

Bill No. 233
2016

By-law No. C.P. _____

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Official Plan for the City of London Planning Area and to rescind the 1971 Official Plan" and all amendments are hereby repealed.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.
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

Paul Hubert
Deputy Mayor

Catharine Saunders
City Clerk

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

Schedule A
The London Plan



THE LONDON PLAN

EXCITING. EXCEPTIONAL. CONNECTED.

JUNE 2016



London
CANADA

TABLE OF CONTENTS

OUR CHALLENGE	1
Rethinking London	3
Planning for Change and Our Challenges Ahead	4
City Building for Economic Growth and Prosperity	8
Thinking Long Term – 2035	9
How to Use The London Plan	11
OUR STRATEGY	17
Values	18
Vision	19
Key Directions	19
Monitoring Program	27
OUR CITY	29
Planning for Growth and Change	30
Growth Forecasts	32
City Structure Plan	33
Secondary Plans	52
Urban Regeneration	52
Growth Servicing and Financing	54
CITY BUILDING POLICIES	57
CITY DESIGN	61
MOBILITY	73
FOREST CITY	89
PARKS AND RECREATION	97
PUBLIC FACILITIES AND SERVICES	107
CIVIC INFRASTRUCTURE	113
HOMELESSNESS PREVENTION AND HOUSING	127
CULTURALLY RICH AND DIVERSE CITY	133
CULTURAL HERITAGE	137
SMART CITY	149

FOOD SYSTEM	155
GREEN AND HEALTHY CITY	161
PLACE TYPE POLICIES	167
CITY-WIDE PLACE TYPES	170
GREEN SPACE	173
Our Vision for the Green Space Place Type	173
Role Within the City Structure	173
How will We Realize Our Vision?	174
Permitted Uses	175
Public Access	176
Land Acquisition	176
Site Alteration and Tree Cutting By-laws	177
Specific Policies for the Green Space Place Type	177
ENVIRONMENTAL REVIEW	179
Our Vision for the Environmental Review Place Type	179
Role Within the City Structure	179
How will We Realize Our Vision?	180
Permitted Uses	181
Planning and Development Applications	182
Site Alteration and Tree Cutting By-laws	183
URBAN PLACE TYPES	184
DOWNTOWN	189
Our Vision for the Downtown Place Type	189
Role Within the City Structure	189
How will We Realize Our Vision?	190
Permitted Uses	191
Intensity	192
Form	193
Applications to Expand the Downtown Place Type	194
Planning and Development Applications	194
TRANSIT VILLAGE	197
Our Vision for the Transit Village Place Type	197
Role Within the City Structure	197

How will We Realize Our Vision?	198
Permitted Uses	199
Intensity	200
Form	201
Transit Stations in Transit Villages	202
Applications to Add New or Expand Existing Transit Village Place Types	202
Planning and Development Applications	202
Specific Policies for the Transit Village Place Type	203
RAPID TRANSIT AND URBAN CORRIDORS	209
Our Vision for the Rapid Transit and Urban Corridor Place Types	209
Role Within the City Structure	209
How will We Realize Our Vision?	210
Interpretation of Corridor Place Type Boundaries	211
General Use, Intensity and Form Policies for Rapid Transit and Urban Corridors	212
Specific-Segment Policies	216
Secondary Plans	220
Applications to Expand the Corridor Place Type	220
Planning and Development Applications	220
Specific Policies for the Rapid Transit and Urban Corridor Place Types	220
SHOPPING AREA	223
Our Vision for the Shopping Area Place Type	223
Role Within the City Structure	223
How will We Realize Our Vision?	224
Permitted Uses	225
Intensity	226
Form	227
Applications to Add New or Expand Existing Shopping Area Place Types	228
Planning and Development Applications	228
Specific Policies for the Shopping Area Place Type	228
MAIN STREET	233
Our Vision for the Main Street Place Type	233
Role Within the City Structure	233
How will We Realize Our Vision?	234
Permitted Uses	235
Intensity	236

