision.

September 10, 2013 - Report to Planning Committee on three-year extension for draft plan of subdivision.

June 20, 2016 - Report to Planning Committee on special provisions for the subdivision agreement for Phase 1 of the draft plan of subdivision.

July 18, 2016 - Report to Planning Committee on removal of holding provisions for Phase 1 of the draft plan (H-8600) three-year extension for draft plan of subdivision.

February 6, 2017 - Report to Planning Committee on three-year extension for draft plan of subdivision. (39T-04512)

January 20, 2020 - Report to Planning Committee on three-year extension for draft plan of subdivision. (39T-04512)

2.0 Discussion and Considerations

2.1 Planning History

The original submitted plan of subdivision contained 23.1 hectares (57 ac.) of land located at 1300 Fanshawe Park Road East, legally described as Part of Lot 9, Concession 5, (geographic Township of London). It consisted of two (2) commercial blocks, two (2) high density residential blocks, two (2) medium density residential blocks, one (1) stormwater management block, one (1) open space block, one (1) park block, and several reserve and road widening blocks served by two (2) new secondary collector roads. The application for Draft Plan of Subdivision was accepted in December 2004. The plan was draft approved on October 18, 2006. No appeals to the Draft Plan Approval were received within the time allowed for such appeals.

After the granting of draft approval in October of 2006, the City of London acquired the northern portion of the lands (generally Block 9 “Open Space” lands) for stormwater management purposes. Two subsequent extensions of draft plan approval were granted for the file in April of 2010, and in October of 2013, respectively.

After the 2013 draft plan extension, additional lands were acquired by the City adjacent to Stoney Creek (May of 2016). Phase 1 of the draft plan (approximately 4.2 ha), consisting of one (1) multi-family block (street town homes), one (1) commercial block, one (1) park block, one (1) stormwater management block, and five (5) reserve blocks, all served by two new secondary collector roads (Rob Panzer Road and Blackwell Boulevard), was granted final approval by the Approval Authority on September 12, 2016 and is registered as 33M-701.

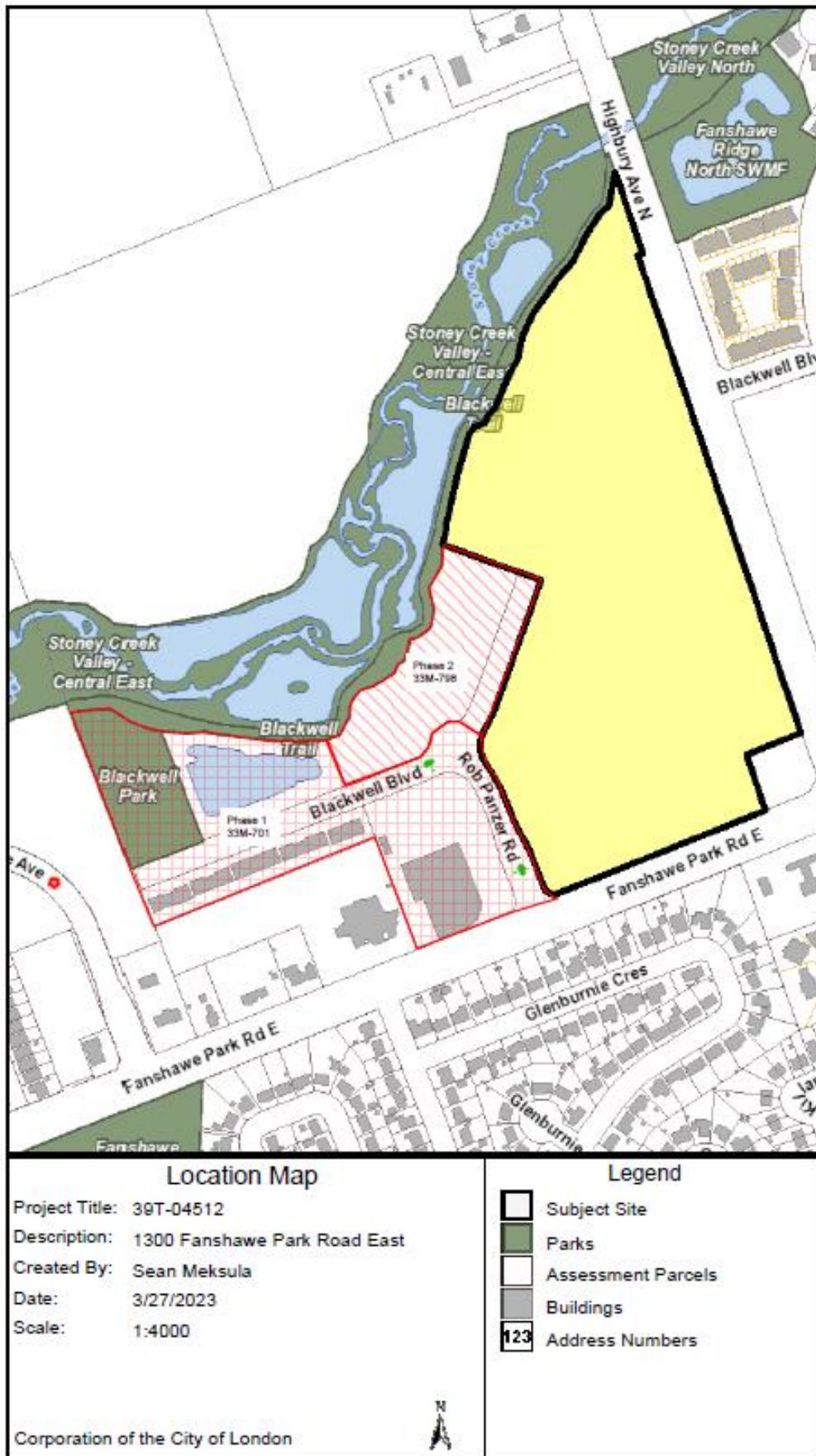
A three (3) year extension to Draft Approval for the remaining phase(s) within the residential and commercial draft plan of subdivision 39T-04512 was granted by City of London Approval Authority on February 15, 2017, subject to the revised conditions as per the Notice of Decision. The draft approval lapse date was extended until February 20, 2020.

A three (3) year extension to Draft Approval for the remaining phase(s) within the residential and commercial draft plan of subdivision 39T-04512 was granted by City of London Approval Authority on February 10, 2020, subject to the revised conditions as per the Notice of Decision. The draft approval lapse date was extended until February 11, 2023. A six (6) month emergency extension was granted by the Approval Authority commencing from the lapse date of February 11, 2023, extending the lapse date to

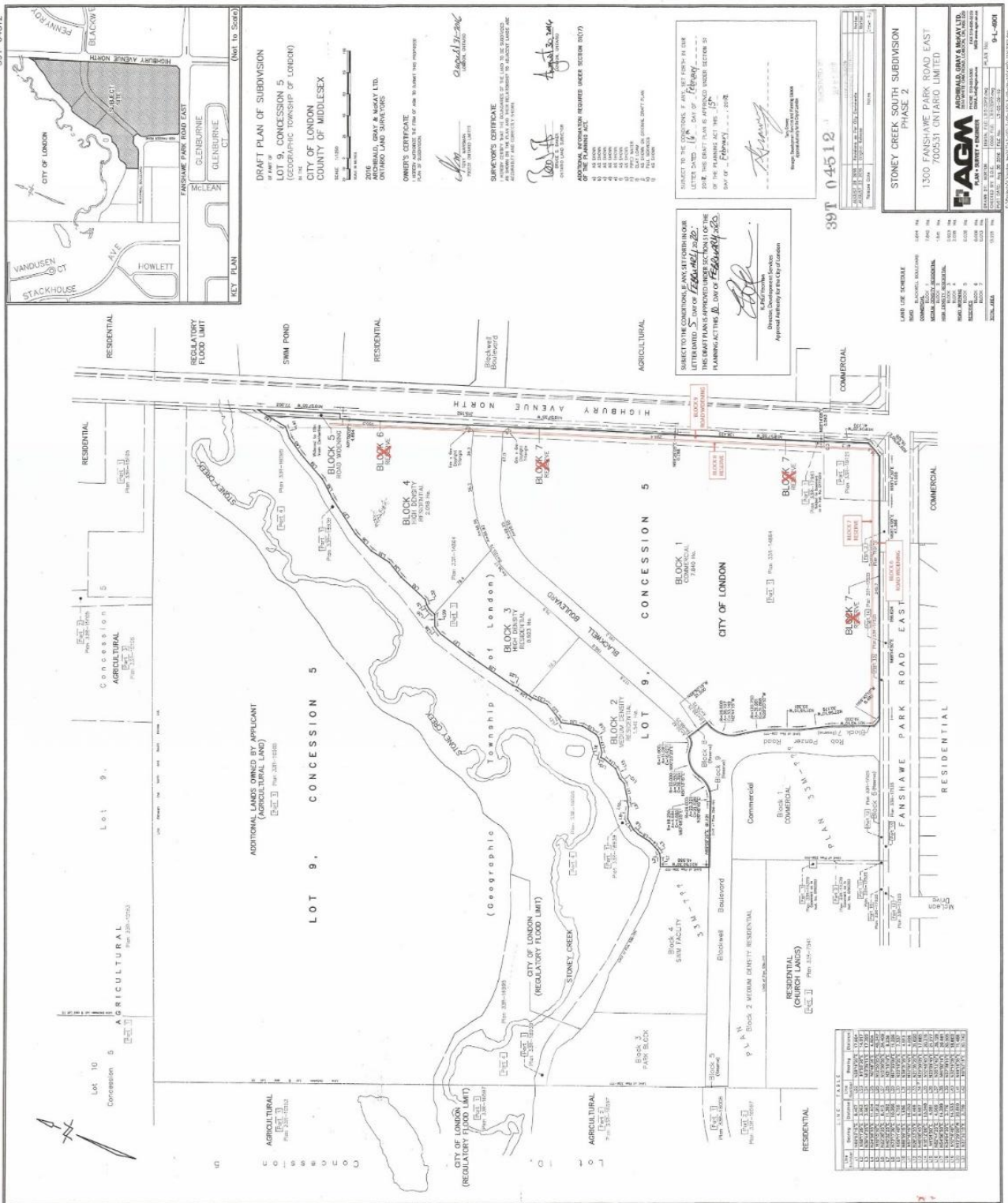
August 10, 2023. The purpose of the six (6) month extension was to allow sufficient time for the circulation and full consideration of the proposed draft extension.

Phase 2 of the draft plan (approximately 4.2 ha), consisting of one (1) multi-family block (street townhomes), one (1) Commercial Block, one (1) Residential Block, one (1) Park Block and along with 1-foot reserve blocks, all served by two (2) new streets, being Rob Panzer Road and Blackwell Boulevard, was granted final approval by the Approval Authority on February 22, 2021 and is registered as 33M-798.

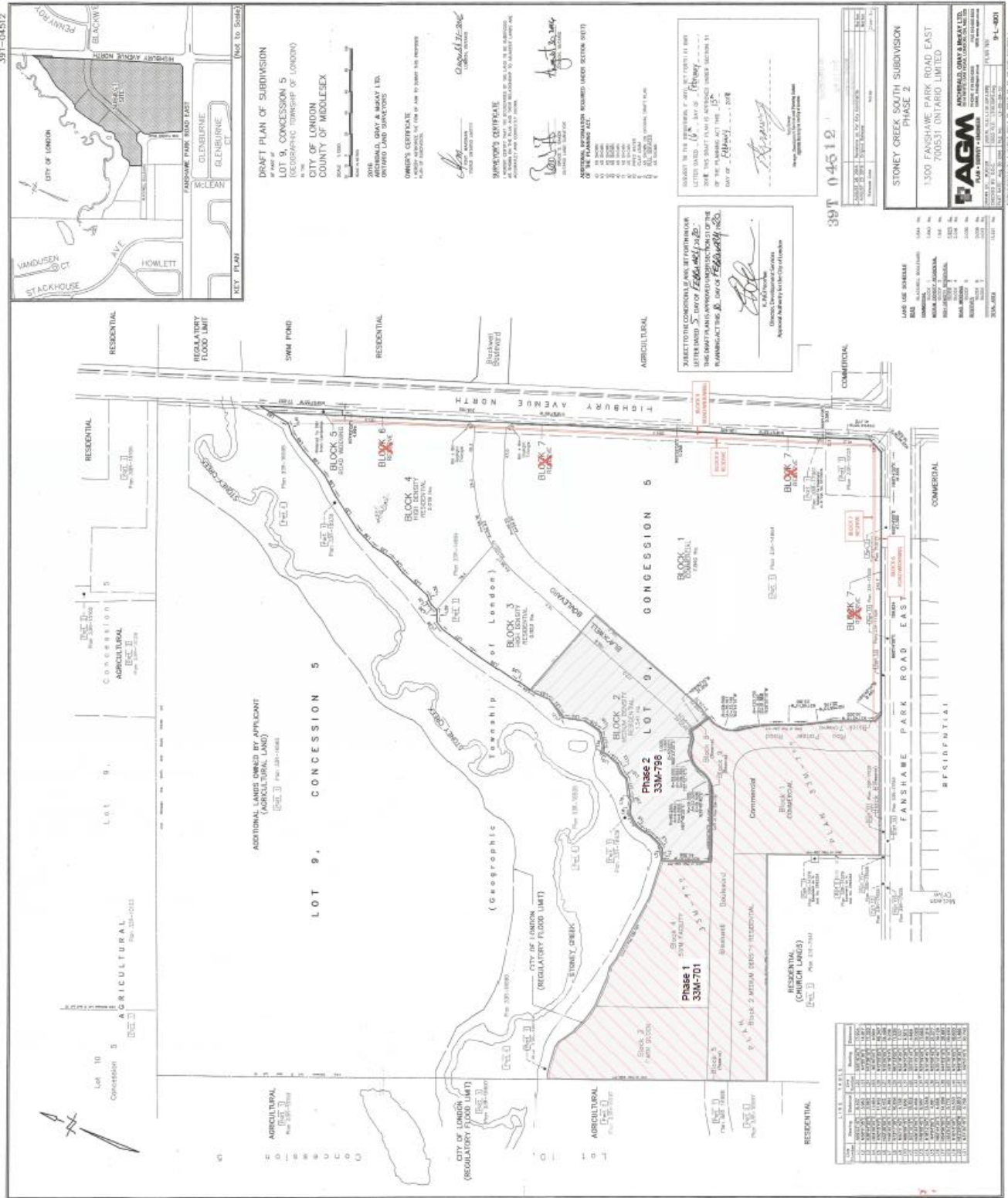
2.2 Location Map



2.3 Draft Plan of Subdivision – February 2020



2.4 Draft Plan of Subdivision – March 2023



2.5 Applicant Request

The Applicant has requested a three (3) year draft plan extension for the lands. Staff are recommending the standard three (3) year extension to ensure adequate time is given to complete the subdivision. A large portion of the site is designated commercial. The applicant is working to attract a user(s) for the block which has resulted in the delays in registering the remaining portion of the plan of subdivision.

2.6 Amendments

The attached amendments to the conditions of draft approval are required to ensure that these lands are developed to today’s standards. The changes to conditions of draft approval are to address engineering and planning issues. The amendments to the conditions of draft approval are shown as highlights for revisions, ~~strikeouts~~ for deletions and underlines for additions on the attached Schedule “A”.

No changes are proposed to the approved zoning, lotting pattern, or road alignments within the draft plan. As a result of these minor changes to the conditions of draft approval, an extension may be granted and there is no requirement for public notice of the changes in accordance with Section 50 (33) & (47) of the *Planning Act*.

2.7 Policy Context

Provincial Policy Statement (PPS), 2020

The PPS contains strong policies regarding the importance of promoting efficient development and land use patterns, as well as accommodating an appropriate range and mix of land uses, housing types, and densities to meet projected needs of current and future residents (Sections 1.1 and 1.4). The policies for Settlement Areas require that new development should occur adjacent to existing built up areas and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities (Section 1.1.3.6). The draft plan provides for open space corridors as a space to meet the needs of pedestrians and facilitate pedestrian movement in the area. Infrastructure and public service facilities will be provided to serve the needs of the draft plan.

The PPS directs settlement areas to be the focus of growth and development. Land use patterns within the settlement areas shall be based on densities and a mix of land uses which provide for the following:

- Efficiently use land and resources;
- Are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;
- Minimize negative impacts to air quality and climate change; and
- Support active transportation and are transit-supportive, where transit is planned, exists or may be developed. (1.1.3.2).

Consistent with the PPS, intensification of the subject lands would optimize the use of land and public investment in infrastructure in the area. Located within a developing area of the city, the increased density of the subject lands would contribute to achieving more compact forms of growth and development on this block within the draft plan of subdivision.

The PPS recognizes the importance of the Province's natural heritage resources, and the long-term protection of natural features and areas (Section 2.1.1). Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified as significant wetland and significant wildlife habitat, unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions (Section 2.1.8). A holding provision has been applied on the subject lands to ensure the orderly development of land including municipal services (water, sanitary and storm). Transportation systems have been incorporated into the draft plan which facilitates the movement of people, and connectivity among nearby arterial roads.

The recommended revised draft plan amendments are consistent with the *Provincial Policy Statement (PPS), 2020*, which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs and provide for a range of housing types and densities to meet projected requirements of current and future residents. The recommended draft plan and amendments also supports efficient and resilient development patterns, accommodating an appropriate range and mix of housing and protects the Natural Heritage feature.

It is staff's position that the draft plan of subdivision will provide for a healthy, livable and safe community. It will provide for a walkable community, and provides for on street pedestrian linkages to commercial, open space and parkland. The draft plan of subdivision is consistent with the Provincial Policy Statement, 2020.

The London Plan

The policies of The London Plan encourage higher intensity residential development to locate along Civic Boulevards and other higher order streets. The lands to the north of Blackwell Boulevard (a Neighbourhood Connector) are located within the Neighbourhoods Place Type, which permits a range of residential uses at a height of 4 - 6 storeys. The lands south of Blackwell Boulevard are located within the Shopping Area Place Type, which permits a range of commercial uses.

The London Plan recognizes the High-Density Residential areas that were designated in the previous Official Plan, even where they are not within the targeted place types. Map 2 identifies these lands as High-Density Residential Overlay (from 1989 Official Plan) (955_). Blocks 3 and 4 in this draft plan are within the High-Density Residential Overlay (Map 2). It is important to recognize that Map 2 is an overlay on top of the Urban Place Types identified in Map 1. For these lands, the place type represents the long-term vision for each of these areas to the year 2035. Large areas within the High-Density Residential Overlay (from 1989 Official Plan), capable of accommodating multiple buildings, should include a diversity of housing forms such as mid-rise and low-rise apartments and multiple attached dwellings. Where Specific Policies are established for lands within the High-Density Residential Overlay (from 1989 Official Plan), and there is a conflict between those policies and the parent High Density Residential Overlay (from 1989 Official Plan) policies, the Specific Policies shall prevail. (955_). Table 8 lists the maximum height for lands within the High-Density Residential Overlay outside of the Primary Transit Area as 12 storeys.

3.0 Financial Impact/Considerations

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

4.0 Key Issues and Considerations

The key issues and considerations have been reviewed and addressed through the draft plan of subdivision approval process. The Draft Approval conditions have been re-circulated and reviewed with municipal departments and agencies. Updates to the draft conditions and redline revisions to the draft approved plan of subdivision are recommended.

Conclusion

Staff are recommending a three (3) year extension to the Draft Approval for this plan of subdivision, subject to the redline revisions and revised conditions as attached. The proposed plan and recommended conditions of Draft Approval will ensure that development proceeds in accordance with Provincial Policy Statement, and The London Plan. A three (3) year extension is recommended to allow sufficient time for registration of the lands within this Draft Plan.

Prepared by: Sean Meksula, MCIP, RPP
Senior Planner, Subdivisions and Condominiums

Reviewed by: Bruce Page
Manager, Subdivision Planning

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

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

Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning and Development.

cc: Peter Kavcic, Manager, Subdivisions and Development Inspections
cc: Matt Davenport, Manager, Subdivision Engineering
cc: Mike Pease, Manager, Site Plan

April 3, 2023
SM/HMc/BP//sm

Appendix A

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T- 04512 ARE AS FOLLOWS:

Denotes Deleted, Revised, or New Condition

NO.	CONDITIONS
1.	This draft approval applies to the draft plan submitted by 700531 Ontario Limited, prepared by AGM Ltd., certified by Bruce Baker, Ontario Land Surveyor, dated August 30, 2016, File No. LT-05-09-10, Plan No. 9-L-4901, as redlined, which shows one (1) commercial block, two (2) high density residential blocks, one (1) medium density residential block, and several reserve and road widening blocks served by one (1) new secondary collector road (Blackwell Boulevard).
2.	This approval of the draft plan applies for three years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3.	In conjunction with the first submission of engineering drawings, street(s) shall be named and the municipal addressing shall be assigned to the satisfaction of the City.
4.	Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
5.	The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from <u>Planning and Development</u> Development Services), which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies.
6.	Prior to final approval the Owner shall pay in full all financial obligations/encumbrances owing to the City on the said lands, including property taxes and local improvement charges.
7.	Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City's review and approval.
8.	The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.
9.	Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information or detailed engineering drawings, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information

required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City.

PARKS and OPEN SPACE

10. At the time of registration of the plan, an easement shall be given to the City over a portion of Block 4 (approx. 0.021 ha in size) to be used as part of the future pathway. This easement will satisfy parkland dedication for four (4) units. Cash-in-lieu of parkland in accordance with By-law CP-9 shall be required for the 223rd dwelling unit or greater in residential Blocks 2, 3, and 4.
11. The Owner shall not grade into any open space area. Where Blocks abut an open space area, all grading of the developing lots or blocks at the interface with the open space areas are to match grades to maintain existing slopes, topography and vegetation. In instances where this is not practical or desirable, any grading into the open space shall be to the satisfaction of the City.

SANITARY

12. In order to prevent any inflow and infiltration from being introduced to the sanitary sewer system, the Owner shall, throughout the duration of construction within this plan, undertake measures within this draft plan to control and prevent any inflow and infiltration and silt from being introduced to the sanitary sewer system during and after construction, satisfactory to the City, at no cost to the City, including but not limited to the following:
 - i) Not allowing any weeping tile connections into the sanitary sewers within this Plan;
 - ii) Permitting the City to undertake smoke testing or other testing of connections to the sanitary sewer to ensure that there are no connections which would permit inflow and infiltration into the sanitary sewer;
 - iii) Install Parson Manhole Inserts (or approved alternative satisfactory to the City Engineer) in all sanitary sewer maintenance holes at the time the maintenance hole(s) are installed within the proposed draft plan of subdivision. The Owner shall not remove the inserts until sodding of the boulevard and the top lift of asphalt is complete, all to the satisfaction of the City Engineer;
 - iv) Having his consulting engineer confirm that the sanitary sewers meet allowable inflow and infiltration levels as per OPSS 410 and OPSS 407; and
 - v) Implementing any additional measures recommended through the accepted Design Studies.
13. Prior to registration of this Plan, the Owner shall obtain consent from the City to reserve capacity at the Adelaide Pollution Control Plant for this subdivision. This treatment capacity shall be reserved by the City subject to capacity being available, on the condition that registration of the subdivision agreement and the plan of subdivision occur within one (1) year of the date specified in the subdivision agreement.

Failure to register the Plan within the specified time may result in the Owner forfeiting the allotted treatment capacity and, also, the loss of his right to connect into the outlet sanitary sewer, as determined by the City. In the event of the capacity being forfeited, the Owner must reapply to the City to have reserved sewage treatment capacity reassigned to the subdivision.

STORM AND STORMWATER MANAGEMENT

14. The Owner shall construct the storm sewers to serve this plan and connect them to this plan to the storm outlet for the subject lands which is the Stoney Creek via the existing storm sewer, namely, the 750 mm diameter storm sewer on Blackwell Boulevard, and Rob Panzer Way.
15. The Owner shall have his consulting professional engineer design and construct the proposed storm/drainage and Stormwater Management servicing works for the subject lands, all to the specifications and satisfaction of the City in accordance to the requirements of the following:
- i) The SWM criteria and environmental targets for the Stoney Creek Subwatershed Study;
 - ii) The approved Storm/Drainage and SWM Servicing Functional Report for the subject lands;
 - iii) The accepted Municipal Class EA for Storm Drainage and Stormwater Management Servicing Works for the Stoney Creek Undeveloped Lands (2008);
 - iv) The approved Functional Stormwater Management Plan report for the Stoney Creek Regional Flood Control Facility;
 - v) The stormwater Letter/Report of Confirmation for the subject development prepared and accepted in accordance with the file manager process;
 - vi) The City's Waste Discharge and Drainage By-laws, lot grading standards, policies, requirements and practices;
 - vii) The City of London Environmental and Engineering Services Department Design Specifications and Requirements, as revised;
 - viii) The City's Design Requirements for Permanent Private Stormwater Systems approved by City Council and effective as of January 1, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.;
 - ix) The Ministry of the Environment SWM Practices Planning and Design Manual (2003); and
 - x) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies, including but not limited to the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019), etc
16. The Owner's shall implement SWM soft measure Best Management Practices (BMP's) within the plan to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this plan and the approval of the City. The Owner is required to implement clean infiltration through the use of BMPs in the PPS blocks to promote post-development infiltration to mitigate water balance impacts from the development of the site and future site Plan for blocks within this phase of development.

~~The Owner's shall implement SWM soft measure Best Management Practices (BMP's) within the plan to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical~~

- ~~conditions within this plan and the approval of the City.~~
17. Prior to the acceptance of engineering drawings, the Owner's consulting engineer shall certify the development has been designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements of and/or any approvals given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.
 18. In accordance with City standards or as otherwise required by the City, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
 - i) Make provisions to oversize and deepen the internal storm sewers in this plan to accommodate flows from upstream lands within the drainage area external to this plan;
 - ii) Construct and implement erosion and sediment control measures as accepted in the Storm/Drainage and SWM Servicing Functional Report or a SWM Servicing Letter/Report of Confirmation for these lands and the Owner shall correct any deficiencies of the erosion and sediment control measures forthwith; and
 - iii) Address forthwith any deficiencies of the stormwater works and/or monitoring program.
 19. Prior to the issuance of any Certificates of Conditional Approval for any lot in this plan, the Owner shall complete the following:
 - i) For lots and blocks in this plan or as otherwise approved by the City Engineer, all storm/drainage and SWM related works to serve this plan must be constructed and operational in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the City;
 - ii) The SWM Facility to serve this plan must be constructed and operational;
 - iii) Construct and have operational the major and minor storm flow routes for the subject lands, to the satisfaction of the City; and
 - iv) Implement all geotechnical/slope stability recommendations made by the geotechnical report accepted by the City.
 20. The Owner shall ensure the post-development discharge flow from the subject site must not exceed the capacity of the stormwater conveyance system. In an event, where the above condition cannot be met, the Owner shall provide SWM on-site controls that comply to the City's Design Specifications and Requirements for Permanent Private Stormwater Systems.
 21. The Owner shall ensure that all existing upstream external flows traversing this plan of subdivision, as shown on the accepted engineering drawings for Plan 33M-701 and 33M-798, are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the City Engineer.
 22. The Owner shall develop a sediment and erosion control plan(s) that will identify all required sediment and erosion control measures for the subject lands in accordance with City of London and Ministry of the Environment, Conservation and Parks standards and requirements, all to the satisfaction of the City. The sediment and erosion control plan(s) shall identify all interim and long term measures that would be required for both registration and construction phasing/staging of the development and any major revisions to these plans after the initial acceptance shall be reviewed/accepted by the City of London for conformance to our standards and Ministry of the Environment, Conservation and Parks requirements Prior to

any work on the site, the Owner's professional engineer shall submit these measures as a component of the Functional Storm/Drainage Servicing Report and is to have these measures established and approved all to the satisfaction of the City Engineer. Further, the Owner's Professional Engineer must confirm that the required sediment and erosion control measures are being maintained and operated as intended during all phases of construction.

WATER

23. Prior to the issuance of any Certificate of Conditional Approval and in accordance with City standards or as otherwise required by the City Engineer, the Owner shall complete the following for the provision of water services for this draft plan of subdivision:
 - i) Construct watermains to serve this Plan and connect them to the existing municipal system, namely, the existing 250 mm diameter watermain on Blackwell Boulevard and the 300 mm diameter watermain on Highbury Avenue;
 - ii) Deliver confirmation that the watermain system has been looped to the satisfaction of the City Engineer when development is proposed to proceed beyond 80 units or commercial equivalent; and
 - iii) The available fireflow and appropriate hydrant colour code (in accordance with the City of London Design Criteria) are to be shown on engineering drawings. The fire hydrant colour code markers will be installed by the City of London at the time of Conditional Approval.

24. The Owner shall obtain all necessary approvals from the City Engineer for individual servicing of blocks in this subdivision, prior to the installation of any water services for the blocks.

25. Prior to the issuance of any Certificates of Conditional Approval the Owner shall install and commission the accepted water quality measures required to maintain water quality within the water distribution system during build-out, all to the satisfaction of the City Engineer, at no cost to the City. The measures which are necessary to meet water quality requirements, including their respective flow settings, etc shall be shown clearly on the engineering drawings.

26. With respect to the proposed Blocks, the Owner shall include in all agreements of purchase and sale, and/or lease of Blocks in this plan, a warning clause advising the purchaser/transferee that should these develop as a Vacant Land Condominium or in a form that may create a regulated drinking water system under O.Reg. 170/03, the Owner shall be responsible for meeting the requirements of the legislation.

If deemed a regulated system, there is potential the City of London could be ordered to operate this system in the future. As such, the system would be required to be constructed to City standards and requirements.

27. The Owner shall ensure implemented water quality measures shall remain in place until there is sufficient occupancy demand to maintain water quality within the Plan of Subdivision without their use. The Owner is responsible for the following:
 - i) To meter and pay the billed costs associated with any automatic flushing devices including water discharged from any device at the time of their installation until removal;
 - ii) Any incidental and/or ongoing maintenance of the automatic flushing devices;
 - iii) Payment for maintenance costs for these devices incurred by the City on an ongoing basis until removal;

- iv) All works and the costs of removing the devices when no longer required; and
 - v) Ensure the automatic flushing devices are connected to an approved outlet.
28. The Owner shall ensure the limits of any request for Conditional Approval shall conform to the staging and phasing plan as set out in the accepted water servicing report and shall include the implementation of the interim water quality measures. In the event the requested Conditional Approval limits differ from the staging and phasing as set out in the accepted water servicing report, the Owner would be required to submit revised plans and hydraulic modeling as necessary to address water quality.

In conjunction with the first submission of engineering drawings, the Owner shall have their consulting engineer prepare and submit a water servicing report which addresses the following, all to the satisfaction of the City Engineer:

- a) Water distribution system analysis & modeling and hydraulic calculations for the Draft Plan of Subdivision confirming system design requirements are being met;
- b) Identify domestic and fire flows for the residential\development Blocks from the low-level water distribution system;
- c) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
- d) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
- e) Include modeling as per section 7.14 of the City Design Standards as well for two fire flow scenarios as follows:
 - i. Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
 - ii. Max Day + Fire confirming the available fire flows at fire hydrants at 20PSI residual. Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
- f) Develop a looping strategy to the satisfaction of the City Engineer for when development is proposed to proceed beyond 80 units;
- g) Provide a servicing concept acceptable to the City Engineer for the proposed street townhouse (or narrow frontage) lots which demonstrates separation requirements for all services is being achieved;
- h) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
- i) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
- j) Identify any required watermain oversizing, if necessary, and any cost sharing agreements;
- k) Identify the effect of development on existing water infrastructure – identify potential conflicts; and
- l) Include full-sized water distribution and area plan(s) which identifies the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings), the fire hydrant rated capacity & marker colour, and the design fire flow applied to development Blocks.

TRANSPORTATION

29. The Owner shall be permitted one limited access vehicular access from Block 1 to Highbury Avenue North and one limited access vehicular access from Block 1 to Fanshawe Park Road East. The location of these access points shall be to the satisfaction of the City.
30. The Owner shall not be permitted any vehicular access from Block 4 to Highbury Avenue North.
31. The Blackwell Boulevard Road allowance at Highbury Avenue North shall be a minimum of 28 m for a minimum length of 45 metres. Within this road allowance the Owner shall construct gateway treatments. Beyond this widened road allowance, the road allowance shall be tapered to 21.5 m with a road pavement width (excluding gutters) of 9.5 metres.
32. The Owner shall construct sidewalks within this plan on both sides of Blackwell Boulevard, to the satisfaction of the City.
33. Any dead ends and open sides of road allowances created by this draft plan, or by phasing of this plan, shall be terminated in 0.3 metre reserves to be conveyed to the City of London until required for the future production of such road allowance.
34. The Owner shall direct all construction traffic to Highbury Avenue North to the satisfaction of the City.
35. The Owner shall dedicate 0.3 m (1') reserves blocks to the City of London at the following locations:
 - i) Along the entire frontage of Fanshawe Park Road East; and
 - ii) Along the entire frontage of Highbury Avenue North.
36. In the event any work is undertaken on an existing street, the Owner shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the City for any construction activity that will occur on existing public roadways. The Owner shall have its contractor(s) undertake the work within the prescribed operational constraints of the TMP. The TMP will be submitted in conjunction with the subdivision servicing drawings for this plan of subdivision.
37. All through intersection and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning through their intersections thereby having these streets centred with each other, unless otherwise approved by the City.
38. Within one year of registration of the plan, the Owner shall install street lighting on all streets and walkways within this plan to the satisfaction of the City, at no cost to the City. Where an Owner is required to install street lights in accordance with this draft plan of subdivision and where a street from an abutting developed or developing area is being extended, the Owner shall install street light poles and luminaires, along the street being extended, which match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the London Hydro for the City of London.
39. The Owner shall be required to make minor boulevard improvements on Fanshawe Park Road East and Highbury Avenue North adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.

40. The Owner shall have the common property line of Fanshawe Park Road East and Highbury Avenue North graded in accordance with the accepted engineering drawings, to the satisfaction of the City ~~City of London Standard “Subdivision Grading Along Arterial Roads”~~, at no cost to the City.

Further, the grades to be taken as the centreline line grades on Fanshawe Park Road East and Highbury Avenue North are the future ultimate centreline of road grades as determined by the Owner’s professional engineer, satisfactory to the City. From these, the Owner’s professional engineer is to determine the ultimate elevations along the common property line which will blend with the existing road, all to the satisfaction of the City.

41. The Owner shall ensure access to lots and blocks for the portion adjacent to gateway treatments as shown on the accepted engineering drawings will be restricted to rights-in and rights-out only.
42. The Owner shall make modifications to the curb radii on Highbury Avenue North and all associated works, to the satisfaction of the City, at no cost to the City.
43. At the time of registration of the plan, the Owner shall provide a road widening dedication on Fanshawe Park Road East measured 24.0m from center line to the satisfaction of the City ~~Engineer~~.
44. At the time of registration of the plan, the Owner shall provide a road widening dedication on Highbury Avenue North measured 24.0m from center line to the satisfaction of the City ~~Engineer~~.

In conjunction with the first submission of engineering drawings, the Owner shall implement barrier curb through this plan of subdivision as per the Design Specifications and requirements Manual (DSRM), to the satisfaction of the Deputy City Manager, Environment and Infrastructure

In conjunction with the first submission of engineering drawings, the Owner shall comply with all City standards as found in the Design Specifications and Requirements Manual (eg. reverse curves, 10 metre straight tangents, etc.), to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

In conjunction with the first submission of engineering drawings, the Owner shall comply with the Complete Streets Manual to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

In conjunction with the first submission of engineering drawings, the Owner shall provide details of street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City.

In conjunction with the first submission of engineering drawings, the Owner shall provide speed bumps on Blackwell Boulevard, to the satisfaction of the City Engineer, at no cost to the City:

OTHER SERVICING ISSUES

45. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
46. Once construction of any private services, ie: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed relotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved

revised servicing drawings all to the specifications of the City Engineer and at no cost to the City.

47. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision, at no cost to the City, all to the specifications and satisfaction of the City.
48. In the event the draft plan develops in phases, upon registration of any phase of this subdivision, the Owner shall provide land and/or easements along the routing of services which are necessary to service upstream lands outside of this draft plan to the limit of the plan.
49. In the event the Owner wishes to further phase this plan of subdivision, the Owner shall submit as part of the revised engineering plan submission a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
50. The Owner shall remove any temporary works when no longer required and restore the land, at no cost to the City, to the specifications and satisfaction of the City.
51. With respect to any services and/or facilities constructed in conjunction with this plan, the Owner shall permit the connection into and use of the subject services and/or facilities by outside owners whose lands are served by the said services and/or facilities, prior to the said services and/or facilities being assumed by the City.
52. The connection into and use of the subject services by an outside Owner will be conditional upon the outside Owner satisfying any requirements set out by the City, and agreement by the outside Owner to pay a proportional share of the operational maintenance and/or monitoring costs of any affected unassumed services and/or facilities.
53. Prior to the construction of works on existing City streets and/or unassumed subdivisions, the Owner shall have its professional engineer notify new and existing property owners in writing regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision along with any remedial works prior to assumption, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".

~~The Owner shall have its engineer notify existing property owners in writing, regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".~~

54. The Owner shall advise the City in writing at least two weeks prior to connecting, either directly or indirectly, into any unassumed services constructed by a third party, and to save the City harmless from any damages that may be caused as a result of the connection of the services from this subdivision into any unassumed services.

Prior to connection being made to an unassumed service, the following will apply:

- i) In the event discharge is to unassumed services, the unassumed services must be completed and conditionally accepted by the City; and
- ii) The Owner must provide a video inspection on all affected unassumed sewers.

Any damages caused by the connection to unassumed services shall be the responsibility of the Owner.

55. The Owner shall pay a proportional share of the operational, maintenance and/or monitoring costs of any affected unassumed sewers or SWM facilities (if applicable) to third parties that have constructed the services and/or facilities to which the Owner is connecting. The above-noted proportional share of the cost shall be based on design flows, to the satisfaction of the City, for sewers or on storage volume in the case of a SWM facility. The Owner's payments to third parties shall:
 - i) Commence upon completion of the Owner's service work, connections to the existing unassumed services; and
 - ii) Continue until the time of assumption of the affected services by the City.
56. If, during the building or constructing of all buildings or works and services within this subdivision, any deposits of organic materials or refuse are encountered, the Owner shall report these deposits to the City ~~Engineer~~ and Chief Building Official immediately, and if required by the City ~~Engineer~~ and Chief Building Official, the Owner shall, at his own expense, retain a professional engineer competent in the field of methane gas to investigate these deposits and submit a full report on them to the City ~~Engineer~~ and Chief Building Official. Should the report indicate the presence of methane gas then all of the recommendations of the engineer contained in any such report submitted to the City ~~Engineer~~ and Chief Building Official shall be implemented and carried out under the supervision of the professional engineer, to the satisfaction of the City ~~Engineer~~ and Chief Building Official and at the expense of the Owner, before any construction progresses in such an instance. The report shall include provision for an ongoing methane gas monitoring program, if required, subject to the approval of the City ~~Engineer~~ and review for the duration of the approval program.

If a permanent venting system or facility is recommended in the report, the Owner shall register a covenant on the title of each affected lot and block to the effect that the Owner of the subject lots and blocks must have the required system or facility designed, constructed and monitored to the specifications of the City ~~Engineer~~, and that the Owners must maintain the installed system or facilities in perpetuity at no cost to the City. The report shall also include measures to control the migration of any methane gas to abutting lands outside the Plan.

57. Should any contamination or anything suspected as such, be encountered during construction, the Owner shall report the matter to the City ~~Engineer~~ and the Owner shall hire a geotechnical engineer to provide, in accordance with the Ministry of the Environment "Guidelines for Use at Contaminated Sites in Ontario", "Schedule A – Record of Site Condition", as amended, including "Affidavit of Consultant" which summarizes the site assessment and restoration activities carried out at a contaminated site, in accordance with the requirements of latest Ministry of Environment and Climate Change "Guidelines for Use at Contaminated Sites in Ontario" and file appropriate documents to the Ministry in this regard with copies provided to the City. The City may require a copy of the report should there be City property adjacent to the contamination.

Should any contaminants be encountered within this Plan, the Owner shall implement the recommendations of the geotechnical engineer to remediate, removal and/or disposals of any contaminates within the proposed Streets, Lot and Blocks in this Plan forthwith under the supervision of the geotechnical engineer to the satisfaction of the City at no cost to the City.

In the event no evidence of contamination is encountered on the site, the geotechnical engineer shall provide certification to this effect to the City.

58. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the City, at no cost to the City.
59. The Owner shall decommission any abandoned infrastructure, at no cost to the City, including cutting the water service and capping it at the watermain, all to the specifications and satisfaction of the City.

The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.

60. In conjunction with the revised engineering drawings, the Owner shall provide to the City for review and acceptance an updated hydrogeological and geotechnical report and/or supplemental letter prepared by a qualified consultant, to determine, including but not limited to, the following:
 - i) Provide recommendations for foundation design should high groundwater be encountered, all to the satisfaction of the City.

61. Prior to the issuance of any Certificate of Conditional Approval, the Owner's professional engineer shall certify that any remedial or other works as recommended in the accepted updated hydro geological and geotechnical report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.

62. Should the current or any future Owner come in with a revised development proposal for these lands, the applicant may be required to complete a design studies submission as per the File Manager process and resubmit engineering drawings, all to the satisfaction of the City.

63. The Owner shall either register against the title of Block 1 in this Plan, or shall include in the agreement of purchase and sale for the transfer of each of the Blocks, a covenant by the purchaser or transferee stating that the purchaser or transferee of the Blocks may be required to construct sewage sampling manholes, built to City standards in accordance with the City's Waste Discharge By-law No. WM-2, as amended, regulating the discharge of sewage into public sewage systems. If required, the sewage sampling manholes shall be installed on both storm and sanitary private drain connections, and shall be located wholly on private property, as close as possible to the street line, or as approved otherwise by the City Engineer.

64. The Owner shall submit the required revised engineering drawings to the satisfaction of the City for review and acceptance by the City.

65. The Owner shall construct this plan of subdivision in accordance with the accepted Design Studies for this plan of subdivision, to the satisfaction of the City.

66. The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing private

services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services at no cost to the City.

Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangement to have any section(s) of easement(s) in this plan quit claimed to the satisfaction of the City, at no cost to the City.

67. Prior to the issuance of any Certificate of Conditional Approval, the Owner shall make adjustments to the existing works and services on Blackwell Boulevard, Highbury Avenue North and Fanshawe Park Road East, adjacent to this plan to accommodate the proposed works and services on these streets to accommodate this plan, (eg. private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted drawings, al to the satisfaction of the City ~~Engineer~~, at no cost to the City.
68. In conjunction with engineering drawings submission, the Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the City ~~Engineer~~ and City Treasurer (as outlined in the most current DC By-law) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.
69. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications (e.g. 0.3 metre reserve blocks) as may be required for all municipal works and services associated with the development of the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.
70. Prior to the issuance of a Certificate of Conditional Approval for each construction stage of this subdivision, all servicing works for the stage and downstream works must be completed and operational, in accordance with the approved design criteria and accepted drawings, all to the specification and satisfaction of the City.
71. The Owner shall not commence construction or install *any* services (eg. Clearing or servicing of land) involved with this plan prior to entering into a site alteration agreement or subdivision agreement and obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing; (e.g. MOE certificates; City/Ministry/Agency permits: Approved Works, water connection, water-taking, navigable waterways; approvals: UTRCA, MNR, MOE, City; etc.).
72. Prior to any work on the site, the Owner shall decommission and permanently cap any abandoned wells located in this Plan, in accordance with current provincial legislation, regulations and standards. In the event that an existing well in this Plan is to be kept in service, the Owner shall protect the well and the underlying aquifer from any development activity.
73. The Owner's professional engineer shall provide full time inspection services during construction for all work to be assumed by the City and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the Deputy City Manager, Environment and Infrastructure.

~~The Owner's professional engineer shall provide inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the City Engineer.~~

Appendix B – Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The following are characteristics of the proposed application related to the City's climate action objectives:

Infill and Intensification

Located within the Built Area Boundary: **Yes**

Located within the Primary Transit Area: **No**

Net density change: **N/A**

Net change in affordable housing units: **N/A**

Complete Communities

New use added to the local community: **Yes**

Proximity to the nearest public open space: **0 to 0.4 km**

Proximity to the nearest commercial area/use: **2.6km**

Proximity to the nearest food store: **2.6km**

Proximity to nearest primary school: **2.4km (TVDSB/TVDCSB)**

Proximity to nearest community/recreation amenity: **3.2km**

Net change in functional on-site outdoor amenity areas: **N/A**

Reduce Auto-dependence

Proximity to the nearest London Transit stop: **0 to 0.3 km**

Completes gaps in the public sidewalk network: **Yes**

Connection from the site to a public sidewalk: **Yes**

Connection from the site to a multi-use pathway: **Yes**

Site layout contributes to a walkable environment: **Yes**

Proximity to nearest dedicated cycling infrastructure: **0 to 0.4 km**

Secured bike parking spaces: **N/A**

Secured bike parking ratio: **N/A**

New electric vehicles charging stations: **Unknown**

Vehicle parking ratio: **0.5 spaces per unit for residential units**

Environmental Impacts

Net change in permeable surfaces: **No**

Net change in the number of trees: **unknown**

Tree Protection Area: **Yes**

Landscape Plan considers and includes native and pollinator species: **N/A**

Loss of natural heritage features: **No**

Species at Risk Habitat loss: **No**

Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): **N/A**

Construction

Existing structures on site: **No**

Existing structures repurposed/adaptively reused: **N/A**

Green building features: **Unknown**

District energy system connection: **No**

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development
Subject: Amendments to Various Planning Related By-laws Pertaining to Delegation and Signing Authority
Date: April 11, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the administration title changes:

- a) the proposed by-law (attached as Appendix “A”) to this report **BE INTRODUCED** at the Municipal Council meeting to be held on April 25, 2023, to amend By-law No. CP-1502-129, as amended, being “A by-law to delegate certain authority of Municipal Council to consent to or grant permits for alterations to heritage designated properties” by deleting all references to the title “Manager, Community Planning, Urban Design and Heritage” and replacing them with the title “Manager, Community Planning”.
- b) the proposed by-law (attached as Appendix “B”) to this report **BE INTRODUCED** at the Municipal Council Meeting to be held on April 25, 2023, to amend By-law No. C.P-1470-218, as amended, being “A by-law to delegate the authority to require an applicant to provide information and material in support of various *Planning Act* applications”, to:
 - i) delete all references to the title “Manager, Long Range Planning, Research and Ecology” and replace them with the title “Manager, Long Range Planning”.
 - ii) delete all references to the title “Manager, Community Planning, Urban Design and Heritage” and replace them with the title “Manager, Community Planning”.
- c) the proposed by-law (attached as Appendix “C”) to this report **BE INTRODUCED** at the Municipal Council Meeting to be held on April 25, 2023, to amend By-law No. CP-23, as amended, being “A by-law to provide for the Committee of Adjustment and Consent Authority”, by deleting all references to the title “Manager, Current Planning” and replacing them with the title “Manager, Current Development”.

Executive Summary

As a result of administrative title changes, a review of applicable by-laws was undertaken to ensure that the by-laws reflect the current organizational structure within Planning and Development.

Linkage to the Corporate Strategic Plan

Leading in Public Service.

2.0 Financial Impact/Considerations

None.

3.0 Key Issues and Considerations

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

Corporate Services Committee – August 30, 2021

Planning and Environment Committee – October 10, 2017

Planning and Environment Committee – September 8, 2015

2.0 Discussion and Considerations

The purpose of this report is to recommend that Municipal Council adopt amendments to the following by-laws to reflect Civic Administration title changes, to assist with achieving efficiencies in operations and to improve service to the public:

- By-law No. C.P.-1502-129, as amended, being “A by-law to delegate certain authority of Municipal Council to consent to or grant permits for alterations to heritage designated properties”.
- By-law No. C.P.-1470-218, as amended, being “A by-law to delegate the authority to require an applicant to provide information and material in support of various *Planning Act* applications”
- By-law No. CP-23, as amended, being “A by-law to provide for the Committee of Adjustment and Consent Authority”.

3.0 Financial Impact/Considerations

None.

4.0 Key Issues and Considerations

None.

Conclusion

Amendments to various planning related by-laws pertaining to Delegation and Signing Authority are required to incorporate recent changes to job titles within Planning and Development. Civic administration is recommending amendments to the Delegation and Signing Authority By-laws to reflect the identified title changes.

Prepared and

**Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development**

Submitted by:

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

Attached.

Copy: Michelle Vivinetto, Executive Assistant

Ashleigh Griffiths, Administrative Assistant

Kevin Edwards, Manager Community Planning

Britt O'Hagan, Manager Current Development

Justin Adema, Manager, Long Range Planning (Acting)

Peter Kavcic, Manager, Subdivisions & Development Inspections

APPENDIX "A"

Bill No.
2023

By-law No. C.P.-1502-129-

A by-law to amend By-law C.P.-1502-129, as amended, entitled the "A by-law to delegate certain authority of Municipal Council to consent to or grant permits for alterations to heritage designated properties" to change Civic Administration titles to reflect the current organizational structure.

WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001 c. 25, as amended, provides that a municipal power be exercised by by-law;

AND WHEREAS subsection 33(1) of the *Ontario Heritage Act*, R.S.O. 1990 c. 0.18, as amended ("the *Ontario Heritage Act*"), the Municipal Council may make decisions in respect to the consent of alterations of property designated under Part IV of the *Ontario Heritage Act*,

AND WHEREAS under subsections 33(15) and 33(16) of the *Ontario Heritage Act*, Municipal Council may by by-law, delegate its powers to consent to all alterations or with respect to such classes of alterations as are described in the by-law by the council of a municipality, to an employee or official of the municipality if the council has established a municipal heritage committee and has consulted with the committee prior to delegating power;

AND WHEREAS the Council deems it appropriate to amend By-law C.P.-1502-129, as amended, being "A by-law to delegate certain authority of Municipal Council to consent to or grant permits for alterations to heritage designated properties" to change Civic Administration titles to reflect the current organizational structure;

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

1. By-law C.P.-1502-129, as amended, is hereby further amended, by deleting all references to the title "Manager, Community Planning, Urban Design and Heritage" and by replacing them with the title "Manager, Community Planning".
2. This by-law comes into force and effect on the date that it is passed.

PASSED in Open Council on April 25, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading - April 25, 2023
Second Reading - April 25, 2023
Third Reading - April 25, 2023

APPENDIX "B"

Bill No.
2023

By-law No. C.P.-1470-

A by-law to amend By-law No. C.P.-1470-218, as amended, being "A by-law to delegate the authority to require an applicant to provide information and material in support of various Planning Act applications" to change Civic Administration titles to reflect the current organizational structure.

WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001 c. 25, as amended, provides that a municipal power be exercised by by-law;

WHEREAS section 23.1 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, provides that Municipal Council is authorized to delegate its powers and duties under this or any other Act to a person or body subject to any restrictions set out;

AND WHEREAS the Council deems it appropriate to amend By-law CP-1470-218, as amended, being "A by-law to delegate the authority to require an applicant to provide information and material in support of various *Planning Act* applications" to change Civic Administration titles to reflect the current organizational structure;

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

1. By-law C.P.-1470-218, as amended, is hereby further amended, by:
 - i) deleting all references to the title "Manager, Long Range Planning, Research and Ecology" and replace them with the title "Manager, Long Range Planning".
 - ii) deleting all references to the title "Manager, Community Planning, Urban Design and Heritage" and replace them with the title "Manager, Community Planning".
3. This by-law comes into force and effect on the date that it is passed.

PASSED in Open Council on April 25, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading - April 25, 2023
Second Reading - April 25, 2023
Third Reading - April 25, 2023

APPENDIX "C"

Bill No.
2023

By-law No. CP-23-

A by-law to amend By-law No. CP-23, as amended, entitled "A by-law to provide for the Committee of Adjustment and Consent Authority" to change Civic Administration titles to reflect the current organizational structure.

WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001 c. 25, as amended, provides that a municipal power be exercised by by-law;

WHEREAS section 23.1 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, provides that Municipal Council is authorized to delegate its powers and duties under this or any other Act to a person or body subject to any restrictions set out;

AND WHEREAS subsection 54(5) of the *Planning Act*, as amended, provides that Municipal Council may by by-law delegate the authority of the council under section 53 of the Act or any part of that authority to an appointed officer identified in the by-law by name or position occupied or to the committee of adjustment;

AND WHEREAS the Council deems it appropriate to amend By-law CP-23, as amended, being "A by-law to provide for the Committee of Adjustment and Consent Authority" to change Civic Administration titles to reflect the current organizational structure;

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

1. By-law CP-23, as amended, is hereby further amended, by deleting all references to the title "Manager, Current Planning" and replacing them with the title "Manager, Current Development".
2. This by-law comes into force and effect on the date that it is passed.

PASSED in Open Council on April 25, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading - April 25, 2023
Second Reading - April 25, 2023
Third Reading - April 25, 2023

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development
Subject: East Village Holdings Limited
376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King
Street, City File Z-9576, Ward 4
Date: April 11, 2023

Recommendation

That, notwithstanding the recommendation of the Director, Planning and Development and on the direction of Planning and Environment Committee, the following action be taken with respect to the application of East Village Holdings Limited relating to the property located at 376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street, the request to amend Zoning By-law No. Z.-1 to change the zoning of the subject property, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 25, 2023 to amend Zoning By-law No. Z.-1 to change the zoning of the subject property **FROM** a Residential R8 (R8-4) Zone and a Business District Commercial Special Provision (BDC(2)) Zone **TO** a Residential R8/Temporary (R8-4/T-_) Zone and Business District Commercial Special Provision/Temporary (BDC(2)/T-_) Zone.

Executive Summary

The owner has requested to add a new Temporary (T-_) Zone to permit the site to function as a surface parking lot for a temporary period not exceeding three (3) years. On March 27, 2023, Civic Administration recommended the requested amendment be refused. However, the Planning and Environment Committee referred the matter back to Civic Administration, requesting a report and by-law be brought to a future meeting of the Planning and Environment Committee, through the following resolution:

That, the following actions be taken with respect to the application by East Village Holdings Limited, relating to the properties located at 376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street:

- a) *the application BE REFERRED back to the Civic Administration to report back at the next meeting of the Planning and Environment Committee to allow a temporary zone on the subject property for one year; and,*
- b) *pursuant to Section 34(17) of the Planning Act, R.S.O. 1990, c. P. 13, no further notice BE GIVEN;*

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

- *the staff presentation; and,*
- *the applicant's presentation;*

it being pointed out that the following individual made a verbal presentation at the public participation meeting held in conjunction with this matter:

- *B. Blackwell, Stantec Consulting.*

If upon expiration of the Temporary (T-_) Zone building permits have not been submitted for the fourth phase of development at 725-737 Dundas St, 389-393 Hewitt St, a portion of 700 King St, and other properties, the owner is advised that no extensions to the Temporary (T-_) Zone shall be granted. If building permits have been submitted, an extension of three (3) years may be considered to permit continued use of the parking lot during construction of phase 4.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

March 27, 2023: 376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street, City File Z-9576, Ward 4

1.2 Property Description

The subject lands are located in the East London Planning District on the northeast corner of Hewitt and King Streets. The lands consist of seven properties, six of which front on Hewitt Street and one corner lot fronting on both Hewitt and King Streets. The lands are currently developed without City approval as a surface parking lot serving the residential apartment buildings at 690, 696, 698, and 700 King Street and 400 Lyle Street. The surrounding area consists of a mix of low- and high-density residential uses, along with some office and commercial uses.

Demolition permits were issued for the former residential buildings on the following dates:

- 390 Hewitt Street: July 11, 2016
- 386 Hewitt Street: April 12, 2016
- 382 Hewitt Street: April 12, 2016
- 380 Hewitt Street: September 17, 2014
- 378 Hewitt Street: July 7, 2014
- 376 Hewitt Street: October 7, 2013
- 748 King Street: July 2, 2009

The parking lot in its current form does not meet City standards. It was developed with no setbacks from lot lines, landscaping treatments, or parking islands, which affects site functionality and aesthetics. The applicant has requested reduced parking setbacks of 2 metres to the street line, 1 metre to interior lot lines, and 0.4 metres to the sight triangle. While these setbacks do not meet the Zoning By-law requirement of 3 metres to a street line and 1.5 metres to interior property lines, they should sufficiently allow for perimeter landscaping, prevent vehicle overhang onto the City sidewalk, and improve the overall functionality and appearance of the site.

Site Plan Approval will be required as an amendment to the Development Agreement for 690, 696, 698, and 700 King Street and 400 Lyle Street, as the parking lot is accessory to the residential development on that site. Relief of matters related to the Site Plan Control By-law, such as parking islands, have not been included in the attached by-law and would be addressed through the Site Plan Approval Process.

Conclusion

At the request of the Planning and Environment Committee at its March 27, 2023 meeting, Civic Administration has prepared a by-law, attached to this report as Appendix A, which would permit the site to function as a surface parking lot for a temporary period not exceeding one (1) year. The by-law would also permit reduced parking area setbacks from the street line, interior lot lines, and sight triangle.

Prepared by: Catherine Maton, MCIP, RPP
Senior Planner, Planning Implementation

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

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

Submitted by: **Scott Mathers, MPA, P.Eng.**
**Deputy City Manager, Planning and Economic
Development**

Copy:

Britt O'Hagan, Manager, Current Development
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-23_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street.

WHEREAS East Village Holdings Limited has applied to rezone an area of land located at 376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street, as shown on the map attached to this by-law, as set out below;

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 376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street, as shown on the attached map comprising part of Key Map No. A108 from a Residential R8 (R8-4) Zone and a Business District Commercial Special Provision (BDC(2)) Zone to a Residential R8/Temporary (R8-4/T-_) Zone and Business District Commercial Special Provision/Temporary (BDC(2)/T-_) Zone.
- 2) Section Number 50.2 of the Temporary (T) Zone is amended by adding the following subsection for the lands known municipally as 376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street:
 -) T-_) A surface parking lot, accessory to 690, 696, 698, and 700 King Street and 400 Lyle Street, is permitted at 376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street, as shown on the map attached hereto comprising part of Key Map No. A108, for a temporary period not exceeding one (1) year from the date of the passing of this By-law beginning April 25, 2023.

a) Regulations:

- | | |
|-------------------------|---|
| i) Parking Area Setback | 2.0 metres from the ultimate road allowance, 1.0 metres from interior lot lines, and 0.4 metres from the sight triangle |
|-------------------------|---|

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.

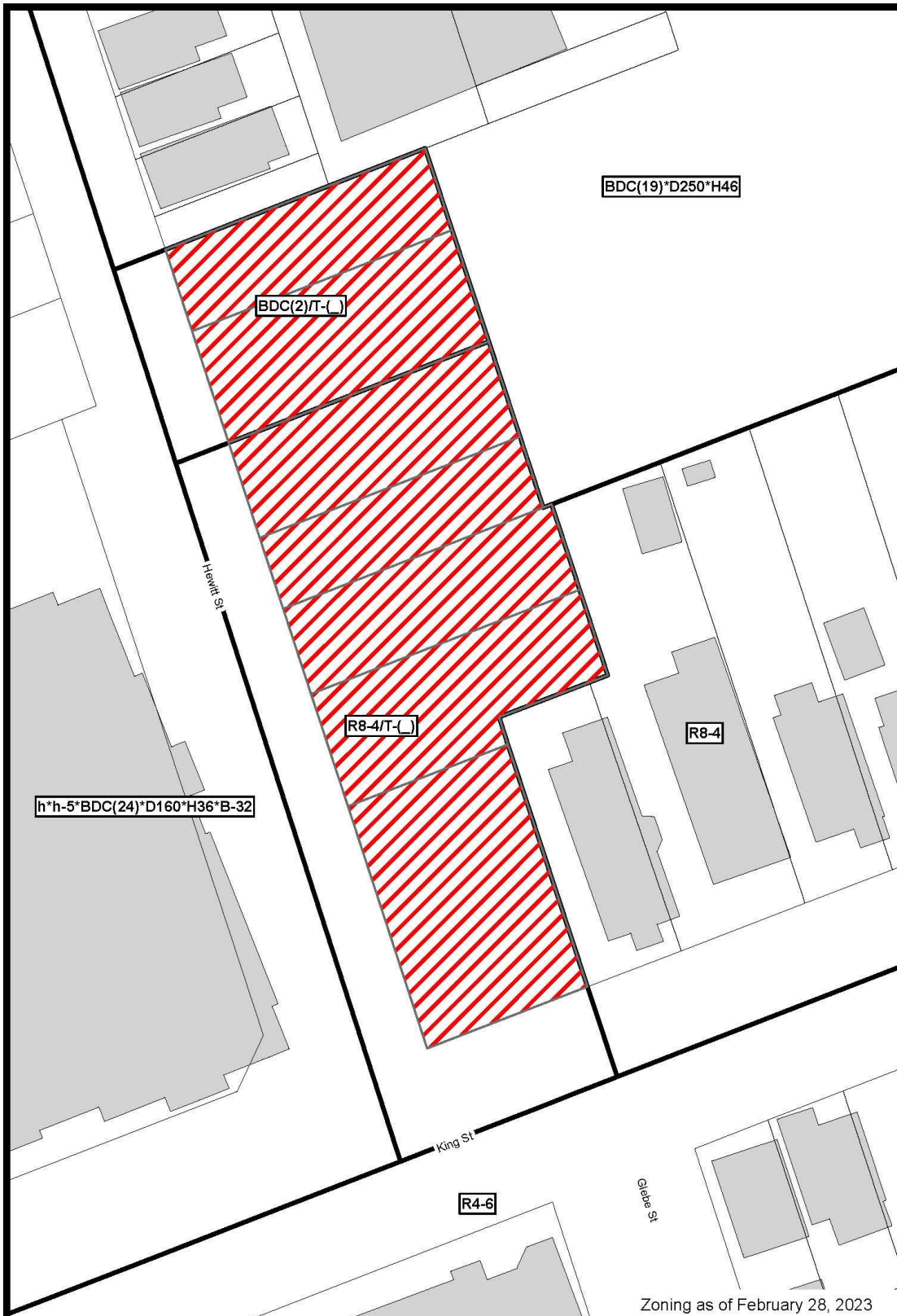
PASSED in Open Council on April 25, 2023.

Josh Morgan
Mayor



Michael Schulthess
City Clerk

First Reading – April 25, 2023
Second Reading – April 25, 2023
Third Reading – April 25, 2023

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



Zoning as of February 28, 2023

<p>File Number: Z-9576 Planner: CM/NO Date Prepared: 2023/3/29 Technician: JI By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:500</p> <p>0 2.5 5 10 15 20 Meters</p> <p></p>
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Geodatabase

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: Scott Mathers, MPA, P. Eng.
Deputy City Manager, Planning and Economic Development
Subject: Modifications to Public Site Plan Holding Provisions as a
Result of Bill 23 (Z-9588 – City Wide)
Public Participation Meeting
Date: April 11, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of The Corporation of the City of London relating to the h-5 and h-217 Holding Zones, the proposed by-law attached hereto as Appendix “A” **BE INTRODUCED** at the Municipal Council meeting to be held on April 25, 2023 to amend Zoning By-law No. Z.-1, in conformity with The London Plan, to change the h-5 and h-217 Holding Zone to exempt Public Site Plan Meetings for residential developments with 10 or fewer units in accordance with the provisions of Bill 23.

Executive Summary

Summary of Request

An amendment to Zoning By-law No. Z.-1 to exempt Public Site Plan Meetings for residential developments with 10 or fewer units. Possible change to the Zoning By-law to revise the wording of the Holding provision zones related to public site plan to permit interim permitted uses.

Purpose and Effect of Recommended Action

The purpose and effect of this zoning change is to align the City of London’s development policies with the provisions of Bill 23, which exempts residential developments of 10 or fewer units from Site Plan Control.

Rationale of Recommended Action

1. The recommended amendment is consistent with the *Provincial Policy Statement, 2020*.
2. The recommended amendment is consistent with the *Planning Act*, as amended through *Bill 23* which exempts residential developments of 10 or fewer units.
3. The recommended amendments support Council’s goals in the 2019-2023 Strategic Plan, to improve the delivery of service through streamlined Council’s decision-making process.

Linkage to the Corporate Strategic Plan

The recommended amendments implement the following strategic area of focus of the 2019-2023 Strategic Plan:

- Leading in Public Service – Increase efficiency and effectiveness of service delivery.

Analysis

1.0 Subject Sites

As of March 17, 2023, there are 73 sites with h-5 zones and one site with the h-217 zone: 48 are residential; 14 are commercial; 5 are industrial; 4 are institutional; 1 is open space; and 1 is agricultural. In total, there are 201 addresses with either h-5 or h-217 zones.

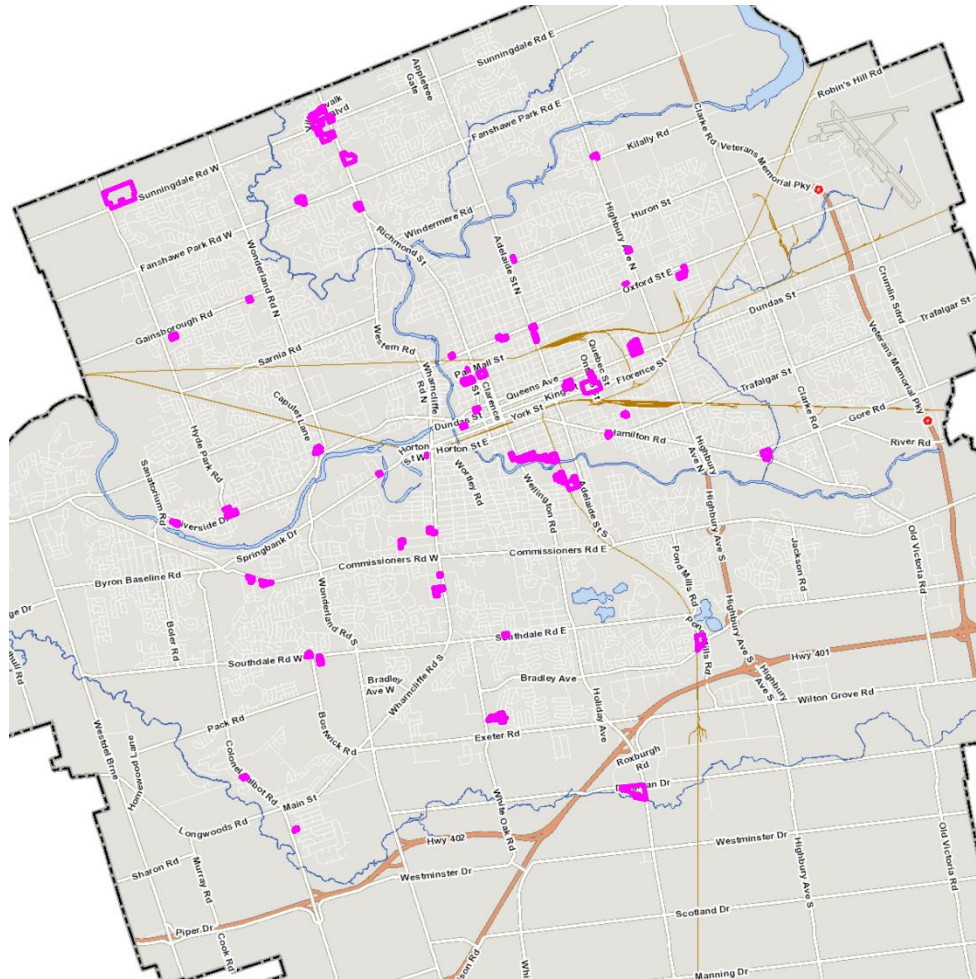


Figure 1. Map of subject sites with either h-5 or h-217 holding provision zones, indicated by purple outlines, as of March 16, 2023.

As of 2023, the application fee for holding provision removal is \$1,393. If approved, this amendment would exempt residential proposals of 10 or fewer units from requiring removal of either the h-5 or h-217 holding provisions. As a result, this amendment would spare affected proposals from the holding provision fee while saving City staff and the applicant the time associated with processing the removal of these holding provisions; approximately one month's time.

1.1 Bill 23, More Homes, Built Faster Act, 2022

On November 28th, 2022, Bill 23, *More Homes Built Faster Act, 2022* received Royal Assent. Bill 23 changes affected the following acts: *Conservation Authorities Act*; *Development Charges Act, 1997*; *Municipal Act, 2001*; *New Home Construction Licensing Act, 2017*; *Ontario Heritage Act*; *Ontario Underground Infrastructure Notification System Act, 2012*; *Planning Act*; *Ontario Land Tribunal Act, 2021*; and two others not applicable to the City of London. *More Homes, Built Faster Act, 2022* added the following provision to section 41, Site Plan Control of the *Planning Act*.

Subject to subsection (1.3), the definition of “development” in subsection (1) does not include the construction, erection or placing of a building or structure for residential purposes on a parcel of land if that parcel of land will contain no more than 10 residential units.

As a result, Site Plan Control now exempts residential developments of 10 or fewer units. To ensure compliance with Provincial policy, the City of London must amend the

Holding zones to exempt Public Site Plan meetings and approvals for residential developments with 10 or fewer units.

In instances where Council has applied a holding provision related to public site plan, or in the future where Council wishes to apply such a holding provision, this amendment will permit development of 10 residential units or fewer to occur with the holding provision remaining in place. This allows for greater certainty should applicants increase the number of units at the time of permit or at a later date.

Additionally, allowing exceptions ensures that the holding provision remain in place in perpetuity, while also reducing the need for applicants who are developing 10 units or fewer to apply for additional Planning Act permissions (to remove the holding provision on a technical basis). This would ensure that the intent of Bill 23 remains, which is maintaining streamlined development review, while concurrently providing certainty to municipal Council that a public Site Plan meeting is eligible should applicants wish to increase development to more than 10 units.

1.2 The London Plan

The London Plan includes a number of policies regarding Council's delegated approval authorities for various planning applications under the *Planning Act*. The holding provision by-law policies provides that City Council determines that the requirements for removal of a holding symbol have been met (1658), which reflects that City Council is solely the approval authority. The London Plan includes the Public Engagement and Notice section (policy 1615-1633) in the Our Tools part that provides public notice and meeting requirements pursuant to the *Planning Act*.

Policy 1632 states that City Council may forego public notification and public meetings and may adopt changes in instances to correct a minor technical error or omission contained in an amendment which has undergone full public review, to change punctuation or format, alter language, or correct clerical, grammatical, or typographical errors, and to insert footnotes or similar annotations to indicate the origin and approval of each provision.

The Public Meetings and Notices policies do not apply to the removal of the holding symbol under Policy 1660. This policy also provides that a notice of Council's intent to remove the holding symbol shall be given in accordance with the requirements of the *Planning Act* and associated regulations.

1.3 Zoning By-law Z.-1

The Zoning By-law Z.-1 includes provisions for holding symbols pursuant to the Section 36 of the *Planning Act* (Holding Provision By-laws). Council may add a holding symbol as a prefix to a zone to specify the future uses of lands, buildings or structures. the zone must not be developed or used until conditions for removing the holding symbol are met and the holding symbol is removed.

Site Plan approval is delegated to staff for review and approval. Public meetings are not required unless requested by Council through an approval of a holding provision indicating as such. The Zoning By-law Z.-1 includes the following holding provisions that require a public Site Plan meeting prior to the removal of the holding:

h-5 Purpose: To ensure that development takes a form compatible with adjacent land uses, agreements shall be entered into following public site plan review specifying the issues allowed for under Section 41 of the Planning Act, R.S.O. 1990, c. P.13, prior to the removal of the "h-5" symbol.
Permitted Interim Uses: Existing uses.

h-217 Purpose: To ensure that residential development takes a form compatible with adjacent land uses, agreements shall be entered into following public site plan review specifying the issues allowed for under Section 41 of the Planning Act, R.S.O. 1990, c. P.13, prior to the removal of the "h-" symbol.

These holding provisions are intended to ensure that there is a public site plan review/approval process prior to development and that it will still be subject to a public meeting and Council's input. The recommended amendment will not change this requirement for a public meeting where there is such a requirement in the holding provision, except for residential developments of 10 or fewer units, as per Bill 23, *More Homes, Built Faster Act, 2022*.

The proposed exception being added to the holding zones, indicate that the holding provisions do not apply to situations where development is proposed for residential uses consisting of ten units or fewer.

As noted, the exceptions to these holding zones are recommended to ensure that the intent of *More Homes, Built Faster Act, 2022* is maintained by not requiring additional Planning Act approvals for developments which no longer trigger Site Plan Control (to remove holding provisions that don't apply). This also maintains the mechanism for Council to ensure that certain developments maintain a requirement for public review, should developers propose more than ten (10) units for a development.

Financial Impacts

There are no direct municipal financial expenditures with this amendment.

Conclusion

The recommended Zoning By-law Amendment is a City-initiated technical amendment to comply with Bill 23, *More Homes, Built Faster Act, 2022*. The recommended amendment will permit the development of sites while removing the need for Site Plan Control. These revisions are intended to avoid the requirement of Site Plan Control for development proposals that are now exempt. The recommended zoning 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.

Prepared by: **Stuart Filson, MCIP, RPP**
Site Development Planner, Site Plans

Reviewed by: **Michael Pease, MCIP, RPP**
Manager, Site Plans

Recommended by: **Heather McNeely, MCIP, RPP**
Director, Planning and Development

Submitted By: **Scott Mathers, MPA, P. Eng.**
**Deputy City Manager, Planning and Economic
Development**

April 3, 2023
SF/sf

Copy:

Michael Corby, Manager, Planning Implementation

Britt O'Hagan, Manager, Current Development

Peter Kavcic, Manager, Subdivisions and Development Inspections

Bruce Page, Manager, Subdivision Planning

Kevin Edwards, Manager, Community Planning

Kyle Gonyou, Manager, Urban Design and Heritage (Acting)

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-23_____

A by-law to amend the h-5 Holding Zone to exempt Public Site Plan Meetings for residential developments of 10 or fewer units, as per Bill 23, *More Homes, Built Faster Act, 2022*.

1. The Municipal Council of The Corporation of the City of London enacts that Section 3.8 of the h-5 Holding Zone is amended as follows:

h-5 *Purpose:* To ensure that development takes a form compatible with adjacent land uses, agreements shall be entered into following public site plan review specifying the issues allowed for under Section 41 of the *Planning Act, R.S.O. 1990, c. P.13*, prior to the removal of the "h-5" symbol. Notwithstanding this, residential developments of 10 or fewer units are exempt from Public Site Plan Meetings, as per *Bill 23, More Homes Built Faster Act, 2022*.
Permitted Interim Uses: Residential Developments of 10 units or fewer.

h-217 *Purpose:* To ensure that residential development takes a form compatible with adjacent land uses, agreements shall be entered into following public site plan review specifying the issues allowed for under Section 41 of the *Planning Act, R.S.O. 1990, c. P.13*, prior to the removal of the "h-_" symbol.
Permitted Interim Uses: Residential Developments of 10 units or fewer

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 March 27, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 25, 2023
Second Reading – April 25, 2023
Third Reading – April 25, 2023

Appendix B – Community Engagement

Community Engagement

Public Liaison: Notice of Application was published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on February 9th, 2023.

Responses: No responses received.

Nature of Liaison: Application to exempt Public Site Plan Meetings for residential developments with 10 or fewer units in accordance with the provisions of Bill 23. Possible change to Zoning By-law to revise the wording of the h-5 Holding Zone to permit interim permitted uses. The City may also consider additional considerations such as additional special provisions.

Agency or Departmental Comments

Urban Design (February 1, 2023)

No comments.

London Hydro (February 14, 2023)

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.

Bell Canada (March 27, 2023)

Bell Canada is Ontario's principal telecommunications infrastructure provider, developing and maintaining an essential public service. The Bell Canada Act, a federal statute, requires that Bell supply, manage and operate most of the trunk telecommunications system in Ontario. Bell is therefore also responsible for the infrastructure that supports most 911 emergency services in the Province. The critical nature of Bell's services is declared in the Bell Canada Act to be "for the general advantage of Canada" and the Telecommunications Act affirms that the services of telecommunications providers are "essential in the maintenance of Canada's identity and sovereignty."

Provincial policy further indicates the economic and social functions of telecommunications systems and emphasizes the importance of delivering cost-effective and efficient services:

- The 2020 Provincial Policy Statement (PPS) requires the development of coordinated, efficient and cost-effective infrastructure, including telecommunications systems (Section 1.6.1).
- Section 1.7.1 I) of the 2020 PPS recognizes that "efficient and coordinated telecommunications infrastructure" is a component of supporting long-term economic prosperity.
- We note that the definition of infrastructure in the 2020 PPS is inclusive of communications / telecommunications, which is indicative of the importance in providing efficient telecommunications services to support current needs and future growth (Section 1.6.1).
- Furthermore, the 2020 PPS states that infrastructure should be "strategically located to support the effective and efficient delivery of emergency management services" (Section 1.6.4), which is relevant to telecommunications since it is an integral component of the 911 emergency service.

To support the intent of the Bell Canada Act and Telecommunications Act and ensure consistency with Provincial policy, Bell Canada has become increasingly involved in

municipal policy and infrastructure initiatives. We strive to establish partnerships which allow for a solid understanding of the parameters of Bell's infrastructure and provisioning needs and the goals and objectives of the municipality related to utilities.

Comments on the Zoning By-Law Amendment

We would like to thank you for the opportunity to be included in this process and the City of London's recognition of the importance of telecommunications and broadband infrastructure as critical components to the development and economic viability of the City of London. As such, to facilitate the provisioning of this infrastructure, we appreciate London's continued support in ensuring that sufficient notice and time to comment on planning applications are provided, particularly for Draft Plan of Condominium, Draft Plan of Subdivision and Site Plan Control/Approval. This ensures an understanding by applicants of Bell's conditions and provisioning requirements.

Bell would also emphasize that receiving engineering and servicing/utility plans/drawings, as soon as possible in the process, assists in the development and expedition of our provisioning plan. As a result, we would strongly recommend that this consideration be highlighted in any pre-circulation/consultation meetings with prospective applicants. This will assist Bell in providing comments and clearance letters in an efficient manner, assisting the Municipality in meeting approval times. Such drawings should be submitted to: planninganddevelopment@bell.ca by the applicant/their agents.

Appendix C – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested amendment. The most relevant policies, by-laws, and legislation are identified as follows:

Planning Act

- 17(15) to (19.2) – Notice and public meeting requirements for official plan amendments
- 17(19.3) – Alternative measures for notice and public meeting requirements regarding official plan amendments
- 34 – Zoning by-laws
- 34(12) to (14.2) – Notice and public meeting requirements for zoning by-law amendments
- 34(14.3) Alternative measures for notice and public meeting requirements regarding zoning by-law amendments
- 36 – Holding provision by-law
- 39 – Temporary use provisions

The London Plan

- 1615 to 1633 – Public engagement and notice
- 1656 to 1661 – Holding provision by-law
- 1671 to 1673A – Temporary use provisions

Zoning By-law Z.-1

- 3.8 – Holding “h” zones
- 50 – Temporary (T) Zone

Municipal Act

- 23.1 – General power to delegate
- 23.3 – Powers that cannot be delegated

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: The Corporation of the City of London
2016 Huron Street,
City File: Z-9575, Ward 5
Public Participation Meeting

Date: March 27, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, with respect to the application of The Corporation of the City of London relating to the property located at 2016 Huron Street, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 25, 2023 to amend Zoning By-law No. Z.-1, in conformity with The London Plan, to change the zoning of the subject property **FROM** a Light Industrial (LI1) Zone, a Light Industrial (LI2) Zone, a General Industrial (G1) Zone, and a Holding General Industrial (h*GI1) Zone, **TO** a Light Industrial (LI2) Zone, and Open Space (OS4 and OS5) Zones.

Executive Summary

Summary of Request

The applicant has requested to rezone the subject site in order to consolidate the existing Light Industrial (LI1) Zone, Light Industrial (LI2) Zone, General Industrial (G1) Zone, and Holding General Industrial (h*GI1) Zone to a single Light Industrial (LI2) Zone.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to consolidate the zoning of the subject lands in order to help facilitate the future sale and development of the subject site in a more efficient manner under a single zone. Two portions of the subject lands, one containing an unevaluated wetland and one containing a drain recognized as a water feature, are also recommended to be rezoned to an Open Space (OS5) Zone and an Open Space (OS4) Zone, respectively.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020;
2. The recommended amendment conforms to the policies of The London Plan, including but not limited to the Key Directions and Light Industrial Place Type;
3. The recommended amendment would consolidate the zoning, simplifying the future development of the site.

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

None.

1.2 Property Description

The subject lands consist of two lots located on the north side of Huron Street, east of Clarke Road and west of Veterans Memorial Parkway, in the Airport Planning District. The lots include 2016 Huron Street and the adjacent parcel to the east (roll number 030330007120000). The site is currently vacant with an area of approximately 14.28 hectares and a frontage of approximately 200 metres along Huron Street.

The surrounding area consists of a mix of industrial uses, low-density residential uses, as well as institutional uses (place of worship). The lands are also adjacent to a gas utility property (1940 Huron Street), which also has frontage on Huron Street.



Figure 1: Photo of Subject Site and current uses

1.3 Current Planning Information

- The London Plan Place Type – Light Industrial Place Type
- Existing Zoning – Light Industrial (LI1) Zone, Light Industrial (LI2) Zone, General Industrial (GI1) Zone, and Holding General Industrial (h*GI1) Zone

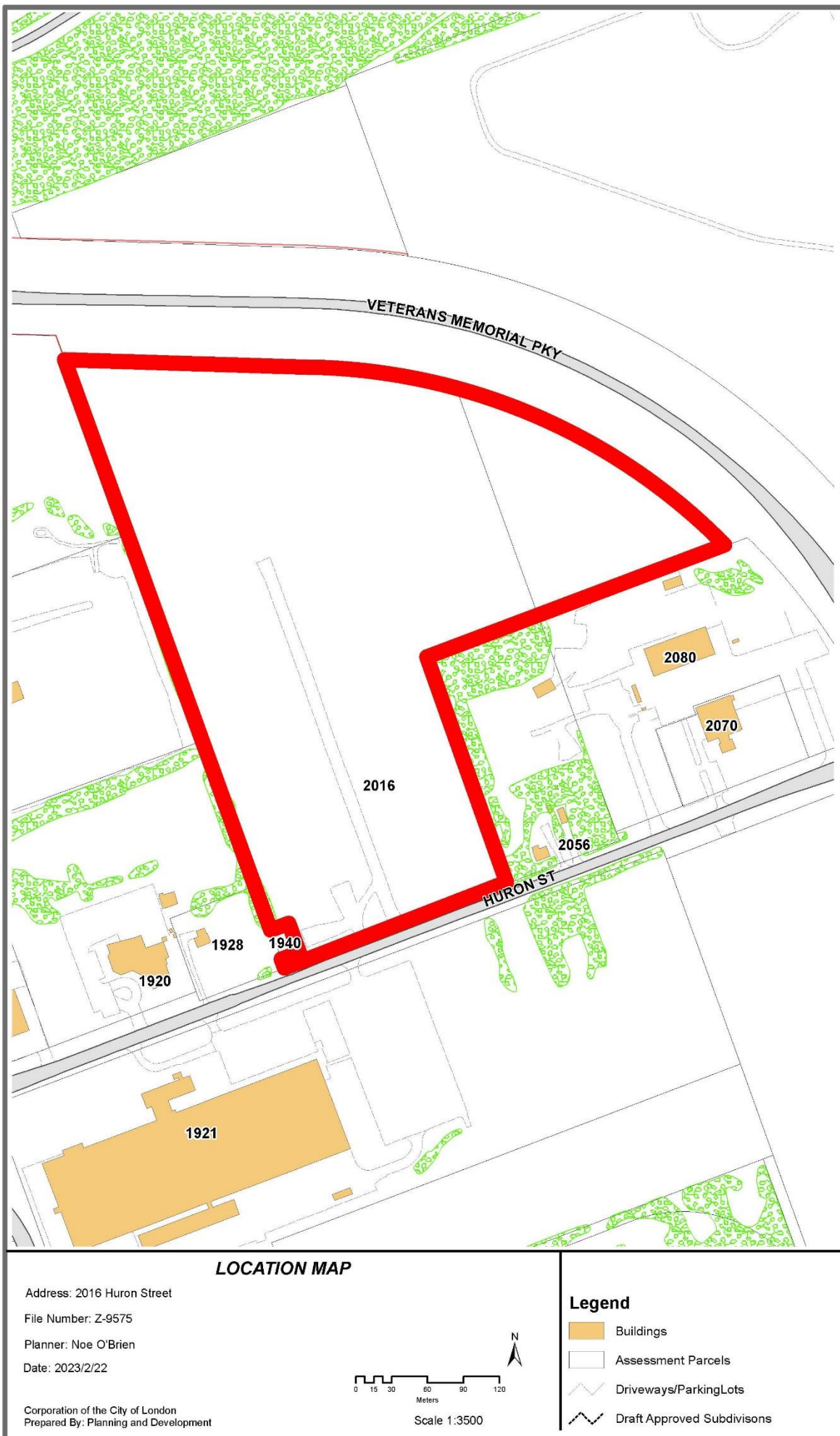
1.4 Site Characteristics

- Current Land Use – Vacant industrial land
- Frontage – 200 metres (approximately)
- Area – 14.28 hectares
- Shape – Irregular

1.5 Surrounding Land Uses

- North – Veterans Memorial Parkway/vacant land
- East – Veterans Memorial Parkway/vacant land
- South – Industrial use
- West – Industrial use/Place of worship/vacant land

1.6 Location Map



2.0 Discussion and Considerations

2.1 Development Proposal

The applicant has requested to rezone the subject lands to consolidate the existing zones into a single Light Industrial (LI2 Zone), whereas the lands are currently split zoned with a Light Industrial (LI1) Zone, Light Industrial (LI2) Zone, a General Industrial (GI1) Zone, and a Holding General Industrial (h*GI1) Zone.

