

Bill No. 219  
2024

By-law No. C.P.-1512( )-\_\_\_\_

A by-law to amend The Official Plan, The London Plan for the City of London, relating to 323 Oxford Street West, 92 and 825 Proudfoot Lane.

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

1. Amendment No. \_\_\_\_\_ to The Official Plan, 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 Amendment shall come into effect in accordance with subsection 17(27) or 17(27.1) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on June 25, 2024, subject to the provisions of PART VI.1 of the *Municipal Act, 2001*.

Josh Morgan  
Mayor

Michael Schulthess  
City Clerk

First Reading – June 25, 2024  
Second Reading – June 25, 2024  
Third Reading – June 25, 2024

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

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is to amend the policies within the Specific Policies for the Rapid Transit and Urban Corridor Place Type, Neighbourhoods Place Type and the High Density Overlay of the of the (1989) Official Plan to permit 18 storeys (60 metres) in Block 1, 6 storeys (20 metres) in Block 3, 13 storeys (40 metres) in Block 7, 14 storeys (46 metres) in Block 2, 13 storeys (40 metres) in Block 6 and 16 storeys (51 metres) in the northly portion of Block 1.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands located at 323 Oxford Street West, 92 Proudfoot Lane and 825 Proudfoot Lane in the City of London.

**C. BASIS OF THE AMENDMENT**

The site-specific amendment would permit 18 storeys (60 metres) in Block 1, 6 storeys (20 metres) in Block 3, 13 storeys (40 metres) in Block 7, 14 storeys (46 metres) in Block 2, 13 storeys (40 metres) in Block 6 and 16 storeys (51 metres) in the northly portion of Block 1. The recommended amendment is consistent with the *Provincial Policy Statement, 2020 (PPS)*, which encourages the regeneration of settlement areas and land use patterns within settlement areas that provide for a range of uses and opportunities for intensification and redevelopment. The *PPS* directs municipalities to permit all forms of housing required to meet the needs of all residents, present and future; The recommended amendment conforms to The Official Plan, The London Plan, including but not limited to Key Directions, City Design and Building policies, and will facilitate a built form that contributes to achieving a compact, mixed-use City; The recommended amendment facilitates the development of a site within the Built-Area Boundary and the Primary Transit Area with an appropriate form of infill development at an intensity that is appropriate for the site and surrounding neighbourhood.

**D. THE AMENDMENT**

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

1. Specific Policies for the Transit Village Place Type of The Official Plan, The London Plan, for the City of London is amended by adding the following:

323 Oxford Street West and 92 Proudfoot Lane

864B\_ In the Rapid Transit Corridors Place and Urban Corridor Place Types located at 323 Oxford Street West, development with height of up to 18 storeys (60 metres) may be permitted.

1066\_ In the Neighbourhoods Place Type located at 323 Oxford Street West, development with heights up to 6 storeys (20 metres) may be permitted, 92 Proudfoot Lane and 825 Proudfoot Lane, development with heights up to 13 storeys (40 metres) may be permitted.

1067\_ In the High Density Residential Overlay (from 1989 Official Plan) located at 323 Oxford Street West, development with heights of up to 14 storeys (46 metres) may be permitted and 92 Proudfoot Lane, development with heights up to 13 storeys (40 metres) may be permitted.

1067A\_ In the High Density Residential Overlay (from 1989 Official Plan) located at 323 Oxford Street West, development with heights up to 16 storeys (51 metres) may be permitted only on the portion of the site that is south of Westfield Drive and east of Beaverbrook Drive.