Form	236
Applications to Expand the Main Street Place Type	237
Planning and Development Applications	237
Specific Policies for the Main Street Place Type	237
NEIGHBOURHOODS	239
Our Vision for the Neighbourhoods Place Type	239
Role Within the City Structure	239
How will We Realize Our Vision?	240
Approach for Planning Neighbourhoods – Use, Intensity and Form	241
Residential Intensification in Neighbourhoods	250
Planning and Development Applications	255
Specific Policies for the Neighbourhoods Place Type	255
INSTITUTIONAL	279
Our Vision for the Institutional Place Type	279
Role Within the City Structure	279
How will We Realize Our Vision?	280
Permitted Uses	281
Intensity	282
Form	283
Applications to Add New or Expand Existing Institutional Place Types	283
Planning and Development Applications	284
Policies for Specific Uses	284
Specific Policies for the Institutional Place Type	285
INDUSTRIAL	287
Our Vision for the Industrial Place Types	287
Role Within the City Structure	287
How will We Realize Our Vision?	288
Permitted Uses	290
Intensity Policies for All Industrial Place Types	294
Form Policies for All Industrial Place Types	295
Green Industrial Development	296
Applications to Expand Industrial Place Types	296
Planning and Development Applications	297
Specific Policies for the Industrial Place Types	297

FUTURE GROWTH	301
Our Vision for the Future Growth Place Type	301
Role Within the City Structure	301
How will We Realize Our Vision?	302
Permitted Uses	303
Planning and Development Applications	304
Specific Policies for the Future Growth Place Types	305
RURAL PLACE TYPES	306
FARMLAND	309
Our Vision for the Farmland Place Type	309
Role Within the City Structure	309
How will We Realize Our Vision?	310
Permitted Uses	311
Intensity	316
Form	317
Agricultural Land Consent	318
Planning and Development Applications	320
Specific Policies for the Farmland Place Type	321
RURAL NEIGHBOURHOODS	323
Our Vision for the Rural Neighbourhoods Place Type	323
Role Within the City Structure	323
How will We Realize Our Vision?	324
Permitted Uses	325
Intensity	326
Form	327
Planning and Development Applications	328
Specific Policies for the Rural NeighbourhoodS Place Type	329
WASTE MANAGEMENT RESOURCE RECOVERY AREA	331
Our Vision for the Waste Management Resource Recovery Area Place Type	331
Role Within the City Structure	331
How will We Realize Our Vision?	332
Location	332
Permitted Uses	333
Intensity	334

Form	334
Applications to Add or Expand the Waste Management Resource Recovery Area Place Type	334
Planning and Development Applications	335
Implementation of the Waste Management Resource Recovery Area Policy	335
Waste Management Resource Recovery Area Truck Route	335
Lot Creation	336
Surrounding Lands	336
Eco-Industrial Parks	336
Specific Policies for Waste Management Resource Recovery Area Place Type	337

ENVIRONMENTAL POLICIES **341**

NATURAL HERITAGE **345**

What is Natural Heritage?	345
Why is Natural Heritage Important to Our Future?	346
What are We Trying to Achieve?	346
How are We Going to Achieve This?	347
Other Drainage Features	358
Permitted uses and activities	358
How will We Protect the Natural Heritage System?	360
Specific Policies for Natural Heritage	367

NATURAL AND HUMAN-MADE HAZARDS **369**

What are Natural and Human-made Hazards?	369
Why are Natural and Human-made Hazards Important to Our Future?	369
What are We Trying to Achieve?	370
How are We Going to Achieve This?	371

NATURAL RESOURCES **385**

What are Natural Resources?	385
Why are Natural Resources Important to Our Future?	385
What are We Trying to Achieve?	386
How are We Going to Achieve This?	387

SECONDARY PLANS **395**

Purpose of Secondary Plans	396
Where Secondary Plans May be Applied	396
Status of Secondary Plans	397
Background Studies	397

Secondary Plan Content	398
Public Participation and Secondary Plans	399
Relationship to Municipal Class Environmental Assessment Process	399
Secondary Plans Under Separate Cover	399
List of Secondary Plans	399