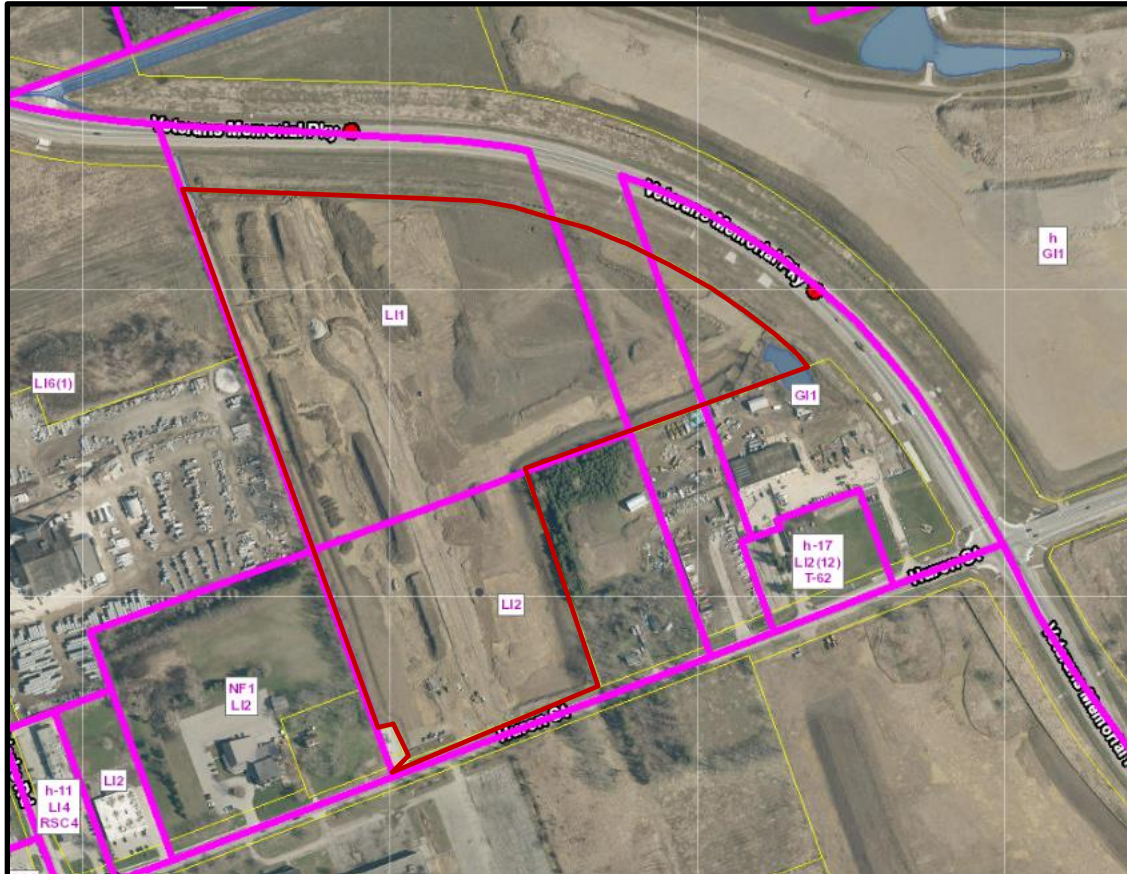


Figure 2: Aerial imagery showing existing zoning of subject lands

The consolidation of the zones would simplify the future development review processes, as development would only be required to comply to the proposed LI2 Zone, as opposed to dealing with multiple zone lines which act as lot lines when reviewing development against Zoning By-law regulations for compliance. This application does not include any further proposed development or site alterations.

2.2 Requested Amendment

The applicant has requested to rezone the subject site to consolidate the existing Light Industrial (LI1) Zone, Light Industrial (LI2) Zone, General Industrial (GI1) Zone, and Holding General Industrial (h*GI1) Zone to a singular Light Industrial (LI2) Zone.

2.3 Community Engagement (see more detail in Appendix B)

Through the community engagement process, no phone calls or emails were received.

3.0 Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. Refer to Appendix C for further details on the characteristics of the proposed application related to the City's climate action objectives.

4.0 Financial Impact/Considerations

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

5.0 Key Issues and Considerations

5.1 Key Issue and Consideration #1: Change of Zone

The proposed Zoning By-law Amendment would change the existing LI1, LI2, GI1 and h*GI1 Zones into a single LI2 Zone.

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. The PPS directs municipalities to make sufficient land available to accommodate a mix of land uses to meet projected needs for up to a 25-year time horizon and does not limit planning for infrastructure to accommodate employment areas beyond the 25-year time horizon (PPS, Policy 1.1.2).

Section 1.3.1. of the PPS directs planning authorities to provide for a range of employment uses, to provide opportunities for a diversified economic base, and for planning authorities to identify and facilitate investment in such lands. 1.3.1 c) specifically directs municipalities to facilitate investment by tracking market-ready sites.

Section 1.3.2. of the PPS also directs planning authorities to protect and preserve employment areas for current and future uses and ensure the necessary infrastructure is provided to support current and future needs. Policy aims to protect employment areas in proximity to major goods movement facilities and corridors for employment uses that require those locations.

The London Plan

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 include: Direction #1: Plan strategically for a prosperous city (promoting growth for varied businesses and economic opportunities), and Direction #8: Make wise planning decisions (requiring planning decisions to regard long-term goals for the city).

The subject lands are in the Light Industrial Place Type, as identified on Map 1 – Place Types. The Light Industrial Place Type permits industrial uses unlikely to have significant impacts on surrounding uses (through, noise, odour, vibrations, etc.).

The conversion from LI1 to LI2 would add certain permitted uses, including food, tobacco and beverage processing industries, leather and fur processing (excluding tanning), repair and rental establishments, service and repair establishments, service trades, and textile processing industries in addition to the currently permitted uses in the LI1 zone. While the permitted uses are expanded, they would still be within the scope of uses contemplated in the Light Industrial Place Type.

The change from GI1 and h*GI1 to a LI2 Zone would also remove certain permitted uses: auction establishments, automobile body shops, automobile repaired garages, building or contracting establishments, processed goods industries, storage depots, terminal centres, transport terminals, truck sales and service establishments, and impounding yards. While these uses are currently permitted on a small portion of the site, removing the zone would remove the more intense range of industrial uses mentioned above to bring the permitted uses on the whole lot more in line with the contemplated uses of the Light Industrial Place Type in The London Plan.

The proposed change supports these Key Directions by assisting in facilitating growth in industrial land and planning at a long-term scale and is in keeping with the permitted uses of the Light Industrial Place Type.

5.2 Key Issue and Consideration #2: Removal of Holding Provision

A portion of the subject lands (shown on Figure 3 below) zoned GI1 also include an “h” holding provision.

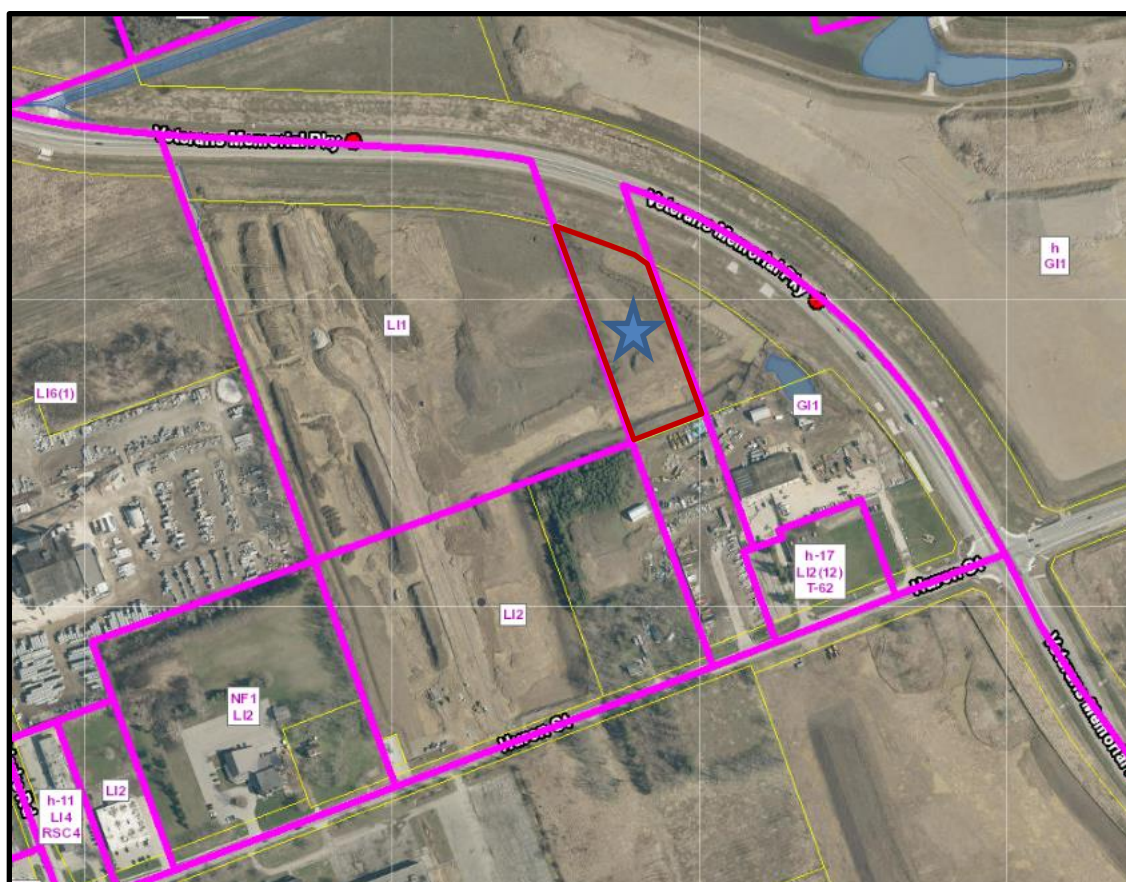


Figure 3: Portion of the subject lands zoned an h*GI1 Zone

The purpose of the “h” holding provision, as per section 3.8 2) of the Zoning By-law is:

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 subject lands are currently fully serviced; therefore, the holding provision applied to this small portion of the site is no longer required to ensure orderly development of the lands. Additionally, the majority of the subject lands are not subject to the holding provision making the holding provision on this small portion of the site redundant.

As the lands are currently owned by the City of London, entering into a development or subdivision agreement with the City is not possible at this time. Future development or

subdivision agreements for future private landowners would be required through the standard site plan or subdivision review process.

Removal of the holding provision on a portion of the subject lands would not have any impact on the planned development, as the requirements of the holding provision would be satisfied through the standard planning and engineering review, required for a future site plan or subdivision application.

5.3 Key Issue and Consideration #3: Natural Heritage

A portion of the subject lands are currently designated as an Unevaluated Wetland on Map 5 of The London Plan.



Figure 4: Southeast corner of the subject lands designated as Unevaluated Wetlands as per Map 5 of the London Plan

Policy 1335_ of The London Plan states that development shall not be permitted within or adjacent to unevaluated wetlands. Ecological setback policies are also outlined in Policies 1412_ to 1416_ of The London Plan, assisting in determining setbacks from the feature appropriate and safe for development. Policy 1415_ 3. outlines that geotechnical setbacks may be used to buffer lands from the boundary of the natural heritage area.

In the case of the unevaluated wetland feature on the subject lands, a berm has been established adjacent to the feature through site grading undertaken by the City. The berm's distance from the feature varies, and its closest point to the feature is approximately 12 metres.

Staff recommends that the feature, as well as the space between the feature and the berm on the eastern corner of the site be zoned an Open Space (OS5) Zone to appropriately buffer the feature from future development. This will result in a buffer of 15 metres from the feature.

5.4 Key Issue and Consideration #4: Upper Thames River Conservation Authority regulation area

During the review of the application, the Upper Thames River Conservation Authority determined from its mapping that a section on the west of the lot designed as a drain is considered as a watercourse feature, which is regulated by the UTRCA.



Figure 5: Approximate location of the drain on site regulated by the UTRCA.

Through discussions with the applicant and the UTRCA, the resolution to properly address required setback from the watercourse has been determined to be to add an OS4 Zone along the feature. UTRCA staff have recommended a 6 metre buffer from the top of bank point, and the zone line has been designed to follow this buffer.

Conclusion

The recommended amendment is consistent with the Provincial Policy Statement 2020, and conforms to the policies of The London Plan, including but not limited to the Key Directions and the Light Industrial Place Type. The recommended amendment will facilitate future development on the subject lands in future applications. The added Open Space (OS4 and OS5) Zones and setbacks from the UTRCA-regulated feature and the Unevaluated wetland will allow the development to conform to The London Plan’s environmental policy.

Prepared by: Noe O’Brien
Planner I, Planning Implementation

Submitted by: Mike Corby, MCIP, RPP
Manager, Planning Implementation

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

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

Copy: Britt O’Hagan, RPP
Manager, Current Development

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2023

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

A by-law to amend By-law No. Z.-1 to rezone an area of land consisting of 2016 Huron Street and the adjacent lot to the east (roll number 030330007120000).

WHEREAS The Corporation of the City of London has applied to rezone an area of land consisting of 2016 Huron Street and the adjacent lot to the east (roll number 030330007120000), as shown on the map attached to this by-law, as set out below;

AND WHEREAS this rezoning conforms 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 to lands located at 2016 Huron Street and the adjacent lot to the east (roll number 030330007120000), as shown on the attached map, from a Light Industrial (LI1) Zone, a Light Industrial (LI2) Zone, a General Industrial (GI1) Zone, and a Holding General Industrial (h*GI1) Zone to a Light Industrial (LI2) Zone and Open Space (OS4 and OS5) Zones.

The inclusion in this By-law of imperial measure along with metric measure us 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.

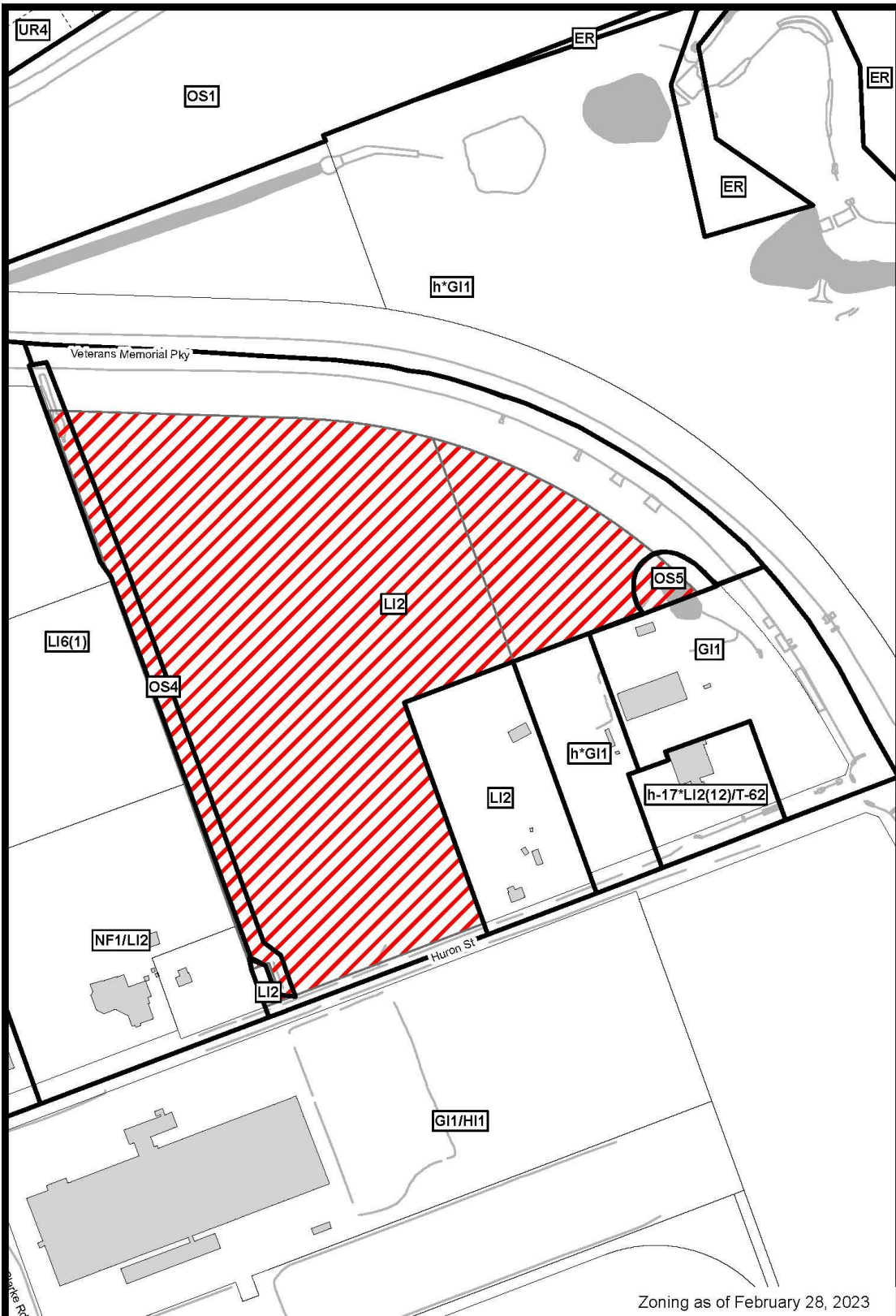
PASSED in Open Council on April 25, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 25, 2023
Second Reading – April 25, 2023
Third Reading – April 25, 2023

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



Zoning as of February 28, 2023

File Number: Z-9575
 Planner: NO
 Date Prepared: 2023/3/17
 Technician: JI
 By-Law No: Z.-1-

SUBJECT SITE 

1:4,000

0 20 40 80 120 160 Meters



Geodatabase

Appendix B – Public Engagement

Community Engagement

Notice of Application:

On January 4, 2023, Notice of Application was sent to prescribed agencies and City departments.

Public liaison: On January 4, 2023, Notice of Application was sent to 9 property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday January 5, 2023. A “Planning Application” sign was also posted on the site.

No replies were received.

Nature of Liaison: The purpose and effect of this zoning change is to consolidate the zones on the subject lands. Possible change to Zoning By-law Z.-1 FROM Light Industrial and General Industrial Zone (LI1, LI2, GI1 and h*GI1) which permits a range of light and medium intensity industrial uses, TO a Light Industrial (LI2) Zone to consolidate the existing Zones on the subject lands.

Agency/Departmental Comments

Landscape Architecture (January 4, 2023)

No comments.

Urban Design (January 10, 2023)

No comments.

Site Plan (January 12, 2023)

No comments.

London Hydro (January 18, 2023)

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.

Parks Planning and Design (January 20, 2023)

No comments.

Engineering (January 25, 2023)

The following items are to be considered during a future development application stage:

Water:

- Water is available to service the subject site from the municipal 600 mm diameter concrete low level watermain on Huron Street. Detailed servicing comments will be provided at the site plan or draft plan stage.

Wastewater:

- The municipal sanitary sewer available to service the subject site is a 375 mm diameter sanitary sewer on Huron Street.

- City Plan No. T20-05-NC03A (as-builts pending) shows information pertaining to the municipal sanitary sewer.

Stormwater:

Specific comments for this site:

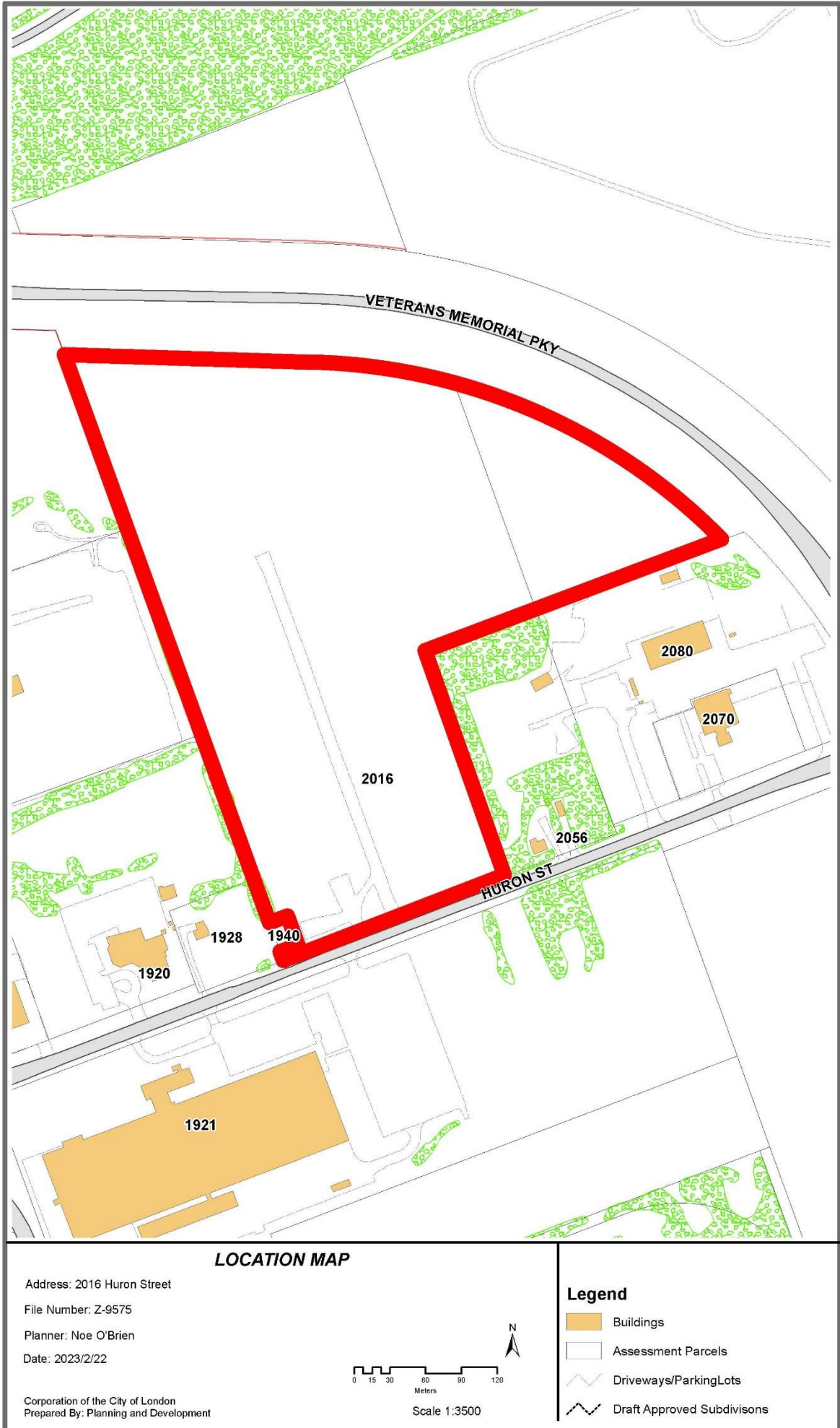
1. As per future Huron Industrial Land site C 1 Subdivision, the entire lands would be serviced by a drainage ditch located on the west side of the site. All the details and stormwater management strategy for quantity, quality and erosion & sediment control would be as per Huron Industrial Land C1 stormwater management report submitted on June 18, 2021, prepared by Stantec, and accepted by City staff. Any deviation from the approved SWM strategy required to accommodate the proposed site plan will trigger the need to revise/update the future industrial subdivision design and Functional SWM report.
2. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100-year event and safely conveys up to the 250-year storm event, all to be designed by a Professional Engineer for review.
3. Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Pottersburg Creek and Crumlin Drain Subwatershed:

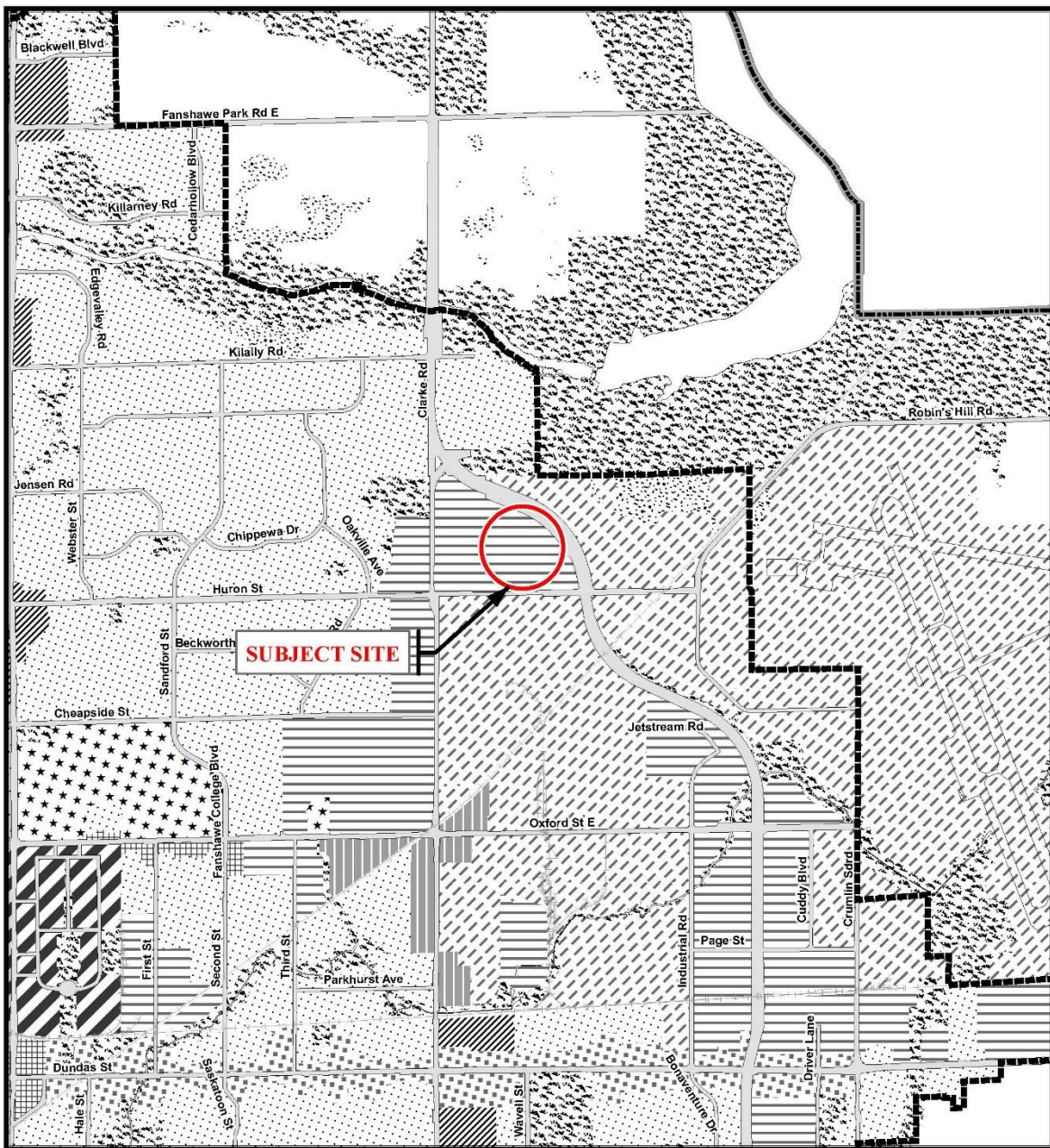
4. The subject lands are located in the Pottersburg Creek and Crumlin Drain Subwatershed. The Owner shall provide a Storm/Drainage Servicing Report demonstrating compliance with the SWM criteria and environmental targets identified in the Pottersburg Creek and Crumlin Drain Subwatershed Study that may include but not be limited to, quantity/quality control (80% TSS), erosion, stream morphology, etc.
5. The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer.
6. The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100 year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
7. The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
8. Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
9. An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Appendix C – Relevant Background

Location Map



The London Plan



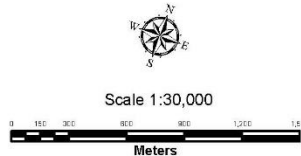
Legend

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 Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -

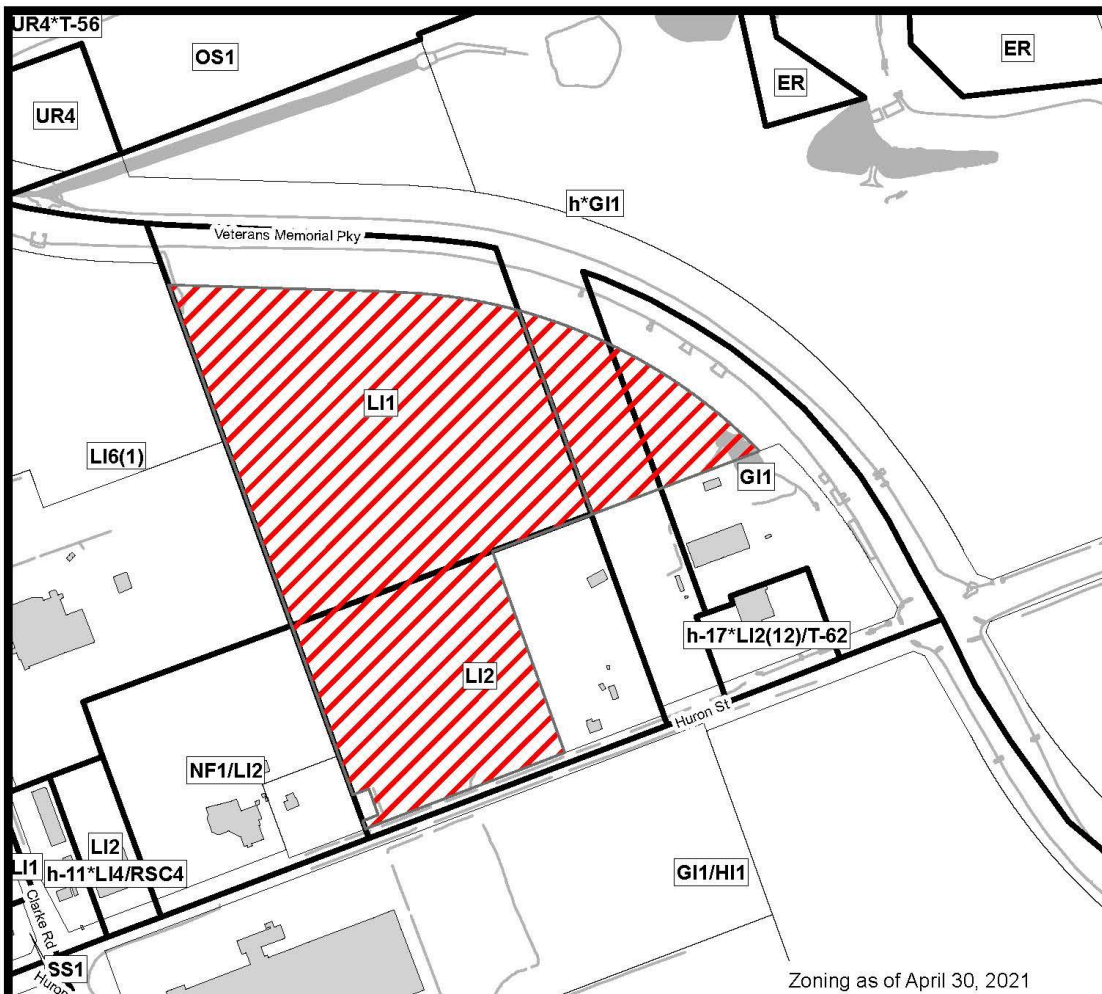
PREPARED BY: Planning & Development



File Number: Z-9575
Planner: NO
Technician JI
Date: 2023/2/22

Project Location: \\file1\giswork\lplanning\Projects\p_officialplan\workconsol00\excerpts_LondonPlan\mxds\Z-9575_Map1_PlaceTypes.mxd

Zoning By-Law No. Z-1 – Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: LI1, LI2, GI1, h*GI1

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:
Z-9575 NO

MAP PREPARED:
2023/2/22 JI

1:5,400
0 25 50 100 150 200 Meters

Appendix D – Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The following are characteristics of the proposed application related to the City's climate action objectives:

Infill and Intensification

Located within the Built Area Boundary: Yes
Located within the Primary Transit Area: No
Net density change: N/A
Net change in affordable housing units: N/A

Complete Communities

New use added to the local community: No
Proximity to the nearest public open space: ~1.1km, Ted Early Sports Complex
Proximity to the nearest commercial area/use: ~600m
Proximity to the nearest food store: ~600m
Proximity to nearest primary school: Chipewa Public School, ~1.5km
Proximity to nearest community/recreation amenity: ~1.1km, Ted Early Sports Complex
Net change in functional on-site outdoor amenity areas: N/A

Reduce Auto-dependence

Proximity to the nearest London Transit stop: 1.1km
Completes gaps in the public sidewalk network: N/A
Connection from the site to a public sidewalk: N/A
Connection from the site to a multi-use pathway: N/A
Site layout contributes to a walkable environment: N/A (to be addressed in future applications).
Proximity to nearest dedicated cycling infrastructure: ~1.9km (Sandford Street)
Secured bike parking spaces: N/A
Secured bike parking ratio: N/A
New electric vehicles charging stations: N/A
Vehicle parking ratio: N/A

Environmental Impacts

Net change in permeable surfaces: N/A
Net change in the number of trees: N/A
Tree Protection Area: No
Landscape Plan considers and includes native and pollinator species: N/A
Loss of natural heritage features: No
Species at Risk Habitat loss: No
Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): No, unevaluated wetlands (with berm buffer, as per Ecology staff)

Construction

Existing structures on site: No
Existing structures repurposed/adaptively reused: N/A
Green building features: N/A
District energy system connection: N/A

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development
Subject: Housekeeping Amendment to The London Plan
Date: April 11, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 25, 2023, to amend The London Plan, by correcting errors and omissions, update references to older terminologies, and incorporating Council's approved amendments to the 1989 Official Plan into The London Plan.

Executive Summary

Summary of Request

The recommended amendment to The London Plan is of a housekeeping nature. The amendment is intended to correct errors and omissions, update references to older terminologies, including names of provincial ministries and policy documents, and make updates to reflect Council-approved amendments to the 1989 Official Plan since the approval of The London Plan.

Purpose and Effect of Recommended Action

The purpose and effect of the amendment is to improve clarity and consistency on the overall policies and maps in The London Plan. It will further recognize Council's decisions that have been made since the approval of The London Plan but have not been implemented in the Plan due to the status of appeals, which did not allow Council to make amendments to appealed portions of the Plan. It will also reflect changes to provincial ministries, Council's committees, policy documents and legislation.

Analysis

1.0 Background Information

This amendment is the second housekeeping amendment to The London Plan since the Plan's approval. The London Plan is in full force and effect as the only official plan for the City of London as a result of the resolution of all city-wide appeals on May 25, 2022. The 1989 Official Plan was repealed and has no legal status as an Official Plan.

The previous housekeeping amendment was presented to the Planning and Environment Committee on July 15, 2020 and was adopted by Council on July 21, 2020. The amendment includes changes to policies and maps to reflect council-approved amendment to the 1989 Official Plan since The London Plan's approval; however, a number of policies and maps were subject to appeal at that time. The polices and maps are now in force and are addressed through this amendment.

In addition, minor errors throughout the Plan have also been identified, including typographical, grammatical, formatting and mapping errors. There are also references to older terminologies which should be updated to reflect changes to provincial ministries, policy documents and legislation.

A series of minor changes are necessary to ensure that The London Plan stay up to date and any issues raised with the Plan since the previous 2020 housekeeping amendment are addressed.

2.0 Community Engagement

In addition to the normal public notice procedures for a policy amendment, the notice was circulated to applicants and agents for the approved 1989 Official Plan amendments reflected in this amendment. Draft changes to The London Plan were sent upon request for review and feedback. Appendix B of this report includes the draft changes and rationales for the changes.

3.0 Changes

3.1 Minor errors and omissions

Staff have identified errors and omissions, including typographical, grammatical and mapping errors, as well as inconsistencies in the formatting approach. New policies have been added to specific policies for certain place types through Council-approved amendments to The London Plan, a few of which are wrongly numbered or do not indicate any property address or applicable place type. Modifications to the policies will provide greater clarity on specific sites while improving consistency in terms of the approach to Specific Policies throughout the Plan. They do not include any changes to development that can be achieved in a specific site.

Formatting errors on maps have also been identified, particularly wrong street classifications and delineation of Green Space Place Type to align with park boundaries. Minor changes are necessary to refine wording and formatting in policies and maps.

3.2 1989 Official Plan Amendments

The previous housekeeping amendment to The London Plan included Official Plan Amendments (OPAs) to the 1989 Official Plan approved by Council to align The London Plan with Council's decisions made to the 1989 Official Plan. The OPAs represent modifications to certain policies and maps, except for those that were subject to appeal at that time, including Map 1 – Place Types, Map 3 – Street Classifications, Map 5 – Natural Heritage, and Map 7 – Specific Policy Areas. As these appeals were resolved through the Ontario Land Tribunal's (OLT) decision on May 25, 2022, refinement to these policies and maps are necessary to reflect Council's decisions made to the 1989 Official Plan since The London Plan's approval.

In addition to these changes, staff have reviewed OPAs to the 1989 Official Plan which were approved since the previous housekeeping amendment. Of which, one requires a new policy for a specific area with a related change to Map 7 in The London Plan.

3.3 Other housekeeping changes

This amendment includes minor changes to reflect changes to provincial ministries, Council's committees, policy documents and legislation. These changes are necessary to keep The London Plan up to date and improve consistency in terminology.

The London Plan generally refers to older names of provincial ministries, including the Ministry of the Environment and Climate Change, Ministry of Natural Resources and Forestry, and Ministry of Tourism, Culture and Sport. The Ministry of the Environment and Climate Change and the Ministry of Tourism, Culture and Sport were renamed as the Ministry of the Environment, Conservation and Parks and Ministry of Heritage, Sport, Tourism and Culture Industries, respectively. 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 Forest in June of 2021.

The Plan also refers to the London Advisory Committee on Heritage (LACH). In May of 2022, the LACH was replaced by the Community Advisory Committee on Planning

(CACP) that deals with heritage matters. Changes to the names of provincial ministries and Council's committee will allow for easier reference.

Another housekeeping change is the removal of references to former guideline documents from the Plan, including the Downtown Design Manual and the Environmental Management Guidelines. The approach to prepare the Downtown Design Manual has been changed to prepare design guidelines that apply to the entire city, and therefore the reference to the manual should be removed.

The Environmental Management Guidelines were adopted by Council in December 2021 as a guideline document to implement Natural Heritage policies of The London Plan. The guidelines incorporate updates to and supersede the previous 2007 version. The guidelines have also consolidated a series of other guideline documents as listed in 1719 of the Plan, including the Guide to Plant Selection for Natural Heritage Areas and Buffers, Environmentally Significant Areas Identification Evaluation and Boundary Delineation, Determining Setbacks and Ecological Buffers, Evaluation of Ecologically Significant Woodlands, and Preparation and Review of Environmental Impact Studies. A number of policies have reference to the old guideline documents that should be removed.

A series of policies for bonusing (former policies 1638 to 1655) in the Plan were removed through the May 25, 2022 OLT decision in response to the repeal of Section 37 of the *Planning Act*. Instead, new policies were added that allow for the upper maximum heights to be achieved through site specific zoning. However, the Plan, particularly site-specific policies for place types, refers to "bonusing" and "bonus zones" which should be removed to be consistent with the new approach of The London Plan. The removal of the references is not intended to change the intensity of development that can be achieved.

In addition, policies for secondary dwelling units (941 to 942) were also updated to change the terminology from secondary dwelling units to addition residential units to conform with changes to the *Planning Act* under Bill 108. However, there are references to secondary dwelling units, as well as a similar terminology (i.e. secondary suites) throughout the Plan. Minor changes in terminology are necessary to improve wording consistency.

There are 1989 Official Plan references throughout The London Plan, including policy sections, land use designations and road classifications. As the 1989 Official Plan was repealed by Council, the removal of the references is necessary to assist in the interpretation and implementation of The London Plan as the official plan for the city.

Conclusion

The recommended housekeeping amendment will refine wording, formatting and mapping throughout The London Plan thereby improving clarity and consistency of existing policies and maps. This amendment will further provide greater clarity on Council's decisions that have been made since the Plan's approval and support the implementation of the Plan towards achieving overall vision for London described in the Plan.

Prepared by: Joanne Lee
Planner I, Long Range Planning

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

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

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

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. C.P.-1512
A by-law to amend The London Plan, the
Official Plan for the City of London, 2016
relating to the Housekeeping
Amendment.

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, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. The 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 April 25, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 25, 2023
Second Reading – April 25, 2023
Third Reading – April 25, 2023

AMENDMENT NO.
to the
OFFICIAL PLAN FOR THE CITY OF LONDON (2016)

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To correct errors and omissions identified throughout The London Plan, including typographical, grammatical, formatting and mapping errors.
2. To remove references to old terminologies to reflect changes to provincial ministries, Council's committee, policy documents and legislation.
3. To make updates certain policies and maps of The London Plan to reflect Council's decisions.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to all lands within the City of London.

C. BASIS OF THE AMENDMENT

This Amendment to The London Plan is of a housekeeping nature. This amendment will refine wording and mapping in the Plan thereby improving clarity and consistency of existing policies of The London Plan.

D. THE AMENDMENT

The London Plan is hereby amended as follows:

1. The Our City part of The London Plan for the City of London is amended by adding deleting Policy 80_1 and replacing it with the following:
 1. Addition of an additional residential unit.
2. The Mobility chapter of The London Plan for the City of London is amended by deleting Policy 349_4 and replacing it with the following:

349_4. Window streets adjacent to higher-order streets such as Civic Boulevards or Urban Thoroughfares where sidewalk extensions join a boulevard sidewalk on the higher-order street.
3. The Forest City chapter of The London Plan for the City of London is amended by deleting Policies 394 and 399_10 and replacing them with the following:

394_ The 20-year target identified above is intended to help us to achieve a long-term tree canopy cover of 34% within the Urban Growth Boundary by 2065.

399_10. Building height and densities may be increased, in appropriate circumstances and in conformity with the Our Tools part of this Plan, to support the safe and long-term preservation of existing healthy trees, rare species, and wildlife trees.

4. The Civic Infrastructure chapter of The London Plan for the City of London is amended by deleting Policies 456, 474_1, 474_11, 478_3, 485 and 489 and replacing them with the following:

456_ Appropriate consultation and approvals will be obtained from agencies such as the conservation authorities and the Ministry of the Environment, Conservation and Parks, according to requirements of the *Environmental Protection Act*, *Environmental Assessment Act*, *Ontario Water Resources Act*, *Safe Drinking Water Act*, *Conservation Authorities Act*, *Water Opportunities and Water Conservation Act*, and other provincial legislation and regulations. Appropriate pre-consultation and engagement with First Nations will be a part of this process.

474_1. Water servicing within the city shall comply with the requirements of the Ministry of the Environment, Conservation and Parks, the *Environmental Protection Act*, the *Safe Drinking Water Act* and all other provincial and municipal requirements as applicable.

474_11. Outside of the Urban Growth Boundary, private wells may be used to supply water, only in accordance with the requirements of relevant legislation and standards, consistent with the *Provincial Policy Statement* and in conformity with the Water Services policies of this Plan. The City will require that the applicant provide information with their application to demonstrate that the site can provide water supply which meets the requirements of Ministry of the Environment, Conservation and Parks *Procedure D-5-5 Technical Guideline for Private Wells: Water Supply Assessment*, meets or exceeds the *Ontario Drinking Water Standards* and can provide a sufficient quantity of water without affecting the quantity and quality of water in active wells operating within 500 metres of the proposed development, and that the required separation distances set out in the *Ontario Building Code* between wells, septic systems and storm drainage systems can be adequately met. This must be to the satisfaction of the City of London and an accepted peer review as necessary. The applicant may be required to pay for the cost of a peer review of the information submitted.

478_3. They will require the approval of the Ministry of the Environment, Conservation and Parks, including certification under the appropriate section of the *Environmental Protection Act*.

485_ Solid waste treatment and processing facilities serving a plant located on the same site are permitted in the Heavy Industrial Place Type and the Waste Management Resource Recovery Area Place Type, subject to receipt of an Environmental Compliance Approval issued by the Ministry of the Environment, Conservation and Parks.

489_ Planning and development applications in the potential influence area of closed landfill sites and other sites which produce gases similar to those found in landfill areas will require a compatibility study which meets Ministry of the Environment, Conservation and Parks guidelines.

5. The Homelessness Prevention and Housing chapter of The London Plan for the City of London is amended by deleting Policies 506 and 521 and replacing them with the following:

506_ Subject to the City Structure Plan and Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan, infill and intensification in a variety of forms, including additional residential units, will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible.

521_ Building height and densities may be increased, in conformity with the Our Tools part of this Plan, to support the provision of affordable housing in planning and development proposals.

6. The Culturally Rich and Diverse City chapter of The London Plan for the City of London is amended by deleting Policy 546 and replacing it with the following:

546_ Incentivize the provision of public art through the Planning and Development process.

7. The Cultural Heritage chapter of The London Plan for the City of London is amended by deleting Policy 570_7 in its entirety, and deleting Policies 556, 557, 584 589, 596 and 618 and replacing them with the following:

Municipal Heritage Committee

556_ In accordance with the *Ontario Heritage Act*, City Council may, by by-law, establish a municipal heritage committee to advise and assist Council on cultural heritage matters. In London, the municipal heritage committee is known as the Community Advisory Committee on Planning (CACP).

The Register of Cultural Heritage Resources

557_ In accordance with the *Ontario Heritage Act*, City Council, in consultation with the Community Advisory Committee on Planning (CACP), will prepare and maintain a Register listing properties of cultural heritage value or interest. The Register may also be known as *The City of London Inventory of Heritage Resources*. In addition to identifying properties designated under the *Ontario Heritage Act*, the Register may include properties that are not designated but that Council believes to be of cultural heritage value or interest.

584_ Building height and densities may be increased, in conformity with the Our Tools part of this Plan, in support of heritage designation of a property that is of cultural heritage value or interest.

589_ A property owner may apply to alter the cultural heritage attributes of a property designated under the *Ontario Heritage Act*. The City may, pursuant to the Act, issue a permit to alter the structure. In consultation with the Community Advisory Committee on Planning, the municipality may delegate approvals for such permits to an authority.

596_ A property owner may apply to alter a property within a heritage conservation district. The City may, pursuant to the Ontario Heritage Act, issue a permit to alter the structure. In consultation with the Community Advisory Committee on Planning, the City may delegate approvals for such permits to an authority.

618_ All archaeological assessments shall be provided to the Ministry of Heritage, Sport, Tourism and Culture Industries in accordance with the *Ontario Heritage Act*. The assessment report shall be provided to the City for comment to ensure that the scope is adequate and consistent with the conservation objectives of the City.

8. The Food System chapter of The London Plan for the City of London is amended by deleting Policy 667 and replacing it with the following:

667_ The provision of publicly-accessible rooftop garden space and green roofs designed for food production or recreation will be encouraged as part of a Planning and Development Application.

9. The Green and Healthy City chapter of The London Plan for the City of London is amended by deleting Policy 731 and replacing it with the following:

731_ Incentives may be considered that support incorporating sustainable development forms, technologies and techniques.

10. The Green Space Place Type policies of The London Plan for the City of London are amended by deleting Policy 761_7 and replacing it with the following:

761_7. Provide for the protection of natural heritage features and areas which have been identified, studied and recognized by City Council as being of city-wide or regional significance, and/or by the Ministry of Northern Development, Mines, Natural Resources and Forestry as provincially significant.

11. The Downtown Place Type policies of The London Plan for the City of London are amended by deleting Policies 799_3, 800_5, 802_1 and 803_1 and replacing them with the following:

799_3. Prepare design guidelines to ensure that all development contributes to a vibrant and walkable environment and enhances the city's Downtown skyline and heritage properties.

800_5. Where surface commercial parking lots have previously been established through temporary zoning and have been in place for an extended period of time, further extensions of such temporary uses will only be considered where the criteria described in the Our Tools section of the Plan have been met.

802_1. Buildings within the Downtown Place Type will be a minimum of either three storeys or nine metres in height and will not exceed 20 storeys in height. High-rise buildings up to

35 storeys, may be permitted in conformity with the Our Tools policies of this Plan.

803_1. All planning and development applications will conform with the City Design policies of this Plan, and have regard for *Our Move Forward: London's Downtown Plan* and applicable design guidelines.

12. Specific Policies for the Downtown Place Type of The London Plan for the City of London are amended by deleting Policies 805A and 805B and replacing them with the following:

100 Fullarton Street, 475-501 Talbot Street and 93-95 Dufferin Avenue

805A_ Within the Downtown Place Type applied to the lands located at 100 Fullarton Street, 475-501 Talbot Street and 93-95 Dufferin Avenue, a maximum height of 129 metres or up to 38 storeys may be permitted.

435-451 Ridout Street North

805B_ In the Downtown Place Type at 435-451 Ridout Street North, a maximum intensity of 40-storeys, excluding a mechanical penthouse and measured from the Ridout Street North frontage, may be permitted subject to a zoning by-law amendment.

13. Specific Policies for the Transit Village Place Type of The London Plan for the City of London are amended by deleting Policy 822 and replacing it with the following:

1067, 1069 and 1071 Wellington Road

822_ In the Transit Village Place Type at 1067, 1069 and 1071 Wellington Road, a mixed-use development with a maximum height of 27 storeys may be permitted, to provide for affordable housing.

14. The Specific-Segment policies for the Rapid Transit and Urban Corridors Place Type of The London Plan for the City of London are amended by deleting Policy 847_2 and replacing it with the following:

847_2. Buildings in these three Main Street segments will be a maximum of 12 storeys in height. Buildings up to 16 storeys, may be permitted in conformity with the Our Tools part of this Plan.

15. The Preservation policies for Rapid Transit and Urban Corridor segments of The London Plan for the City of London are amended by adding a new policy number 849A for the Segment Goals policies, and deleting policy 1 of the Segment Goals policies and replacing it with the following:

849A_ The goals of the Preservation segments are described as follows:

1. Heritage designated properties will be protected and conserved in conformity with the Cultural Heritage policies of this Plan and in accordance with the *Ontario Heritage Act*.

16. The Transitional policies for Rapid Transit and Urban Corridor segments of The London Plan for the City of London are amended by deleting Policy 855 and replacing it with the following:

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

17. Specific Policies for the Rapid Transit and Urban Corridor Place Types of The London Plan for the City of London are amended by deleting Policies 864A and 864D and the first paragraph in Policies 867 and 869, and replacing them with the following:

809 Dundas Street

864A_ In the Rapid Transit Corridor Place Type located at 809 Dundas Street, building height of up to 24 storeys and density of up to 710 units per hectare may be permitted.

676-700 Beaverbrook Avenue and 356 Oxford Street West

864D_ In the Rapid Transit Corridor Place Type located at 676-700 Beaverbrook Avenue and 356 Oxford Street West, a maximum height of 18 storeys (62 metres) may be permitted.

867_ In addition to the above policies, the following additional policies may apply subject to the Our Tools part of this Plan:

869_ In addition to the above policies, the following additional policies may apply subject to the Our Tools part of this Plan:

18. The Shopping Area Place Type policies of The London Plan for the City of London are amended by deleting Policy 878_2 and replacing it with the following:

878_2. Buildings within the Shopping Area Place Type will not exceed four storeys in height. Buildings up to six storeys, may be permitted in conformity with the Our Tools policies of this Plan.

19. Specific Policies for the Shopping Area Place Type of the London Plan for the City of London are amended by deleting Policies 897 and 902A and replacing them with the following:

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

1761 Wonderland Road North

902A_ In the Shopping Area Place Type at 1761 Wonderland Road North, a mixed-use commercial/residential apartment building up to 17 storeys may be permitted.

20. The Main Street Place Type policies of The London Plan for the City of London are amended by deleting Policy 910_4 and replacing it with the following:

910_4. Buildings will be a minimum of either two storeys or eight metres in height and will not exceed four storeys in height. Buildings up to six storeys may be permitted in conformity with the Our Tools policies of this Plan.

21. The Neighbourhoods Place Type policies of The London Plan for the City of London are amended by deleting Policies 936_4 and 951 and replacing them with the following:

936_4. With the exception of properties located on Civic Boulevards or Urban Thoroughfares, large amounts of onsite parking will not be permitted on properties within the Neighbourhoods Place Type to accommodate the parking requirements of mixed-use buildings. Front yard parking will not be permitted on properties fronting a Neighbourhood Street or Neighbourhood Connector. The City Design policies of this Plan will provide direction for parking for other locations within the Neighbourhoods Place Type. On-street parking may be permitted to address parking requirements where it is demonstrated that there is capacity for such parking and it is appropriate and permitted.

Scoped Site Plan Approval Process

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

22. Specific Policies for the Neighbourhoods Place Type of The London Plan for the City of London are amended by deleting Policies 1058A and 1074 in its entirety; adding new policies 1057C, 1068A and 1070F as follows; and deleting Policies 988, 995_1, 995_2, 997, 1004, 1006, 1007, 1038, 1038C, 1039A, 1052, 1053, 1056, 1058, 1060, 1062A_3, 1067B and 1070C_4 and the first paragraph in Policies 1069, 1069A and 1072 and replacing them with the following:

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

995_1. Normally heights will not exceed four storeys. In some instances, heights may be permitted to exceed this limit, if determined through a planning and development process to be appropriate subject to a site-specific zoning by-law amendment and/or the Our Tools part of this Plan.

995_2. Residential development will not exceed an approximate net density of 75 units per hectare. Exceptions to the density limit may be made without amendment to this Plan for developments which are designed and occupied for senior citizens' housing, in conformity with the Our Tools part of this Plan.

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

High Density Residential Overlay (From 1989 Official Plan)

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

Town Centre

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

Neighbourhood Connector

1007_ The Neighbourhood Connector through the Old Victoria community is to be designed as a residential street with direct access for adjacent land uses and on-street parking. Its intersections with Commissioners and Hamilton Roads shall be spaced strategically to preserve function and safety. The west portion of the Neighbourhood Connector

shall gently curve and extend northerly to a roundabout, to facilitate a visual terminus of the heritage farm residence along local street development. Specific street design and intersection locations shall be studied in detail at the subdivision and zoning stage with respect to potential alternatives to City standard street widths, design and cross-sections. Consideration is to be given to alternatives that strengthen the community vision such as on-street parking, widened sidewalks, and outdoor patio opportunities at Town Centre locations, reduced building setbacks, reduced street widths, alternative utility servicing, medians with planting strips, reduced design speeds, rear lanes, etc.

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

175-199 Ann Street and 84-86 St. George Street

1038C_ In the Neighbourhoods Place Type at 175-199 Ann Street and 84-86 St. George Street, the lands located within the High Density Residential Overlay (from 1989 Official Plan) are appropriate for a greater intensity of development. Heights in excess of 12 storeys may be permitted on these lands, where the Evaluation Criteria for Planning and Development Applications policies of this Plan can be met. Development along the St. George Street frontage will include a significant step back to provide a low-rise character that is consistent with the streetscape.

633, 635, 637, 645, 649, 651 and 655 Base Line Road East

1039A_ In the Neighbourhoods Place Type at 633, 635, 637, 645, 649, 651 and 655 Base Line Road East, the proposed continuum of care facility may have a building height of 8 storeys (38.5m).

1052_ A maximum building height of approximately 14 storeys (45m) shall be permitted provided the development is consistent with the City Design chapter of this Plan and the urban design objectives of City Council as determined through the zoning by-law amendment process. Building height and densities may be increased, in conformity with the Our Tools part of this Plan, through enhanced design.

1053_ 1960 Dalmagarry Road and 705 Freeport Street may be developed, in conjunction with the provisions for stepping-down the building height, for a multi-storey apartment building or multi-storey buildings which have a high degree of design and compatibility with the surrounding land use(s). A

maximum building height of approximately six storeys (20 m) may be permitted provided the development is consistent with the City Design chapter of this Plan and the urban design objectives of City Council as determined through the zoning bylaw amendment process. Building height and densities may be increased, in conformity with the Our Tools part of this Plan, through enhanced design.

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

18 Elm Street

1057C_ In the Neighbourhoods Place Type at 18 Elm Street, a mixed-use apartment building with community uses at grade may be permitted. The mixed-use apartment building permitted may be up to 4 storeys in height.

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

545 Fanshawe Park Road West

1060_ Within the High Density Residential Overlay (from 1989 Official Plan), for the lands at 545 Fanshawe Park Road West, a site-specific zone may be permitted for a height in excess of 12 storeys and a density in excess of 150 units per hectares subject to the evaluation criteria for Planning and Development Applications.

1062A_3. A compatibility study has demonstrated that Ministry of the Environment, Conservation and Parks D-6 Guidelines: Compatibility Between Industrial Facilities and Sensitive Land Uses can be met, or mitigative measures provided, to the satisfaction of the City of London.

415 Oxford Street West

1067B_ In the Neighbourhoods Place Type located at 415 Oxford Street West, a broad range of residential dwelling types including townhouses, stacked townhouses, back-to-back stacked townhouses, and apartment buildings are permitted. Residential buildings with a maximum height of 8 storeys may be permitted within 150 metres of the Oxford Street West right-of-way. Buildings within 150 metres of the Oxford Street right-of-way shall have their primary entrances and orientation toward Oxford Street West. Buildings up to a maximum of 12 storeys may be permitted within 150 metres

of the Oxford Street West right-of-way where the site plan and building design mitigate the impacts of the additional height in conformity with the Our Tools part of this Plan. Beyond 150 metres from the Oxford Street West right-of-way in the Neighbourhoods Place Type, townhouses, stacked townhouses, and back-to-back stacked townhouses with a maximum height of 4 storeys are permitted.

Hamilton Road Main Street Area

1068A_ In the Neighbourhoods Place Type located at 90-92, 111-113 Rectory Street, 821-871 Stedwell Street, 75-81 Chesley Avenue, 86 Anderson Avenue, 119 Smith Street, 63-69 Sackville Street, 898-914 Trafalgar Street, 961-983 Ormsby Street, 217-227 Egerton Street, the uses, intensity and form permitted in the Main Street Place Type may be permitted if the property is combined with a property fronting Hamilton Road.

1069_ For the property located at 2118 Richmond Street, buildings with a maximum height of up to ten storeys and a maximum density of up to 123 units per hectare may be permitted subject to the following:

1069A_ In the Neighbourhoods Place Type applied to the lands located at 2300 Richmond Street within the area bounded by Richmond Street to the west and the limit of Green Space Place Type to the north, east and south, a maximum height of 8 storeys and 320 dwelling units may be permitted, subject to the following conditions:

1070C_4. Maximum Building heights will be limited to four storeys, and zoning by-law amendments for additional height will not be permitted. Minimum heights of one storey may be permitted.

Old Victoria Hospital Land

1070F_ In the Neighbourhoods Place Type at 370 South Street and 124 Colborne Street, Policies 1709_3, 4 and 5 shall not apply to vacant land condominiums on those lands.

1072_ In addition to the above policies, the following policies may apply subject to the Our Tools part of this Plan:

23. The Institutional Place Type policies of The London Plan for the City of London are amended by deleting Policy 1086_1 and replacing it with the following:

1086_1. Buildings within the Institutional Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 12 storeys in height. Buildings up to 15 storeys, may be permitted in conformity with the Our Tools policies of this Plan.
24. Specific Policies for the Institutional Place Type of The London Plan for the City of London are amended by deleting Policy 1101A and replacing it with the following:

754-760 Base Line Road East

1101A_ At 754-760 Base Line Road East, in addition to the permitted uses of the Institutional Place Type and the

Baseline Office Area Specific Policy Area, residential uses that are not accessory to an institutional use may be permitted in the form of a low rise apartment building up to a maximum height of 4 storeys and a maximum density of 75 units per hectare. Development above 75 units per hectare, up to a maximum of 165 units per hectare may only be permitted subject to a site-specific zoning by-law amendment where the site and building design mitigates the impacts of the additional height and/or density in conformity with the Our Tools part of this Plan. Enhanced landscaped open space should be incorporated in the site design to provide amenity areas for the increased number of dwelling units.

25. The Industrial Place Type policies of The London Plan for the City of London are amended by deleting Policies 1114_10c, 10g and 10h, 1115_12c and 1120 and replacing them with the following:

1114_10c. Waste disposal sites and transfer stations, subject to meeting the requirements of the Ministry of the Environment, Conservation and Parks and other ministries in accordance with all relevant legislation, policies and guidelines.

1114_10g. Solid waste treatment and processing facilities serving a plant on the same site are permitted in the Heavy Industrial Place Type, subject to receipt of an Environmental Compliance Approval issued by the Ministry of the Environment, Conservation and Parks.

1114_10h. Waste transfer stations or storage areas, and facilities for storing hazardous waste will be permitted only on lands in the Heavy Industrial Place Type and lands within the Waste Management Resource Recovery Area Place Type. They will require an amendment to the *Zoning By-law* and also require the approval of the Ministry of the Environment, Conservation and Parks, including certification under the *Environmental Protection Act*. They will be planned, designed, operated, and maintained in such a way as to promote compatibility with adjacent, existing and future land uses, and to minimize any adverse impacts on the natural environment and surrounding area.

1115_12c. The outdoor patio capacity, location with respect to residential uses, outdoor lighting, loading, and parking criteria outlined in the *Zoning By-law* are addressed.

1120_ Composting and recycling facilities are preferred within the Heavy Industrial Place Type and the Waste Management Resource Recovery Area, but may also be permitted within the Light Industrial Place Type where appropriate. The location of composting facilities and recycling facilities will require an amendment to the *Zoning By-law*. If the proposed operation requires an Environmental Compliance Approval from the Ministry of the Environment, Conservation and Parks, such Approval shall be applied for concurrent with the application for a zoning by-law amendment such that the public process and City Council consideration will have the opportunity of providing input into the conditions of the Environmental Compliance Approval. Final reading of the zoning by-law amendment will be withheld or a holding provision may be applied to require the

Environmental Compliance Approval process as a pre-condition. Such facilities must be planned, designed, operated and maintained in such a way as to promote compatibility with adjacent, existing and future land uses, and to minimize any adverse impacts on the natural environment.

26. Specific Policies for the Industrial Place Type of The London Plan for the City of London are amended by moving Policy 1131 right after the heading “Light Industrial Specific Policies”, and deleting Policy 1139 and replacing it with the following:

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

27. The Future Growth Place Type policies of The London Plan for the City of London are amended by deleting Policy 1158 and replacing it with the following:

Future Community Growth Place Type

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

28. The Farmland Place Type policies for The London Plan for the City of London are amended by deleting Policies 1193, 1221_4, 1226_3 and 1230_3 and replacing it with the following:

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

1221_4. Encourage property owners to make use of programs and services provided by the Ministry of Northern Development, Mines, Natural Resources and Forestry and the conservation authorities for the management of forests and woodlots.

1226_3. As a condition of consent being granted, the applicant shall demonstrate that an adequate supply of potable water that meets the requirements of the *Ontario Drinking Water Standards* can be provided to the proposed lot(s), and that there will be no impacts on adjacent properties that are serviced by private water wells. The applicant shall also demonstrate that the development of private on-site waste water systems and private stormwater systems on the proposed lot(s) will not have an adverse

impact on existing area properties serviced by private water wells. The reporting must meet the requirements of the Ministry of the Environment, Conservation and Parks *Procedure D-5 Technical Guidelines for Private Wells: Water Supply Assessment*. A peer review by a qualified professional of this report may be required, at the applicant's expense.

1230_3. The dwelling lot cannot be severed if it is part of the farm cluster. The farm cluster is the grouping of buildings and structures on the farm unit that would include the principal farm residence and any secondary farm dwelling unit and farm-related buildings and structures.

29. The Rural Neighbourhoods Place Type policies of The London Plan for the City of London are amended by deleting Policies 1242_2 and 1243 and replacing them with the following:

1242_2. Additional residential unit.

Residential Use

1243_ Within the Rural Neighbourhoods Place Types shown on Map 1 – Place Types, the primary use of land will be single detached dwellings on lots suitably sized to allow for the proper siting and functioning of individual on-site water supply and wastewater treatment systems. Additional residential units may be permitted subject to the ability of existing services to accommodate the proposed use.

30. The Waste Management Resource Recovery Area policies of The London Plan for the City of London are amended by deleting the “Ministry of the Environment and Climate Change” reference and replacing it with “Ministry of Environment, Conservation and Parks” in Policies 1268_3, 1284 and 1287.

31. The Natural Heritage chapter of The London Plan for the City of London is amended by deleting the “Ministry of Natural Resources and Forestry” reference and replacing it with “Ministry of Northern Development, Mines, Natural Resources and Forestry” in Policies 1323, 1325, 1327_1, 1332, 1333, 1335, 1341, 1354, 1387, 1394 and 1408_5; and deleting Policies 1340, 1342, 1350_2, 1367, 1369, 1370, 1414 and 1431 and replacing them with the following:

1340_ A woodland will be considered significant if it achieves a minimum of one High or five Medium criteria scores as determined by application of the *Environmental Management Guidelines*. A significant woodland will be included in the Green Space Place Type on Map 1 and identified as significant woodlands on Map 5.

1342_ Woodlands that are determined to be ecologically significant on the basis of the criteria in this Plan and the application of the *Environmental Management Guidelines* will be included in the Green Space Place Type on Map 1 and identified as significant woodlands on Map 5.

1350_2. The minimum width of significant valleylands will generally be comprised of 30 metres on each side of the

watercourse measured from the high water mark. The ultimate width of a corridor will be established on a case-by-case basis to address the impacts of the adjacent development and the sensitivity of the features and functions through the application of the *Environmental Management Guidelines*, as part of an environmental impact study and/or subject lands status report approved by the City. The City may also consider technical and/ or scientific documents that reflect improvement in scientific knowledge regarding natural features.

1367_ Environmentally significant areas (ESAs) are large areas that contain natural features and perform ecological functions that warrant their retention in a natural state. Environmentally significant areas are large features of the Natural Heritage System, often represented by a complex of wetlands, woodlands, significant wildlife habitat or valleylands. Wetlands, areas of natural and scientific interest and species at risk will be identified and evaluated in accordance with provincial requirements. While environmentally significant areas are protected by their inclusion in the Green Space Place Type, additional measures to provide for their protection, management and utilization are considered necessary, and may include the preparation of conservation master plans. Environmentally significant areas are delineated through the application of the *Environmental Management Guidelines* and through the application of provincial guidelines.

1369_ Certain lands adjacent to these recognized environmentally significant areas may have potential for inclusion in the environmentally significant area if warranted on the basis of site-specific evaluation, including the application of the *Environmental Management Guidelines* that shall be undertaken in conjunction with secondary plans, subject lands status reports, or environmental impact studies associated with a development application.

1370_ To assist in the consideration of proposals to recognize environmentally significant areas in The London Plan, City Council may request the submission of detailed supporting information from any agency, individual or group proposing the recognition of a candidate area. The evaluation criteria contained in the following policy will be used, together with more detailed criteria and application of the *Environmental Management Guidelines*, to recognize environmentally significant areas in this Plan.

1414_ The location, width, composition and use of ecological buffers necessary to protect natural heritage areas from the impacts of development on adjacent lands will be specified through application of the *Environmental Management Guidelines* as part of an approved secondary plan and/or an environmental impact study. The City may also consider technical and/ or scientific documents that reflect improvements in scientific knowledge regarding natural features

1431_ Environmental impact studies are required to determine whether, or the extent to which, development may be permitted in areas within, or adjacent to, specific components of the Natural Heritage System. They will

confirm or refine the boundaries of components of the Natural Heritage System, and will include conditions to ensure that development does not negatively impact the natural features and ecological functions for which the area is identified in accordance with the *Environmental Management Guidelines*.

32. The Natural Resources chapter of The London Plan for the City of London is amended by deleting the “Ministry of Natural resources and Forestry” reference and replacing it with “Ministry of Northern Development, Mines, Natural Resources and Forestry” in Policies 1539, 1540, 1541, 1542_1 and 1542_3; and deleting the “Ministry of Environment and Climate Change” reference and replacing it with “Ministry of Environment, Conservation and Parks” in Policies 1542_1 and 1542_3.

33. The Our Tool part of The London Plan for the City of London is amended by deleting Policies 1709A and 1719_4, 5, 6, 7 and 8 in its entirety, and deleting Policies 1627_1 and 1683_4 and replacing them with the following:

1627_1. A parcel of land subject to a planning application is surrounded by a limited number of large parcels that effectively comprise the entire circulation area (e.g. Institutional, Green Space, Industrial, Farmland).

1683_4. Projects where zoning has been applied for additional height or density.

34. The Glossary of The London Plan for the City of London is amended by deleting the “Group Home”, “Secondary dwelling unit”, “Built-Area Boundary”, “Ministry of the Environment and Climate Change D-series Guidelines” and “Wildland Fire Assessment and Mitigation Standards” definitions in its entirety and replacing them with the following:

Additional residential unit means self-contained residential units with kitchen and bathroom facilities within dwellings or within accessory structures as defined in the Additional Residential Unit policies of this Plan.

Built-Area Boundary describes the built area of the City as of 2016. The City Structure Plan shows the Built-Area Boundary. The Built-Area Boundary is fixed in time for the purposes of implementing and monitoring the City’s target for intensification. Residential development occurring within the Built-Area Boundary will be considered as intensification for the purposes of meeting the City’s intensification target.

Group Home means a residence licensed or funded under a federal or provincial statute for the accommodation of three to ten persons, exclusive of staff, living under supervision in a single housekeeping unit and who, by reason of their emotional, mental, social or physical condition or legal status, require a group living arrangement for their well-being. A group home may include youth on probation under federal or provincial statute.

Ministry of the Environment, Conservation and Parks D-series Guidelines are a series of guidelines that are to be

applied in the land use planning process to avoid and mitigate land use planning conflicts.

Wildland Fire Assessment and Mitigation Standards

means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ministry of Northern Development, Mines, Natural Resources and Forestry to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, infrastructure and property from wildland fire.

35. Table 10 of The London Plan for the City of London is amended by deleting “Secondary suites” and replacing it with “Additional residential units”.
36. Map 1 – Place Types, of The London Plan is amended as indicated on “Schedule 1” attached hereto, by:
- 1) Changing the lands at 1577 and 1687 Wilton Grove Road from Future Industrial Growth Place Type and Environmental Review Place Type to Light Industrial and Green Space Place.
 - 2) Changing the lands at 1176, 1200 and 1230 Hyde Park Road from Green Space Place Type to Neighbourhoods Place Type.
 - 3) Changing the lands at 3334 and 3354 Wonderland Road South from Neighbourhoods Place Type to Shopping Area Place Type.
 - 4) Adding a Rural Connector identified as Scotland Drive.
 - 5) Changing the lands at 3130 Dingman Drive from Shopping Area Place Type to Green Space Place Type.
 - 6) Changing the Blackwell Park and 1200 Blackwell Boulevard from Neighbourhoods Place Type to Green Space Place Type.
 - 7) Changing the Byron View Park from Neighbourhoods Place Type to Green Space Place Type.
 - 8) Changing the Campbell Woods from Neighbourhoods Place Type to Green Space Place Type.
 - 9) Changing the Carriage Hill Park from Neighbourhoods Place Type to Green Space Place Type.
 - 10) Changing the Clara Brenton Woods from Neighbourhoods Place Type to Green Space Place Type.
 - 11) Changing the Clayton Walk Park from Neighbourhoods Place Type to Green Space Place Type.
 - 12) Changing the Dragon Fly Woods from Future Industrial Growth Place Type to Green Space Place Type.
 - 13) Changing the Edgevalley Park, Drew Park, and 289 Edgevalley Road from Neighbourhoods Place Type to Green Space Place Type.

- 14) Changing the Exmouth Circle Open Space and Marconi Blvd Open Space from Neighbourhoods Place Type to Green Space Place Type.
- 15) Changing the Farnborough Park from Neighbourhoods Place Type to Green Space Place Type.
- 16) Changing the southeast corner of Fountain Grass Drive and Upper West Avenue from Green Space Place Type to Neighbourhoods Place Type, and the lands at 1540 Upper West Avenue from Neighbourhoods Place Type to Green Space Place Type.
- 17) Changing the Foxwood SWM Park from Neighbourhoods Place Type to Green Space Place Type.
- 18) Changing the Graham Place Type Stormwater Management Facility from Neighbourhoods Place Type to Green Space Place Type.
- 19) Changing the Grand Oak Park from Neighbourhoods Place Type to Green Space Place Type.
- 20) Changing the Hickory Woods from Neighbourhoods Place Type to Green Space Place Type.
- 21) Changing the Lambeth Optimist Park from Neighbourhoods Place Type to Green Space Place Type.
- 22) Changing the Middleton Park and Middleton SWM Park from Neighbourhoods Place Type to Green Space Place Type.
- 23) Changing the Morgan Park from Neighbourhoods Place Type to Green Space Place Type and the Pincombe Drain Park South from Shopping Area Place Type to Green Space Place Type.
- 24) Changing the Murray-Marr SWM Park from Institutional Place Type to Green Space Place Type.
- 25) Changing the North London Athletic Fields from Neighbourhoods Place Type to Green Space Place Type.
- 26) Changing the Pebblecreek Park East and South from Neighbourhoods Place Type to Green Space Place Type.
- 27) Changing the Pibline Park from Neighbourhoods Place Type to Green Space Place Type.
- 28) Changing the Riverbend Park from Neighbourhoods Place Type to Green Space Place Type.
- 29) Changing the Riverbend SWMF West from Neighbourhoods Place Type to Green Space Place Type.
- 30) Changing the Riverside Woods and Riverside Woods West from Neighbourhoods Place Type to Green Space Place Type.
- 31) Changing the Silverleaf SWM Park from Neighbourhoods Place Type to Green Space Place Type.

- 32) Changing the Stanton Meadows (Hyde Park SWMF #5) Park from Neighbourhoods Place Type to Green Space Place Type.
- 33) Changing the Stoney Creek Meadow Marsh from Neighbourhoods Place Type to Green Space Place Type.
- 34) Changing the Stronach Park from Neighbourhoods Place Type to Green Space Place Type.
- 35) Changing the Sunningdale SWM Park from Neighbourhoods Place Type to Green Space Place Type.
- 36) Changing the Vauxhall Park and St. Julien Park from Neighbourhoods Place Type to Green Space Place Type.
- 37) Changing the Vimy Ridge Park from Neighbourhoods Place Type to Green Space Type.
- 38) Changing the White Oak Rd Open Space from Light Industrial Place Type to Green Space Place Type.
- 39) Adding Neighbourhood Connectors at southeast corner of Commissioner Road East and Jackson Road.
- 40) Removing a Neighbourhood Connector identified as Oriole Drive.
- 41) Removing a Neighbourhood Connector identified as Concept Drive east of Innovation Drive.
- 42) Realigning Kains Road with the built subdivision road alignment.
- 43) Removing a Neighbourhood Connector identified as Maynard Patterson Boulevard in its entirety.
- 44) Realigning the intersection of Trafalgar Street and Hale Street with the roundabout road.
- 45) Extending a Neighbourhood Connector identified as Savoy Street.
- 46) Adding a Neighbourhood Connector identified as Superior Drive at east of Adelaide Street.
- 47) Extending a street identified as Sharon Road to Murray Road.

37. Map 3 – Street Classifications, of The London Plan for the City of London is amended as indicated on “Schedule 2” attached hereto, by:

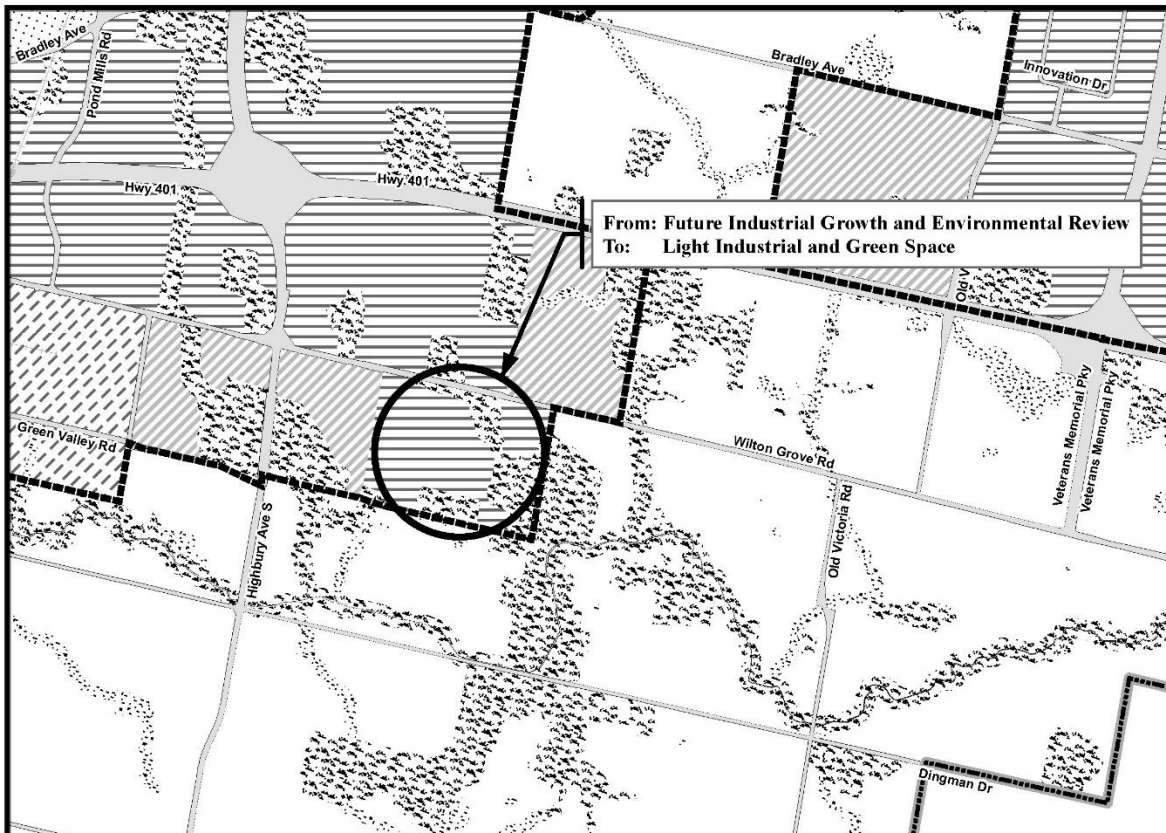
- 1) Adding Neighbourhood Connectors at southeast corner of Commissioner Road East and Jackson Road.
- 2) Removing a Neighbourhood Connector identified as Oriole Drive.
- 3) Removing a Neighbourhood Connector identified as Concept Drive east of Innovation Drive.
- 4) Realigning a Neighbourhood Connector identified as Kains Road.

- 5) Removing a Neighbourhood Connector identified as Maynard Patterson Boulevard in its entirety.
 - 6) Realigning the intersection of Trafalgar Street and Hale Street with the roundabout road.
 - 7) Extending a Neighbourhood Connector identified as Savoy Street.
 - 8) Extending a Neighbourhood Connector identified as Superior Drive to east of Adelaide Street.
 - 9) Adding a Rural Thoroughfare connecting Sharon Road and Murray Road.
 - 10) Extending a Rural Connector identified as Pack Road to east of Westdel Borne.
 - 11) Adding a Neighbourhood Connector east of Highbury Avenue North.
 - 12) Changing Hubrey Road from Neighbourhood Street to Neighbourhood Connector.
 - 13) Extending a Civic Boulevard identified as Exeter Road to east of Bessemer Road.
38. Map 5 – Natural Heritage, of The London Plan for the City of London is amended as indicated on “Schedule 3” attached hereto, by:
- 1) Realigning the Woodland boundary in the Old Victoria Hospital area.
 - 2) Removing the Valleylands and Unevaluated Wetlands at 15880 Robin’s Hill Road.
 - 3) Realigning the boundaries of the Environmentally Significant Area and Provincially Significant Wetlands, removing a Potential Naturalization Area, and adding a Potential Naturalization Area at the lands located at 1577 and 1687 Wilton Grove Road.
39. Map 7 – Specific Policy Areas, of The London Plan for the City of London is amended as indicated on “Schedule 4” attached hereto, by:
- 1) Removing Specific Policy Area #79 in its entirety.
 - 2) Changing the boundary of Specific Policy Area #30.
 - 3) Changing the boundary of Specific Policy Area #31.
 - 4) Adding a new specific policy area for the lands located at 240 Waterloo Street and 358 Horton Street East.
 - 5) Adding a new specific policy area for Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan.
 - 6) Adding a new specific policy area for the lands located at 21 Wharnccliffe Road South.
 - 7) Adding a new specific policy area for the lands located at 1577 and 1687 Wilton Grove Road.

- 8) Adding a new specific policy area for the lands located at 1448 Adelaide Street North.
 - 9) Adding a new specific policy area for the lands located at 633, 635, 637, 645, 649, 651 and 655 Base Line Road East.
 - 10) Adding a new specific policy area for the lands located at 100, 335 and 353 Kellogg Lane, 1063, 1080, 1097 and 1127 Dundas Street, and 1151 York Street.
 - 11) Adding a new specific policy area for the lands located at 379 Sunningdale Road West.
 - 12) Adding a new specific policy area for the Brydges Street Area.
 - 13) Adding a new specific policy area for the lands located at 2150 Oxford Street East.
 - 14) Adding a new specific policy area for the lands located at 1176, 1200 and 1230 Hyde Park Road.
 - 15) Adding a new specific policy area for the lands located at 335-385 Saskatoon Street.
 - 16) Adding a new specific policy area for the lands located at 340-390 Saskatoon Street.
 - 17) Adding a new specific policy area for the lands located at 585 Third Street.
 - 18) Adding a new specific policy area for the lands located at 676-700 Beaverbrook Avenue and 356 Oxford Street.
 - 19) Adding a new specific policy area for the Hamilton Road Main Street Area.
 - 20) Changing Specific Policy Area #15 in the list of Specific Policy Areas by adding "and 825 Proudfoot Lane" at the end.
40. Figure 14 of The London Plan for the City of London is amended as indicated on Schedule 5 attached hereto by re-aligning the rapid transit routes to align with the approved routes.
 41. Figure 17 of The London Plan for the City of London is amended as indicated on Schedule 6 attached hereto by adding a layer feature that shows the Thames Valley corridor.
 42. Figure 20 of The London Plan for the City of London is amended as indicated on Schedule 7 attached hereto by re-aligning the rapid transit routes to align with the approved routes.

