

Bill No. 311
2024

By-law No. C.P.-1512()-____

A by-law to adopt Phase 2 of the Official Plan
Review of *The London Plan*, 2016.

WHEREAS Section 26.(1.1) of the *Planning Act* requires the council of the municipality that has adopted an Official Plan to, not less frequently than ten years after the plan comes into effect, review and revise the Official Plan;

AND WHEREAS the Municipal Council held a special meeting, open to the public, on April 11, 2023 to determine the need to revise the Official Plan;

AND WHEREAS the Municipal Council confirmed the need for a revision and adopted terms of reference for the Official Plan review on April 25, 2023;

AND WHEREAS the Municipal Council held a public meeting on September 10, 2024 for public representations in respect of Phase 2 of the Official Plan review;

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

- 1) That the Amendments to *The London Plan* constituting Phase 2 of the Official Plan Review of The London Plan under Section 26 of the *Planning Act*, as attached hereto is hereby adopted.
- 2) That the Clerk of the Municipality is authorized and directed to make application to the Minister of Municipal Affairs for approval of the aforesaid Phase 2 of the Official Plan Review of *The London Plan*, including amendments attached hereto.

PASSED in Open Council on September 24, 2024, subject to the provisions of PART VI.1 of the *Municipal Act*, 2001.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – September 24, 2024
Second Reading – September 24, 2024
Third Reading – September 24, 2024

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To amend maximum building heights in all place types;
2. To amend the policies of the Transit Village Place Type to permit and add Transit Villages surrounding 100 Kellogg Lane;
3. To create and identify Strategic Growth Areas; and
4. To create and identify Major Shopping Areas in policy and on Map 1 – Place Types.

B. LOCATION OF THIS AMENDMENT

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

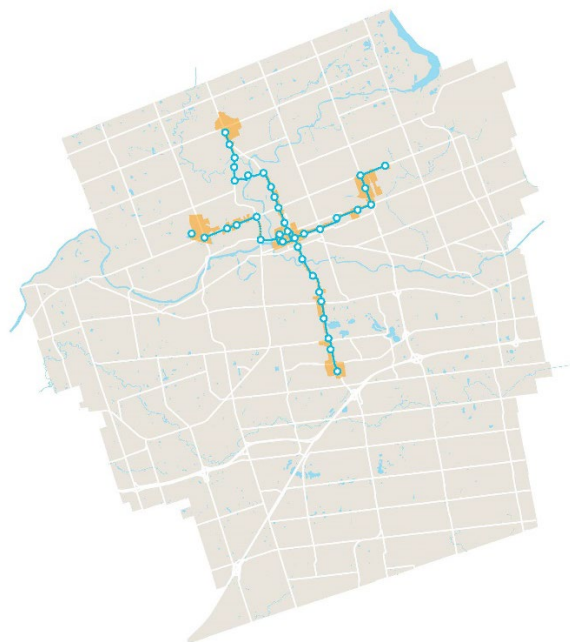
C. BASIS OF THE AMENDMENT

London is experiencing unprecedented growth. These amendments are related to building heights, the creation of new Transit Villages, and identifying new Strategic Growth Areas and Major Shopping Areas and will increase opportunities for housing and economic development. The recommended amendment would increase the permitted housing density throughout the City and specifically in proposed new Transit Villages and Major Shopping Area Place Types, while not diminishing the role of the commercial land uses at these locations.

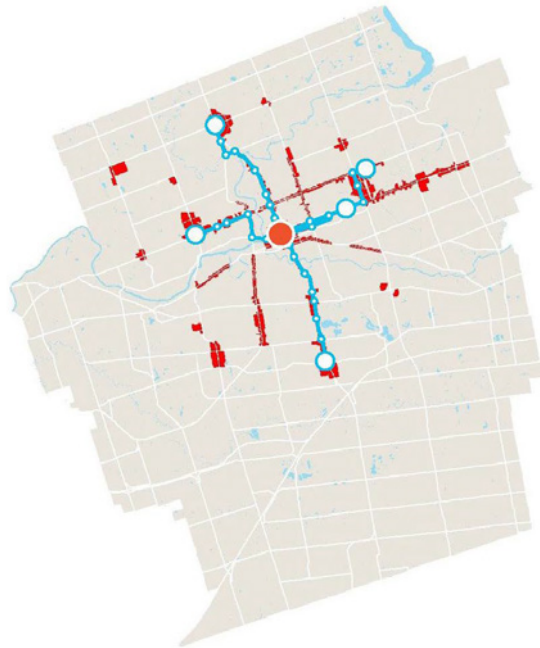
D. THE AMENDMENT

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

1. Figure 5 graphic is deleted and replaced with the following graphic:



2. Figure 14 title and graphic are deleted and replaced by the following title and graphic:
STRATEGIC GROWTH AREAS



3. Policy 95 is deleted and replaced by the following text:

Figure 5 illustrates major centres that include the Downtown and Transit Villages. While the Downtown is unique and will allow for the greatest level of intensity and broadest range of uses, all of these centres are intended to allow for intense, mixed-use neighbourhoods and business areas with centrally located Rapid Transit Stations. These centres will help to make rapid transit viable in the London that is envisioned for 2035 and will also be planned with a high degree of pedestrian amenity making them great places in which to live, shop, work, and play.

4. A new policy is added as Policy 97B with the following text:
The Downtown, Transit Villages, and Rapid Transit Corridors will, along with the Urban Corridors and Major Shopping Areas, constitute London's strategic growth areas that are planned to be the focus for higher-density intensification and will accommodate significant population and employment growth.
5. Policy 98.2 is deleted and replaced with the following text:
Plan for Transit Villages that support intense forms of mixed-use development.
6. Policy 127 and the heading above Policy 127 are deleted and replaced with the following text:

STRATEGIC GROWTH AREAS

Figure 14 identifies our Downtown, Transit Villages, and Rapid Transit Corridors, Urban Corridors, and Major Shopping Areas as strategic growth areas, which will be economic engines for commerce, employment, and economic growth. These mixed-use centres will be planned to offer a wide array of amenities, services, and experiences. They will offer the highest level of communications infrastructure, smart city services, high-quality walking, cycling and transit environments, and will be serviced by rapid transit. They will be planned to be highly supportive of small, medium and large-scale businesses and will be well connected to our major institutions. High-rise buildings will be directed to strategic growth centres.

7. Policy 129 is deleted and replaced with the following text:
Major Shopping Areas are also shown on Figure 14. These centres provide opportunities to accommodate significant population and employment growth. All Shopping Areas serve the regular needs of those who live near them as well as those who travel to them for goods and services. These centres may serve as community hubs to provide for a variety of non-commercial services as well.
8. Policy 130 is deleted and replaced with the following text:
The Downtown, Transit Village, Rapid Transit Corridors, Urban Corridor, and Shopping Area Place Type chapters of this Plan provide more detailed policy direction to plan for these strategic growth areas.
9. Figure 20 graphic is deleted and replaced with the following graphic:



10. Policy 816 is amended by adding following text as sub-policy 5:
The projected growth for high density development supports the proposed expansion without detracting from the concentrated urban character of the existing Transit Village Place Types
11. Policy 817 is deleted and replaced with the following text:
It is critical that the identified Transit Villages, and the Rapid Transit Corridors that connect them, are developed intensively to make rapid transit sustainable over the long term. Adding new Transit Villages over the life of this Plan is not required to accommodate forecasted growth and would detract from this key objective as well as the many objectives of this Plan relating to growth management and intensification.
12. Policy 864E and the heading above policy 864E are deleted and replaced with the following text to be added to the Plan as policy 820A:

In the Transit Village Place Type located At 100 Kellogg Lane, 1097 and 1127 Dundas Street, and 351 Eleanor Street, warehouse, wholesale, and self-storage establishments may also be permitted ~~in~~ within existing buildings. Accessory parking in favour of the uses located at 100 Kellogg Lane may be permitted at 1063, 1080, 1097 and 1127 Dundas Street

13. Policy 844.2 is deleted and replaced with the following text:
Richmond Row - Richmond Street from the CP Rail line to Kent Street
14. A new policy as added to the Plan as policy 875A with the following text:
Within the Shopping Area Place Type, certain sites have been identified as Major Shopping Areas. These areas are identified as strategic growth area and may permit higher levels of intensity.
15. Policy 876.5 is deleted and replaced with the following text:
Introduce mid-rise residential development within the Shopping Area Place type, and high-rise mixed-use development within Major Shopping Areas, to intensify their use, promote activity on these sites outside of shopping hours, and strengthen their role as neighbourhood centres
16. Policy 877.2 is deleted and replaced with the following text:
Mixed-use buildings will be encouraged. Commercial and neighbourhood service uses will be required as part of any Shopping Area redevelopment in order to establish and preserve the Shopping Area's function as a neighbourhood hub
17. Policy 878.2 is deleted and replaced with the following text:
Buildings within the Shopping Area Place Type will be a maximum height of eight storeys, or, in Major Shopping Areas the maximum height is 15 storeys.
18. A new policy as added to the Plan as policy 881A with the following text:

Applications to expand existing Major Shopping Areas or identify new Major Shopping Areas will be evaluated using the Planning and Development Application policies in the Our Tools part of this Plan, in addition to the following:
 1. New Major Shopping Area Place Types will be permitted only at the intersection of two streets classified as Civic Boulevard or Urban Thoroughfare.
 2. Applications for new or expanded Major Shopping Area Place Types will be required to clearly demonstrate the need for the proposed new Major Shopping Area or the proposed expansion onto additional lands, considering all other opportunities for commercial development or redevelopment that have been planned. This will include a review of the opportunities that have been created at appropriate locations in the form of vacant land, vacant space in existing buildings, and expansion, redevelopment and intensification opportunities on existing commercial sites.