OUR TOOLS **401**

Framework	402
Growth Management/Growth Financing	402
Planning and Development Applications	405
Complete Application and Pre-application Consultation Requirements	408
Public Engagement and Notice	412
Planning and Development Controls	415
Subdivision of Land	424
Guideline Documents	430
Community Improvement Plans	433
Specific Area Policies	435
Municipal By-laws	435
Acquisition and Disposition of Land	436
Acquisition of Lands for Streets and Other Mobility Infrastructure	436
Parkland Acquisition and Dedication	439
Noise, Vibration and Safety	441
Minimum Distance Separation	445
Maps	446
Official Plan Monitoring	447
Glossary of Terms	448

APPENDIX 1 - MAPS **455**

Map 1 - Place Types	458
Map 2 - High Density Residential Overlay (From 1989 Official Plan)	459
Map 3 - Street Classifications	460
Map 4 - Active Mobility Network	461
Map 5 - Natural Heritage	462
Map 6 - Hazards and Natural Resources	463
Map 7 - Specific Policy Areas	464
Map 8 - Community Improvement Project Areas	466
Map 9 - Heritage Conservation Districts and Cultural Heritage Landscapes	467

LIST OF FIGURES

Figure 1 - Urban Growth Boundary	34
Figure 2 - Built-Area Boundary	34
Figure 3 - Primary Transit Area	34
Figure 4 - Central London	34
Figure 5 - Downtown, Transit Villages and Rapid Transit Corridors	34
Figure 6 - Rural-Urban Interface	34
Figure 7 - Rapid Transit	41
Figure 8 - Rail Network and Airport	41
Figure 9 - Street Network	41
Figure 10 - Regional Mobility Connections	41
Figure 11 - Subwatersheds	44
Figure 12 - Thames Valley Corridor	44
Figure 13 - Park System	44
Figure 14 - Downtown, Transit Corridors and Shopping Areas	47
Figure 15 - Main Streets	47
Figure 16 - Institutions	47
Figure 17 - Employment Lands	47
Figure 18 - Rural London	47
Figure 19 - Planning Districts	50
Figure 20 - City Structure Composite	51
Figure 21 - Street Design Zones	86
Figure 22 - Big Picture Meta-Cores and Corridors	363
Figure 23 - One Zone Concept	372
Figure 24 - Two Zone Concept	373
Figure 25 - Erosion Hazard Limit for Confined Riverine System	380
Figure 26 - Erosion Hazard Limit for Unconfined Riverine System	381
Figure 27 - London International Airport Noise Exposure Forecast	444

LIST OF TABLES

Table 1 - Population Growth Forecast	32
Table 2 - Housing Growth Forecast	32
Table 3 - Commercial/Retail/Other Growth Forecast	32
Table 4 - Institutional Growth Forecast	32
Table 5 - Industrial Growth Forecast	32
Table 6 - Street Classification Design Features	84
Table 7 - Examples of Measures That May be Used to Implement Place Type Policies	169
Table 8 - Summary of Minimum and Maximum Heights by Place Type	187
Table 9 - Maximum Height in the Rapid Transit and Urban Corridor Place Types	213
Table 10 - Range of Permitted Uses in Neighbourhoods Place Type	246
Table 11 - Range of Permitted Heights in Neighbourhoods Place Type	248
Table 12 - Retail, Service and Office Floor Area Permitted in Neighbourhoods Place Type	249
Table 13 - Areas Requiring Environmental Study	365





OUR CHALLENGE





RETHINKING LONDON

1_ 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?

2_ 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?"

3_ 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.

4_ This Official Plan - *The London Plan* – emerged from this community conversation to set new goals and priorities and to shape the growth, preservation, and evolution of our city over the next 20 years.

PLANNING FOR CHANGE AND OUR CHALLENGES AHEAD

5_ Londoners made it clear that the way we plan our city for the future must change. The last plan set by City Council in 1989 has served us well, but it is now time to create a Plan that responds to London’s new and changing context. *The London Plan* is designed to address and plan for the new challenges we face.

77,000 NET NEW PEOPLE

6_ 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 between 2015 and 2035. 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 will they generate? How will these new jobs be created? With this growth, what kind of housing will we need to accommodate all Londoners?

MANAGING THE COSTS OF GROWTH

7_ A very compact form of growth could save billions of dollars in infrastructure costs and tens of millions of dollars in annual operating costs compared with a highly spread-out form of the same growth over the next 50 years. Meanwhile, a compact city would reduce energy consumption, decrease air emissions, allow for quality mobility choices and significantly reduce our consumption of prime agricultural lands. While neither of these models reflect London’s recent growth pattern, they emphasize that there’s a lot at stake in the way we plan for growth over the next 20 years.