SCHEDULE 1

AMENDMENT NO:



Legend

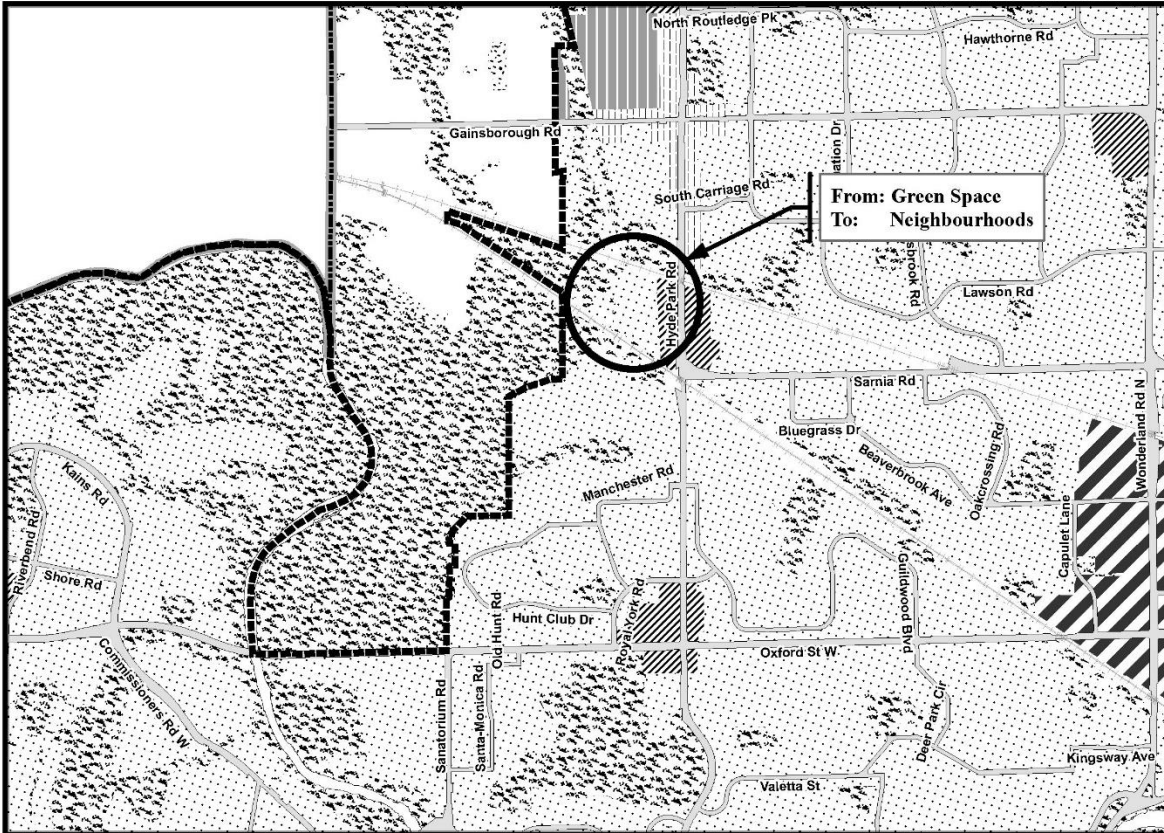
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| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource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

OPA to 1989 Official Plan: OPA 650 (File Number: OZ-8667)

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

<p>SCHEDULE 1-1 TO OFFICIAL AMENDMENT NO. ____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/3/2023</p>
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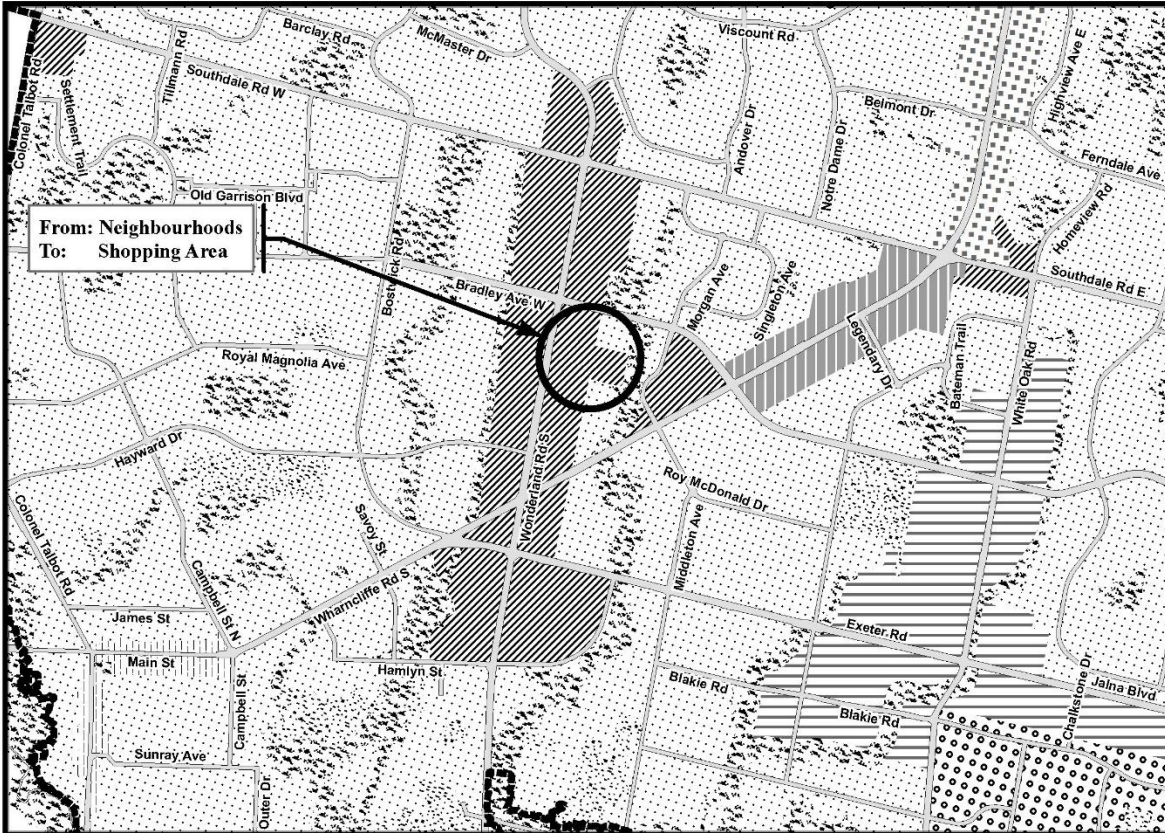
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|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhoods | Green Space | |

OPA to 1989 Official Plan: OPA 672 (File Number: O-8822)

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

<p align="center">SCHEDULE 1-2 TO</p> <p align="center">OFFICIAL AMENDMENT NO. ____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/3/2023</p>
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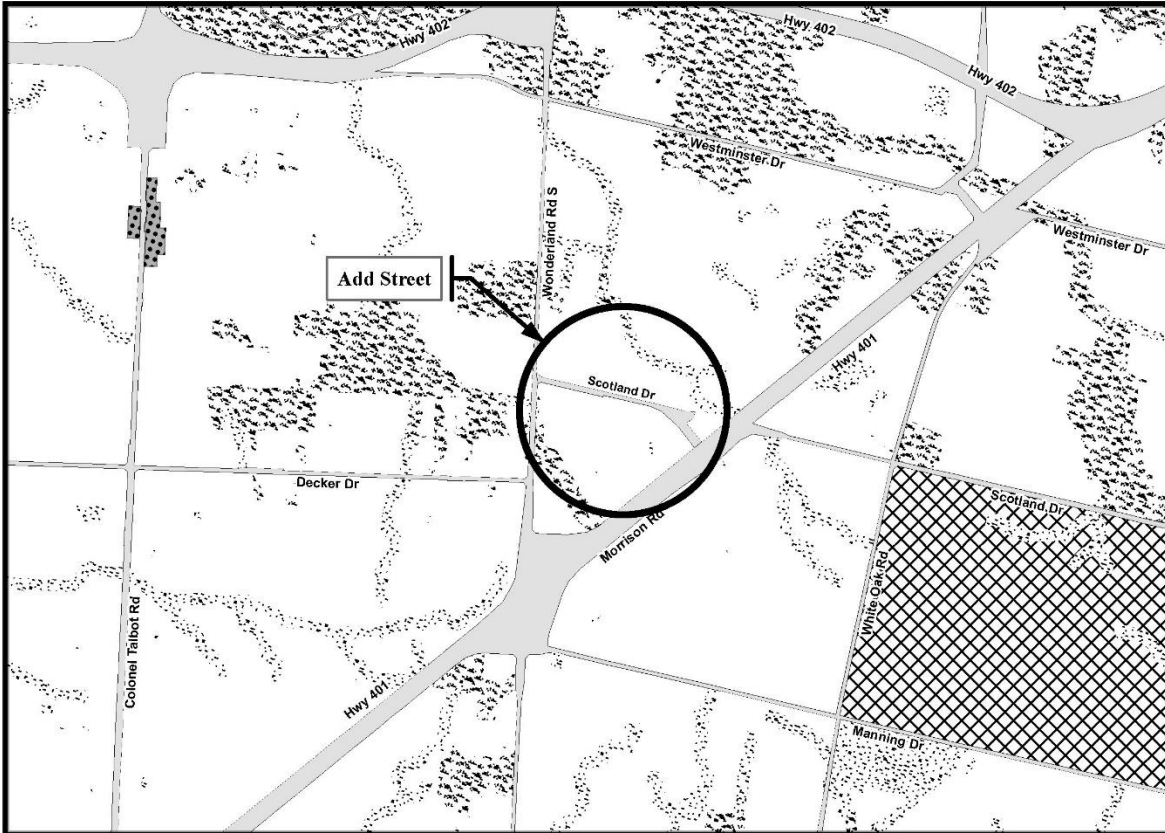
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|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhoods | Green Space | |

OPA to 1989 Official Plan: OPA 705 (File Number: OZ-9043)

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

<p>SCHEDULE 1-3 TO OFFICIAL AMENDMENT NO. ____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/3/2023</p>
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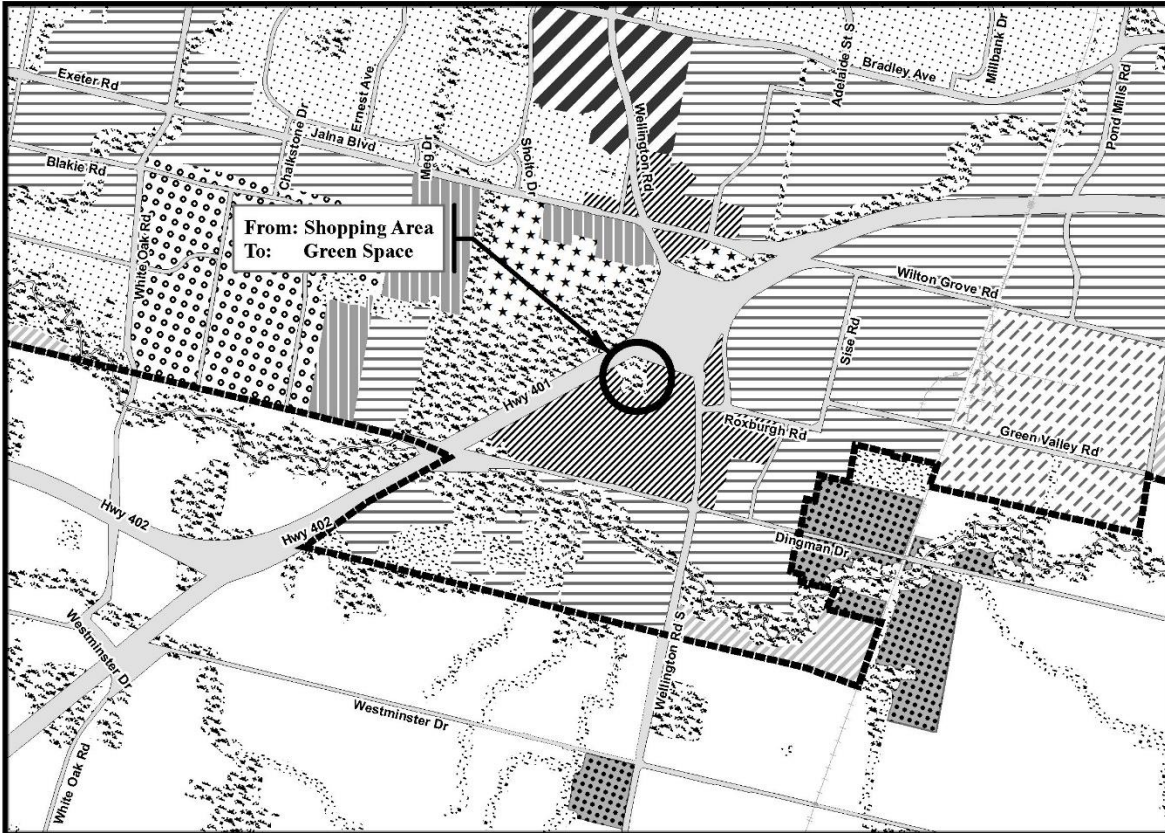
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|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhoods | Green Space | |

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

<p align="center">SCHEDULE 1-4 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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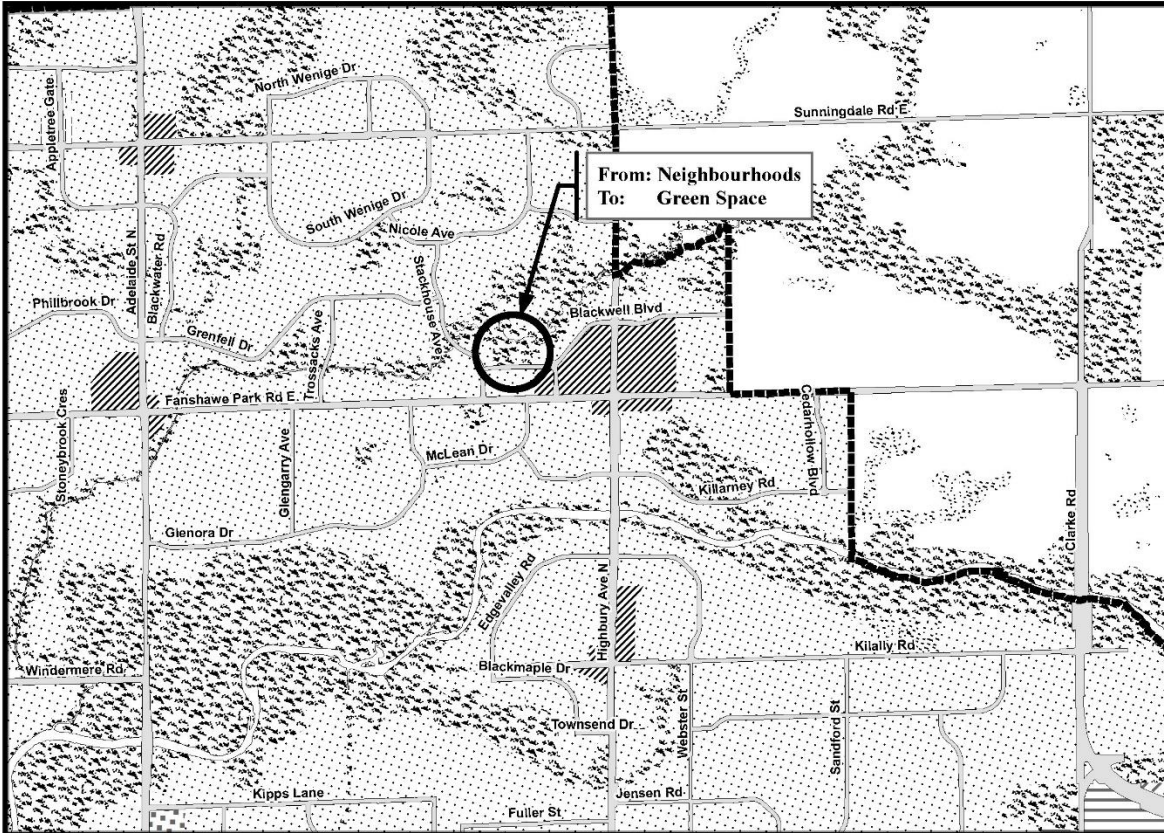
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|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhoods | Green Space | |

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

<p>SCHEDULE 1-5 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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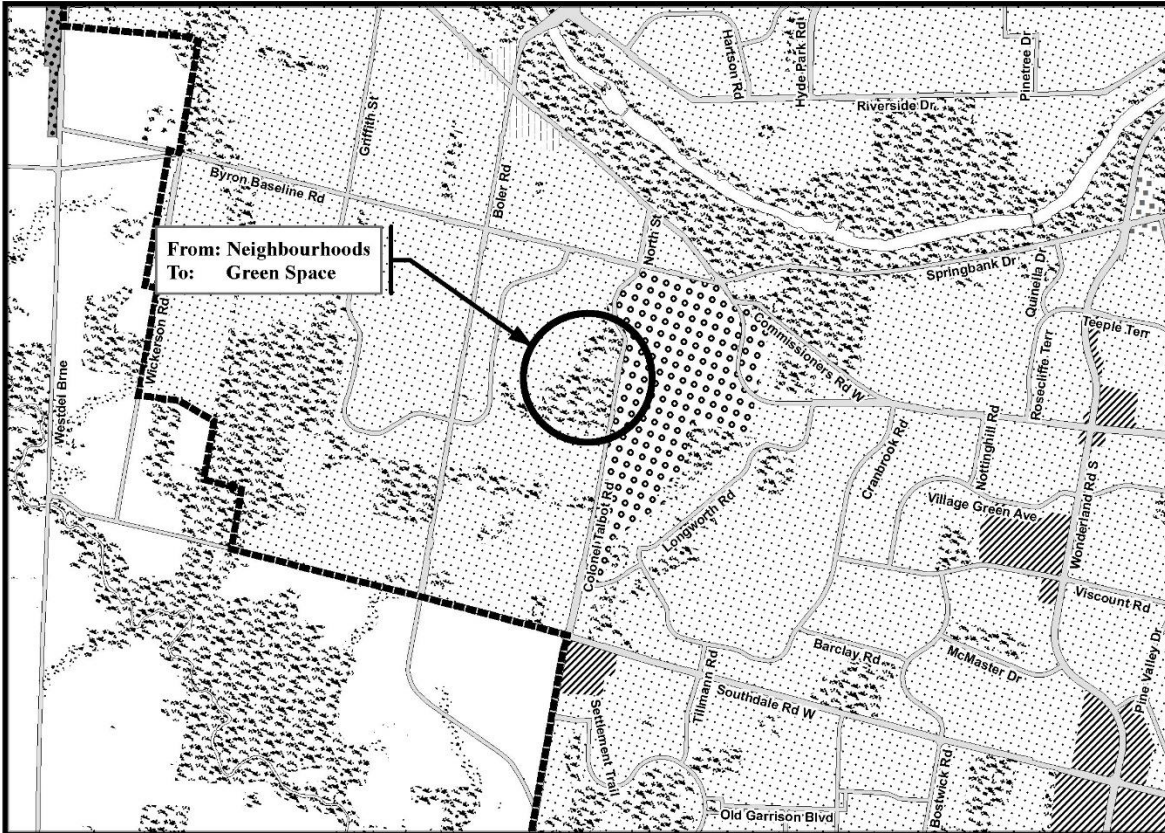
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Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street	Institutional	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-6 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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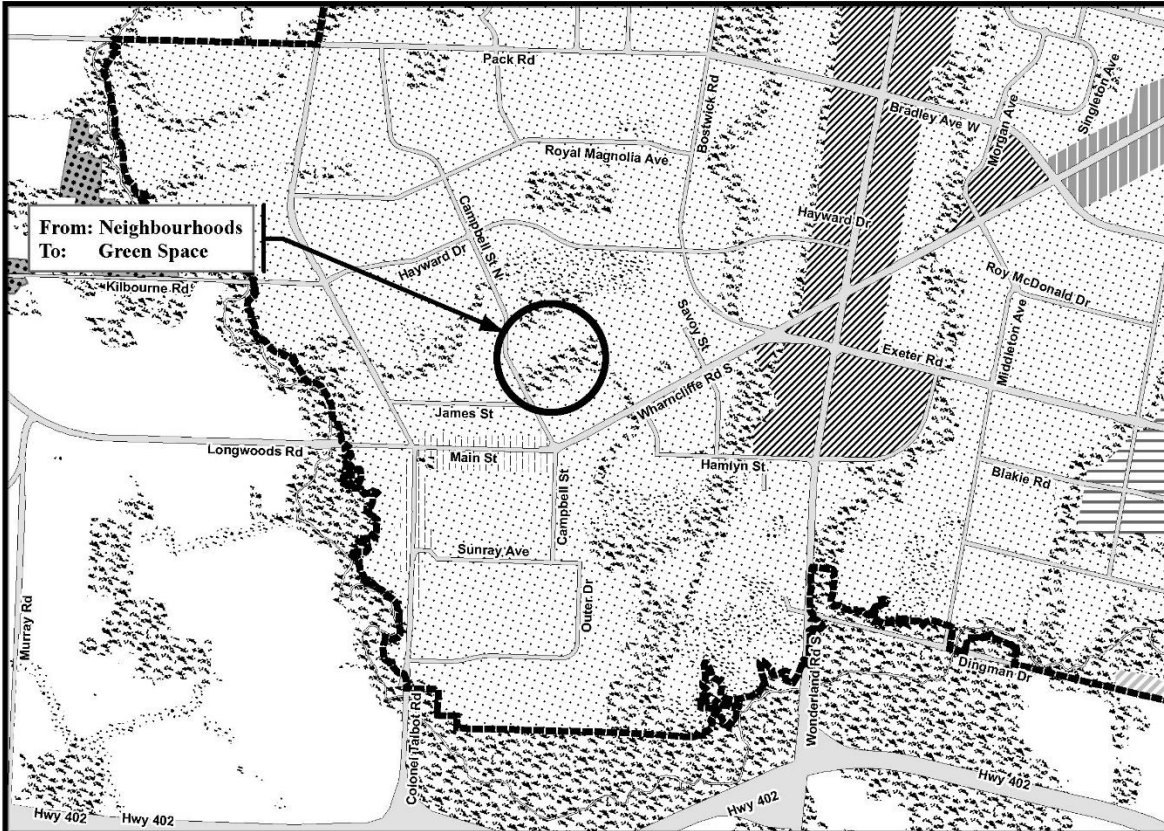
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- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhoods | Green Space | |

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

<p align="center">SCHEDULE 1-7 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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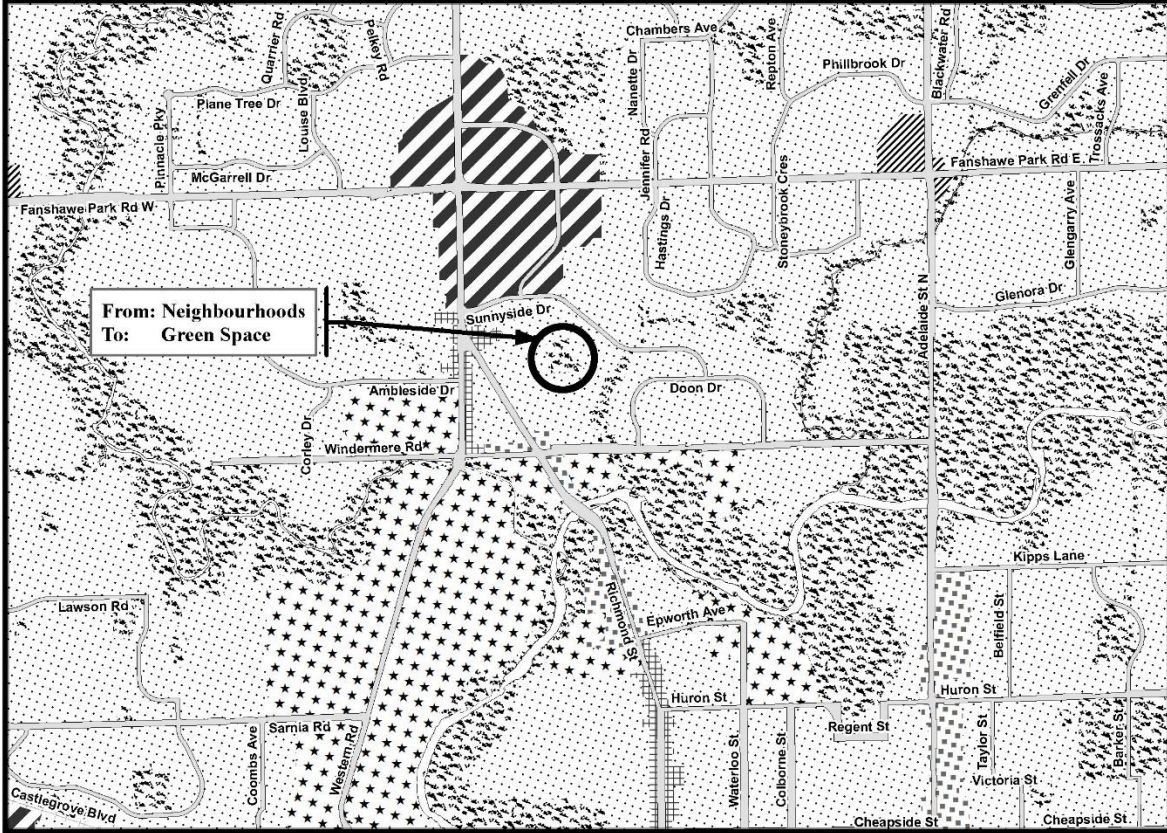
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |
| Neighbourhoods | Green Space | |

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

<p align="center">SCHEDULE 1-8 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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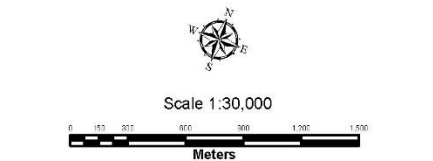
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |
| Neighbourhoods | Green Space | |

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

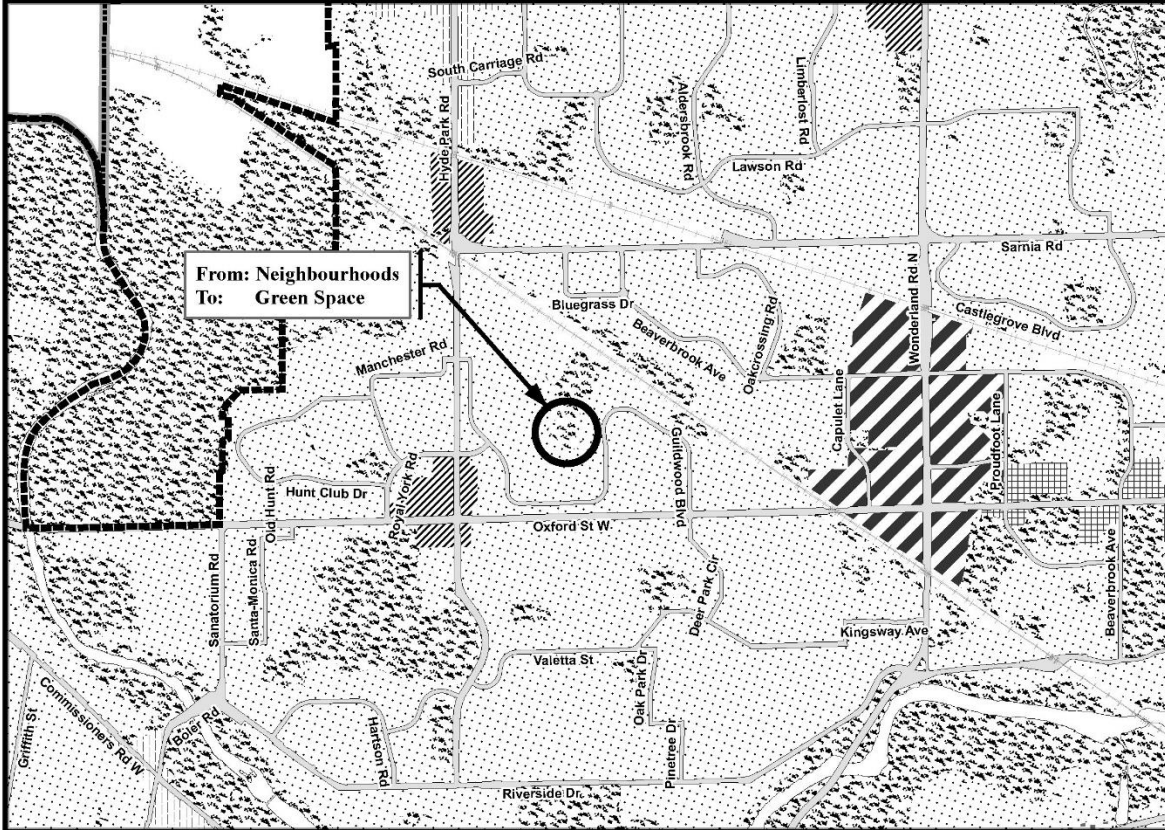
**SCHEDULE 1-9
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9555
PLANNER: JL
TECHNICIAN: JI
DATE: 3/1/2023

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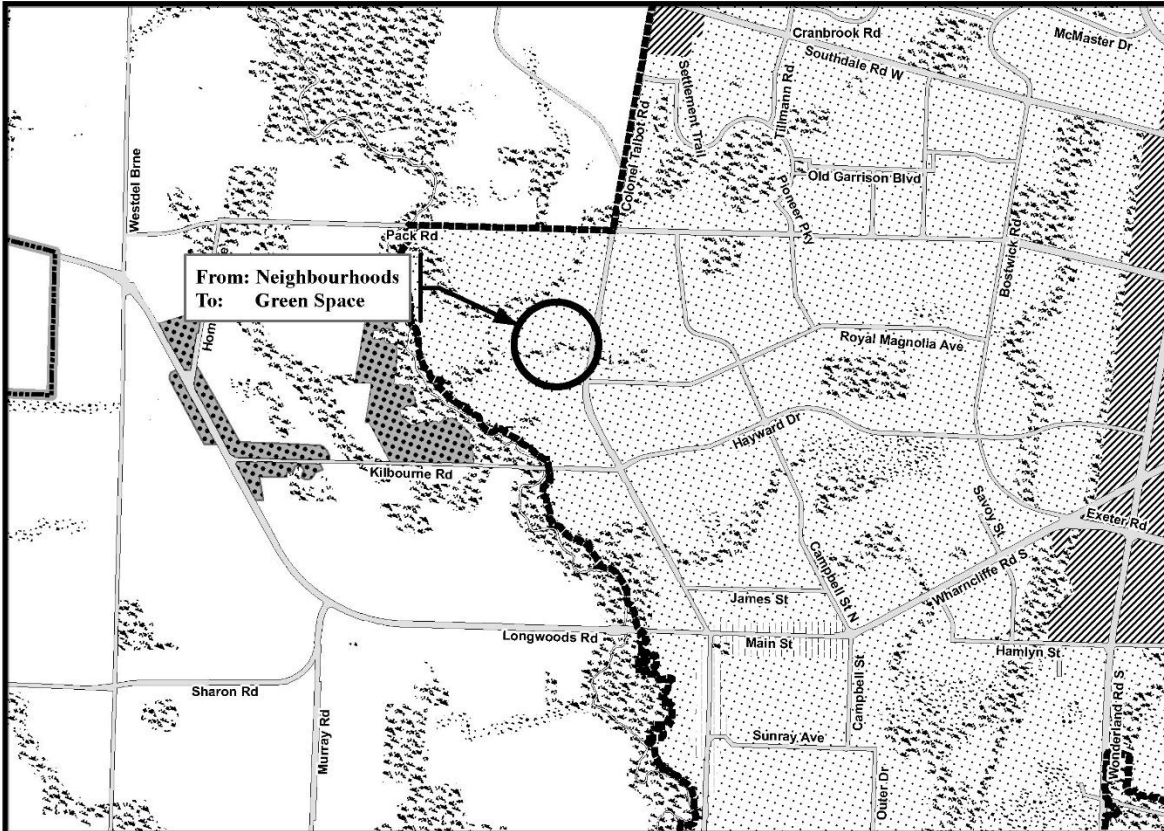
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Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor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




















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

<p>SCHEDULE 1-10 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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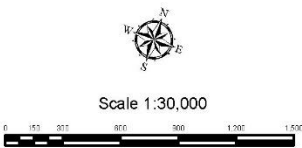
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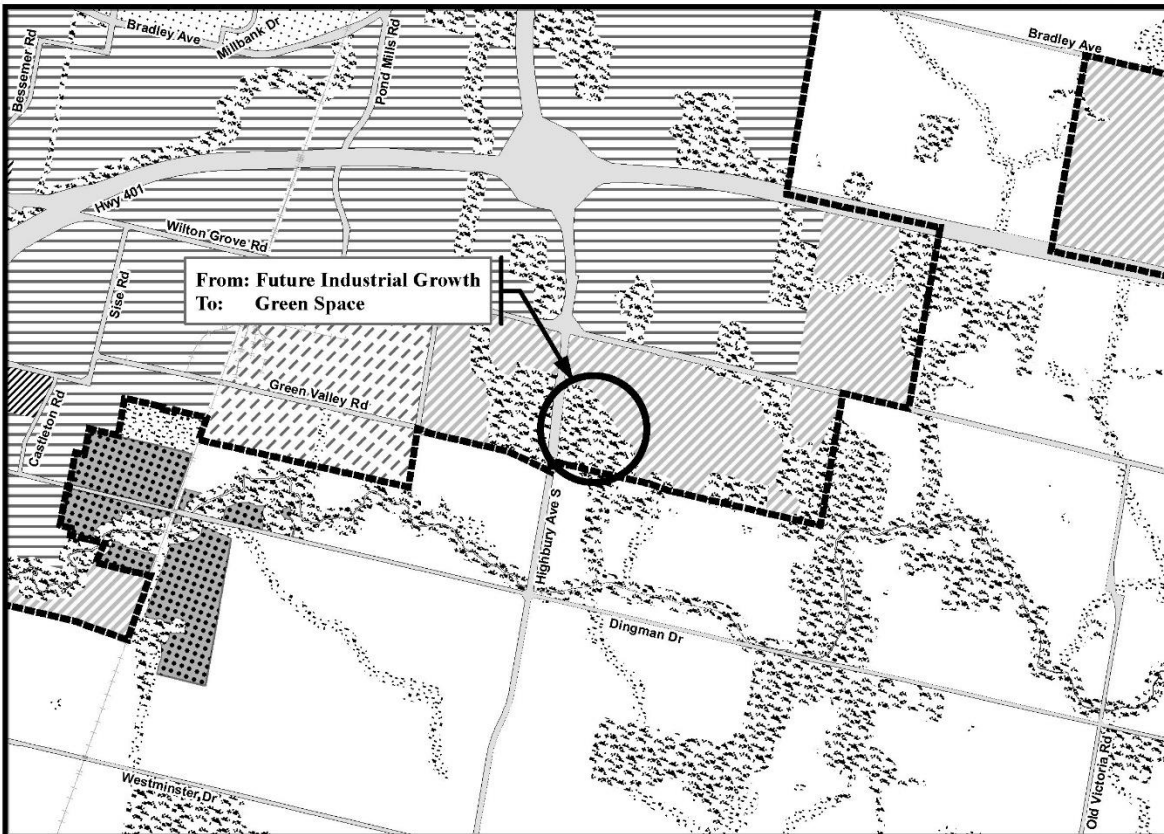
Legend

 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	
 Neighbourhoods	 Green Space	

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

<p>SCHEDULE 1-11 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	 <p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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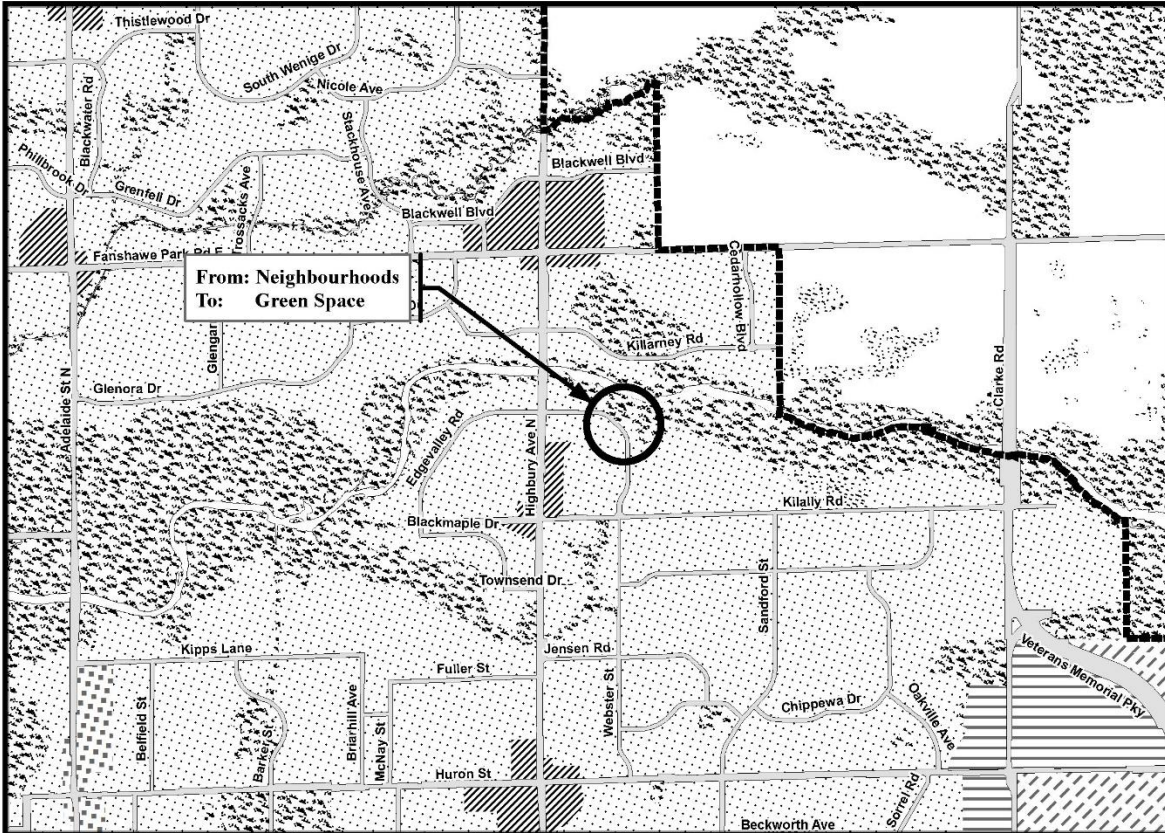
Legend

	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		
	Neighbourhoods		Green Space		

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

<p>SCHEDULE 1-12 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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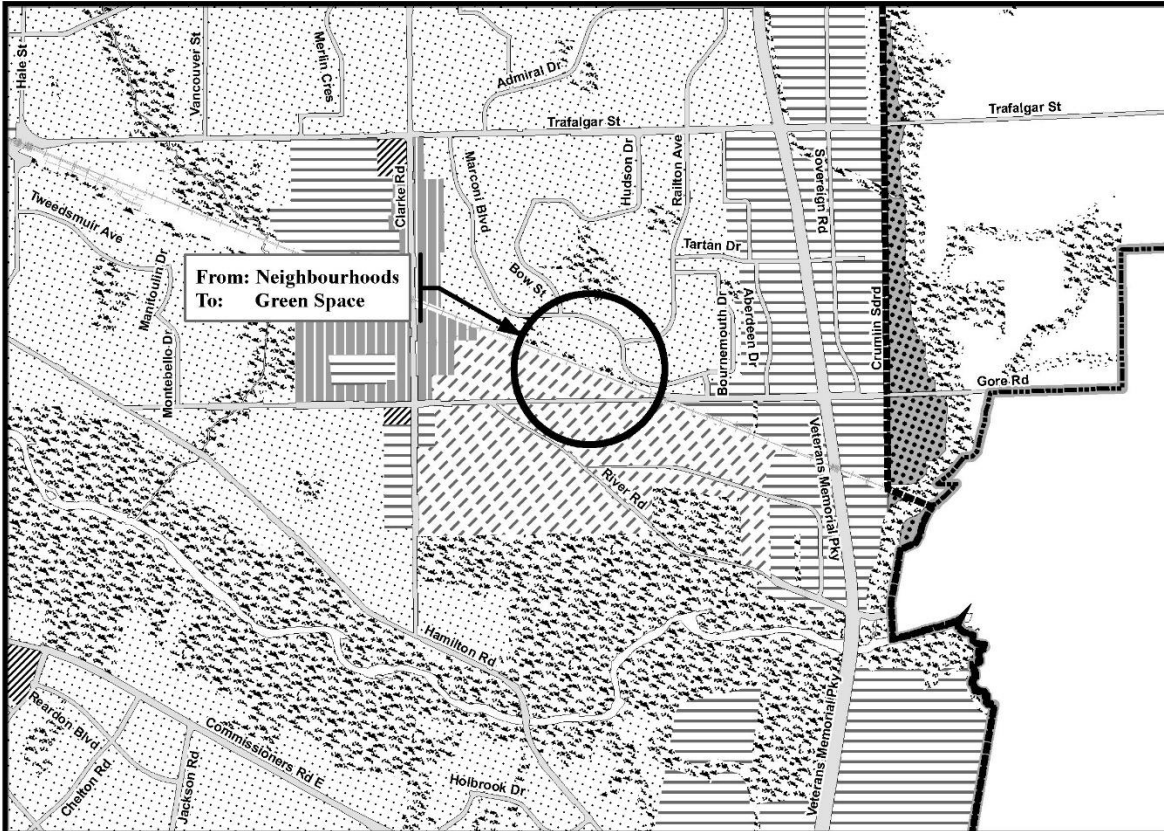
Legend

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	
Neighbourhoods	Green Space	

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

<p align="center">SCHEDULE 1-13 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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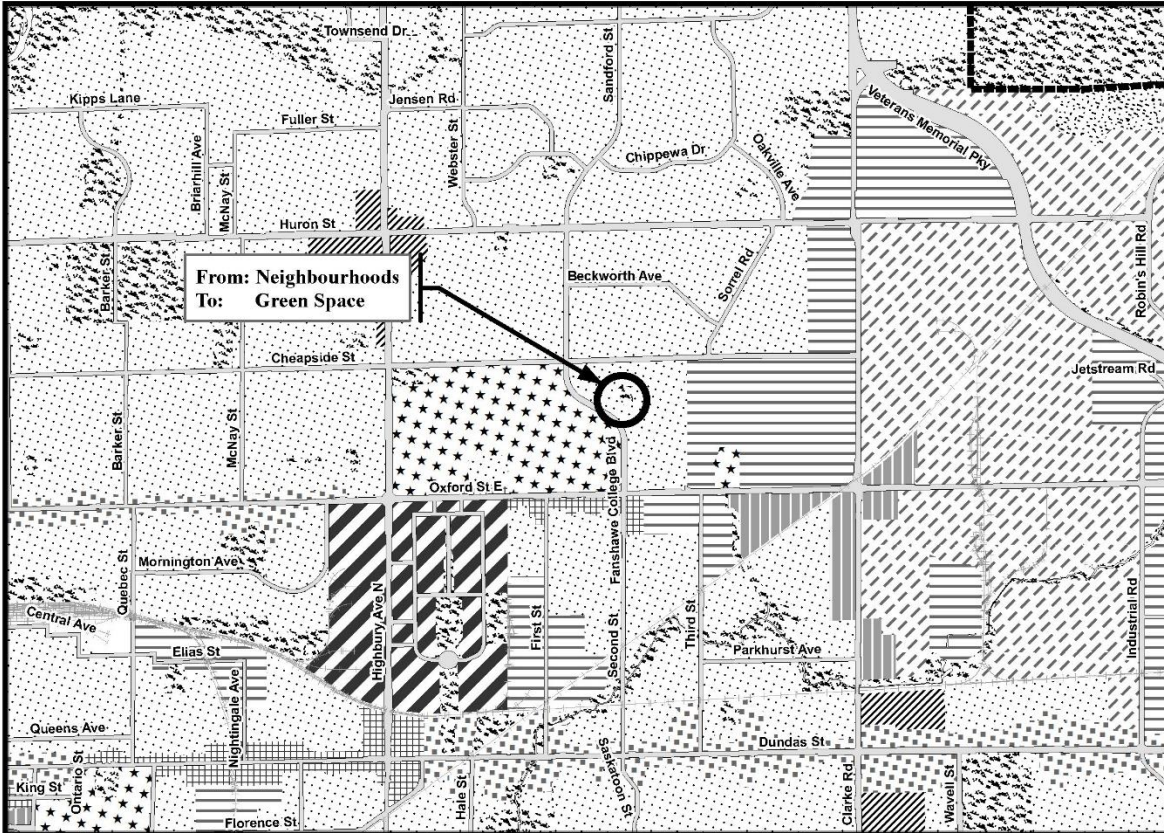
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Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street	Institutional	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-14 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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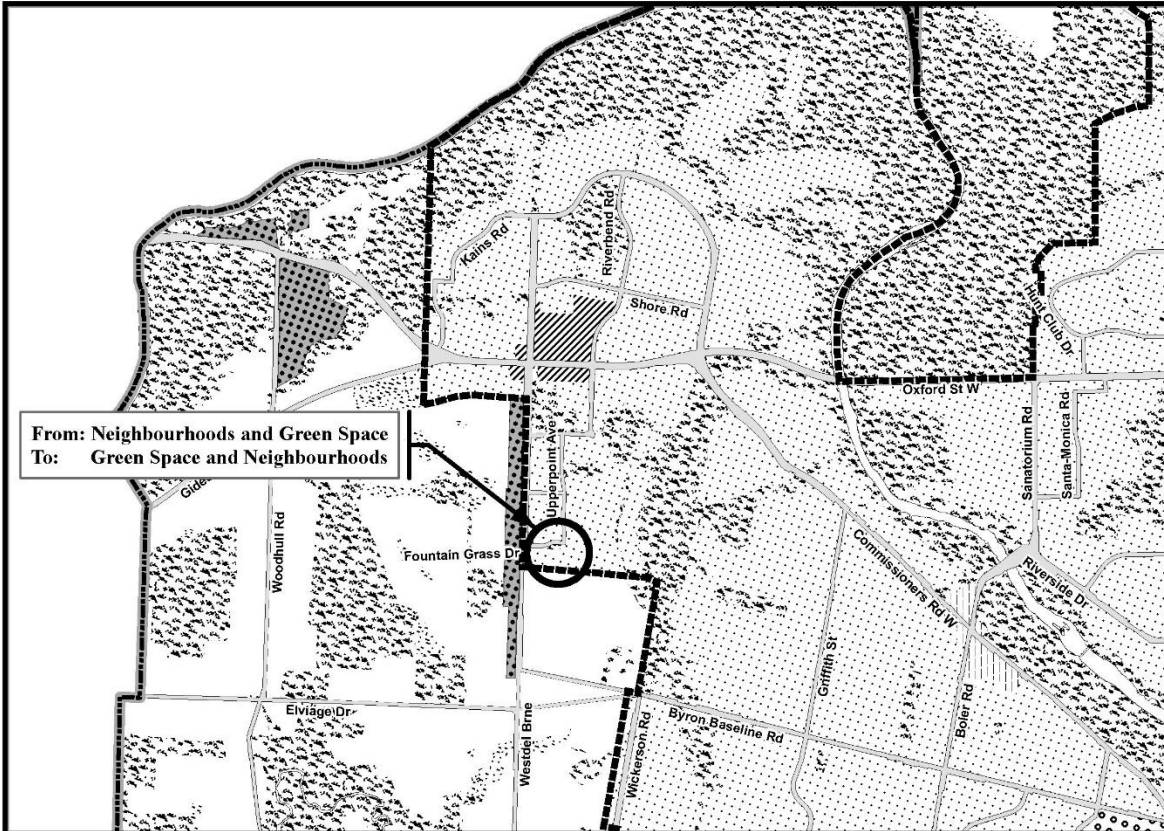
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Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street	Institutional	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-15 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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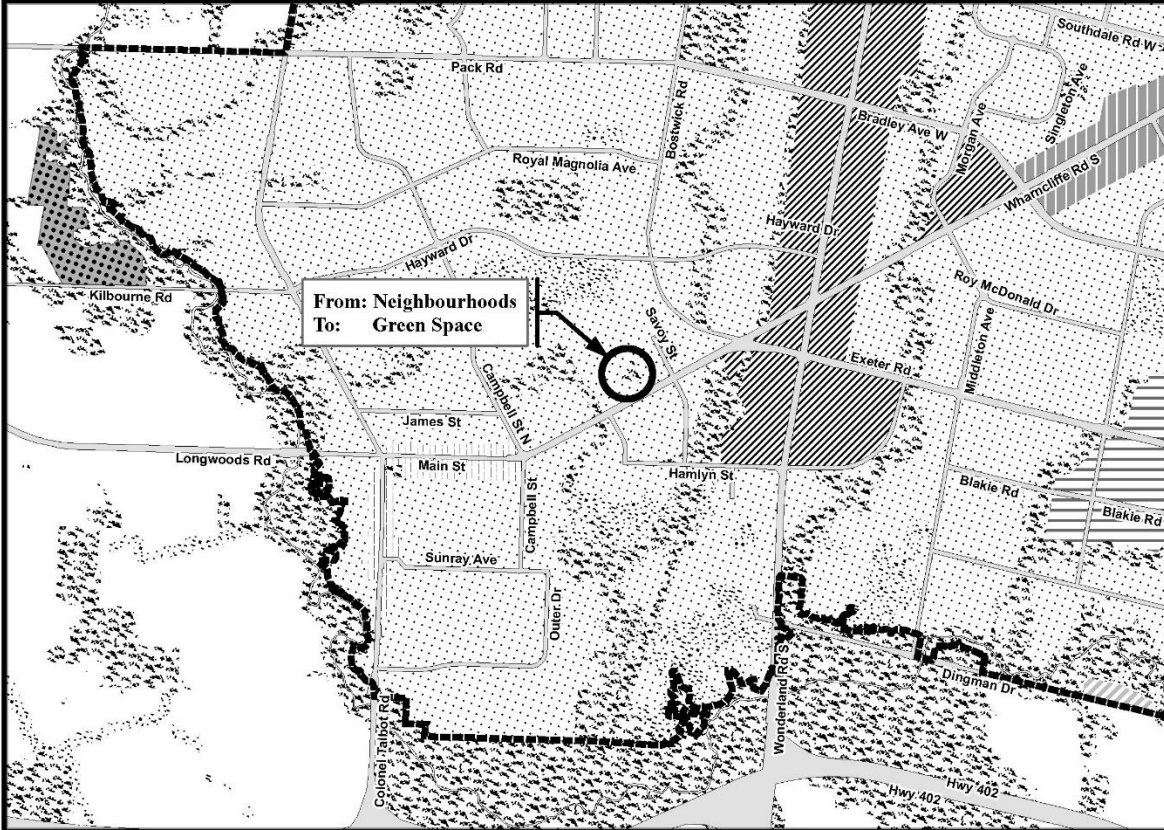
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-16 TO OFFICIAL AMENDMENT NO. _____</p> <p><small>PREPARED BY: Planning & Development</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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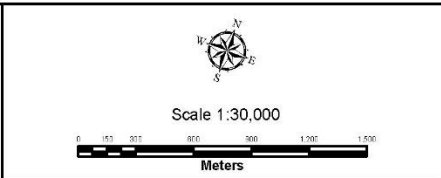
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Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street	Institutional	
Neighbourhoods	Green Space	

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

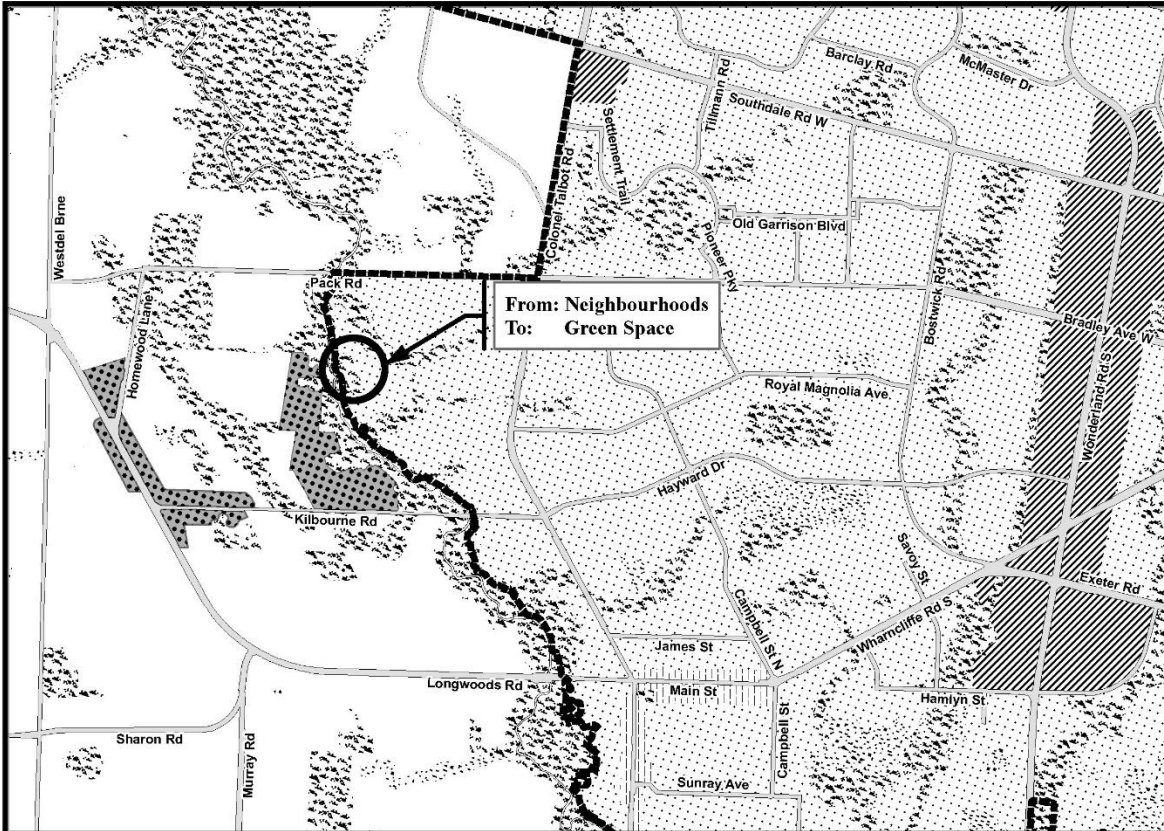
**SCHEDULE 1-17
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9555
PLANNER: JL
TECHNICIAN: JI
DATE: 3/1/2023

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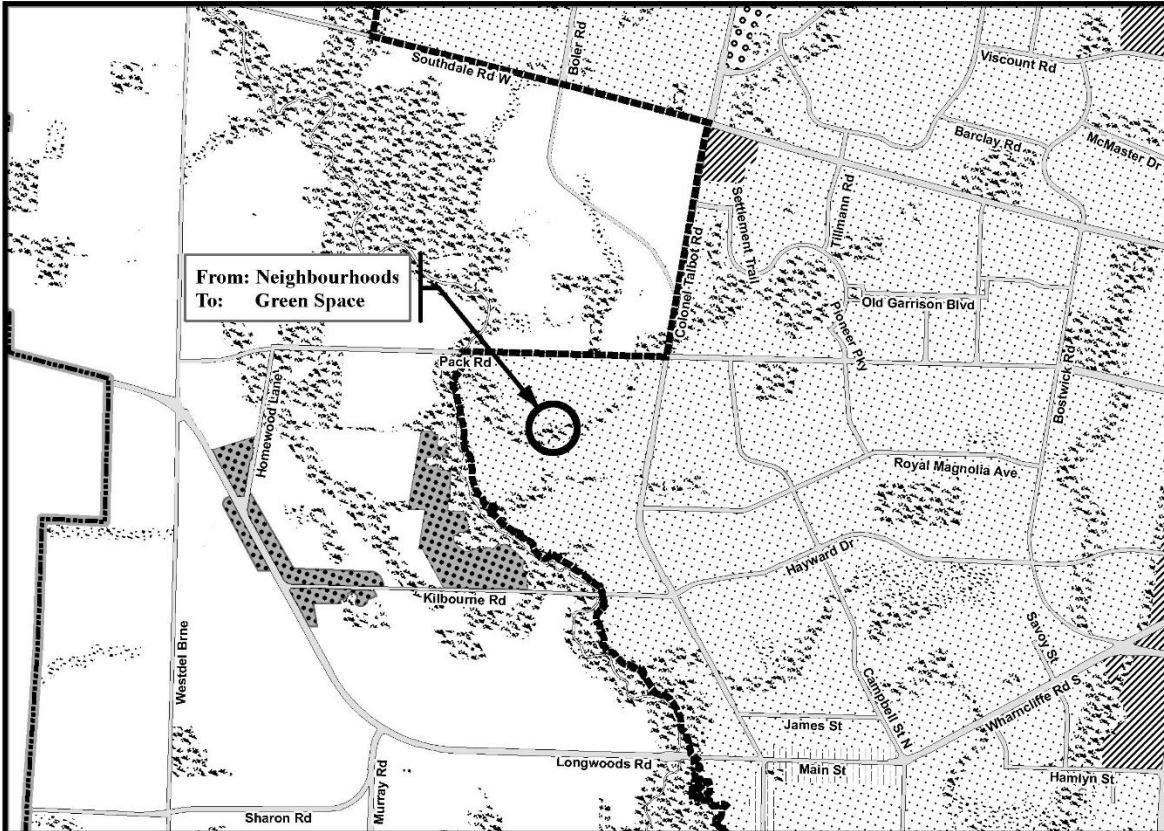
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |
| Neighbourhoods | Green Space | |

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

<p align="center">SCHEDULE 1-18 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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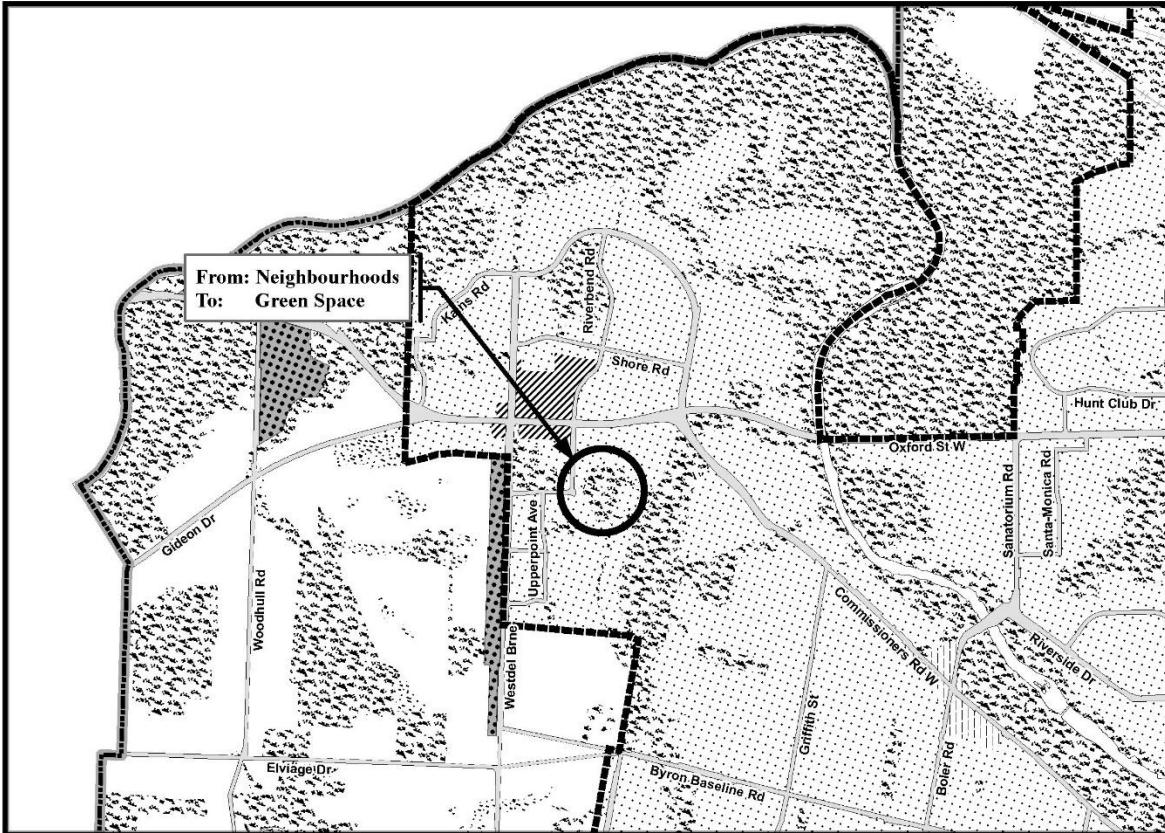
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-19 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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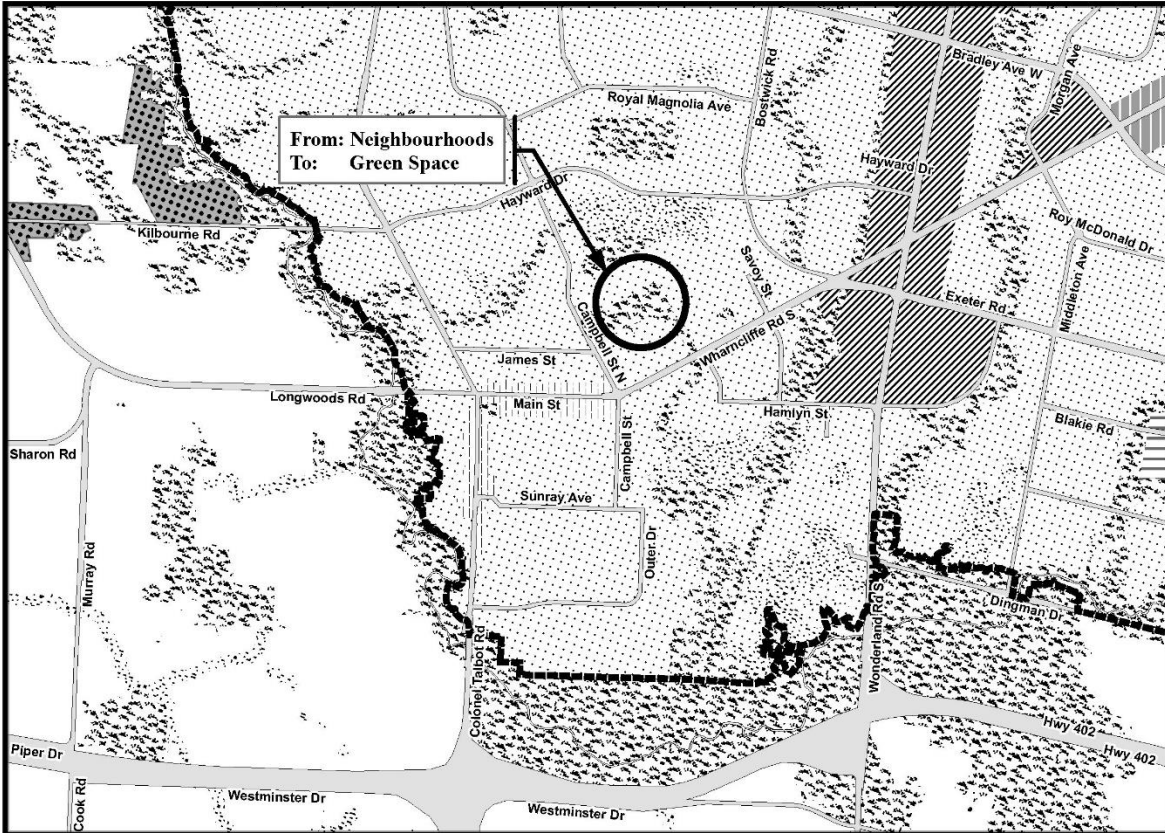
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-20 TO OFFICIAL AMENDMENT NO. _____</p> <p><small>PREPARED BY: Planning & Development</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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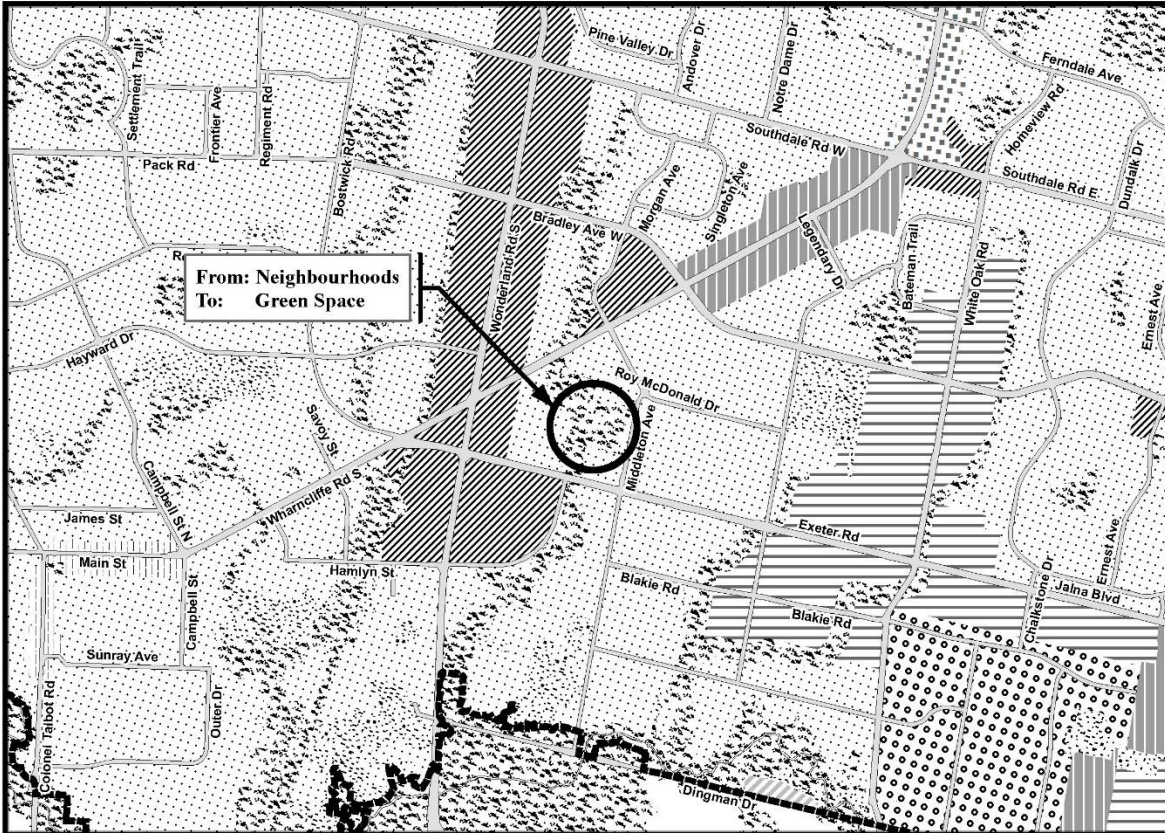
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |
| Neighbourhoods | Green Space | |

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

<p>SCHEDULE 1-21 TO OFFICIAL AMENDMENT NO. _____</p> <p><small>PREPARED BY: Planning & Development</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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From: Neighbourhoods
To: Green Space

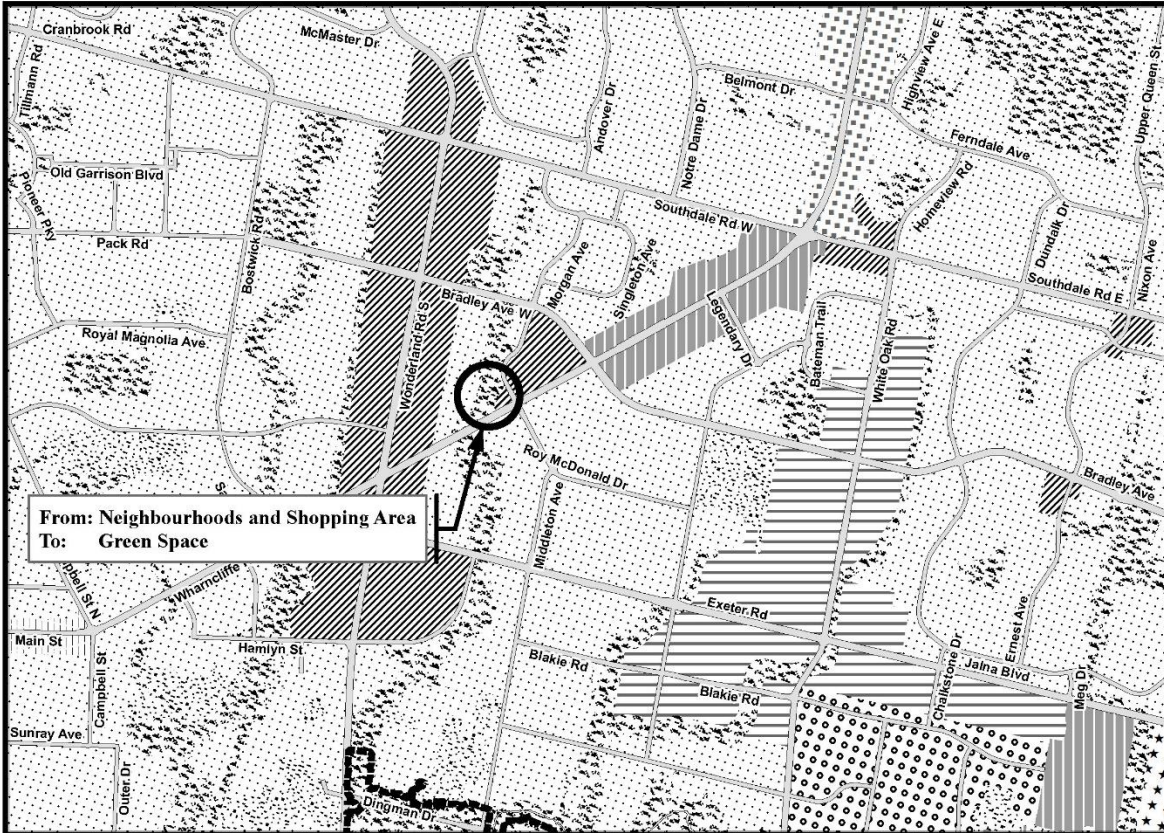
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |
| Neighbourhoods | Green Space | |

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

<p>SCHEDULE 1-22 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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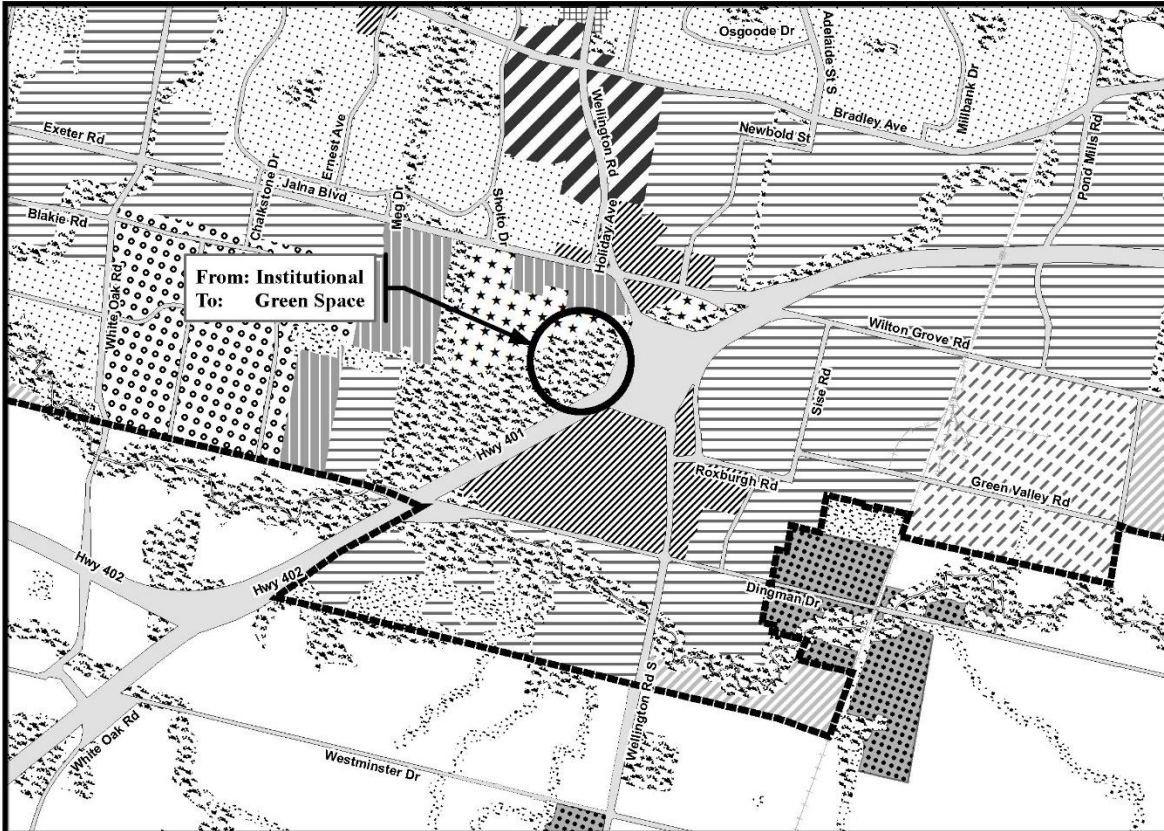
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-23 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/1/2023</p>
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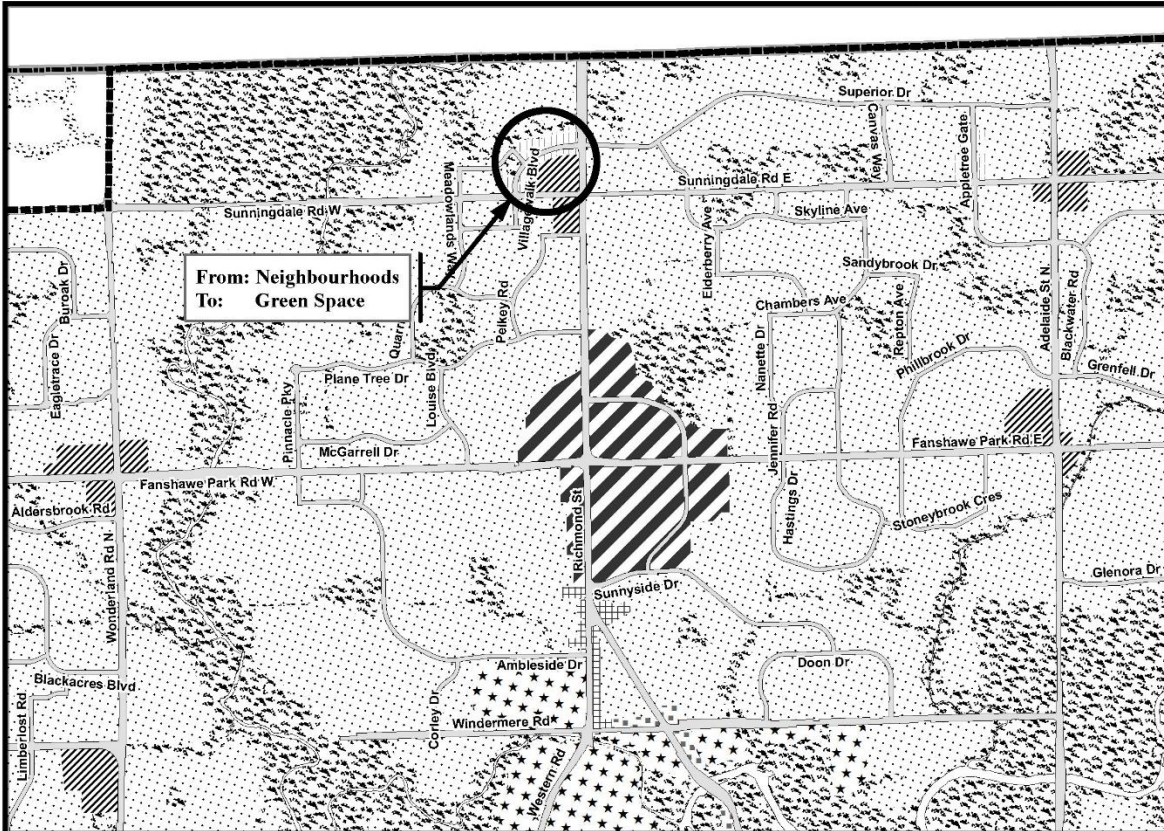
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-24 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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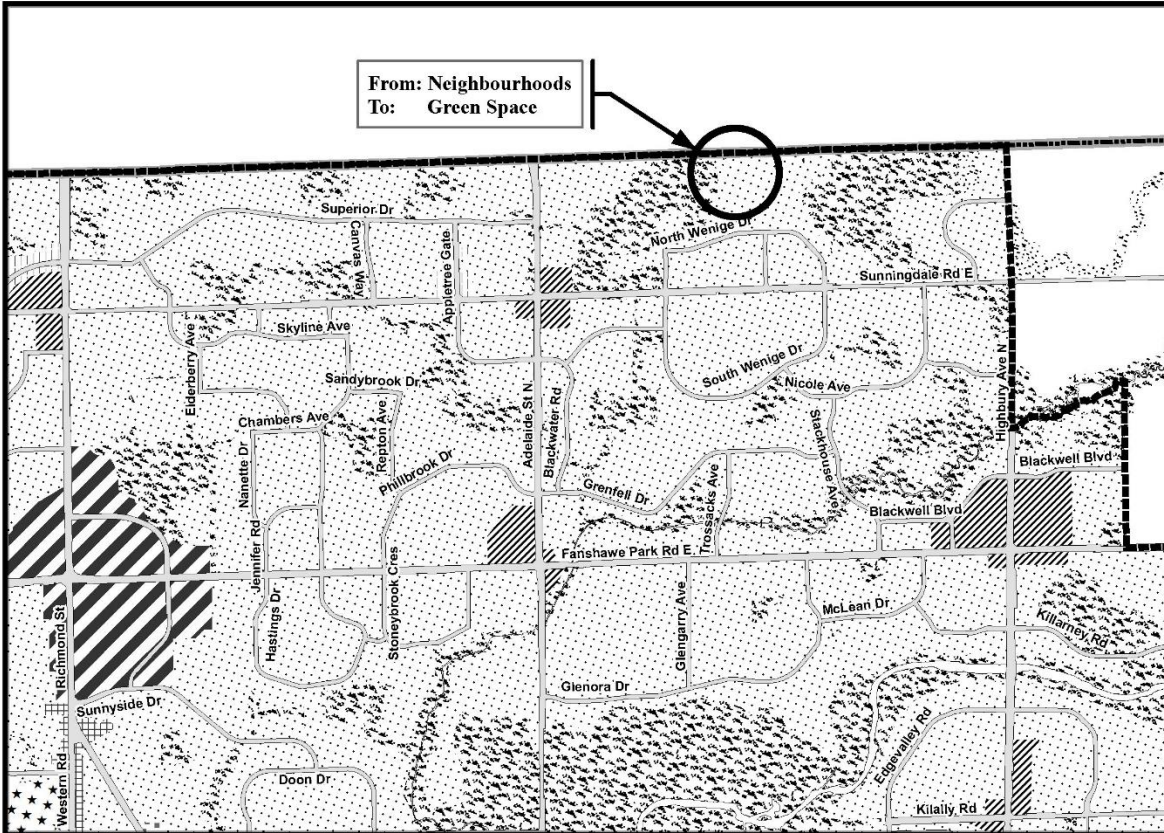
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-26 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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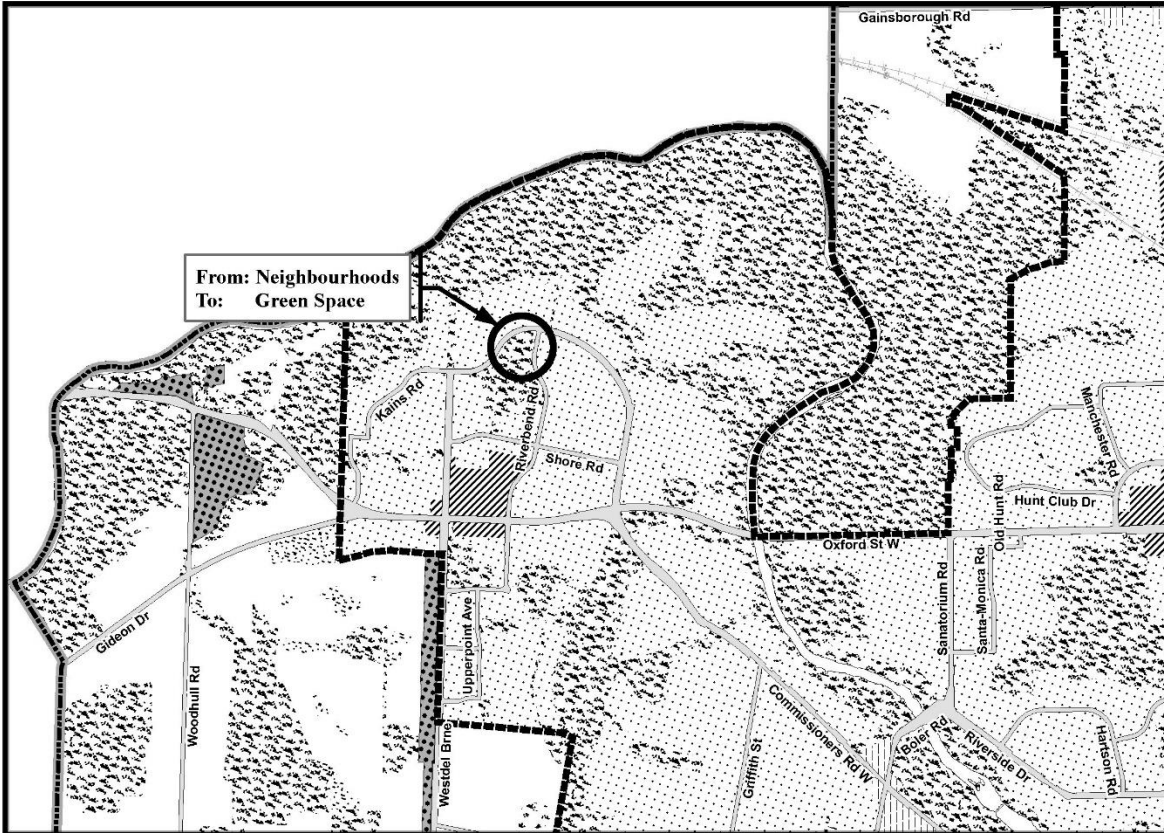
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-27 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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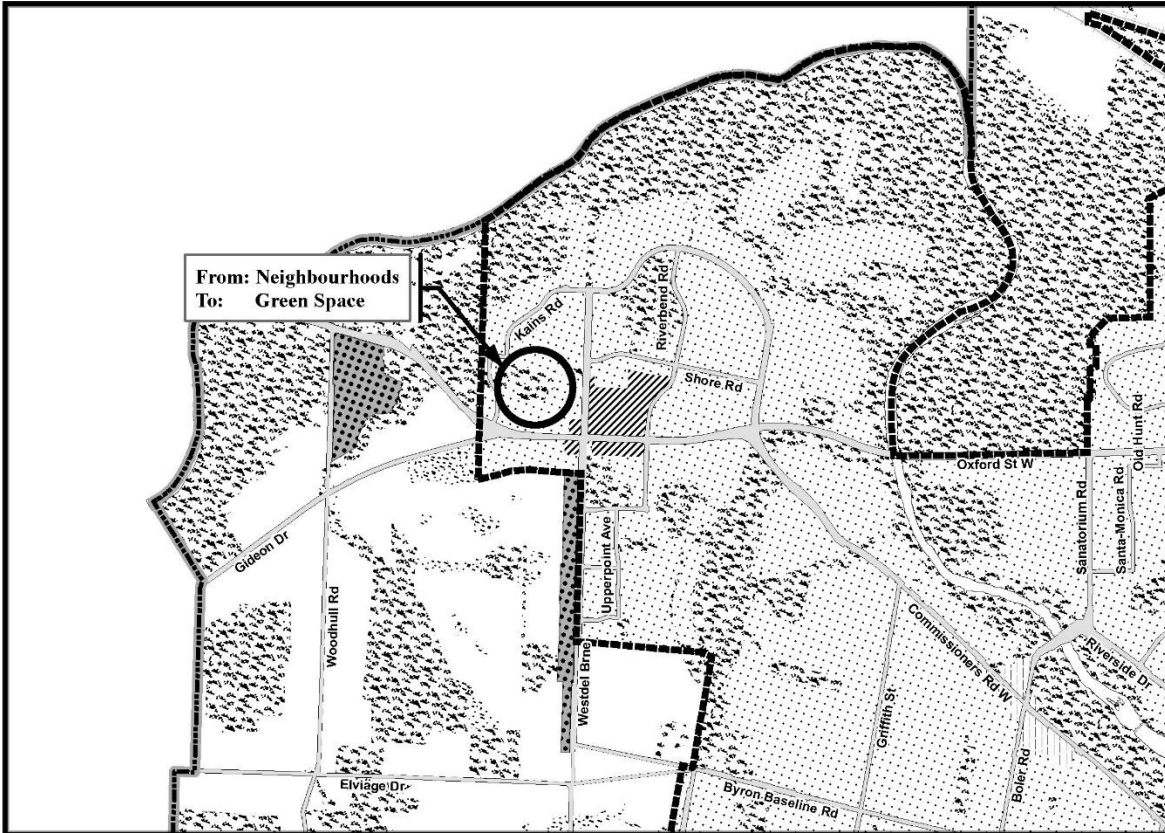
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-28 TO OFFICIAL AMENDMENT NO. _____</p> <p><small>PREPARED BY: Planning & Development</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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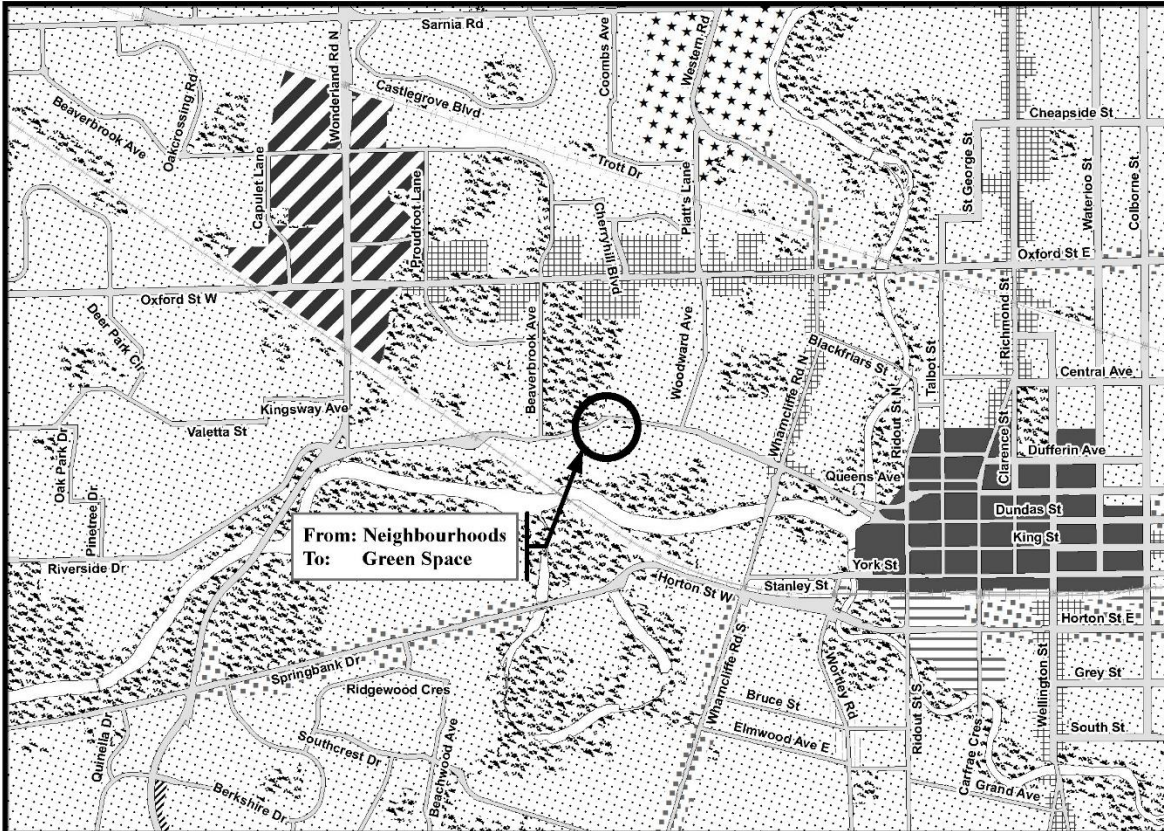
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-29 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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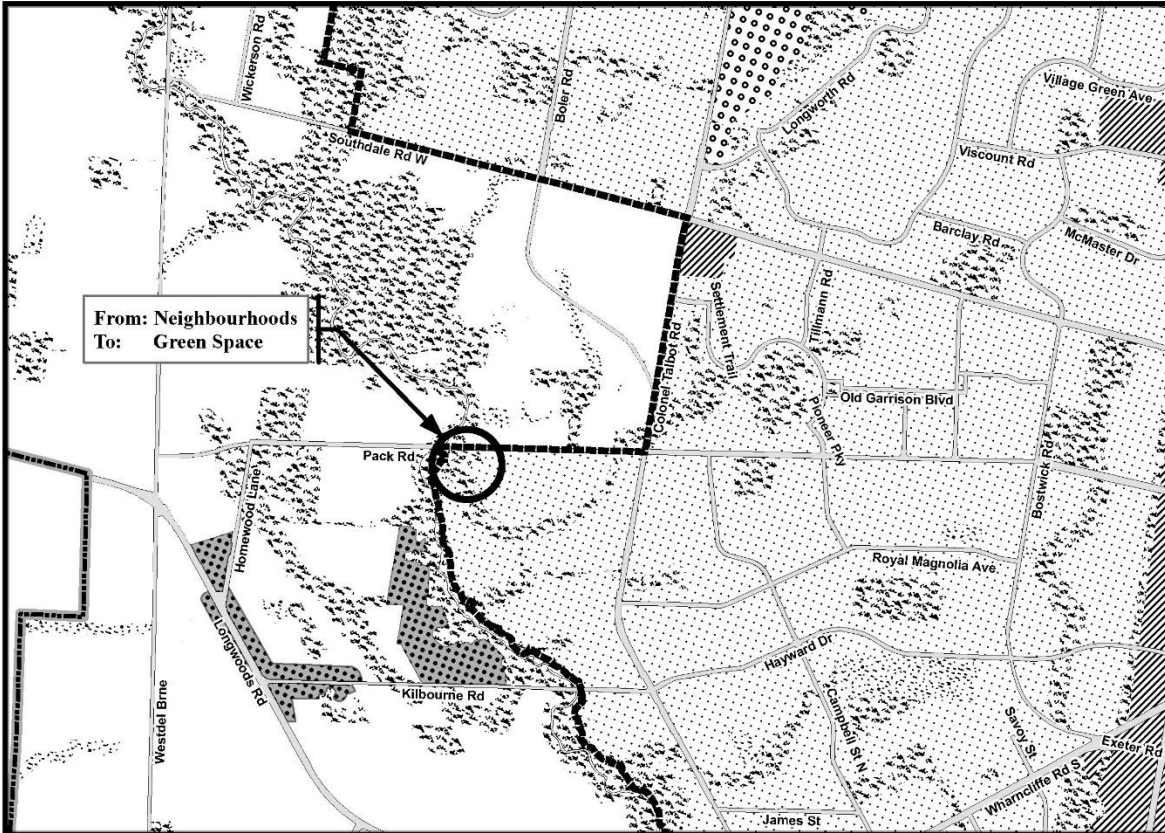
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-30 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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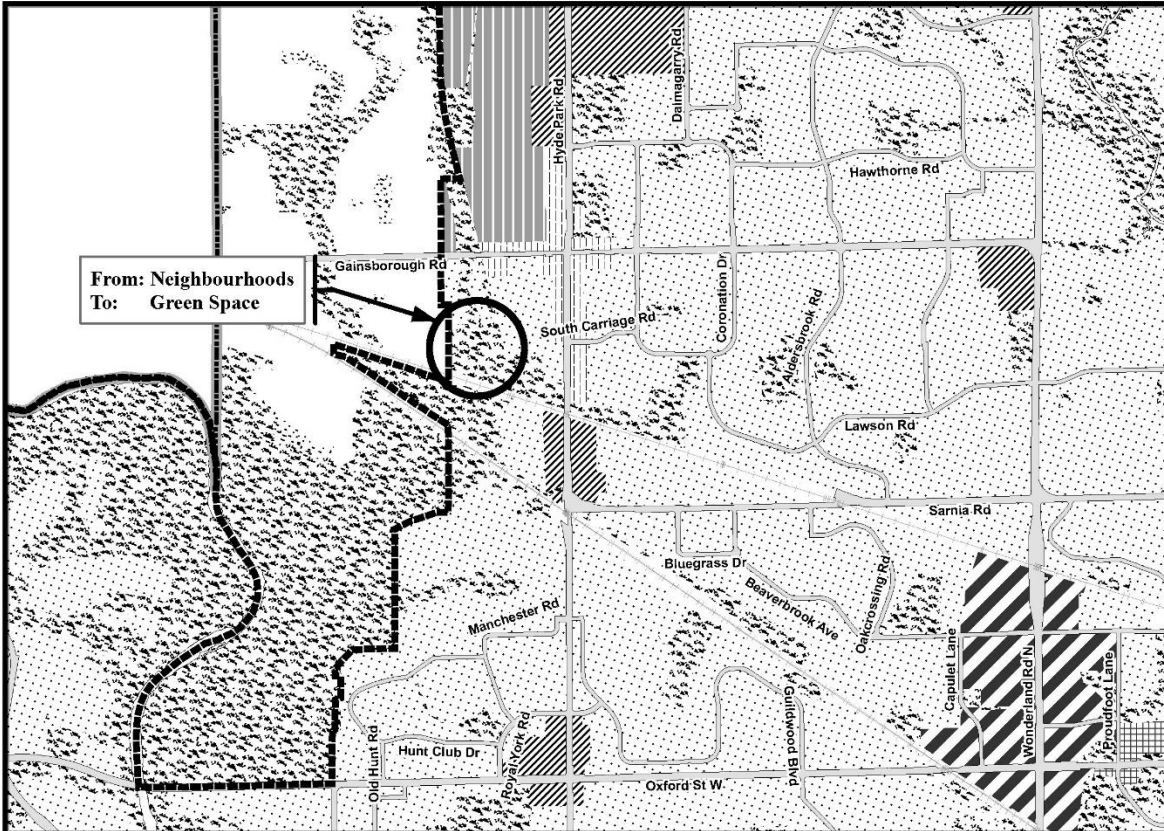
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |
| Neighbourhoods | Green Space | |