3. Applications for new Major Shopping Areas will be required to demonstrate that the proposed Major Shopping Area will not undermine or detract from the planned function of an existing Shopping Area or any other place type shown in the City Structure Plan and on Map 1.
 4. New or expanded Major Shopping Areas will not be permitted if they take on a linear configuration, rather than a nodal configuration.
 5. The projected growth for high density development supports the proposed expansion without detracting from the concentrated urban character of the existing Transit Village Place Types.
 6. New Major Shopping Areas will be permitted only within the Built Area Boundary.
 7. Applications for new Major Shopping Areas will be supported by an analysis of existing and planned infrastructure to confirm that capacity exists to support the increased level of intensity and does not detract from other strategic growth areas
19. Policy 910.4 is deleted and replaced with the following text:
Buildings within the Main Street Place Type will be a minimum of either two storeys or eight metres in height and a maximum of eight storeys.
 20. Policy 921 is deleted and replaced with the following text:
Table 10 - Range of Permitted Uses in Neighbourhoods Place Type, shows the range of permitted uses that may be allowed within the Neighbourhoods Place Type, by street classification
 21. Policy 1018 is deleted and replaced with the following text:
Lands outside of the Transit Village Place Type within the St. George/Grosvenor Neighbourhood, bounded by Waterloo Street on the east, Oxford Street West on the south, the Thames River on the west, and Victoria Street on the north, will remain a predominantly low density, low-rise residential area despite continual redevelopment pressure for apartment buildings, expansions to existing hospitals, and office conversions.
 22. Policy 1086.1 is deleted and replaced with the following text:
Buildings within the Institutional Place Type will be a minimum of either two storeys or eight metres in height and a maximum of 15 storeys in height.
 23. Policy 1132A is deleted.
 24. Policy 1638 and the heading above policy 1638 are deleted and replaced with the following text:

ZONING TO THE MAXIMUM HEIGHT
The framework of permitted building heights is summarized on Table 8 at the beginning of the Urban Place Type policies. Zoning on individual sites may limit building heights below the maximum listed in the applicable Place Type. An application to increase the

maximum height in the Zoning by-law will be reviewed on a site-specific basis. Applications for heights exceeding the maximum of the applicable Place Type will require an amendment to this Plan and the addition of a new specific area policy.

25. Policy 1639 is deleted.
26. Policy 1640 is deleted and replaced with the following text:
In order to provide certainty and to ensure that the features required to mitigate the impacts of the additional height and densities are provided, a site-specific zoning by-law amendment will ensure that measures will be implemented to mitigate any impacts of additional height or density.
27. Policy 1641 is deleted and replaced with the following text:
Applications to increase the maximum building height may be permitted where the resulting intensity and form of the proposed development represents good planning within its context.
28. Policy 1795 is amended by adding the following definition:
Strategic Growth Area means an area within the City that has been identified to be the focus for accommodating intensification and higher-density mixed uses in a more compact built form.
29. Table 8 is deleted and replaced with the following table, including notes:

Place Type	Minimum Height (storeys or m)	Maximum Height (storeys)
Downtown	3 storeys or 9m	45
Transit Village	2 storeys or 8m	35
Rapid Transit Corridor	2 storeys or 8m	25
Urban Corridor	2 storeys or 8m	15
Major Shopping Area	1 storey or 2 storeys for residential uses	15
Shopping Area	1 storey or 2 storeys for residential uses	8
Main Street	2 storeys or 8m	8
Neighbourhoods	See Neighbourhoods policies & tables	
High Density Residential Overlay (from 1989 Official Plan)	2 storeys	12 (outside of the Primary Transit Area) or 14 (inside the Primary Transit Area)
Institutional	2 storeys or 8m	15
Commercial Industrial	1 storey	2

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

Note 2 - Where more specific policies exist in this Plan relating to height for an area or specific site, these more specific policies shall prevail; readers should consult all the

policies of this chapter, Map 7 which shows specific policy areas and Secondary Plans to identify applicable specific policies.

30. Table 9 is deleted.
31. Table 10 is deleted and replaced with the following table, including notes:

Table 10 – Permitted Range of Uses in the Neighbourhoods Place Type

Street onto which property has frontage	Range of primary permitted uses	Additional permitted uses at intersections conditional on classification of intersecting street			Additional permitted uses
		Neighbourhood Street	Neighbourhood Connector	Civic Boulevard and Urban Thoroughfare	
Neighbourhood Street	<ul style="list-style-type: none">• Single detached• Semi-detached• Multiplex up to 4 units• Converted dwellings• Townhouses• Additional residential units• Home occupations• Group homes	N/A	N/A	N/A	N/A
Neighbourhood Connector	<p>As per Neighbourhood Street plus:</p> <ul style="list-style-type: none">• Small-scale community facilities• Stacked townhouse <p>Only in Primary Transit Area</p> <ul style="list-style-type: none">• Apartments	N/A	<ul style="list-style-type: none">• Mixed-use buildings• Stacked townhouses• Apartments	<ul style="list-style-type: none">• Mixed-use buildings• Stacked townhouses• Apartments	<ul style="list-style-type: none">• Mixed-use buildings• Stacked townhouses• Apartments
Civic Boulevard and Urban Thoroughfare	<p>As per Neighbourhood Connector plus:</p> <ul style="list-style-type: none">• Stacked townhouses• Apartments• Emergency care establishments• Rooming houses• Supervised correctional residences	N/A	<ul style="list-style-type: none">• Mixed-use buildings	<ul style="list-style-type: none">• Mixed-use building• Stand-alone retail, service, office	N/A

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

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

32. Table 11 is deleted and replaced with the following table, including notes:

Table 11 – Range of Permitted Heights in Neighbourhoods Place Type

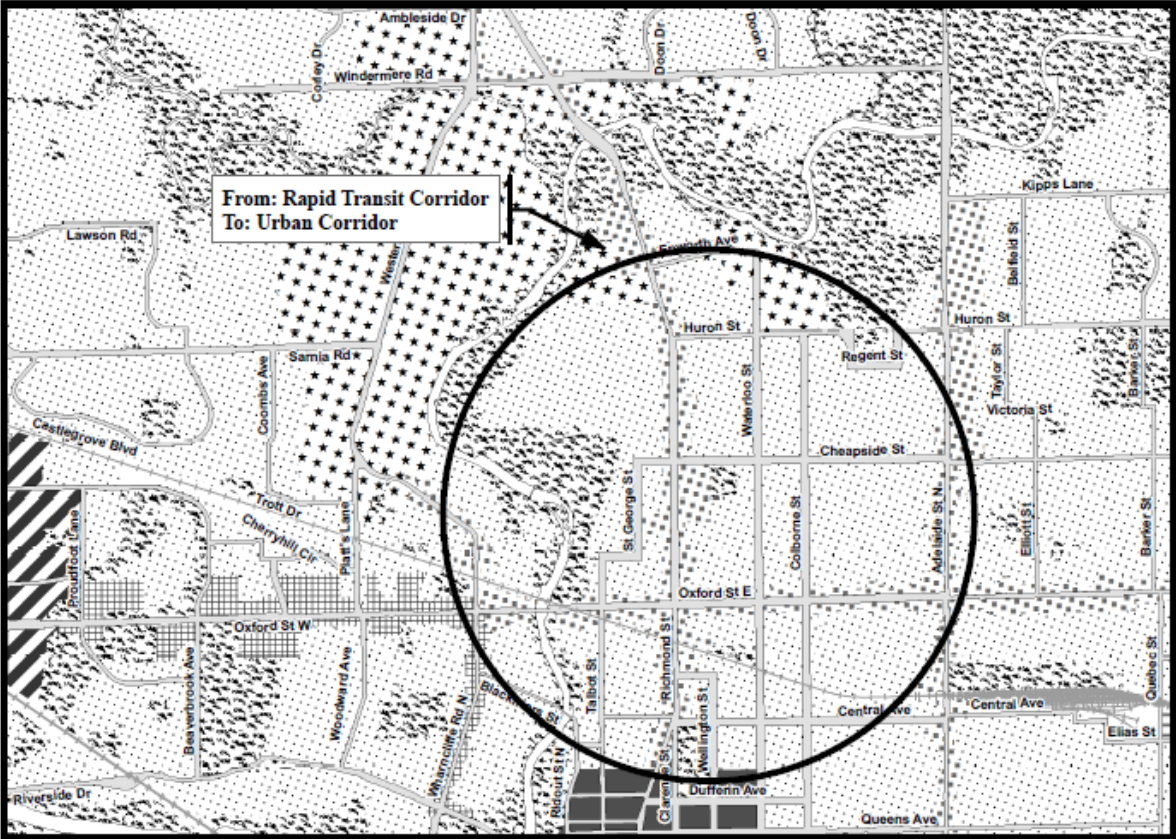
Street onto which property has frontage	Minimum and maximum heights (storeys) that may be permitted along this classification of street (Base condition)		Minimum and maximum height (storeys) that may be permitted conditional upon classification of intersecting street		Minimum and maximum height (storeys) that may be permitted conditional upon fronting onto park
		Neighbourhood Street	Neighbourhood Connector	Civic Boulevard and Urban Thoroughfare	Fronting onto Park
Neighbourhood Street	Min. 1 Max. 3	Same as base	Same as base	Same as base	Same as base
Neighbourhood Connector	Min. 1 Max. 3 Max. 4 in Primary Transit Area	Same as base	Min. 2 Max. 4 Max. 6 in Primary Transit Area	Min. 2 Max. 6 Max. 8 in Primary Transit Area	Min. 2 Max. 4
Civic Boulevard and Urban Thoroughfare	Min. 2 Max. 6 Max. 8 in Primary Transit Area	Same as base	Same as base	Min. 2 Max 10	Same as base