A GROWING SENIORS POPULATION

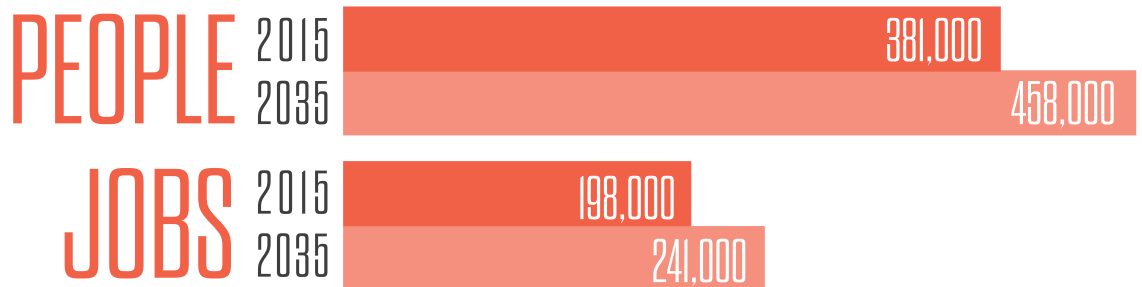
8_ As the “Baby Boom” generation enters into retirement, their collective impact will be pronounced. In 1996, 20% of the population, or 1-in-5 Londoners, were aged 55+. This number rose to 1-in-4 by 2011 and we forecast that 1-in-3 Londoners will be 55 years old or more by 2035. How can we build an age-friendly city that allows people of all ages and abilities to experience health, wellness and an exceptional quality of life?

PREFERENCES OF THE MILLENNIALS

9_ A new age cohort is also having a major impact on cities across North America – the “Millennials” who were generally born between 1980 and 2000. Within North America, this age group is similar in size or larger than the “Baby Boomers”. The demographic is known for being less automobile focused, environmentally conscious, more likely to seek out highly urban environments, and for placing a high premium on “staying connected” through their social behaviours and the use of technology. Their interests and demands will likely be much different than those that we have become accustomed to in association with the “Baby Boom” cohort. Recognizing the emergence of this segment, how will we build a city that provides this large population with the amenities they are looking for, allowing us to attract and retain them in London?

GROWING DIVERSITY

10_ About one-in-five Londoners are “new Canadians” and London’s population speaks about 100 different languages combined. The composition of those immigrating to London is changing, with more new Canadians coming from Colombia, China, South Korea, Iraq and India. This make-up will undoubtedly continue



to evolve over the next 20 years as London becomes more diverse and provides a more attractive landing place for new Canadians. In turn, this will add a new energy to our city, new cultural opportunities, and a new sense of international connectivity. What are the needs of our new Canadians and how can we accommodate those needs, welcome them, and enhance diversity in the way we build and create our city of 2035?

THE CRITICAL IMPORTANCE OF TRANSPORTATION

11_ Through the ReThink London process, Londoners told us repeatedly that transportation is a critical issue that must be addressed in our future. From high speed rail, connecting us to cities across Ontario, to rapid transit within our borders, Londoners are craving new ways to connect. Transit ridership in London has grown by 85% from 12.4 million in 1996 to 22.8 million in 2011. The London Transit Commission anticipates further growth of almost 50% to 33 million riders by 2024.

12_ Our most recent *Transportation Master Plan* showed us that we can't afford to resolve our growing transportation needs by focusing on adding and widening roads. Rather, we need to build our city to offer real and attractive alternatives to the car, such as walking, cycling, and transit. How can we best plan for a city that will truly support rapid transit, making it viable, cost-efficient and an attractive choice for mobility?

NEW DEMANDS FOR URBAN LIVING

13_ We know that public attitudes and expectations are evolving in favour of cities that offer quality urban neighbourhoods and business areas. A study by the Urban Land Institute and PricewaterhouseCoopers entitled, *Canadian Edition: Emerging Trends in Real Estate 2014* stated that "...the population has clearly shown a desire to move back to the urban core". How can we best continue to regenerate our urban areas and build residential environments within our downtown and its surrounding urban neighbourhoods?