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

<p>SCHEDULE 1-31 TO OFFICIAL AMENDMENT NO. _____</p> <p><small>PREPARED BY: Planning & Development</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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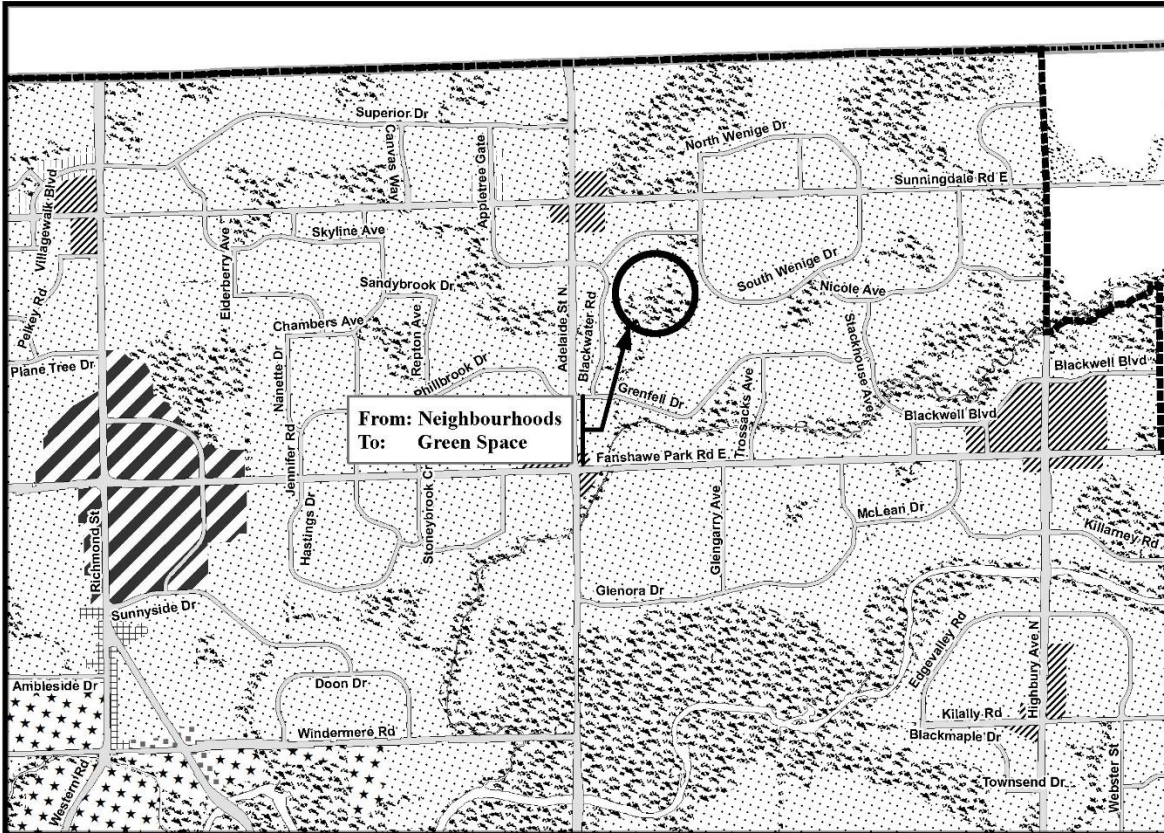
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-32 TO OFFICIAL AMENDMENT NO. _____</p> <p><small>PREPARED BY: Planning & Development</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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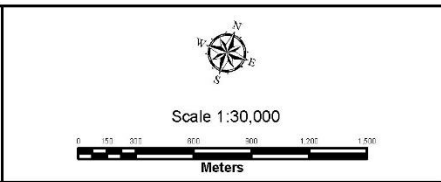
Legend

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	
Neighbourhoods	Green Space	

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

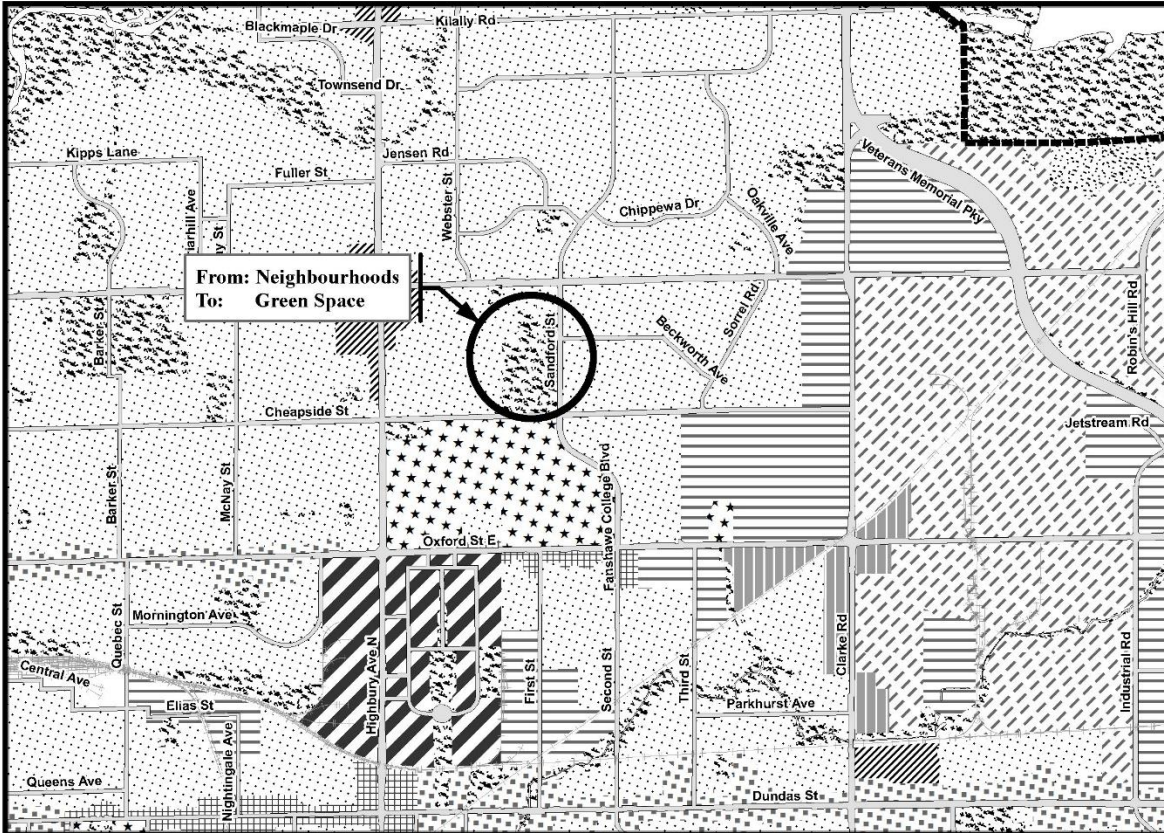
**SCHEDULE 1-33
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9555
PLANNER: JL
TECHNICIAN: JI
DATE: 3/2/2023

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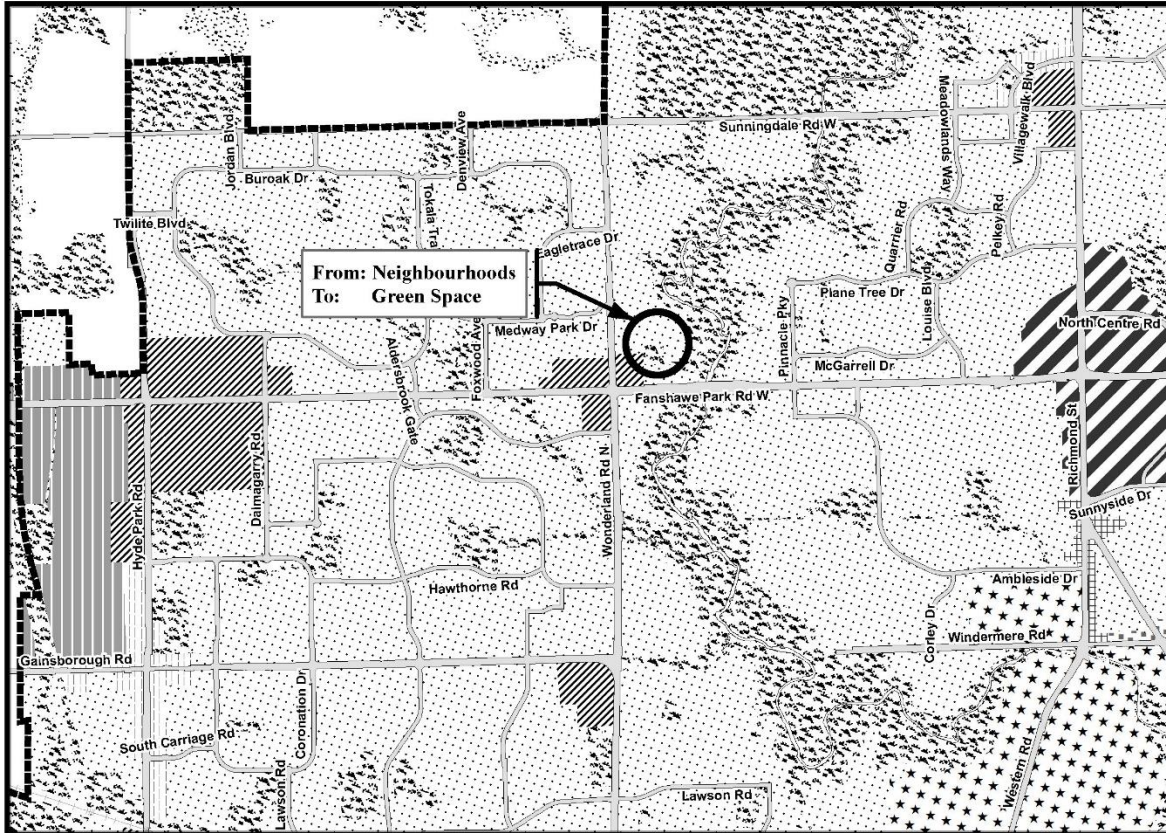
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-34 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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From: Neighbourhoods
To: Green Space

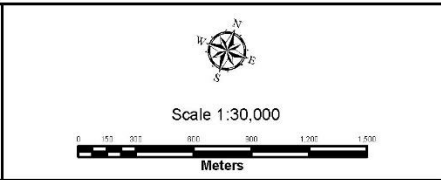
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |
| Neighbourhoods | Green Space | |

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

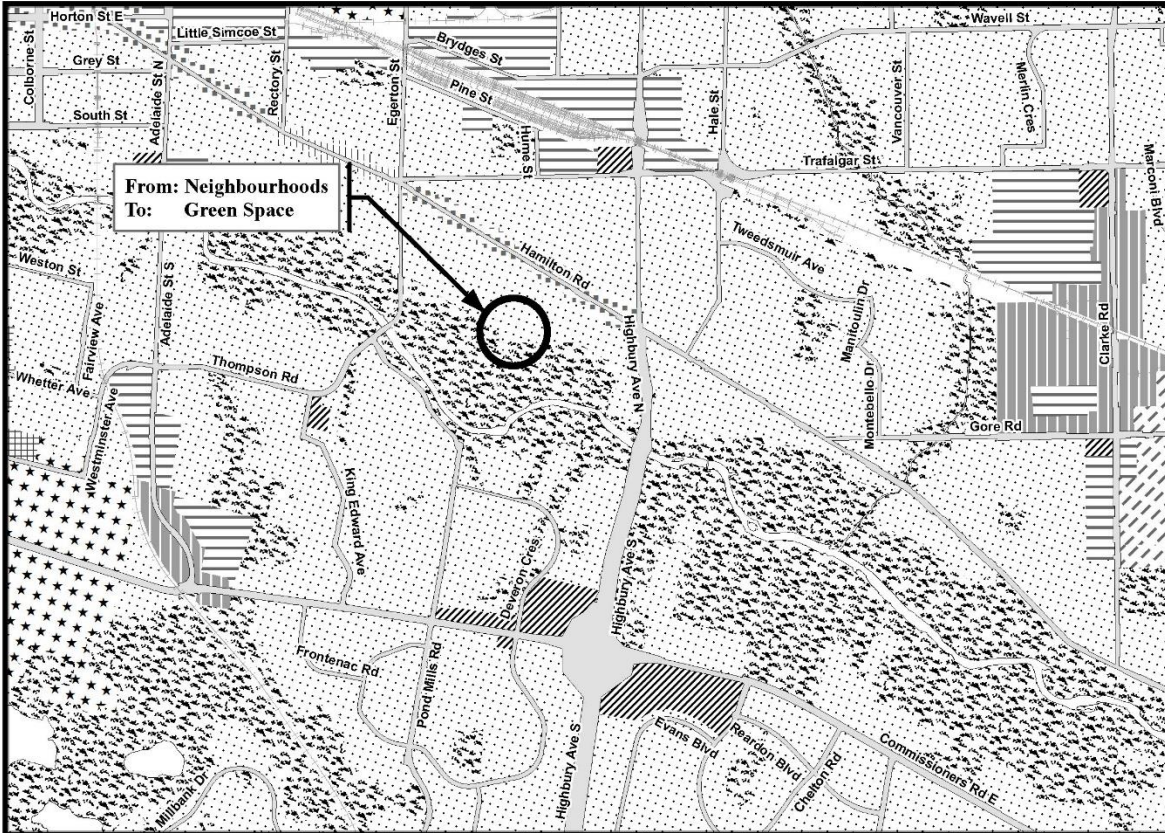
**SCHEDULE 1-35
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9555
PLANNER: JL
TECHNICIAN: JI
DATE: 3/2/2023

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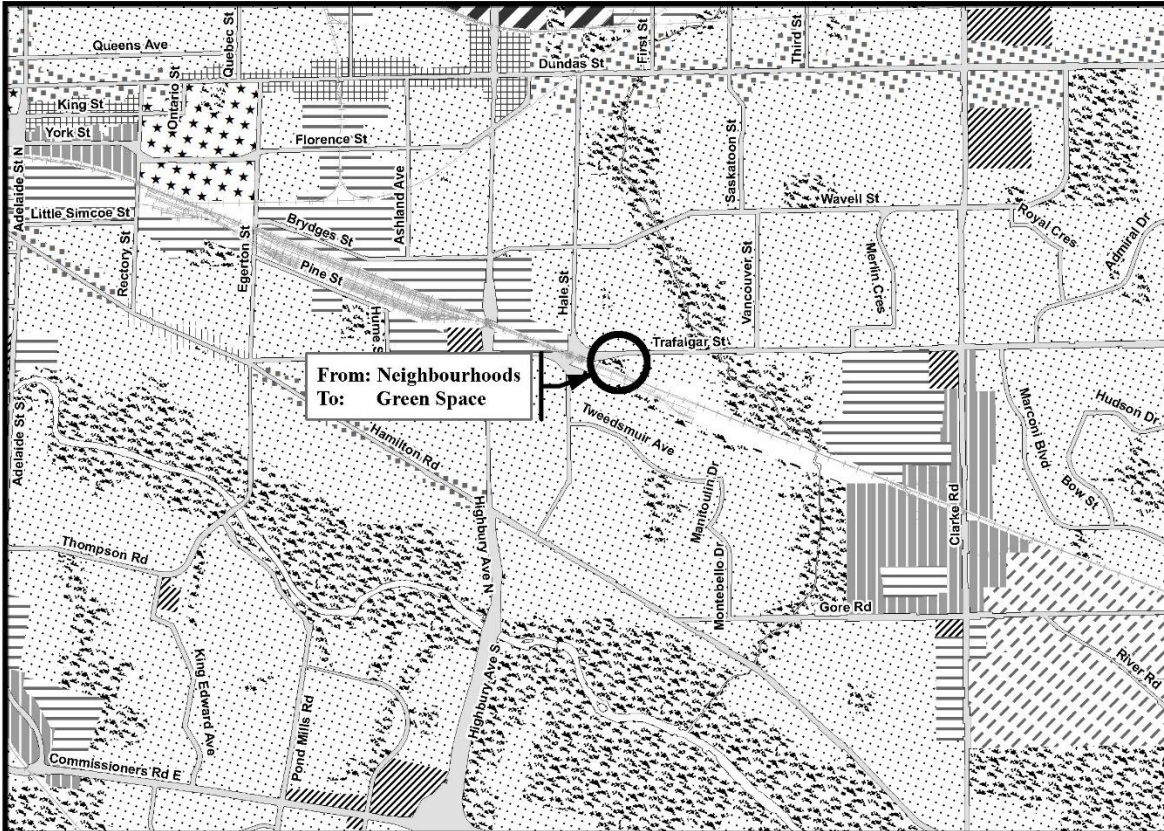
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |
| Neighbourhoods | Green Space | |

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

<p>SCHEDULE 1-36 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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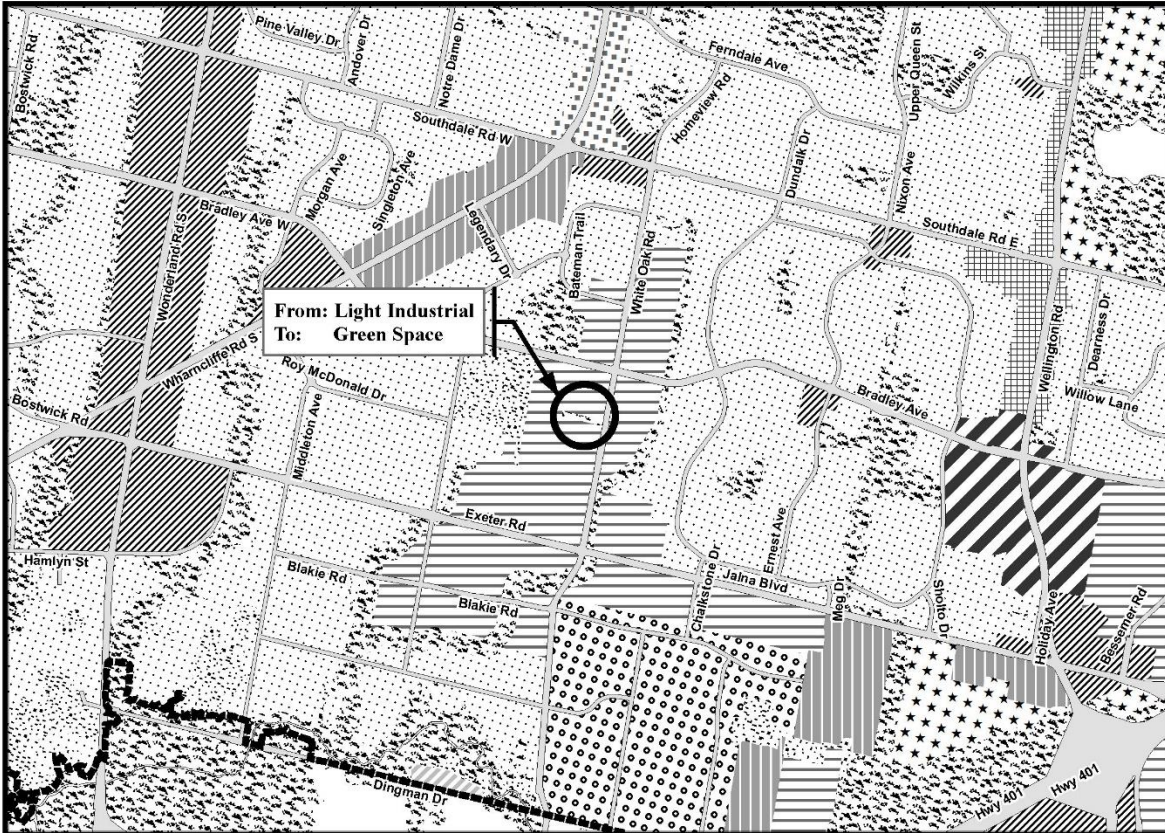
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |
| Neighbourhoods | Green Space | |

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

<p>SCHEDULE 1-37 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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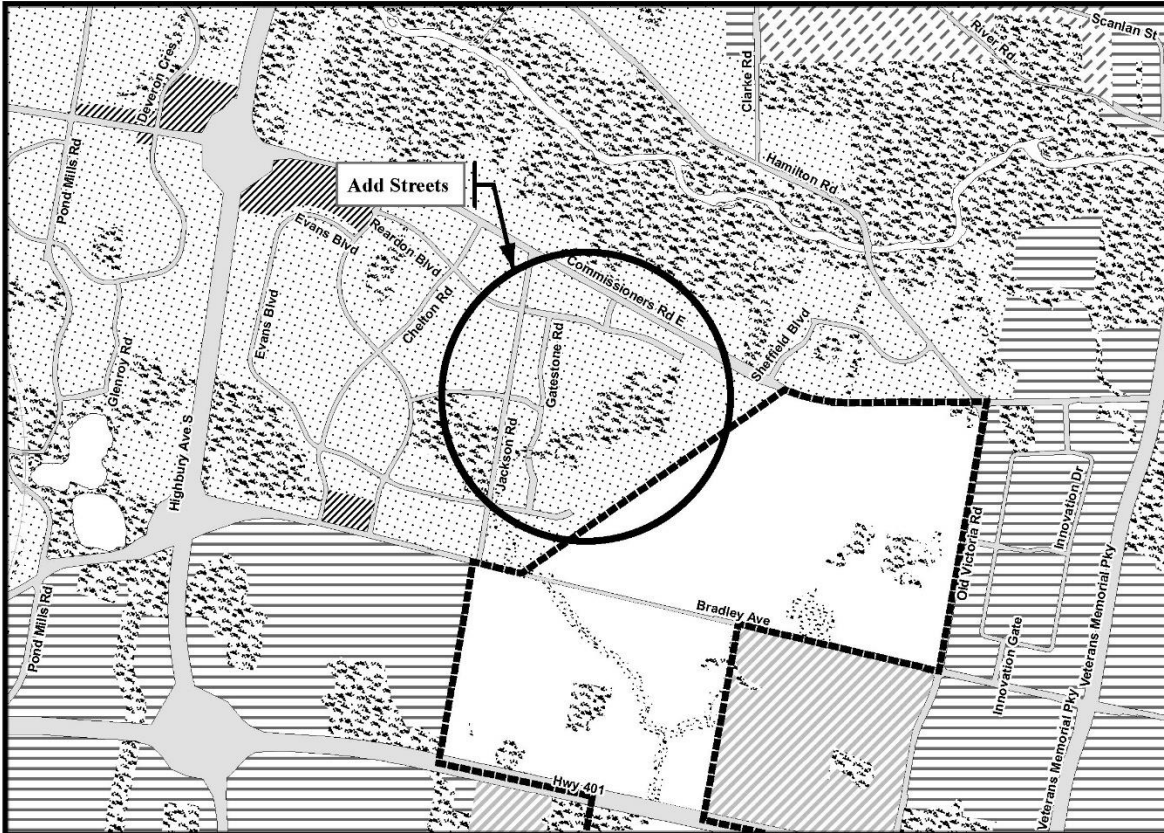
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |
| Neighbourhoods | Green Space | |

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

<p>SCHEDULE 1-38 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/2/2023</p>
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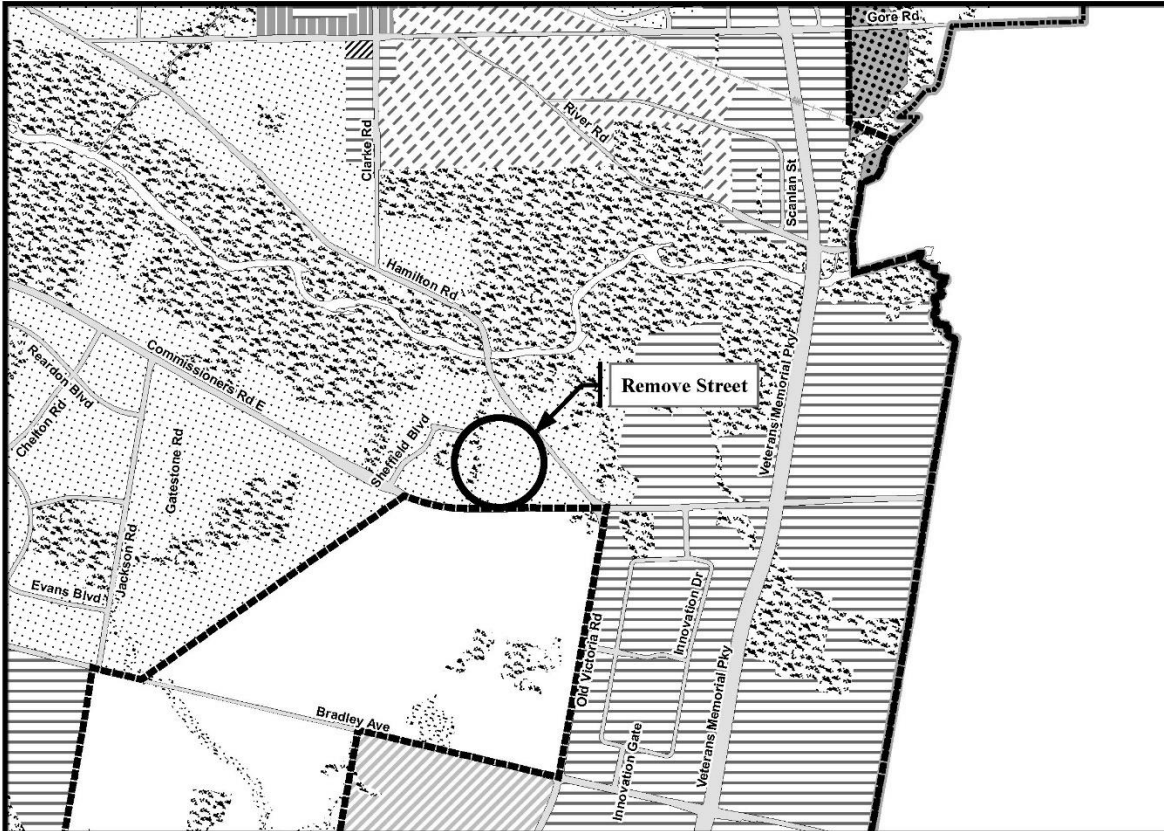
Downtown	Future Community Growth	Environmental Review
Transit Village	Heavy Industrial	Farmland
Shopping Area	Light Industrial	Rural Neighbourhood
Rapid Transit Corridor	Future Industrial Growth	Waste Management Resource Recovery Area
Urban Corridor	Commercial Industrial	Urban Growth Boundary
Main Street	Institutional	
Neighbourhoods	Green Space	

OPA to 1989 Official Plan: OPA 667 (File Number: OZ-7176, O-7178)

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

<p>SCHEDULE 1-39 TO OFFICIAL AMENDMENT NO. ____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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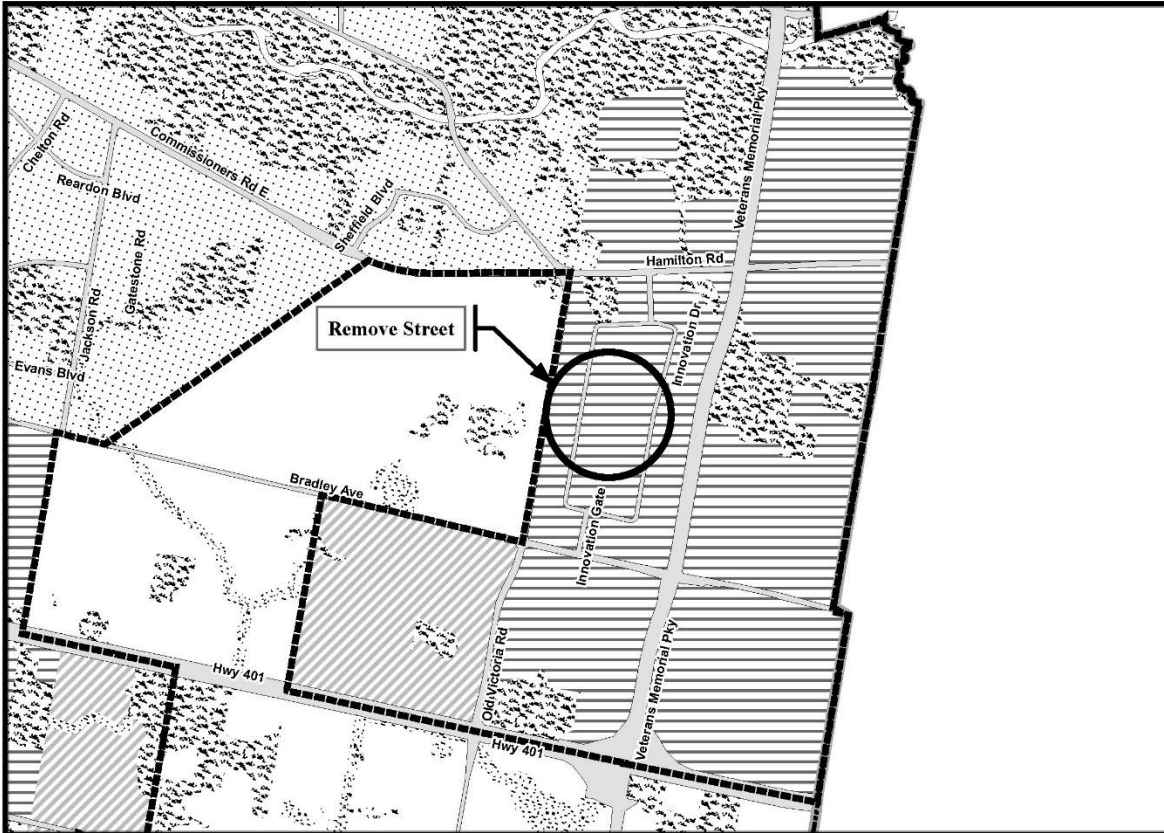
- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhoods | Green Space | |

OPA to 1989 Official Plan: OPA 661 (File Number: OZ-8796)

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

<p>SCHEDULE 1-40 TO OFFICIAL AMENDMENT NO. ____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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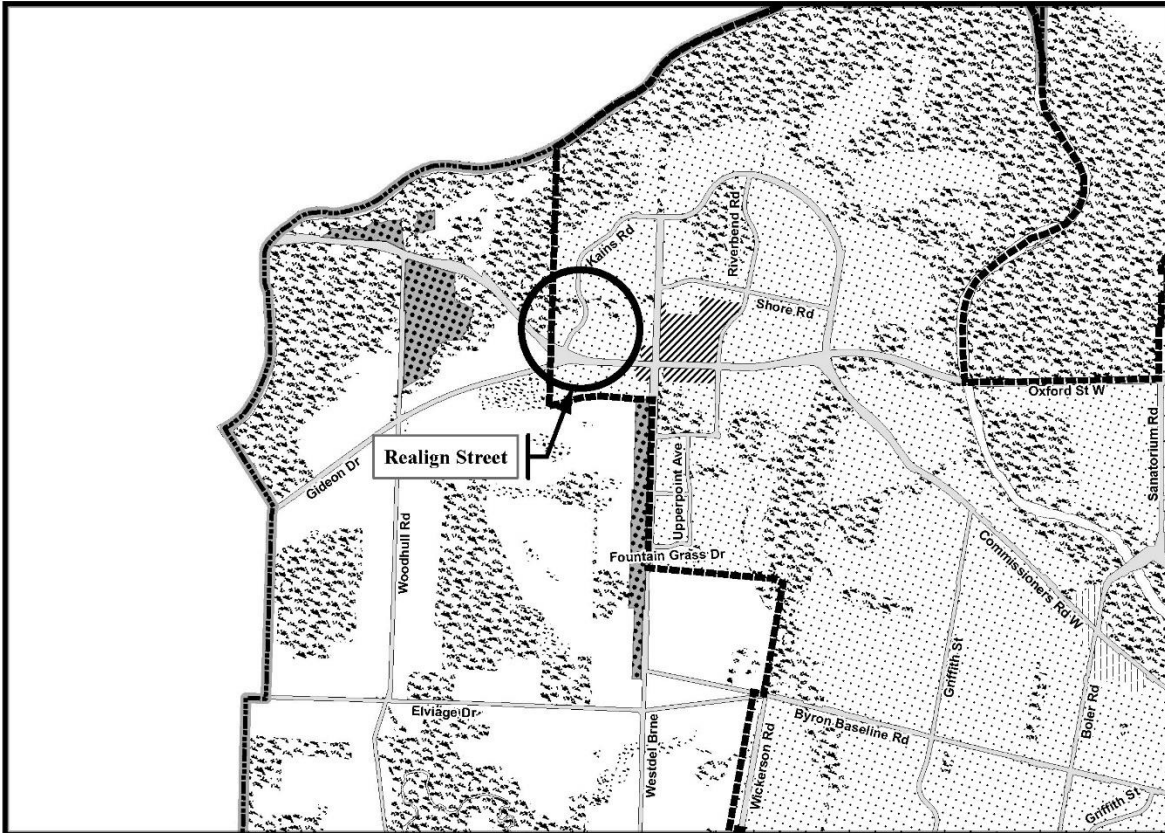
Legend

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

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

<p align="center">SCHEDULE 1-41 TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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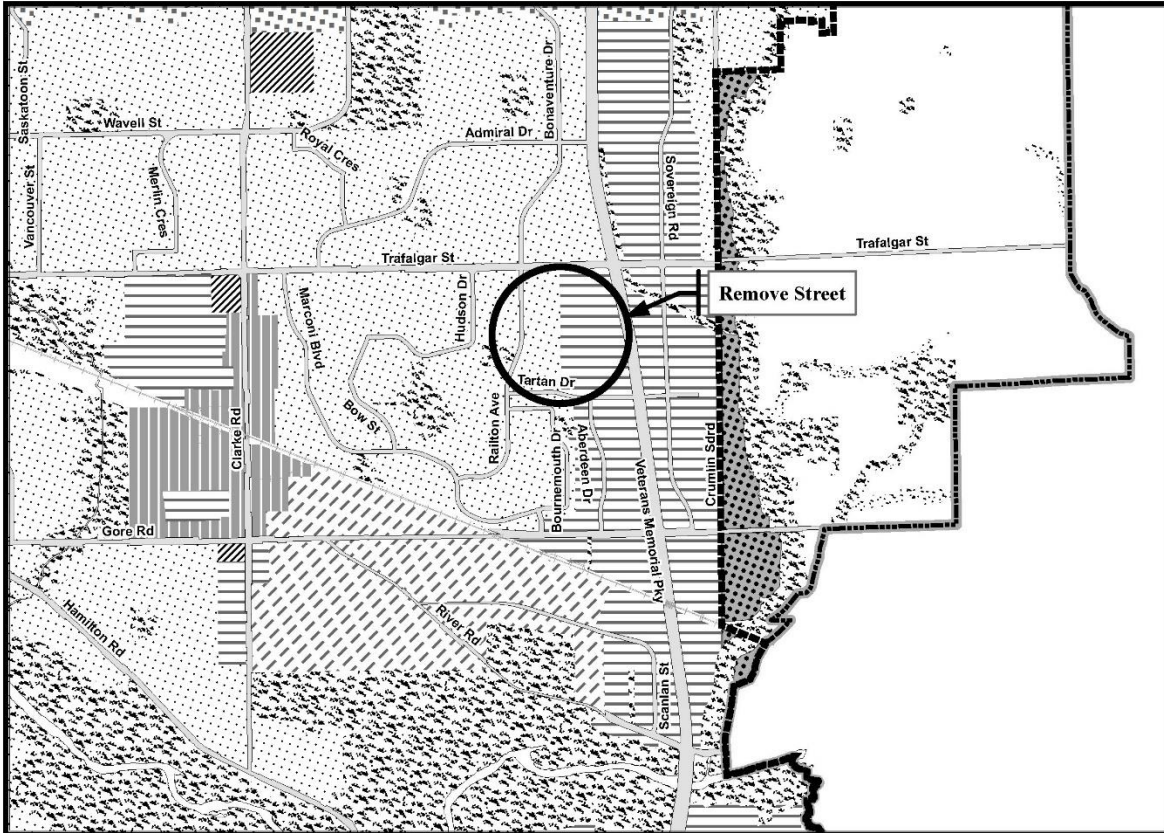
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-42 TO OFFICIAL AMENDMENT NO. _____</p> <p><small>PREPARED BY: Planning & Development</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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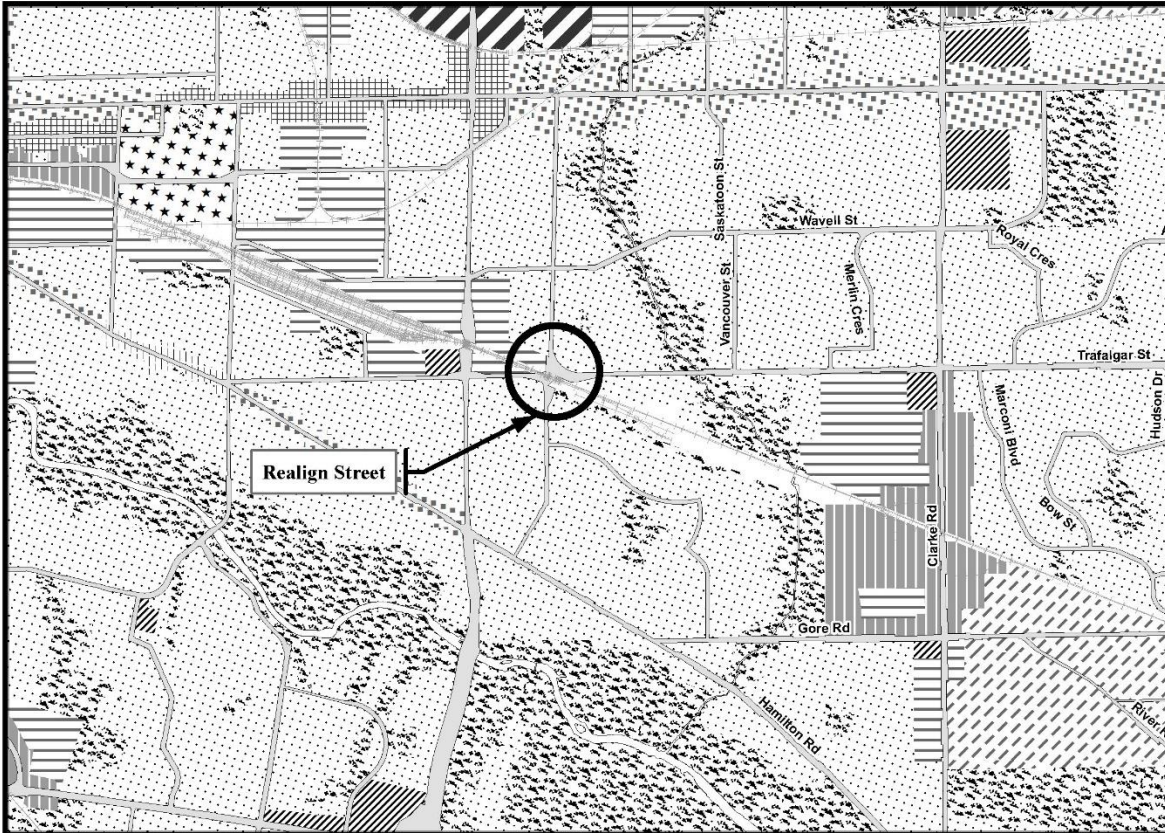
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-43 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/8/2023</p>
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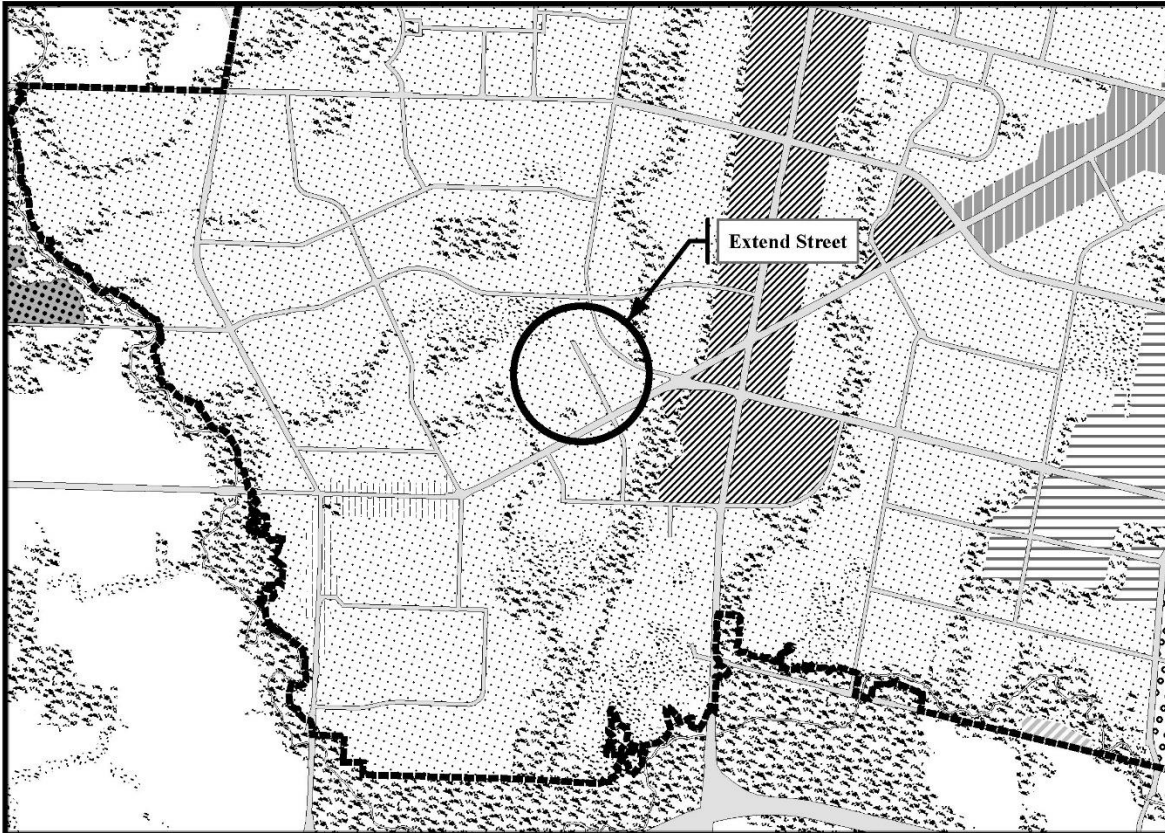
Legend

- | | | |
|------------------------|--------------------------|---|
| 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 | |
| Neighbourhoods | Green Space | |

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

<p align="center">SCHEDULE 1-44 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/8/2023</p>
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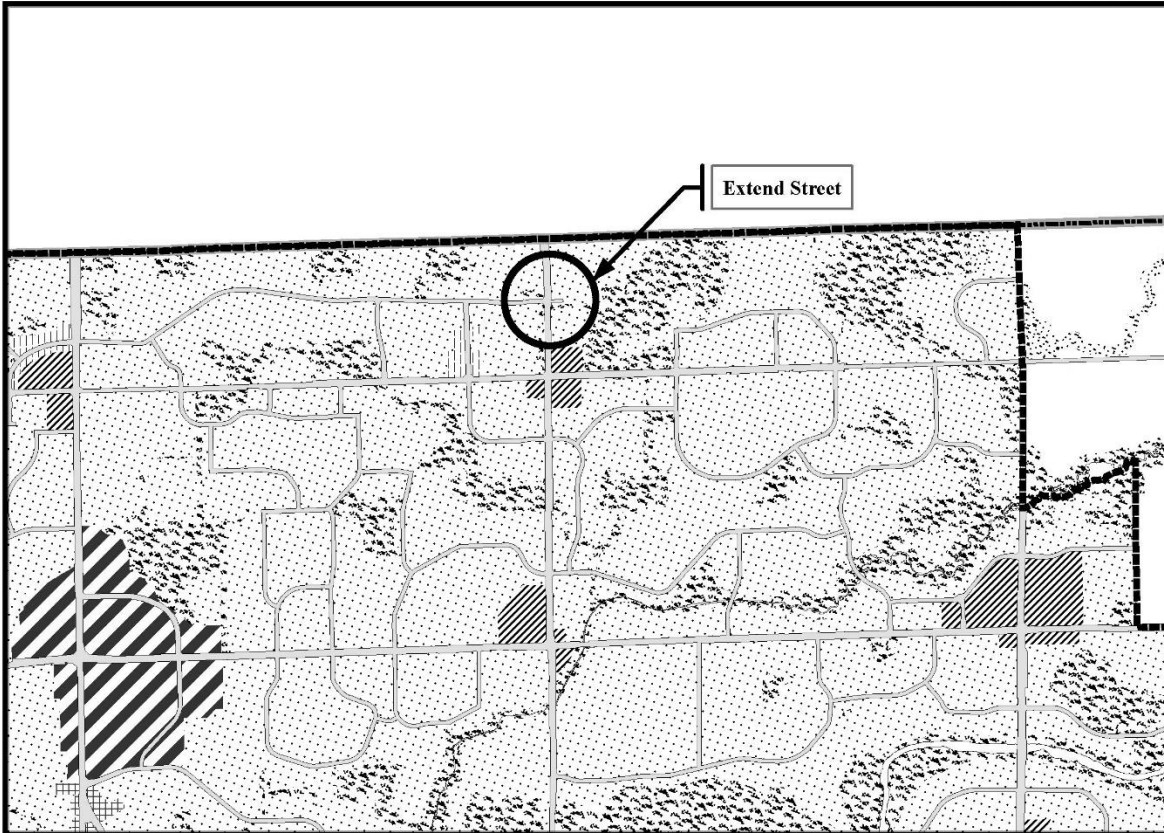
Legend

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	
Neighbourhoods	Green Space	

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

<p>SCHEDULE 1-45 TO OFFICIAL AMENDMENT NO. _____</p> <p><small>PREPARED BY: Planning & Development</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/8/2023</p>
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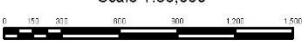


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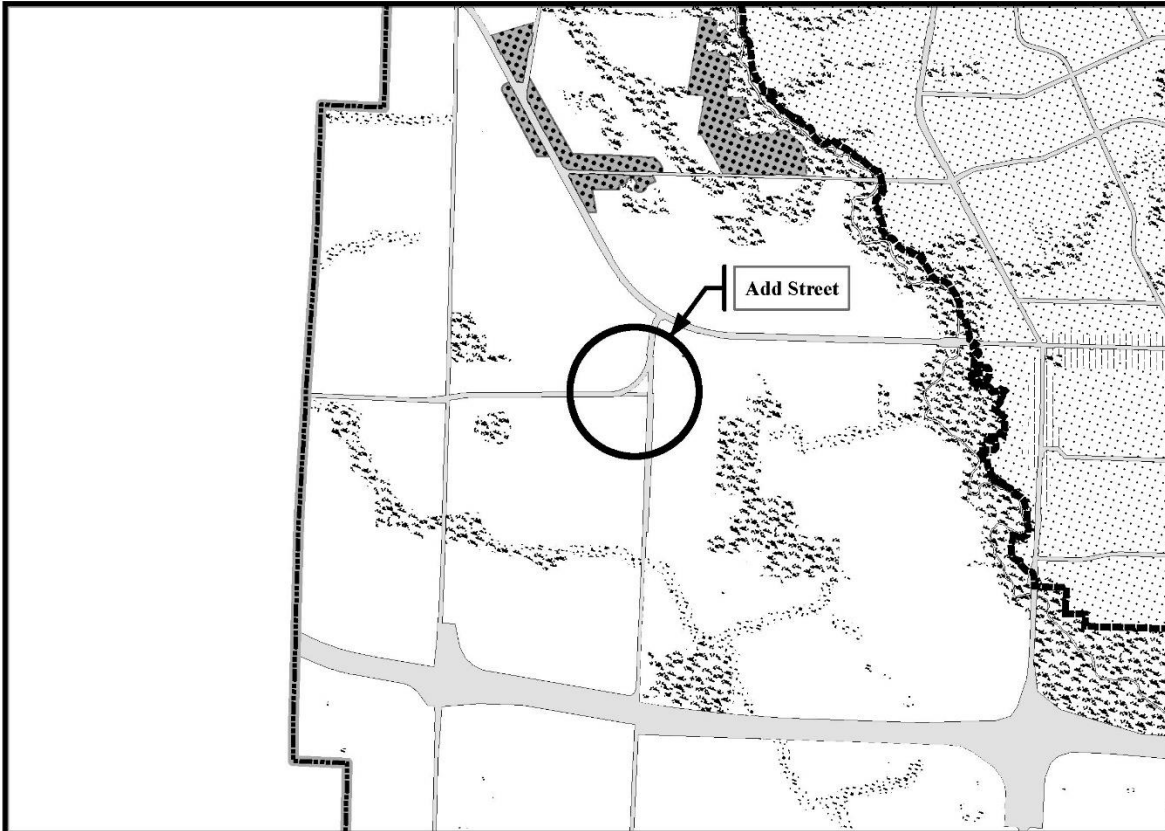
- | | | |
|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management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

OPA to 1989 Official Plan: OPA 706 (File Number: OZ-7921/39T-11502)

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

<p align="center">SCHEDULE 1-46 TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p align="center"><small>PREPARED BY: Planning & Development</small></p>	<p align="center">  Scale 1:30,000  Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/8/2023</p>
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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	
Neighbourhoods	Green Space	

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

<p align="center">SCHEDULE 1-47 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/8/2023</p>
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SCHEDULE 2

AMENDMENT NO:



Legend

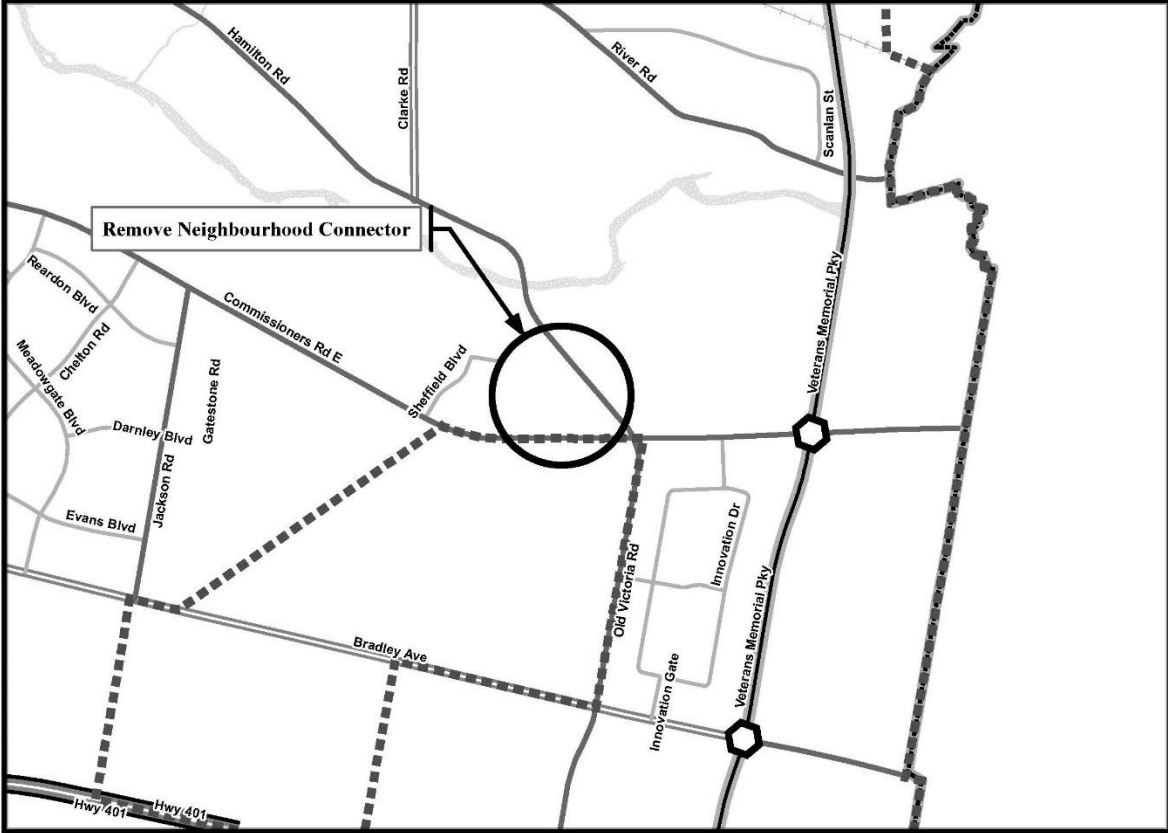
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|--|-------------------------|--|-------------------------|--|------------------------|
| | Provincial Highway | | Main Street | | Interchanges |
| | Expressway | | Neighbourhood Connector | | Rapid Transit Stations |
| | Urban Thoroughfare | | Rural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

OPA to 1989 Official Plan: OPA 667 (File Number: OZ-7176, O-7178)

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

<p>SCHEDULE 2-1 TO OFFICIAL AMENDMENT NO. ___</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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Legend

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

OPA to 1989 Official Plan: OPA 661 (File Number: OZ-8796)

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

<p align="center">SCHEDULE 2-2 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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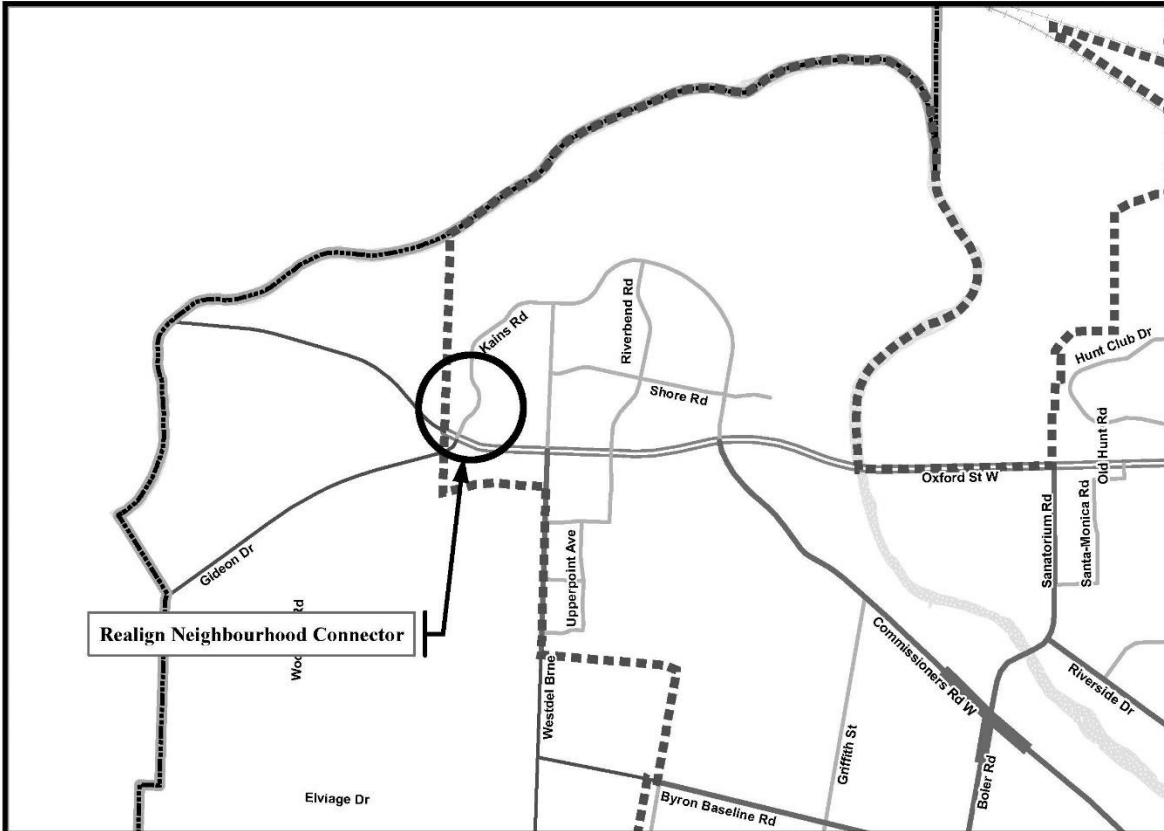
Legend

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

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

<p>SCHEDULE 2-3 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p style="text-align: center;"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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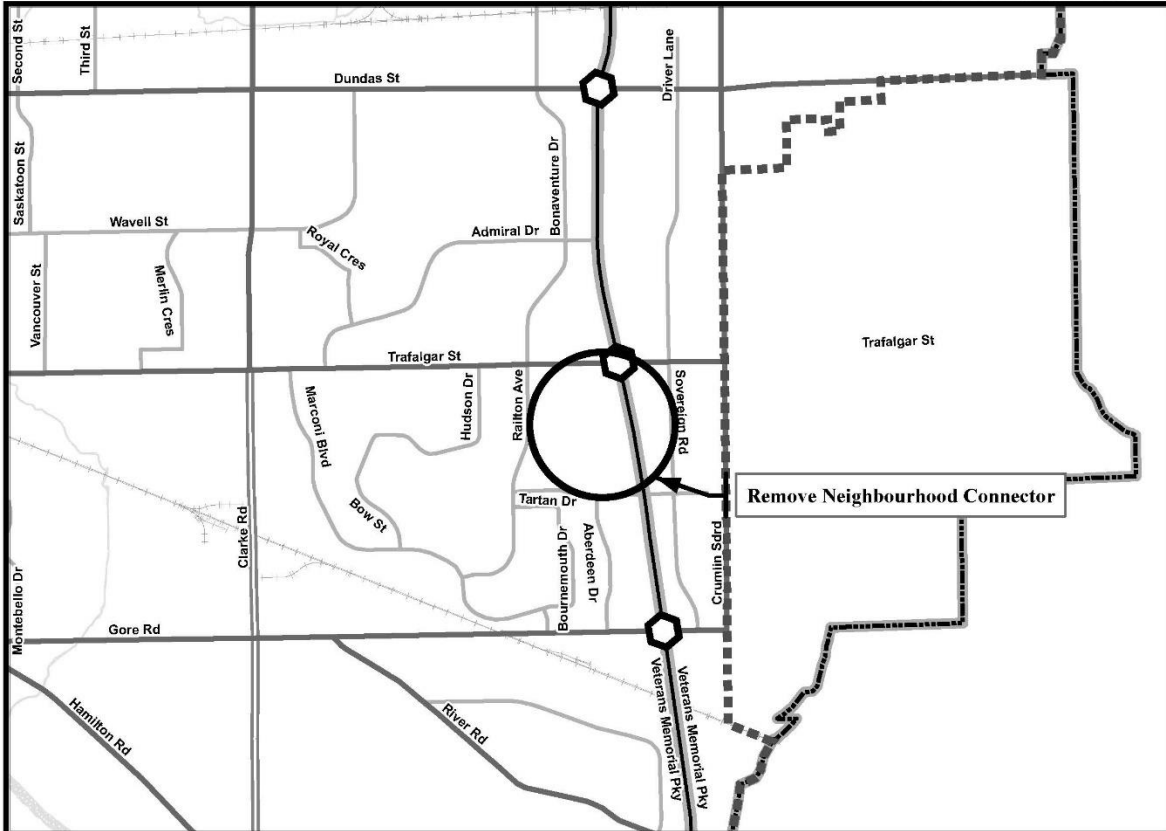
Legend

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

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

<p align="center">SCHEDULE 2-4 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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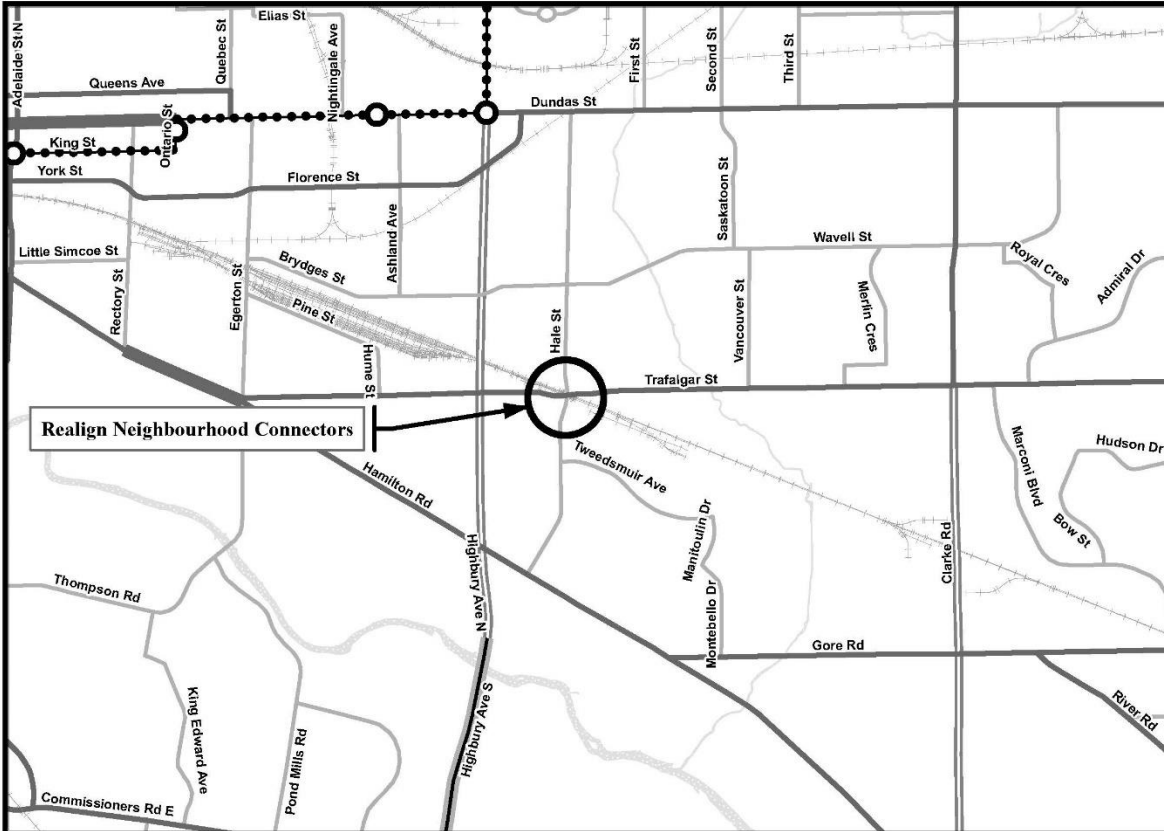
Legend

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

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

<p>SCHEDULE 2-5 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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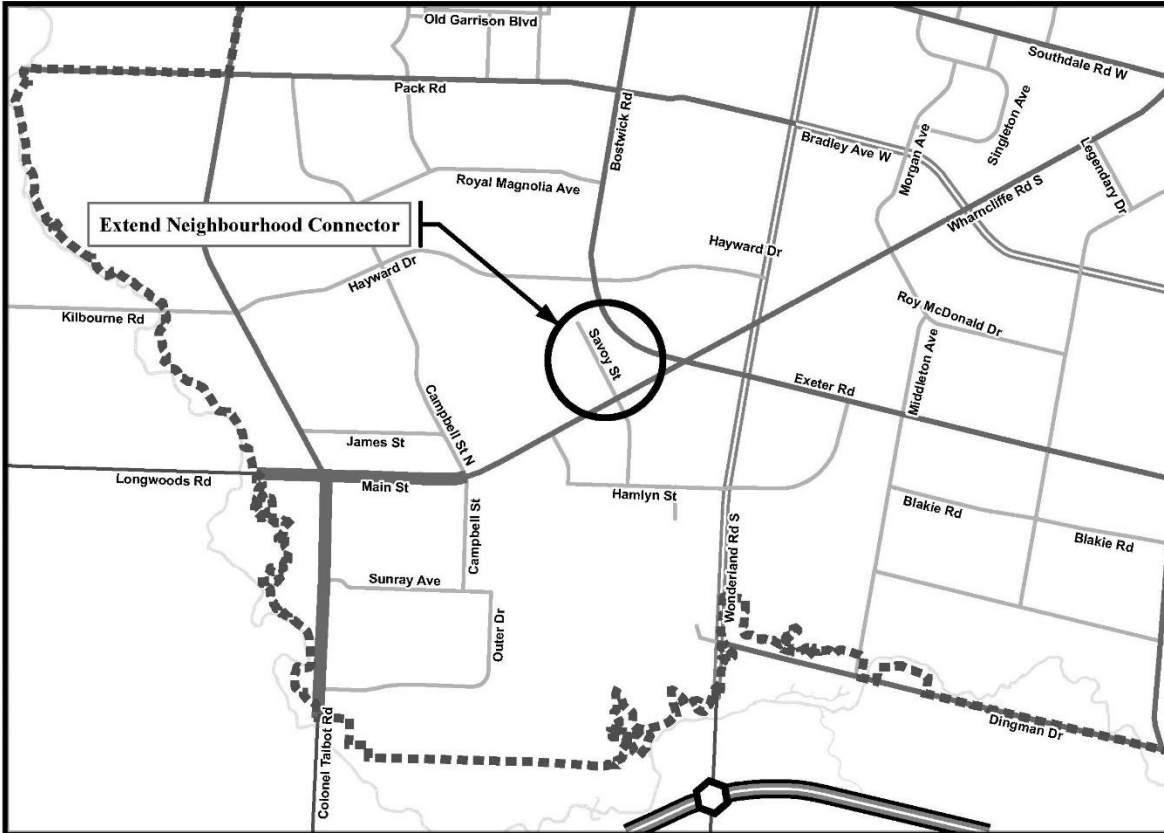
Legend

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

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

<p>SCHEDULE 2-6 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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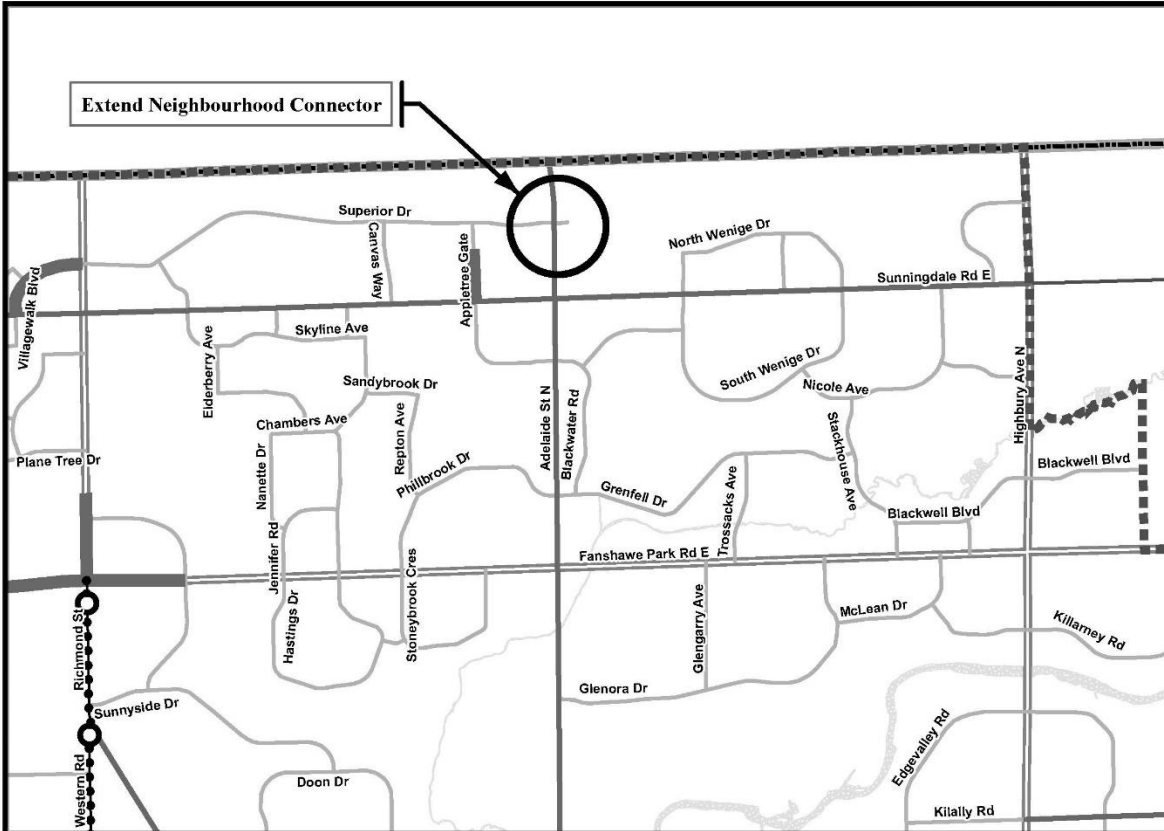
Legend

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

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

<p align="center">SCHEDULE 2-7 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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Legend

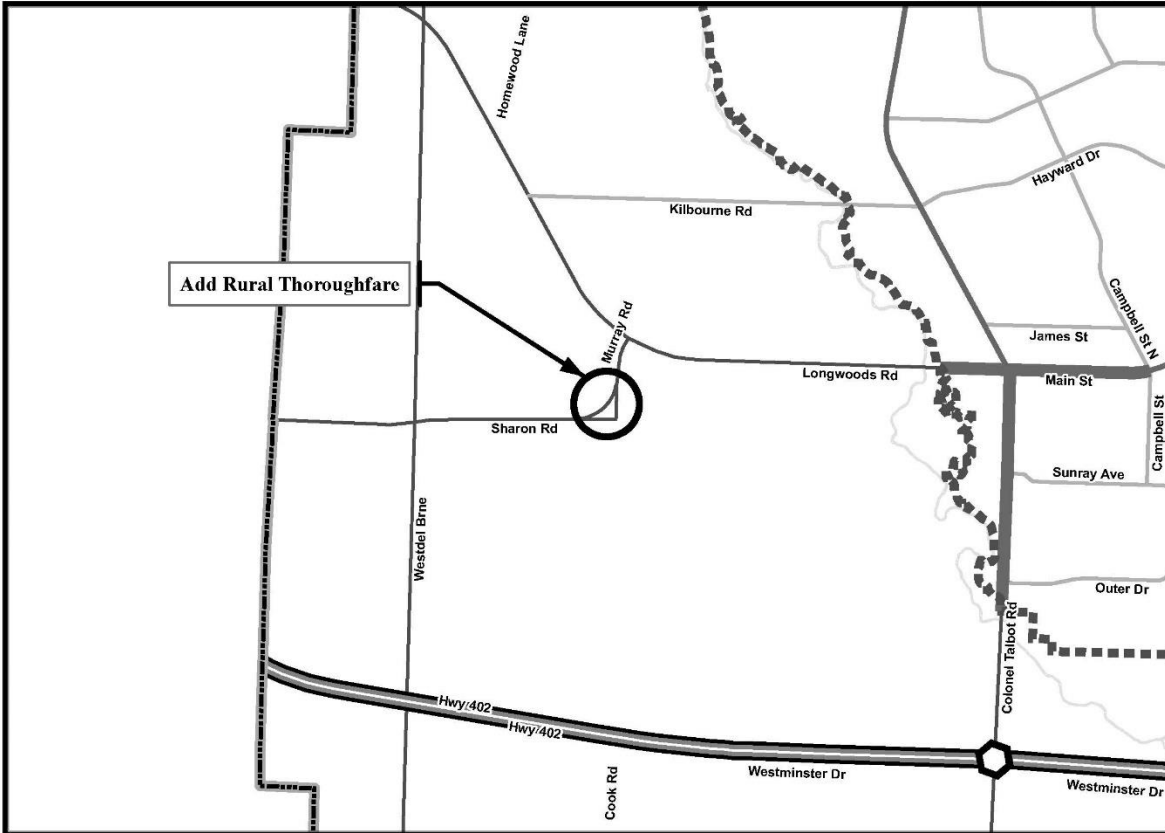
- | | | | | | |
|--|-------------------------|--|-------------------------|--|------------------------|
| | Provincial Highway | | Main Street | | Interchanges |
| | Expressway | | Neighbourhood Connector | | Rapid Transit Stations |
| | Urban Thoroughfare | | Rural Thoroughfare | | Urban Growth Boundary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

OPA to 1989 Official Plan: OPA 706 (File Number: OZ-7921/39T-11502)