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

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

33. Map 1 – Place Types is amended as indicated on “Schedule 1” attached hereto, by:
 1. Changing the Place Type for the lands along Richmond Street from Kent Street to Epworth Avenue from Rapid Transit Corridor to Urban Corridor.
 2. Changing the Place Type for the lands along Western Road from Windermere Road to Sunnyside Drive from Rapid Transit Corridor to Urban Corridor.
34. Map 1 – Place Types is amended as indicated on “Schedule 2” attached hereto, by:
 1. Adding a new item to the Legend called “Major Shopping Area”.
 2. Changing the lands at Hyde Park Road/Fanshawe Park Road West from Shopping Area to Major Shopping Area.
 3. Changing the lands at Wonderland Road North/Gainsborough Road (Sherwood Forest Mall) from Shopping Area to Major Shopping Area.
 4. Changing the lands at Adelaide Street North/Fanshawe Park Road East from Shopping Area to Major Shopping Area.
 5. Changing the lands at Highbury Avenue North/Huron Street (Northland Mall) from Shopping Area to Major Shopping Area.

6. Changing the lands at Clarke Road/Dundas Street (Argyle Mall) from Shopping Area to Major Shopping Area.
 7. Changing the lands at Highbury Avenue North/Commissioners Road East (southeast corner) from Shopping Area to Major Shopping Area.
 8. Changing the lands at Highbury Avenue North/Commissioners Road East (northwest corner) NW from Shopping Area to Major Shopping Area.
 9. Changing the lands at Wonderland Road South from north of Pine Valley Boulevard to Bradley Avenue West from Shopping Area to Major Shopping Area.
 10. Changing the lands at Wonderland Road South/Viscount Road (Westmount Mall) from Shopping Area to Major Shopping Area.
 11. Changing the lands at Hyde Park Road/Oxford Street West from Shopping Area to Major Shopping Area.
35. Map 3 – Street Classifications is amended as indicated on “Schedule 3” attached hereto, by changing the following street classifications:
1. Change Richmond Street from Central Avenue to Epworth Avenue, Richmond Street from Western Road to Fanshawe Park Road, and Western Road from Lambton Drive to Richmond Street from Rapid Transit Boulevard to Civic Boulevard and remove Rapid Transit Stations from these segments.
 2. Change Clarence Street from Dundas Street to Central Avenue from Rapid Transit Boulevard to Neighbourhood Connector and remove Rapid Transit Station from this segment.



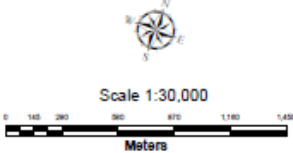
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|------------------------|--------------------------|---|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor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

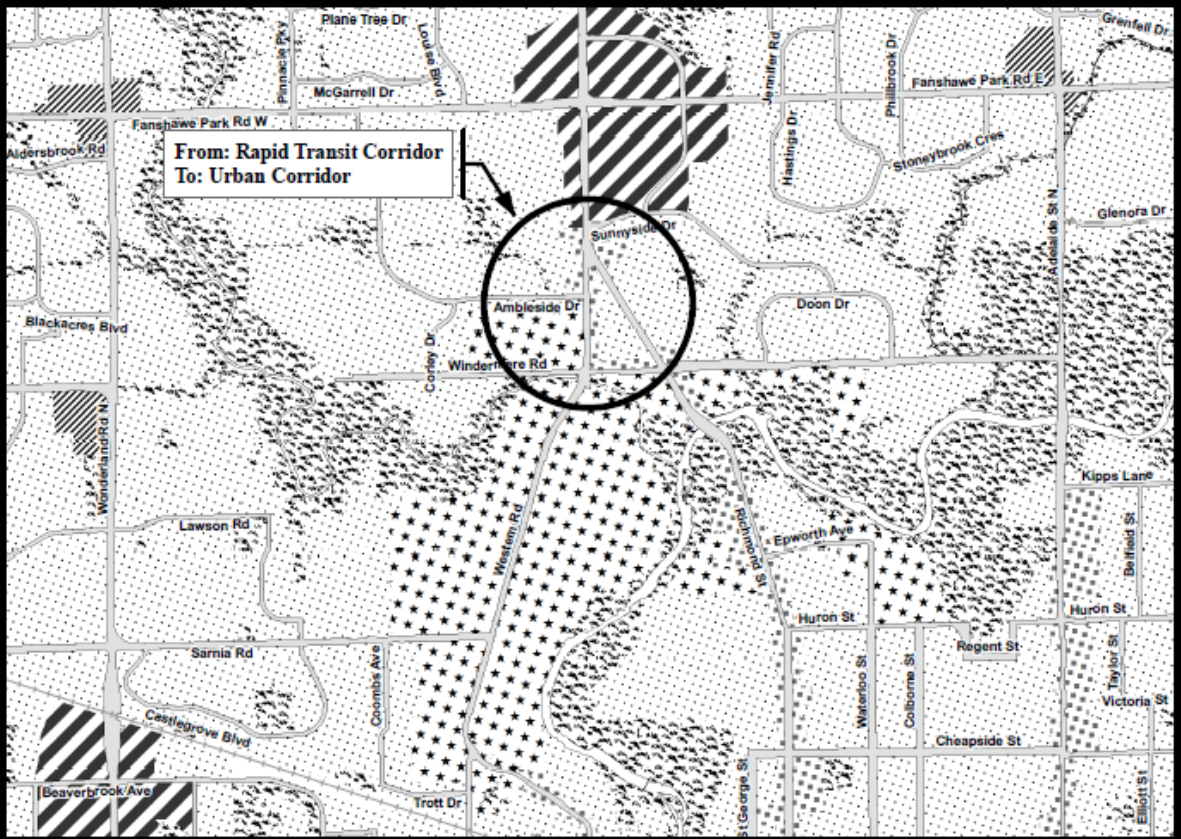
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

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

PREPARED BY: Planning & Development



FILE NUMBER: OZ-9726
PLANNER: SF
TECHNICIAN: BV
DATE: 9/10/2024

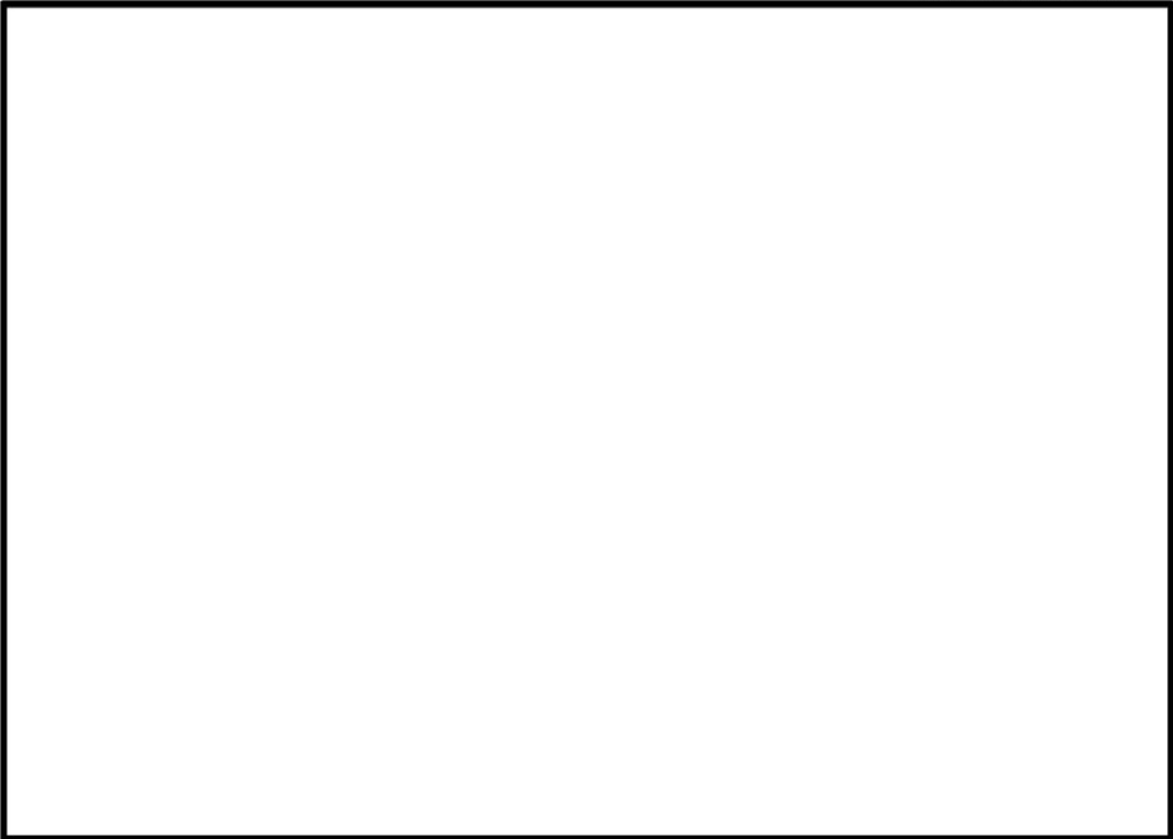


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


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

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

<p>SCHEDULE # 1-2 TO</p> <p>OFFICIAL AMENDMENT NO. _____</p> <p>PREPARED BY: Planning & Development</p>	<p>Scale 1:30,000</p> <p>0 140 280 560 840 1,120 1,400</p> <p>Meters</p>	FILE NUMBER: OZ-9726
		PLANNER: MD
		TECHNICIAN: BV
		DATE: 9/10/2024