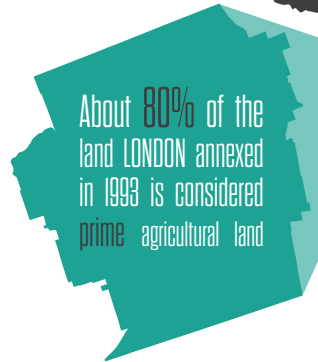
ECONOMIC RESTRUCTURING

14_ London's economy has experienced a series of challenges over the past 20 years. Low-cost offshore manufacturing, fluctuations in the value of the Canadian dollar, changing labour policies in the United States, fundamental changes in the international business models of long-standing London employers, rising energy costs in Ontario, and restructuring in the North American auto industry have all had major impacts on London's manufacturing sector. Meanwhile, London has faced further challenges as the Finance, Insurance and Real Estate industry has consolidated, and public funding to health care, education and government services has moderated. ReThink London discussions often focused on finding creative ways to revitalize these traditional economic sectors for London, while also exploring new economic opportunities where London has, or may develop, a competitive advantage.

INFRASTRUCTURE GAP

15_ In 2013 the City's *State of Infrastructure Report* evaluated London's \$10.9 billion worth of core infrastructure under direct City ownership and control. The report estimated that the City has a current infrastructure funding gap of \$52 million that could grow exponentially if not managed. Infrastructure is critical to supporting our plans for growing our economy, supporting intensification and protecting our economy. Londoners want a high quality of life and recognize the risk of degrading infrastructure. How can we manage and invest in our existing infrastructure so that it is sustainable over the long term? Is it possible to utilize these services more effectively through infill and intensification, innovative funding, conservation techniques, and the creative use of our infrastructure?

Did You Know?



1 IN 3 Londoners are MILLENNIALS: born between 1980 and 2000

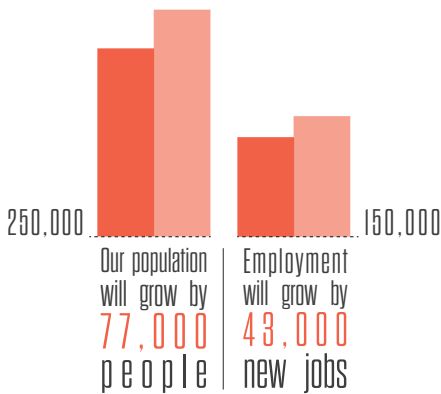


1996
12.4 million rides

2011
22.8 million rides

Transit Ridership in London has grown by 84%

By 2035...



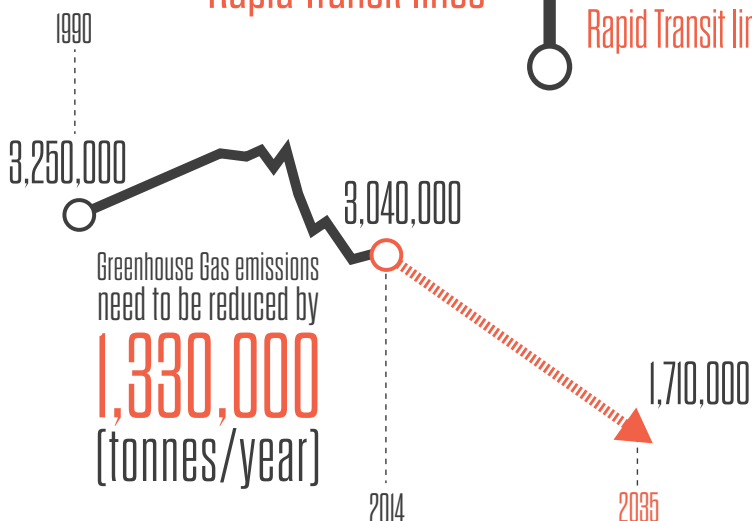
1 IN 3 Londoners will be **55 or older**

Approximately **1 in 3** people in the labour force will be **FOREIGN-BORN**



115,000 people will live within a **10 minute** walk of London's proposed **Rapid Transit lines**

