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<b>TO:</b>	<b>CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE</b>
<b>FROM:</b>	<b>JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER</b>
<b>SUBJECT:</b>	<b>THE LONDON PLAN PUBLIC PARTICIPATION MEETING MEETING ON JUNE 13, 2016 – 4:00 PM</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Managing Director, Planning & City Planner, the following actions **BE TAKEN** with respect to the application by the City of London to adopt *The London Plan*, the new Official Plan for the City of London:

- A. The by-law attached as Appendix ‘A’ to adopt “*The London Plan*” – the Official Plan for the City of London pursuant to Section 17 of the *Planning Act* that allows the Council of a municipality to adopt an Official Plan, **BE INTRODUCED** at the Municipal Council Meeting being held on June 23, 2016 and the by-law **BE FORWARDED** to the Minister of Municipal Affairs and Housing for approval; and
- B. The Minister of Municipal Affairs and Housing **BE ADVISED** that Municipal Council declares that “*The London Plan*” – the Official Plan for the City of London does not conflict with provincial plans, has regard to the matters of provincial interest, and is consistent with the Provincial Policy Statement.

**IT BEING NOTED THAT** in the consideration of the adoption of *The London Plan* – the Official Plan for the City of London, Municipal Council has undertaken a comprehensive review and thorough program of public consultation, including the following matters and the materials cited in the bibliography to this report.

1. The preparation, review, consideration and adoption of Employment, Population, Housing and Non-Residential Construction Projections, City of London, 2011 Update, September 7, 2012 (the “Altus Report”), endorsed by Municipal Council on October 30, 2012, following the consideration of the Update by Planning and Environment Committee on June 18, 2012 and October 15, 2012.
2. The preparation, consideration and adoption of “ReThink London Land Needs Background Study, 2011-2031”, adopted by Municipal Council on December 3, 2013, following the consideration of the Background Study by Planning and Environment Committee on June 18, 2013, a public participation meeting on July 23, 2013 to consider landowner requests for inclusion within the Urban Growth Boundary, and public participation meeting on November 26, 2013.
3. The preparation and release for public comment of the “ReThink London

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Discussion Papers” on June 13, 2013, outlining the Vision, Values and Directions for the new Official Plan.

4. The consideration of “What We’ve Heard”, a summary of feedback on the ReThink London (Official Plan Review) process and the eight Discussion Papers by the Strategic Priorities and Policy Committee on August 26, 2013.
5. The adoption of an Official Plan Amendment to permit an expansion of the Urban Growth Boundary for Industrial Lands by Municipal Council on March 31, 2015 following the consideration of the possible Urban Growth Boundary expansion by Planning and Environment Committee at public participation meetings held on April 23, 2013, June 17, 2014, September 23, 2014 and March 23, 2015.
6. The adoption of intensification targets for the new Official Plan by Municipal Council on January 4, 2016 following the consideration establishing both an overall intensification target to be achieved within the Built Area Boundary and an additional intensification target to be achieved within the Primary Transit Area as identified in the new Official Plan by Planning and Environment Committee at a public participation meeting held on December 14, 2015.
7. The preparation of an Office Policy Review by Hemson Consulting Ltd., April 11, 2016 to review the Official Plan office policies, and to recommend any modifications to those policies if required as a result of the review.

**IT BEING FURTHER NOTED THAT** *The London Plan* to be adopted includes the May, 2016 version with the modifications, additions and deletions listed in attached Appendix ‘B’; and,

**IT BEING FURTHER NOTED THAT** Municipal Council may consider further changes to *The London Plan* as identified in this report (Shift Rapid Transit Environmental Assessment, outstanding Ontario Municipal Board hearings, Secondary Dwelling Unit policies, Near-Campus Neighbourhoods policies and the Mud Creek Environmental Assessment) at a future meeting of Council. Depending on the timing of Council’s approval of these further changes, they may be forwarded to Minister of Municipal Affairs and Housing for inclusion in their review and approval of *The London Plan*.

**PREVIOUS REPORTS PERTINENT TO THIS MATTER**

December 14, 2015 – Planning and Environment Committee, Public Participation Meeting regarding Intensification Targets to be included in *The London Plan*.

June 20, 2015 – Planning Report to Planning and Environment Committee, Public Participation Meeting regarding the Second Draft of *The London Plan*

March 9, 2015 – Strategic Priorities and Policy Committee, update on the draft of *The London Plan* and next steps.

June 23, 2014 – Strategic Priorities and Policy Committee, Public Participation Meeting on the draft of *The London Plan*.

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June 17, 2014 – Planning and Environment Committee, regarding the recommended expansion of the Urban Growth Boundary (UGB) to accommodate future industrial growth.

May 22, 2014 – Strategic Priorities and Policy Committee, launch of the new draft Official Plan for the City of London.

April 14, 2014 – Strategic Priorities and Policy Committee, update on *ReThink London* and an overview of the next steps for public review and engagement on the draft of the new Official Plan in advance of its final adoption by Municipal Council.

March 17, 2014 – Strategic Priorities and Policy Committee, Industrial Land Development Strategy - Expansion of the Urban Growth Boundary for Industrial Uses

December 10, 2013 – Planning and Environment Committee - Expansion of the Urban Growth Boundary for non-industrial uses.

November 26, 2013 – Planning and Environment Committee, “Land Needs Background Study for the 2011 Official Plan Review” - Adoption of background document for the ReThink London Official Plan Review process.

November 18, 2013 – “Industrial Land Development Strategy 2013-2023,” Strategic Priorities and Policy Committee.

October 8, 2013 – Planning and Environment Committee, Land Needs Background Study for the 2011 Official Plan Review.

August 26, 2013 – Planning Report to Strategic Priorities and Policy Committee (SPPC) regarding the information report on the public feedback to the *ReThink London* discussion papers.

July 23, 2013 – Planning and Environment Committee, Land Needs Background Study for the 2011 Official Plan Review – Requests for inclusion.

June 18, 2013 – Planning and Environment Committee, Land Needs Background Study for the 2011 Official Plan Review.

June 10, 2013 – Planning Report to Strategic Priorities and Policy Committee (SPPC) regarding the *ReThink London* process and the discussion papers related to the eight key directions.

April 23, 2013 – Planning and Environment Committee - O-8014: Industrial Lands Review Study – Urban Growth Boundary Review Public Participation Meeting

December 4, 2012 – Strategic Priorities and Policy Committee, O-8014: Industrial Lands Review Study

December 4, 2012 – Planning Report to Strategic Priorities and Policy Committee (SPPC) regarding the status of the *ReThink London* community engagement report.

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October 15, 2012 – Planning and Environment Committee, City of London Growth Projections: 2011-2041.

June 18, 2012 – Planning and Environment Committee, “City of London Growth Projections: 2011-2041.”

March 5, 2012 – Strategic Priorities and Policy Committee, “Status of the 2011 Industrial Land Development Strategy Update”

January 30, 2012 – Planning Report to Strategic Priorities and Policy Committee regarding the final Terms of Reference for the Official Plan Review.

**PURPOSE AND EFFECT OF RECOMMENDED ACTION**

The recommended action is to adopt *The London Plan* as the new Official Plan for the City of London. *The London Plan* will replace the current Official Plan.

*The London Plan* sets the direction and framework for all planning decisions and public works to be completed in London for the next 20 years. The goals, objectives, and policies contained in *The London Plan* will manage and direct physical change in London and its effects on the social, economic, and natural environments of the City.



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## FOUNDATION OF *THE LONDON PLAN*

*The London Plan* is the outcome of an unprecedented process of public consultation and engagement. Through the ReThink London process, which was officially launched with the Municipal Council adoption of the terms of reference on February 21, 2012, Londoners have developed the community's vision for the future. London's new Official Plan – *The London Plan* sets forth Council's policies that will guide London's growth and development and shape the look, feel, and function of our City for the next 20 years. *The London Plan* will have a direct impact on all residents of London; its policies address matters from infrastructure development to streetscapes, and address matters such as neighbourhood design, transportation, environmental protection, parks and recreation, farmland preservation and affordable housing.