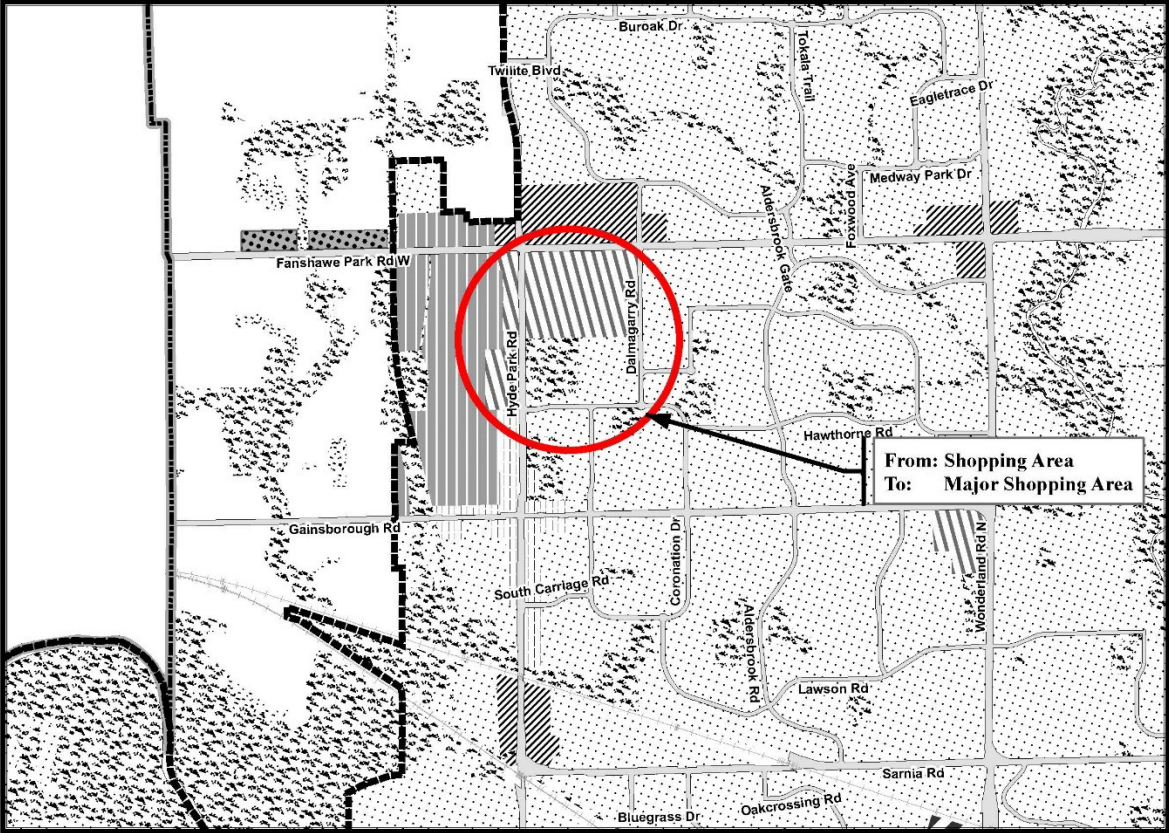


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	Downtown		Neighbourhood		Green Space
	Transit Village		Future Community Growth		Environmental Review
	Shopping Area		Heavy Industrial		Farmland
	Major Shopping Area		Light Industrial		Rural Neighbourhood
	Rapid Transit Corridor		Future Industrial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

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<div>SCHEDULE 2-1 TO OFFICIALAMENDMENT NO. _____</div> <div>PREPARED BY: Planning & Development</div>	<div>Scale 1:30,000</div>	<div>FILE NUMBER: O-9753</div> <div>PLANNER: SB</div> <div>TECHNICIAN: JI</div> <div>DATE: 8/23/2024</div>
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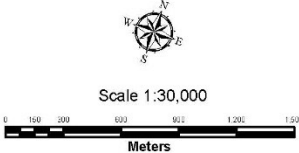
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| Downtown | Neighbourhood | Green Space |
| Transit Village | Future Community Growth | Environmental Review |
| Shopping Area | Heavy Industrial | Farmland |
| Major Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |

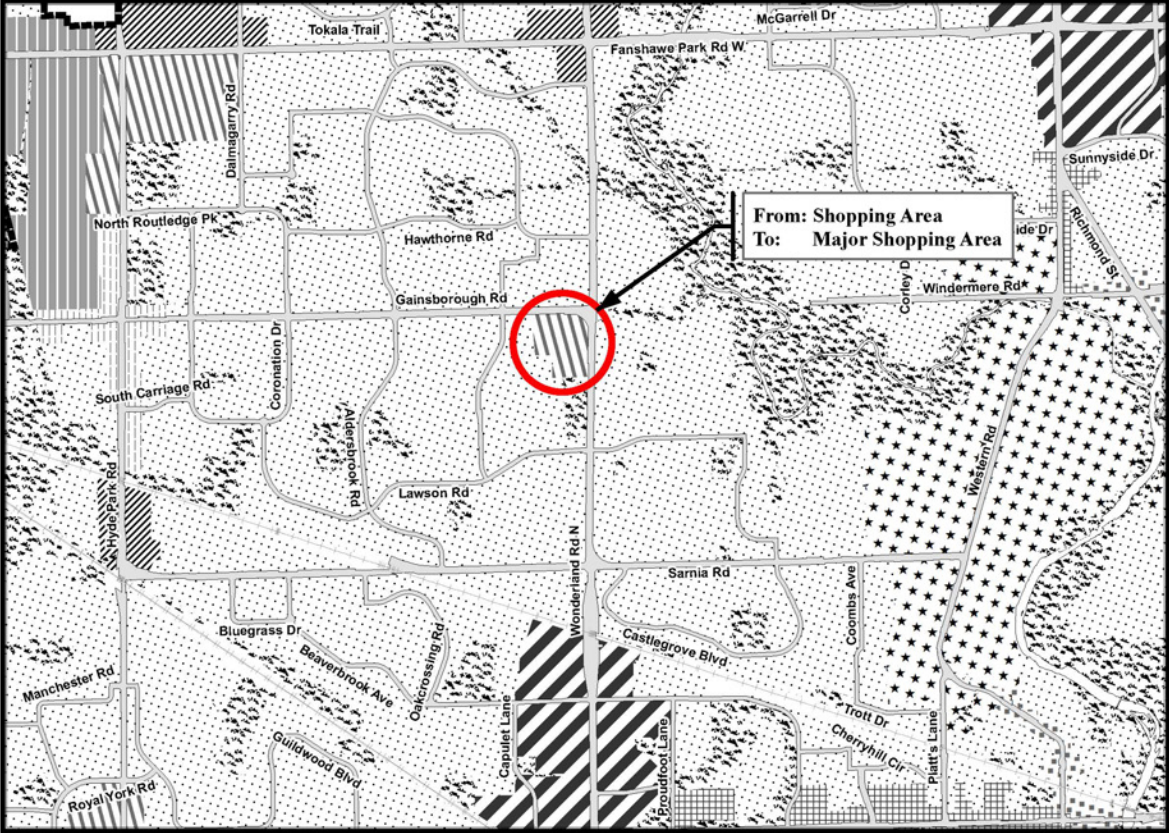
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SCHEDULE 2-2
TO
OFFICIALAMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: O-9753
PLANNER: SB
TECHNICIAN: JI
DATE: 8/23/2024



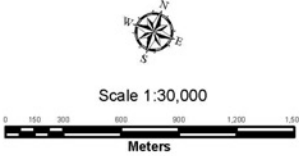
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| Downtown | Neighbourhood | Green Space |
| Transit Village | Future Community Growth | Environmental Review |
| Shopping Area | Heavy Industrial | Farmland |
| Major Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor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