84,000 people will work within **10 minutes** of the **Rapid Transit lines**



AFFORDABILITY CHALLENGES

16_ London is one of Canada's most affordable mid-sized cities. However, housing prices have risen sharply over the past decade and there remains a pressing need to develop affordable housing for those Londoners who need it the most. Average market rent is out of reach for people earning minimum wage or receiving social assistance. Forty-five percent of tenant households spend 30% or more of their gross monthly income on rent. In 2013, the average rent for a bachelor apartment in London was \$582, which is equal to 96% of the Ontario Works cheque for a single adult. Low income and poverty, often affecting children, is a problem that London must face as we build our city of 2035. How will we ensure that housing is affordable for all Londoners and how will we build a city that provides everyone the opportunity to experience prosperity and wellness on their own terms?

PROTECTING OUR FARMLAND

17_ London has some of Canada's best farmland within its municipal boundary. Only 5% of the Canadian land mass is classified as prime agricultural land. Almost 80% of the land outside of our Urban Growth Boundary is rated as prime agricultural land. It is a precious commodity that may become even more critical in the future if energy prices rise dramatically and the cost of importing food goes up. How can we protect our agricultural resources for the long term, and build on our strength as an agricultural hub and agri-food industrial hub?

CLIMATE CHANGE

18_ Climate change is considered by many to be the world's biggest challenge in the coming century. The evidence is clear that London's weather is changing. We can expect that there will be more frequent snow squalls, more extreme flooding events, and warmer summer temperatures. Adapting to a changing climate requires taking action to protect our natural, built, and social environments. How can we plan our city to mitigate our impacts on climate change and to reduce the negative impacts expected from extreme weather conditions? What strategies do we need to develop to achieve greater resiliency, safety, and well-being?

CITY BUILDING FOR ECONOMIC GROWTH AND PROSPERITY

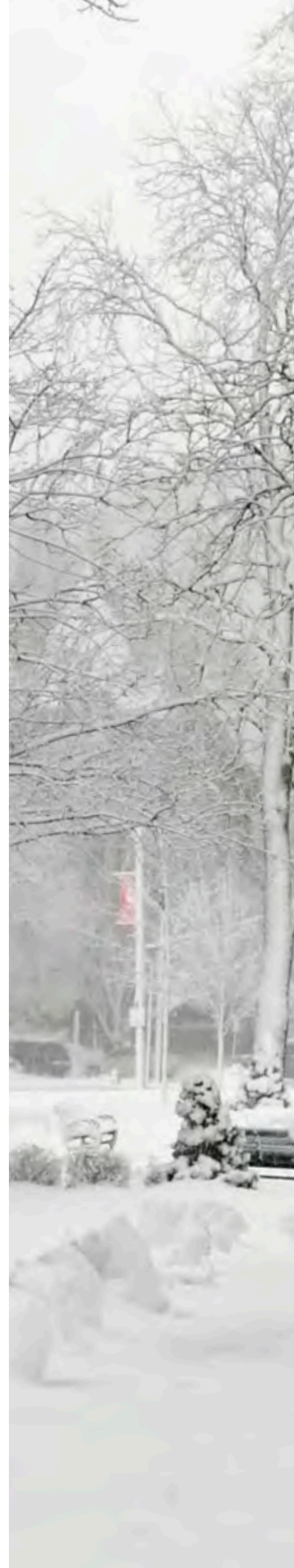
19_ A prevailing message that emerged during the ReThink London process centered on economic growth and prosperity. All Londoners want our city to be prosperous so that it can offer opportunity, employment, quality of life, and wellness.

20_ The way we build our city over the next 20 years will have a direct impact on our prosperity as a community. If London is widely perceived as a desirable city to live in, it will attract and retain a top quality labour force. And, with this attraction, London will have an advantage in drawing and retaining entrepreneurs, knowledge-based industries, businesses of all sizes, and investment in general. In short, the way we build our city will have an impact on our ability to attract investment and should serve as a major platform for any economic development strategy in the future.

21_ Recognizing this, it is important that we build our London with an exceptional downtown, vibrant urban areas, outstanding neighbourhoods, attractive park spaces and natural areas, exciting recreational, entertainment and cultural opportunities, and a quality transit service connecting all of these amenities. Our London needs to provide prosperity for all of its residents, offering affordability, reliable infrastructure, safety, and housing to meet everyone's needs. If we can achieve these goals over the next 20 years, London will offer a quality of life and opportunity that will attract people from around the globe.