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

<p>SCHEDULE 2-8 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p style="text-align: center;"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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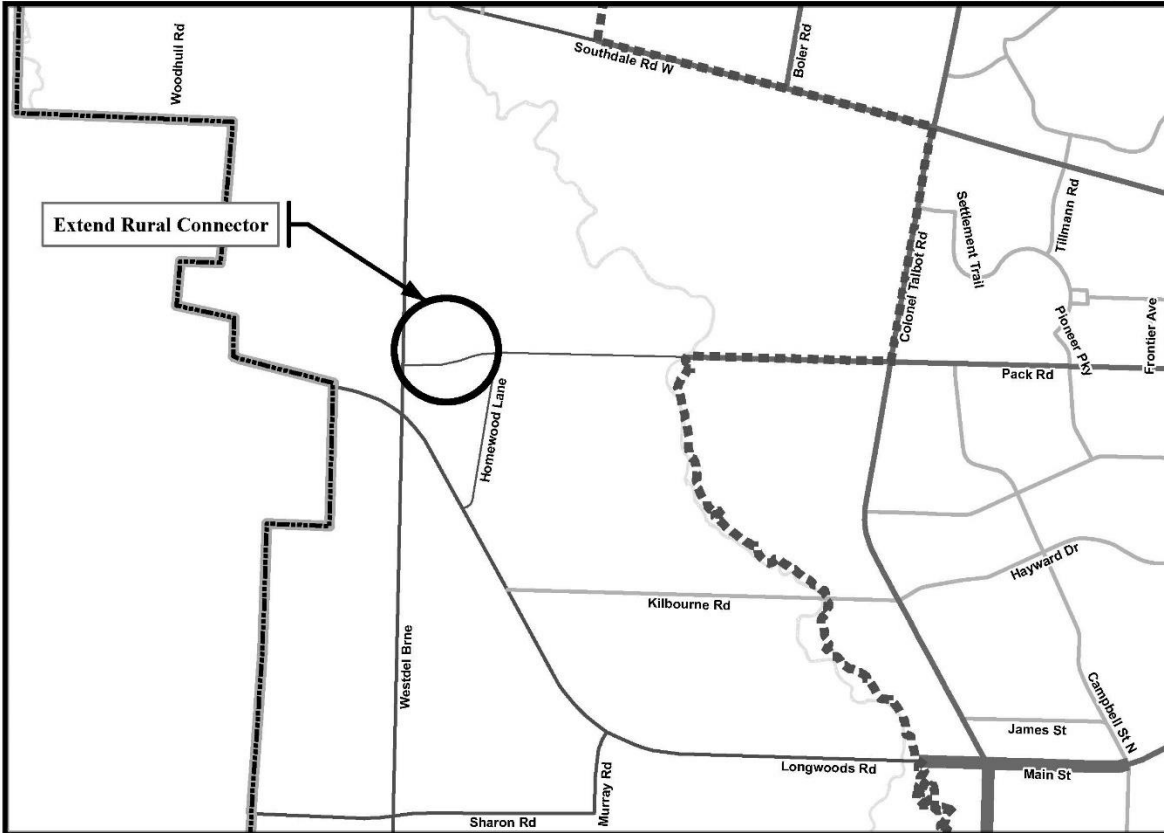
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|--|-------------------------|--|-------------------------|--|------------------------|
| | Provincial Highway | | Main Street | | Interchanges |
| | Expressway | | Neighbourhood Connector | | Rapid Transit Stations |
| | Urban Thoroughfare | | Rural Thoroughfare | | Urban Growth Boundary |
| | Rapid Transit Boulevard | | Rural Connector | | |
| | Civic Boulevard | | | | |

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

<p align="center">SCHEDULE 2-9 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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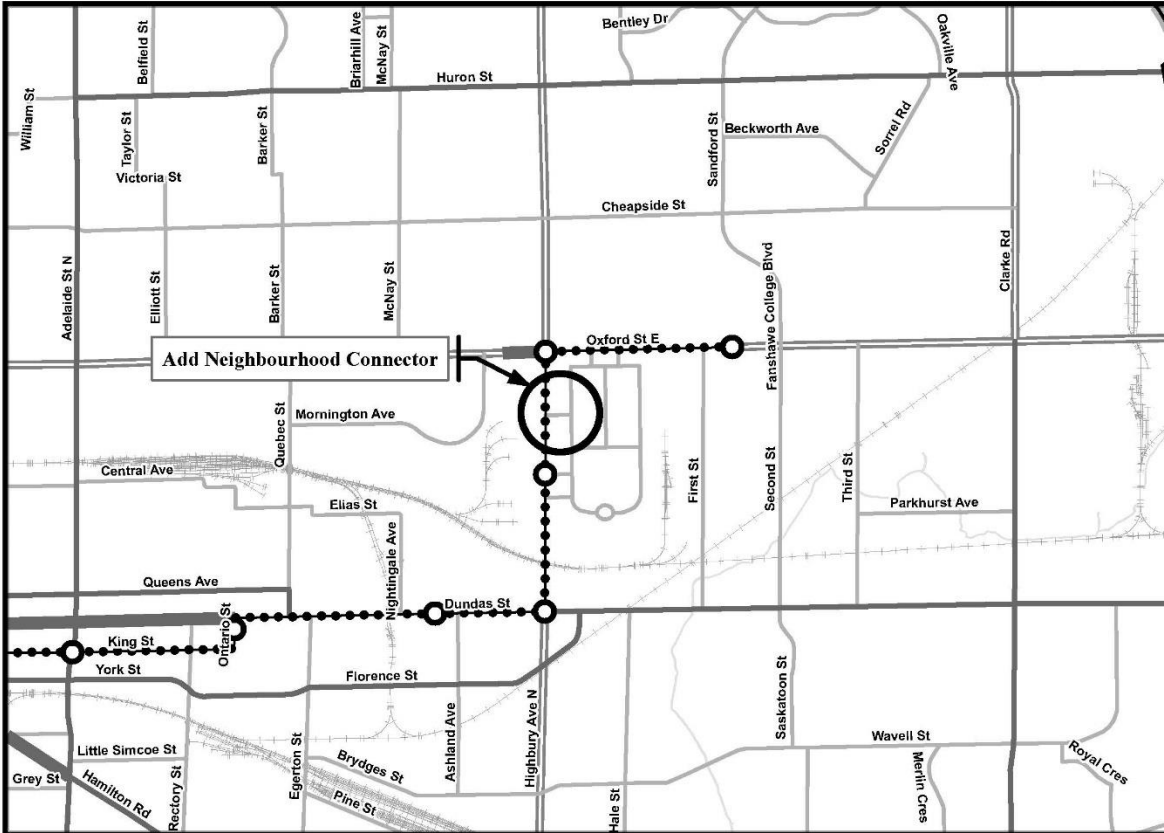
Legend

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

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

<p>SCHEDULE 2-10 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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Legend

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

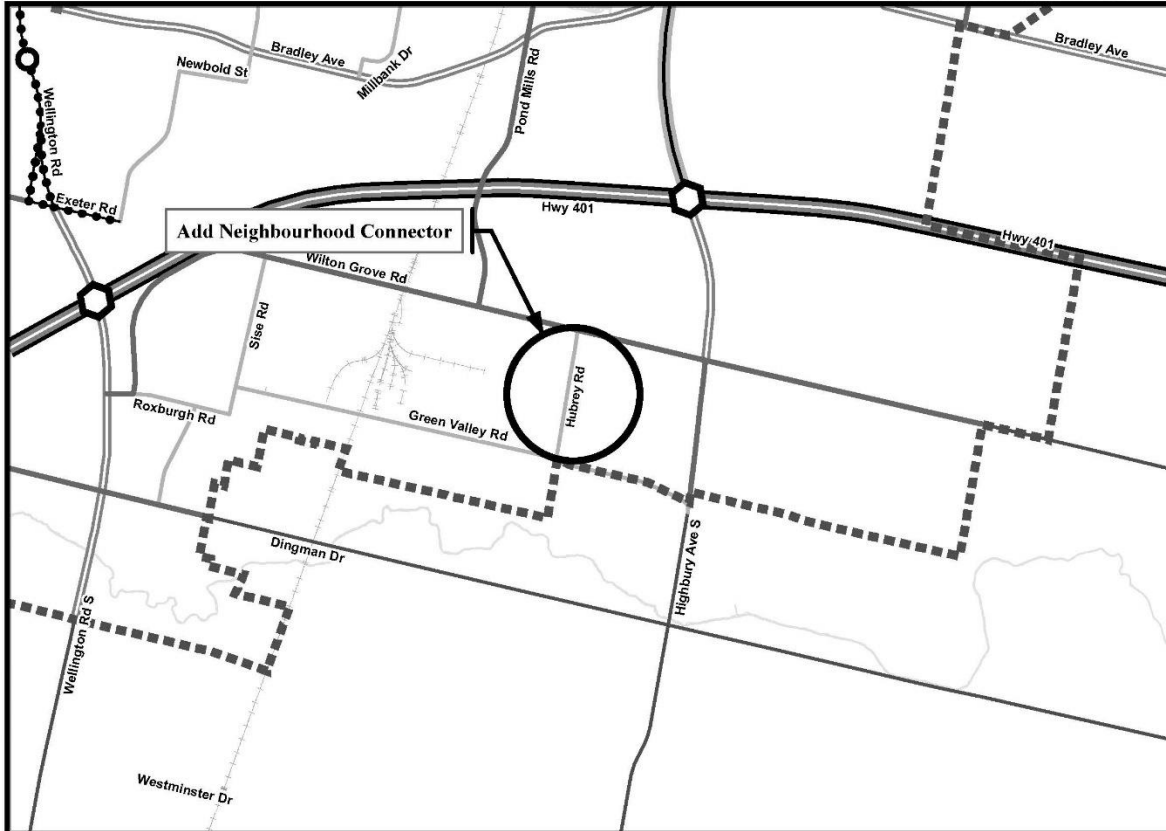
OPA to 1989 Official Plan: OPA 63 (File Number: OZ-9324)

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

<p>SCHEDULE 2-11 TO OFFICIAL AMENDMENT NO. ____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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AMENDMENT NO:



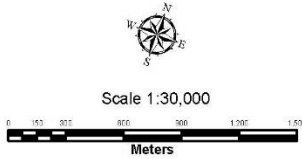
Legend

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

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

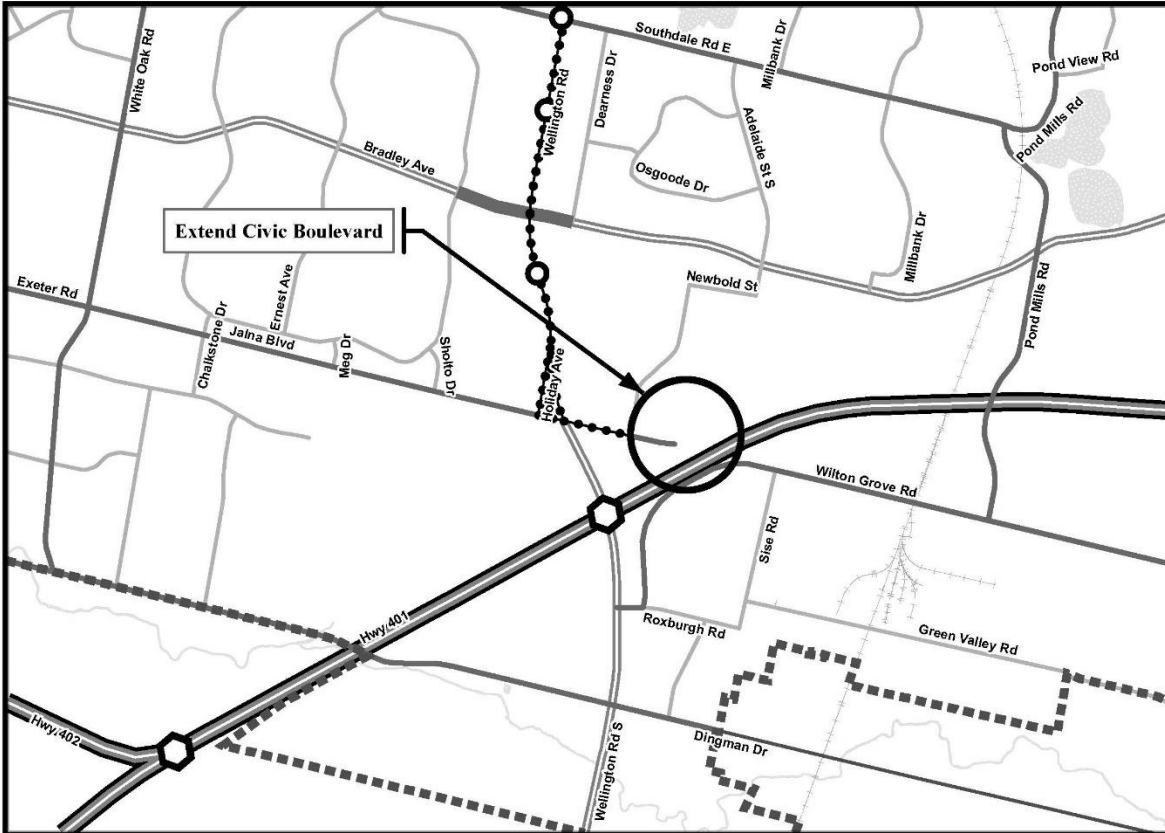
**SCHEDULE 2-12
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9555
PLANNER: JL
TECHNICIAN: JI
DATE: 3/7/2023

Document Path: "\\c:\file1\giswork\Planning\Projects\p_officialplan\work\consol\00\amendments_LondonPlan\HOUSEKEEPING AMENDMENT 2023\Projects\MXDs\Schedule 2\Schedule2-12_Map3_StreetClass.mxd"



Legend

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

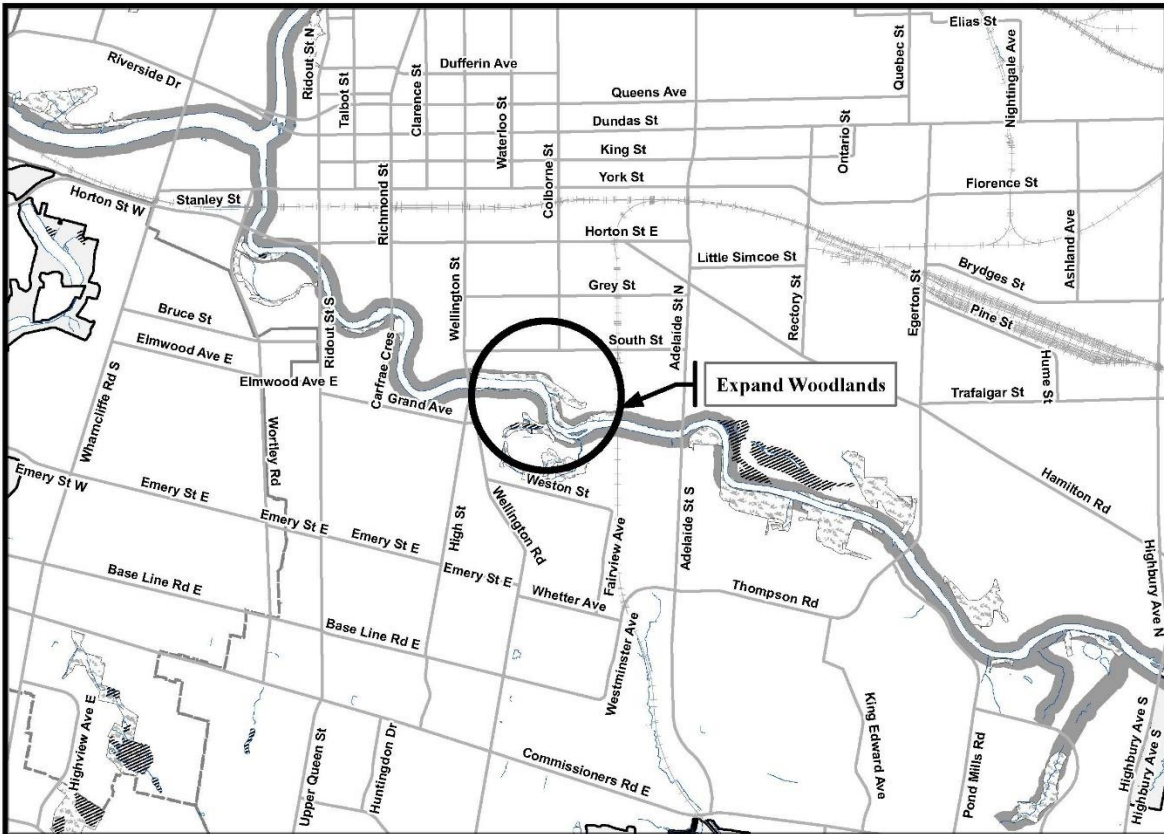
This is an excerpt from the Planning Division's working consolidation of Map 3 - Street Classifications of the London Plan, with added notations.

<p>SCHEDULE 2-13 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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SCHEDULE 3

AMENDMENT NO:



NATURAL HERITAGE SYSTEM

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

Base Map Features

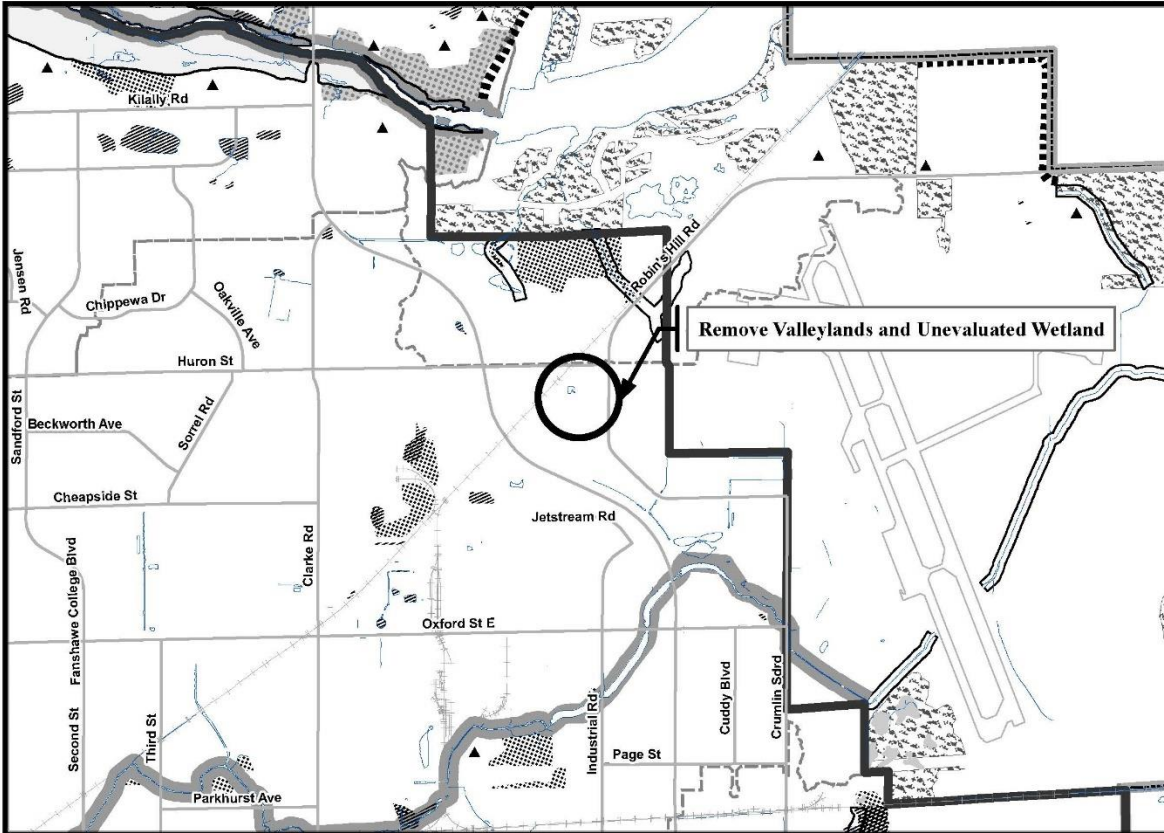
- Railways
- Water Courses/Ponds
- Streets (see Map 3)
- Conservation Authority Boundary
- Subwatershed Boundary
- Subject to Site Specific Appeals (LPAT Appeal PL170100)

OPA to 1989 Official Plan: OPA 586 (File Number: O-8158)

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

<p>SCHEDULE 3-1 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/6/2023</p>
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NATURAL HERITAGE SYSTEM		Base Map Features
Provincially Significant Wetlands	Areas of Natural and Scientific Interest	Railways
Wetlands	Environmentally Significant Areas (ESA)	Water Courses/Ponds
Unevaluated Wetlands	Potential ESAs	Streets (see Map 3)
Significant Woodlands	Upland Corridors	Conservation Authority Boundary
Woodlands	Potential Naturalization Areas	Subwatershed Boundary
Significant Valley Lands	Unevaluated Vegetation Patches	Subject to Site Specific Appeals (LPAT Appeal PL170100)
Valley Lands		

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

<p>SCHEDULE 3-2 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/8/2023</p>
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AMENDMENT NO:



NATURAL HERITAGE SYSTEM

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

Base Map Features

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

OPA to 1989 Official Plan: OPA 650 (File Number: OZ-8667)

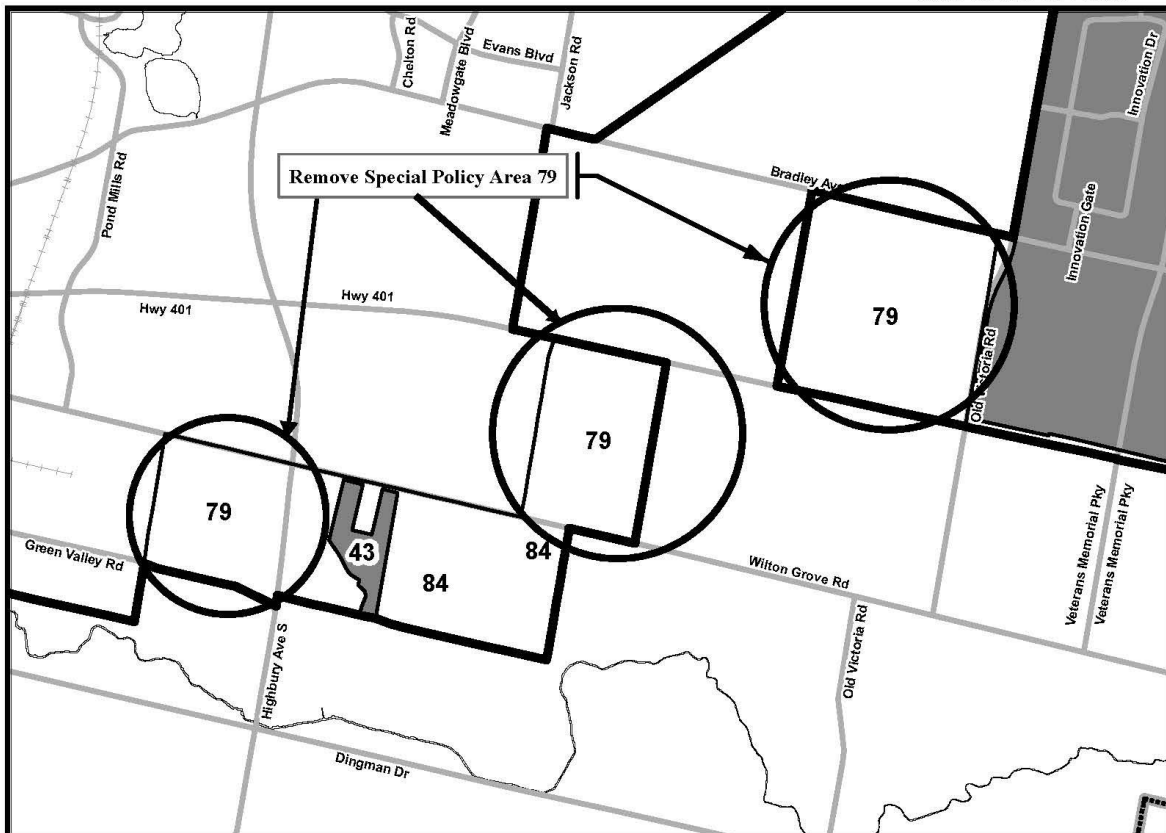
This is an excerpt from the Planning Division's working consolidation of Map 5 - Natural Heritage of the London Plan, with added notations.

<p>SCHEDULE 3-3 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/8/2023</p>
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Document Path: "\\c:\file1\giswork\Planning\Projects\p_officialplan\work\consol\00\amendments_LondonPlan\HOUSEKEEPING AMENDMENT 2023\Projects\MXDs\Schedule 3\Schedule3-3_Map5_NaturalHeritage.mxd"

SCHEDULE 4





AMENDMENT NO:



LEGEND

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

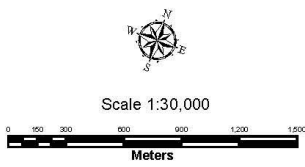
BASE MAP FEATURES

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

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

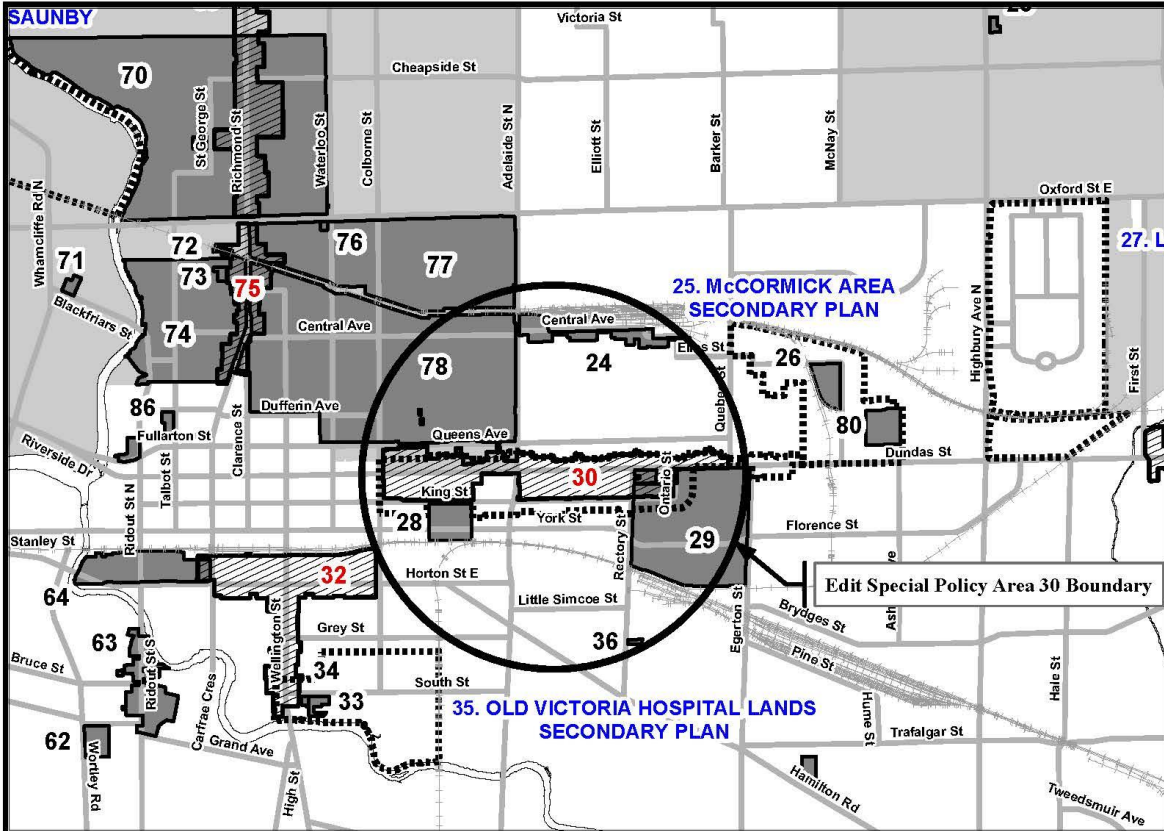
**SCHEDULE 4-1
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9555
PLANNER: JL
TECHNICIAN: JI
DATE: 3/3/2023

Document Path: "\\file1\giswork\Planning\Projects\p_officialplan\workconsol\00amendments_LondonPlan\HOUSEKEEPING AMENDMENT 2023\Projects\MXD\Schedule 4\Schedule4-1_Map7_SpecialPolicyAreas.mxd"

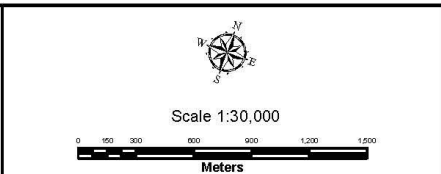


LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

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

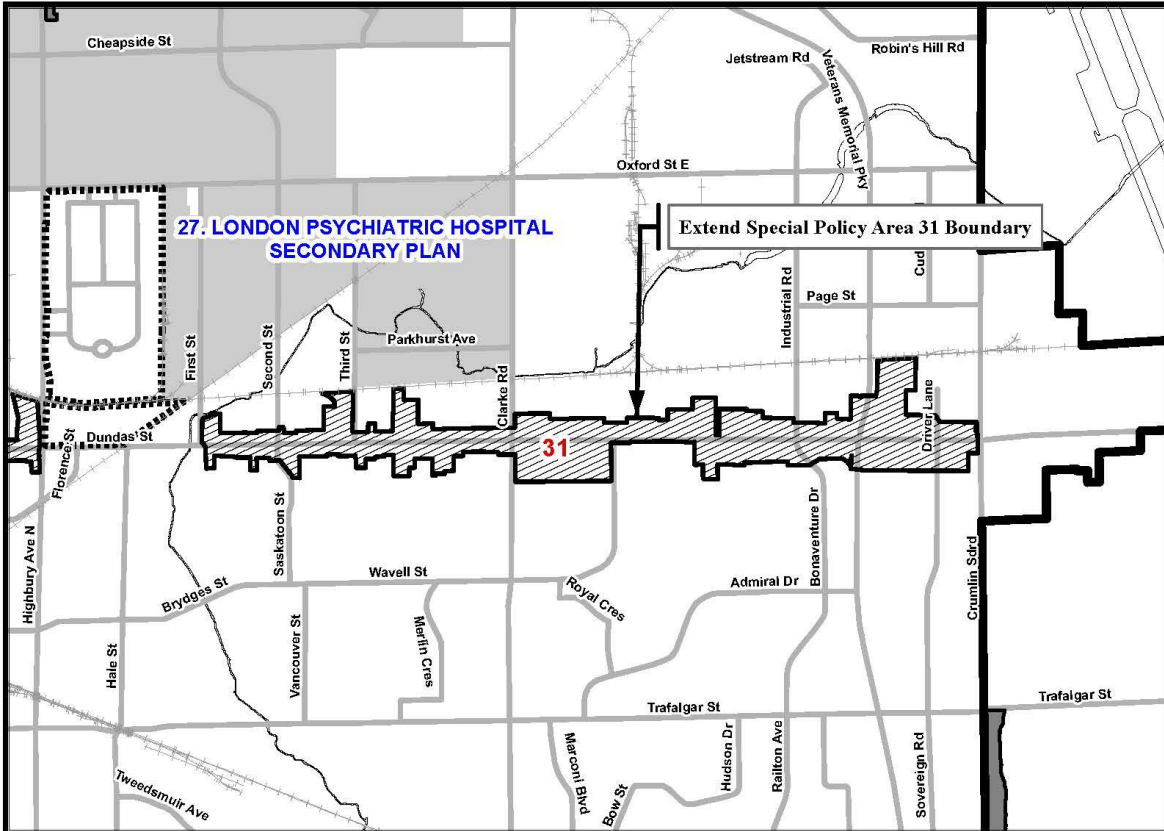
**SCHEDULE 4-2
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9555
PLANNER: JL
TECHNICIAN: JI
DATE: 3/6/2023

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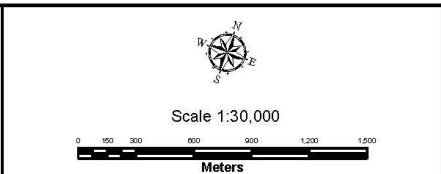


LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

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

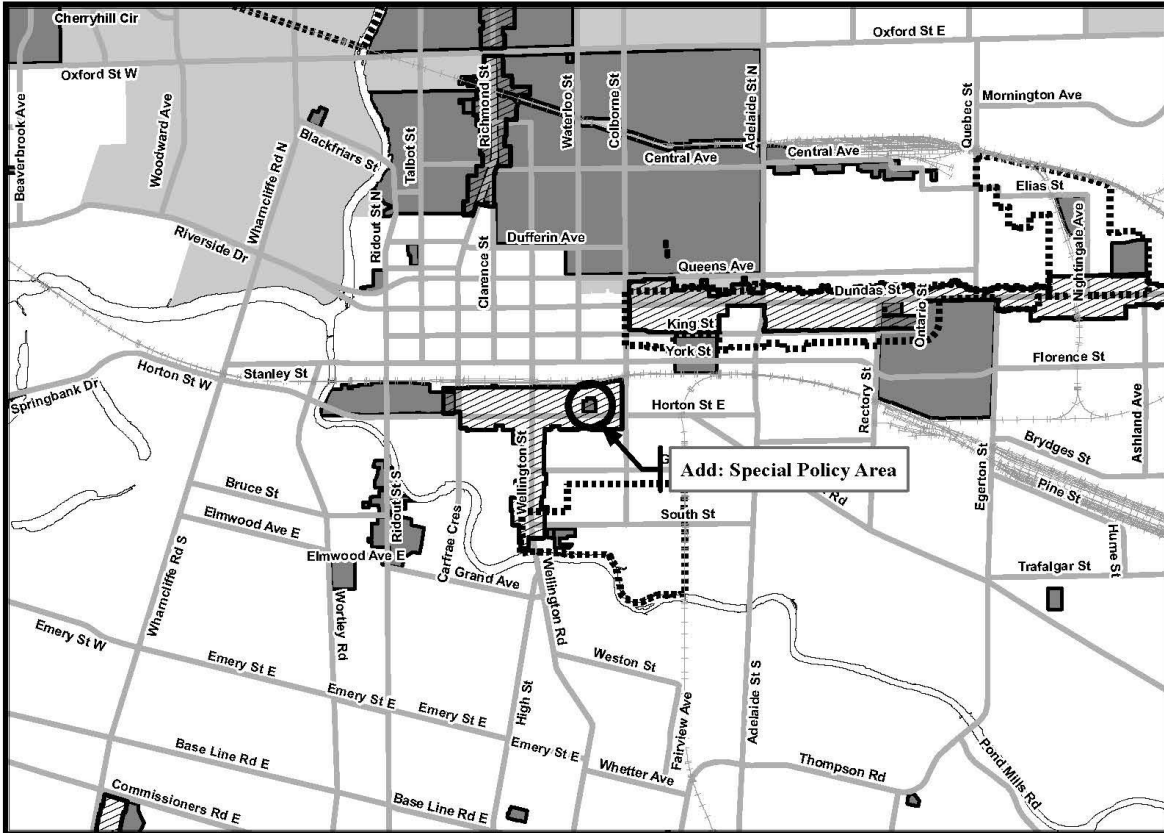
SCHEDULE 4-3
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: O-9555
PLANNER: JL
TECHNICIAN: JI
DATE: 3/6/2023

Document Path: "I:\file1\gis\work\Planning\Projects\p_officialplan\workconsolid00\amendments_LondonPlan\HOUSEKEEPING AMENDMENT 2023\Projects\MXD\Schedule 4\Schedule4-3_Map7_SpecialPolicyAreas.mxd"



LEGEND

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

BASE MAP FEATURES

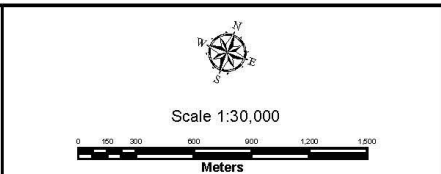
- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

OPA to 1989 Official Plan: OPA 642 (File Number: OZ-8598)

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

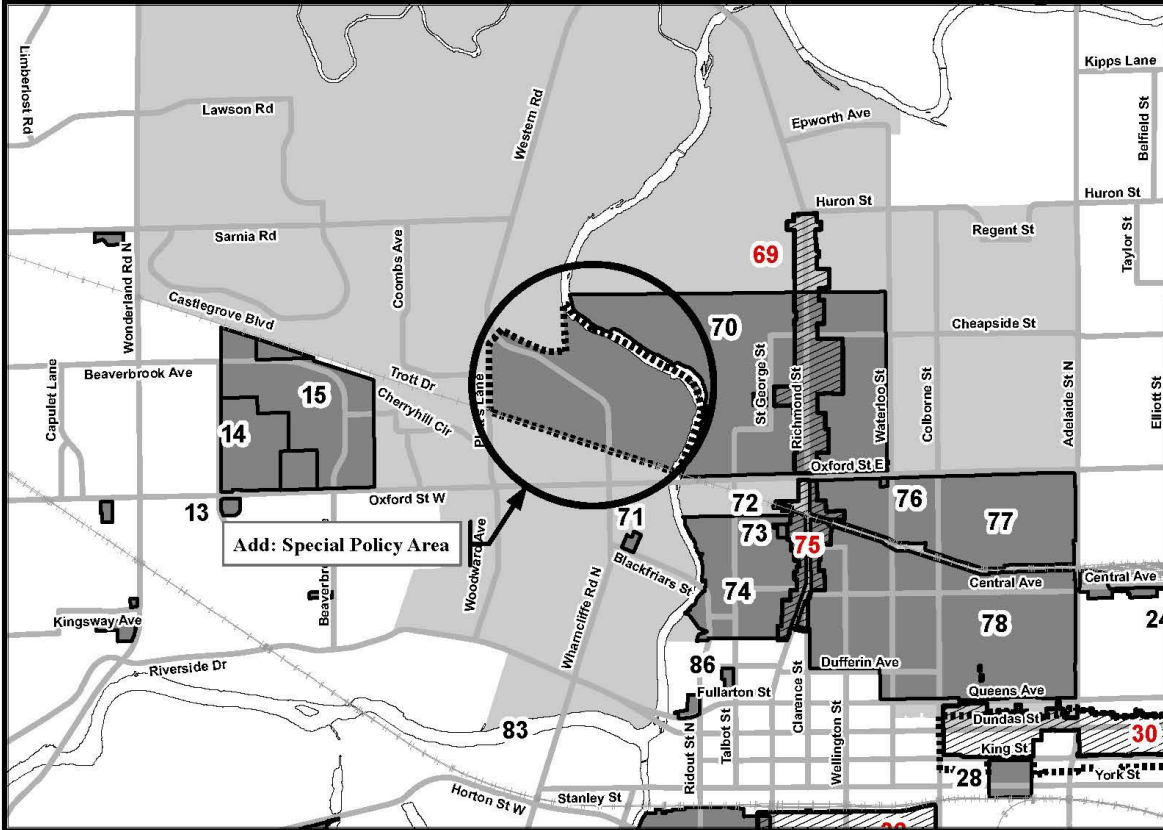
**SCHEDULE 4-4
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9555
PLANNER: JL
TECHNICIAN: JI
DATE: 3/6/2023

AMENDMENT NO:



LEGEND

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

BASE MAP FEATURES

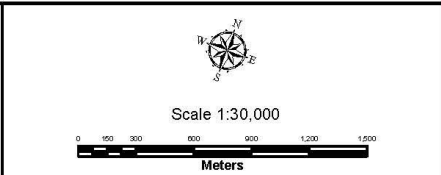
- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

OPA to 1989 Official Plan: OPA 646 (File Number: O-8478)

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

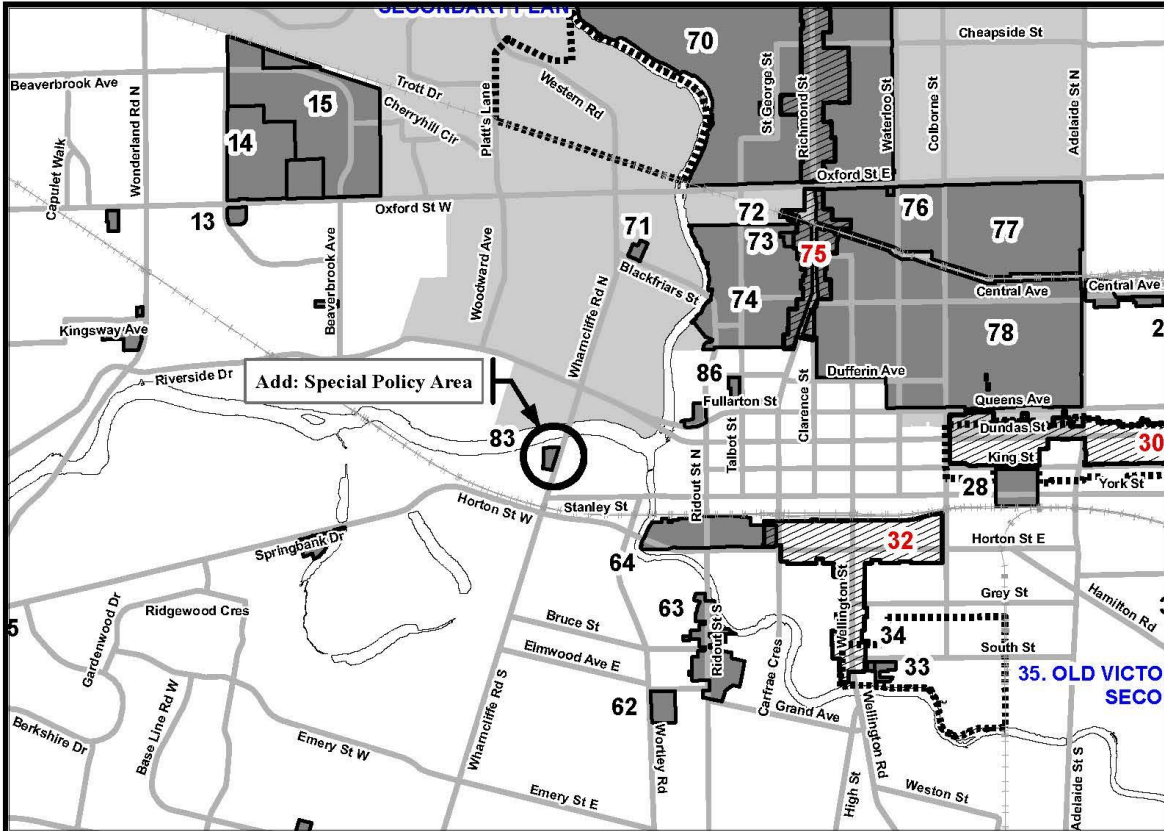
**SCHEDULE 4-5
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9555
PLANNER: JL
TECHNICIAN: JI
DATE: 3/7/2023

Document Path: "I:\file1\giswork\Planning\Projects\p_officialplan\workconsolid00\amendments_LondonPlan\HOUSEKEEPING AMENDMENT 2023\Projects\WXDs\Schedule 4\Schedule4-5_Map7_SpecialPolicyAreas.mxd"



LEGEND

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

BASE MAP FEATURES

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

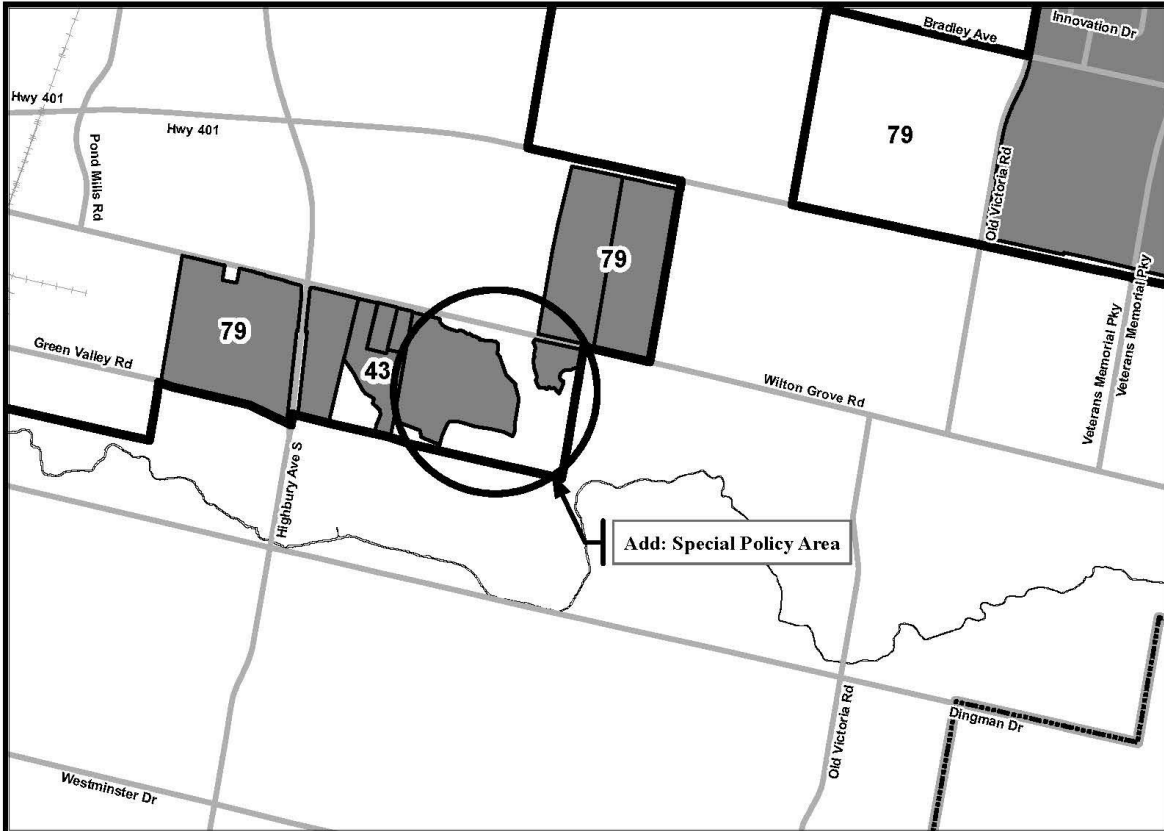
OPA to 1989 Official Plan: OPA 647 (File Number: OZ-8484)

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

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AMENDMENT NO:



LEGEND

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

BASE MAP FEATURES

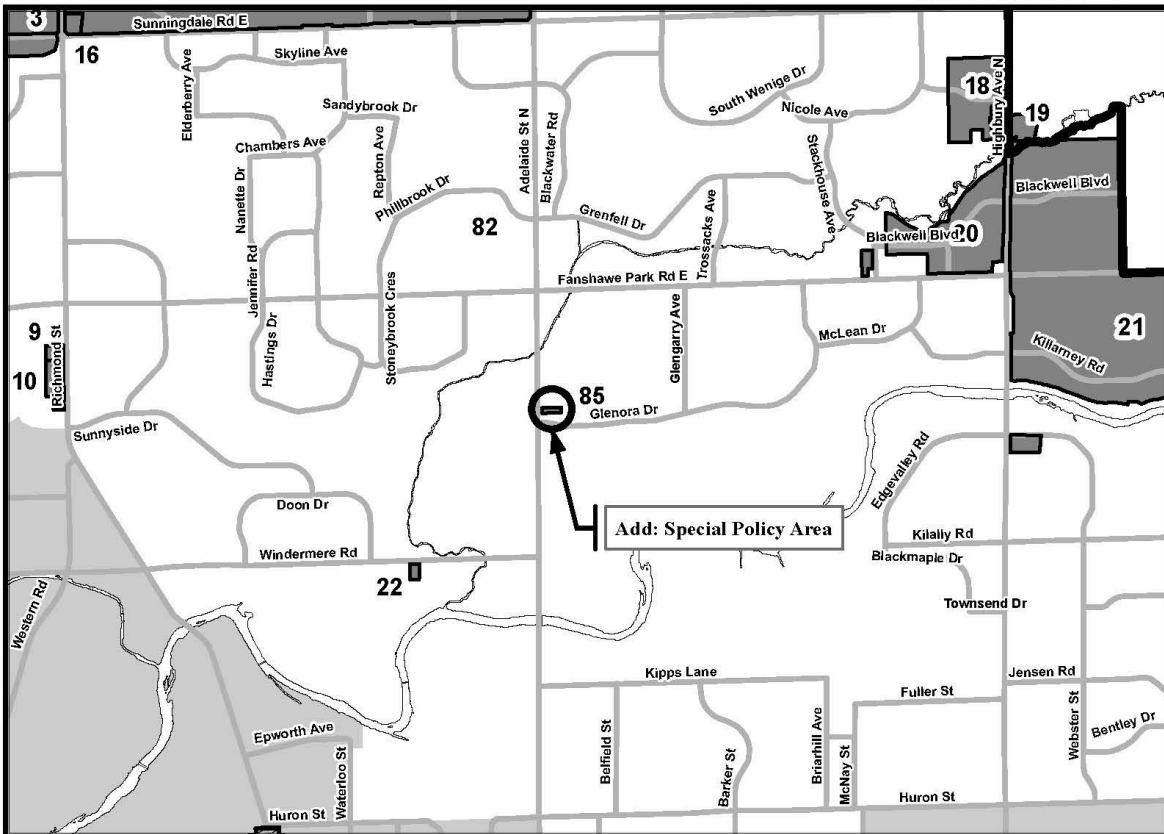
- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

OPA to 1989 Official Plan: OPA 650 (File Number: OZ-8667)

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

<p align="center">SCHEDULE 4-7 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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LEGEND

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

BASE MAP FEATURES

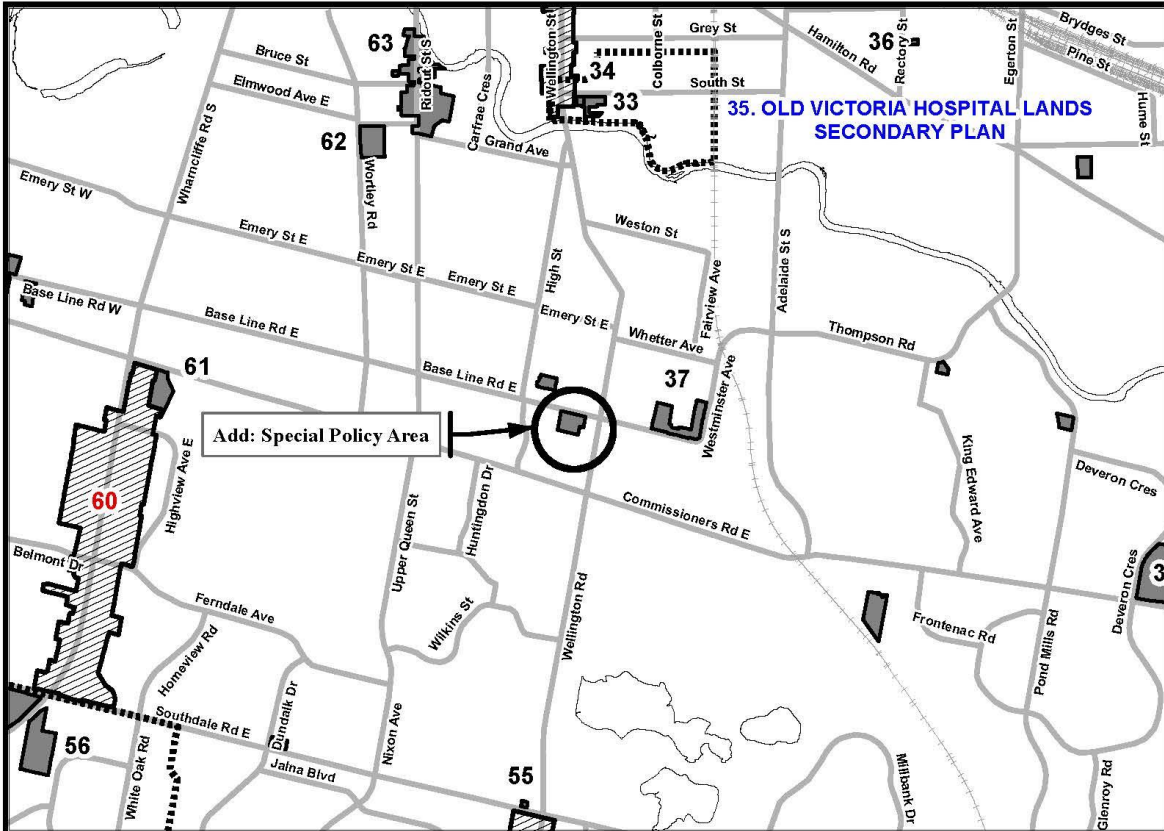
- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

OPA to 1989 Official Plan: OPA 651 (File Number: OZ-8684)

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

<p align="center">SCHEDULE 4-8 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 0 150 300 600 900 1200 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/6/2023</p>
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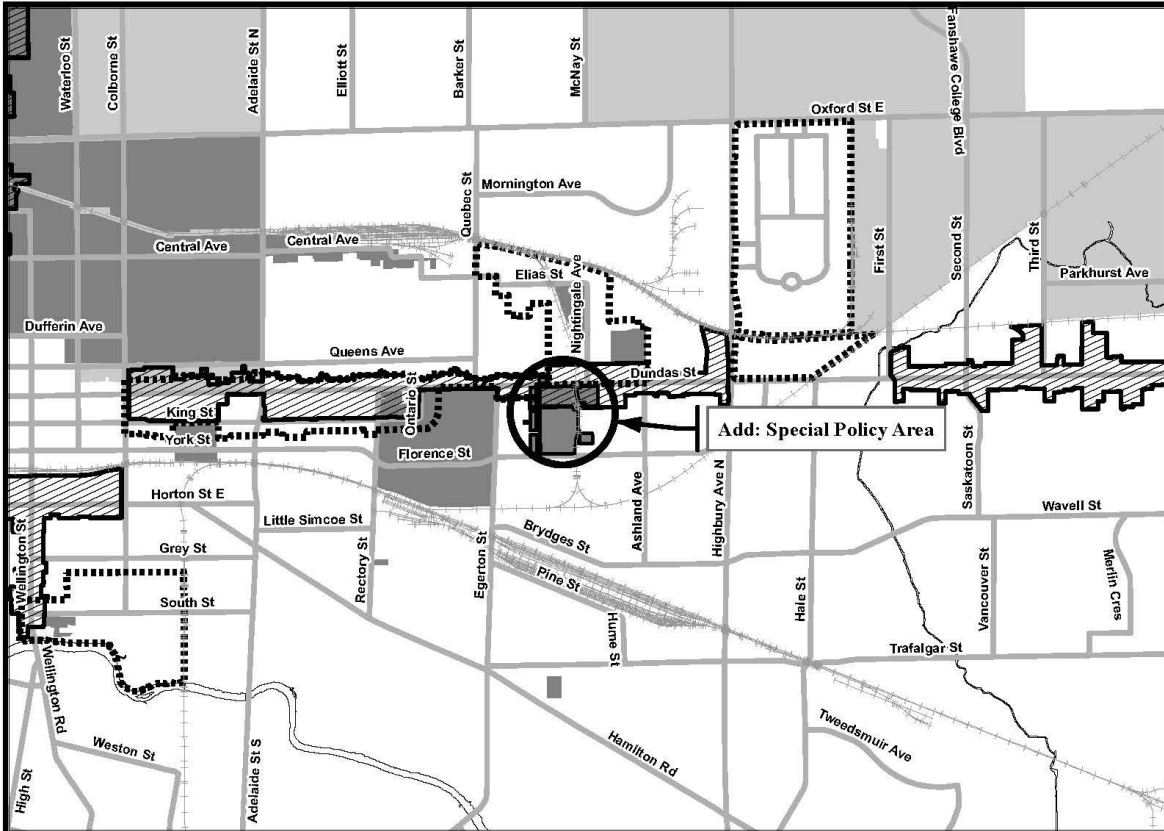


LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

OPA to 1989 Official Plan : OPA 658 (File Number: OZ-8711)

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

<p>SCHEDULE 4-9 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/6/2023</p>
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LEGEND

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

BASE MAP FEATURES

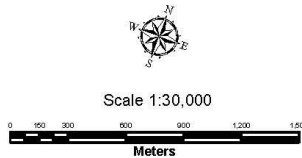
- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

OPA to 1989 Official Plan: OPA 663 and 664 (File Number: OZ-8794)

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

**SCHEDULE 4-10
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development

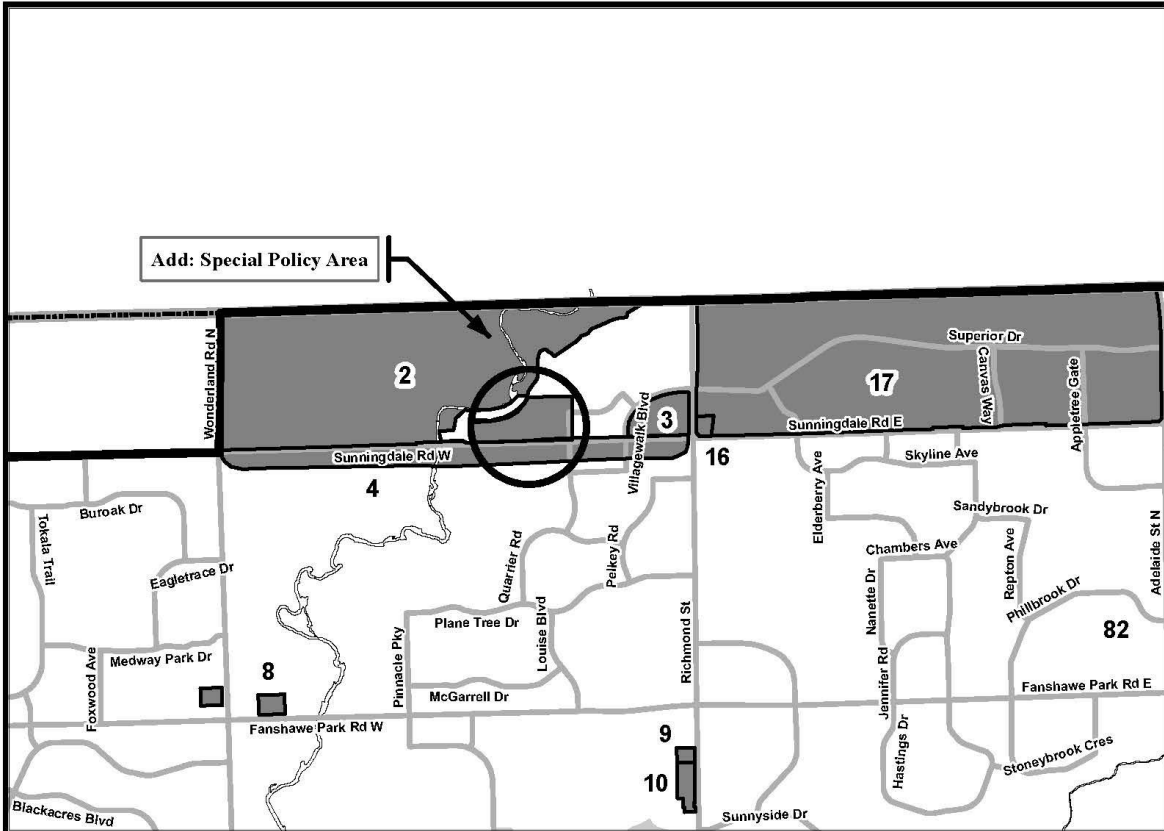


FILE NUMBER: O-9555

PLANNER: JL

TECHNICIAN: JI

DATE: 3/6/2023



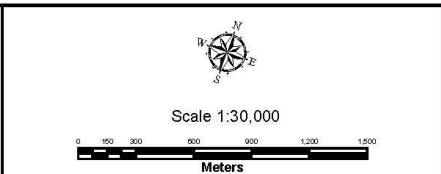
<p>LEGEND</p> <ul style="list-style-type: none"> Specific Policies Rapid Transit and Urban Corridor Specific-Segment Policies Near Campus Neighbourhood Secondary Plans 	<p>BASE MAP FEATURES</p> <ul style="list-style-type: none"> Streets (See Map 3) Railways Urban Growth Boundary Water Courses/Ponds
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OPA to 1989 Official Plan: OPA 666 (File Number: OZ-8639/39T-16504)

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

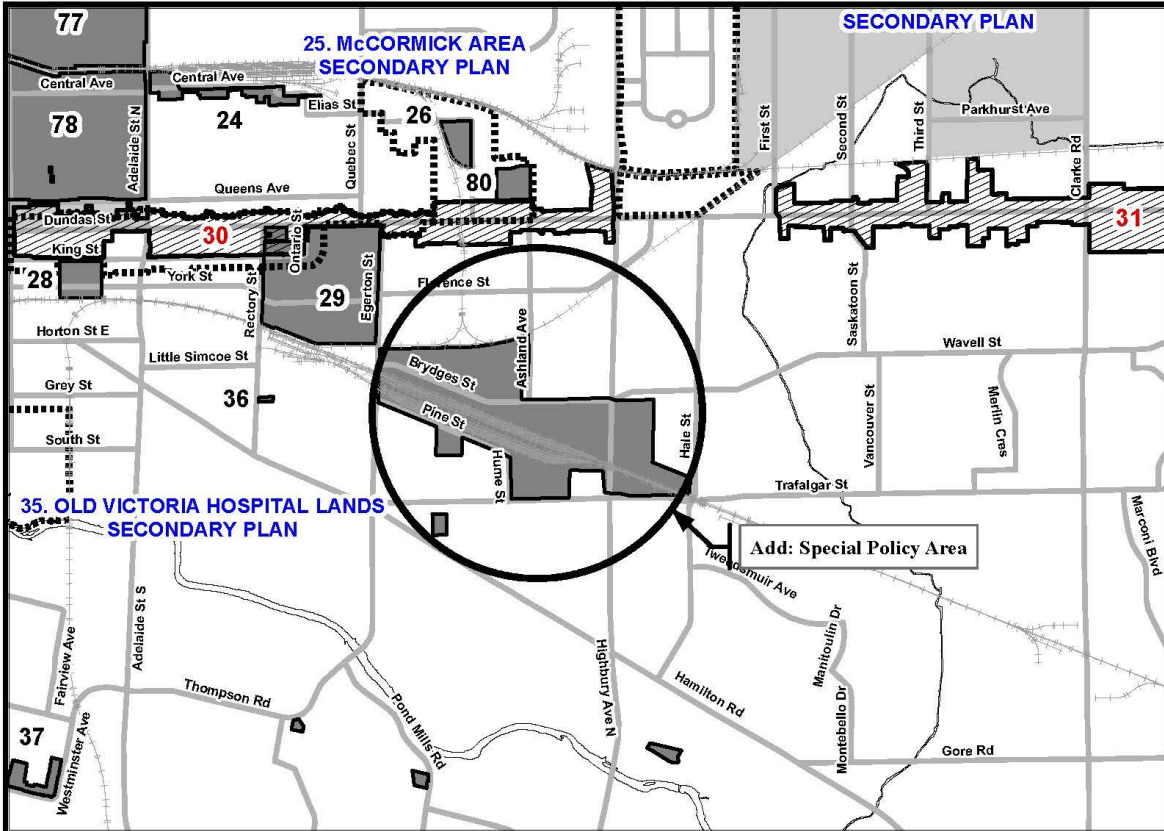
**SCHEDULE 4-11
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9555
PLANNER: JL
TECHNICIAN: JI
DATE: 3/7/2023

Document Path: "I:\file1\giswork\Planning\Projects\p_officialplan\workconsolid\amendments_LondonPlan\HOUSEKEEPING AMENDMENT 2023\Projects\WXDs\Schedule 4\Schedule4-11_Map7_SpecialPolicyAreas.mxd"



LEGEND

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

BASE MAP FEATURES

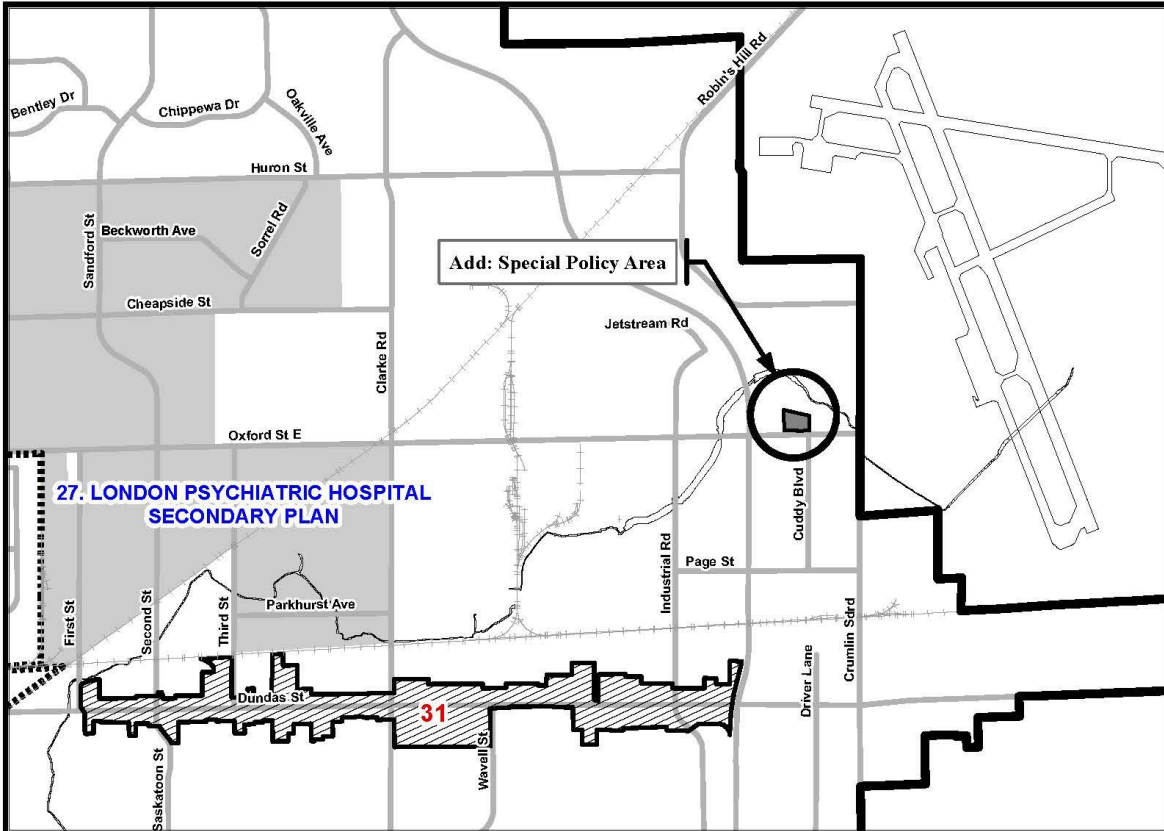
- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

OPA to 1989 Official Plan: OPA 669 (File Number:O-8749)

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

<p align="center">SCHEDULE 4-12 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 0 150 300 600 900 1200 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/6/2023</p>
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LEGEND

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

BASE MAP FEATURES

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

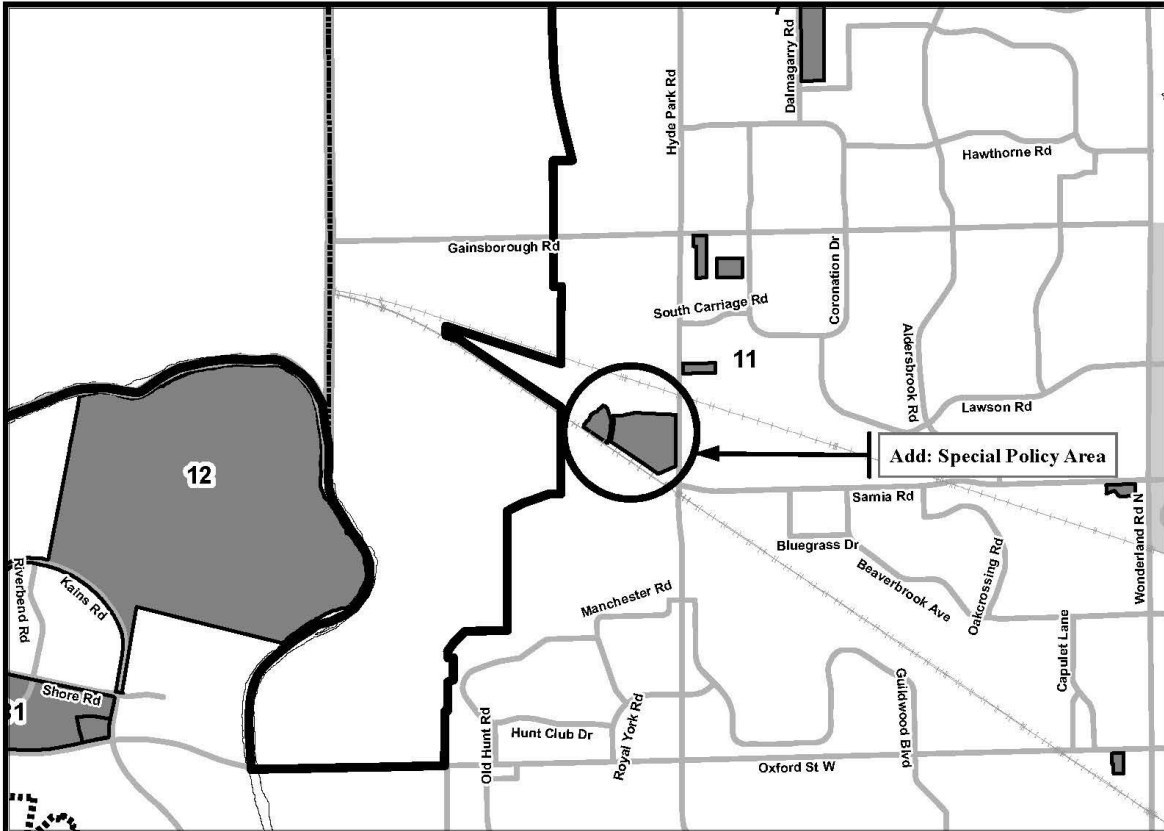
OPA to 1989 Official Plan: OPA 671 (File Number: OZ-8851)

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

<p align="center">SCHEDULE 4-13 TO</p> <p align="center">OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/6/2023</p>
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


AMENDMENT NO:



LEGEND


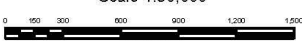
-  Specific Policies
-  Rapid Transit and Urban Corridor Specific-Segment Policies
-  Near Campus Neighbourhood
-  Secondary Plans

BASE MAP FEATURES

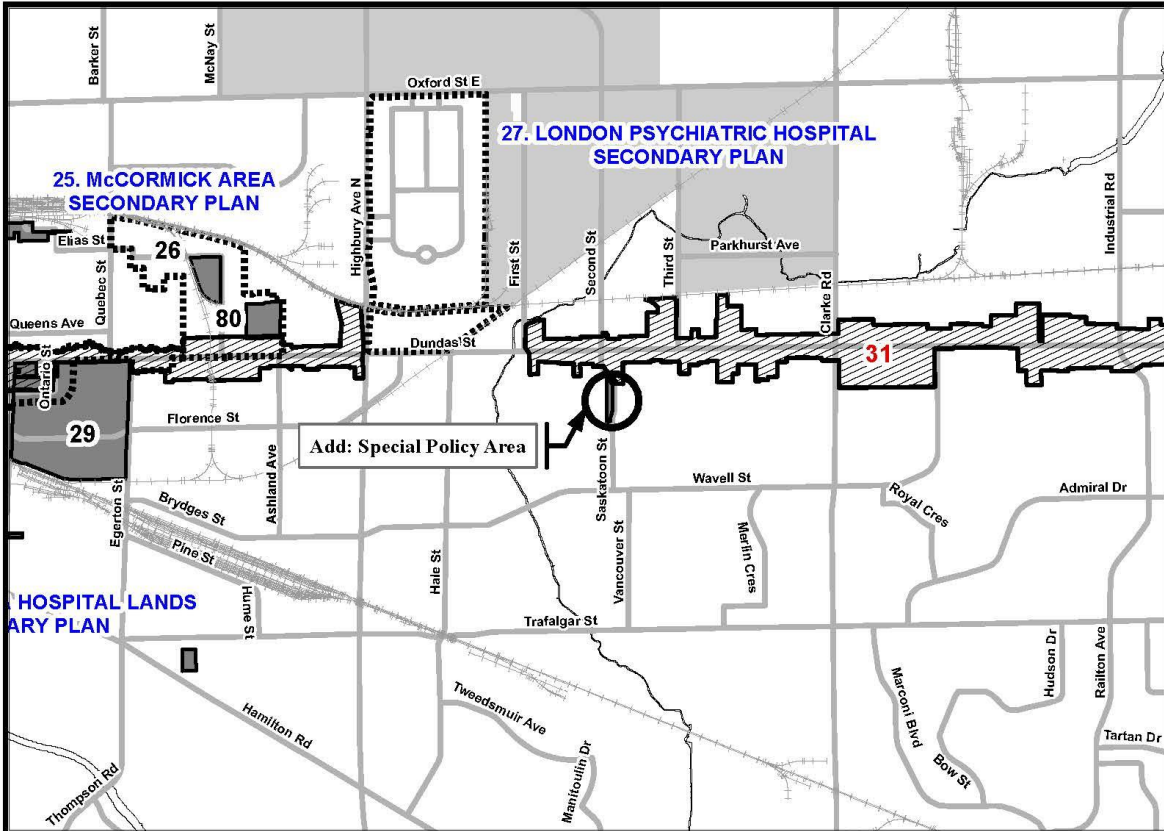
-  Streets (See Map 3)
-  Railways
-  Urban Growth Boundary
-  Water Courses/Ponds

OPA to 1989 Official Plan: OPA 672 (File Number: O-8822)

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

<p align="center">SCHEDULE 4-14 TO</p> <p align="center">OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center">  Scale 1:30,000  Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/6/2023</p>
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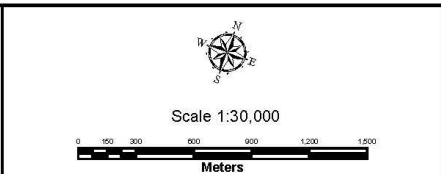
<p>LEGEND</p> <ul style="list-style-type: none"> Specific Policies Rapid Transit and Urban Corridor Specific-Segment Policies Near Campus Neighbourhood Secondary Plans 	<p>BASE MAP FEATURES</p> <ul style="list-style-type: none"> Streets (See Map 3) Railways Urban Growth Boundary Water Courses/Ponds
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OPA to 1989 Official Plan: OPA 681 (OZ-8883)

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

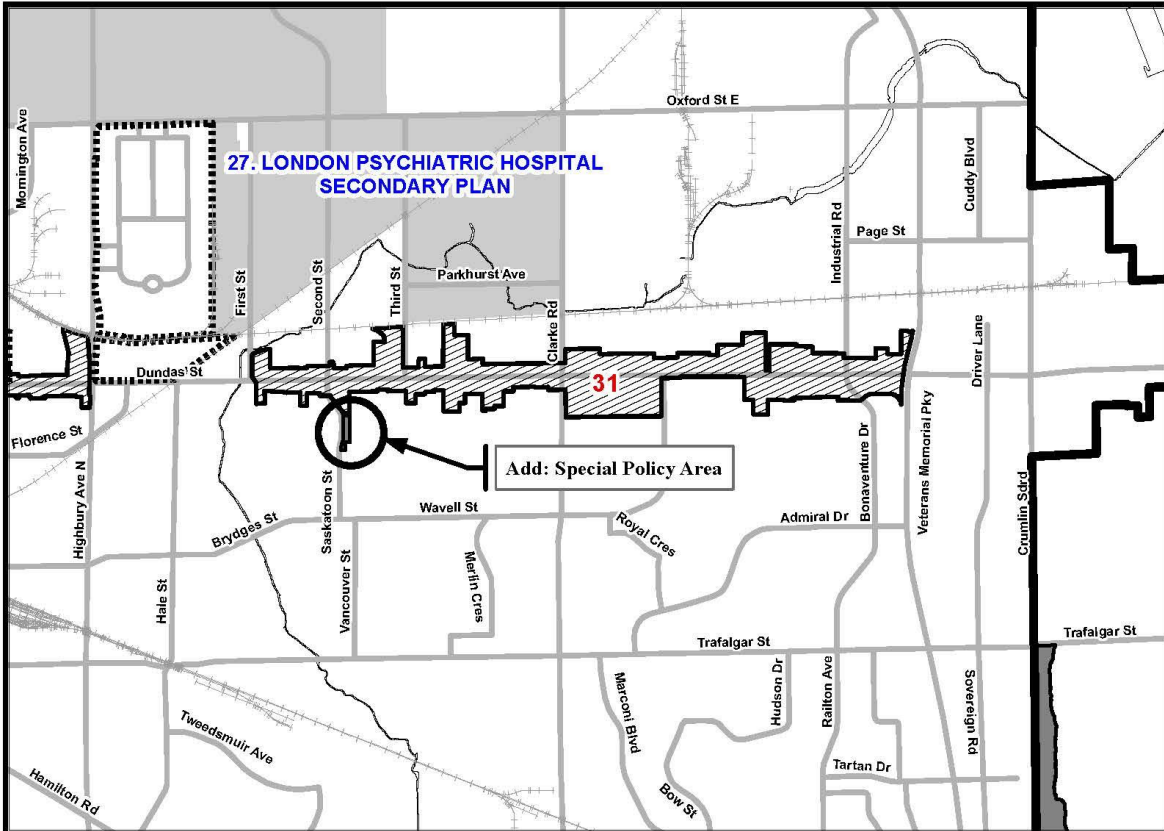
**SCHEDULE 4-15
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9555
PLANNER: JL
TECHNICIAN: JI
DATE: 3/6/2023

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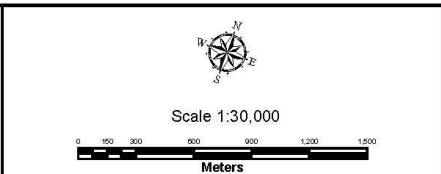
LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

OPA to 1989 Official Plan: OPA 681 (File Number: OZ-8883)

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

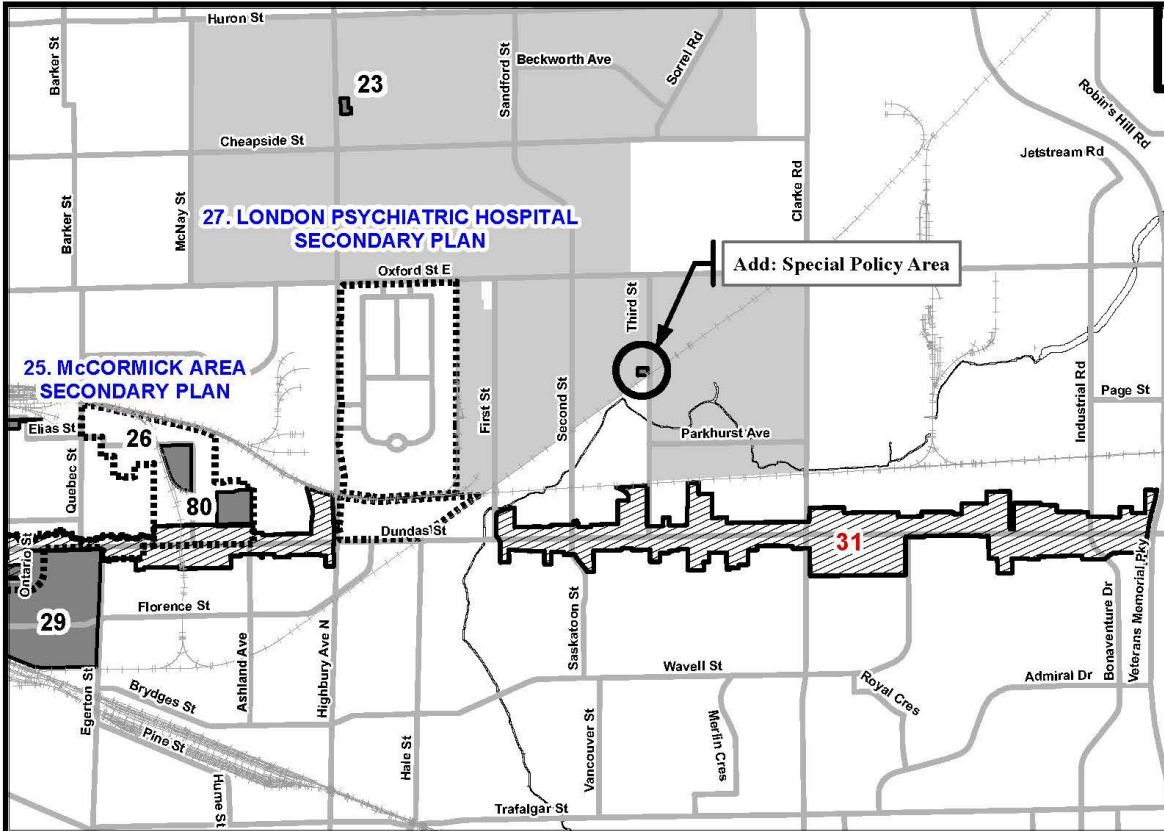
**SCHEDULE 4-16
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9555
PLANNER: JL
TECHNICIAN: JI
DATE: 3/6/2023

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LEGEND

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

BASE MAP FEATURES

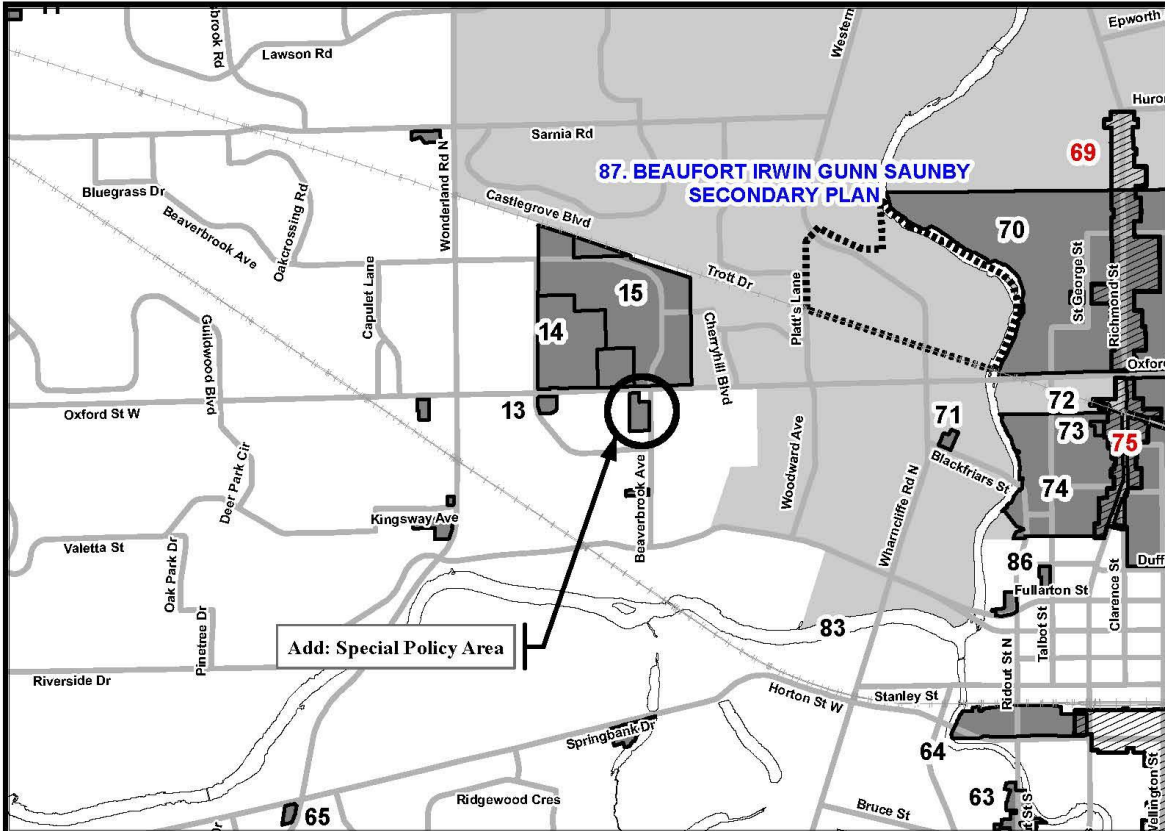
- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

OPA to 1989 Official Plan: OPA 708 (File Number: OZ-9028)

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

<p align="center">SCHEDULE 4-17 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 0 150 300 600 900 1200 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/6/2023</p>
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LEGEND

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

BASE MAP FEATURES

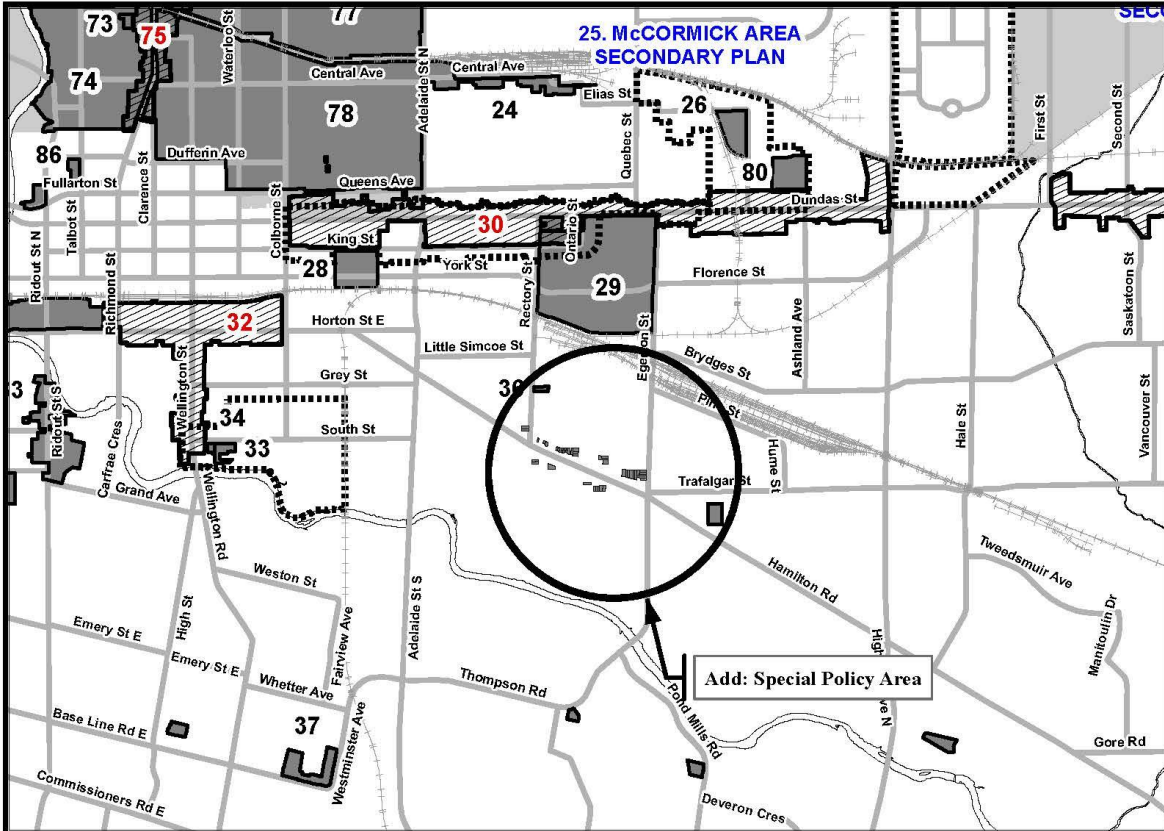
- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

OPA to 1989 Official Plan: OPA 712 (File Number: OZ-9041)

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

<p align="center">SCHEDULE 4-18 TO OFFICIAL AMENDMENT NO. _____</p> <p align="center">PREPARED BY: Planning & Development</p>	<p align="center"> Scale 1:30,000 0 150 300 600 900 1200 1500 Meters </p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/6/2023</p>
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LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

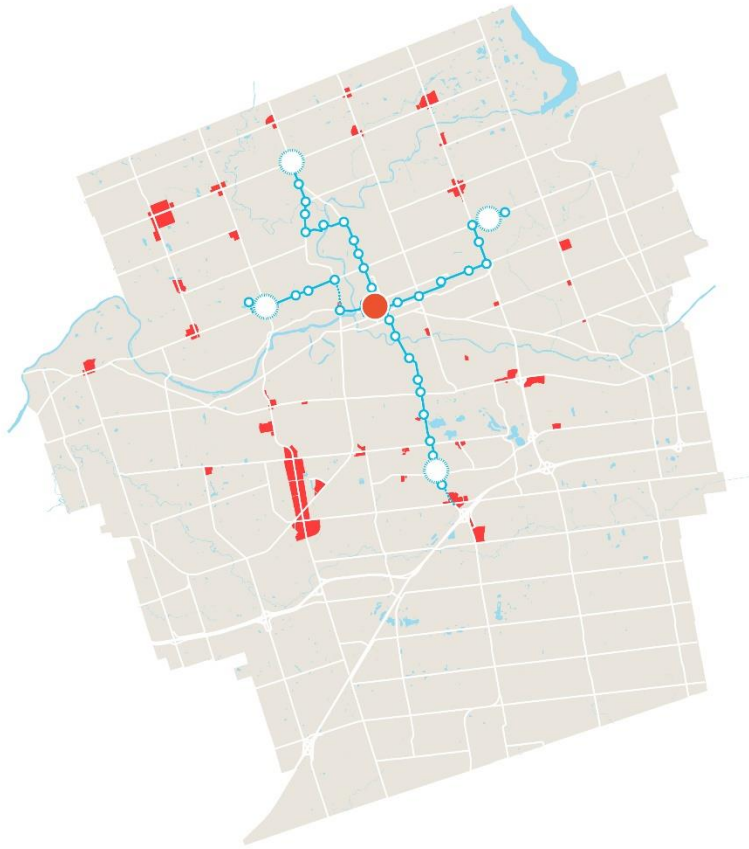
OPA to 1989 Official Plan: OPA 715 (File Number: OZ-8997)

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

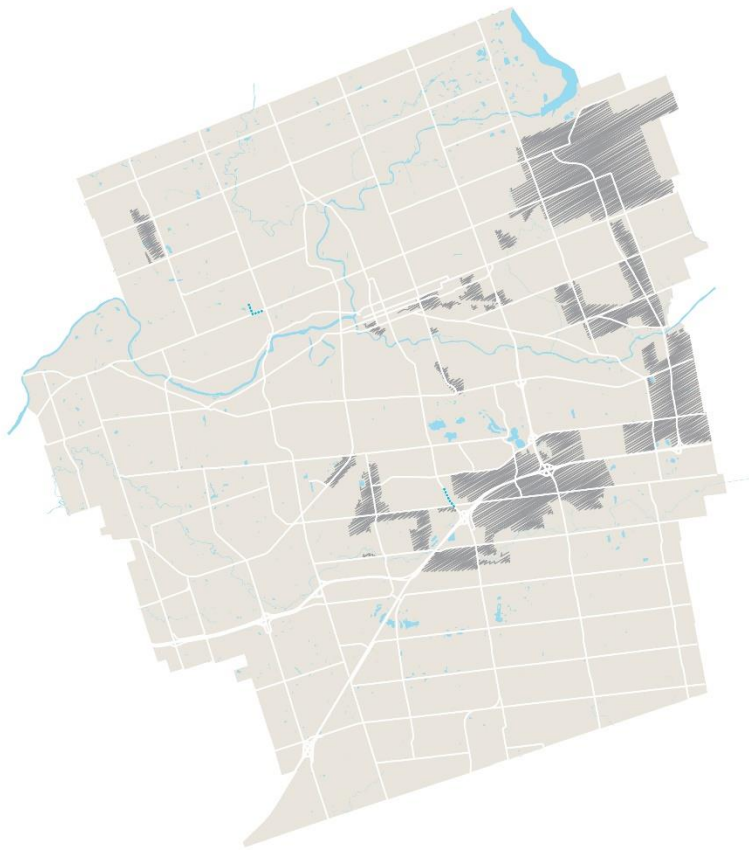
<p>SCHEDULE 4-19 TO OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: O-9555</p> <p>PLANNER: JL</p> <p>TECHNICIAN: JI</p> <p>DATE: 3/7/2023</p>
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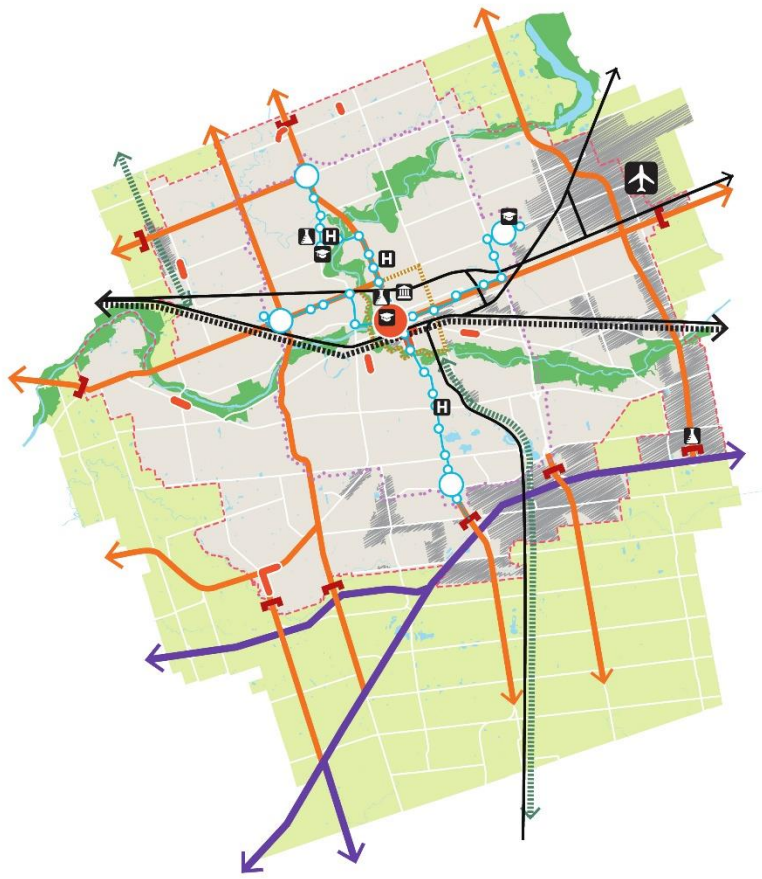
SCHEDULE 5



SCHEDULE 6



SCHEDULE 7



Appendix B – Draft Changes

The follow table outlines the housekeeping changes to The London Plan. Underlined text indicates text additions in the Plan and text that is marked with a ~~strikethrough~~ is to be deleted from the Plan.