Planning Services, working with our partners in all the City's service areas, has undertaken a unique approach to public consultation ensuring that the community was involved throughout the process. Through the ReThink London process, more than 14,000 Londoners from across the City have participated. These many perspectives, values and comments have been used to develop *The London Plan*.

In addition to the substantial public input received through the process, *The London Plan* was developed on many background studies including those identified in the recommendation section of this report and listed in the bibliography of this report.

## PROCESS FOR CREATING *THE LONDON PLAN*

### RETHINK (2012)

It has been stated that ReThink London is the largest public engagement process for an Official Plan in Canada. It included participation by thousands of Londoners in more than 100 events, all speaking about the future they want for London.

### FIRST DRAFT (2014)

The First Draft of The London Plan introduced a bold new type of Official Plan that included many points of innovation. The vision, values, and key directions that we heard from Londoners were incorporated in a Plan to achieve those aspirations by 2035.

### SECOND DRAFT (2015)

Many more Londoners responded to the First Draft of the Plan, and the Second Draft incorporated significant changes to address the feedback we received. Londoners were given the Summer and Fall seasons to review and provide further comments on the Second Draft.

### FINAL VERSION (2016)

The final version of The London Plan incorporates the voices of all Londoners who participated in ReThink London and provided comments on the Plan. This is everyone's Plan that will help make London 2035 Exciting, Exceptional, Connected.

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Consideration of the new Official Plan shall be in accordance with both Sections 17 and 26 of the *Planning Act*, R.S.O. 1990 Chapter P.13. The *Planning Act* requires municipalities that have adopted an Official Plan to determine the need for revisions to the existing Official Plan and for the adoption of a new Official Plan. The City has followed the provisions of both Section 17 and Section 26 of the *Planning Act* for the statutory public notice and public meetings that are required prior to adoption of the new Official Plan.

ReThink London

- In May 2012 ReThink London began with Peter Mansbridge asking Londoners to get involved in a conversation about the future of London.
- What followed has been called the largest public engagement program around a new Official Plan in all of Canada.
- Thousands of Londoners became engaged in a conversation about city-building, explaining their vision for London’s future and how we can all get there.
- ReThink London represented a shift in engagement techniques, with many, many options available for Londoners to become engaged in their own way and on their own terms.
- Discussion papers were released in early 2013, summarizing what was heard from the community on key city-building topics organized into the categories of: live, grow, green, move and prosper.
- These discussion papers were released to the public and another round of feedback was invited. The question was posed, “did we hear you right?”

The London Plan

- In May, 2014 *The London Plan* was presented to the Public. This initiated another round of public engagement to receive input and comments on the draft Plan.
- Through the Plan’s website and community meetings, we were able to engage more than 13,000 individuals on the First Draft of *The London Plan*. Feedback came via email, phone, meetings and comments on the webpages.
- The Second Draft of the Plan was released online on May 19, 2015. This provided members of the public with more than one month to review the Second Draft before the public participation meeting of the Planning and Environment Committee on June 22, 2015.
- Hard copies of the Plan were distributed to all branches of the London Public Library system on June 1, 2015. Copies of the Plan were also available at City Hall (Concierge, Clerks and Development Services) and at Planning Services, prior to the June 22<sup>nd</sup> Planning and Environment Committee meeting.
- Ongoing consultation continued from May 2015 to April 2016 with the public, development industry, various interest groups, agencies, the Province, and with internal City of London Service Areas.
- The recommended final draft of the Plan was released online on May 18, 2016. This provided members of the public with a month to review the recommended Plan before the public participation meeting scheduled at the Planning and Environment Committee on June 13, 2016.

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- Hard copies of the Plan were distributed to all branches of the London Public Library system on June 1, 2015. Copies of the Plan were also available at City Hall (Concierge, Clerks and Development Services) and at Planning Services, prior to the June 13th Planning Committee meeting.

**WHAT IS IN THE LONDON PLAN?**

**What is *The London Plan*?**

- *The London Plan* is London’s “playbook for city-building” over the next 20 years.
- It will guide the way that we build our city to meet our long-term vision
- How we live, grow, green, move and prosper will all be affected by the Plan
- *The London Plan* sets our vision, key directions, and policies for how we will grow and develop over the next twenty years

**Why is *The London Plan* Important?**

- Legislation requires that all public works and all by-laws must conform with *The London Plan* once it is approved
- This means the way that we plan for, and build, our roads, municipal infrastructure, transit systems, parks, community facilities, and civic spaces will be shaped by the Plan
- Growth and development that is permitted through the zoning by-law and site plan by-law must also be consistent with The Plan
- The Official Plan helps us to establish a platform for economic and business development, community building, urban regeneration, environmental preservation, and heritage conservation through the way we will change and grow over the next twenty years

**What are the big moves for city-building in *The London Plan*?**

*The London Plan* focuses on:

1. Shaping our City around rapid transit
2. Building exceptional places and spaces
3. Building inward and upward
4. Planning a smart city; connecting London to the world
5. Building one of the greenest cities in Canada
6. Creating a more cosmopolitan city
7. Regenerating our urban neighbourhoods and main streets
8. Giving attractive mobility choices
9. Ensuring strong and healthy neighbourhoods
10. Building a city that attracts talent and investment

**WHAT IS THE LONDON PLAN ALL ABOUT?**

*The London Plan* emerged from a community conversation with thousands of Londoners to set new goals and priorities to shape the growth, conservation of natural and built heritage, and evolution of our city over the next 20 years.

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Throughout our history, Londoners have responded to challenges with key decisions that have shaped our community into what it is today. How can we all prosper? How can we attain an exceptional quality of life? How should we grow? Where will new investment come from? How can we protect what is most important to us? How should we expend our resources?

London is on the cusp of a new chapter in its history where these and many more questions are again being confronted by its residents. For two years, thousands of Londoners participated in the ReThink London process - a widespread community discussion which, at its core, focused on the fundamental question “what kind of city do we want to live in 20 years from now?”

With dozens of alternative ways to participate in this process, Londoners of all ages and lifestyles attended over 100 ReThink London events, responded to surveys, chatted on social media, provided their opinions and engaged their families, friends, work colleagues, and fellow residents in this city-building discussion. In doing so, Londoners collectively developed a vision for their future – one that they aspire to achieve by the year 2035.

*The London Plan* is organized into nine parts that each address a different aspect of city building in London. The parts are Our Challenge, Our Strategy, Our City, City Building Policies, Place Type Policies, Environmental Policies, Secondary Plans, Our Tools, and Maps.

### **Our Challenge**

Londoners made it clear that the way we plan our city for the future must change. *The London Plan* is designed to address and plan for the new challenges we face.

London’s population will increase substantially over the next 20 years. We forecast that our city’s population will grow by over 77,000 people and our employment will grow by 43,000 net new jobs. It is possible that growth could be higher if London is able to exceed our forecasts of net migration. Where will these people come from and what opportunities



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will they generate? How will these new jobs be created? What kind of housing will we need to accommodate all Londoners?

A plan of this size and scope will take time to be realized. The Plan will continue in place through changes in civic and community leadership. While it is anticipated that the Plan's vision will remain firm until the next plan is prepared in 2035, the policies of *The London Plan* will be monitored and adjusted over time to adapt to a changing context

**Our Strategy**

*The London Plan* has been established on a foundation of values, a clear vision and eight key directions that will guide City Council's planning and city building activities.

Vision

London 2035: Exciting, Exceptional, Connected

Values

1. Be Accountable
2. Be Collaborative
3. Demonstrate Leadership
4. Be Inclusive
5. Be Innovative
6. Think Sustainable

Key Directions

1. Plan strategically for a prosperous city
2. Connect London to the surrounding region
3. Celebrate and support London as a culturally rich, creative and diverse city
4. Become one of the greenest cities in Canada
5. Build a mixed-use compact city
6. Place a new emphasis on creating attractive mobility choices
7. Build strong, healthy and attractive neighbourhoods for everyone
8. Make wise planning decisions

**Our City**

By acting strategically, we will manage and support growth and change that is in keeping with our key directions and overall vision for London. The Our City policies are designed to encourage robust growth in London over the next 20 years and to direct this growth to strategic locations. They plan for infrastructure designed to service and support growth in a way that is sustainable from a financial, environmental, and social perspective.