22_ It is also important to build our city so that it offers the foundations for a strong economy and commerce including reliable, efficient and smart forms of infrastructure, easy access to major markets for the movement of information, goods and services, growth and development opportunities for businesses and industries of all types, support for our agricultural hinterland, a strong educational infrastructure, outstanding health care, affordable energy, and an assortment of opportunities for innovation and creativity. Long-term job growth and economic prosperity are absolutely fundamental to the success of *The London Plan*.

23_ Many Londoners told us that prosperity, to them, means more than just financial security. Rather, it includes a broader perspective of health and wellness. There was much conversation on this topic through the ReThink London process, with the notion of healthy cities at the forefront. What role does our city play in shaping our own personal health and wellness? Londoners urged us to consider the importance of such things as high-quality infrastructure, great neighbourhoods, active mobility, affordable housing, a healthy natural environment and ecosystem, recreational opportunities, health care services, age-friendly and universally accessible public facilities, cleaning of contaminated lands and water, and air quality in shaping the healthy city they aspire to live in.





THINKING LONG TERM – 2035

24_ *The London Plan* is focused on our future. What exists “on the ground” today is not necessarily what we are planning for tomorrow. *The London Plan* is based on a planning horizon of 2035. The Plan will be considered for an update within its first ten years and every five years thereafter as we monitor our progress and evaluate our successes. It is also expected that an entirely new plan will be required in 2035 to respond to London’s new context, challenges, and opportunities at that time.

CHANGING THE PLAN WITHOUT LOSING THE VISION

25_ It should be clear that any long-term plan needs to be monitored and modified over time so that it remains responsive to changes and opportunities that arise. A long-term plan of this scope cannot possibly contemplate how each property within all parts of the city may develop. For these reasons, it is expected that this Plan will change over time through three primary initiatives:

1. City-initiated reviews of the Official Plan, as required under the *Planning Act*.
2. City-initiated official plan amendments through processes such as secondary plans or subject-based policy reviews.
3. Privately, or municipally, initiated official plan amendments that will most commonly relate to an individual site or series of properties.

26_ While changes may be made to the Plan, any such changes shall be consistent with the policy framework that has been established to evaluate such proposals for change. It is important to recognize that the Plan may be modified over time, but it is equally as important to ensure that such change does not undermine the purpose and intent of the policy framework for this Plan.



REALIZING THE PLAN

27_ 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. A monitoring program will be developed to establish key performance measures to track progress every other year.

28_ In order for this Plan's vision to be fully achieved, the broad community - including our development industry, our institutions, our non-profit groups and social agencies, our business communities, our neighbourhoods, and our special interest groups - must have a sense of ownership of the Plan and participate in its implementation. Future generations will be deeply affected by the decisions we make over the next 20 years and it is important that we consider those future Londoners in all of the planning that we do.

29_ Our investment in public projects, the strategies we set, the infrastructure we construct, and the development that occurs will shape our city over the next 20 years and beyond. This Plan focuses on our vision for London in 2035, so that the decisions we make as a community will collectively move us toward the future we envision - a truly exciting, exceptional and connected London.

HOW TO USE THE LONDON PLAN

LEGISLATIVE BASIS OF THE LONDON PLAN

30_ *The London Plan* constitutes the Official Plan (the Plan) for the City of London, prepared and enacted under the authority of the provisions of Part III of the *Planning Act*, R.S.O. 1990, c. P. 13. It contains goals, objectives, and policies established primarily to manage and direct physical change and the effects on the social, economic, and natural environment of the city.

31_ *The London Plan* has regard for matters of provincial interest and is designed to be consistent with the *Provincial Policy Statement*, 2014. Provincial interests and policies have been supported and integrated throughout the Plan.