OPAs that were presented in previous housekeeping amendment to the London Plan, however, some policies and maps were under appeal at that moment.

Policy No.	Proposed Change	Rationale for Proposed Change
80_1	Addition of a secondary dwelling unit <u>an additional residential unit</u> .	Replacement of “secondary dwelling unit” with “additional residential unit”
349_4	Window streets adjacent to arterial roadways <u>higher-order streets such as Civic Boulevards or Urban Thoroughfares</u> where sidewalk extensions join a boulevard sidewalk on the arterial road <u>higher-order street</u> .	Removal of references to 1989 Official Plan’s road classification
394	The 20-year target identified above is intended <u>to help us to achieve a long-term tree canopy cover of 34% within the Urban Growth Boundary by 2065.</u>	Grammar correction
399_10	Building height and densities may be increased, in appropriate circumstances and in conformity with the Bonus Zoning policies in the Our Tools part of this Plan, to support the safe and long-term preservation of existing healthy trees, rare species, and wildlife trees.	Removal of reference to bonus zoning
456	Appropriate consultation and approvals will be obtained from agencies such as the conservation authorities and the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> , according to requirements of the <i>Environmental Protection Act, Environmental Assessment Act, Ontario Water Resources Act, Safe Drinking Water Act, Conservation Authorities Act, Water Opportunities and Water Conservation Act</i> , and other provincial legislation and regulations. Appropriate pre-consultation and engagement with First Nations will be a part of this process.	Removal of reference to the old name of a provincial ministry
474_1	Water servicing within the city shall comply with the requirements of the Ministry of the Environment, and Climate Change (MOECC) <u>Conservation and Parks</u> , the <i>Environmental Protection Act</i> , the <i>Safe Drinking Water Act</i> and all other provincial and municipal requirements as applicable.	Removal of reference to the old name of a provincial ministry
474_11	Outside of the Urban Growth Boundary, private wells may be used to supply water, only in accordance with the requirements of relevant legislation and standards, consistent with the <i>Provincial Policy Statement</i> and in conformity with the Water Services policies of this Plan. The City will require that the applicant provide information with their application to demonstrate that the site can provide water supply which meets the requirements of MOECC <u>Ministry of the Environment, Conservation and Parks</u> <i>Procedure D-5-5 Technical Guideline for Private Wells: Water Supply Assessment</i> , meets or exceeds the <i>Ontario Drinking Water</i>	Removal of reference to the old name of a provincial ministry Correcting the guidelines name

Policy No.	Proposed Change	Rationale for Proposed Change
	Standards and can provide a sufficient quantity of water without affecting the quantity and quality of water in active wells operating within 500 metres of the proposed development, and that the required separation distances set out in the <i>Ontario Building Code</i> between wells, septic systems and storm drainage systems can be adequately met. This must be to the satisfaction of the City of London and an accepted peer review as necessary. The applicant may be required to pay for the cost of a peer review of the information submitted.	
478_3	They will require the approval of the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> , including certification under the appropriate section of the <i>Environmental Protection Act</i> .	Removal of reference to the old name of a provincial ministry
485	Solid waste treatment and processing facilities serving a plant located on the same site are permitted in the Heavy Industrial Place Type and the Waste Management Resource Recovery Area Place Type, subject to receipt of an Environmental Compliance Approval issued by the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> .	Removal of reference to the old name of a provincial ministry
489	Planning and development applications in the potential influence area of closed landfill sites and other sites which produce gases similar to those found in landfill areas will require a compatibility study which meets Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> guidelines.	Removal of reference to the old name of a provincial ministry
506	Subject to the City Structure Plan and Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan, infill and intensification in a variety of forms, including secondary dwelling units <u>additional residential units</u> , will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible.	Replacement of "secondary dwelling unit" with "additional residential unit" (to be consistent with LPA 31)
521	Building height and densities may be increased, in conformity with the Bonus Zoning policies in the Our Tools part of this Plan, to support the provision of affordable housing in planning and development proposals.	Removal of reference to bonus zoning
546	Use bonus zoning to offer an incentive for <u>Incentivize the provision of public art through the Planning and Development process, in conformity with the Our Tools policies of this Plan. As a target, seek out public art that is equal in cost to 0.5% - 1% of a project's building permit value.</u>	Removal of reference to bonus zoning
556	In accordance with the <i>Ontario Heritage Act</i> , City Council may, by by-law, establish a municipal heritage committee to advise and assist Council on cultural heritage matters. In London, the municipal heritage committee is known as the London Advisory Committee on Heritage (LACH) <u>Community Advisory Committee on Planning (CACP)</u> .	Recognition of a new committee

Policy No.	Proposed Change	Rationale for Proposed Change
557	In accordance with the <i>Ontario Heritage Act</i> , City Council, in consultation with the London Advisory Committee on Heritage (LACH) <u>Community Advisory Committee on Planning (CACP)</u> , will prepare and maintain a Register listing properties of cultural heritage value or interest. The Register may also be known as <i>The City of London Inventory of Heritage Resources</i> . In addition to identifying properties designated under the <i>Ontario Heritage Act</i> , the Register may include properties that are not designated but that Council believes to be of cultural heritage value or interest.	Recognition of a new committee
570_7	Zoning by-laws including height and density bonusing.	Removal of reference to bonusing
584	Building height and densities may be increased, in conformity with the Bonus Zoning policies in the Our Tools part of this Plan, in support of heritage designation of a property that is of cultural heritage value or interest.	Removal of reference to bonus zoning
589	A property owner may apply to alter the cultural heritage attributes of a property designated under the <i>Ontario Heritage Act</i> . The City may, pursuant to the Act, issue a permit to alter the structure. In consultation with the London Advisory Committee on Heritage <u>Community Advisory Committee on Planning</u> , the municipality may delegate approvals for such permits to an authority.	Recognition of a new committee
596	A property owner may apply to alter a property within a heritage conservation district. The City may, pursuant to the <i>Ontario Heritage Act</i> , issue a permit to alter the structure. In consultation with the London Advisory Committee on Heritage <u>Community Advisory Committee on Planning</u> , the City may delegate approvals for such permits to an authority.	Recognition of a new committee
618	All archaeological assessments shall be provided to the Ministry of Tourism, Culture and Sport <u>Heritage, Sport, Tourism and Culture Industries</u> in accordance with the <i>Ontario Heritage Act</i> . The assessment report shall be provided to the City for comment to ensure that the scope is adequate and consistent with the conservation objectives of the City.	Removal of reference to the old name of a provincial ministry
667	The provision of publicly-accessible rooftop garden space and green roofs designed for food production or recreation may be eligible for bonusing, in conformity with the Bonus Zoning policies in the Our Tools part of this Plan <u>will be encouraged as part of a Planning and Development Application.</u>	Removal of reference to bonus zoning
731	Bonus zoning may be applied, in conformity with the Bonus Zoning policies in the Our Tools part of this Plan, in favour of <u>Incentives may be considered that support incorporating sustainable development forms, technologies and techniques.</u>	Removal of reference to bonus zoning
761_7	Provide for the protection of natural heritage features and areas which have been identified, studied and recognized by City Council as being of city-wide or regional significance,	Replacement of the old name of a provincial ministry

Policy No.	Proposed Change	Rationale for Proposed Change
	and/or by the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> as provincially significant.	
799_3	Prepare a Downtown Design Manual <u>design guidelines</u> to ensure that all development contributes to a vibrant and walkable environment and enhances the city's Downtown skyline and heritage properties.	Removal of reference to the Downtown Design Manual
800_5	Where surface commercial parking lots have previously been established through temporary zoning and have been in place for an extended period of time, further extensions of such temporary uses will <u>only</u> be considered <u>where the criteria described in accordance with</u> the Our Tools section of the Plan have been met.	OPA 677 was approved to add criteria for evaluating requests for extensions of temporary surface commercial parking lots.
802_1	Buildings within the Downtown Place Type will be a minimum of either three storeys or nine metres in height and will not exceed 20 storeys in height. Type 2 Bonus Zoning beyond this limit, <u>High-rise buildings</u> up to 35 storeys, may be permitted in conformity with the Our Tools policies of this Plan.	Removal of reference to bonus zoning
803_1	All planning and development applications will conform with the City Design policies of this Plan, and have regard for <i>Our Move Forward: London's Downtown Plan</i> and the Downtown Design Manual <u>applicable design guidelines.</u>	Removal of reference to the Downtown Design Manual
805A	Within the Downtown Place Type applied to the lands located at 100 Fullarton Street, 475-501 Talbot Street and 93-95 Dufferin Avenue, within the bonus zone a maximum height of 129 metres or up to 38 storeys may be permitted.	Removal of reference to bonus zone
805B (New)	435-451 RIDOUT STREET NORTH In the Downtown Place Type <u>at 435-451 Ridout Street North</u> , a maximum intensity of 40-storeys, excluding a mechanical penthouse and measured from the Ridout Street North frontage, is <u>may be permitted subject to a zoning by-law amendment with a Type 2 Bonus.</u>	A new policy is added as per OPA 37 approved by the LPAT, but there is a reference to Type 2 bonus which should be removed. Typo correction (hyphen) Language change for clarification
822 (New)	1067, 1069, <u>AND</u> 1071 WELLINGTON ROAD in the City of London <u>In the Transit Village Place Type at 1067, 1069 and 1071 Wellington Road,</u> a mixed-use development with a maximum height of 27 storeys may be permitted, to be implemented by a bonus zone that provides for affordable housing.	A new policy is added as per OPA 72, but there is a reference to bonus zone should be removed. Language change for more consistency.
847_2	Buildings in these three Main Street segments will be a maximum of 12 storeys in height. Type 2 Bonus Zoning beyond this limit, <u>Buildings</u> up to 16 storeys, may be permitted in conformity with the Our Tools part of this Plan.	Removal of reference to bonus zoning
849A (New)	> SEGMENT GOALS <u>849A The goals of the Preservation segments are described as follows:</u> 1. Heritage designated properties will be protected and conserved in conformity with the	Addition of a new policy number for the "Segment Goals" section Typo correction

Policy No.	Proposed Change	Rationale for Proposed Change
	the Cultural Heritage policies of this Plan and in accordance with the <i>Ontario Heritage Act</i> .	
855	The Transitional segment policies are meant to guide development within Rapid Transit Corridors and Urban Corridors in specific areas so that proposals that do not generally fulfil fulfill the long-term vision for these Place Types can be allowed on a transitional basis, without precluding the future redevelopment of these areas into more compact and transit-oriented mixed-use corridors.	Typo correction
864A	In the Rapid Transit Corridor Place Type located at 809 Dundas Street, building height of up to 24 storeys and density of up to 710 units per hectare may be considered through a site specific bonus zone permitted .	Removal of reference to bonus zone
864D	In the Rapid Transit Corridor Place Type located at 676-700 Beaverbrook Avenue and 356 Oxford Street West, a maximum height of 18 storeys (62 metres) will may be permitted only in combination with the approved regulations and elevations tied to the approved bonus zone .	Removal of reference to bonus zone
867	In addition to the above policies, the following additional policies may apply subject to Type 2 Bonus Zoning as provided for in the Our Tools part of this Plan:	Removal of reference to bonus zoning
869	In addition to the above policies, the following additional policies may apply subject to Type 2 Bonus Zoning as provided for in the Our Tools part of this Plan:	Removal of reference to bonus zoning
878_2	Buildings within the Shopping Area Place Type will not exceed four storeys in height. Type 2 Bonus Zoning beyond this limit, Buildings up to six storeys, may be permitted in conformity with the Our Tools policies of this Plan.	Removal of reference to bonus zoning
897	Net density within the Mixed Use area will not exceed 100 units per hectare, on an overall basis for the Mixed Use area. Building heights will typically range from two to twelve storeys. Buildings exceeding twelve storeys may be permitted through bonusing at key locations such as gateways and focal points so long as they meet the intent of these policies and associated Urban Design Guidelines.	Removal of reference to bonusing
902A	In the Shopping Area Place Type at 1761 Wonderland Road North, a mixed-use commercial/residential apartment building up to 17-storeys may be permitted and implemented by way of a bonus zone .	Removal of reference to bonus zone Typo correction (deletion of the hyphen)
910_4	Buildings will be a minimum of either two storeys or eight metres in height and will not exceed four storeys in height. Type 2 Bonus Zoning beyond this limit, Buildings up to six storeys, may be permitted in conformity with the Our Tools policies of this Plan.	Removal of reference to bonus zoning
936_4	With the exception of properties located on Civic Boulevards or Urban Thoroughfares, large amounts of onsite parking will not be permitted on properties within the Neighbourhoods Place Type to accommodate the parking requirements of mixed-use buildings. Front yard parking will not be	Addition of a hyphen For more consistency with the reference to "Neighbourhood Connector"

Policy No.	Proposed Change	Rationale for Proposed Change
	permitted on properties fronting a Neighbourhood Street or Neighbourhood Connector Street . The City Design policies of this Plan will provide direction for parking for other locations within the Neighbourhoods Place Type. On-street parking may be permitted to address parking requirements where it is demonstrated that there is capacity for such parking and it is appropriate and permitted.	
951	The standard site plan approval process shall apply to intensification projects that will result in three or more residential units. However, for intensification proposals that will result in less than three residential units, and for secondary dwelling units <u>additional residential units</u> in accessory structures that are subject to site plan approval, a scoped site plan approval process may apply as follows:	Replacement of “secondary dwelling units” with “additional residential units” (to be consistent with LPA 31)
988	Consideration shall be given to alternative development standards, where urban design guidelines have been approved by City Council, and associated zoning regulations for small groupings of multiple-attached dwellings, such as street townhouses, and mix of residential dwelling types along Local and Connector street <u>Neighbourhood Street and Neighbourhood Connector</u> frontages provided on-street parking and other zoning requirements are achieved. The intent is to achieve a mix of residential uses along the streetscape. Consideration will be given to incorporating gateway street amenities, such as street furnishings, vegetation and landscaping, benches, cycling paths, signs and banners where possible.	Removal of reference to 1989 Official Plan’s road classifications
995_1	Normally heights will not exceed four storeys. In some instances, heights may be permitted to exceed this limit, if determined through a planning and development process to be appropriate subject to a site-specific zoning by-law amendment and/or the Bonus Zoning policies in the Our Tools part of this Plan.	Removal of reference to the Bonus Zoning policies
995_2	Residential development will not exceed an approximate net density of 75 units per hectare. Exceptions to the density limit may be made without amendment to this Plan for developments which are designed and occupied for senior citizens’ housing, or qualify for density bonusing under <u>in conformity with the Our Tools part of this Plan.</u>	Removal of reference to bonusing
997	The primary permitted uses shall be in conformity with the Neighbourhoods Place Type. Permitted uses may be mixed along the Local and Connector street <u>Neighbourhood Street and Neighbourhood Connector</u> frontages. Small groupings of multiple-attached dwellings, such as street townhouses, may be permitted along a residential streetscape in conformity with the intensity and height limitations of the Neighbourhoods Place Type policies of this Plan. Zoning on individual sites may not allow for the full range of permitted uses.	Removal of reference to 1989 Official Plan’s road classifications

Policy No.	Proposed Change	Rationale for Proposed Change
1004	<p>The lands located at the most southwestern extent of the Old Victoria community, including the High Density Residential Overlay (from 1989 Official Plan) as identified on Map 2, may be served by a private street or a public Local Street <u>Neighbourhood Street</u> having direct access to Commissioners Road East. The exact location of the intersection of the private street or public street, and Commissioners Road East shall be determined at the detailed subdivision, zoning and site plan approval stages. Development of the subject lands may provide for connection to the lands to the west, thereby providing a second access.</p>	<p>To remove the reference to 1989 Official Plan's road classification</p>
1006	<p>The intersection of Commissioners Road East and the proposed Neighbourhood Connector Street <u>Sheffield Boulevard</u> will provide an identifiable centre and gateway for the westerly area of the Old Victoria community. This Town Centre, comprising the High Density Residential Overlay (from 1989 Official Plan) as identified on Map 2, will develop as a mixed-use area with no more than 1,000 to 2,000m² of ground floor commercial retail space in buildings that are generally two storeys or more. A public square and enhanced site and architectural design together with substantial landscaping will produce an identifiable and pleasing focus and west gateway to the Old Victoria community. Consideration will be given to the use of innovative zoning approaches in order to implement the mixed-use intent and principles of the Town Centre.</p>	<p>For clarification (easier reference)</p>
1007	<p>NEIGHBOURHOOD CONNECTOR STREET The Neighbourhood Connector Street through the Old Victoria community is to be designed as a residential street with direct access for adjacent land uses and on-street parking. Its intersections with Commissioners and Hamilton Roads shall be spaced strategically to preserve function and safety. The west portion of the Neighbourhood Connector Street shall gently curve and extend northerly to a roundabout, to facilitate a visual terminus of the heritage farm residence along local street development. Specific street design and intersection locations shall be studied in detail at the subdivision and zoning stage with respect to potential alternatives to City standard street widths, design and cross-sections. Consideration is to be given to alternatives that strengthen the community vision such as on-street parking, widened sidewalks, and outdoor patio opportunities at Town Centre locations, reduced building setbacks, reduced street widths, alternative utility servicing, medians with planting strips, reduced design speeds, rear lanes, etc.</p>	<p>For more consistency with the reference to "Neighbourhood Connector"</p>
1038	<p>The lands in the Neighbourhoods Place Type within the block bounded by Richmond Street, Central Avenue, Wellington Street and Hyman Street may be developed for a greater density and range of uses consistent with the form of</p>	<p>Removal of reference to the Bonus Zoning policies</p>

Policy No.	Proposed Change	Rationale for Proposed Change
	<p>development that has already occurred within this area. The maximum density for residential development shall be 100 units per hectare. Exceptions to the density limit may be made without amendment to the Plan for developments which qualify for the Type 2 Bonus Zoning provisions in conformity with the Our Tools part of this Plan. Offices will be a main permitted use in this area in the form of office conversions, freestanding office buildings and office-apartment buildings. A type of development which is similar in scale and design features to that existing in the area and the retention of existing structures including their heritage features shall be encouraged.</p>	
1038C	<p>In the Neighbourhoods Place Type at 175-199 Ann Street and 84-86 St. George Street, the lands located within the High Density Residential Overlay (from 1989 Official Plan) are appropriate for a greater intensity of development. Heights in excess of 12 storeys may be permitted on these lands through a bonus zone, where the Evaluation Criteria for Planning and Development Applications and the Bonus Zoning policies of this Plan can be met. Development along the St. George Street frontage will include a significant step back to provide a low-rise character that is consistent with the streetscape.</p>	Removal of reference to bonus zoning
1039A	<p>In the Neighbourhoods Place Type at 633, 635, 637, 645, 649, 651 and 655 Base Line Road East, the proposed continuum of care facility may have a building height of 8 storeys (38.5m) as implemented through a bonus zone.</p>	Removal of reference to bonus zone
1052	<p>A maximum building height of approximately 14 storeys (45m) shall be permitted provided the development is consistent with the City Design chapter of this Plan and the urban design objectives of City Council as determined through the zoning by-law amendment process. Building height and densities may be increased, in conformity with the Bonus Zoning policies in the Our Tools part of this Plan, through enhanced design.</p>	Removal of reference to the Bonus Zoning policies
1053	<p>1960 Dalmagarry Road and 705 Freeport Street may be developed, in conjunction with the provisions for stepping-down the building height, for a multi-storey apartment building or multi-storey buildings which have a high degree of design and compatibility with the surrounding land use(s). A maximum building height of approximately six storeys (20 m) may be permitted provided the development is consistent with the City Design chapter of this Plan and the urban design objectives of City Council as determined through the zoning bylaw amendment process. Building height and densities may be increased, in conformity with the Bonus Zoning policies in the Our Tools part of this Plan, through enhanced design.</p>	Removal of reference to the Bonus Zoning policies

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1056	Access to 1960 Dalmagarry Road will be from Dalmagarry Road only and through internal driveways. Access to 705 Freeport Street will be from Freeport Street. Access to high-rise apartment buildings on located at 669 Freeport Street will not be permitted to Freeport Street or Fanshawe Park Road West in order to limit the impact of increased traffic on the local <u>neighbourhood</u> street and to maintain traffic flow on the urban thoroughfare street network.	Removal of reference to 1989 Official Plan's road classification
1058	In the Neighbourhoods Place Type at 1156 Dundas Street the following specific policy applies to lands north of the original McCormick Factory building and south of the extension of Gleeson Street. Notwithstanding the height and density maximums identified in the Neighbourhoods Place Type policies and the policies of the McCormick Area Secondary Plan, a maximum total density of up to 125 units per hectares may be permitted, subject to the proposed form of development <u>addressing the criteria of Section 3.2.3 the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan</u> , the Urban Design Principles in the McCormick Area Secondary Plan, and the Urban Design Guidelines for the McCormick Factory Site.	Removal of reference to 1989 Official Plan's policy section (S. 3.2.3)
1058A (Deleted) 1057C (New)	18 Elm Street 1058A 1057C In the Neighbourhoods Place Type at 18 Elm Street, a mixed-use apartment building with community uses at grade may be permitted. Subject to the provisions of an established bonus zone, The mixed-use apartment building permitted may be up to 4+ storeys in height.	A new policy is added as per OPA 67, but there is a reference to bonus zone which should be removed. Policies 1058 to 1059 are for another specific site, and this policy should be renumbered. Typo correction (hyphen)
1060	Within the High Density Residential Overlay (from 1989 Official Plan), for the lands at 545 Fanshawe Park Road West, a bonus site-specific <u>zone</u> may be permitted for a height in excess of 12 storeys and a density in excess of 150 units per hectares <u>subject to the evaluation criteria for Planning and Development Applications.</u>	Removal of reference to bonus zone
1062A_3	A compatibility study has demonstrated that Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> D-6 Guidelines: Compatibility Between Industrial Facilities and Sensitive Land Uses can be met, or mitigative measures provided, to the satisfaction of the City of London.	Removal of reference to the old name of a provincial ministry
1067B	In the Neighbourhoods Place Type located at 415 Oxford Street West, a broad range of residential dwelling types including townhouses, stacked townhouses, back-to-back stacked townhouses, and apartment buildings are permitted. Residential buildings with a maximum height of 8-storeys may be permitted within 150 metres of the Oxford Street West right-of-way. Buildings within 150	Removal of reference to bonus zoning Typo correction (Removal of the hyphens between a number and "storeys")

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	metres of the Oxford Street right-of-way shall have their primary entrances and orientation toward Oxford Street West. Bonus zoning <u>Buildings</u> up to a maximum of 12-storeys may be permitted within 150 metres of the Oxford Street West right-of-way where the site plan and building design mitigate the impacts of the additional height <u>in conformity with the Our Tools part of this Plan</u> . Beyond 150 metres from the Oxford Street West right-of-way in the Neighbourhoods Place Type, townhouses, stacked townhouses, and back-to-back stacked townhouses with a maximum height of 4-storeys are permitted.	
1068A (New)	<u>HAMILTON ROAD MAIN STREET AREA</u> <u>In the Neighbourhoods Place Type located at 90-92, 111-113 Rectory Street, 821-871 Stedwell Street, 75-81 Chesley Avenue, 86 Anderson Avenue, 119 Smith Street, 63-69 Sackville Street, 898-914 Trafalgar Street, 961-983 Ormsby Street, 217-227 Egerton Street, the uses, intensity and form permitted in the Main Street Place Type may be permitted if the property is combined with a property fronting Hamilton Road.</u>	A new policy is added to reflect OPA 715 adopted by Council.
1069	For the property located at 2118 Richmond Street, Type 2 Bonus Zoning may be permitted to allow for buildings with a maximum height of up to ten storeys and a maximum density of up to 123 units per hectare, may be permitted subject to the following:	Removal of reference to bonus zoning
1069A	In the Neighbourhoods Place Type applied to the lands located at 2300 Richmond Street within the area bounded by Richmond Street to the west and the limit of Green Space Place Type to the north, east and south, bonus zoning may be permitted to allow for a maximum height of 8 storeys and 320 dwelling units may be permitted , subject to the following conditions:	Removal of reference to bonus zoning
1070C_4	Maximum Building heights will be limited to four storeys, and bonus zoning for zoning by-law amendments for additional height will not be permitted. Minimum heights of one storey may be permitted.	Removal of reference to bonus zoning
1072	In addition to the above policies, the following additional policies may apply subject to Type 2 Bonus Zoning as provided for in the Our Tools part of this Plan:	Removal of reference to bonus zoning
1074	2605-2651 TOKALA TRAIL 1074_ In the Neighbourhoods Place Type applied to the lands located at 2605-2651 Tokala Trail, medical/dental office uses up to 5,000m² may be permitted.	2605-2651 Tokala Trail is replaced by 1055 Fanshawe Park Rd W which will be added as 1059C as per LPA 58.
1086_1	Buildings within the Institutional Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 12 storeys in height. Bonus zoning beyond this limit, <u>Buildings</u> up to 15 storeys, may be permitted in conformity with the Our Tools policies of this Plan.	Removal of reference to bonus zoning

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1101A	At 754-760 Base Line Road East, in addition to the permitted uses of the Institutional Place Type and the Baseline Office Area Specific Policy Area, residential uses that are not accessory to an institutional use may be permitted in the form of a low rise apartment building up to a maximum height of 4-storeys and a maximum density of 75 units per hectare. Density bonusing may be permitted above 75 units per hectare <u>Development above 75 units per hectare</u> , up to a maximum of 165 units per hectare. Bonusing may be permitted provided the magnitude of the height and/or density bonus is commensurate with the provision of facilities, services or matters that provide significant public benefit. <u>Bonusing may only be permitted subject to a site-specific zoning by-law amendment</u> where the site and building design mitigates the impacts of the additional height and/or density in conformity with the <u>Our Tools</u> part of this <u>Plan</u> . The additional facilities, services or matters that are provided may include, but are not limited to, affordable housing and enhanced <u>Enhanced</u> landscaped open space <u>should be incorporated in the site design to provide amenity areas for the increased number of dwelling units.</u>	Removal of references to bonusing Typo correction (removal of the hyphen between “4” and “storeys”)
1114_10c	Waste disposal sites and transfer stations, subject to meeting the requirements of the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> and other ministries in accordance with all relevant legislation, policies and guidelines.	Removal of reference to the old name of a provincial ministry
1114_10g	Solid waste treatment and processing facilities serving a plant on the same site are permitted in the Heavy Industrial Place Type, subject to receipt of an Environmental Compliance Approval issued by the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> .	Removal of reference to the old name of a provincial ministry
1114_10h	Waste transfer stations or storage areas, and facilities for storing hazardous waste will be permitted only on lands in the Heavy Industrial Place Type and lands within the Waste Management Resource Recovery Area Place Type. They will require an amendment to the <i>Zoning By-law</i> and also require the approval of the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> , including certification under the <i>Environmental Protection Act</i> . They will be planned, designed, operated, and maintained in such a way as to promote compatibility with adjacent, existing and future land uses, and to minimize any adverse impacts on the natural environment and surrounding area.	Removal of reference to the old name of a provincial ministry
1115_12c	The outdoor patio capacity, location with respect to residential uses, outdoor lighting, loading, and parking criteria outlined in the <i>Zoning By-law</i> are addressed.	Removal of reference to specific section of the Zoning By-law
1120	Composting and recycling facilities are preferred within the Heavy Industrial Place Type and the Waste Management Resource	Removal of reference to the old name of a provincial ministry

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	<p>Recovery Area, but may also be permitted within the Light Industrial Place Type where appropriate. The location of composting facilities and recycling facilities will require an amendment to the <i>Zoning By-law</i>. If the proposed operation requires an Environmental Compliance Approval from the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u>, such Approval shall be applied for concurrent with the application for a zoning by-law amendment such that the public process and City Council consideration will have the opportunity of providing input into the conditions of the Environmental Compliance Approval. Final reading of the zoning by-law amendment will be withheld or a holding provision may be applied to require the Environmental Compliance Approval process as a pre-condition. Such facilities must be planned, designed, operated and maintained in such a way as to promote compatibility with adjacent, existing and future land uses, and to minimize any adverse impacts on the natural environment.</p>	
1131	<p>Move this policy right after the heading "Light Industrial Specific Policies".</p>	<p>1111 Elias St is within the Light Industrial Place Type, not the Heavy Industrial Place Type</p>
1139	<p>All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a an Environmental Compliance Approval from the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> as required by the <i>Environmental Protection Act</i> and associated regulations are not permitted. Uses permitted in this category will also be required to comply with additional requirements as set out in this section of the Plan and in the City of London's <i>Waste Discharge By-law</i>.</p>	<p>Typo correction</p> <p>Removal of reference to the old name of a provincial ministry</p>
1158	<p>The Future Community Growth Place Type will be applied where there is an expectation that non-Industrial Place Types will be established. While this will likely include the Neighbourhoods Place Type, it may also support the application of many other place types such as Urban Corridor, Shopping Area, Institutional, and Open Space <u>Green Space</u>.</p>	<p>Removal of reference to "Open Space" which is not a terminology used in the Official Plan.</p>
1193	<p>A severance to create a new residential lot outside the Urban Growth Boundary in the Farmland Place Type will not be permitted, except in conformity with the Surplus Farm Dwellings policies in the Agricultural Land Severance Consent <u>Consent</u> section of this chapter.</p>	<p>Correction of the wrong section name. The Official Plan has the "Agricultural Land Consent" section, not "Agricultural Land Severance" section.</p>
1221_4	<p>Encourage property owners to make use of programs and services provided by the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> and the conservation authorities for the management of forests and woodlots.</p>	<p>Addition of the new name of a provincial ministry</p>
1226_3	<p>As a condition of consent being granted, the applicant shall demonstrate that an adequate supply of potable water that meets the requirements of the <i>Ontario Drinking Water</i></p>	<p>Removal of reference to the old name of a provincial ministry</p>

Policy No.	Proposed Change	Rationale for Proposed Change
	<p><i>Standards</i> can be provided to the proposed lot(s), and that there will be no impacts on adjacent properties that are serviced by private water wells. The applicant shall also demonstrate that the development of private on-site waste water systems and private stormwater systems on the proposed lot(s) will not have an adverse impact on existing area properties serviced by private water wells. The reporting must meet the requirements of the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> <i>Procedure D-5 Technical Guidelines for Private Wells: Water Supply Assessment</i>. A peer review by a qualified professional of this report may be required, at the applicant's expense.</p>	
1230_3	<p>The dwelling lot cannot be severed if it is part of the farm cluster. The farm cluster is the grouping of buildings and structures on the farm unit that would include the principal farm residence and any secondary <u>farm</u> dwelling unit and farm-related buildings and structures.</p>	<p>Addition of reference to "secondary farm dwelling unit" for more clarification</p>
1242_2	<p>Secondary dwelling unit <u>Additional residential unit</u>.</p>	<p>Replacement of "secondary dwelling unit" with "additional residential unit"</p>
1243	<p>Within the Rural Neighbourhoods Place Types shown on Map 1 – Place Types, the primary use of land will be single detached dwellings on lots suitably sized to allow for the proper siting and functioning of individual on-site water supply and wastewater treatment systems. Secondary <u>Additional</u> residential units may be permitted subject to the ability of existing services to accommodate the proposed use.</p>	<p>More consistency with the reference to "Additional Residential Units"</p>
1268_3	<p>Once the application has been accepted, City Council will consult with the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> to determine which provincial approvals process will be followed and integrate the technical reviews and public consultation accordingly. Impact Assessments relating to groundwater, surface water and air quality, noise and dust may be required.</p>	<p>Removal of reference to the old name of a provincial ministry</p>
1284	<p>The following policies presume that waste disposal activities will be subject to an approval under the <i>Environmental Assessment Act</i>. Should the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> not require an Environmental Assessment, the City may require studies regarding environmental, economic and social impact.</p>	<p>Removal of reference to the old name of a provincial ministry</p>
1287	<p>Should the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> not require approval under the <i>Environmental Assessment Act</i>, the City may require studies regarding environmental, economic and social impact.</p>	<p>Removal of reference to the old name of a provincial ministry</p>
1323	<p>Fish habitat as defined in the <i>Fisheries Act</i>, means spawning grounds and any other areas, including nursery, rearing, food supply, and migration areas on which fish depend directly or indirectly in order to carry out their</p>	<p>Addition of the new name of a provincial committee</p>

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	<p>life processes. Healthy aquatic communities are generally a good indicator of environmental health. The Thames River and London's creeks and streams support a variety of cold water and warm water fisheries; however, these fish habitats are vulnerable to degradation from factors such as channelization, loss of stream bank vegetation, untreated urban runoff, increased sedimentation and changes in the timing, temperature and amount of stormwater entering the watercourse. The harmful alteration, disruption or destruction of fish habitat is generally prohibited under the <i>Fisheries Act</i>. It is the City's intention to encourage improvement of productive capacity of this habitat. The extent and significance of fish habitat shall be determined in consultation with the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u>, the conservation authority having jurisdiction over the area, and Fisheries and Oceans Canada.</p>	
1325	<p>Provincially, species at risk are identified as extirpated, endangered, threatened or special concern on the <i>Species at Risk in Ontario</i> list. The Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> administers the <i>Endangered Species Act</i>, to protect and conserve species at risk and their habitats. Guidance for surveying and determining habitat of endangered and threatened species may be provided by the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u>. Federally protected aquatic species at risk need to be considered in a planning application. Federal species at risk are those listed under Schedule 1 of the federal <i>Species at Risk Act</i> (SARA). The Minister of Fisheries and Oceans administers the Act with respect to aquatic species at risk (fishes and mussels). The location of such waters and habitats is identified on Fisheries and Oceans Canada (DFO) <i>Aquatic Species at Risk Distribution and Critical Habitat</i> maps.</p>	Addition of the new name of a provincial ministry
1327_1	<p>The identification and delineation of the presence and extent of habitat of endangered species and threatened species will be confirmed by the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u>.</p>	Addition of the new name of a provincial ministry
1332	<p>Development and site alteration shall not be permitted in provincially significant wetlands as identified on Map 5 or determined through environmental studies consistent with the <i>Provincial Policy Statement</i> and in conformity with this Plan. Wetlands evaluated using the <i>Ontario Wetland Evaluation System</i> are classified on the basis of scores determined through the evaluation. Wetlands meeting the criteria set forth by the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> shall be confirmed by the Ministry of <u>Northern Development, Mines, Natural</u></p>	Addition of the new name of a provincial ministry

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	Resources and Forestry, and shall be mapped as provincially significant wetlands on Map 5 and included in the Green Space Place Type on Map 1. Wetlands can be identified using Ecological Land Classification. Where a wetland is identified through Ecological Land Classification, the significance of the wetland must be evaluated using the <i>Ontario Wetland Evaluation System</i> .	
1333	For wetlands that are evaluated using the <i>Ontario Wetland Evaluation System</i> and confirmed by the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> to not be provincially significant, the City of London shall identify the wetland on Map 5 as wetland and include it in the Green Space Place Type on Map 1.	Addition of the new name of a provincial ministry
1335	Development and site alteration shall not be permitted within and/or adjacent to an unevaluated wetland identified on Map 5 and/or if an Ecological Land Classification determines that a vegetation community is a wetland that has not been evaluated. City Council shall require that the unevaluated wetlands be evaluated by qualified persons in accordance with the <i>Ontario Wetlands Evaluation System</i> . The evaluation must be approved by the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> . Map 1 - Place Types and Map 5 - Natural Heritage shall be amended as required to reflect the results of the evaluation.	Addition of the new name of a provincial ministry
1340	A woodland will be considered significant if it achieves a minimum of one High or five Medium criteria scores as determined by application of the City Council approved Guidelines for the Evaluation of Ecologically Significant Woodlands <u>the Environmental Management Guidelines</u> . A significant woodland will be included in the Green Space Place Type on Map 1 and identified as significant woodlands on Map 5.	Removal of reference to former Natural Heritage System Guidelines that have been incorporated into the Environmental Management Guidelines
1341	The significance of woodlands will be based on an evaluation of the following considerations and the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry's Natural Heritage Reference Manual</u> .	Addition of the new name of a provincial ministry
1342	Woodlands that are determined to be ecologically significant on the basis of the criteria in this Plan and the application of the City Council approved Guidelines for the Evaluation of Ecologically Significant Woodlands <u>the Environmental Management Guidelines</u> will be included in the Green Space Place Type on Map 1 and identified as significant woodlands on Map 5.	Removal of reference to former Natural Heritage System Guidelines that have been incorporated into the Environmental Management Guidelines
1350_2	The minimum width of significant valleylands will generally be comprised of 30 metres on each side of the watercourse measured from the high water mark. The ultimate width of a corridor will be established on a case-by-case basis to address the impacts of the adjacent development and the sensitivity of the features and functions through the application of the	Removal of reference to former Natural Heritage System Guidelines that have been incorporated into the Environmental Management Guidelines

Policy No.	Proposed Change	Rationale for Proposed Change
	<p>Guidelines for Determining Setbacks and Ecological Buffers the <u>Environmental Management Guidelines</u>, as part of an environmental impact study and/or subject lands status report approved by the City. The City may also consider technical and/ or scientific documents that reflect improvement in scientific knowledge regarding natural features.</p>	
1354	<p>The significance of wildlife habitat will be assessed following the processes outlined in the <i>Natural Heritage Reference Manual</i>. Applicants shall evaluate the significance of wildlife habitat using criteria outlined in the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry's Significant Wildlife Habitat Technical Guide</u>, the <i>Natural Heritage Reference Manual</i>, and associated Ecoregion 7E Criteria Schedule. The following will also be considered:</p>	Addition of the new name of a provincial ministry
1367	<p>Environmentally significant areas (ESAs) are large areas that contain natural features and perform ecological functions that warrant their retention in a natural state. Environmentally significant areas are large features of the Natural Heritage System, often represented by a complex of wetlands, woodlands, significant wildlife habitat or valleylands. Wetlands, areas of natural and scientific interest and species at risk will be identified and evaluated in accordance with provincial requirements. While environmentally significant areas are protected by their inclusion in the Green Space Place Type, additional measures to provide for their protection, management and utilization are considered necessary, and may include the preparation of conservation master plans. Environmentally significant areas are delineated through the application of the City Council approved <i>Guideline Documents for Environmentally Significant Areas Identification, Evaluation, and Boundary Delineation</i> the <u>Environmental Management Guidelines</u> and through the application of provincial guidelines.</p>	Removal of reference to former Natural Heritage System Guidelines that have been incorporated into the Environmental Management Guidelines
1369	<p>Certain lands adjacent to these recognized environmentally significant areas may have potential for inclusion in the environmentally significant area if warranted on the basis of site-specific evaluation, including the application of the <i>Guideline Documents for Environmentally Significant Areas Identification, Evaluation, and Boundary Delineation</i> the <u>Environmental Management Guidelines</u> that shall be undertaken in conjunction with secondary plans, subject lands status reports, or environmental impact studies associated with a development application.</p>	Removal of reference to former Natural Heritage System Guidelines that have been incorporated into the Environmental Management Guidelines
1370	<p>To assist in the consideration of proposals to recognize environmentally significant areas in The London Plan, City Council may request the submission of detailed supporting information from any agency, individual or</p>	Clarification (reference to the newer Environmental Management Guidelines)

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	<p>group proposing the recognition of a candidate area. The evaluation criteria contained in the following paragraph <u>policy</u> will be used, together with more detailed criteria and application of environmental management guidelines contained in an associated guideline document <u>the <i>Environmental Management Guidelines</i></u>, to recognize environmentally significant areas in this Plan.</p>	
1387	<p>The base map features on Map 5 also identify watercourses/ponds to identify the location of municipal or agricultural drains, intermittent or headwater streams and manmade or natural ponds. These features are identified for information purposes and may be added or removed from the base map without an official plan amendment, to reflect changes over time in drainage patterns and features on the ground. The ecological significance of these drainage features as headwaters, recharge areas and riparian corridors or valleylands, will be addressed as part of a secondary plan, Environmental Assessment and/or environmental impact study process. Through the City's agreement with the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u>, additional environmental study and mitigation efforts are required when carrying out works along Municipal Drains under the <i>Drainage Act</i> to protect significant features, functions and wildlife habitat.</p>	Addition of the new name of a provincial ministry
1394	<p>Works may be required within or adjacent to wetland areas to fulfill the City's responsibilities under the <i>Drainage Act</i>. A protocol approved by the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> and the Ministry of Agriculture, Food and Rural Affairs will guide the City on how to proceed in such cases in order to help protect significant features, functions and wildlife habitat. Other federal, provincial and municipal regulations may be applicable for new drainage proposals within wetland areas, and must be considered prior to works proceeding.</p>	Addition of the new name of a provincial ministry
1408_5	<p>Encourage property owners to make use of programs and services provided by the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> and the conservation authorities for the management of forests and woodlots.</p>	Addition of the new name of a provincial ministry
1414	<p>The location, width, composition and use of ecological buffers necessary to protect natural heritage areas from the impacts of development on adjacent lands will be specified through application of the City Council approved Guidelines for Determining Setbacks and Ecological Buffers <u>the <i>Environmental Management Guidelines</i></u> as part of an approved secondary plan and/or an environmental impact study. The City may also consider technical and/ or scientific documents that reflect improvements in</p>	Removal of reference to former Natural Heritage System Guidelines that have been incorporated into the Environmental Management Guidelines

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	scientific knowledge regarding natural features.	
1431	Environmental impact studies are required to determine whether, or the extent to which, development may be permitted in areas within, or adjacent to, specific components of the Natural Heritage System. They will confirm or refine the boundaries of components of the Natural Heritage System, and will include conditions to ensure that development does not negatively impact the natural features and ecological functions for which the area is identified <u>in accordance with the <i>Environmental Management Guidelines</i></u> . City Council may adopt <i>Guidelines for the Preparation and Review of Environmental Impact Studies</i> to implement The London Plan policies.	Removal of reference to former Natural Heritage System Guidelines that have been incorporated into the Environmental Management Guidelines
1539	For lands identified as extractive industrial areas and aggregate resource areas in Byron, it is the intent of this Plan to minimize the impact of extraction activities upon surrounding land uses. Accordingly, in the Byron Gravel Pits, in addition to conformity with the Natural Resources policies of this Plan, the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> may be requested, through the licence and site plan approval process, to require any or all of the following:	Addition of the new name of a provincial ministry
1540	The integration of rehabilitation plans for the extraction area will be achieved through the process of both new and replacement site plan approval by the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> . The integrated plans will provide an approximate indication of the rehabilitated landscape including limited peripheral areas that are intended for residential after-use, and the greater portion of the pit that will not be suitable for residential development because of slope or elevation constraints.	Addition of the new name of a provincial ministry
1541	Since the ultimate use of this area is likely to be open space and recreation, a more detailed level of site planning will have to be undertaken in the future involving the pit operators and land owners, the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> and the City. The resulting plan and related documentation will indicate:	Addition of the new name of a provincial ministry
1542_1	Prior to a zoning by-law amendment or final approval of a plan of subdivision within 300 metres of lands identified as extractive industrial areas or aggregate resource areas on Map 6, a noise and dust impact study shall be completed and any recommended mitigation measures contained therein will be carried out to the satisfaction of the City of London, the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> and the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> . Furthermore, the subdivider will notify prospective lot	Removal of reference to the old name of a provincial ministry and addition of the new name of a provincial name

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	purchasers, in agreements of purchase and sale and in notices registered on title that are binding on successors and assigns to the subdivision lands and in a separate agreement with the City, of the potential for new licences in the identified aggregate resource area and of the long-term continuation of active aggregate operations in the Byron Gravel Pits and of the noise and dust impacts associated with extraction and related operations.	
1542_3	As peripheral portions of the extraction area are rehabilitated, the separation area could shift to reflect any adjusted limits of active extraction operations. Any deviation from the 150 metre norm will be considered only on the basis of studies undertaken by a qualified consultant which demonstrate to the satisfaction of the City of London, the Ministry of the Environment, and Climate Change <u>Conservation and Parks</u> and the Ministry of <u>Northern Development, Mines, Natural Resources and Forestry</u> that the deviation is satisfactory to protect the residential development from adverse impacts of extraction operations.	Removal of reference to the old name of a provincial ministry and addition of the new name of a provincial name
1627_1	A parcel of land subject to a planning application is surrounded by a limited number of large parcels that effectively comprise the entire circulation area (e.g. Institutional, Open Green <u>Space</u> , Industrial, Agricultural Farmland).	Removal of references to 1989 Official Plan's land use designations Typo correction (addition of a period between "e" and "g")
1683_4	Projects where Bonus Zoning <u>zoning</u> has been applied for <u>additional</u> height or density.	Removal of reference to bonus zoning
1709A (Deleted) 1070F (New)	OLD VICTORIA HOSPITAL LAND 4709A-1070F <u>In the Neighbourhoods Place Type</u> For the lands located at 370 South Street and 124 Colborne Street, <u>Policies 1709_3, 4 and 5</u> policies 3, 4 and 5 above shall not apply to vacant land condominiums on those lands.	Correction of incorrect placement of a policy This policy should be added as a specific policy (1070F) in the applicable place type, consistent with the approach to all other specific policies and not in the Our Tools or other parts of the Official Plan.
1719_4, 5, 6, 7 and 8	4. Guide to Plant Selection for Natural Heritage Areas and Buffers 5. Guideline Documents for Environmentally Significant Areas Identification, Evaluation and Boundary Delineation 6. Guidelines for Determining Setbacks and Ecological Buffers 7. Guidelines for the Evaluation of Ecologically Significant Woodlands 8. Guidelines for the Preparation and Review of Environmental Impact Studies	Removal of reference to former Natural Heritage System Guidelines that have been incorporated into the Environmental Management Guidelines
1795 "Group Home"	Group Home means a residence licensed or funded under a federal or provincial statute for <u>for</u> the accommodation of three to ten persons, exclusive of staff, living under supervision in a single housekeeping unit and who, by reason of their emotional, mental, social or physical condition or legal status, require a group living arrangement for their	Typo correction

Policy No.	Proposed Change	Rationale for Proposed Change
	well-being. A group home may include youth on probation under federal or provincial statute.	
1795 "Secondary Dwelling Unit"	Secondary dwelling unit Additional residential unit means self-contained residential units with kitchen and bathroom facilities within dwellings or within accessory structures as defined in the Secondary Dwelling Unit Additional Residential Unit policies of this Plan.	Replacement of "secondary dwelling unit" with "additional residential unit"
1795 "Built-Area Boundary"	Built-Area Boundary describes the built area of the City as of 2006 2016 . The City Structure Plan shows the Built-Area Boundary. The Built-Area Boundary is fixed in time for the purposes of implementing and monitoring the City's target for intensification. Residential development occurring within the Built-Area Boundary will be considered as intensification for the purposes of meeting the City's intensification target.	to be consistent with the LPAT order (Policy 81 - the Feb 7, 2020 LPAT order) Typo correction ("occurring")
1795 "Ministry of the Environment and Climate Change D-series Guidelines"	Ministry of the Environment and Climate Change Conservation and Parks D-series Guidelines are a series of guidelines that are to be applied in the land use planning process to avoid and mitigate land use planning conflicts.	Removal of reference to the old name of a provincial ministry
1795 "Wildland Fire Assessment and Mitigation Standards"	Wildland Fire Assessment and Mitigation Standards means the combination of risk assessment tools and environmentally appropriate mitigation measures identified by the Ministry of Northern Development, Mines, Natural Resources and Forestry to be incorporated into the design, construction and/or modification of buildings, structures, properties and/or communities to reduce the risk to public safety, infrastructure and property from wildland fire.	Addition of the new name of a provincial ministry
Figures 14 and 20	Revise the rapid transit routes to align with the approved routes as shown on Figure 7.	Re-alignment of rapid transit routes to align with the routes approved by the LPAT
Figure 17	Add a layer feature that shows the Thames Valley corridor to Figure 17 for consistency with other Figures in the Plan.	Correction of a formatting error
Table 10	Delete "Secondary suites" and replace it with "Additional residential units".	Wording consistency
Map 1	Change the lands at 1577 and 1687 Wilton Grove Road from Future Industrial Growth Place Type and Environmental Review Place Type to Light Industrial and Green Space Place Types.	OPA 650 was approved to change the land use designations of the lands in Schedule A – Land Uses of the Official Plan. A change to Map 1 was withheld until the Map was in force.
Map 1	Change the lands at 1176, 1200 and 1230 Hyde Park Road from Green Space Place Type to Neighbourhoods Place Type.	OPA 672 was approved to facilitate a mixed-use development having a low-rise and mid-rise profile on the lands. A change to Map 1 was withheld until the Map was in force and effect.
Map 1	Change the lands at 3334 and 3354 Wonderland Road South from	OPA 705 was approved to change the land use

Policy No.	Proposed Change	Rationale for Proposed Change
	Neighbourhoods Place Type to Shopping Area Place Type to align with the Wonderland Road Community Enterprise Corridor in the Southwest Area Secondary Plan.	designation in the 1989 Official Plan and the Southwest Area Secondary Plan to permit broad retail, service, office, entertainment, recreational, educational, institutional, and residential uses.
Map 1	Add a street identified as Scotland Drive to align with a Rural Connector identified as Scotland Drive on Map 3	Addition of an existing street that is missing
Map 1	Change the Place Type of the lands located at 3130 Dingman Drive from Shopping Area to Green Space.	According to approved SPA17-111, the property is to be a woodlot restoration area (Woodlot management)
Map 1	Change the Blackwell Park and 1200 Blackwell Boulevard from Neighbourhoods Place Type to Green Space Place Type.	To reflect park and stormwater management pond
Map 1	Change the Neighbourhoods portion of the Byron View Park to Green Space Place Type.	Green Space realignment with park boundary The portion is zoned Resource Extraction which is not permitted for residential development.
Map 1	Change two Neighbourhoods portions south of the Campbell Woods into Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Neighbourhoods portion west of the Carriage Hill Park to Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Neighbourhoods portion east of the Clara Brenton Woods to Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Neighbourhoods portions of the Clayton Walk Park to Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Future Industrial Growth portions of Dragon Fly Woods to Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Edgevalley Park, Drew Park, and 289 Edgevalley Road from Neighbourhoods Place Type to Green Space Place Type to align with the park boundaries.	Green Space realignment with park boundaries (including stormwater management pond)
Map 1	Change the Exmouth Circle Open Space and Marconi Blvd Open Space from Neighbourhoods Place Type to Green Space Place Type to align with the park boundaries.	Green Space realignment with park boundaries
Map 1	Change the Farnborough Park from Neighbourhoods Place Type to Green Space Place Type.	Green Space realignment with park boundary
Map 1	Change the Green Space area at the intersection of Fountain Grass Drive and Upper West Avenue to Neighbourhoods Place Type, and change the lands at 1540 Upper West Avenue from Neighbourhoods Place Type to Green Space Place Type.	The Neighbourhood portion is a municipal park as per a zoning by-law amendment (Z-9278). The Green Space area is now for residential uses.
Map 1	Change the Neighbourhoods portions of the Foxwood SWM Park to Green Space Place Type to align with the park boundary	Green Space realignment with park boundary
Map 1	Change the Graham Place SWMF Park from Neighbourhoods Place Type to Green Space Place Type to reflect the stormwater management facility.	Green Space realignment with park boundary

Policy No.	Proposed Change	Rationale for Proposed Change
Map 1	Change the Grand Oak Park from Neighbourhoods to Green Space to reflect the park.	Green Space realignment with park boundary
Map 1	Change the Neighbourhoods portions of the Hickory Woods to Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Neighbourhoods portion of the Lambeth Optimist Park to Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Middleton Park and Middleton SWM Park from Neighbourhoods Place Type to Green Space Place Type.	Green Space realignment with park boundary
Map 1	Change the Morgan Park and the Shopping Area portion of the Pincombe Drain Park to Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Institutional portion of the Murray-Marr SWM Park to Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Neighbourhoods portion of the North London Athletic Fields to Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Pebblecreek Park East and South from Neighbourhoods Place Type to Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Neighbourhoods portions of the Pipline Park to Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Neighbourhoods portion of the Riverbend Park to Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Riverbend SWMF West from Neighbourhoods Place Type to Green Space Place Type to reflect the stormwater management facility.	Green Space realignment to reflect stormwater management facility
Map 1	Change the Riverside Woods and Riverside Woods West from Neighbourhoods Place Type to Green Space Place Type.	Green Space realignment to reflect parks
Map 1	Change the Silverleaf SWM park from Neighbourhoods Place Type to Green Space Place Type.	Green space realignment to reflect stormwater management facility
Map 1	Change the Neighbourhoods portions of the Stanton Meadows (Hyde Park SWMF #5) park to Green Space Place Type to align with the park boundary.	Green Space realignment with park boundary
Map 1	Change the Stoney Creek Meadow Marsh from Neighbourhoods Place Type to Green Space Place Type.	Green Space realignment to reflect the park
Map 1	Change the Stronach Park from Neighbourhoods Place Type to Green Space Place Type.	Green Space realignment to reflect the park
Map 1	Change the Sunningdale SWM park from Neighbourhoods Place Type to Green Space Place Type.	Green Space realignment to reflect the park
Map 1	Change the Neighbourhoods portions of the Vauxhall Park and the St. Julien Park to Green Space Place Type to align with the park boundaries.	Green Space realignment with park boundary
Map 1	Change the Vimy Ridge Park from Neighbourhoods Place Type to Green Space Place Type.	Green Space realignment to reflect the park

Policy No.	Proposed Change	Rationale for Proposed Change
Map 1	Change the White Oak Rd Open Space from Light Industrial Place Type to Green Space Place Type.	Green Space realignment to reflect open space purposes
Maps 1 and 3	Add Neighbourhood Connectors at southeast corner of Commissioner Road East and Jackson Road to align with OPA 667.	Missing streets OPA 667 was approved to add Secondary Collectors to the 1989 Official Plan. Secondary Collectors are redefined as Neighbourhood Connectors in the London Plan.
Maps 1 and 3	Remove a Neighbourhood Connector identified as Oriole Drive to align with OPA 661.	Oriole Drive was a Primary Collector (redefined as a Neighbourhood Connector in The London Plan) prior to the approval of OPA 661. The Primary Collector was removed and replaced by a Local Street (identified as a Neighbourhood Street in The London Plan) as per the OPA.
Maps 1 and 3	Remove a Neighbourhood Connector identified as Concept Drive east of Innovation Drive.	Correction of wrong street classification Concept Drive east of Innovation Drive is now private street.
Maps 1 and 3	Re-align a south portion of Kains Road with the built subdivision road alignment of Kains Road.	Correction of wrong street placement
Maps 1 and 3	Remove a Neighbourhood Connector identified as Maynard Patterson Boulevard in its entirety as it is a private street.	Correction of wrong street classification
Maps 1 and 3	Re-align the intersection of Trafalgar Street and Hale Street with the roundabout road.	Correction of wrong street placement
Maps 1 and 3	Extend a Neighbourhood Connector identified as Savoy Street to align with the built subdivision road alignment of Savoy Street.	Correction of wrong street placement
Maps 1 and 3	Extend a Neighbourhood Connector identified as Superior Drive to east of Adelaide Street to align with an LPAT decision (OPA 706).	OPA 706 was issued by the LPAT to add a Secondary Collector to the 1989 Official Plan, while no change to the London Plan was proposed accordingly.
Maps 1 and 3	Map 1 – Extend a street identified as Sharon Road to Murray Road to align with Map 3. Map 3 - Add a curved Rural Thoroughfare connecting Sharon Road and Murray Road to align with Map 1.	Addition of streets missing
Map 3	Extend a Rural Connector identified as Pack Road to east of Westdel Borne to align with Map 1.	Addition of a street that is missing
Map 3	Add a Neighbourhood Connector (east of Highbury Avenue North) within the London Psychiatric Hospital Secondary Plan area to align with the revised Street Hierarchy Plan in the Secondary Plan (OPA 63), and Map 1.	OPA 63 was approved to revise the London Psychiatric Hospital Secondary Plan to bring it into alignment with the vision of a Transit Village. The street already exists on Map 1.

Policy No.	Proposed Change	Rationale for Proposed Change
Map 3	Change Hubrey Road from Neighbourhood Street to Neighbourhood Connector.	Correction of wrong street classification Hubrey Road is classified as Secondary Collector in the 1989 Official Plan.
Map 3	Extend a Civic Boulevard identified as Exeter Road to east of Bessemer Road	Correction of wrong street classification
Map 5	Re-align the Woodland boundary in the Old Victoria Hospital area to align with OPA 586.	Re-alignment of Woodland boundary OPA 586 was approved to add the delineation of Woodland and Significant River Corridor to the 1989 Official Plan. Significant Valleylands in the London Plan were already amended in alignment with the Significant River Corridor boundary, while the Woodland delineation was not updated.
Map 5	Remove both the Valleylands and Unevaluated Wetlands at 15880 Robin's Hill Road as this is a built industrial site.	Removal of wrong placement of natural heritage features
Map 5	Re-align the boundaries of the Environmentally Significant Area (ESA) and Provincially Significant Wetlands (PSW), remove a Potential Naturalization Area, and add a Potential Naturalization Area at the lands located at 1577 and 1687 Wilton Grove Road to align with the changes made to the 1989 Official Plan.	OPA 650 was approved to change Schedule B-1 – Natural Heritage Features of the 1989 Official Plan. A change to Map 5 was considered as a future amendment to The London Plan after the Plan is fully in force and effect.
Map 7	Change #15 in the list of Specific Policy Areas by adding "and 825 Proudfoot Lane" at the end	To be consistent with Policy 1066
Map 7	Remove #79 in its entirety	A specific policy for the 401 Industrial Expansions was deleted by Minister modification.
Map 7	Amend the boundary of #30 (Old East Village Specific-Segment) to align with policy 844_1 of the London Plan.	The Old East Village specific segment runs along Dundas Street from the Downtown Place Type boundary to Quebec Street, not Highbury Avenue.
Map 7	Amend the boundary of #31 (Dundas Street Specific-Segment) to align with policy 853_1 of the London Plan.	The Dundas Street specific segment runs along Dundas Street from First Street to Crumlin Sideroad, not Veterans Memorial Parkway.
Map 7	Add a new specific policy area for 240 Waterloo Street and 358 Horton Street East to reflect policy 865B for these lands in The London Plan.	OPA 642 was approved to add a specific policy for these lands to the 1989 Official Plan that allows for an increase in office gross floor area on the lands. A specific policy for the lands was already added to the London Plan, while a change to Map 7 was withheld until the Map was in force and effect.

Policy No.	Proposed Change	Rationale for Proposed Change
Map 7	Add a new specific policy area for Beaufort/Irwin/Gunn/Saunby (BIGS) Neighbourhood Secondary Plan.	OPA 646 was approved to add the Secondary Plan in the 1989 Official Plan. The addition of the Secondary Plan to The London Plan was considered as a future amendment after the approval of The London Plan.
Map 7	Add a new specific policy area for 21 Wharncliffe Road South to reflect policy 1076A for these lands in The London Plan.	OPA 647 was approved to permit an increased office gross floor area for office conversion on the lands through a specific policy in the 1989 Official Plan. A specific policy for the lands was already added to The London Plan, while a change to Map 7 was withheld until the Map was in force.
Map 7	Add a new specific policy area for 1577 and 1687 Wilton Grove Road to reflect policy 1134A for these lands in The London Plan.	OPA 650 was approved to add a specific policy for the lands to the 1989 Official Plan that specifies additional permitted uses. A specific policy for the lands was already added to The London Plan, while a change to Map 7 was withheld until the Map was in force.
Map 7	Add a new specific policy area for 1448 Adelaide Street North to reflect policy 1038B in for these lands in The London Plan.	OPA 651 was approved to add a specific policy for the lands to the 1989 Official Plan that permit a personal service establishment. A specific policy for the lands was already added to The London Plan, while a change to Map 7 was withheld until the Map was in force.
Map 7	Add a new specific policy area for 633, 635, 637, 645, 649, 651 and 655 Base Line Road East to reflect policy 1039A for these lands in The London Plan.	OPA 658 was approved to add a specific policy for the lands to the 1989 Official Plan that facilitates a senior's continuum of care facility. A specific policy for the lands was already added to The London Plan, while a change to Map 7 was withheld until the Map was in force.
Map 7	Add a new specific policy area for 100, 335 and 353 Kellogg Lane, 1063, 1080, 1097 and 1127 Dundas Street, and 1151 York Street to reflect policies 864E, 1063A and 1132A for these lands in The London Plan.	OPAs 663 and 664 were approved to add specific policies for the lands to the 1989 Official Plan that maintain the existing land uses while providing flexibility for the lands to function for alternative uses. Specific policies for the lands were already added to The London Plan, while a change to Map 7 was withheld until the Map was in force.

Policy No.	Proposed Change	Rationale for Proposed Change
Map 7	Add a new specific policy area for 379 Sunningdale Road West to reflect policy 1073A for these lands in The London Plan.	OPA 666 was approved to add a specific policy for the lands to the 1989 Official Plan that encourage the development of plan of subdivision. A specific policy for the lands was already added to The London Plan, while a change to Map 7 was withheld until the Map 7 was in force.
Map 7	Add a new specific policy area for the Brydges Street Area to reflect policy 1140A for the area in The London Plan.	OPA 669 was approved to add a specific policy for the lands to the 1989 Official Plan that outline criteria for limited amount of commercial uses. A specific policy for the area was already added to The London Plan, while a change to Map 7 was withheld until the Map was in force.
Map 7	Add a new specific policy area for 2150 Oxford Street East to reflect policy 1132B for these lands in The London Plan.	OPA 671 was approved to add a specific policy for the lands to the 1989 Official Plan that allows office uses at a specified maximum gross floor area. A specific policy for the lands was already added to The London Plan, while a change to Map 7 was withheld until the Map was in force.
Map 7	Add a new specific policy area for 1176, 1200 and 1230 Hyde Park Road to reflect policy 1062A for these lands in the London Plan.	OPA 672 was approved to add a specific policy for the lands to the 1989 Official Plan to facilitate a mixed-use development having a low-rise and mid-rise profile. A specific policy for the lands was already added to the London Plan, while a change to Map 7 was withheld until the Map was in force.
Map 7	Add a new specific policy area for 335-385 Saskatoon Street to reflect policy 1070A for these lands in The London Plan.	OPA 681 was approved to add a specific policy for the lands to the 1989 Official Plan that permits the automotive repair garage, charitable organization office and support office in the existing buildings. A specific policy for the lands was already added to The London Plan, while a change to Map 7 was withheld until the Map was in force.
Map 7	Add a new specific policy area for 340-390 Saskatoon Street to reflect policy 1070B for these lands in The London Plan.	OPA 681 was approved to add a specific policy for the lands to the 1989 Official Plan that permits support offices, studios and warehouse establishments in the existing buildings. A

Policy No.	Proposed Change	Rationale for Proposed Change
		specific policy for the lands was already added to The London Plan, while a change to Map 7 was withheld until the Map was in force.
Map 7	Add a new specific policy area for 585 Third Street to reflect policy 1073B for these lands in The London Plan.	OPA 708 was approved to add a specific policy for the lands to the 1989 Official Plan that specifies additional permitted uses. A specific policy for the lands was already added to The London Plan, while a change to Map 7 was withheld until the Map was in force.
Map 7	Add a new specific policy area for 676-700 Beaverbrook Avenue and 356 Oxford Street West to reflect policy 864D for these lands in The London Plan.	Changes to The London Plan were considered through OPA 712 to permit a maximum height of 18 storeys. A specific policy for the lands was already added to The London Plan, while a change to Map 7 was withheld until the Map was in force.
Map 7	Add a new specific policy area for the Hamilton Road Main Street Area (90-92, 111-113 Rectory Street, 821-871 Stedwell Street, 75-81 Chesley Avenue, 86 Anderson Avenue, 119 Smith Street, 63-69 Sackville Street, 898-914 Trafalgar Street, 961-983 Ormsby Street, 217-227 Egerton Street) to reflect new policy 1068A for these lands in The London Plan.	A new specific policy area is added to reflect OPA 715 which included recommendations to change The London Plan, but no by-law for the changes was adopted.

Appendix C – Public Engagement

Community Engagement

Public liaison: On March 15, 2023, Notice of Application was sent to applicants and agents for approved amendments to the 1989 Official Plan reflected in this housekeeping amendment. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 16, 2023.

0 comments were received.

Nature of liaison: The purpose and effect of this amendment to the London Plan is to improve clarity and consistency on the overall policies and mapping throughout the Plan. This amendment is of a housekeeping nature to correct errors and omissions in the Plan, remove references to older terminologies, including names of provincial ministries and policy documents, and make updates to policies and maps that were under appeal at the time of previous housekeeping amendment to the London Plan.

The errors and omissions, including typographical, grammatical and mapping errors, have been identified throughout the Plan. There are also references to older terminologies which should be removed to reflect changes to provincial ministries, policy documents and legislation. These include “secondary dwelling units”, “bonusing” and “Ministry of Environment and Climate Change”. Accordingly, minor changes to certain policies, figures, and maps are necessary to refine wording and formatting.

There are changes to policies and maps to reflect council-approved amendments to the 1989 Official Plan that were presented in previous housekeeping amendment to the London Plan to the Planning and Environment Committee on July 15, 2020. While the majority of the changes have been incorporated into the London Plan, a number of policies and maps were subject to appeal at that time. In response to the resolution of appeals in May 2022, refinement to the policies and maps will be addressed through this amendment, particularly new specific policy areas in certain Place Types.

A draft list of changes is available upon request from the file planner for your review and input.

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee
From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development
Subject: Street Width Policy Review
Public Participation Meeting
Date: April 11, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to required Street Widths:

- (a) The by-law, attached hereto as Appendix A: **BE INTRODUCED** at the Municipal Council meeting to be held on April 25, 2023, **TO AMEND** The London Plan, the Official Plan for the City of London, 2016 to clarify the planned street widths for the Main Street Classification, and modify the process for permitting alternative street widths.
- (b) The proposed by-law, attached hereto as Appendix B: **BE INTRODUCED** at the Municipal Council meeting to be held on April 25, 2023, **TO AMEND** Zoning By-law No. Z.-1, to remove Road Allowance Requirements from Section 4.21, and delete 4.21.1 and 4.21.2.

Executive Summary

Summary of Recommended Amendments

This report includes a Street Width Policy Review and recommends that Municipal Council adopts Official Plan Amendments and Zoning By-law Amendments regarding alternative street widths. The recommended amendments would clarify that the planned street widths for the Main Street Classification is the same as the underlying Street Classification, and modify the process for alternative street widths as set out in The London Plan such that an amendment is not required to the Zoning By-law or The London Plan. The Road Allowance Requirements in Section 4.21 of *Zoning By-law Z.-1* are recommended to be deleted as planned street width and requirements for widening will be addressed through The London Plan and does not need to be regulated in the Zoning By-law.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is for Municipal Council to remove the requirement for alternative street widths be listed in Section 4.21 of the *Zoning By-law Z.-1*, and to make the alternative street width process less restrictive and more flexible moving forward. The recommended amendments would prevent unnecessary Zoning-By-law Amendments solely for a deviation from the required street width. Additionally, the amendments would streamline development approvals by enabling the City to apply criteria for alternate street widths without the need for an Official Plan or Zoning By-law Amendment.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. The *Street Width Policy Review* supports the City's commitment to reducing and mitigating climate change by Transforming Transportation and Mobility (Area of Focus 4 of the Climate Emergency Action Plan). It should be noted that the impact of this amendment will be limited to application processing and is not expected to change the actual street widths that are planned or can be achieved through the planning and development process.

Linkage to the Corporate Strategic Plan

The Street Width Policy Review aligns with the “Building a Sustainable City” and “Leading in Public Service” Strategic Areas of Focus of *Council’s Strategic Plan (2019-2023)*. The review of alternative street widths and modification of the requirements for alternative street widths will contribute to growth and development that is well planned and sustainable over the long term, and provide for infrastructure that is built, maintained, and operated to meet the long-term needs of our community. The amendments will enhance public service by streamlining an existing process while still ensuring positive outcomes that are consistent with the approved Official Plan.

Analysis

1.0 Background Information

1.1 Applicable Legislation and Policy

The Planning Act, 2022

The *Planning Act* is the applicable legislation for planning matters in Ontario. It requires the City of London to have an Official Plan and permits the City of London to regulate development through zoning in order to implement the Official Plan. The London Plan is Council’s adopted Official Plan for the City of London.

Subsection 34 of the *Planning Act* provides that zoning by-laws may be passed by the councils of local municipalities to restrict use of land (34.1) and restrict erecting, locating, or using of buildings within any defined area or upon lands abutting on any defined highway or part of a highway (34.2). A zoning by-law may regulate construction of buildings or structures (34.4) and loading or parking facilities on land that is not part of a highway (34.6).

Subsection 41 of the *Planning Act* outlines regulations for Site Plan Control Areas. Subsection 41(7) outlines that as a condition to the approval of plans and drawings for site plan control, a municipality may require the widening of highways (which includes all public streets) that abut the land. Subsection 41(9) of the *Planning Act* sets out that highway widenings must be described in an official plan in order for them to be required through site plan approval.

Section 51 of the *Planning Act* provides for Plan of subdivision approvals, and outlines that the single-tier municipality is the approval authority for subdivisions. Subsection 51(17) requires that an applicant for approval of a plan of subdivision shall provide the approval authority with the prescribed information and material, including but not limited to the locations, widths, and names of the proposed highways within the proposed subdivision, and of existing highways on which the proposed subdivision abuts.

Subsection 51(24) provides that in considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them (e), and the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes (k).

Subsection 51(25) outlines conditions that the approval authority may impose to the approval of a plan of subdivision, including a requirement that such highways, including pedestrian pathways, bicycle pathways and public transit right of way, be dedicated as the approval authority considers necessary (b); that such land be dedicated for commuter parking lots, transit stations and related infrastructure for the use of the general public using highways, as the approval authority considers necessary (b.1); when the proposed subdivision abuts on an existing highway, that sufficient land, other than land occupied by buildings or structures, be dedicated to provide for the widening of the highway to such width as the approval authority considers necessary (c).

Section 53(12) provides the same powers as 51(25) when considering an application for Consent (Severance), so the same opportunities also exist to require road widenings and dedication of public streets under that type of application.

In short, the *Planning Act* enables a Municipality to protect or widen the rights-of-ways shown or described in an official plan. As part of a condition to the approval of subdivisions, consents, or site plans a municipality may require the owner of the land to provide widenings of streets that abut the land. These regulations enable the City to acquire land for adequate street width so long as the Official Plan describes the planned width of the street to be widened.

Provincial Policy Statement (PPS), 2020

The *Provincial Policy Statement, 2020* (PPS) provides policy direction related to land use planning and development, and all planning decisions in Ontario shall be consistent with the PPS.

The PPS sets out that settlement areas shall be the focus of growth and development, promotes 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 (1.1.1.e). Further, healthy, liveable and safe communities are sustained by ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (1.1.1.g).

The PPS directs that land use patterns within settlement areas shall be based on densities and mix of land uses which are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion (1.1.3.2.b).

The Provincial Policy Statement provides that infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs, be financially viable over their life cycle, and be available to meet current and projected needs. Further, planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs and shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose for which it was identified (1.6.8.1). The PPS sets out that new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities (1.6.8.3).

The PPS directs that in addition to land use approvals under the *Planning Act*, infrastructure may also require approval under other legislation and regulations. An environmental assessment process may be required for new infrastructure and modifications to existing infrastructure under applicable legislation (4.7).

The London Plan, 2016

The City of London Council adopted a new Official Plan, The London Plan, in 2016, which is in full force since May 25, 2022. The London Plan provides a vision for how London will grow over the next twenty years. Two Key Directions of The London Plan emphasize the importance of mobility: both to connect London to the surrounding region (Direction #2) as well as placing a new emphasis on creating attractive mobility choices in London (Direction #6).

Mobility Framework

As part of the City Structure Plan, the Mobility Framework establishes a high-level plan for moving people, goods and services throughout our city, to the region and beyond (LP 100). This includes our Rapid Transit, rail, airport, and street networks including Highways 401, 402 and 4 running through our city (LP 106).

The London Plan provides for a network of major streets in London, consisting of Civic Boulevards, Urban Thoroughfares and Rural Thoroughfares as shown on Map 3 – Street Classifications (see Appendix F – London Map 3 Street Classifications for more details). These major streets represent important mobility corridors for automobiles, transit, and active forms of mobility such as cycling and walking. They allow for Londoners to travel to their destinations and facilitate the flow of goods and services within our city (LP 107).

Mobility

As part of the Mobility Section of the City Building Chapter, The London Plan sets out that the term “street” has been used to describe what the *Planning Act* would refer to as a ‘highway’ and what is often referred to as a road. A street includes the entire right-of-way and may contain, in addition to the roadway, sidewalks, bicycle lanes, bicycle and pedestrian pathways and public transit right of way (LP 308).

The London Plan establishes Street Classifications, which determine the planned street width for each classification. Table 1 below provides the planned street width for each Street Classification, ranked from highest order street-classification to lowest order street-classification.

Table 1: London Plan Street Classifications and Planned Street Widths

Rank London Plan	Street Classification	Planned Street Width (Width of Right-of-Way)
1	Provincial Highway	Not applicable
2	Expressway	100m
3	Rapid Transit Boulevard	50m
4	Urban Thoroughfare	45m
	Urban Thoroughfare (within the Primary Transit Area)	36m
5	Civic Boulevard	36m
6	Main Street	45m
7	Neighbourhood Connector	23m
8	Neighbourhood Street	20m
9	Rural Thoroughfare	36m
10	Rural Connector	26m

As shown in Table 1, higher order street-classifications require larger planned street width (width of right-of-way) as these classifications serve the highest volumes of traffic. Lower street classifications require less planned street widths as they serve light to moderate volumes of traffic at more moderate speed and provide access to individual properties.