*The London Plan* policies are intended to support a compact form of development over the next 20 years that can help us achieve our vision. These policies establish a strategy for growth management that the remainder of the Plan will build upon and implement in greater detail.

Our city includes the City Structure Plan, which gives a framework for London's growth and change over the next 20 years. It will inform the other policies of this Plan by illustrating the desired future shape of our city within five frameworks:

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1. The growth framework
2. The green framework
3. The mobility framework
4. The economic framework
5. The community framework

**City Building Policies**

Our city building policies provide the over-arching direction for how we will grow as a city over the next 20 years. This part of the Plan includes 12 chapters, each designed to address a thematic aspect of the growth and development of London. The chapters include:

1. **City Design** – The design of our city is shaped by both its natural setting and its built form. The built form includes elements such as streets, streetscapes, public spaces, landscapes and buildings. City design is about planning the built form to create positive relationships between these elements, which influence how we navigate and experience the City.



2. **Mobility** – Mobility is the movement of people and goods through, and beyond, the city from one location to another in a safe, accessible, convenient, and affordable manner. We recognize that mobility and land use are inextricably linked. The design of a street and its associated public right-of-way will have a large impact on the use, intensity and form of development that can be supported
3. **Forest City** – London has been known as *The Forest City* since the mid 1850's and we, as residents, are passionate about our Urban Forest. Our goal is to proactively plan for and manage our Urban Forest. Our desire is to plant, protect and maintain effectively.
4. **Parks and Recreation** – We will plan to create a parks and recreation system that affords all Londoners, regardless of age, ability, culture, income or neighbourhood,

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the opportunity to participate and share in the benefits of the City's parks and recreational facilities.

5. **Public Facilities and Services** – Public Facilities and Services have a wide range of influences on our city life, including economic development, safety, innovation, research and development, social connectedness, and health. We will support the development of these facilities throughout London.
6. **Civic Infrastructure** – Civic infrastructure delivers the services that make our city run smoothly – providing the water we drink, the power we use, as well as effective management of rainwater, sewage, and solid waste. Provision of reliable, coordinated, and cost-effective civic infrastructure is a primary function of the City.
7. **Homelessness Prevention & Housing** – Providing accessible and affordable housing options for all Londoners is an important element of building a prosperous city. It is critical for the City to prevent homelessness and meet the housing needs of its residents, providing everyone with opportunities for health and wellness.
8. **Culturally Rich and Diverse City** – The London of 2035 will build on our strengths of today to elevate London's profile to be known as an important regional cultural centre.
9. **Cultural Heritage** – Cultural heritage is the legacy of both the tangible and the intangible attributes that our community has inherited from past generations. By conserving our heritage resources for future generations, and incorporating, adapting, and managing them, London's cultural heritage resources define London's legacy and its future.
10. **Smart City** – A Smart City is one that uses new forms of information and communications technology to promote economic development, civic innovation, the sharing of data, and a high quality of life. Through city investments, long-term planning initiatives and the review of planning and development applications, action will be taken to design and build our smart city.



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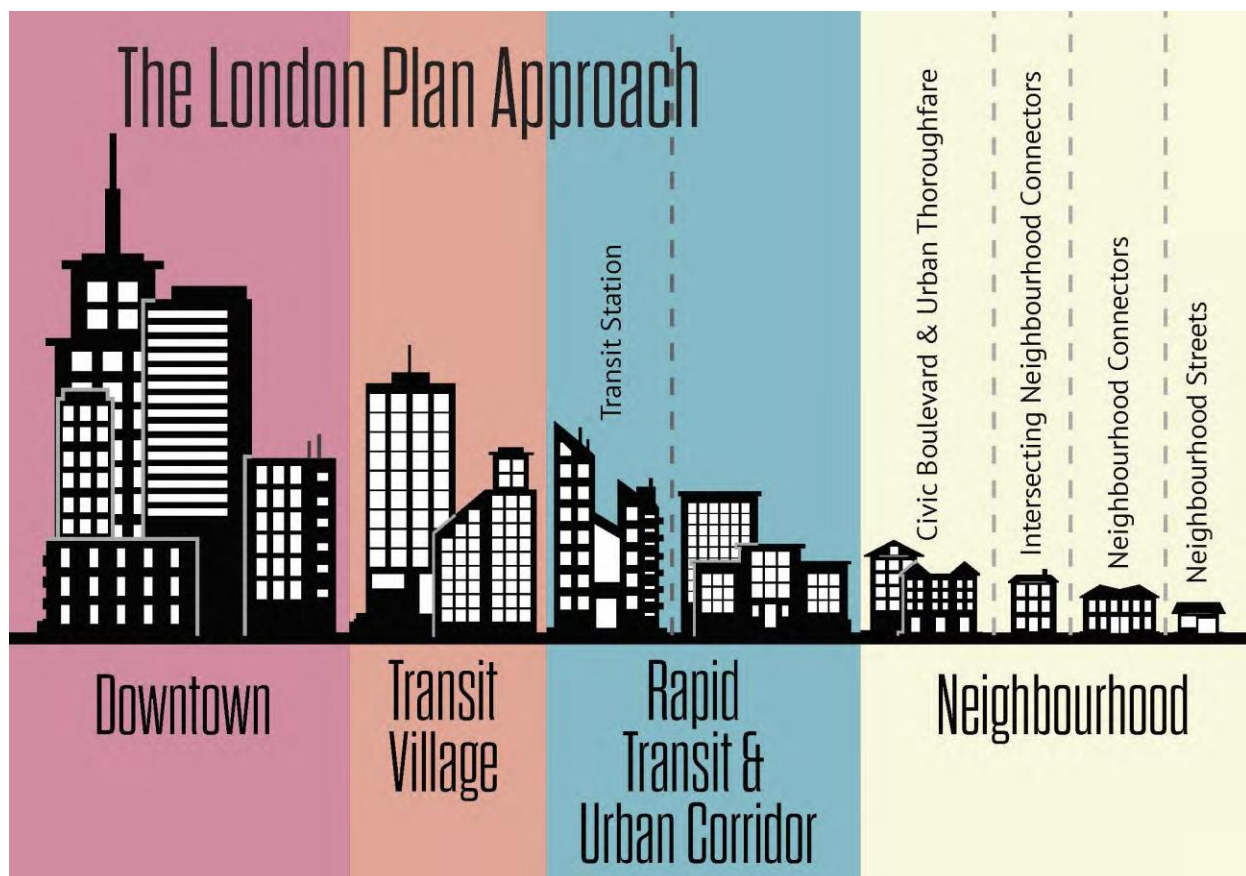
- 11. **Food System** – A food system refers to all the processes, networks, and infrastructure that are involved with the growth, harvest, processing, packaging, distribution, transport, marketing, sale, serving, consumption, and disposal of food within a city or a region. We will plan for the strengthening of our local food system so that we can grow and consume more of our food locally.
- 12. **Green and Healthy City** – It is important that we create a London that is sustainable, vibrant, and prosperous for our future generations. In all of our planning, public projects, and infrastructure investments we will strive to become one of the greenest cities in Canada that offers the highest standard of health and wellness to all those who live here.

**Place Type Policies**

For London to be highly prosperous, our city will need to represent a mosaic of outstanding places. These places will have their own unique functions and distinct identities and will offer a multitude of benefits to those who experience them

Our Plan also needs to provide direction for how we will develop different geographic areas within our city – the places that make up London.

Traditionally, Official Plans have focused on land use when setting plans for geographic areas within a city – often referred to as a “land use designation”. *The London Plan* takes a different approach by planning for the type of place that is envisioned – what this Plan refers to as a “place type”. It seeks to plan highly-functional, connected, and desirable places.