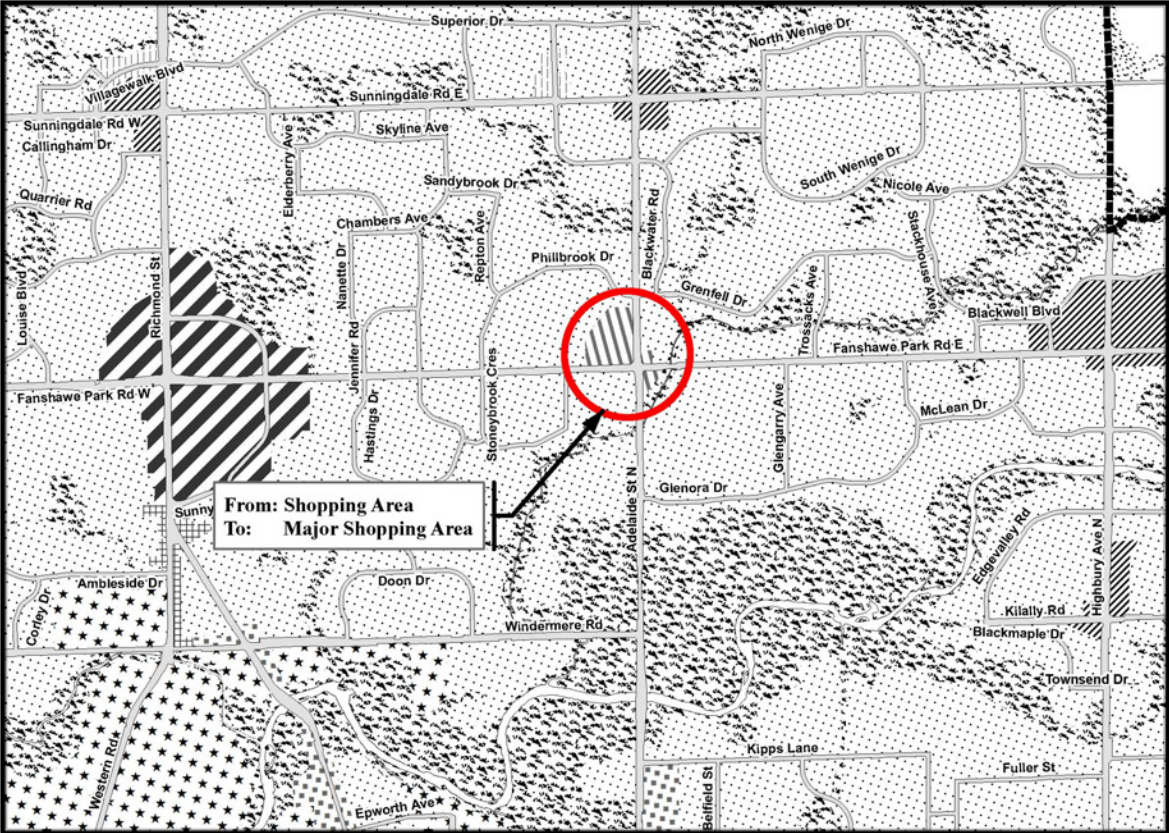
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

**SCHEDULE 2-3
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9753
PLANNER: SB
TECHNICIAN: JI
DATE: 8/23/2024



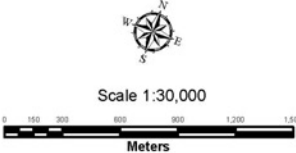
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| Downtown | Neighbourhood | Green Space |
| Transit Village | Future Community Growth | Environmental Review |
| Shopping Area | Heavy Industrial | Farmland |
| Major Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor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

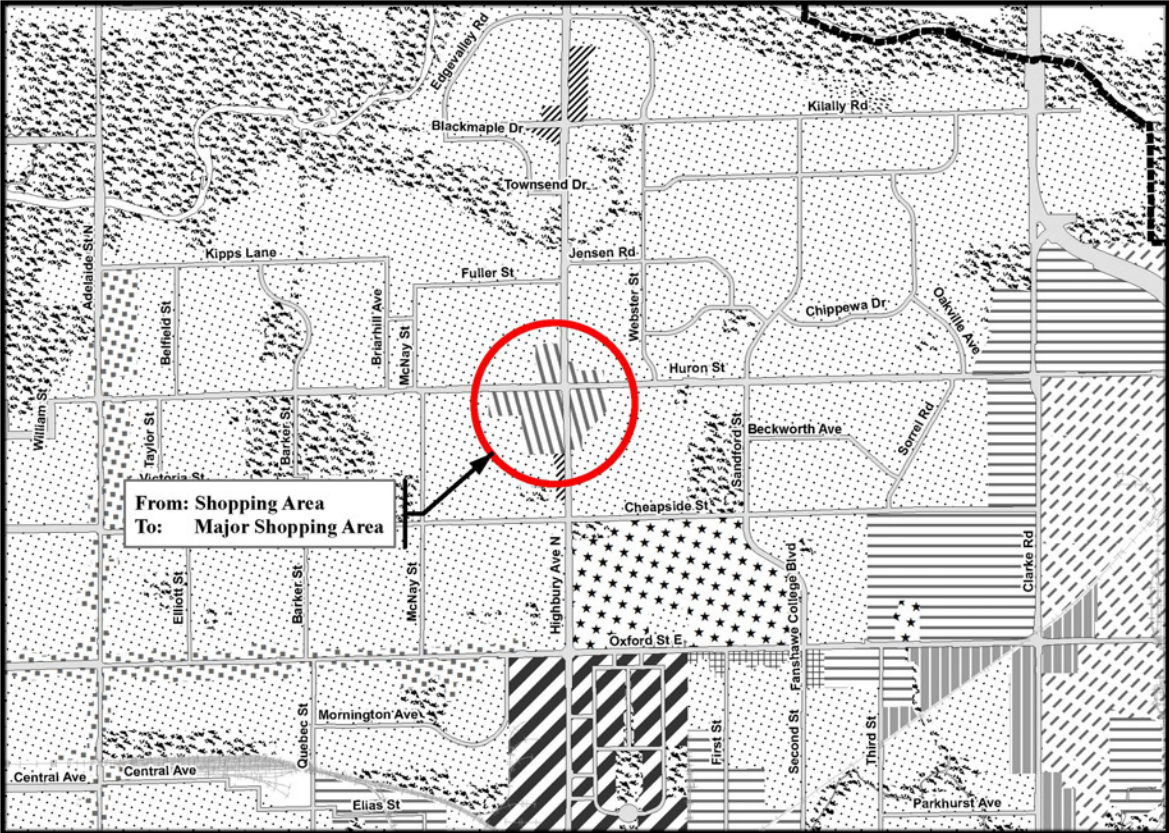
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SCHEDULE 2-4
TO
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TECHNICIAN: JI
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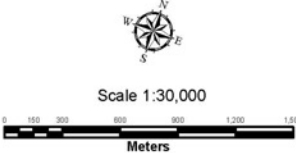
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| Downtown | Neighbourhood | Green Space |
| Transit Village | Future Community Growth | Environmental Review |
| Shopping Area | Heavy Industrial | Farmland |
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| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
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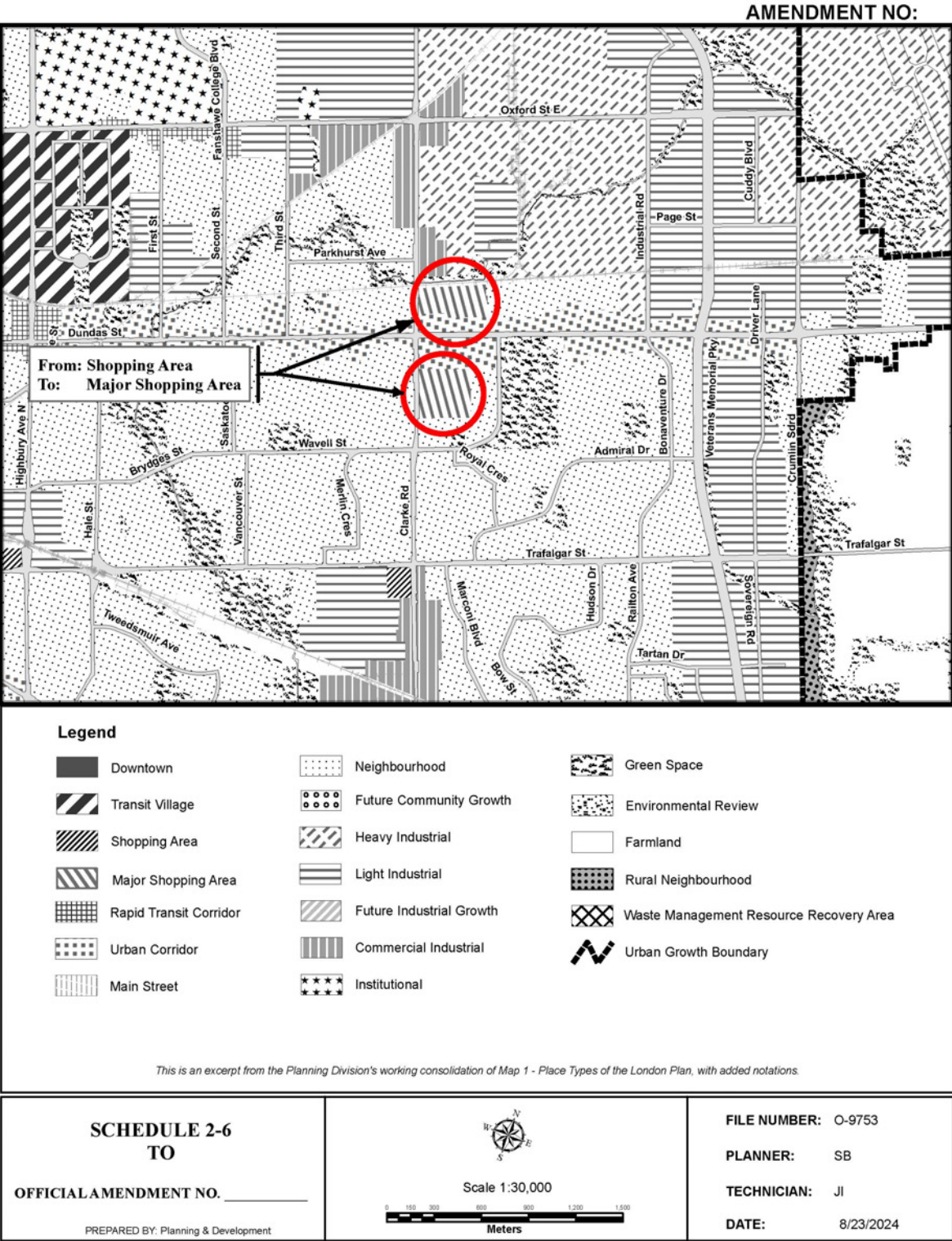
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SCHEDULE 2-5
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OFFICIAL AMENDMENT NO. _____