Table 6 – Street Classification Design Features (see Appendix F for more details), sets out that each street classification has different widths and other design features for the vehicle and pedestrian zones of the right-of-way. These design features ensure that the goals, function, and character identified for each street classification are achieved. Further, the Mobility Section provides that while all of the criteria relating to the Street Design Zones listed on Table 6 and shown in Figure 21 (Street Design Zones) should be met, there are instances where they are not achievable based upon the specific context.

Finally, the Mobility Section of The London Plan sets out that the Our Tools part of the Plan contains policies for the consideration of an alternative width from the planned street width (shown on Table 6 of *The London Plan*).

Our Tools

The Our Tools part of The London Plan provides further detail and direction on how the Plan will be implemented and how the City, public, applicants and others are to use the policies of this Plan. As set out in the Our Tools section, the City may acquire, hold, and dispose of land through purchase, expropriation, dedication, land exchange, or other means, and may use such land for the development of different facilities, civic infrastructure, and various forms of transportation and mobility corridors for the benefit of the community and its residents.

Further, The London Plan provides for highways to be widened and the extent of widenings as part of the Acquisition of lands for streets and other mobility infrastructure section. It provides that all streets shown on Map 3 – Street Classifications will be considered highways to be widened for the purposes of the *Planning Act* (see Appendix F for more details). The planned street width for each classification of street shown in Table 6 – Street Classification Design Features, together with the requirements identified in the following policies, will determine the extent of a required widening. The Plan sets out that the planned street width may be refined through a Municipal Class Environmental Assessment or other transportation planning study considering such matters as traffic volumes, cycling lanes, transit requirements, relationship to truck routes, existing heritage properties, existing streetscapes, lot fabric, topographic constraints, and the policies of adjacent place types.

According to Policy 1739A of The London Plan, planned street widths are identified in Table 6. Alternative widths will be defined in the Zoning By-law and will be added to the Zoning By-law without the need for an amendment to The London Plan. Street widths and street segment widths will be based on street character and conditions, including where one or more of the following considerations applies:

1. Widening would have an adverse impact on identified cultural heritage resources, archeological sites, natural heritage features, other defined features or topography;
2. Widening would have an adverse impact on an established street wall, streetscape character, parcel viability, or the ability to maintain consistent setbacks for new development, which applies where there is a policy basis to maintain and enhance existing street character.
3. An alternative street width has been identified through an Environmental Assessment, planning study, approved plan of subdivision, or through another approved study;
4. Consideration of the City's active transportation network in accordance with the Transportation Master Plan, and where nearby and adjacent streets are planned to integrate street design features; or
5. Council is of the opinion that other constraints make it impractical to widen the street to the planned width of Table 6.

The London Plan sets out that wider street widths than those shown on Table 6 may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints, based on the findings of a Municipal Class Environmental Assessment or other transportation planning study. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.

In accordance with the *Planning Act*, as a condition to the approval of site plan, the City may require lands abutting the street to be dedicated, at no expense to the municipality, for the purpose of a street widening. Further, as a condition to the approval of a plan of subdivision or consent, when the proposed subdivision or consent abuts an existing street, the City may require that sufficient land, other than land occupied by buildings or

structures, be dedicated to provide for the widening of the street to such widths as the approval authority considers necessary (in accordance with the *Planning Act*).

The London Plan provides that where widening of a road is to be obtained by dedication as a condition of a site plan, consent, or plan of subdivision, adjacent land shall be obtained equidistant (meaning at equal distances) from the centerline as determined by one of the following:

1. The centreline of the original road allowance laid out by competent authority which has not otherwise been amended by a City Council approved Environmental Assessment or by-law.
2. The centreline as established by a City Council approved Environmental Assessment or by-law.
3. The centreline of construction of a road where no original road allowance was laid out by competent authority.

Finally, the Our Tools part of The London Plan provides that where, because of a street widening, the size of a property is reduced and the lot area or setbacks no longer conform with the *Zoning By-law*, City Council may consider an amendment to the by-law to recognize the property as a legal use.

Zoning By-law Z.-1, 1993

Zoning By-law no. Z.-1 regulates the use of land by implementing the policies of the City's Official Plan. London's current zoning by-law was approved in 1993 to implement the policies of the City's 1989 Official Plan. Section 4 of the Zoning By-law provides for the General Provisions of Zoning By-law no. Z.-1.

Subsection 4.21 of Zoning By-law no. Z.-1 provides for 'Road Allowance Requirements' for specific road segments in the city. Notwithstanding, any other provisions in the by-law, yard requirements adjacent to the Arterial and Collector roads listed shall be measured from the limit of the required or the existing road allowance, whichever is greater. This subsection contains a table spanning 21 pages that identifies the specific width requirements for streets and street segments across the City.

Subsection 4.21.1 sets out Road Allowance Requirements at intersections and states that the required minimum right-of-way widths shown in Section 4.21 are the minimum requirements for sections of streets. Additional right-of-way on arterial streets of up to 24 metres from the centre line of the street will be required within 150 metres of an intersection.

Additionally, Subsection 4.21.2 provides for Sight Triangles at Intersections. The required minimum right-of-way width on any corner lot will include a triangular area bounded by the street lines and a line joining points on the street lines at a distance of no greater than 6 metres.

2.0 Discussion and Considerations

2.1 Current Approach to Alternative Street Widths

Currently, the Z.-1 Zoning By-law provides for 'Road Allowance Requirements' for specific road segments in the city. Subsection 4.21 describes these street classification and limits of road allowances (measured from the centre line in meters) for approximately 500 different street segments in London. Any deviation from a required street width requires relief to the Zoning By-law either through a Zoning By-law Amendment or Minor Variance process to consider a new alternative street width to be added in Table 4.21. If a Zoning By-law Amendment or Minor Variance application is already required the road width can be included, but where those applications are not required this issue will require an application on its own.

Through this Street Width Policy Review, several issues were identified with the current approach to Alternative Street Widths:

- The approach is limiting, prescriptive and leads to unnecessary Zoning By-law Amendments. As a Zoning By-law is a rigid legal document, any exceptions or deviations to the planned street widths require a site-specific Zoning By-law Amendment or Minor Variance that adds an extra step to the review and may slow down development approvals.
- Zoning By-law no Z.-1 was established in 1993 to regulate and implement the land use-policies of the previous Official Plan, the 1989 Official Plan. As the 1989 Official Plan has been repealed by City Council and has no official status, Section 4.21 of Zoning By-law no. Z.-1 has become increasingly outdated.
- The City of London is in the process of creating a new comprehensive Zoning By-law through the ReThink Zoning project. The new Zoning By-law will implement The London Plan, completely replacing Zoning By-law no. Z-1. As part of the ReThink Zoning Project, staff are looking to implement a more flexible Zoning By-law that will lead to a reduction in Zoning By-law Amendments. An update to the Street Width Policies will contribute to eliminating many site-specific planning applications and allow for quicker development approvals, as the recommended approach to alternative street widths will prevent Zoning By-law Amendments solely for the purpose of alternative street widths.

2.2 Recommended Approach to Street Widening

As outlined earlier in this Report, The London Plan provides for a new approach for acquisition of lands for streets and other mobility infrastructure. Table 6 identifies planned street widths, and policy 1739A sets out requirements for alternative widths. The recommended approach would rely on the planned street widths as outlined in Table 6, and use the listed criteria in Policy 1739A for exceptions to the planned street widths. Consideration of exceptions to street widths would be reviewed on a case-by-case basis to add flexibility to how and where exceptions to the planned street widths are considered. This change in approach would also increase the ability to balance planning objectives like heritage conservation, main street character, consideration of the active transportation network and other context-specific planning decisions.

Exceptions to the planned street width are appropriate where one or more of the following considerations applies:

1. Widening would have an adverse impact on identified cultural heritage resources, archeological sites, natural heritage features, other defined features or topography;
2. Widening would have an adverse impact on an established street wall, streetscape character, parcel viability, or the ability to maintain consistent setbacks for new development, which applies where there is a policy basis to maintain and enhance existing street character;
3. An alternative street width has been identified through an Environmental Assessment, planning study, approved plan of subdivision, or through another approved study;
4. Consideration of the City's active transportation network in accordance with the Transportation Master Plan, and where nearby and adjacent streets are planned to integrate street design features; or
5. Council is of the opinion that other constraints make it impractical to widen the street to the planned width of Table 6.

As outlined in policy 1740 of The London Plan, wider streets than shown on Table 6 may be required based on the findings of a Municipal Class Environmental Assessment or other transportation planning study. Typically, additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.

Street widths that go beyond the planned widths in Table 6 may be accommodated based on a Municipal Class Environmental Assessment or other transportation planning study and don't need to be listed in the table with alternative street widths.

Alternative street widths that are less than the planned street-widths in Table 6 of The London Plan may be accommodated as well. In some cases, a reduced right-of-way is more desirable based on the existing conditions on the ground. Widening could have an adverse impact on existing features or topography, parcel viability or consistent setbacks for new development. These alternative street widths will be determined by the City of London through interpretation of the criteria outlined in policy 1739A, and no longer need to be included in a table with alternative street widths.

2.3 Main Streets

Another issue being considered in this amendment is the required width for the Main Street Classification in The London Plan. Main Streets include historical business areas that contain a mix of residential and commercial uses that were initially established to serve surrounding neighbourhoods. In new neighbourhoods, Main Street areas can be planned to create a strong neighbourhood character and distinct sense of place. The London Plan also applies the Main Street classification to major thoroughfares where the planned character of the street is for development to create more walkable, transit-oriented landscapes around Rapid Transit.

The London Plan sets out a 45-metre planned street width for the Main Street Classification in Table 6, as this is the planned width for those major streets such as Fanshawe Park Road and Wonderland Road where they are classified as Main Streets. This width does not reflect the character of other Main Streets such as Wortley Road, Hamilton Road, and Villagewalk Boulevard.

In addition to these general Main Street characteristics, The London Plan addresses Main Streets in two different ways.

1. As a specific segment within the Rapid Transit and Urban Corridors Place Type. This includes Old East Village, Richmond Row and Soho.
2. As a separate Main Street Place Type, including Applewood, Byron, Hamilton Road, Hyde Park, Lambeth, Upper Richmond Village and Wortley Village.

The Main Street Classification in The London Plan is applied to diverse street types, and recognizes that each Main Street is unique. The Main Street Classification places a priority on a strong neighbourhood character, distinct sense of place and pleasant pedestrian experience. The function of a Main Street as historical business areas and inviting shopping and leisure experience is more important than whether the right-of-way matches the planned width of 45 metres as set out in Table 6 of The London Plan.

In order to reflect the unique character of Main Streets in London, this report is recommending changing the planned Main Street Width (width of Right-of-Way) in Table 6 – Street Classification Design Features in The London Plan. The Main Street Classification would apply in addition to the Street Classification that would otherwise apply, and the planned width would be the same as the underlying street classification. The Main Street vision, permitted uses, intensity, and form would remain unchanged, only the planned Main Street width is recommended to be updated.

The table, below, identifies all Main Street segments in London, and describes the recommended underlying higher-order street classification for these segments in the column further to the right in Table 2.

Table 2: Main Street Classification Proposed Underlying Street Classification

Street	From	To	Street Classification	Underlying Higher-Order Street Classification
Appletree Gate	Sunningdale Road W	2370 Appletree Gate	Main Street	Neighbourhood Connector
Boler Road	Commissioners Road W	333 Boler Road	Main Street	Civic Boulevard

Street	From	To	Street Classification	Underlying Higher-Order Street Classification
Bradley Road	Jalna Boulevard	Dearness Drive	Main Street	Civic Boulevard
Colonel Talbot Road	4704 Colonel Talbot Road	Main Street	Main Street	Civic Boulevard
Commissioners Road W	1328 Commissioners Road W	West Springbank Gate	Main Street	Civic Boulevard
Dundas Street	Ridout Street	Ontario Street	Main Street	Civic Boulevard
Fanshawe Park Road	1701 Fanshawe Park Rd W	North Centre Road	Main Street	Urban Thoroughfare
Gainsborough Road	London Hyde Park Rotary Link	Coronation Drive	Main Street	Civic Boulevard
Hamilton Road	Horton Street E	Adelaide Street N	Main Street	Civic Boulevard
Hamilton Road	Rectory Street	Egerton Street	Main Street	Civic Boulevard
Horton Street E	Clarence Street	Hamilton Road	Main Street	Civic Boulevard
Hyde Park Road	South Carriage Road	North Routledge Park	Main Street	Civic Boulevard
Main Street / Longwood Road	7114 Longwoods Road	Campbell Street	Main Street	Civic Boulevard
Oxford Street E	Wistow Street	Highbury Avenue N	Main Street	Urban Thoroughfare
Richmond Street	Fanshawe Park Road N	1768 Richmond Street	Main Street	Urban Thoroughfare
Villagewalk Boulevard	Sunningdale Road W	Richmond Street	Main Street	Neighbourhood Connector
Wonderland Road N	611 Wonderland Road N	Beaverbrook Avenue	Main Street	Urban Thoroughfare
Wortley Road	Elmwood Avenue E	Emery Street	Main Street	Neighbourhood Connector

2.4 Community Engagement

Through the public circulation process one response was received from a member of the public. Staff presented the Street Width Policy Review at the Integrated Transportation Community Advisory Committee (ITCAC) on March 15, 2023. Further information of the public engagement is found in Appendix D of this report.

3.0 Recommended London Plan and Zoning By-law Amendments

3.1. Amendments to The London Plan

The recommended amendment to The London Plan would update the following policies of The London Plan, with additions shown in underline and removals with strikethrough:

Table 6 – Street Classification Design Features: Amend the “Planned Street Width” row for the “Main Street” classification by deleting “45m” and adding “same as underlying street classification.” Figure 3, below, provides an excerpt of Table 6 of The London Plan, with the recommended Main Street width shown as ‘Same as Underlying Street Classification’.

Figure 3: Excerpt of Table 6 – Street Classification Design Features in The London Plan

STREET CLASSIFICATION					
Urban Thoroughfare/ Civic Boulevard In Primary Transit Area	Main Street	Neighbourhood Connector	Neighbourhood Street	Rural Thoroughfare	Rural Connector
36m	Same as Underlying Street Classification	23m	20m	36m	26m

Based on the change for the Main Street Classification, Map 3 – Street Classifications of The London Plan is recommended to be revised. All Main Street Segments on Map 3 are recommended to show the underlying street classification in a hatched line, as shown in Appendix A and Appendix G of this staff report.

Additionally, one recommended street classification change is made to change the Dundas Street segment between Ridout Street North and Ontario Street from a Neighbourhood Connector and Civic Boulevard to a Main Street Classification. Similar to the other Main Streets in London, Dundas Street between Ridout Street N and Ontario Street shall be shown as a hatched line on Map 3 – Street Classifications to indicate a Main Street Classification with the underlying street classification, which in this case is a Civic Boulevard (as shown in Appendix A and Appendix G of this Staff Report).

1739A_ Planned street widths are identified in Table 6 and are the standard widths required. In some instances, an alternate planned street with may be identified based on the following criteria. Where one or more of the criteria are met an alternate street width may be required ~~Alternative widths will be defined in the Zoning By-law and will be added to the Zoning By-law without the need for an amendment to this Plan.~~ Street widths and street segment widths will be based on street character and conditions, including where one or more of the following considerations applies:

1. Widening would have an adverse impact on identified cultural heritage resources, archeological sites, natural heritage features, other defined features or topography;
2. Widening would have an adverse impact on an established street wall, streetscape character, parcel viability, or the ability to maintain consistent setbacks for new development, which applies where there is a policy basis to maintain and enhance existing street character;
3. An alternate street width has been identified through an Environmental Assessment, planning study, approved plan of subdivision, or through another approved study;
4. Consideration of the City’s active transportation network in accordance with the Transportation Master Plan, and where nearby and adjacent streets are planned to integrate street design features; or
5. Council is of the opinion that other constraints make it impractical to widen the street to the planned width of Table 6.

1740_ Wider street widths than those shown on Table 6 may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. Additional street right-of-way of up to 48m within 150m of intersections are typically required to accommodate turning lanes and other transportation and mobility infrastructure on Civic Boulevards and Urban Thoroughfares. The required minimum right-of-way width on any corner lot will also include a triangular area bounded by the street lines and line joining points on the street lines at 6m for perpendicular intersections. ~~based on the findings of A Municipal Class Environmental Assessment or other transportation planning study~~ may be required to identify required street widths based on a specific context. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.

1747_ Streets to be dedicated will be classified in conformity with Map 3 and the planned street widths listed in Table 6. Wider street widths may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. ~~based on the findings of A Municipal Class Environmental Assessment or other transportation planning study~~ may be required to identify required street widths based on a specific context. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.

3.2. Zoning By-law no. Z.-1 Amendments

The recommended Zoning By-law Amendments are included in Appendix B to remove the Road Allowance Requirements in Section 4.21. The farthest right column with the 'Limit of Road Allowance Measured from Centre Line' shall be removed, all other columns including the Street Classifications shall be retained. Further, Section 4.21 of the By-law shall be renamed to 'Street Classifications – Specific Roads' to reflect that the limits of road allowance has been removed, and the first paragraph is also deleted.

Subsections 4.21.1 – Road Allowance Requirements at Intersections and subsection 4.21.2 – Sight Triangle at Intersections are recommended to be removed from the Zoning By-law as well. The ability to obtain additional right-of-way within 150 metres of an intersection and sight triangles to ensure safety and proper functioning of intersections will be retained in London Plan policy 1740. Section 3.1, The London Plan Amendments of this report, contains the recommended additions to policy 1740.

Conclusion

In accordance with Section 34 of the *Planning Act*, a Municipality may protect or widen rights-of-ways shown or described in an Official Plan. Through the Street Width Policy Review, amendments to The London Plan and Z.-1 Zoning By-law are recommended to make street width a policy consideration with flexibility to allow for exceptions and avoid unnecessary Zoning By-law Amendments in the future.

The recommended Amendments to The London Plan include:

- Adding alternative street widths in The London Plan,
- Clarifying the planned street width for the Main Street Classification; and,
- Modifying the process for alternative street widths.

The recommended amendment to Zoning By-law no. Z.-1 recommends that the Road Allowance Requirements in Section 4.21 of Section 4 – General Provisions of the Zoning By-law Z.-1, including the 'Limit of Road Allowance Measured From Centre Line' column in the Road Allowance Table, 4.21.1 and 4.21.2 shall be deleted from the By-law. The recommended amendments will ensure the ability to apply criteria for street width exceptions on a case-by-case basis without the need for an Official Plan or Zoning By-law Amendment. These recommended amendments will support Building a Sustainable City by contributing to growth and development that is well planned and sustainable over the long term, and provide for infrastructure that is built, maintained, and operated to meet long-term needs of our community.

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**Deputy City Manager, Planning and Economic
Development**

Copy: Kevin Edwards, Manager, Community Planning.
Peter Kavcic, Manager, Subdivisions and Development Inspections
Britt O'Hagan, Manager, Current Development
Sarah Grady, Traffic & Transportation Engineer, Transportation Planning and
Design

March 23, 2023
IDC/idc

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2023

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

A by-law to amend The London Plan,
the Official Plan for the City of London,
2016 relating to the Street Width Policy
Review.

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, 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 April 25, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 25, 2023
Second Reading – April 25, 2023
Third Reading – April 25, 2023

**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 add alternative street widths to The London Plan.
2. To clarify the planned street width for the Main Street Classification.
3. To modify the process for alternative street widths as outlined in The London Plan.

B. LOCATION OF THIS AMENDMENT

This policy Amendment applies to lands within the City of London.

C. BASIS OF THE AMENDMENT

The City has undertaken a street width policy review that has recommended to add alternative street widths to The London Plan, clarify the planned street width for the Main Street Classification and modify the requirements for alternative street widths. This amendment will ensure that the policies of the Plan will direct that recommendation and ensure that recommended zoning regulations conform with The London Plan policies.

D. THE AMENDMENT

The London Plan, 2016, is hereby amended as follows:

1. The City Building policies of The London Plan are amended by amending Table 6 – Street Classification Design Features as follows:

The Planned Street Width (Width of Right-of-way) for the Main Street Classification of 45m is deleted and replaced with the following: “same as underlying street classification.”

2. Map 3 of The London Plan is amended by changing Dundas Street between Ridout Street North and Ontario Street from a Neighbourhood Connector and Civic Boulevard to the Main Street Classification.

3. The Our Tools policies of The London Plan are amended by deleting policies 1739A, 1740 and 1747 and replacing it with the following:

1739A_ Planned street widths are identified in Table 6 and are the standard widths required. In some instances, a planned street width may be identified based on the following criteria. Where one or more of the criteria are met an alternate street width may be required without the need for an amendment to this Plan. Street widths and street segment widths will be based on street character and conditions, including where one or more of the following considerations applies:

1. Widening would have an adverse impact on identified cultural heritage resources, archeological sites, natural heritage features, other defined features or topography;
2. Widening would have an adverse impact on an established street wall, streetscape character, parcel viability, or the ability to maintain consistent setbacks for new development, which applies where there is a policy basis to maintain and enhance existing street character;
3. An alternate street width has been identified through an Environmental Assessment, planning study, approved plan of subdivision, or through another approved study;

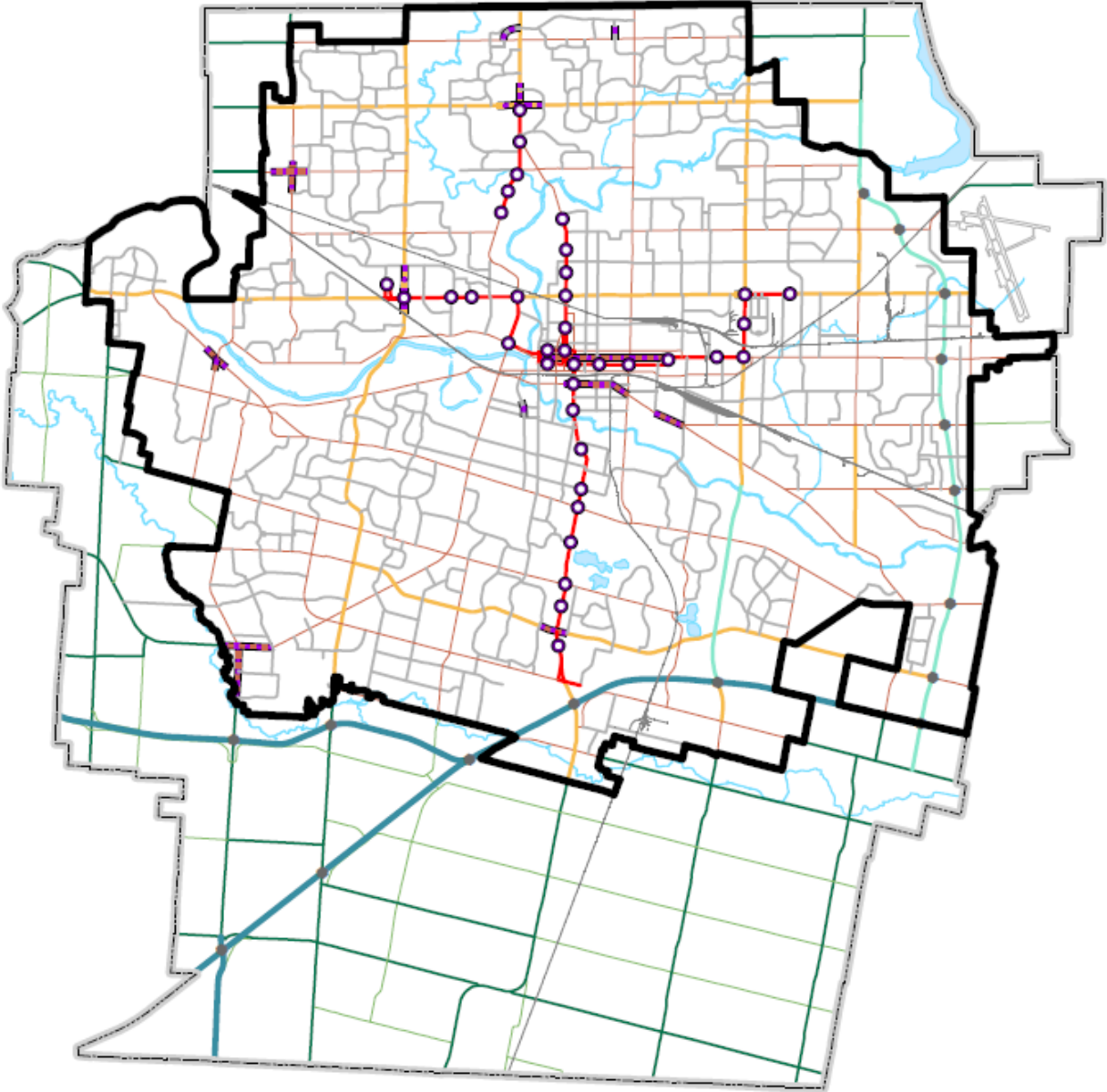
4. Consideration of the City's active transportation network in accordance with the Transportation Master Plan, and where nearby and adjacent streets are planned to integrate street design features; or
5. Council is of the opinion that other constraints make it impractical to widen the street to the planned width of Table 6.

1740_ Wider street widths than those shown on Table 6 may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. Additional street right-of-way of up to 48m within 150m of intersections are typically required to accommodate turning lanes and other transportation and mobility infrastructure on Civic Boulevards and Urban Thoroughfares. The required minimum right-of-way width on any corner lot will also include a triangular area bounded by the street lines and line joining points on the street lines at 6m for perpendicular intersections. A Municipal Class Environmental Assessment or other transportation planning study may be required to identify required street widths based on a specific context. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.

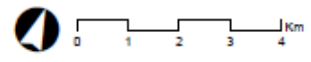
1747_ Streets to be dedicated will be classified in conformity with Map 3 and the planned street widths listed in Table 6. Wider street widths may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. A Municipal Class Environmental Assessment or other transportation planning study may be required to identify required street widths based on a specific context. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.

4. Appendix 1 - Maps of The London Plan is amended by deleting Map 3 – Street Classifications and replacing it with the following:

MAP 3 - REVISED STREET CLASSIFICATIONS



LEGEND



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

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

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

A by-law to amend The Zoning By-law
Z.-1 for the City of London, 1993 relating
to the Street Width Policy Review.

WHEREAS the City of London has initiated a Street Width Policy Review to make general changes related to Street Widths and Alternative Street Widths, as set out below;

AND WHEREAS this zoning by-law amendment conforms to the Official Plan;

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

- 1) Section 4.21 of Zoning By-law No. Z.-1 is renamed by deleting "Road Allowance Requirements – Specific Roads" and replacing it with the following:

4.21 Street Classifications – Specific Roads
- 2) Section 4.21 of Zoning By-law No. Z.-1 is amended by deleting the first paragraph following the Section heading.
- 3) Section 4.21 of Zoning By-law No. Z.-1 is amended by deleting the fourth column in the Table, "Limit of Road Allowance Measured from Centre Line"
- 4) Subsection 4.21.1 is amended by deleting the entire subsection
- 5) Subsection 4.21.2 is amended by deleting the entire subsection
- 6) Subsection 4.30 is amended by deleting 4.30 Yard Requirement, Rear Yard to Arterial Road and replacing it with the following:

4.30 Yard Requirement, Rear Yard to Arterial Road.

Notwithstanding the rear yard requirements of this By-Law, with the exception of accessory buildings or structures, where a rear yard abuts an Arterial Street as classified by Section 4.21, the rear yard requirement shall be increased by 6.0 metres (19.68 feet) except where either a noise attenuation fence or wall is provided. (Z.-1-97490)(Z.-1-97552)

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 April 25, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 25, 2023
Second Reading – April 25, 2023
Third Reading – April 25, 2023

Appendix C – Summary Table of Proposed Changes

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

Document	Section	Text Changes	Summary of Changes
The London Plan	City Building – Table 6 (373_)	Planned Street Width Main Street: 45m <u>same as underlying street classification</u>	Change of Planned Street Width for Main Street Classification to underlying street classification
The London Plan	Map 3 – Street Classifications	-	Dundas Street segment from Ridout Street North to Ontario Street Classification change to <u>Main Street</u>
The London Plan	Our Tools (1739A_)	<u>Planned street widths are identified in Table 6 and are the standard widths required. In some instances, an alternate planned street with may be identified based on the following criteria. Where one or more of the criteria are met an alternate street width may be required without the need for an amendment to this Plan. Street widths and street segment widths will be based on street character and conditions, including where one or more of the following considerations applies: ...</u>	Change to identify alternate planned street widths based on the exceptions as set out in 1739A.
The London Plan	Our Tools (1740)	Wider street widths than those shown on Table 6 may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. <u>Additional street right-of-way of up to 48m within 150m of intersections are typically required to accommodate turning lanes and other transportation and mobility infrastructure on Civic Boulevards and Urban Thoroughfares. The required minimum right-of-way width on any corner lot will also include a triangular area bounded by the street lines and line joining points on the street lines at 6m for perpendicular intersections.</u>	Change to retain the ability to provide for sign triangles and additional street width within 150m of intersections to ensure safety and proper functioning as previously set out in 4.21.1 and 4.21.2.

		A Municipal Class Environmental Assessment or other transportation planning study <u>may be required to identify required street widths based on a specific context.</u>	
The London Plan	Our Tools (1747)	Streets to be dedicated will be classified in conformity with Map 3 and the planned street widths listed in Table 6. Wider street widths may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. A Municipal Class Environmental Assessment or other transportation planning study <u>may be required to identify required street widths based on a specific context.</u> Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.	Change to identify that a municipal Class Environmental Assessment or other transportation planning study may be required to identify required street widths based on specific context.
Zoning By-Law Z.-1	Section 4-4.21	4.21-Road Allowance Requirements—Specific Roads <u>Street Classifications – Specific Roads</u>	Change to rename Section 4.21 to Street Segments – Specific Roads
Zoning By-Law Z.-1	Section 4-4.21	Notwithstanding any other provisions of this By-Law, yard requirements adjacent to the Arterial and Collector roads listed below shall be measured from the limit of the required or the existing road allowance, whichever is the greater.	Delete first paragraph as the limit of road allowance will not be described in the Zoning By-law.
Zoning By-Law Z.-1	Section 4-4.21	‘Limit of Road Allowance Measured from Centre Line’ Column in 4.21 – Road Allowance Requirements—Specific Roads	Deleting ‘Limit of Road Allowance Measured from Centre Line Column in Section 4.21
Zoning By-Law Z.-1	Section 4-4.21.1	4.21.1 – Road Allowance Requirements—Specific Roads	Deleting Section 4.21.1
Zoning By-Law Z.-1	Section 4-4.21.2	4.21.2 2 – Sight Triangle at Intersections	Deleting Section 4.21.2

Zoning By-Law Z.-1	Section 4.30	4.30 Yard Requirement, Rear Yard to Arterial Road. Notwithstanding the rear yard requirements of this By-Law, with the exception of accessory buildings or structures, where a rear yard abuts an Arterial Street as classified by Section 4.21 (Road Allowance Requirements – Specific Roads), the rear yard requirement shall be increased by 6.0 metres (19.68 feet) except where either a noise attenuation fence or wall is provided.	Change to remove the old name of section 4.21
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Appendix D – Community Engagement

Public Liaison: On February 1, 2023, Notice of Application was circulated to City Planning's official circulation list, including prescribed agencies, as well as advisory committees, On February 2, 2023, Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner*.

Nature of Liaison: The purpose and effect of these Official Plan and Zoning By-law Amendments is to add alternative street widths in The London Plan and clarify the planned street widths for the Main Street Classification and modify the requirements for alternative street widths. Additionally, a Zoning By-law amendment will delete Section 4.21, 4.21.1 and 4.21.2 of Section 4 General Provisions of Zoning By-law Z.-1.

Response: 1 reply was received:

From: [REDACTED]
Sent: Wednesday, February 1, 2023.
To: Isaac de Ceuster
Subject: (External) Street Width review

Hi Isaac,

Got the notice for the City OPA/ZBA on street widths. Any thing you can send me with the what actually is being proposed in the OPA/ZBA would be helpful.

Let me know if you have any questions for me.

Appendix E – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested zoning change. The most relevant policies, by-laws, and legislation are identified as follows:

Planning Act, 2022

- 31 Zoning by-laws
 - 34.1; 34.2; 34.4; 34.6
- 41 Site plan control area
 - 41.4.1.1; 41.7; 41.8; 41.9; 41.9.1
- 51 Plan of subdivision approvals
 - 51.17(b); 51.24(a), (e); 51.25; 51.26

Provincial Policy Statement, 2020

- 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
 - 1.1.1.e, g; 1.1.3.2; 1.1.3.7
- 1.6 Infrastructure and Public Service Facilities
 - 1.6.1; 1.6.8
- 4.0 Implementation and Interpretation
 - 4.7

Municipal Act, 2001

- 26 What constitutes highway
- 27 By-laws
- 28 Jurisdiction

1989 Official Plan

- 18.2 Transportation Network Corridors
- Table 18.1 Functional Classification of Roads

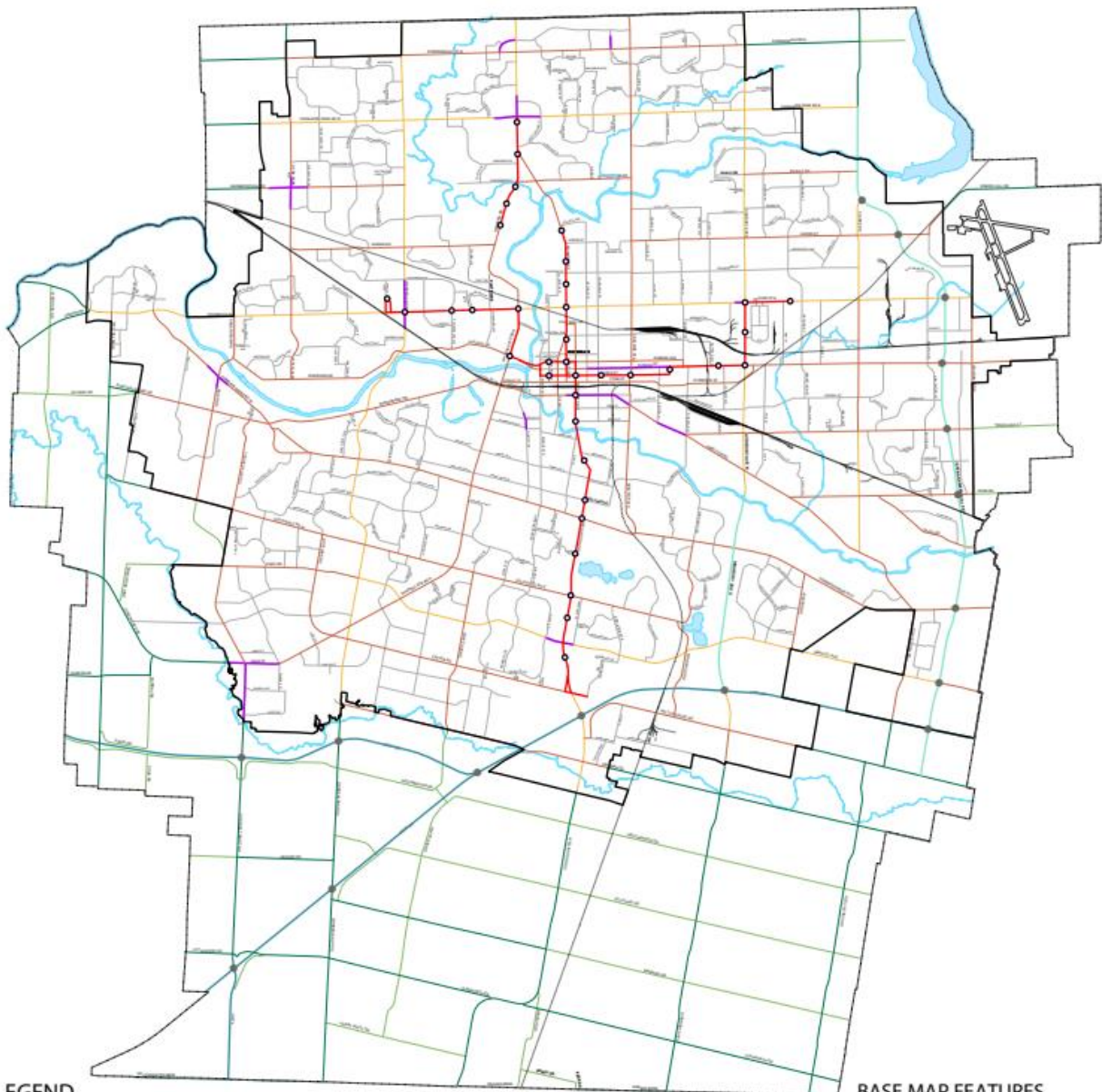
The London Plan

- Key Directions 55-62
- City Structure Plan 100-112
- City Building Policies 211-241, 307-381
- Our Tools 1737-1751

Z.-1 Zoning By-law

- Section 2: Definitions
- Section 3: Zones and Symbols
- Section 4: General Provisions

Appendix F – London Plan Map 3 – Street Classifications

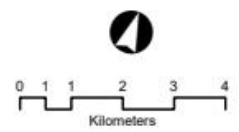


LEGEND

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

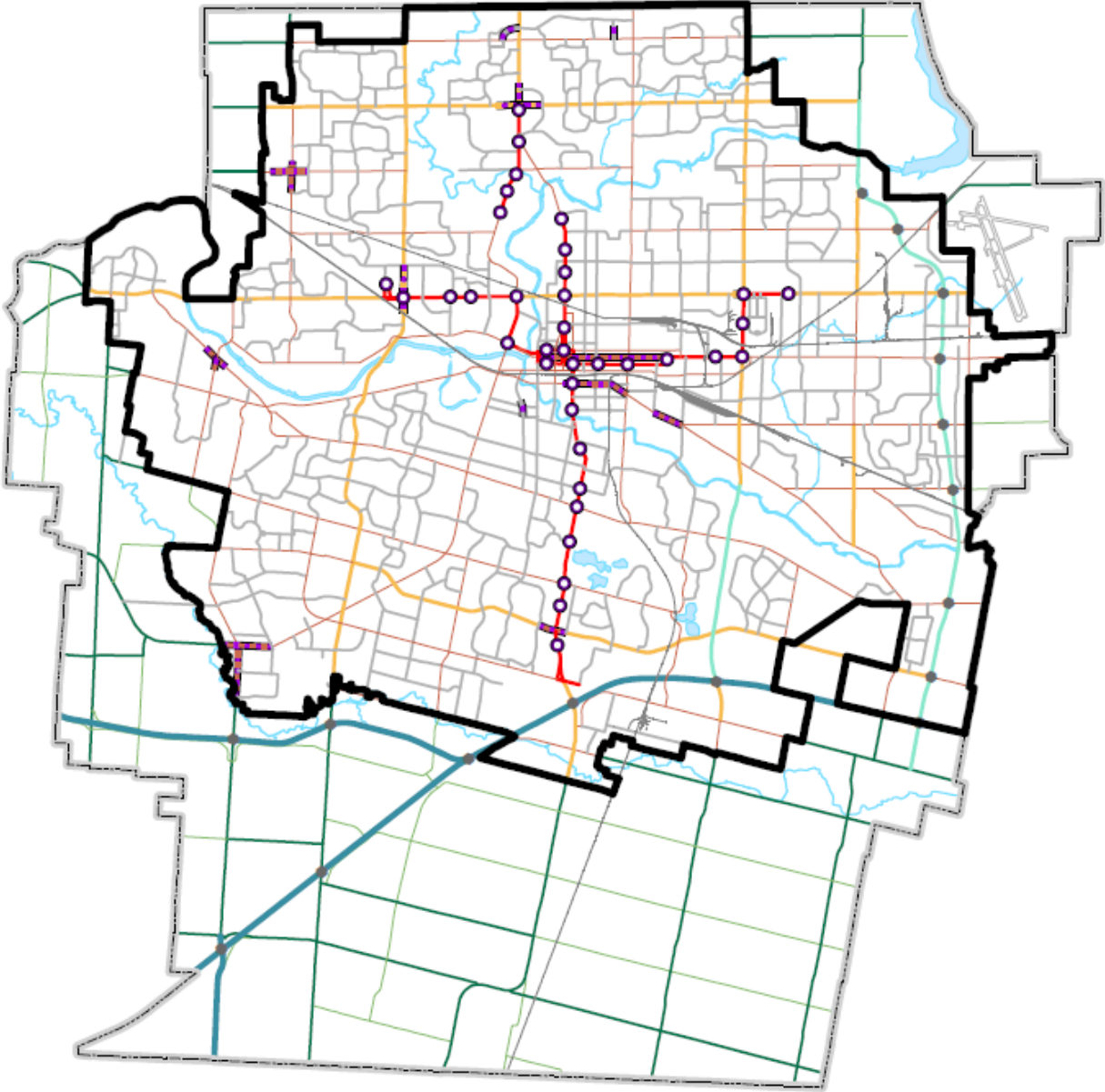
BASE MAP FEATURES

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



Appendix G – Revised London Plan Map 3 – Street Classifications

MAP 3 - REVISED STREET CLASSIFICATIONS



LEGEND

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

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee

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

Subject: 300-320 King Street
City File: Z-9570 Ward 13
Public Participation Meeting

Date: April 11, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application of Zelinka Priamo Ltd., on behalf of Royal Host GP Inc. and Holloway Lodging relating to the property located at 300-320 King Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting April 25, 2023 to amend Zoning By-law No. Z.-1, in conformity with The London Plan for the City of London, to change the zoning of the subject property **FROM** a holding Downtown Area (h-3*DA2*D350)) Zone **TO** a holding Downtown Area Special Provision (h-()*DA2(_)) Zone;
- (b) **IT BEING NOTED** that the following site plan, urban design and heritage matters that were raised during the application review process for consideration by the Site Plan Approval Authority:
 - (i) To ensure sufficient amenity space has been provided, the amount of outdoor amenity space as presented on the architectural drawings should remain;
 - (ii) To ensure the development represents uniqueness and individual creativity to develop a landmark and contribution, the proposed development should generally reflect the middle portion of the tower as submitted on the architectural drawings with materials and an architectural expression;
 - (iii) To ensure the built form enhances the pedestrian environment, the ground floor and podium facades should provide depth and variation;
 - (iv) Provide a variety of window glazing along the King Street ground floor façade to create visual interest and sightlines for sense of safety;
 - (v) Design the space between the building and the street to have an urban character and an appropriate mix of hard- and softscape. Include street trees and design pedestrian routes to follow natural desire lines;
 - (x) To ensure impact from wind, consideration will be given to the common amenity terraces to include wind screens on Level 6 predicted to experience wind conditions suitable for sitting to the immediate north and south of the tower, Level 33 and 35 predicted to be suitable for sitting;
 - (xi) To mitigate the risk for indirect impacts on the built heritage resource – The Delta Armouries Hotel, a strategy to carry out a pre-condition survey, vibration monitoring and post-condition survey should be developed by a licensed engineer preferably with heritage experience;
 - (xii) The property should be subject to a vibration assessment prior to the commencement of construction to establish a “Zone of influence” and vibration monitoring and control system and policy be developed and implemented to ensure levels remain below the accepted threshold during all construction activities, to ensure there are no indirect impacts to adjacent structure, of particular note is the Delta Armouries Hotel at 325 Dundas Street. Vibration monitoring should be carried out by an individual with previous knowledge of heritage structures and the impact of vibration on heritage resources;
 - (xiii) The recommendations outlined in the noise study including roadway and railway mitigation measures be implemented and a more detailed noise

assessment will be required at the time of site plan review to determine specific noise control measures for the building itself.

- (c) pursuant to Section 34(17) of the *Planning Act*, as determined by the Municipal Council, no further notice **BE GIVEN** in respect of the proposed by-law as the recommended zoning generally implements the site concept submitted with the application. As part of the application review process a revised site plan concept was submitted with minor revisions including a new height of 112.0 metres; however, which is still within the 35-storeys as originally proposed.

Executive Summary

Summary of Request

The applicant has requested to rezone the subject site to a Downtown Area Special Provision (DA2(_)) Zone to permit 35-storey, 435-unit mixed-use building with a central residential tower, and a 4 and 5-storey podium across consisting of commercial space, a parking structure, and bicycle storage. A Site Plan Control application was currently being processed to permit the conversion of part, or all, of the existing hotel units to residential units; however this has been cancelled. That being said, a density of 595 units per hectare (uph) is proposed for the development, resulting in a total site density of approximately 940uph if the existing hotel is completely converted to apartments. Special provisions would permit 0% landscaped open space, a maximum building height of 111m, a maximum lot coverage of 97%, and a maximum density of 940uph.

Purpose and Effect of Recommended Action

The purpose and effect of the recommended action is to rezone the subject site to permit the development of a 35-storey, 435-unit mixed-use building with a central residential tower, and a 4 and 5-storey podium across the entire site consisting of commercial uses, a parking structure, and bicycle storage. If all the existing hotel units are converted to residential, together with the new development will be the equivalent to a density of 940 units per hectare. The recommended action would add a holding provision to the site requiring all path loss issues be completed to the satisfaction of the Director of Emergency Communication, City of London.

Rationale of Recommended Action

1. The recommended amendment is consistent with the Provincial Policy Statement, 2020, which encourages land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment, as well as enhancing the vitality and viability of downtowns. The PPS directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future.
2. The recommended amendment conforms to the policies of The London Plan including but not limited to the Key Directions, City Building policies, and the Downtown Place Type, facilitating a built form that contributes to achieving a compact, mixed-use city.
3. The recommended amendment conforms to Our Move Forward: London's Downtown Plan, by providing for a landmark development within the downtown core.
4. The recommended amendment facilitates the development of an underutilized site within the Built Area Boundary and Primary Transit Area with an appropriate form of development.
5. The recommended amendment facilitates a type of residential development that will help to address the growing need for affordable types of housing in London. The recommended amendment is in alignment with the Housing Stability Action Plan 2019-2024 and Strategic Area of Focus 2: Create More Housing Stock.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the

City is committed to reducing and mitigating climate change. Refer to Appendix “C” for further details on the characteristics of the proposed application related to the City’s climate action objectives.

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

None.

1.2 Planning History

A site plan application was submitted in August, 2022 to convert the hotel rooms at 300 King Street to apartment units. After further material submissions the City reconsidered our position regarding the requirements to go through Site Plan Control for the conversion. Given the nature of conversations at the time and the focus on intensity through Land Use Planning, the City was amenable to waiving Site Plan Control and the file was cancelled.

1.3 Property Description

The subject site is located on the northwest corner of the intersection at King Street and Waterloo Street. The irregularly shaped lands have an area of approximately 0.73ha with frontages of approximately 105 metres along King Street and approximately 50 metres along Waterloo Street. The subject lands abut the Delta Armouries hotel and a parking lot to the north; Waterloo Street to the east; King Street to the south; and, the City Centre towers to the west. RBC Place is located opposite the subject lands on the south side of King Street; and, the Centre Branch YMCA facility is located opposite the subject lands on the east side of Waterloo Street. Currently, the site is occupied by a 22-storey hotel (The Double Tree Hilton) and a 2-storey parking garage.

A

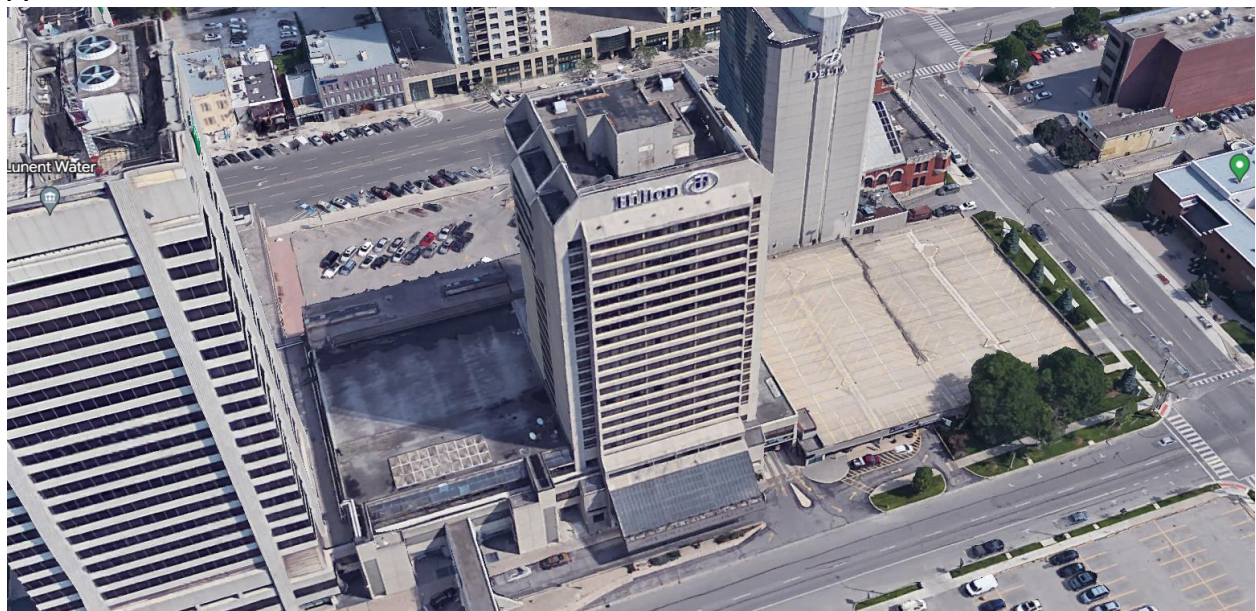


Figure 1: 300-320 King Street – Aerial View (Google Earth image, June 2021)

1.4 Current Planning Information

- The London Plan Place Type – Downtown Place Type
- Existing Zoning – Downtown (DA2) Zone

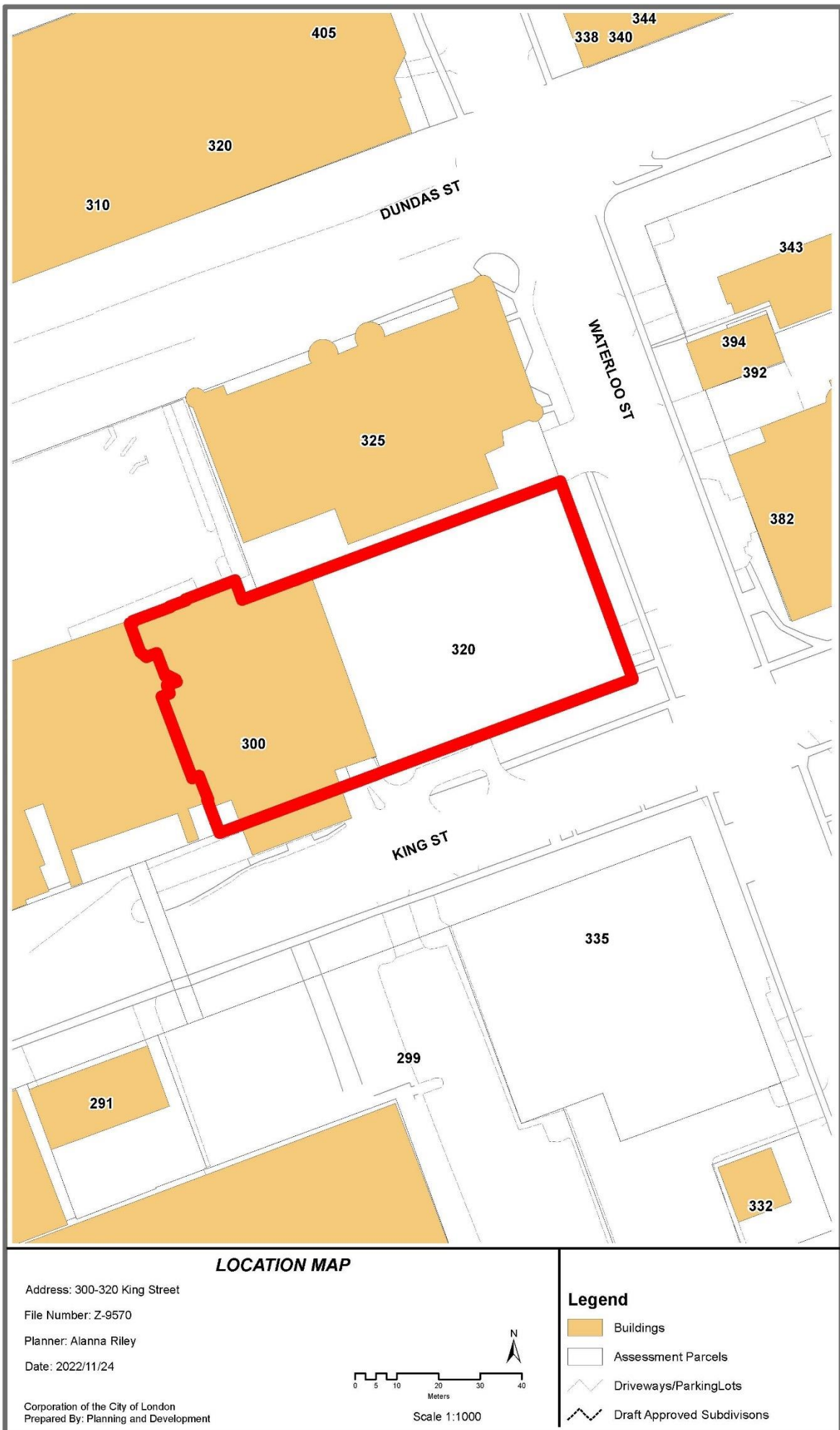
1.5 Site Characteristics

- Current Land Use – 2-storey parking garage
- Frontage – 50 metres
- Depth – 105 metres
- Area – 0.73 hectares
- Shape – Rectangular

1.6 Surrounding Land Uses

- North –Delta Armouries Hotel and parking lot
- East – Waterloo Street and YMCA
- South – King Street and RBC Place
- West – City Centre Tower

1.7 Location Map



1.8 Intensification

The proposed 435 residential units represents intensification within the Built-Area Boundary and Primary Transit Area.

2.0 Description of Proposal

2.1 Development Proposal

- The applicant is proposing a 35-storey, 435-unit mixed-use building with a central residential tower, and a 4 and 5-storey podium across the entire site consisting of residential and commercial units, a parking structure, bicycle storage and residential units. A Site Plan Control application was currently being processed to permit the conversion of part, or all, of the existing hotel units to residential units; however this application has been cancelled.
- A density of 595 units per hectare (uph) is proposed for the development, resulting in a total site density of approximately 940uph if the existing hotel is completely converted to apartments.
- Special provisions would permit 0% landscaped open space, a maximum building height of 112m, a maximum lot coverage of 97%, and a maximum density of 940uph.

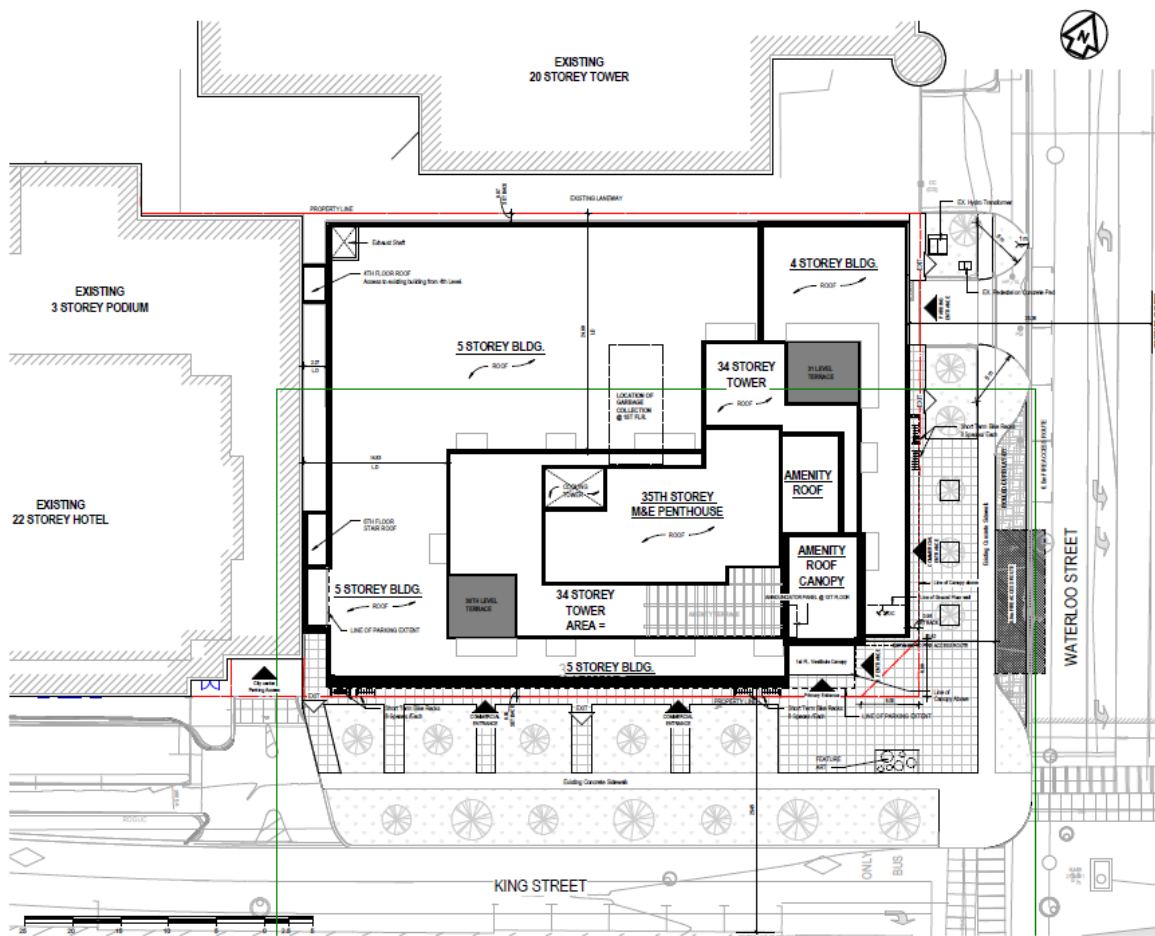


Figure 2: Concept Plan



Figure 3 - Overall View



Figure 4 - Southeast View



Figure 5 - Southwest View



Figure 6 - Northeast View

2.2 Requested Amendment

The applicant is requesting to change the zoning from a holding Downtown Area (h-3*DA2*D350) Zone to a Downtown Area Special Provision (DA2()) Zone. Requested special provisions include 0% landscaped open space, a maximum building height of 112m, a maximum lot coverage of 97%, and a maximum density of 940 units per hectare.

2.3 Community Engagement (see more detail in Appendix B)

Through the community engagement process, two written responses were received from members of the public.

The public concerns that have been raised with respect to the development proposal relate to the following matters:

- Loss of hotel units

The applicant has indicated that at this time converting the hotel is not being considered.

2.4 Internal and Agency Comments (see more detail in Appendix B)

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

3.0 Financial Impacts

This application is eligible for financial incentives under the Downtown Community Improvement Program.

4.0 Key Issues and Considerations

4.1 Issue and Consideration #1: 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.

The PPS promotes efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term; accommodate an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; and 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 (1.1.1).

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; are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion; minimize negative impacts to air quality and climate change, and promote energy efficiency; prepare for the impacts of a changing climate; support active transportation and are transit-supportive, where transit is planned, exists or may be developed (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).

The policies of the PPS direct planning authorities to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated, taking into account existing building stock or areas,

including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). Additionally, the PPS is supportive of appropriate development standards which facilitate intensification, redevelopment and compact form (1.1.3.4).

Planning authorities are further directed to permit and facilitate all housing options required to meet the social, health, economic and well-being requirements of current and future residents as well as all types of residential intensification, including additional residential units and redevelopment (1.4.3b)). Densities for new housing which efficiently uses land, resources, infrastructure and public service facilities, and supports the use of active transportation and transit in areas where it exists or is to be developed, is promoted by the PPS (1.4.3d)).

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)) and also identifies that long term economic prosperity should be supported by encouraging a sense of place by promoting a well-designed built form (1.7.1e)).

Analysis

The recommended amendment facilitates the development of an underutilized site within a settlement area. The proposal provides for an appropriate mix and intensity of residential and commercial uses that are suitable and encouraged in the downtown. The proposed 35-storey mixed-use building contributes to the mix of housing types and provides choice and diversity in housing options for both current and future residents.

The site is well-located to support higher intensity uses that benefit from proximity to existing, resources, infrastructure and public service facilities, and will support the use of active transportation and transit. The proposed development supports the goals of the PPS by achieving a more compact, high density mixed-use form of development and helps create a sense of place along King Street and Waterloo Street by providing a well-designed built form. The proposed development would become an important landmark and represents an attractive and appropriate built form at a highly prominent location in the core of the downtown.

4.2 Issue and Consideration #2: The London Plan – Key Directions

The London Plan provides Key Directions that must be considered to help the City effectively achieve its vision (54_). 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 that have been reviewed with respect to Use, Intensity and Form are outlined below:

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

- Planning for and promoting strong and consistent growth and a vibrant business environment that offers a wide range of economic opportunities.
- Creating a strong civic image by improving the downtown, creating and sustaining great neighbourhoods, and offering quality recreational opportunities.
- Revitalizing our urban neighbourhoods and business areas.
- Investing in, and promoting, affordable housing to revitalize neighbourhoods and ensure housing for all Londoners. (Key Direction #1, Directions 1, 2, 4, and 13).

The London Plan provides direction to celebrate and support London as a culturally rich, creative, and diverse city by:

- Protecting our built and cultural heritage to promote our unique identity and develop links to arts and eco-tourism in the London region.
- Revitalizing London's downtown, urban main streets, and their surrounding urban neighbourhoods to serve as the hubs of London's cultural community.
- Developing affordable housing that attracts a diverse population to the city. (Key Direction #3, Directions 7, 9, and 11).

The London Plan provides direction to build a mixed-use compact city by:

- Implementing a city structure plan that focuses high-intensity, mixed-use development to strategic locations - along rapid transit corridors and within the Primary Transit Area.
- Planning to achieve a compact, contiguous pattern of growth – looking “inward and upward”;
- Sustaining, enhancing, and revitalizing our downtown, main streets, and urban neighbourhoods.
- 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.
- Ensuring a mix of housing types within our neighbourhoods so that they are complete and support aging in place. (Key Direction #5, Directions 1, 2, 3, 4, and 5).

Lastly, The London Plan provides direction for a new emphasis on creating attractive mobility choices by:

- Linking land use and transportation plans to ensure they are integrated and mutually supportive.
- Focusing intense, mixed-use development to centres that will support and be served by rapid transit integrated with walking and cycling.
- Dependent upon context, requiring, promoting, and encouraging transit-oriented development forms. (Key Direction #6, Directions 4, 5, and 6).

These policies were also considered in conjunction with the Downtown Place Type policies for this application in review of use, intensity and form as discussed below in sections 4.3, 4.4 and 4.5.

4.3 Issue and Consideration #3: Use

The London Plan

The site is in the Downtown Place Type, as identified on Map 1 – Place Types. The Downtown is the highest-order mixed-use activity centre in the city (800_). A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses are contemplated in the Downtown Place Type (800_1). Mixed-use buildings are encouraged, and along commercial-oriented streetscapes, retail and service uses will be encouraged at grade with residential and non-service office uses directed to the rear of buildings and the upper floors (800_2 and 800_3).

Analysis:

The proposed development is in keeping with the permitted uses of the Downtown Place Type as it provides for a mixed-use building with commercial uses at grade and residential above. Adjacent surrounding uses include high density residential, office, commercial, and commercial recreation. In this context, a 35-storey mixed-use development is not out of place and its impact on surrounding land uses would be mitigable.

Furthermore, the analysis of intensity and form below will demonstrate that the proposed development can be developed on the subject lands in a way that is appropriate for the site and surrounding area.

4.3 Issue and Consideration #3: Intensity

The London Plan

The Downtown will permit the tallest buildings and the highest densities in the city (802_). Buildings within the Downtown Place Type will be a minimum of either three (3) storeys or nine (9) metres in height and a maximum of 35-storeys may be permitted in conformity with the Our Tools policies in The London Plan (802_1). Tall buildings will be

permitted only where they achieve a high level of design excellence in conformity with the City Design policies (802_2). The site is located along a Rapid Transit Boulevard in The London Plan as identified on Map 3 – Street Classifications. The Rapid Transit Boulevard is intended to allow for a wide range of permitted uses and greater intensities of development close to rapid transit stations. These corridors are also intended to support the development of a variety of residential types, with varying size, affordability, tenure, design, and accessibility so that a broad range of housing requirements are satisfied (The London Plan, Policy 830_4 and 11). Also, these corridors are classified as streets designed to move high volumes of traffic, generate a high-quality pedestrian realm, and incorporate a high level of urban design (The London Plan, Policy 371_).

Analysis

The applicant has requested a height of 35-storeys (112 metres) and density of 940 units per hectare. The request for the density includes both the new development and opportunity to convert the existing hotel units to residential units in the future. The applicant has indicated that at this time converting the hotel is not being considered.

Staff are satisfied that the proposed intensity and scale of the proposed development is appropriate and is in conformity with The London Plan. As such, the applicant has met the Our Tools policies of The London Plan commensurate for the requested increased intensity by providing a building design and site layout that incorporates contemporary architectural themes and design elements to establish a prominent, intensive high-rise design that is compatible with the adjacent heritage building and local development context.

Also, underground and structure parking has been provided to eliminate surface parking on-site. Further, the subject site is of a size and configuration capable of accommodating a more intense form of development than the existing 2-storey parking garage that is sensitive to the existing adjacent heritage building at 325 Dundas Street – The Delta Armouries Hotel. Additionally, the subject lands as mentioned are located along a Rapid Transit Boulevard where there is direct access direct to London Transit bus routes and will abut the future Bus Rapid Transit system. The site is surrounded by a mix of high-rise commercial and offices, commercial recreation, and high-density residential uses. The site is also located within walking distance to a multitude of uses in the downtown which will help support the proposed intensity of the development while additional institutional uses such as places of worship, Central Secondary School, Catholic Central Secondary School, Beal Secondary School, and some primary schools are in relatively close proximity to the subject site. Additionally, there are several open space areas within approximately a 5-to-15-minute walk, one being Victoria Park.

Given this site is currently developed with a parking structure as mentioned above, the proposed development represents an appropriate form of intensification through infill development. The proposed intensity of the development will help contribute to the downtown as a whole, as the increased population will help support and attract existing/future commercial, retail and entertainment uses within the downtown core. The proposal is considered in keeping with the intensity policies set out by The London Plan. As such, staff is satisfied the proposed intensity and scale of development is in conformity with The London Plan.

4.4 Issue and Consideration #4: Form

The London Plan

The London Plan encourages compact forms of development as a means of planning and managing for growth (7_, 66_). The London Plan encourages growing “inward and upward” to achieve compact forms of development (59_2, 79_). The London Plan accommodates opportunities for infill and intensification of various types and forms (59_4). To manage outward growth, The London Plan encourages supporting infill and intensification in meaningful ways (59_8). The London Plan also provides guidance on compatibility and fit with regards to form (Policy 953_).

Additionally, all planning and development applications must conform with the City Design policies of The London Plan and have regard for Our Move Forward: London's

Downtown Plan and the Downtown Design Manual (803_1). Building design that represents individual creativity and innovation will be encouraged to create landmarks, develop a distinctive character, and contribute to the city's image (803_4).

High and mid-rise buildings should be designed to express three defined components: a base, middle, and top (289_). High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high rise buildings should take the form of slender towers and should not be designed with long axis where they create an overwhelming building mass (293_).

Analysis

The applicant has provided a development concept as part of a complete application to support and justify the form of development and its relationship to the area. The proposed form has made a strong effort to maintain a scale and rhythm that responds to the surrounding land uses, and that the location and massing of the proposed buildings is consistent with urban design goals of The London Plan.

Furthermore, consistent with The London Plan, the recommended intensification of the subject property would optimize the use of land and public investment in infrastructure in the area. Located within the downtown core of the City, the redevelopment and intensification of the subject lands for a high-rise mixed-use building would contribute to achieving a more compact form of growth and development than the 2-storey parking garage that currently occupies the site.

Base

High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate in, and reduce wind impacts (929_). The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale (289_1).

The base of the tower has been designed with a 4 and 5-storey podium positioned and designed to address King Street and Waterloo Street, creating an animated and vibrant street frontage that interacts well with the public realm, and provides a strong and coherent pedestrian presence. The principal entrance to the building is provided at the corner of King Street and Waterloo Street. The site is also located behind the existing heritage building at 325 Dundas Street – The Delta Hotel. While the 4 and 5-storey podium is setback 5 metres on the north side from the Delta Armouries Hotel which results in a larger setback, it assists in continuing to showcase the hotel with the podium and setback. Staff support the scale and positioning of the podium relative to the existing heritage structure as well as the positioning of the tower component which respects The Delta Hotel along Waterloo Street and Dundas Street. A corner rendering is provided in Figures 8.



Figure 7: Tower base (corner view from King Street)



Figure 8: Tower base (corner view from Waterloo Street)

The base has been designed with materials that are in-keeping with and compliment the surrounding buildings including the heritage building with brick façade treatments and substantial glazing, displaying creativity and uniqueness in the details while complementing the surrounding area and land uses. The base not only adds to the unique character of the area but is also desirable and fulfills the planned function of the site with a building facade that is complementary to this corner creating a strong sense of place. On the rooftop of the podium amenity areas have been provided on all sides.



Figure 9: Level 6 Floor Plan which shows rooftop amenity areas of the podium

Staff recommend some design elements of the building to be further refined through the Site Plan review process to help create a more welcoming entrance to the development and enhance the overall design of the podium.

Middle

The middle should be visually cohesive with, but distinct from, the base and top (289_2). The middle of the building is the portion of the building above the podium-base and consists of the residential tower. The proposed tower floorplate is measured at approximately 1,013 square metres, constituting a slender tower. The positioning of the tower on the site will enable it to exist without imposing on the pedestrian experience and the existing heritage building along Dundas Street and offers spatial separation between the Delta Hotel. These setbacks are recommended in the by-law to ensure this separation is maintained. Details included in the design of the tower include balconies serving as private amenity spaces for residential units, which are defined by different colours and broken up along the façade to provide visual interest. Architectural design features enhance the downtown skyline and help break up the building mass.



Figure 10: Southwest Isometric Views



Figure 11: Northeast Isometric Views

Top

The top should provide a finishing treatment, such as roof or a cornice treatment, to hide and integrate mechanical penthouses into the overall building design (289_3). As the subject lands are located in a prominent site in the Downtown, the treatment of the building top will be highly visible and should contribute positively to the City’s skyline.

Consistent with the tall building design direction in Section 2.3 of the Downtown Design Manual, the building design includes a sculpted roof form that provides interest to the building and helps establish an attractive skyline within the downtown while creating a distinguishable built landmark. The top of the building also includes an integrated rooftop amenity areas for tenants. It is recommended to the Site Plan Approval Authority

that through future design refinements, any roof-top mechanical equipment be enclosed in a mechanical penthouse to ensure it is appropriately integrated into the design.

Staff commend the applicant for incorporating the following into the design of the site and buildings: material on the podium of the building that are in-keeping with the surroundings including the heritage building; a slender tower design; locating the tower portion of the building on the podium to increase the spatial separation between the tower and the Delta Hotel property; interesting architectural design features on the tower that will enhance the downtown skyline and break up the building mass; terraces overlooking the area and providing opportunity for activating these terraces with the proposed adjacent office/commercial uses.

The proposed development would be a landmark building at a prominent location in the Downtown. As shown in Figure 10, the proposed development provides a terminus vista at the corner of King Street and Waterloo Street with an attractive, slender tower and a base that complements the existing heritage building.



Figure 12: View of the proposed development at the intersection of King Street and Waterloo Street

The London Plan directs planning and design undertaken within the Downtown to place a priority on the pedestrian experience through site layout, building location, and a design that reinforces pedestrian comfort and safety (803_2). The evaluation of height and built form will consider access to sunlight by adjacent properties, wind impacts, view corridors, and potential impacts on public spaces and heritage properties located in close proximity to proposed development (802_3). The design and positioning of new buildings in the Downtown will not negatively impact pedestrian comfort by introducing inappropriate wind turbulence and velocity within the public realm. A wind assessment will be required for all buildings of 6 storeys or more, with the intent of mitigating wind impacts on the pedestrian and other ground level environments (803_4).

The Wind Study provided as part of the application outlines potential mitigation measures that will be reviewed and considered at a future Site Plan review stage. It is noted that some design considerations to assist in mitigating wind impacts have already been incorporated into the design, such as the use of a podium and the inclusion of balconies on the building façades. Additional consideration will be given to the common amenity terraces to include wind screens on Level 6 predicted to experience wind conditions suitable for sitting to the immediate north and south of the tower, Level 33 and 35 predicted to be suitable for sitting. This is included in the recommendation to be considered during the site plan review process.

As part of the complete application, a Shadow Study was provided to measure potential shadow impacts on adjacent properties. The slender design of the proposed tower assists in mitigating these impacts by reducing building mass and overall casting of shadows. Images from the Shadow Study demonstrating impacts at various times of day and year are contained in Appendix E.

Through the review of the initial proposal submission, Planning and Development staff and the Urban Design Peer Review Panel identified various considerations regarding the design of the development proposal. The applicant has taken these considerations into account along with other staff concerns and public concerns. Overall no major changes are being sought as part of the Zoning By-law amendment. Additional building and site design considerations will be implemented as part of the subsequent site plan application. Staff are satisfied that the Evaluation Criteria for Planning and Development Applications in the Our Tools part of The London Plan have been met through the recommended Zoning By-law amendment and can be further addressed through the site plan control review process.

The refinements illustrated on the site plan, and elevations provide certainty with respect to appropriate building location and height, amenity space, buffering, and design in order to establish suitable zoning regulations.

At the site plan control review stage, City staff will continue to refine these building and site design features with the applicant for implementation in the final approved drawings and development agreement, including:

- (i) To ensure sufficient amenity space has been provided, the amount of outdoor amenity space as presented on the architectural drawings should remain;
- (ii) To ensure the development represents uniqueness and individual creativity to develop a landmark and contribution, the proposed development should generally reflect the middle portion of the tower as submitted on the architectural drawings with materials and an architectural expression;
- (iii) To ensure the built form enhances the pedestrian environment, the ground floor and podium facades should provide depth and variation;
- (iv) Provide a variety of window glazing along the King Street ground floor façade to create visual interest and sightlines for sense of safety;
- (v) Design the space between the building and the street to have an urban character and an appropriate mix of hard- and softscape. Include street trees and design pedestrian routes to follow natural desire lines;
- (xiv) To ensure impact from wind, consideration will be given to the common amenity terraces to include wind screens on Level 6 predicted to experience wind conditions suitable for sitting to the immediate north and south of the tower, Level 33 and 35 predicted to be suitable for sitting;
- (xv) To mitigate the risk for indirect impacts on the built heritage resource – The Delta Armouries Hotel, a strategy to carry out a pre-condition survey, vibration monitoring and post-condition survey should be developed by a licensed engineer preferably with heritage experience;
- (xvi) The property should be subject to a vibration assessment prior to the commencement of construction to establish a “Zone of influence” and vibration monitoring and control system and policy be developed and implemented to ensure levels remain below the accepted threshold during all construction activities, to ensure there are no indirect impacts to adjacent structure, of particular note is the Delta Armouries Hotel at 325 Dundas Street. Vibration monitoring should be carried out by an individual with previous knowledge of heritage structures and the impact of vibration on heritage resources;
- (xvii) The recommendations outlined in the noise study including roadway and railway mitigation measures be implemented and a more detailed noise assessment will be required at the time of site plan review to determine specific noise control measures for the building itself.

These are the detailed matters summarized under clause b) of the staff recommendation for the Site Plan Approval Authority to consider through the site plan review process.

4.5 Issue and Consideration #5: Cultural Heritage

4.5.1 Heritage Designations

The subject site is adjacent to the Delta London Armouries designated under Part IV of the Ontario Heritage Act and is located in the Downtown Heritage Conservation District, designated under Part V of the Ontario Heritage Act. The Delta London Armouries was built in 1905 in the Romanesque Revival architectural style. The Armouries feature a solid red brick construction, with a stone base, cylindrical turrets, stylized archways over the windows, and a wide arch at the entrance, designed by Canadian architect David Ewart (Locorum, 2021). Armouries served the City for decades as a training facility and weapons storage for reserve and regular army units. The building opened as a 20-storey hotel in 1986. The building has historic and landmark significance within the City of London which is recognized through its current designation.



Figure 13 – Photo of the existing heritage building – The Delta Armouries Hotel

As part of the complete application, the applicant submitted a Heritage Impact Assessment (HIA) which was reviewed by the London Advisory Committee on Heritage (LACH) and City heritage planning Staff. Full comments from LACH and Staff are included in Appendix C. Through Staff's review of the HIA it is recognized that there are potential demolition and construction impacts as stated in the HIA. To mitigate these impacts considerations through site plan review have been included in the recommendation of this report.

Provincial Policy Statement, 2020

The PPS provides direction to conserve significant built heritage resources (2.6.1). Planning authorities shall not permit development and site alteration on adjacent lands to protected heritage property except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved (2.6.3).

The London Plan

The City Building policies of The London Plan directs planning and development to: promote, celebrate, and raise awareness and appreciation of London's cultural heritage resources; conserve London's cultural heritage resources so they can be passed on to our future generations; and ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources (554_1 to 3). Conservation of whole buildings on properties identified on the Register is encouraged and the retention of façades alone is discouraged (568_).

The Downtown Place Type of The London Plan provides direction for new development to be designed to provide for continuity and harmony in architectural style with adjacent uses that are of architectural or historical significance (803_3).

Downtown Heritage Conservation District Plan

One of the goals of the Downtown Heritage Conservation District Plan is to influence the renovation or construction of modern era buildings so that it is done with regard to the District and complementary to the character and streetscape (3.2.1). To achieve this, development should be distinguishable but also compatible with the heritage character of the Downtown Heritage Conservation District.

Sections 6.1.4.1 and 6.1.5 of the Downtown Heritage Conservation District Plan directs that new construction shall ensure the conservation of character-defining elements of the buildings it neighbours. New construction is to be made both physically and visually compatible with the historic place while not trying to replicate it in the whole and should be easily decipherable from its historic precedent while still complementing adjacent heritage buildings.

Staff are satisfied with the proximity of the proposed development to the heritage building at 325 Dundas Street and the ability of any development of this scale to be compatible.

Through the review of the proposed application Staff are of the opinion that positive design elements have been used to ensure the development is sensitive to the existing scale and character of the heritage building. There have been efforts in the design approach to be sensitive to heritage scale and character through a developed podium (bringing the scale down at grade to that of the heritage buildings), the use of an architectural vocabulary that relies on a base, mid-section and cap supporting a pedestrian scale at the street level and employing a sympathetic colour palette.



Figure 14 – Photo of the proposed development in context with the existing heritage building – The Delta Armouries Hotel

Heritage Impact Assessment(HIA)

Although staff are generally supportive of with the design elements and setbacks to ensure the development is sensitive to the existing Delta Armouries Hotel, the HIA indicated there was the potential direct impacts anticipated within the protected heritage

property due to demolition activities and indirect impacts to adjacent properties resulting in vibration impacts from construction activities. Therefore, certain criteria to support mitigation of these potential impacts have been included in the recommendation to be considered through the site plan review process.

Issue and Consideration #6: Emergency Communication and Path Loss

As part of a complete application, a path loss study was required to analyze the impact a new tower would have on the City of London existing public safety radio infrastructure. During the process, staff met with Emergency Communications to discuss impacts and potential mitigation measures that would uphold the integrity of the Emergency Communications system in a manner that is sensitive and accommodating to future development. These discussions are ongoing to determine a possible solution. A holding provision is being recommended at this time to ensure subsequent studies determine no impact exists or mitigation measures are identified and mutually agreed upon between the City and the developer.

h-()

Purpose: to ensure that the Municipal Emergency Communication System is functional and uninterrupted, the holding symbol shall not be deleted until subsequent studies determine no impacts exist or mitigation measures are identified and mutually agreed upon by the City and developer.

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 and Downtown Place Type policies. The recommended amendment facilitates the development of an underutilized site with an appropriate form of development at a prominent location in the Downtown.

The recommendation ensures the building form and design fits within the surrounding area while providing a high quality design standard. The recommended zone also provides for some flexibility for further refinements through the detailed design review at a future Site Plan review stage. The subject lands are situated in a location where intensification can be accommodated given the existing municipal infrastructure, location within the Downtown, and future/existing public transit facilities in the area.

Prepared by: Alanna Riley, MCIP, RPP
Senior Planner, Development Services

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

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

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

Copy:
Britt O'Hagan, Manager, Current Development
Michael Pease, Manager, Site Plans
Ismail Abushehada, Manager, Development Engineering

Appendix A

Bill No.(number to be inserted by Clerk's Office)
2023

By-law No. Z.-1-23_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 300-
320 King Street

WHEREAS Royal Host GP Inc. and Holloway Lodging has applied to
rezone an area of land located at 300-320 King Street, as shown on the map attached to
this by-law, as set out below;

AND WHEREAS this rezoning conforms 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 300-320 King Street, as shown on the attached map comprising
part of Key Map No.(A107), from a holding Downtown Area (h-3*DA2*D350) Zone
TO a holding Downtown Special Provision (h-()*DA2(_)) Zone.
- 2) Section Number 20.4 of the Downtown (DA2) Zone is amended by adding the
following Special Provision:
DA2() 300- 320 King Street
 - a) Regulations for 300-320 King Street
 - i) Maximum density of 940 units per hectare
 - b) Regulations for the proposed new mixed-use building at 320 King
Street
 - i) Maximum height of 112 metres (35 storeys)
 - ii) 0% landscaped open space
 - iii) Maximum Lot Coverage of 97%
 - iv) Minimum North Yard Setback to Tower Component of
12.0metres
 - v) West Yard Setback to Tower Component of 15.0metres
 - vi) South Yard Setback to Tower Component of 5.0metres
 - vii) Minimum East Yard Setback to Tower Component of 5.0metres
- (3) Section Number 3.8 2) of the Holding "h" Zone is amended by adding the following
Holding Provision:
) h_

Purpose: to ensure that the Municipal Emergency Communication System is
functional and uninterrupted, the holding symbol shall not be deleted until
subsequent studies determine no impacts exist or mitigation measures are
identified and mutually agreed upon by the City and developer.

Permitted Interim Uses: Permitted uses within existing buildings.

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.