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Most place types support a range of intensities and a mix of land uses. This approach connects with many of *The London Plan's* goals, such as supporting infill and intensification, creating complete communities, supporting active mobility and setting the stage for a vibrancy that comes with variety and diversity

The majority of place types in *The London Plan* apply to either Urban London or Rural London, but do not apply to both. There are two place types, however, that apply city-wide:

1. Green Space
2. Environmental Review

Urban London includes those lands that are contained within the Urban Growth Boundary. The place types applied to these lands include:

1. Downtown
2. Transit Village
3. Rapid Transit Corridors
4. Urban Corridors
5. Shopping Area
6. Main Street
7. Neighbourhoods
8. Institutional
9. Industrial
10. Future Growth

Rural London includes those lands that are outside of the Urban Growth Boundary. The place types applied to these lands include:

1. Farmland
2. Rural Neighbourhoods
3. Waste Management Resource Recovery Area

**Environmental Policies**

Protection, management and enhancement of the environment is central to all of the planning that we do. The Environmental Policies Part of the Plan includes three chapters that relate to natural heritage, natural and human-made hazards, and natural resources.

1. **Natural Heritage** – The natural heritage policies establish requirements for the identification, delineation and protection of natural heritage features and areas that form the City of London’s Natural Heritage System.
2. **Natural and Human-Made Hazards** – Development shall be directed away from areas of natural and human-made hazards where there is an unacceptable risk to public health or safety, or of property damage and not create new or aggravate existing hazards.

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3. **Natural Resources** – Natural resources are to be protected to ensure that the resources are available for extraction to support ongoing development and infrastructure needs.

### **Secondary Plans**

A secondary plan consists of policies and maps that provide more specific direction than that offered by the general policies of this Plan. These secondary plans are prepared in accordance with this part of the Plan.

### **Our Tools**

A variety of tools have been afforded by the Province to municipalities to allow for official plans to be effectively implemented. This part of *The London Plan* provides a description of those tools and policies for how they will be applied. Some of the tools that will be used include:

- Growth Management/Growth Financing
- Planning and Development Applications – evaluation criteria, complete application requirements, etc.
- Public Engagement and Notice
- Planning and Development Controls – including such things as Zoning By-laws, Site Plan Control, Bonus Zoning, and a Community Planning Permit System
- Acquisition and Disposition of Land
- Parkland Acquisition
- Minimum Distance Separation
- Plan Monitoring

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**Maps**

*The London Plan* includes nine maps, they are:

- Map 1 – Place Types
- Map 2 – High Density Residential Overlay (from 1989 Official Plan)
- Map 3 – Street Classifications
- Map 4 - Active Mobility Network
- Map 5 – Natural Heritage
- Map 6 – Hazards and Natural Resources
- Map 7 – Specific Policy Areas
- Map 8 – Community Improvement Project Areas
- Map 9 – Heritage Conservation Districts and Cultural Heritage Landscapes

**Innovation in *The London Plan***

*The London Plan* represents a new way of planning and thinking for the City of London. It will change how we grow and how we view ourselves as a City. Some of the key innovations that have been included in the Plan are listed here.

- Public Engagement – This Plan is everyone’s Plan. From the launch of ReThink London in 2012 to the presentation of this final version of *The London Plan*, there has been continuous dialog between stakeholders in our communities about the vision, values, directions, and implementation of the policies in *The London Plan*. This dialog has allowed a wide range of people to feel ownership of this Plan, including various city departments, community groups, the development community, and special interest groups which have all contributed to the development of this Plan.
- This Plan is focused on the vision, values, and key directions outlined in the Our Strategy part of the Plan. All of the policies work together to achieve these goals for the future of our City and work together strategically, in a way not seen before in London.
- The Use of Place Types instead of traditional Land Use Designations is indicative of a new approach in planning, where land use, intensity, and form are equally considered in the evaluation of new developments. *The London Plan* does not seek to just control the uses permitted in different areas of the city, rather it seeks to create great places of different types and purposes, all of which will contribute to the success of our City.
- Plain language is an important aspect of *The London Plan*. It is written to be readable, understandable, and accessible to all Londoners who want to participate in the city building initiatives that it describes.
- *The London Plan* is strategic in where high-rise forms of development will be directed. Our place types that allow the most intense forms of development are located strategically along rapid transit corridors to support and encourage transit use. within neighbourhoods, mid-rise forms of housing are permitted on higher order streets, where low-rise forms are allowed on neighbourhood streets at the interior of neighbourhoods.

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- The Plan allows for flexibility. We heard that Londoners wanted to see creative expression through building and site designs, so the Plan will allow for variation in this so long as development contributes to the overall vision and objectives in the Plan.



**WHAT WE HEARD AND WHAT HAS CHANGED SINCE THE SECOND DRAFT**

***Important note on limitations of this information:*** This section provides a general overview of the comments received and revisions that have been made to *The London Plan* since the Second Draft was released in June, 2015. This is not a comprehensive list. Additional information is available at [www.thelondonplan.ca](http://www.thelondonplan.ca), where a tracked changes version of the Second Draft, a copy of comments submitted, and a table of staff responses to comments may be viewed.

The May 2016 version of *The London Plan* is the third version to be released to the public. While the transition from the First Draft to the Second Draft included several major changes to the structure of the Plan, the changes made in the current version of *The London Plan* that is presented for adoption by Council include only minor corrections and changes that do not affect the overall direction or significantly change the effect of the Plan. The Second Draft was released to the Public and presented to the Planning and Environment Committee in June, 2015. At that time and in the subsequent months we have received comments from a variety of residents and stakeholders about the Second Draft. While the feedback has varied, certain themes emerged which have been addressed in the May 2016 version.

This section includes a summary of what we heard about the Second Draft and how those comments have been addressed. This section is organized by Part, and it includes a



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general overview of the nature of changes to *The London Plan*. More details on changes to *The London Plan* are available at [www.thelondonplan.ca](http://www.thelondonplan.ca).

**General Changes to *The London Plan***

*The London Plan* was presented in its Second Draft in June, 2015. That version of the Plan took into account a large volume of comments that were submitted and addressed the primary concerns that had been identified. In this current version of the Plan that is presented for Council to adopt as the Official Plan for London, some further refinements have been included that affect all parts of the Plan. These are all minor in nature but are listed here for clarification.

- The numbering of the Plan consists of individual, sequential policy numbers that run throughout the entire document. The Second Draft also included section numbers in each chapter. This was intended to clearly indicate the hierarchy of sub-sections, specifically showing what sections are nested within larger headings. We heard that the use of multiple numbering systems within the Plan was confusing, so the heading numbers have been removed. Policies will be referenced by the policy number, and groups of policies may be referenced by their range or by the name of the subheading where they are found. The nesting of sub-headings is made clear by the use of font size, colour, and bolding.
- The Second Draft included revisions to be consistent with the 2014 update to the Provincial Policy Statement. These changes have been reviewed in consultation with the Ministry of Municipal Affairs and Housing and some further changes have been made throughout the Plan to ensure that it is consistent with provincial policies.
- A number of comments were submitted with regards to the balance of flexibility and certainty within the Plan. While some groups want to see flexibility within the policies to allow for creativity and responsiveness to market demands, others prefer there to be more certainty in what is permitted through prescriptive language. This balance has been reviewed for the current version of *The London Plan* and these competing concerns have been further balanced. The Plan uses the words “will,” “shall,” and “should” intentionally to describe what is required, and where flexibility exists. The use of the word should implies that the objective of the policy must be achieved, but there may be alternative approaches that achieve the policy’s goal.
- Revisions to the *Planning Act* made by the *Smart Growth for Our Community Act* (Bill 73) will change some planning procedures and places a greater emphasis on the built form. Policies in *The London Plan* have been revised to account for these new legislative directions.
- New policies have been included relating to First Nations.
- A complete review and edit of the Plan was completed. Any wording that was found to be unclear has been revised to help make the document more easily readable.

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### **Our Challenge, Our Strategy, and Our City**

The introductory Parts of *The London Plan* did not undergo any major changes in the current version. These parts lay the vision, values, and direction for the rest of the Plan and because there have not been significant changes to any of these over-arching aspects of the Plan, no significant changes were required. Some editing was undertaken to simplify and reduce the amount of text in these parts of the Plan.