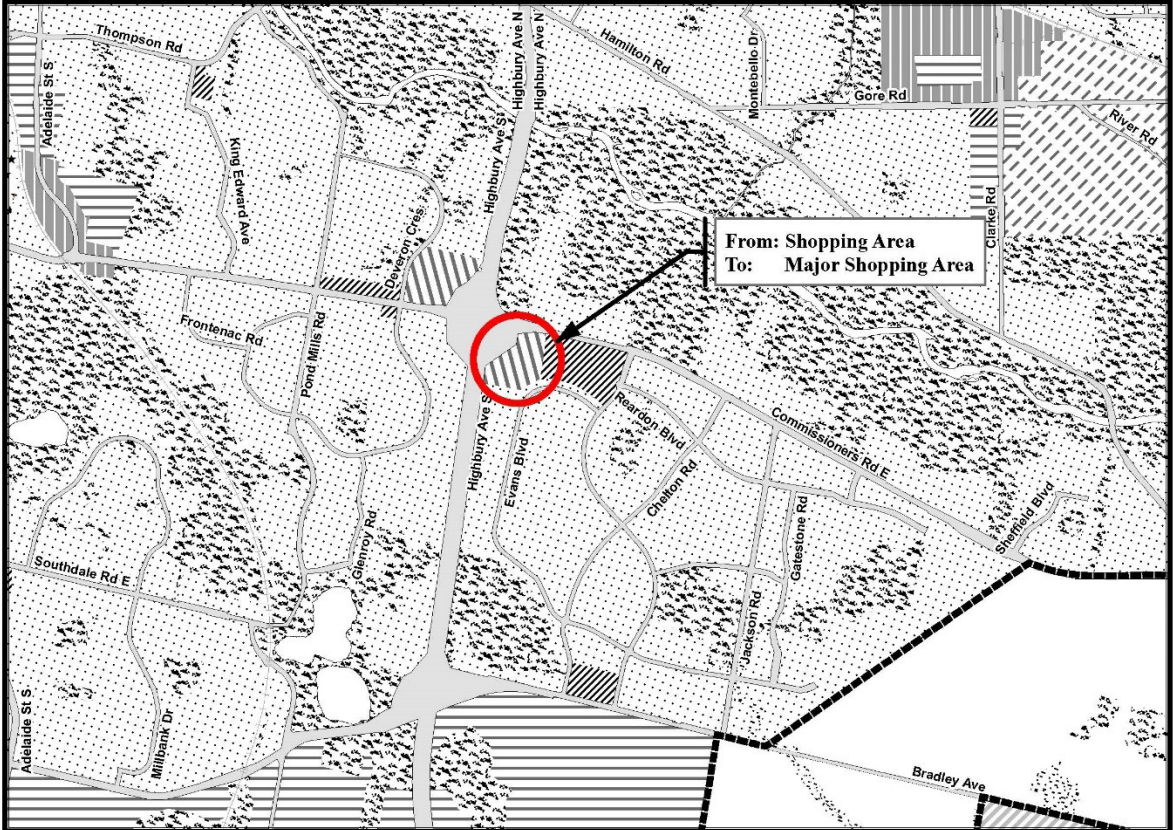
PREPARED BY: Planning & Development



FILE NUMBER: O-9753
PLANNER: SB
TECHNICIAN: JI
DATE: 8/23/2024



AMENDMENT NO:



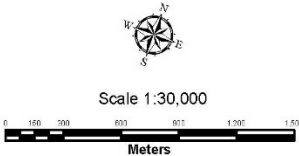
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| Downtown | Neighbourhood | Green Space |
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| Shopping Area | Heavy Industrial | Farmland |
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| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |

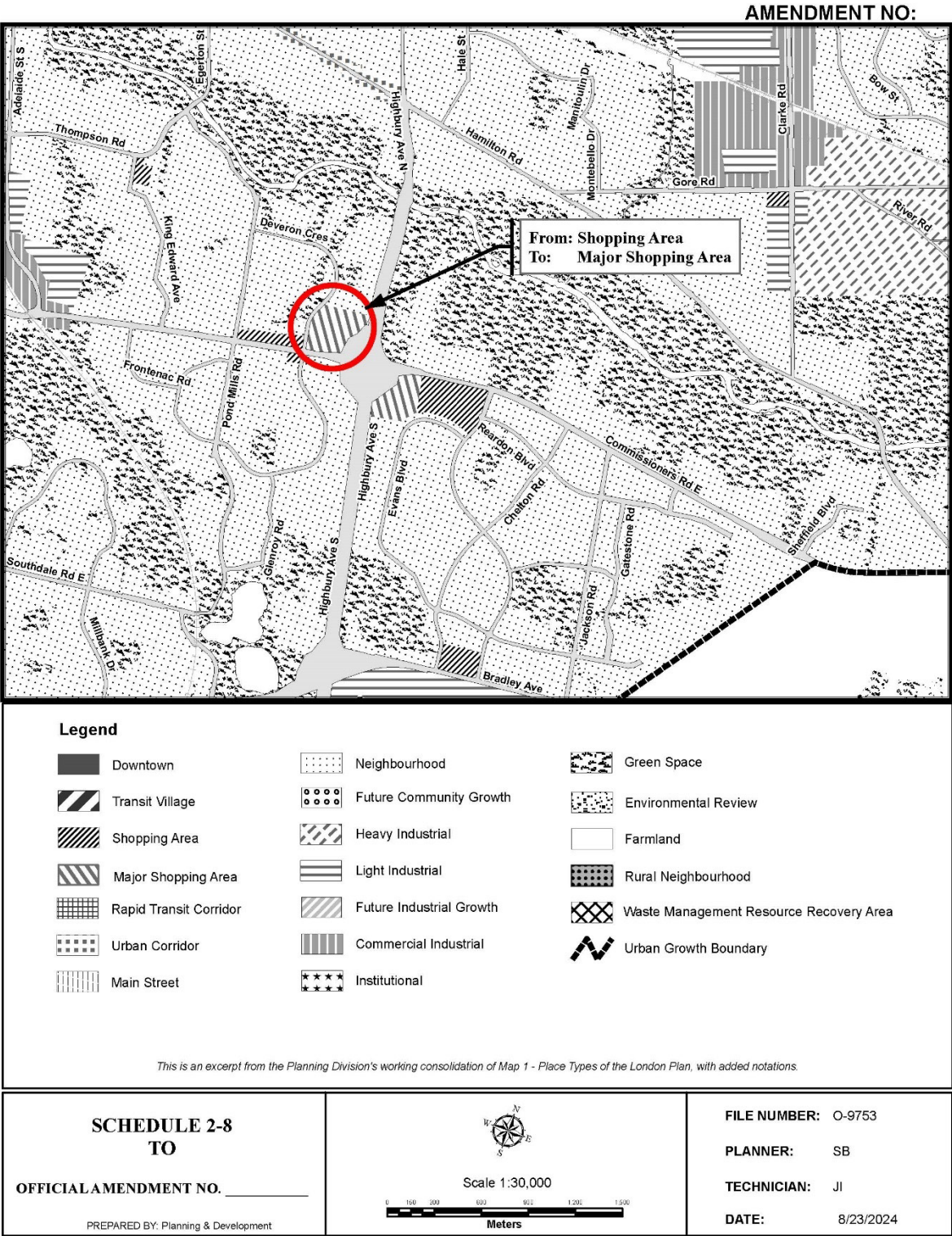
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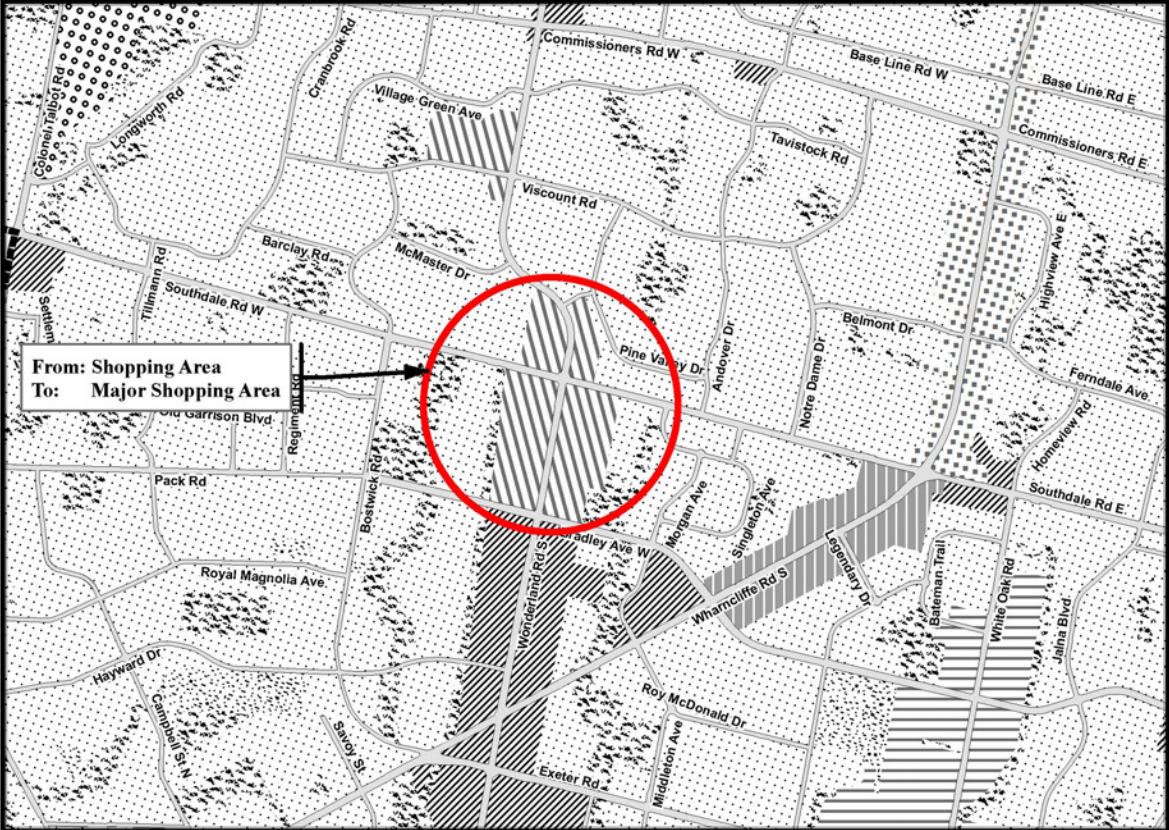
**SCHEDULE 2-7
TO
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FILE NUMBER: O-9753
PLANNER: SB
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DATE: 8/23/2024