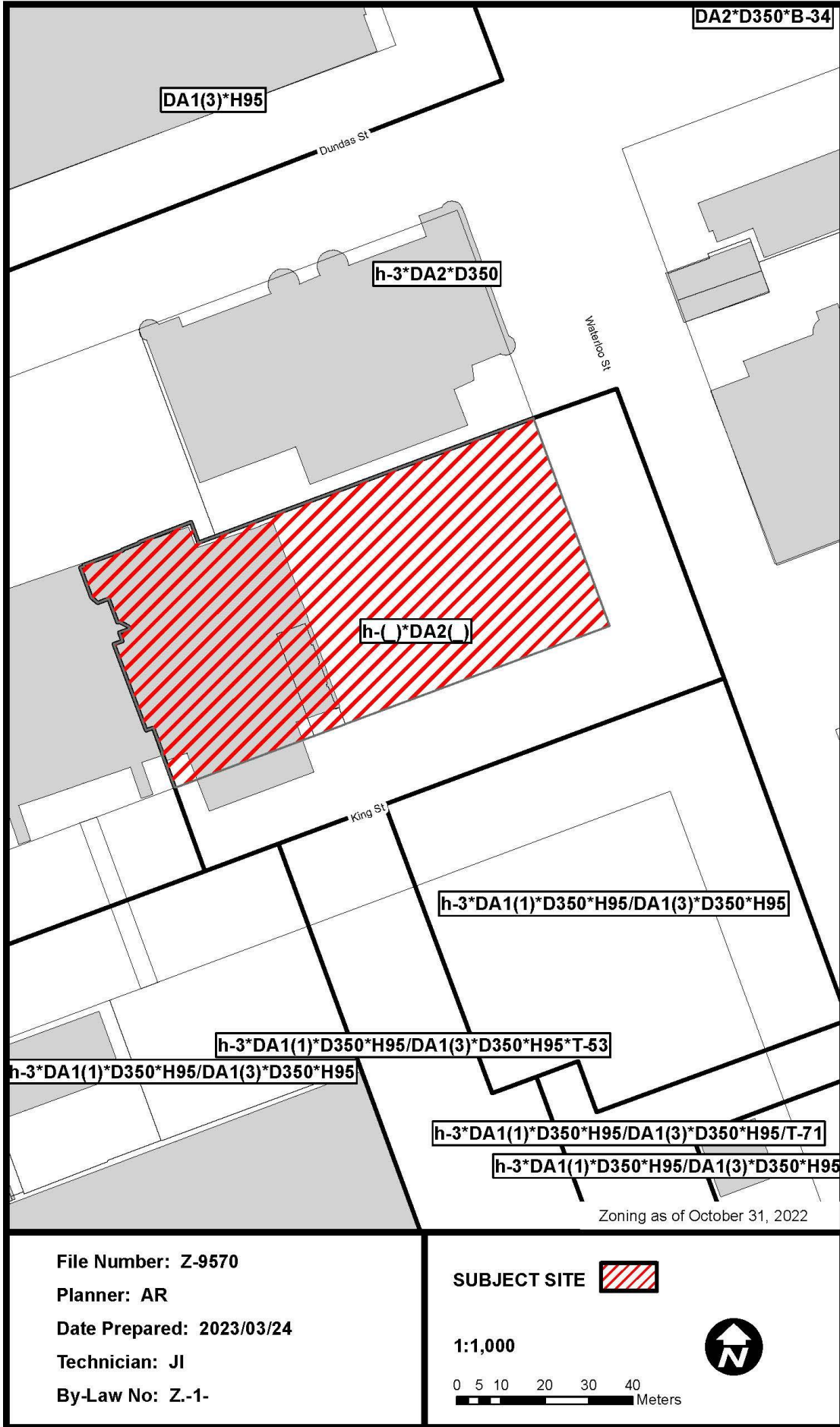
PASSED in Open Council on April 25, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 25, 2023.
Second Reading – April 25, 2023.
Third Reading – April 25, 2023.

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



Geodatabase

Appendix B – Public Engagement

Community Engagement

Notice of Application:

On December 9, 2022, Notice of Application was sent to 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 9, 2022. A “Planning Application” sign was posted on the site.

Responses:

5 replies were received

Nature of Liaison:

The purpose and effect of this zoning change is to permit the development of a 35-storey, 435-unit mixed-use building with a central residential tower, and a 4 and 5-storey podium across the entire site consisting of commercial, a parking structure, bicycle storage and residential units. A Site Plan Control application is currently being processed to permit the conversion of part, or all, of the existing hotel units to residential units. A density of 595 units per hectare (uph) is proposed for the development, resulting in a total site density of approximately 940 uph if the existing hotel is completely converted to apartments. Possible change to Zoning By-law Z.-1 FROM a holding Downtown Area (h-3*DA2*D350) Zone TO a Downtown Area Special Provision (DA2()) Zone. Special provisions would permit no landscaped open space requirement, a maximum building height of 111m, a maximum lot coverage of 97%, and a maximum density of 940 units per hectare.

It should be noted that the Site Plan Control application mentioned in the notice of application has been cancelled.

Letter and Publication in “The Londoner”

Written	Telephone
Anna Maria Valastro	Anna Maria Valastro
	Rob McGeary
Teresa Novick	
Alma Oliarnyck	
Lori DaSilva – General Manger – RBC Place	

Hello Alanna,

I think the proposal for 300-320 King St is fantastic. We need more buildings like this in the core. Not sure what the limit is for height/number of storeys, but the more the better. Allow the builder more floors to accommodate more affordable units. We need to use the land in the core rather than continuing to build out.

Regards,

Teresa Novick

To Alanna Riley and David Ferreira and Mary Ann Hodge

I am attaching my letter of objection in the hopes that it will be taken seriously regarding a 35-storey 435 unit mixed-use building proposal. I am aware that this may be a David and Goliath situation. This is not a letter of 'Not In My Front Yard' but rather a letter of concerns for the overload of towers, for the overload of intensification, for the overload of traffic on already busy roads. The traffic lights are not synchronized sufficiently to handle more cars and pedestrians effectively. The proposed height of this

building is out of sync with the neighbourhood. There are already cranes in the sky west of Wellington/Dundas with more residential towers being built. As well as to the south where the old hospital was located.

Alma Oliarnyck



Tuesday, January 3, 2023

Alanna Riley
Planning & Development
City of London
300 Dufferin Avenue, 6th Floor
London, ON N6A 4L9
Ref #Z-9570

Dear Ms. Riley,

RBC Place London, operated by the London Convention Centre Corporation under a By Law established by the City of London, was built to host conventions, conferences and multi-day events driving economic impact for London. While RBC Place London was built to host the meeting aspect of these multi-day events, local hotels are vital partners providing the accommodations and are direct economic benefactors.

The Doubletree by Hilton Hotel, located at 300 King Street, is physically connected to RBC Place London via a pedway across King Street. Should a zoning by-law amendment permitting the "conversion of part, or all, of the existing hotel units to residential units" be approved, the City of London will not be a viable competitive community in the attraction of conventions, conferences, and multi-day events. This directly means that the City of London, will no longer be able to host events like the Association of Municipalities of Ontario booked in London, August 2023, which will generate approximately 6,000 room nights for the community and \$2.41 million in direct economic spend during a need period. London would not be able to bid and host events like the Tim Hortons Brier, booked March 2023, with a forecasted economic impact for the community of \$8-10 million. The hosting of these types of events brings the world to London. Without the connected accommodation partner, RBC Place London is no longer a convention hosting venue.

Currently the Doubletree by Hilton Hotel is London's largest hotel with 323 guestrooms and the only hotel directly connected via a pedway to RBC Place London. Should a site plan application to convert "part, or all, of the existing hotel units to residential units" be approved, the City of London is publicly making the decision to no longer be competitive in the convention or multi-day event hosting market. This decision needs to be elevated to a full strategic review as currently, the importance of driving economic impact through the hosting of these events is included in the City of London Strategic Plan supporting economic growth and adding vibrancy to downtown London.

rbclacelondon.com



RBC Place London fully supports the development of a new mixed-use building on the site of 300-320 King Street recognizing the need and importance of, additional residential units in downtown London.

RBC Place London management respectfully requests that the application to convert all existing hotel rooms at this location be fully evaluated and reviewed at the highest community level. The community wide impact of such a conversion of all existing hotel rooms at 300 King Street, would greatly impact London's ability to continue to participate in multi-day event hosting. This decision needs to go beyond a zoning by-law amendment review process to a strategic review for the City as the impact will be community wide.

Lori Da Silva
General Manager & CEO
RBC Place London

c.c. Councillor David Ferreria
RBC Place London Board of Directors
Cheryl Finn, General Manager Tourism London

RBC Place London
300 York Street
London, ON N6B 1P8

519-661-6200
1-800-203-1992

rbcplacelondon.com

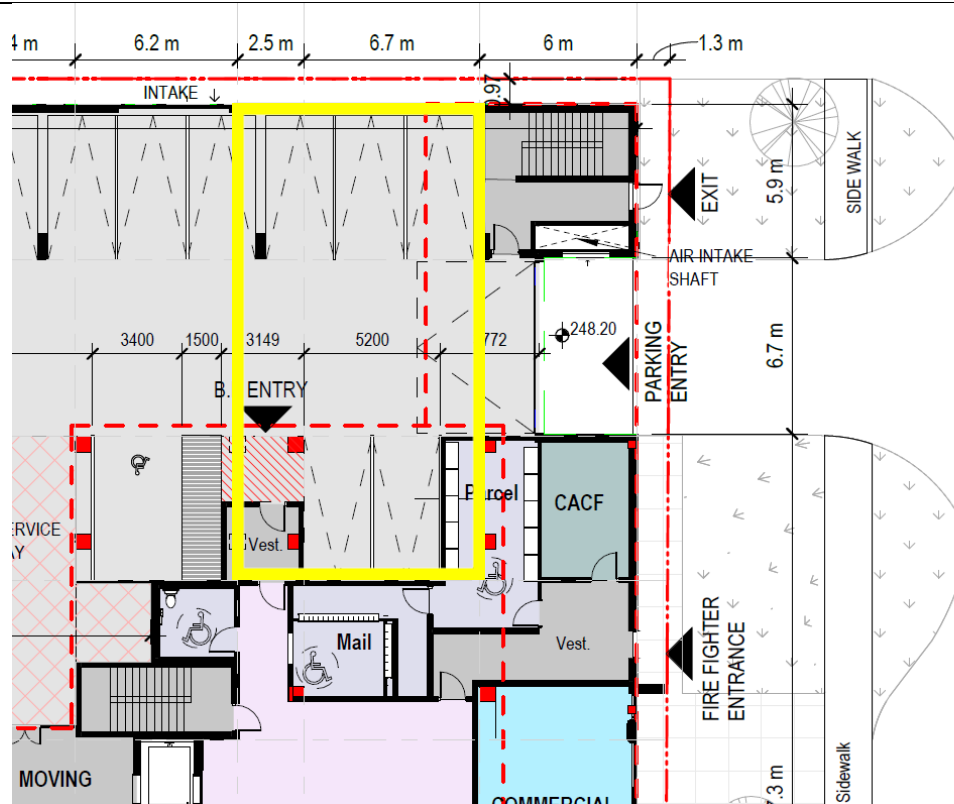
Agency/Departmental Comments

Ontario Lands

It is Enbridge Gas Inc.'s request that as a condition of final approval that the owner/developer provide to Enbridge the necessary easements and/or agreements required by Enbridge for the provision of gas services for this project, in a form satisfactory to Enbridge.

Site Plan

-
- 1. Relocate the commercial parking stalls to the ground floor parking area
- 2. Remove the parking stalls located directly at the parking entry. If vehicles are exiting while others are coming in, this can create some issue



3. Barrier-free parking is based on the number of provided parking stalls. Based on the provided 318 stalls, 9 barrier-free stalls are required. Revise the plans accordingly to accommodate the required number of barrier-free stalls and provide a breakdown of the Type A and Type B provided stalls. Dimension the proposed barrier-free stalls.
4. It is noted that while tandem is permitted, the spaces only count as one (1) towards the overall parking count.
5. Ensure all parking garage exits lead to a sidewalk. One of the exists along Waterloo Street towards the rear of the site exit onto landscaping.
6. Clarify the location of outdoor amenity space for the building. There appears to be a smaller terrace on Level 35 however, amenity space is required to be of an appropriate size and scale based on the proposed building (approx. 5m² per residential unit)
7. Dimension the standard parking stalls, specifically the width, within the underground parking garage.
8. Staff have concerns with the proposed garbage/recycling room and moving area for vehicle maneuvering (including a tight turning radii). As per the Site Plan Control By-law, an external garbage pad for collection day is required.
9. Consider relocating the bicycle parking to the ground floor or Level 2 – Podium. While the current location works, it requires residence to go down 3-4 levels before reaching the ground floor.

Urban Design

The proposed zoning provisions for the property will need to address the following concerns:

- The applicant is commended for designing the building to include active uses such as common amenity rooms and commercial spaces on the street-facing portions of the podium to activate the street edge [TLP_285_].
 - Include provisions for ground floor uses, entrance locations and a high proportion of vision glazing (minimum 60%) for ground floor facades.
 - Include provisions for a 4.5m ground floor height to facilitate commercial uses.
- The applicant is commended for providing a podium design on the base of the building which breaks up the mass along King Street and Waterloo Street and provides a step-back to reduce wind impacts and appear human-scale at street level.
 - Ensure zoning provisions are included for step-backs along King Street and Waterloo Street and associated podium height for each frontage.
- Limit the tower portion of the building in order to reduce the over massing of the building and the "slab-like" appearance of the towers [TLP 293_].

- Reduce the east-west length of the tower to lessen the perceived mass from the pedestrian environment to allow sunlight and reduce wind impacts [TLP 292_]. Include provisions for a maximum east-west tower width, targeting a maximum 35m wide. This will allow for greater separation between the existing hotel building and this new tower.
- Include provisions for a maximum floor-plate size to reduce shadow impacts and facilitate a point-tower configuration. A target of 750m square as a maximum tower floorplate is appropriate for the Downtown context.
- To facilitate the above changes, consider redistributing the units from the west portion of the tower to create a more square-shaped, point tower. Units could also be redistributed into the podium of the building.
- Where the tower can be reduced in length towards the east, provide expanded amenity areas to serve as common outdoor usable space. Provide shade structures, weather protection and screening where appropriate.
- Include zoning provisions to provide a separation distance of at least 25 metres between the proposed tower and the existing hotel building on 300 King Street to maximize access to sunlight and sky view, and privacy for residents.

The following details will need to be addressed through the subsequent Site Plan process:

- Design the middle portion of the tower with materials and an architectural expression that represents uniqueness and individual creativity to develop a landmark and contribution to develop a distinctive character to the downtown and the city [TLP 803_ 7].
- Articulate the ground floor and podium facades to provide depth and variation in the built form to enhance the pedestrian environment.
 - Provide a variety of durable, and tactile building materials such as different types of brick, wood with textures on the ground floor to provide defined separation of spaces and uses while also enhancing the pedestrian experience at walking speed for visual stimulation [TLP 301_], [TLP 302_].
 - Include weather protection and pedestrian-scale signage for both the commercial units and the residential entrance.
- Provide a variety of window glazing along the King Street ground floor façade to alleviate the elongated blank wall and create visual interest and sightlines for sense of safety [TLP 803_ 3].
 - Provide window glazing and a separate cyclist entrance on King Street for the bike storage room for clear sightlines and façade activity.
 - Provide some window glazing along King Street on the portion of the wall abutting the ground floor parking garage to reduce the blank wall.

Design the space between the building and the street to have an urban character and an appropriate mix of hard- and softscape. Include street trees and design pedestrian routes to follow natural desire lines.

UDPRP

- While the Panel generally supports the increased density and proposed land use for the site, the Panel recommends the applicant revisit the Panel at the Site Plan stage for further design review and comments.
- The Panel notes that the development is situated at a strategically important downtown location. With the proposed height and massing, the development will dominate the skyline and streetscape for a long time. However, the Panel has concerns with the floor plate size and tower articulation and has the following recommendations:
 - i. Reduce the tower footprint to create a more slender and articulated tower. Consider an increase in height to offset lost area.
 - ii. While there are some step backs and changes of plane on the tower elevations, consider introducing additional step backs, particularly at the South-West and

North-East corners of the tower. Align these step backs with the height of the neighbouring hotel towers.

iii. Revisit the proximity of the proposed tower to the neighbouring hotel towers and ensure a 25m separation distance is maintained.

- While the above grade parking structure is located away from the main elevations and street frontages, some 'blank' elevations will still be visible from Waterloo Street and Dundas Street. Consider introducing screens to allow air and openings in the facades to provide further articulation. In addition, more material differentiation and/or artistic murals could help these faces become more friendly and active backdrops to the surrounding public realm.
- The Panel recommends studying the interface between the proposed development and the abutting Hilton Hotel and Delta Hotel. Considerations should be given to establishing an at-grade mid-block pedestrian connection between the two hotels to increase overall permeability.
- The Panel notes that the 5th and 6th floor roofs will be highly visible to residents in the tower and should incorporate landscaping elements, green roofs, and/or outdoor amenity functions. To that end, consider relocating the indoor amenity to the 5th or 6th floor to allow for direct access to outdoor space.
- The Panel has concerns that two elevators will not sufficiently service 435 units and recommends this be revisited.
- The Panel appreciates the active frontage along King Street and Waterloo Street, however the CACF room breaks this continuity. Consider relocating the CACF room away from the Waterloo Street frontage and increase the size of the residential lobby.
- The Panel notes that the podium requires a strong civic gesture for this prominent downtown location. Consider revisiting the scale of the residential fenestration to create larger openings and further enhance the commercial component to increase animation along King Street.
- The Panel suggests some simplification of the podium and tower in terms of materiality and colour palette.

Concluding comments:

This UDPRP review is based on City planning and urban design policy, the submitted brief, and the noted presentation. It is intended to inform the ongoing planning and design process.

The overall development of this site as proposed could benefit from further analysis and is recommended to return to the Panel at or prior to Site Plan Submission.

Consider the panel's recommendations as noted above for future refinements to the project in the interest of enhanced experience of the public realm and for current and future residents. The Panel looks forward to the proponent's response.

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.
- London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.

Landscape Architect

The application proposes the removal of City of London trees growing in the King Street and Waterloo Street boulevards. Their removal will be coordinating through Site Plan application process. The applicant will need to provide receipt for monies paid to the city for the removal of the 11 City owned trees to the Site Plan file handler. Only City forces can remove or injure City trees

Heritage



MEMO

To: Alanna Riley, Senior Planner
From: Laura E. Dent, Heritage Planner
Date: January 26, 2023
Re: **Heritage Impact Assessment –
Current Application**
300-320 King Street (Z-9570)
Heritage Comments

This memo is to confirm that heritage planning staff has reviewed the following heritage impact assessment and finds it sufficient to fulfill heritage planning conditions for the current application (Z-9570):

- Zelinka Priamo (2022, November 17). *Cultural Heritage Impact Assessment, 200 Albert Street, London Ontario.*

Note that at its January 11, 2023, meeting, the Community Advisory Committee on Planning (CACP) reviewed the Notice of Planning Application and Cultural Heritage Impact Assessment, and “is generally supportive of this application but would like to see additional analysis and/or renderings as part of a heritage alteration permit application that addresses conservation of the Dundas Street view of the Armouries building which has been identified as a significant heritage attribute in the Downtown Heritage Conservation District.”

Heritage Matters and Mitigation

Staff supports the conclusions of the heritage impact assessment (HIA) that the proposed development “has the potential to result in direct and indirect impacts to the identified heritage resources.” (p19) Specifically, the HIA determined that there are “direct impacts anticipated within a protected heritage property due to demolition activities,” and well as “potential indirect impacts to adjacent properties resulting in vibration impacts from construction activities.” (p1)

Given the presence of cultural heritage resources which have the potential to be affected by the proposed development, the heritage impact assessment (HIA) recommends that:

- a) *development and construction standards be applied to include monitoring of construction/demolition impacts.* (p19)

Heritage planning staff acknowledges the stated mitigation response to potential construction impacts in the HIA, but further RECOMMENDS that the following specific wording BE SUPPORTED as part of the ZBA (Z-9570) and implemented during site plan approval.

- b) Proposed mitigation measures should include buffer zones, site plan control, and other planning mechanisms.
- c) Proposed development is within 50 metres of built heritage resources, and they are at risk for indirect impacts resulting from demolition and construction-related ground vibration; of particular note is the Delta Armouries Hotel at 325 Dundas Street, a significant built heritage resource. To mitigate this risk, a strategy to carry out a pre-condition survey,

vibration monitoring, and post-condition survey should be developed by a licensed engineer preferably with heritage experience.

- d) The property should be subject to a vibration assessment prior to the commencement of construction to establish a "zone of influence" and a vibration monitoring and control system and policy be developed and implemented to ensure levels remain below the accepted threshold during all construction activities, to ensure there are no indirect impacts to adjacent structures; of particular note is the Delta Armouries Hotel at 325 Dundas Street. Vibration monitoring should be carried out by an individual with previous knowledge of heritage structures and the impact of vibration on heritage resources.

Other Matters

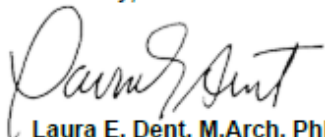
- e) A request for demolition and demolition approval by Council for the parking garage at 320 King Street will BE REQUIRED for site plan approval (SPA).
- f) Heritage alteration permit (HAP) approval for the proposed development will BE REQUIRED for site plan approval and prior to the issuance of a building permit.

As part of a HAP submission and approval, the applicant should review the policies of the *Downtown Heritage Conservation District Plan (2013)* and address how the proposal complies with the policies and guidelines of the District Plan, specifically: 6.1.4 New Construction; 6.1.4.1 Principles; 6.1.4.2 Infill; 6.1.5 Alterations and Renovations. A description of the proposal notes that "the design of the new development will provide for continuity and harmony in architectural style with adjacent uses that are of architectural or historical significance." This approach to compatibility within the Downtown Heritage Conservation District is encouraged, and should be further developed in detail as part of HAP approval regarding how these concepts are implemented.

Finally, the impact of views on and surrounding the subject site are an important consideration particularly that of the adjacent Delta Armouries Hotel (Downtown HCD, 6.2.7). Elevations and renderings submitted as part of the HAP should clearly illustrate the surrounding context and potential impacts, and how these are mitigated by the proposed approach to design.

Based on the review of the heritage impact assessment (HIA), heritage staff is satisfied that the adverse indirect impacts to the surrounding adjacent properties will be minimal. Along with more detailed mitigation measures suggested by heritage planning staff – and noting that demolition and heritage alteration permit approval will be required – the HIA can be accepted to meet heritage planning conditions for zoning approval (Z-9570).

Sincerely,



Laura E. Dent, M.Arch, PhD, MCIP, RPP
Heritage Planner
Community Planning, Urban Design and Heritage
Planning & Development

Ecology

No issues

Parks

- Parkland dedication is required in the form of cash in lieu, pursuant to By-law CP-9 and will be finalized at the time of site plan approval.

Engineering

Comments to the Rezoning Application:

- The proposed 940UPH far exceeds what the City previously allocated or contemplated for the subject lands for the RT project. The BRT project team will need to be contacted to address this change and to ensure the drainage area plan and design sheet are updated accordingly. Please reach out to Cailean Toner (ctoner@london.ca).

The following items are to be considered during a future site plan application stage:

- A detailed noise report will need to be submitted at the time of site plan as recommended by the zoning noise report. Additionally, the report is to address stationary noise impacts from the mechanical equipment on the surrounding land uses.

Wastewater:

- The subject lands are part of the East London Link and Infrastructure Improvements Phase 1 sanitary area plan allocated 560pp/ha (drawings issued for construction in 2022). The proposed is for a 35-storey high rise with 435 units on the existing parking lot, with the Hilton Hotel accepted as 248 residential units.

- **Stormwater:**

Specific comment for this site

- The site is tributary to future storm sewers on King Street, as per City as-constructed 23337 & 23338, at C=0.90. Anticipated construction is tentatively scheduled for 2023. As per the attached as-cons, there is no capacity for the development within the storm sewers on Waterloo Street.
- Should the developer wish to proceed ahead of the future capital sewer project the developer is to provide rationale on how the site can be serviced for stormwater management while achieving both Subwatershed requirements as well as City of London Standards.
- The Developer shall be required to provide a Storm/Drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure on-site controls are designed to reduce/match existing peak flows from the 2 through 100 year return period storms.
- As per the City of London's Design Requirements for Permanent Private Systems, the proposed application falls within the Central Subwatershed (case 4), therefore the following design criteria should be implemented:
 - the flow from the site must be discharged at a rate equal to or less than the existing condition flow;
 - the discharge flow from the site must not exceed the capacity of the stormwater conveyance system;
 - the design must account the sites unique discharge conditions (velocities and fluvial geomorphological requirements);
 - "normal" level water quality is required as per the MOE guidelines and/or as per the EIS field information; and
 - shall comply with riparian right (common) law.
The consultant shall update the servicing report and drawings to provide calculations, recommendations and details to address these requirements.
- Additional SWM related comments will be provided upon future review of this site.

General comments for sites within Central Thames Subwatershed

- The subject lands are located within a subwatershed without established targets. City of London Standards require the Owner to provide a Storm/Drainage Servicing Report demonstrating compliance with SWM criteria and environmental targets identified in the Design Specifications & Requirements Manual. This may include but not be limited to, quantity control, quality control (70% TSS), erosion, stream morphology, etc.
- The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not

exceed the peak discharge of storm run-off under pre-development conditions up to and including 100-year storm events.

- The Owner agrees to promote the implementation of SWM Best Management Practices (BMP's) within the plan, including Low Impact Development (LID) where possible, to the satisfaction of the City Engineer. It shall include water balance.
- The owner is required to provide a lot grading plan for stormwater flows and major overland flows on site and ensure that stormwater flows are self-contained on site, up to the 100-year event and safely conveys up to the 250 year storm event, all to be designed by a Professional Engineer for review.
- The Owner shall allow for conveyance of overland flows from external drainage areas that naturally drain by topography through the subject lands.
- Stormwater run-off from the subject lands shall not cause any adverse effects to adjacent or downstream lands.
- An erosion/sediment control plan that will identify all erosion and sediment control measures for the subject site and that will be in accordance with City of London and MECP (formerly MOECC) standards and requirements, all to the specification and satisfaction of the City Engineer. This plan is to include measures to be used during all phases of construction. These measures shall be identified in the Storm/Drainage Servicing Report.

Water:

- - Water is available to the subject site via the municipal 300mm PVC watermain on Waterloo Street or the municipal 300 mm DI watermain on King Street.
 - All comments will be addressed through SPA.
 - Due to the demolition of the existing parking structure, any existing water services are to be decommissioned as per City Standards (cut and capped at the main).
 - Due to the number of proposed units, water looping is required as per City Standard 7.9.5.
 - A water servicing report will be required addressing domestic water demands, fire flows, water quality and future ownership of the development.
 - Water servicing shall be configured in a way to avoid the creation of a regulated drinking water system.
 - Further comments will be provided during site plan consultation/application for the proposed development.

•
• **Transportation:**

•
Comments related to the TIA to be completed at the time of Site Plan:

- In general, proposed Traffic Impact Assessment is acceptable for the ZBA Application;
- Further, the TIA recommended two-way left-turn lane along Waterloo St. A design was also provided based on the 95th percentile queuing analysis, however more analysis is required;
- It is recommended to provide sim-traffic analysis for that two-way left-turn lane;

•
Rapid Transit Comments:

- King Street is a Rapid Transit (RT) Corridor. Phase 1 construction of the East Corridor of the RT system between Wellington Street and Lyle Street is planned for 2022.
- The Issued For Tender (IFT) drawings of the RT system in the vicinity of this property are available for incorporation into the proposed development. For a copy, contact Juan C. Chamorro of the Transportation Planning & Design Division.
- The proposed development concept plan should show the RT IFT system design noting the PDC locations and layby configuration. Coordination of the siteworks adjacent to RT lanes should be done with Major Projects to ensure no impacts to RT.

- The north and south curb lanes on King Street are proposed to be a RT/bus-only lane; all other vehicles will be prohibited from using this lane, except for ingress and egress turning movements. Any vehicular stopping, loading or pick-up/drop-offs will be strictly prohibited in this RT lane in the vicinity of this property.
- The Applicant should ensure that there will be no vehicle queuing accessing the parking garage off King Street at any time, as blocking the RT lane would compromise the operation of the RT.

CN Rail

1. The Owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.

2. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way:

“Warning: Canadian National Railway Company or its assigns or successors in interest has or have a right-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”

3. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the noise isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.

4. The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.

5. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

CN anticipates the opportunity to review a N&V study taking into consideration the CN development guidelines.

Comment:
While the Panel generally supports the increased density and proposed land use for the site, the Panel recommends the applicant revisit the Panel at the Site Plan stage for further design review and comments.
Applicant Response:
It is not customary for an applicant to return to the Panel, nor do the recommendations made by the Panel justify another review. The changes that have been made are generally technical in nature with no significant changes made to the appearance of the building.]

Comment:
The Panel notes that the development is situated at a strategically important downtown location. With the proposed height and massing, the development will dominate the skyline and streetscape for a long time. However, the Panel has concerns with the floor plate size and tower articulation and has the following recommendations: i. Reduce the tower footprint to create a more slender and articulated tower. Consider an increase in height to offset lost area. ii. While there are some step backs and changes of plane on the tower elevations, consider introducing additional step backs, particularly at the South-West and North-East corners of the tower. Align these step backs with the height of the neighbouring hotel towers. iii. Revisit the proximity of the proposed tower to the neighbouring hotel towers and ensure a 25m separation distance is maintained.
Applicant Response:
The building, as proposed, is 35-storeys and the maximum height permitted by The London Plan and, as such, an increase in height is not contemplated without an Official Plan Amendment, which is beyond the scope of this ZBA application. Additional step backs were considered; however, the net-unit loss was too significant. Sufficient step backs have been provided at the podium levels as per The London Plan guidelines. A 21.2m separation distance is provided, which is considered to be sufficient considering the adjacent hotel façade is primarily blank.

Comment:
While the above grade parking structure is located away from the main elevations and street frontages, some 'blank' elevations will still be visible from Waterloo Street and Dundas Street. Consider introducing screens to allow air and openings in the facades to provide further articulation. In addition, more material differentiation and/or artistic murals could help these faces become more friendly and active backdrops to the surrounding public realm.
Applicant Response:
Openings for air intakes have been added to the north and west façades. Artistic murals could be considered at a future date.

2022

Panel

The Panel recommends studying the interface between the proposed development and the abutting Hilton Hotel and Delta Hotel. Considerations should be given to establishing an at-grade mid-block pedestrian connection between the two hotels to increase overall permeability.

Applicant Response:

The Hilton Hotel at 300 King Street and the proposed development at 320 King Street have the same land owner. A connection is provided between the Hilton Hotel and the proposed building at the 4th floor, as shown on the revised Site Plan. An indoor mid-block connection already exists between Dundas Street and King Street.

Comment:

The Panel notes that the 5th and 6th floor roofs will be highly visible to residents in the tower and should incorporate landscaping elements, green roofs, and/or outdoor amenity functions. To that end, consider relocating the indoor amenity to the 5th or 6th floor to allow for direct access to outdoor space.

Applicant Response:

Indoor amenity space has been relocated on the 5th floor and provides direct access to the outdoor space. The 5th and 6th floor roofs will incorporate landscaping elements and outdoor amenity functions as appropriate.

Comment:

The Panel has concerns that two elevators will not sufficiently service 435 units and recommends this be revisited.

Applicant Response:

An additional elevator has been provided, for a total of three elevators to service the building.

Comment:

The Panel appreciates the active frontage along King Street and Waterloo Street, however the CACF room breaks this continuity. Consider relocating the CACF room away from the Waterloo Street frontage and increase the size of the residential lobby.

Applicant Response:

The CACF room has been relocated away from the Waterloo Street frontage.

Comment:

The Panel notes that the podium requires a strong civic gesture for this prominent downtown location. Consider revisiting the scale of the residential fenestration to create larger openings and further enhance the commercial component to increase animation along King Street.

Applicant Response:

The commercial component of the development provides significant glazing, with the podium of the proposed building balanced with brick and punched windows in order to align with the historical Delta Armouries building which has a greater percentage of brick to glass.

Comment:

The Panel suggests some simplification of the podium and tower in terms of materiality and colour palette.

Applicant Response:

The podium provides two colours of the same material; brick with precast white panels that align with the stone on the Delta Armouries, and glazing. The tower provides a white base panel with grey fenestration, and glazing. There is little opportunity to reduce the materiality and colour palette further.

Appendix C – Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change. The following are characteristics of the proposed application related to the City's climate action objectives:

Infill and Intensification

Located within the Built Area Boundary: **Yes**
Located within the Primary Transit Area: **Yes**
Net density change: 590 uph
Net change in affordable housing units: **N/A**

Complete Communities

New use added to the local community: **Yes**
Proximity to the nearest public open space: 186m
Proximity to the nearest commercial area/use: 30m
Proximity to the nearest food store: 750m
Proximity to nearest primary school: 2.4km
Proximity to nearest community/recreation amenity: 20m
Net change in functional on-site outdoor amenity areas: **N/A**

Reduce Auto-dependence

Proximity to the nearest London Transit stop: 10m
Completes gaps in the public sidewalk network: **Yes**
Connection from the site to a public sidewalk: **Yes**
Connection from the site to a multi-use pathway: **N/A**
Site layout contributes to a walkable environment: **Yes**
Proximity to nearest dedicated cycling infrastructure: 10m
Secured bike parking spaces: **N/A**
Secured bike parking ratio: **N/A**
New electric vehicles charging stations: **Unknown**
Vehicle parking ratio: **0.5 spaces per unit for residential units**

Environmental Impacts

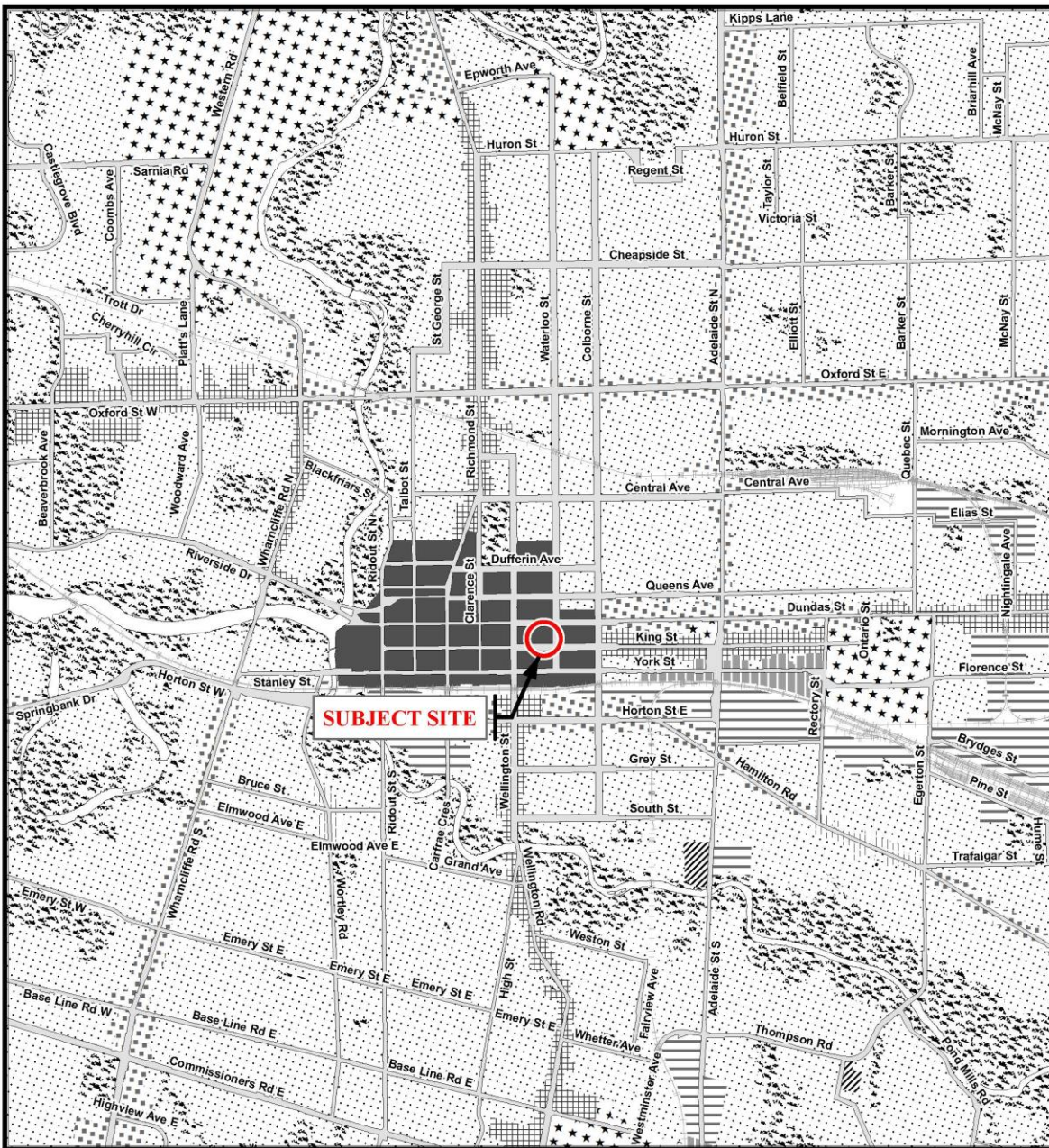
Net change in permeable surfaces: **No**
Net change in the number of trees: unknown
Tree Protection Area: **No**
Landscape Plan considers and includes native and pollinator species: **N/A**
Loss of natural heritage features: **No**
Species at Risk Habitat loss: **No**
Minimum Environmental Management Guideline buffer met (Table 5-2 EMG, 2021): **N/A**

Construction

Existing structures on site: **Yes**
Existing structures repurposed/adaptively reused: **No**
Green building features: **Unknown**
District energy system connection: **No**

Appendix D – Relevant Background

The London Plan

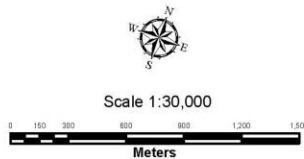


Legend

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 Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -
 PREPARED BY: Planning & Development



File Number: Z-9570
Planner: AR
Technician: JI
Date: 2022/11/24

Project Location: \\cfile1\giswork\Planning\Projects\p_officialplan\workconsol\00\excerpts_LondonPlan\mxds\Z-9570_Map1_PlaceTypes.mxd

Zoning By-law Z.1- Zoning Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: h-3*DA2*D350

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:

Z-9570

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MAP PREPARED:

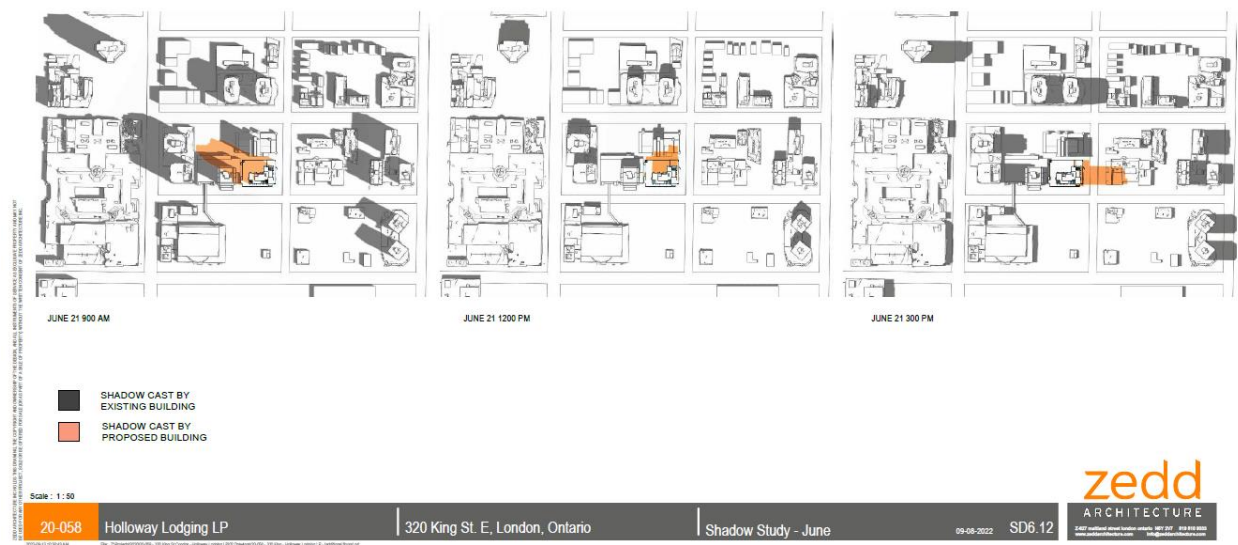
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Appendix E – Shadow Study Images



Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

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

Subject: Comprehensive Review of The London Plan: Terms of Reference
Public Participation Meeting

Date: April 11, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions **BE TAKEN** with respect to the London Plan Comprehensive Review:

- a) That Civic Administration **BE DIRECTED** to initiate the Comprehensive Review, based on the Terms of Reference attached hereto as Appendix 'A'; and
- b) That the Terms of Reference attached hereto as Appendix "A" **BE CIRCULATED** to the Ministry of Municipal Affairs and Housing, Prescribed Agencies, and to development and community stakeholders.

Executive Summary

The preliminary approach and timeline of the Comprehensive Review of The London Plan was outlined in a February 21, 2023 report to the Planning and Environment Committee. The purpose of this report is to present Terms of Reference for the Comprehensive Review. This report also identifies public and stakeholder feedback on the Comprehensive Review that has been received to date. Additional public input on the scope and matters to be addressed in the comprehensive review is being sought through the public participation meeting associated with this report.

The *Planning Act* requires that a special public meeting be held to discuss the revisions that may be associated with a review of the municipal official plan. The public meeting associated with this report constitutes a meeting required under s. 26(3) of the *Planning Act*.

Linkage to the Corporate Strategic Plan

The Comprehensive Review of The London Plan directly aligns with the "Building a Sustainable City" Strategic Area of Focus of Council's strategic plan. This alignment includes: ensuring London's infrastructure is built, maintained, and operated to meet the long-term needs of our community; and, that London's growth and development is well planned and sustainable over the long term.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. A Climate Emergency Action Plan has been developed that provides a city-wide approach to addressing three main goals of mitigation, adaptation, and equity. The Climate Emergency Action Plan identifies the comprehensive review of The London Plan as an opportunity to consider how well policies are aligned with the climate emergency response. Specifically, the Climate Emergency Action Plan identifies that during the comprehensive review the city should "Incorporate the detailed review of intensification targets, permitted heights, and other measures of intensity in relation to growth trends" (Area of focus 3, workplan item #2). This and other implications on the climate response will be addressed in the comprehensive review of The London Plan.

1.0 Comprehensive Review

Municipalities are mandated under the *Planning Act* (section 26) to periodically update their official plans. The purpose of these official plan reviews is to ensure municipal official plans conform with provincial plans and policies.

Official plan reviews under the *Planning Act* also enable municipalities to undertake a “Comprehensive Review,” as defined in the Provincial Policy Statement (PPS). PPS section 6.0 defines a Comprehensive Review for the purpose of completing a land needs review of its urban growth boundary or considering the conversion of employment lands as including the following:

- A review that is initiated by a municipality.
- Based on a review of population and employment projections.
- Considers alternative directions for growth or development; and determines how best to accommodate that development while protecting provincial interests.
- Accommodates projected growth and development through intensification and redevelopment; and considers physical constraints to accommodating the proposed development within the existing Urban Growth Boundary (UGB).
- Is integrated with planning for infrastructure, public service facilities, water resource planning, and water/wastewater services; and
- Considers cross-jurisdictional issues.

The Comprehensive Review is the only means by which the City can consider an expansion of its Urban Growth Boundary, subject to insufficient land being available to accommodate planned growth in its current UGB. The Comprehensive Review also provides an opportunity for the City to evaluate Employment Lands (i.e. Industrial Lands) for the purposes of conversion to other non-Employment Place Types.

1.1 Scope of Comprehensive Review

Further to the February 21, 2023 report to Planning and Environment Committee, the proposed Terms of Reference (Appendix ‘A’) serve to outline the scope of work, define general tasks, and identify the sequence and anticipated timing. It is anticipated that the work plan may be modified, as required, based on public input or any changes in Provincial legislation.

The intent for this Comprehensive Review is to limit its scope to the Land Needs Assessment and related policies. Policy 73 of The London Plan provides a framework for the evaluation of land requirements to accommodate forecasted growth. The three ways in which growth is accommodated are: through intensification within existing urban area; the development of vacant, designated lands within the existing UGB; and, if required, the identification of lands suitable for urban area expansions to accommodate community and industrial growth needs.

1.2 Scope of Policy Conformity Exercise

The goal of the policy review component of the Comprehensive Review is to ensure The London Plan policies conform with Provincial policy, as well as ensure that the Vision, Goals, Key Directions, and organizing structure of the recently OLT-approved version of The London Plan are maintained. The scope of policy matters proposed to be reviewed in this Comprehensive Review is reflective of this objective. The following policy matters are intended to be reviewed:

- The ‘Planning Horizon’, which is the number of years’ worth of growth that the Plan accommodates; and

- The ‘Intensification Target’, which is the proportion of new development targeted to be built within the Built Area Boundary, or the lands substantively built-out at the time The London Plan was approved by the Province in 2016.

1.3 Recent Growth in the City

The London Plan was approved by the Province in December 2016. It was appealed at the time of its approval. The London Plan came into force in stages, with decisions received from the Ontario Land Tribunal (OLT) following each phase of hearings. The final phase of city-wide appeals was resolved in May 2022. The Land Needs Study that was the basis of The London Plan’s growth management approach was completed in 2012 and was based on 2011 census data.

There have been significant changes to the local population, economy and employment since The London Plan was approved by the Province. Employment changes include increased prevalence of remote work and hybrid arrangements. The period since 2016 also demonstrated a market shift to higher density housing forms being constructed, with medium-density and high-density forms predominating. This time period has also showed a significant increase in the city’s population growth rate.

The economic, population, and housing trends are anticipated to continue, and warrant the review of whether there is an adequate supply of designated land (in Place Types of The London Plan) to meet the projected growth in population, employment, and housing.

1.3.1 Land Needs Assessment (LNA)

The LNA is an evaluation of the existing land supply against the projected demand based on growth in employment and population over the life of the plan. The LNA will take into consideration any policy changes associated with this review, including potential changes to the intensification target.

The Land Needs Assessment will identify the capacity of the existing urban area (i.e. intensification), as well as update the City’s vacant land inventory, which general identifies “greenfield”, vacant, and underutilized sites within the existing UGB. The key steps associated with the LNA are identified in the Terms of Reference, attached as Appendix ‘A’.

One significant aspect to note in a LNA is the potential conversion of Industrial Place Type lands to non-Industrial uses. The Comprehensive Review is the main means by which a municipality can convert Employment Lands to other uses. PPS section 1.3.2.4 states:

Planning authorities may permit conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term and that there is a need for the conversion.

In some exceptional circumstances conversions may occur outside of the Comprehensive Review process; however, separation and mitigation of sensitive land uses like residential must be maintained, as well as maintaining and not adversely affecting the overall viability of the existing employment area.

More detailed criteria for the evaluation of potential conversion of Industrial lands will be brought forward in a subsequent report to the Planning and Environment Committee. A public meeting to solicit landowner requests for their properties to be evaluated by the City for potential conversion will also take place at the same Committee meeting.

2.0 Public Input

An initial Community Information Meeting/Public Open House was held on March 9, 2023, at City Hall. Community meetings and public participations meetings before Council will continue to be held throughout the various stages of the Comprehensive Review.

The initial community meeting sought input on preliminary questions being asked as the basis for the Comprehensive Review. Approximately 15 members of the public attended this open house, including development industry stakeholders and community members.

Preliminary questions being asked by Civic Administration included:

- Is the current intensification target of 45%, with 75% of which being directed to the Primary Transit Area, appropriate for 'inward and upward' growth;
- Should the current 20-year planning horizon be revised (up to 25 years);
- Should certain 'Employment Lands' (Industrial lands) be converted to permit other land uses (Place Types);
- Are there sufficient lands to meet projected needs over the planning time horizon; and
- What if there are insufficient lands to meet needs of projected growth?

Themes and questions from the community meeting discussion included:

- Are there sufficient servicing and land use permissions to accommodate the 45% intensification target in the 2016 Built Area Boundary?
- Is market interest sufficient to meet the intensification target?
- It will be important for ReThink Zoning to update the Zoning By-law to implement the policy framework of The London Plan, but in the meantime, Zoning applications are required for intensification that conforms with the Plan.
- Climate emergency and agriculture needs should be recognized and factored into the analysis. The legislation and Provincial policy focuses on urban land needs for outward urban growth.
- There are relative merits of a shorter or longer planning horizon (with fewer or more years of projected population required to fit within the urban area);
- Would Council be willing to remove or replace lands in the current Urban Growth Boundary, regardless of whether an expansion of the UGB is warranted, if they have not proceeded to develop in an established timeline?
- Does an employment land conversion require landowner consent?
- Can employment land conversions be considered site-by-site or must it include larger areas?

More detail on public comments and responses from Civic Administration are identified in Appendix 'B' to this report.

Conclusion

Provincial legislation and policies of The London Plan provide opportunity for Council to review The London Plan. The legislation enables the City to undertake a 'Comprehensive Review' as defined by the Provincial Policy Statement. This Comprehensive Review under the PPS is a Land Needs Assessment (LNA). The LNA determines if there is enough land designated in existing urban areas to accommodate the projected growth in employment, population, and housing over the planning horizon of the Plan.

The proposed review will also evaluate The London Plan's policy conformity with Provincial legislation. The structure of the recently OLT-approved Plan is intended to be maintained and The London Plan policies proposed to be reviewed are those that will inform the Land Needs Assessment.

Subsequent reports will seek Council's direction on the Planning Horizon, Intensification Target, and provide landowners an opportunity to request Employment Land sites and areas be evaluated for potential conversion to other land uses.

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Deputy City Manager, Planning and Economic
Development

March 16, 2023
TM/tm

Appendix A: London Plan Comprehensive Review Terms of Reference

1. Comprehensive Review Tasks

Below are identified tasks required to complete the Comprehensive Review, based on the current legislative context:

a) Review Population and Employment Projections

The first step is for a municipality to undertake projections for growth, consistent with provincial guidelines. These projections include population, housing, and employment lands for non-residential uses. This task has been completed. A 2021-2051 Growth Projections study, prepared by Watson and Associates, was approved by Council in December 2022. The “reference scenario” projection was approved for use as the basis of the Comprehensive Review.

Deliverable: Growth Projections Study 2021-2051 (completed Q4, 2022)

b) Confirm Approach and Scope

Prior to updating an official plan and undertaking a municipal comprehensive review, the Planning Act requires consultation with the Ministry and that a special public meeting of council be held to discuss the revisions that may be required. Ministry consultation has begun. A public community meeting was held on March 9, 2023 to present the project to the public and seek input on the approach and scope. The required special meeting to initiate the project is held on April 11, 2023 at Planning and Environment Committee to seek broad public input on the scope and terms of this project.

Deliverable: February 21, 2023 (Approach) and April 11, 2023 (Terms of Reference) reports to Council.

c) Policy Review Exercise

Consistent with the Planning Act, a review of The London Plan is required to ensure it conforms with Provincial Legislation and the Provincial Policy Statement, 2020. Matters to review include the “Planning Horizon” of The London Plan, and the “Intensification Target”.

Through the conformity review, staff may determine that additional policy matters may need to be reviewed and amended. A public consultation process will be associated with any proposed amendments to The London Plan.

i. Planning Horizon

The timeframe of an official plan is known as a “Planning Horizon”. The Provincial Policy Statement (PPS) was amended in 2020 and now requires municipalities to maintain the ability to accommodate a minimum of 15 years of residential growth as well as allow municipalities the ability to identify sufficient lands to accommodate growth for a time horizon of up to 25 years. Specifically, PPS section 1.1.2 states:

Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years [emphasis added].

The London Plan is consistent with the PPS as it currently identifies a horizon of 20 years. This means that the Urban Growth Boundary (UGB), which delineates lands planned for urban uses versus lands planned for agriculture and other rural uses, is to be planned to accommodate 20 years of projected growth. While the 20-year horizon currently used is consistent with the PPS, the City can now consider accommodating up to 25 years of projected growth. This policy review will be brought forward early in the process for Council direction.

Deliverable: Report to Council, targeted for Q2, 2023.

ii. Intensification Target

A target of The London Plan is for 45% of new residential development to be achieved through intensification within the Built-Area Boundary (BAB) (policy 81). The BAB delineates lands that were substantively built out at the time of approval of The London Plan (i.e. by 2016). The BAB is a “snapshot in time” and is used for London Plan policy and development monitoring. The BAB does not change during the life of the Plan.

The London Plan approach is consistent with Provincial Policy Statement, which directs cities to establish and implement minimum targets for intensification and redevelopment within their built-up areas (PPS 1.1.3.6).

The Primary Transit Area (PTA) is a geographic subset of the BAB. It is an objective of The London Plan for 75% of the 45% intensification target to be achieved within the PTA area (i.e. almost 34% of new development as intensification within the PTA and 11% in the BAB but outside the PTA). Municipal infrastructure must also be planned consistent with these intensification targets.

The Comprehensive Review asks whether the current intensification targets of The London Plan are appropriate to direct new development in a manner that achieves “inward and upward” growth of the city.

Sites and areas within the existing PTA and BAB will be evaluated for potential infill, intensification and redevelopment, consistent with the uses, intensities and forms permitted in Place Types of The London Plan.

Any change to intensification target policies will be applied to the Land Needs Assessment and assumptions regarding the capacity of the current built area to accommodate growth.

Figure 1 (below) shows a map of the Primary Transit Area, 2016 Built Area Boundary, and Urban Growth Boundary.

**CITY OF LONDON
PRIMARY TRANSIT AREA, URBAN GROWTH BOUNDARY
& BUILT AREA BOUNDARY**

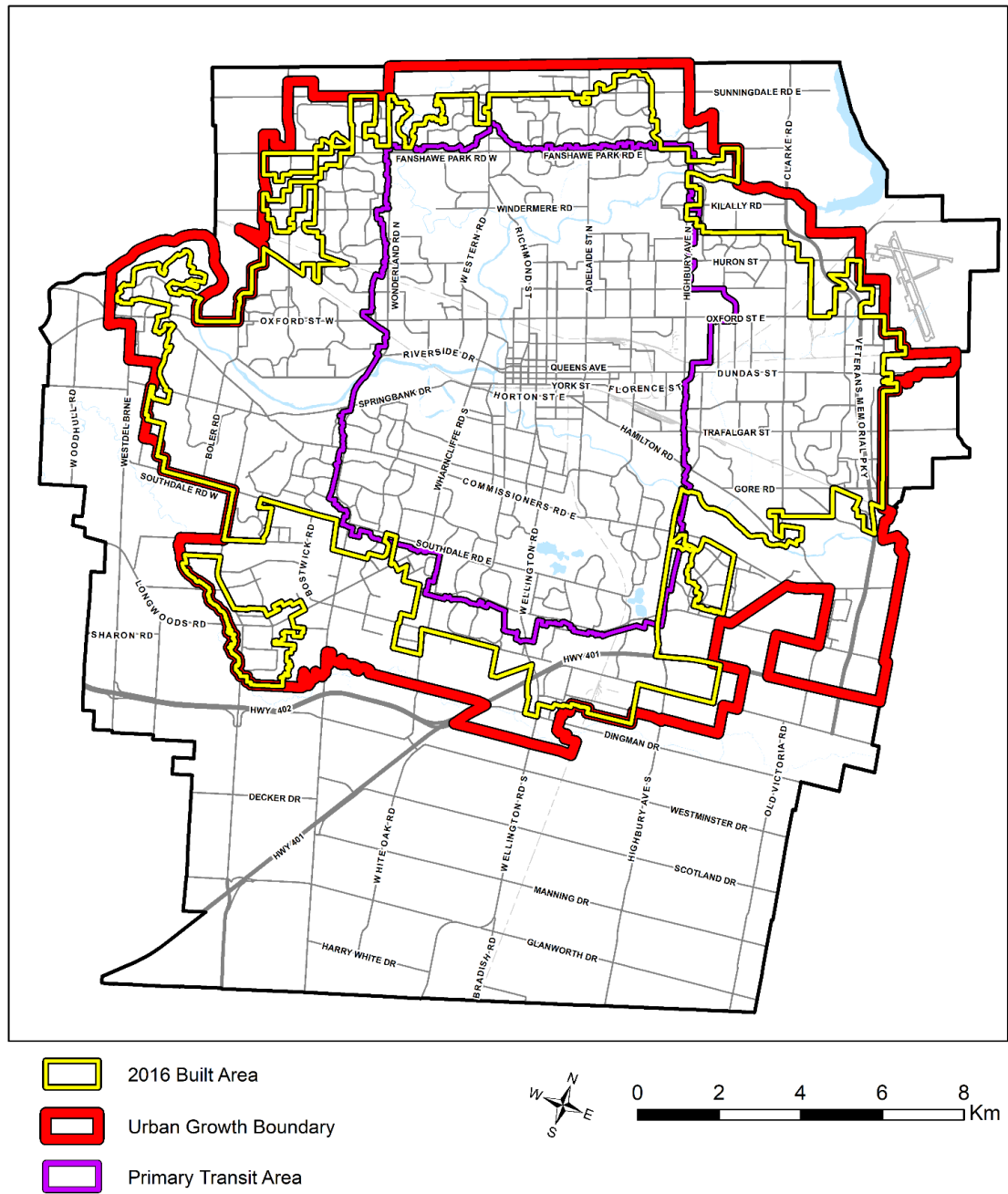


Figure 1 – Map of the Urban Growth Boundary, Built Area Boundary, and Primary Transit Area

Deliverable: Report to Council, targeted for Q4, 2023 (Capacity review).

d) Land Needs Assessment

Policy 1.1.2 of the PPS states that ‘within settlement areas, sufficient land shall be made available through intensification and redevelopment and, if necessary, “designated growth areas”. Designated growth areas are vacant “greenfield” areas located outside of the BAB but within the Urban Growth Boundary. Greenfields are planned for growth and urban land uses.

Existing urban lands must be inventoried and evaluated for their ability to accommodate projected growth in population. This exercise takes the housing demand that is determined through the 2021-2051 Growth Projections Study

and applies it to the supply. Supply will be determined by considering opportunities for housing units to be created either through intensification within the existing built-up area or through development on greenfield sites identified in The London Plan for urban uses.

In sum, the steps in the Land Needs Assessment include:

- Determining projected growth (completed, December 2022);
- For vacant and underutilized urban sites: preparing methodology and analyzing capacity of current urban lands to accommodate growth through infill, intensification and redevelopment;
- Factoring in BAB Intensification target to allocations;
- Factoring in Place Type permissions, and trends in density and forms of development for greenfield areas;
- Applying the 'Planning Horizon' for number of years' growth;
- Evaluating potential conversion of industrial lands (see next section) towards inventory of land supply;
- Updating City's Vacant Land Inventory to reflect current land use permissions. This update is concurrent with other steps.

A land needs assessment presenting the findings and providing residential intensification target options for Council consideration is anticipated by the end of 2023. Should any land supply shortfall be determined, the allocation of additional supply would then be considered through the review of alternative directions process discussed below.

Deliverable: Completed LNA with report to Council targeted for Q4, 2023.

e) Employment Area Review (Industrial Land Needs Assessment)

Parallel with the non-Industrial Land Needs Assessment, a review of Employment Areas will be undertaken. Under the PPS, a comprehensive review also enables the review of industrial land needs and the opportunity to convert Employment (industrial) lands to non-employment uses, provided the evaluation of the lands determines that they are not required for employment purposes over the long-term and that there is a need for the conversion (PPS s. 1.3.2.4).

This process will include identifying employment land needs based on projected employment growth from the Growth Projections Study. This includes employment growth projections and floor space per worker (FSW), as well as reviewing the function of existing employment areas. Requests from landowners to evaluate their lands for potential conversion (to non-Industrial uses) will be evaluated against established criteria.

Deliverable: Any recommended conversions and/or land supply shortfall identified would be incorporated into the overall LNA report to Council, targeted for Q4, 2023.

f) Servicing Review

Building on previous master planning work, a review of existing and planned municipal services will be undertaken to confirm that infrastructure is available to accommodate growth within the planning horizon of The London Plan. Initiated in parallel to the Land Needs Assessment and the City's update of the Vacant Land Inventory, the servicing review will identify high-level servicing needs and the current servicing capacity within the Built Area Boundary and Greenfield area. This work will be beneficial as it would form

the basis for reviewing the infrastructure component of an alternative directions for growth exercise, if required.

Deliverable: Reports to Council concurrent with the intensification target/built area capacity review (Q4, 2023), and with the Alternative Directions for Growth review if required (Q2, 2024)

g) Alternative Directions for Growth (if required)

If the land needs assessment determines there is insufficient land to accommodate projected growth over the planning horizon, then alternative directions for growth can be investigated through a potential urban growth boundary (UGB) expansion.

If a shortfall is confirmed, the first step would be to present criteria for Council consideration that would be used to evaluate potential urban expansion areas against. A review of alternative directions would then be undertaken, and the findings and recommendations presented for Council consideration. The criteria would be developed consistent with the PPS and policy 76 of The London Plan.

Also, consistent with the Climate Emergency Action Plan (CEAP) and City's Climate Emergency declaration, a climate lens will be applied to a review of the Alternative Directions for growth. This will include an analysis of climate adaptation and mitigation measures associated with a UGB expansion.

Matters to be evaluated for each proposed direction for growth may include, but are not limited to:

- Logical extensions of the UGB that extends an existing neighbourhood or sufficient land to accommodate a complete new neighbourhood;
- Servicing complexity and costs that build on the municipal servicing analysis completed as part of the Land Needs Assessment phase;
- Optimizing existing and planned infrastructure with logical integration with the Growth Management Implementation Strategy (GMIS);
- Compliance with Minimum Distance Separation (MDS) between existing livestock operations and new urban land uses; and
- Impacts on prime agricultural areas and agricultural operations;
- Protection of components of the Natural Heritage System;
- Climate Emergency mitigation and adaptation; and
- Market demands for certain types of housing, commercial, or industrial uses that are not well met by available land supply.

Requests to be included in the UGB may also be submitted from interested landowners during this process and will be evaluated based on the same criteria.

Deliverable (if required): Report to Council Q2, 2024

h) The London Plan Amendments

Any amendments to implement Council's decision on the Alternative Directions for growth exercise would follow, because the existing policies of The London Plan and mapping may only be changed through an amendment to The London Plan. An amendment to The London Plan must demonstrate consistency with the PPS. Public engagement and notice, including a statutory public participation meeting before the Planning and Environment Committee, are also required before Council may amend mapping or relevant

policies. The timeline and matters to be addressed in any subsequent London Plan Amendments will be contingent upon the results of the “Alternative Directions for Growth” analysis.

Additional amendments will be required for the growth projections identified in policy 67 (Growth Forecasts) of The London Plan, as well as other policy or mapping amendments that may be identified through the Comprehensive Review process.

Deliverable: Report to Council Q2, 2024

2. Timeline

The table below summarizes timelines for key activities of the Comprehensive Review

Key Activities	2022	2023				2024	
		Q1	Q2	Q3	Q4	Q1	Q2
1. Review Population and Employment Projections	□						
2. Confirm Approach and Scope		□					
3. Policy Conformity Exercise		□	□	□	□		
4. Land Needs Assessment – Land Capacity		□	□	□	□		
4a. Employment Areas Review		□	□	□	□		
5. Servicing Review			□	□	□	□	□
6. Alternative Directions for Growth (if required)					□	□	□
7. The London Plan Amendments (if required)							□

The timeline for the Comprehensive Review is based upon the current provincial legislation and Provincial Policy Statement, 2020. If there are changes to Provincial Legislation, Ontario Regulations, or the Provincial Policy Statement, 2020 (PPS), there may be impacts to the proposed timing or deliverables required to complete the Comprehensive Review.

Appendix B: Public Consultation (March 9, 2023 Public Meeting)

A community information meeting/public open house was held at City Hall on March 9, 2023. The purpose of the meeting was to solicit initial feedback on the range of issues and questions being asked as part of the Comprehensive Review of The London Plan. Below are tables identifying the comments received at the public meeting and responses from Civic Administration. Additional public and stakeholder commentary will continue to be considered throughout the Comprehensive Review process.

1. Intensification Target

Comment Received	Civic Administration response
<ul style="list-style-type: none"> Is there sufficient infrastructure and land use permissions (height/density) to meet the 45% intensification target within the 2016 Built Area Boundary. 	<p>The servicing base line is to be determined as part of a servicing review. This would identify the order of magnitude of upgrades (if required) to align servicing with planned uses.</p> <p>The London Plan provides opportunity for many forms of intensification, throughout various Place Types. The Land Needs Assessment (LNA) will also include review of the intensification and redevelopment capacity of the existing Built Area Boundary 2016, based on permitted uses of The London Plan.</p>
<ul style="list-style-type: none"> What if the market does not demand intensification sufficient to meet the 45% target over the life of the Plan. 	<p>The Intensification Target is for the purposes of monitoring development activity since 2016 and aligning infrastructure requirements. This purpose is consistent with PPS requirements for intensification targets.</p>
<ul style="list-style-type: none"> Recent development (i.e. outside the Built Area Boundary) are often denser than earlier developments in the city. 	<p>Noted that as part of the LNA, a review of density assumptions in greenfield areas will occur in order to update the Vacant Land Inventory (VLI).</p>
<ul style="list-style-type: none"> Will redesignations or changes to land uses or intensities be considered in this Comprehensive Review. 	<p>The structure of the recently OLT-approved version of The London Plan is intended to be maintained. Redesignations/conversions of lands may occur through the Industrial land review of the LNA.</p>
<ul style="list-style-type: none"> Are minimum densities required for London Transit Commission (LTC) ridership considered in reviewing densities of land use. 	<p>Development trends towards greater density and more intensive forms of development will be included in the LNA and in the update to the VLI.</p>
<ul style="list-style-type: none"> Suggestion that areas planned for higher intensity permissions (e.g. Transit Village and Rapid Transit Corridor Place Types) should be “pre-zoned” to educate public and encourage development that conforms to policies of The London Plan. 	<p>Through the ReThink Zoning project, a new Zoning By-law is being written that implements the policy permissions of the new official plan (The London Plan). Upon completion of the new Zoning By-law, Zoning regulations will align with policies across the city, including permissions for more intensive land uses in locations where intensification is planned.</p>
<ul style="list-style-type: none"> Suggestion that the intensification policies should make further clarifications, especially if the target is increased above 45%. 	<p>This will be considered by Staff, noting that the ReThink Zoning project is preparing a new Zoning By-law that will implement policies of The London Plan.</p>

2. Planning Horizon

Comment Received	Civic Administration response
<ul style="list-style-type: none"> The City's annual Growth Management Implementation Strategy (GMIS) schedules outward infrastructure investments, so GMIS functions to prevent "leapfrog" development. 	<p>Staff recognize that the GMIS process schedules outward extension of municipal services.</p>
<ul style="list-style-type: none"> Longer planning horizon and larger UGB would still build out in same manner. 	<p>Staff noted that a larger projected population must be accommodated in a longer planning horizon (i.e. five more years of projected population in a 25 year horizon versus a 20 year horizon).</p> <p>Staff also noted that past experience in previous Comprehensive Reviews showed that a larger UGB was less nimble to respond to changes in market direction/demands for growth in different areas of the city. Example provided is that if one quadrant of the city builds out faster than another, the legislation still requires a calculation of the entire land area available within the Boundary. So, a larger boundary may not be as able to respond to shifts in market's interest and different rates of development in different areas of the city. A shorter horizon with a smaller boundary could be adjusted to match changes in market demand more easily.</p>
<ul style="list-style-type: none"> Suggestion that larger UGB boundary provides 'flexibility' to development industry, as Council is not expected to undertake Comprehensive Reviews more often than necessary. 	<p>Comment noted.</p>
<ul style="list-style-type: none"> Suggestion that the UGB is as 'nimble' as Council wishes it to be: Council could direct a Comprehensive Review be undertaken at any time, and so Council can add lands, remove lands, and adjust the Urban Growth Boundary at any time. 	<p>A larger boundary could be adjusted, or lands removed without the need for an expansion. This would be subject to Council's direction during a Comprehensive Review process. This is also consistent with policy 75 of The London Plan.</p>
<ul style="list-style-type: none"> Will a Climate Emergency lens be applied to the Comprehensive Review. 	<p>A climate lens will be applied, consistent with the Climate Emergency Action Plan (CEAP).</p>

3. Employment Land Conversions (Industrial Land Conversions)

Comment received	Civic Administration response
<ul style="list-style-type: none"> Industrial review needs to ask both: is an area suitable for Industrial uses long-term, and, if it is going to be converted to non-Industrial uses then what other land uses would the area be appropriate for. 	<p>For the Industrial Lands LNA and conversion evaluation, the suitability of lands for (1) future Industrial use and (2) suitability for alternative land uses will both be evaluated. Evaluation criteria will reflect both considerations.</p>
<ul style="list-style-type: none"> Suggestions that City consider drafting Area Plans for the future non-Industrial uses prior to the conversion. 	<p>Civic administration find it would be premature to prepare plans for non-Industrial land uses prior to a redesignation that would permit the non-Industrial use.</p>
<ul style="list-style-type: none"> Do entire areas need landowners interested in order for sites to be recommended for conversion, or only certain major property owners. 	<p>Landowners are encouraged to participate in the Industrial Land Conversion process once it is initiated. Civic Administration anticipate that the process will be based upon landowner interest, but evaluations will be on a case-by-case basis.</p>
<ul style="list-style-type: none"> Will evaluations be site-by-site or larger Industrial areas. 	<p>Civic administration anticipate that it will be larger areas that will be evaluated, rather than individual properties; however, it may depend on various factors, such as the nature of the industrial use, industrial area, adjacent uses, and the setbacks or topography around a site or area.</p>
<ul style="list-style-type: none"> Is there opportunity for re-use of some older industrial sites for different Industrial uses (e.g. Operations/Works yards). 	<p>If lands are required for an industrial use, then no conversion or redesignations would be recommended by Civic Administration.</p>

4. Land Needs Sufficient for Growth/ Urban Growth Boundary Review (if required)

Comment received	Civic Administration response
<ul style="list-style-type: none"> Suggestion that Council consider adjustments to the Urban Growth Boundary regardless of whether an expansion is warranted. 	<p>This would be subject to Council's direction during a review of "Alternative Directions" for growth.</p>
<ul style="list-style-type: none"> Concern was expressed that the legislation appears to be written only to consider urban growth and urban land use needs, not any consideration of agriculture or the amount of agricultural production needed to support the growing population. 	<p>Civic Administration recognize that Provincial interests and the PPS include protection of agricultural lands and the natural heritage system. However, the focus of the Comprehensive Review is the accommodation of projected population within urban areas.</p>
<ul style="list-style-type: none"> Question asked about whether operational costs are considered in outward expansions (e.g. snowplowing). 	<p>Civic Administration identified that Service Areas undertake financial planning through the budgeting processes, and this would include services for projected new population.</p>
<ul style="list-style-type: none"> Discussion with industry needs to be ongoing through the review, as certain policy changes like Planning Horizon or Intensification Target may impact the land needs evaluations. 	<p>Industry and public consultations will be held throughout the Comprehensive Review process, including through the Land Needs Assessment components of the review.</p>



Comprehensive Review of *The London Plan*



Planning and Environment Committee
Public Participation Meeting: April 11, 2023
File: O-9595

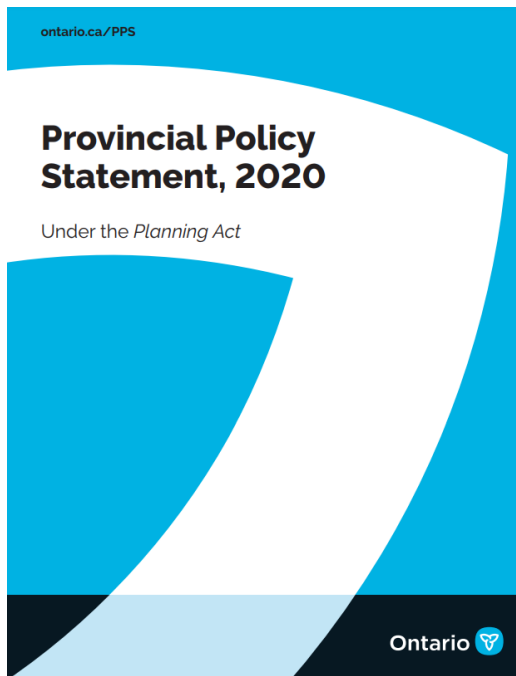
What is a Comprehensive Review?

A Mandatory Review of the Official Plan

- A City shall review its official plan to ensure it:
 - conforms with provincial plans or does not conflict with them;
 - has regard to the matters of provincial interest; and
 - is consistent with the Provincial Policy Statement (PPS)
- Enables City to undertake a “Comprehensive Review” under the PPS.
- Comprehensive Review shall be completed within 10 years of a new official plan and every 5 years thereafter.

What is a Comprehensive Review?

A Planning Process outlined in the Provincial Policy Statement



An opportunity to consider Employment Land conversions. Only opportunity to consider Urban Growth Boundary expansion (“Alternative Directions” for growth).

Based on a Land Needs Assessment (land budget) that considers population and employment projections.

Considers opportunities to accommodate growth through intensification, redevelopment, and in designated growth areas (or “greenfield” areas)

Integrates planning for infrastructure and public service facilities.

What is a Comprehensive Review? PPS Context

Provincial Policy Statement Context:

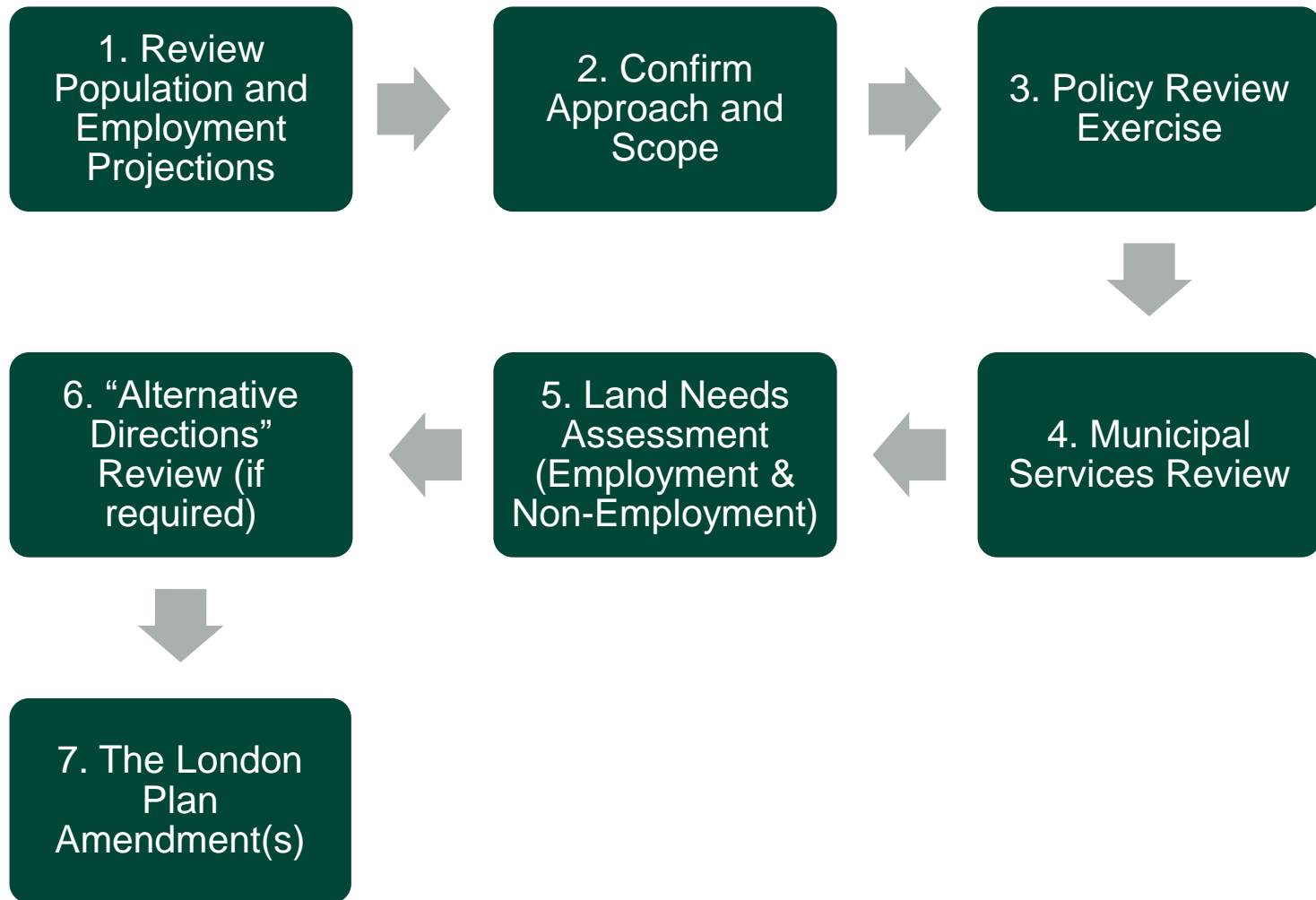
- Policy 1.1.2 Sufficient land shall be made available to accommodate an appropriate range and mix of land uses to meet projected needs for a time horizon of up to 25 years.
- Sufficient land shall be made available through intensification and redevelopment, and if necessary, designated growth areas.
- Policy 1.1.3.5 Planning authorities shall establish and implement targets for intensification and redevelopment within built-up areas based on local conditions.



Why undertake a Comprehensive Review Now?

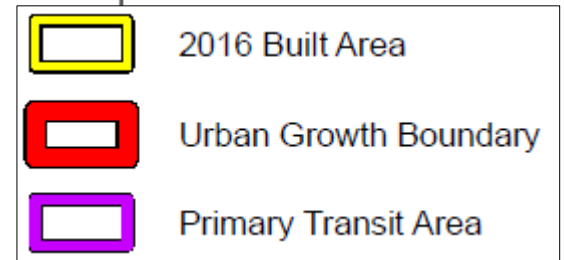
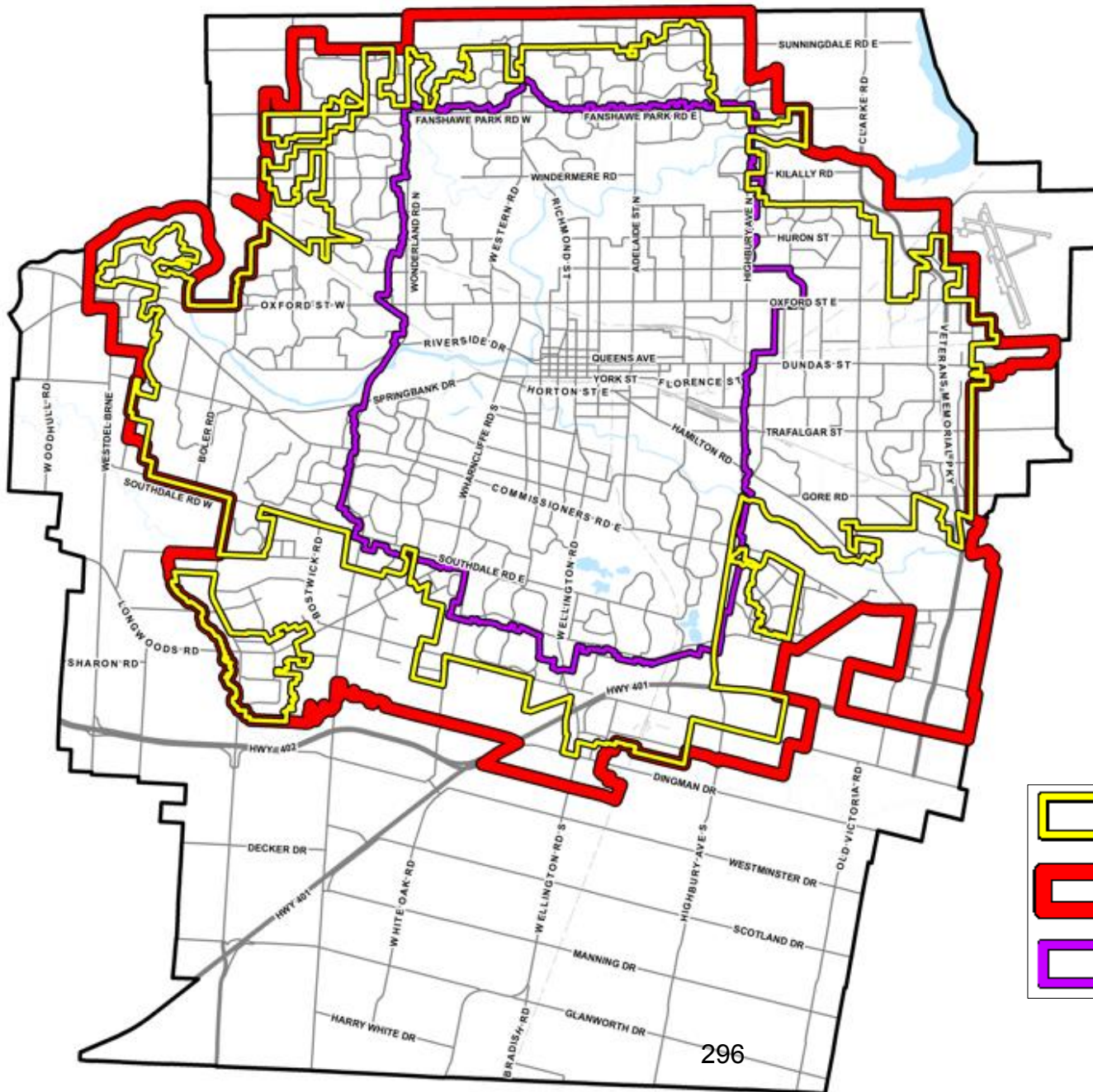
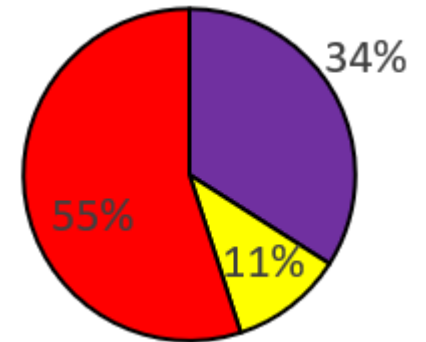
- The London Plan was approved by the Province in December 2016.
 - Based on a 2012 Land Needs Study.
- Recent changes in population, economic and housing trends are expected to continue.
- Intent is to focus review on whether there is sufficient land designated to accommodate projected growth.

What is the Proposed Comprehensive Review Process?



Policy Review: Intensification Target

Current Targets:



Land Need Assessment

Land Needs Assessment (LNA) process



2021-2051 Growth Projections Report (completed)



Factor in Intensification target and capacity of current urban land.



Factor in the trends in forms of development.



Apply Planning Horizon (20 or “up to” 25 years)



Evaluate Potential Conversions of Industrial Lands (quality and quantity of lands)



Update the Vacant Land Inventory

UGB Review, if required

What if an expansion of the UGB is warranted?



UGB delineates lands planned for urban land uses from lands planned for agriculture and rural land uses.



“Alternative Directions”/UGB Review will only take place if Land Need Assessment determines there is insufficient land to accommodate projected growth.



Servicing review to be concurrent to the Land Need Assessment.



City will establish criteria for candidate sites/areas to be evaluated. Landowner-requested sites/bocks of land evaluated against same criteria.

Site evaluation criteria, if required

- Evaluation criteria must be consistent with PPS.
- Preliminary evaluation criteria for candidate sites may include but not be limited to:
 - Logical extensions of the existing UGB/settlement area.
 - Servicing complexity and costs that build on the municipal servicing analysis (completed as part of LNA).
 - Compliance with Minimum Distance Separation (MDS) between livestock operations and new urban land.
 - Impacts on prime agricultural areas.
 - Protection of components of Natural Heritage System.
 - Constraints to potential future development.
 - Market demand for housing types and other land uses.



Timeline

	2022	2023				2024	
Key Activities		Q1	Q2	Q3	Q4	Q1	Q2
1. Review Population and Employment Projections	<input type="checkbox"/>						
2. Confirm Approach and Scope		<input type="checkbox"/>					
3. Policy Conformity Exercise		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4. Land Needs Assessment – Land Capacity		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
4a. Employment Areas Review		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
5. Servicing Review			<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Alternative Directions for Growth (if required)					<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. The London Plan Amendments (if required)							<input type="checkbox"/>