One change that was made in response to Council directions is an increase in the intensification target from 40% to 45%. Achieving this target will require that residential development is encouraged within the built-area boundary and increases the focus on growing the City of London inward and upward. In addition, Council approved the target of achieving 75% of our intensification within the Primary Transit Area.

### **City Building Policies**

The City Building Policies Part of *The London Plan* is critical to realizing the Plan's vision for London. The chapters that make up this Part of the Plan were carefully reviewed and some did undergo some significant revisions. None of the revisions were intended to change the overall effect of the Plan, but to clarify the intent or improve our ability to implement the policies. The section titles below refer to the chapters that had significant changes made.

#### **City Design**

The City Design Chapter was re-written to focus on six key areas of the Built Form that will shape the look, feel, and function of our city. These six key areas include character, street network, streetscapes, public space, site layout, and buildings. Most of the policies that were included in the Second Draft remain in the current version, however their

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reorganizing that focuses on six key areas of design will improve how these policies will be implemented and contribute to creating an attractive, vibrant, and highly functional city.

Many policies were revised to include the word should in response to comments that the City Design policies were too prescriptive and did not allow for sufficient creativity and innovation in the design of the Built Form. The word should requires that the intent of the policy be achieved but allows for flexibility in how that objective is attained. City Design policies were also amended to reflect changes to the *Planning Act* through the *Smart Growth for Our Communities Act* (Bill 73) relating to design and character.

Mobility

Mobility is a key part of building a successful and vibrant city, so care and consideration was given to ensuring that the Mobility Chapter is presented in such a way that will result in a well-functioning city. Elements of the mobility network that are considered include active mobility, transit, and vehicle mobility. The largest change to the Mobility chapter is a general restructuring to assist in the interpretation and implementation of the chapter. Other changes include the removal of the active mobility network figure, which is replaced in the current plan by a new map. Rapid Transit Stations have been added to the City Structure Plan and the Street Classifications map based on the SHIFT Environmental Assessment process.

Also changed in the Mobility Chapter is the use of tables in this chapter. The Second Draft included multiple tables for the design features of each street classification, with each feature being rated as permitted, not permitted, conditionally permitted, or encouraged. Feedback was received indicating that these requirements were unclear and confusing. To address these concerns a new table has been included in the current version of the Plan that replaces the tables from the Second Draft. The new table lists what design features are desirable for each street classification, and includes a note that through the planning and design process for streets not all features may be applicable to every situation.

Civic Infrastructure

Portions of the Civic Infrastructure Chapter have been rewritten when it relates to stormwater management and drainage. The policies included in the Second Draft were deemed to be too detailed and in depth for an Official Plan document, and would be better suited for a guideline document. As such the section titled “Storm Drainage and Stormwater Management” has been deleted and replaced with higher-level policies that focus on the intent of the policy and less on engineering design details.

Green and Healthy City

The Green and Healthy City Chapter was restructured to more evenly balance and connect the “green” focused and the “healthy” focused policies. It was found that the Second Draft included more of a focus on the Green aspects of development and was not adequately connecting the two concepts. New subsections were created to address fostering growth in the healthcare sector, creating a healthy built form, and ensuring access to access to healthcare services. Policies relating to the Green City Strategy were also revised to show how the components are interrelated.

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**Place Type Policies**

There are no changes to the structure or intent of the place types that are included in *The London Plan*. Some changes to policies within various place types have been included to ensure that the goals for each place type are clearly stated and achievable through the implementation of the policies. Place Types that include significant or noteworthy changes are highlighted below.

**Urban Place Types**

Ten of the fifteen place types in *The London Plan* are classified as Urban Place Types, as they apply only within the Urban Growth Boundary included in the Plan. A key change to the introductory chapter for Urban Place Types is in the summary of minimum and maximum heights. Some concerns had been raised with the feasibility of achieving the minimum heights, as well as the rationale behind some of the maximum restrictions. The heights have been altered for the Downtown, Transit Village, Rapid Transit Corridor, and Main Street Place Types. Please refer to the Second Draft tracked changes for details on how these requirements have been revised.

Various Urban Place Types have been amended with regards to drive through facilities. Drive through facilities are only permitted in the Downtown, Transit Village, Rapid Transit and Urban Corridors, Main Street, Neighbourhoods (on properties fronting Neighbourhood Streets and Neighbourhood Connectors) if it can be demonstrated that they will not detract from the vision and role of the applicable place type and will not undermine the quality of the pedestrian environment of these areas.

In order to confirm the City’s office policies, an Office Policy Study was prepared for the City by Hemson Consulting (April, 2016) as a background study in support of the official plan review for *The London Plan*. It reviewed the Office Policies of the *Official Plan for the City of London, 1989*. The Study does not recommend any changes to the scale-based office policy approach used by the City; therefore, this approach is carried forward in *The London Plan*. The Office Policy Study concluded that London maintains a significantly larger share of its office market in the downtown than most of the comparator mid-sized cities, even during a period of slow economic growth. The study emphasized the importance of focusing office uses in the Downtown to achieve London’s goals of downtown revitalization. *The London Plan* approach continues the strategic objective of maintaining the success and primacy of the Downtown within the London office market, and the Office Policy Study finds that the approach of *The London Plan* is appropriate and reasonable.

The Office Policy Study also reviewed other policy considerations, including alternative scale-based thresholds for small, medium and large scale offices (noting medium-scale is currently 2,000 to 5,000m<sup>2</sup>), and found that (1) increasing the medium scale threshold runs the risk of undermining the vitality of the Downtown office market, and (2) further reducing the medium scale may run the risk of discouraging new office development in the city; thus changes to the scale thresholds are not recommended in the Study. The Office Policy Study noted that suburban offices will remain an attractive option for numerous population-serving office uses, and that the existing scale-based model for office buildings allows for an acceptable mix of uses near and within *The London Plan*’s Place Types (including the “Neighbourhoods”, “Transit Villages”, “Rapid Transit Corridors” and “Urban Corridors”) without compromising the vitality of the Downtown market

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Downtown

The Downtown policies have not undergone significant changes beyond the permitted height changes applied in the Urban Place Types introduction. The Second Draft included, in addition to the Downtown Place Type, a separate Downtown Boundary. Some comments indicated that this was confusing as it was unclear what was meant by the general term downtown. To clarify this issue the Downtown Boundary has been removed, and downtown should be interpreted to include any lands that are within the Downtown Place Type.



Rapid Transit and Urban Corridors

Comments were received questioning whether the depth of the Rapid Transit and Urban Corridors were sufficient to accommodate the scale of development that is permitted by the Place Type policies. To address these concerns, a review was completed by Planning staff to determine what would be sufficient depth for medium and high rise development on these corridors.

In order to ascertain the adequacy of corridor depth along the Rapid Transit and Urban Corridor Place Types, Planning Services undertook a review of major high and medium density residential projects completed within the City during the last 5 years. This review was based on building permit records and submitted site plan data. A series of development envelope templates were created to show a range of realistic 'foot-prints' required for such construction projects.

For high-rise development, corridor depth ranged from the most narrow parcel depth of 62.5m (940 Springbank Drive – On the Park), to a deepest parcel depth 115.8m (905 Southdale Road West – Pomeroy Place). For mid-rise development, recent building footprints reviewed ranged from a lower parcel depth of 60.6m (112 North Centre Road –Domus) up to 75m (89 Ridout Street – Tricar's 'Vilas of Wortley'). Utilizing GIS software,

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the Rapid Transit and Urban Corridors Place Types were examined to see where these templates would fit on existing parcels.