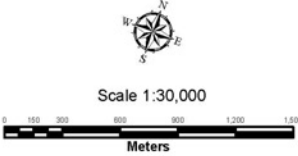
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| Downtown | Neighbourhood | Green Space |
| Transit Village | Future Community Growth | Environmental Review |
| Shopping Area | Heavy Industrial | Farmland |
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| Rapid Transit Corridor | Future Industrial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

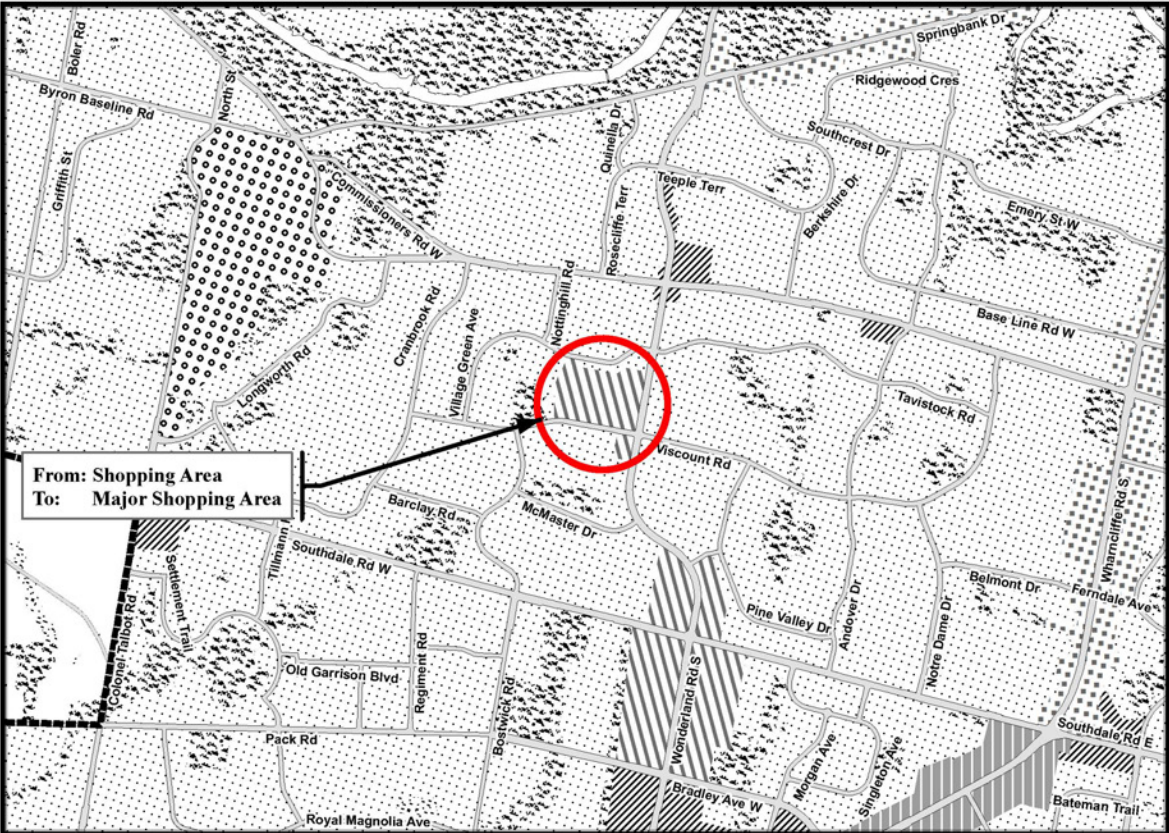
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

**SCHEDULE 2-9
TO
OFFICIAL AMENDMENT NO. _____**

PREPARED BY: Planning & Development



FILE NUMBER: O-9753
PLANNER: SB
TECHNICIAN: JI
DATE: 8/23/2024



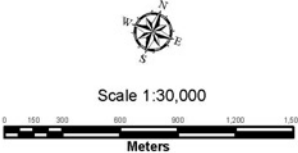
Legend

- | | | |
|------------------------|--------------------------|---|
| Downtown | Neighbourhood | Green Space |
| Transit Village | Future Community Growth | Environmental Review |
| Shopping Area | Heavy Industrial | Farmland |
| Major 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 | |

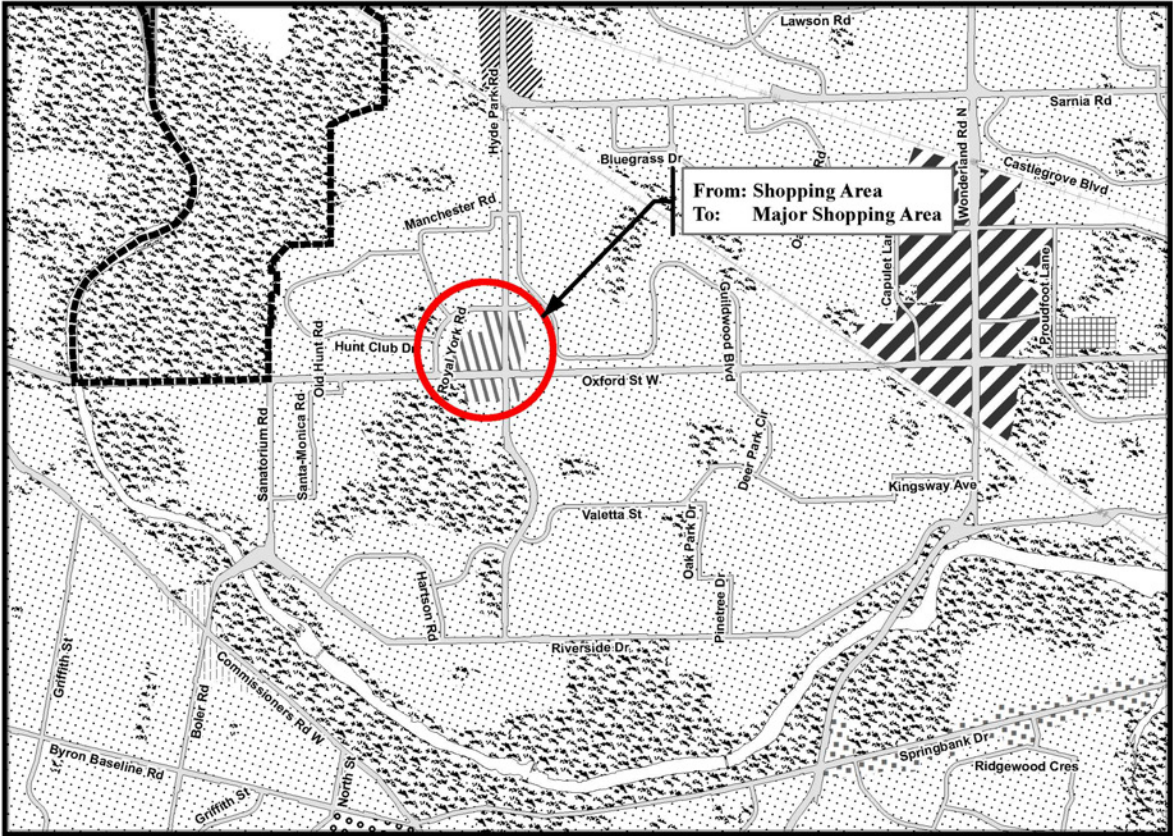
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