This analysis strongly concluded that corridor depth is not a constraining factor for the development of high and mid-rise development along the Rapid Transit and Urban Corridors. These findings were later presented to a group of development industry representatives who generally agreed that opportunities exist for redevelopment along the corridors. Still, these representatives identified concerns with policies that provided limited opportunities for lot consolidation. As a result of this review and subsequent consultations, the policies have been revised to more clearly indicate that in some instances, subject to the application of evaluation criteria and a demonstrated ability to manage potential impacts, lot consolidation may be appropriate to accommodate development on these corridors. Where lot consolidation is deemed appropriate, the consolidated lots may be used to provide greater separation between new development and existing communities.

Another common question regarding the Rapid Transit Corridor Place Type was the possible changes to alignment of rapid transit as a result of the ongoing Environmental Assessment. *The London Plan* has included the most current information at time of publishing. If the route changes there will be a need to amend the Plan to match the actual corridor. This issue is addressed in the Other Matters to be Addressed section of this report.

Neighbourhoods

Neighbourhoods are an important part of the city that include the places where most Londoners live. Some changes have been made to the Neighbourhoods Place Type to ensure that the vision of the Plan can be achieved. Some key changes include:

- Policies for the interpretation of tables in the Neighbourhoods Place Type have been revised to clarify what lot line would determine the permitted uses. In general, when a property has frontage on more than one street and they are different classifications, it is the higher order street that will determine the permitted uses and intensity of development. One exception is the case of a through-lot where, in existing neighbourhoods, a property has its main access on a lower order street and is rear-lotted towards a higher order street. In these cases the lower order street will determine what may be developed unless lot consolidation has occurred.
- Table 12 of the Plan, which includes the range of permitted uses in Neighbourhoods has been revised to permit Townhouses on Neighbourhood Streets and remove Seniors Residences from the Table. The uses listed in Table 12 represent the most intense uses that may be appropriate. In some cases the full range would not be appropriate on a specific street. Townhouses are appropriate on some Neighbourhood Streets within the Neighbourhoods Place Type, so they are included in the table to enable intensification at appropriate locations. Seniors Residences are not listed specifically in Table 12. These will be considered based on their form, so for example those that take the form of low-rise apartment buildings will be allowed where apartments are permitted in the Neighbourhoods Place Type.

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- The Second Draft of *The London Plan* included policies on “Remnant High Density Residential Designation From 1989 Official Plan.” Feedback was received that this heading implied that these lands were undesirable or inappropriate for development. These comments have been addressed by renaming this section to “High Density Residential Overlay (From 1989 Official Plan)”. Some policies have also been changed to eliminate any reference to removal of the overlay.



**Industrial Place Type**

The Industrial Place type was reviewed in consultation with the Province, and while no major changes were made a variety of policies were re-worded and some policies were added, deleted or reorganized to address issues or add greater clarity. Some of the key changes made include:

- A number of technical modifications were made and/or language was amended to be consistent with the *Planning Act* and Provincial Policy Statement (PPS), and other relevant legislation.
- The permitted uses in all Industrial Place Types were reorganized and clarified.
- The Light Industrial Place Type policies were modified to remove medical office and clinics as a permitted uses.
- Policies for Transitional Industrial Lands were modified to address information received from the Province and for consistency with the PPS. These policies were moved to a new section that is nested in the Permitted Use Policies for All Industrial Place Types.

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Future Growth Place Type

No major changes have been made to the Future Growth Place Type. Some policies were added, deleted, or modified to address minor issues or clarity. Changes to this Place Type include:

- The specific policy for 1497 and 1543 Wilton Grove Road was moved from the Environmental Review and Farmland Place Types in the Second Draft of *The London Plan* to this chapter.
- The Kilally/Clarke Road specific policy was removed as it is no longer shown as Future Growth on Map 1 – Place Types

Rural Place Types

No major changes have been made to the Rural Place Types. Some policies were added, deleted, or modified to address minor issues or clarity. Some changes to this Place Type include:

- The specific policies for the Tempo Area were removed from the Farmland Place Type policies based on direction from the Province.
- Specific policies for 1497 and 1543 Wilton Grove Road were moved from the Farmland Place Type to the Green Space and Future Growth Place Type chapters to reflect a change to Map 1 – Place Types.
- Two new specific policies were added to the Farmland Place Type relating to properties located at 3345 Gore Road and 2156 Highbury Avenue North.
- The Waste Management Resource Recovery Area chapter was reorganized for greater clarity.
- The W12A Landfill and surrounding area description was modified for greater clarity.
- Policies for Eco-industrial parks under the Resource Recovery section were removed based on comments received from the Province.





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Natural Heritage

No changes were made to the Natural Heritage chapter that affects the purpose or effect of the policies. Some policies were added, deleted, or modified to address minor issues, clarity or to address technical modifications, definitions and updates to terminology. Some of the changes that were made include:

- The chapter was modified so that each component of the Natural Heritage System includes a definition and a description of why the natural heritage feature or area is important.
- The components of the Natural Heritage System were reorganized to follow a hierarchy based on federal, provincial, or local government responsibility. The policies, Table 15, and the legend on Map 5 were all modified to follow the same hierarchical organization structure.
- New policies were added to define and clarify the different classifications of wetlands.
- New policies were added that ensure there is no net loss of wetlands, which is consistent with direction from the Province regarding no net loss of wetlands in southern Ontario.
- Valleyland policies were refined for greater clarity and to be consistent with PPS.
- New policies were added to state their importance and clarify requirements for upland corridors.
- New policies were added for Potential Naturalization Areas, consistent with the PPS, to address issues that were raised in the comments on the Second Draft of the Plan.
- A new figure was added to show “Big Picture Meta-cores and Meta-corridors.”



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Natural and Human-made Hazards

No changes were made to the Natural and Human-made Hazards chapter that affects the purpose or effect of the policies. Some policies were added, deleted, or modified to address minor issues or clarity. Some terms have been changed to match technical updates to terminology identified by the Upper Thames River Conservation Authority, and to incorporate refinements consistent with the PPS.

Natural Resources

No changes were made to the Natural resources chapter that affects the purpose or effect of the policies. Some policies were modified or deleted to address issues that were raised; to add greater clarity; to address technical modifications, definitions and updates to terminology raised by the Upper Thames River Conservation Authority for policies relating to Significant Groundwater Recharge Areas and Highly Vulnerable Aquifers; and to incorporate refinements consistent with the PPS.

Secondary Plans

No major changes have been made to Secondary Plans policies. Some policies were modified or deleted to address issues that were raised or to add greater clarity, and McCormick Area Secondary Plan was added to the list of adopted Secondary Plans recently adopted by Council.

**Our Tools**

A variety of policies were re-worded and some policies were added or deleted to address issues that were raised or to add greater clarity. Some changes to this chapter include:

- New policies were added to the section on method of giving notice of application, for consistency with Bill 73.
- Policies regarding consultation with First Nations were modified based on a best practice review.
- The Type 1 and Type 2 Bonusing policies were modified to provide greater clarity and greater direction for how these policies are to be applied.
- Policies were refined and clarified regarding holding provision by-laws.
- Policies were refined for conditions as a result of development or redevelopment and that are subject to Site Plan Control, and new policies were added to the objectives of Site Plan Control based on changes to the *Planning Act* as part of Bill 73.
- References to a Development Permit System were modified to a Community Planning Permit System as permitted in changes to the *Planning Act* as part of Bill 73.
- The policy requiring a review of draft plans approved in accordance with the provisions of the 1983 *Planning Act* every three years is modified by removing the three year requirement. This policy will state that the review of these draft plans will occur on a regular basis, at the discretion of the approval authority.
- Guideline document policies were refined to remove the reference to “detailed” direction in response to feedback from the development industry. The intent of the guideline document policies is to clarify that guideline documents are not policy, but rather help in the implementation of policy

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- The list of guideline documents was further refined and dates of the documents were removed.
- The list of Area Plans was removed as the specific policies have been captured elsewhere in the Plan.
- Alternative requirement for parkland dedication policies were modified to incorporate changes to the *Planning Act* as part of Bill 73.
- Minimum Distance Separation policies were modified so they are consistent with the PPS and in keeping with the wording recommended by the Province.
- New policies were added for Official Plan monitoring.
- The Glossary was amended to remove terms that are defined in the policy, or to add or modify a variety of terms. Modified or added definitions include: built area boundary; built form; climate change mitigation; climate change adaptation; ecosystems approach; focal point; intensification target; low impact development; lodging house; lodging unit; group home; mobility infrastructure; multi-modal transportation network; office – accessory, general and office conversion; office floor area maximum – small, medium and large; public work; rooming house; supervised correction facility; and sustainable



**Modifications to the May, 2016 Version of *The London Plan***

Since the release of *The London Plan* on May 18, 2016, modifications have been identified to be included in the version of *The London Plan* that will be adopted by Council. These changes are not consolidated into the Plan that is currently available, but will be incorporated into the Plan going forward. None of these changes have modified the purpose or intent of the Plan. These changes are listed in Appendix “B” of this report, and have been categorized as follows:

- Typographic, format and spelling corrections (affected policies are listed)
- Policies that have been re-worded for clarity and consistency (affected policies are listed and described)
- New policies or policies that have been deleted (affected policies are shown in their entirety with additions in bold and deletions in strikethrough)
- Map changes (changes are described)

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<b>OTHER MATTERS TO BE ADDRESSED</b>
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A number of planning processes and studies as well as decisions from the Ontario Municipal Board (OMB) are outstanding as of the preparation of the final recommended version of *The London Plan*. Depending on the outcomes of these processes and studies and their respective decision dates, *The London Plan* may be further modified either through a Minister’s modification to *The London Plan* while the Plan is with the Province for approval, or as an amendment to *The London Plan* following approval by the Province. The following is a summary of the outstanding matters of which the recommendations or decisions will be incorporated into *The London Plan* at a future date:

- **Shift Rapid Transit Environmental Assessment (EA)** – The EA for Shift Rapid Transit is a public process providing Londoners with an opportunity to have input in the planning and design of a rapid transit network including the routes, stations and type of rapid transit technology. While the Environmental Assessment (EA) for the Rapid Transit route is not completed, the alignment shown in *The London Plan* is based on the recommendations of the EA completed as of the date of this report. Any updates to the transit route will be reflected in the Road Classifications on Map 3 and Place Type of adjacent properties on Map 1.
- **360 Crumlin Sideroad and 3301 & 3345 Gore Road OMB Hearing** – The purpose and effect of the Official Plan amendment and zoning change for the identified lands is to facilitate the severance into four large residential lots and one remnant agricultural parcel which will be able to accommodate a single detached dwelling. A portion of the lands zoned as Open Space zone is intended to be dedicated to the City of London for parkland dedication. The appeal to the Board was initiated by an adjacent landowner. The Hearing, held on June 25, 2015, was adjourned to allow the property owner and appellant an opportunity to resolve their issues. As of the date of this report a new Hearing date has not been set.
- **Dingman/White Oak Road OMB Hearing (OPAs 606 & 607)** – The purpose and effect of the Official Plan amendment is to remove the industrial designation for the majority of the lands delineated as south of Exeter Road, north of Dingman Drive, east of White Oak Road and west of the Marr Drain; to re-designate portions of these lands for a variety of different non-industrial uses; to establish new policies relating to transitional industrial and commercial industrial uses; and to amend the Southwest Area Secondary Plan. *The London Plan* Map 1 – Place Types shows Council’s intended land use designations approved on the identified lands. There were multiple appellants at this Hearing. This Hearing was completed on June 1, 2016.
- **Secondary Dwelling Units** – The Planning and Environment Committee received a report on November 26, 2015 that included Official Plan and Zoning By-law Amendments to permit Secondary Dwelling Units in London. The amendments included that Secondary Dwelling Units would not be permitted within the Near-Campus Neighbourhoods area. To allow for the issue to be reviewed in the context of the ongoing Great Near-Campus Neighbourhoods Strategy review, the amendments were deferred to a future meeting. After a decision has been made

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with regards to the policies for Secondary Dwelling Units these will be incorporated into *The London Plan*.

- ***Policies for Near-Campus Neighbourhoods*** – In February, 2015 Council directed staff to undertake a review of the Great Near-Campus Neighbourhoods Strategy. This strategy includes specific policies in the Official Plan, some of which are proposed to be amended as a result of this review. In preparing *The London Plan* some other changes to the Near-Campus Neighbourhoods Policies were also considered to fit within the new policy framework of *The London Plan*. These changes will be presented to the Planning and Environment Committee for consideration, and once approved the updated policies will replace the existing policies for Near-Campus Neighbourhoods in *The London Plan*.
- ***Mud Creek Environmental Assessment (EA)*** – An environmental assessment is currently underway for the Mud Creek. The results of the EA may result in changes to Map 1 – Place Types, Map 5 – Natural Heritage, and Map 6 – Hazards and Natural Resources as a result of the approved EA. These changes will be presented to the Planning and Environment Committee for consideration, and once approved the updated policies and maps will replace the existing policies and maps in *The London Plan*. This includes, but is not limited to, the lands located at 323 Oxford Street West and 92 Proudfoot Lane within the draft approved plan of subdivision 39T-99502.



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## NEXT STEPS

In accordance with the *Planning Act*, consideration of the recommended version of *The London Plan* at this meeting of Planning and Environment Committee is the final statutory public participation meeting before the Committee, followed by Council adoption. The Council-adopted Plan will subsequently be forwarded to the Province (Ministry of Municipal Affairs and Housing) for approval.

While the timing for approval of the Plan is at the discretion of the Province, we anticipate that the Province's review will be undertaken in a relatively short timeframe given the extensive consultation that was completed on the previous drafts of the Plan prior to the release of the final recommended Plan.

During the Province's review, there are a number of interim steps that Planning Services will undertake to ensure a seamless transition for the implementation of *The London Plan*. The interim steps are summarized as follows:

- Implement a transition process for processing of planning and development applications and other amendments between the 1989 Official Plan and *The London Plan*.
- Initiate the process to bring By-law Z.-1 into conformity with *The London Plan*. The *Planning Act* requires that this process be completed no later than three years after *The London Plan* comes into effect.
- Create a monitoring program to establish performance measures and evaluation on the progress relating to the eight key directions to remain responsive to changing conditions over the life of this Plan, including the monitoring of key trends and indicators, periodic policy review, and amendments to the Plan as warranted.
- Prepare on-going submissions to the Province for their approval, based on Council's refinements to the Plan, for such matters identified in this report relating to Rapid Transit Corridor alignments, Near Campus Neighbourhood Polices, Secondary Dwelling Units, and, deferred matters noted on the Plan pending a decision from the Ontario Municipal Board, and other refinements or Official Plan amendments that arise during this timeframe that warrant a modification to *The London Plan*.
- Develop a public engagement initiative and a "How to Use *The London Plan*" guide in coordination with a planned Planning Services community engagement program to inform and educate Londoners about the Plan, and to develop new ways to have the public be involved in the planning process.

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June 6, 2016  
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**Written Submissions to Public Liaison Letter and Publication in “The Londoner”**

Chazim Limited, Green Liner Ltd., Ali Jomaa and Ahmid El Turk - 1431 Sunningdale Road West
Schlegel Villages Inc. – 3030 Sunningdale Road West
Infrastructure Ontario (IO) and Hydro One Networks Inc. (HONI)
York Developments – 38 individual submissions representing multiple properties



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### **Bibliography of Information and Materials**

Note: background studies and information can be found at the background information tab of TheLondonPlan.ca.

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City of London Official Plan Amendment Application Form, completed by City of London

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**All file correspondence**

All correspondence received in file.

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Appendix 'A'

By-law No. C.P. (to be added by Clerks)

A by-law to adopt the “*The London Plan*” - the Official Plan for the City of London and to repeal By-law C.P.-1284-227 entitled “by-law to adopt the new Official Plan for the City of London Planning Area and to rescind the 1971 Official Plan” and all amendments.

WHEREAS Section 26.(1) of the *Planning Act* RSO 1990 c.P.13 (2006) requires the council of the municipality that has adopted an Official Plan to, not less frequently than every five years after the plan comes into effect, review and revise the Official Plan.