SCHEDULE 2-10
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: O-9753
PLANNER: SB
TECHNICIAN: JI
DATE: 8/23/2024



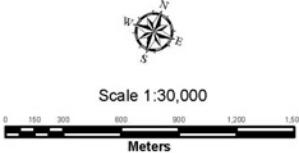
Legend

- | | | |
|------------------------|--------------------------|---|
| Downtown | Neighbourhood | Green Space |
| Transit Village | Future Community Growth | Environmental Review |
| Shopping Area | Heavy Industrial | Farmland |
| Major 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 | |

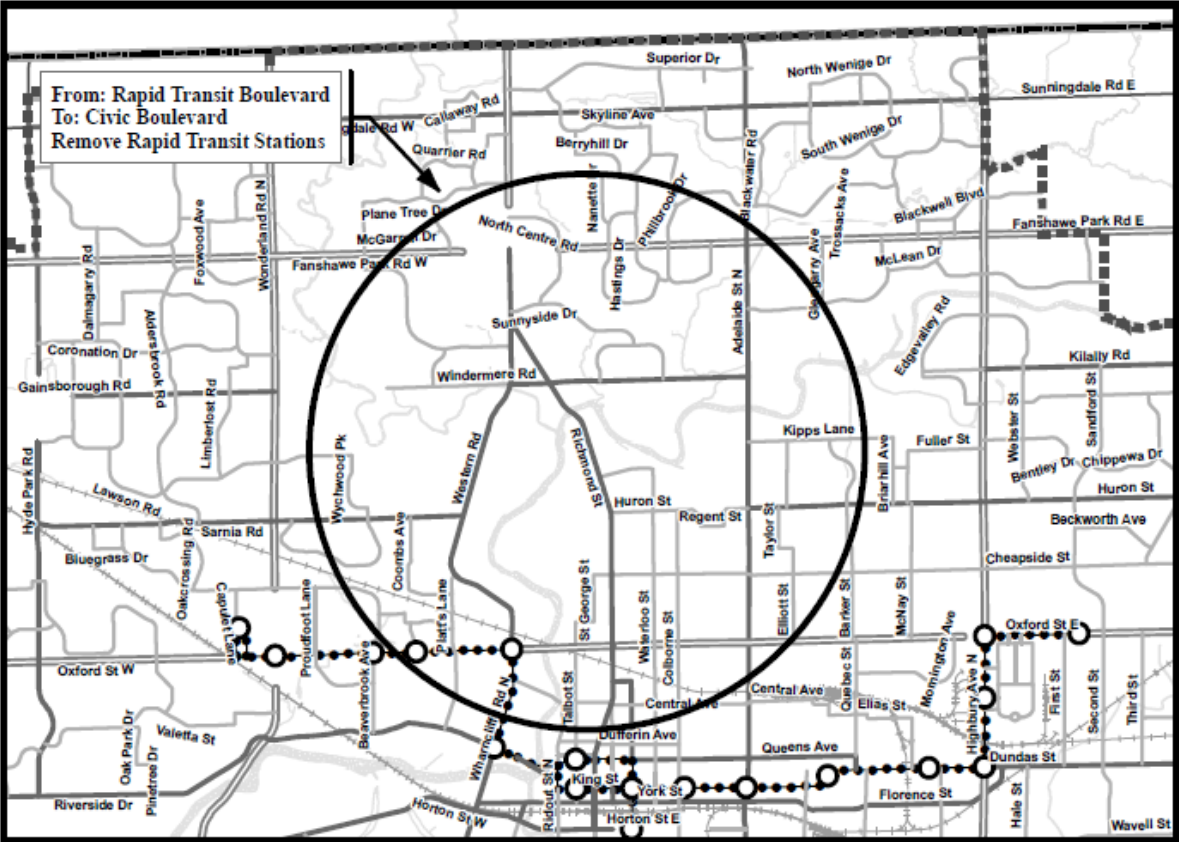
This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

SCHEDULE 2-11
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: O-9753
PLANNER: SB
TECHNICIAN: JI
DATE: 8/23/2024

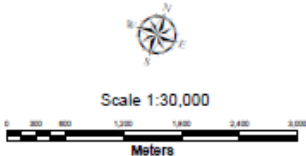


Legend

- | | | | | | |
|--|-------------------------|--|-------------------------|--|------------------------|
| | 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 | | | | |

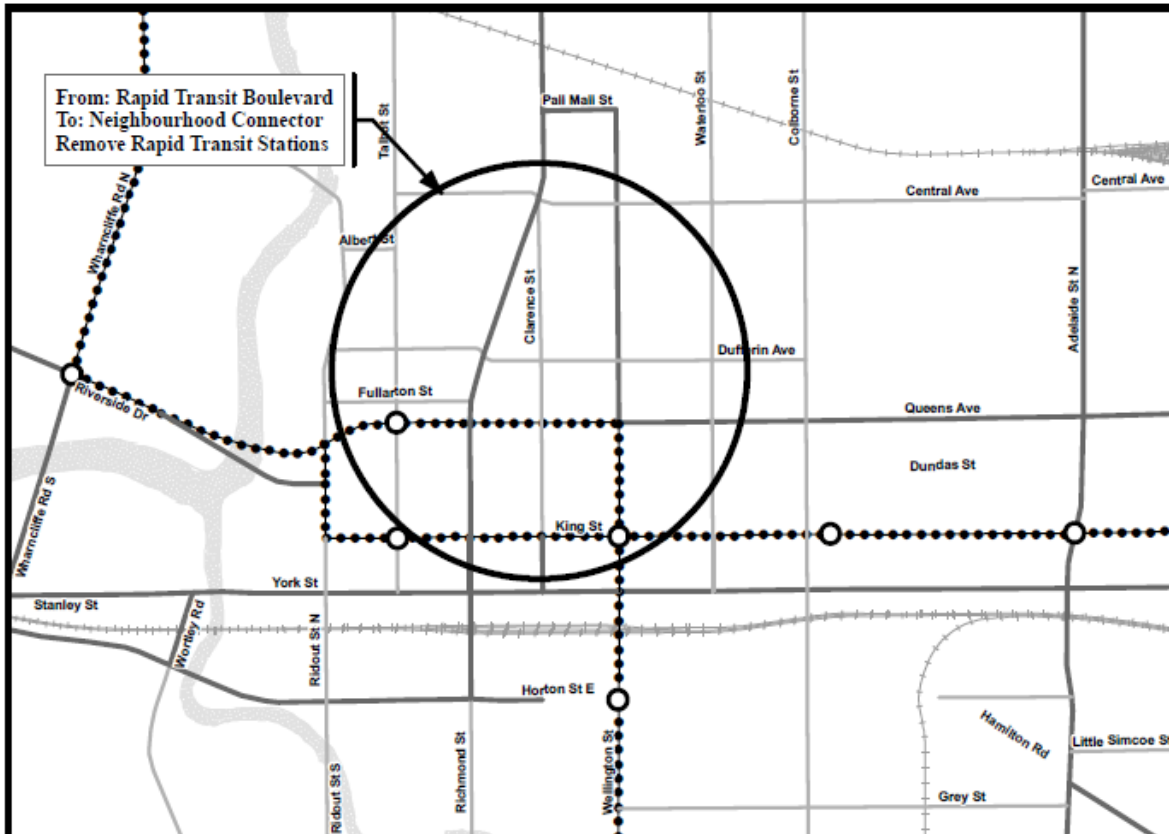
This is an excerpt from the Planning Division's working consolidation of Map 3 - Street Classifications of the London Plan, with added notations.

SCHEDULE # 3-1
TO
OFFICIAL AMENDMENT NO. _____
PREPARED BY: Planning & Development



FILE NUMBER: OZ-9726
PLANNER: SF
TECHNICIAN: BV
DATE: 9/10/2024

AMENDMENT NO:



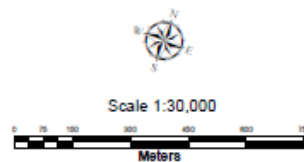
Legend



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

SCHEDULE # 3-2
TO
OFFICIAL AMENDMENT NO. _____

PREPARED BY: Planning & Development



FILE NUMBER: OZ-9726
PLANNER: SF
TECHNICIAN: BV
DATE: 9/10/2024