AND WHEREAS Section 17 of the *Planning Act* RSO 1990 c.P.13 (2006) allows the municipality to prepare an Official Plan.

AND WHEREAS the Municipal Council held a special meeting, open to the public, on December 11, 2011 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 process on February 21, 2012

AND WHEREAS the Municipal Council held an open house on June 2, 2016 for the purpose of giving the public an opportunity to review and ask questions about “*The London Plan*” – the new Official Plan for the City of London.

AND WHEREAS the Municipal Council held a public meeting on June 13, 2016 for the purpose of giving the public an opportunity to make representations in respect of “*The London Plan*” – the new Official Plan for the City of London.

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

1. That the document entitled “*The London Plan*” – The Official Plan for the City of London as attached as Schedule ‘A’ is hereby adopted.
2. That By-law C.P.-1284-227 entitled “A by-law to adopt the new Official Plan for the City of London Planning Area and to rescind the 1971 Official Plan” and all amendments are hereby repealed.
3. The Clerk of the Municipality is authorized and directed to make application to the Minister of Municipal Affairs for approval of the aforesaid Official Plan for the City of London.

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4. That the repeal of the Official Plan for the City of London Planning Area (1989) referred to in clause 2. above shall not come into force and effect until *The London Plan* – The Official Plan for the City of London comes into effect, in accordance with the provisions of section 17 of the *Planning Act*.

PASSED in Open Council on June 23, 2016.

Matt Brown  
Mayor

Catharine Saunders  
City Clerk

First Reading – June 23, 2016  
Second Reading – June 23, 2016  
Third Reading – June 23, 2016

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Schedule 'A'

The London Plan

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Appendix 'B'

Revisions to the May, 2016 version of *The London Plan*

Spelling, grammatical, or formatting changes made to the following policies (affected policies are listed):

47, 47\_9., 218, 375, 380, 400\_13., 407\_7., 773, 785\_1., 787, 789\_10., 906\_6.a., 906\_6.b., 906\_6.c., 913, 916, 938, 964\_5., 974, 978, 1003, 1026, 1105, 1106, 1349, 1519\_3., 1540\_5., 1603, 1607, 1683\_8., 1705, 1710\_4., 1730, Glossary of Terms – Low Impact Development, Note to Appendix 1 – Maps.

Minor wording changes that improve the clarity or readability of the Plan made to policies (affected policies are listed and described):

1. 781 – Change references to Natural Heritage Policies to Environmental Policies
2. 785\_2 – Change references to Natural Heritage Policies to Environmental Policies
3. 786 – Change references to Natural Heritage Policies to Environmental Policies
4. 1036 – Add reference to City Design chapter for design considerations
5. 1336 – Change so that significant wildlife features not identified on Map 5

Changes or additions that may change its effect made to the following policies (affected policies are shown in their entirety with additions in bold and deletions in strikethrough):

1. Delete policy 786  
~~786\_ The City will undertake an environmental study of all lands within the Environmental Review Place Type outside the Urban Growth Boundary. Lands determined not to be significant in conformity with the Natural Heritage Policies of this Plan will be included within the Farmland Place Type.~~
2. Revise policy 935 – Residential intensification proposals will require site plan approval, **except for the creation of secondary dwelling units within existing structures, and converted dwelling units that will result in a maximum of two units.** ~~Only those secondary dwelling units that will be housed within new or expanded accessory structures will require site plan approval.~~
3. Add new Policy before 973 – **The following policy applies to lands bounded by Southdale Road West on the north, Wonderland Road South on the west, and Wharncliffe Road South on the east.**
4. Revise Policy 1048 – In the Neighbourhood Place Type located at 323 Oxford Street West and 92 Proudfoot Lane, building heights up to 13 metres may be permitted. ~~for buildings along a Neighbourhood Connector.~~
5. Delete policy 1059 and the corresponding heading –
6. ~~585 Waterloo Street~~



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7. ~~1059—In the Neighbourhoods Place Type applied to the lands located at 585 Waterloo Street, a small-scale office development will be permitted, provided it can be integrated with the surrounding residential area.~~
8. Revise policy 1395\_1 – **Discourage rear-lotting adjacent to the Natural Heritage System, and the** use of site planning to orient the development away from natural heritage **features and** areas.
9. Revise policy 1397 – The City will encourage rehabilitation and enhancement measures that protect the ecological function and integrity of the Natural Heritage System. The City of London Subwatershed Plans provide guidance for the types of measures that may be identified through secondary plans, environmental impact studies, the Environmental Assessment process or other environmental studies or programs. Rehabilitation and enhancement measures may be implemented through conservation master plans, ~~or~~ woodland management plans, **or invasive species management plans** on publicly-owned land and through stewardship and conservation programs for privately-owned lands.

Map changes (changes are described):

1. All maps (full-size): Change “City Clerk’s Department” to “City Clerk’s Office” in Note
2. Map 1 (both): Remove Green Space from Rural Neighbourhood Place Type west of Riverbend to correspond to approved subdivision lines.
3. Map 1 (both): Add Light Industrial Place Type to area in Neighbourhood Place Type in McCormick Area Plan.
4. Map 1 and Map 3 (both): Revise Note to read as follows and add to both the book and full-size maps: Note: At the time of the printing of this map, the Rapid Transit EA is in progress. It is expected that a rapid transit alignment will be known before *The London Plan* is approved. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of *The London Plan*.
5. Map 2 (full-size): Change Title to HIGH DENSITY RESIDENTIAL OVERLAY (FROM 1989 OFFICIAL PLAN)
6. Map 2 (both): Add 9 and 11 Commissioners Road
7. Map 2 (both): Change legend: High Density Residential Overlay (from 1989 Official Plan)
8. Map 2 (both): Extend the High Density Residential Overlay (from 1989 Official Plan) south to Oxford Street West east of Proudfoot Lane.
9. Map 3 (book): Show VMP as Expressway south of Highway 401.
10. Map 4 (book): Replace map with full size version.
11. Map 4 (both): Add “Streets (See Map 3)” before “Railways” on Legend/Base Map Features
12. Map 4 (full-size): remove red note
13. Map 5 (both): Add Urban Growth Boundary to Legend/Base Map Features
14. Map 5 (both): Re-order Legend as follows: Provincially Significant Wetlands, Wetlands, Unevaluated Wetlands, Significant Woodlands, Woodlands, Significant

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Valleylands, Valleylands, Areas of Natural and Scientific Interest, Environmentally Significant Areas, Potential ESAs, Upland Corridors, Potential Naturalization Areas, Unevaluated Vegetation Patches

15. Map 5 (both): Delete Significant Valleyland at 3030 Singleton Avenue.
16. Map 6 (both): Add Urban Growth Boundary to Legend/Base Map Features
17. Map 6 (both): Reverse Legend (ie, Natural Hazards first, then Natural Resources, and then re-order legend as follows:
  - a. Natural Hazards: Regulatory Floodline, Special Policy Area, Potential Special Policy Area, Riverine Erosion Hazard Limit for Confined Systems, Riverine Erosion Hazard Limit for Unconfined Systems, Maximum Hazard Line (to replace Steep Slopes Outside of the Riverine Erosion Hazard Limit), Conservation Authority Regulation, Abandoned Oil/Gas Wells. Under Natural Resources: Aggregate Resource Area, Extractive Industrial Area, Wellhead Protection Areas, Emergency Municipal Water Wells, Significant Groundwater Recharge Areas, Highly Vulnerable Aquifers
18. Map 6 (both) Delete watercourse at 3030 Singleton Avenue.
19. Map 7 (both): Delete policy 78 on map and text, and renumber (79 becomes 78 on map and in table)
20. Map 8 (both): Delete Brownfields CIP (City-wide), Heritage CIP (City-wide) and Industrial CIP (City-wide) from the Legend and replace with "Note: The Brownfields CIP, Heritage CIP and Industrial CIP Project Areas include all lands within the municipal boundary."
21. Map 9 (both) No changes except to make change to Clerks Department as noted in 1. above and closing the space between the two sentences on the bottom of the book maps (note 2 above)