32_ In accordance with Section 24 of the *Planning Act*, R.S.O. 1990, c. P. 13, no public work shall be undertaken and no by-law shall be passed for any purpose that does not conform with this Plan. While not limited to the following, some examples of municipal initiatives and actions that must conform with the Official Plan include:

1. Approvals of planning and development applications such as official plan amendments, zoning by-law amendments, plans of subdivision, plans of condominium, site plans, consents to sever, and minor variances.
2. The planning and construction of municipal infrastructure such as streets, transit infrastructure, sewers, stormwater management ponds, and water services.
3. Protection and stewardship of the environment, including approvals under a Municipal Class Environmental Assessment.
4. The planning and construction of parks and public facilities.
5. Housing programs and projects.
6. Financial plans and budgets.

33_ In implementing *The London Plan* City Council may consider the requirements of other relevant legislation including, but not limited to, the *Municipal Act*, the *Environment Assessment Act*, the *Ontario Water Resources Act*, the *Environmental Protection Act*, the *Ontario Heritage Act*, the *Public Transportation and Highway Improvement Act*, the *Endangered Species Act*, the *Conservation Authorities Act* and other relevant legislation having a bearing on land use planning and related matters.

FORMAT OF THE LONDON PLAN

34_ *The London Plan* has been written to reflect that it “belongs to” all Londoners and to instill a sense of ownership and personal stake in the implementation of the Plan. While *The London Plan* belongs to all Londoners, its implementation is the responsibility of City Council.

35_ All of the text within this Plan will be considered part of the Official Plan.

36_ *The London Plan* is more than a set of individual policies – no policy stands on its own. The Plan is to be read in its entirety and the relevant policies are to be applied to each situation.

37_ Maps, tables, lists, and numbered figures shall also be considered part of this Plan. Photographs and non-numbered illustrations are not part of this Plan, but are intended to provide for an aesthetic quality and ease of reading for all those who may wish to read it.

38_ *The London Plan* is offered in a companion AODA-compliant format. Within this companion format, all photographs that are not considered Official Plan policy have been removed, while all text, maps, and numbered graphics that are Official Plan policy have been included.

39_ Some policies within *The London Plan* make use of lists. Where lists are used to establish criteria that are to be met by a policy, all of the items on that list are to be met unless otherwise stated by the policy.

40_ A Glossary of Terms has been included in the Our Tools part of this Plan and is Official Plan policy. This glossary will help the reader to interpret the policies of the Plan. Defined terms in the Glossary section are intended to capture both singular and plural forms of these terms.

INTERPRETATION OF THE LONDON PLAN

41_ City Council is responsible for interpreting all portions of this Official Plan.

42_ Policies in this Plan that use the words “will” or “shall” express a mandatory course of action. Where the word “should” is used, suitable alternative approaches to meet the intent of the policy may be considered.

43_ It is intended that the policies of this Plan will allow for a reasonable amount of flexibility through interpretation, provided that such interpretation represents good planning and is consistent with the policies of this Plan. In instances where interpretation is needed, the following policies will apply:

1. The boundaries between place types as shown on Map 1 – Place Types, of this Plan, are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). The exact determination of boundaries that do not coincide with physical features will be interpreted by City Council. Council may permit minor departures from such boundaries, through interpretation, if it is of the opinion that the intent of the Plan is maintained and that the departure is advisable and reasonable. Where boundaries between place types do coincide with physical features, any departure from the boundary will require an amendment to the Plan.
2. The identification of the natural hazard lands including riverine flooding and erosion hazards, as shown on Map 6 of this Plan, is not intended to be a precise delineation. The interpretation of the regulated natural hazard lands and the mapping of these features is the responsibility of the conservation authority having jurisdiction, based on their regulation and mapping which shall prevail. Natural hazard lands are further identified on Map 6 as Conservation Authority Regulation Limit. The actual regulated area may differ from the area shown on Map 6, as determined from time to time by the conservation authority having jurisdiction.

3. The identification of natural features and areas as shown on Map 5 of this Plan is not intended to be a precise delineation. The identification and delineation of provincially significant wetlands and Areas of Natural and Scientific Interest is the responsibility of the Province. These features are more accurately shown on mapping available from the Province. The identified lands may differ from the area shown on Map 5, as determined from time to time by the Province.
4. Minor deviations from numerical requirements in the Plan may be permitted by City Council without an amendment to this Plan, provided that the general intent of the Plan is maintained.
5. Where lists or examples of permitted uses are provided in the policies related to place types, they are intended to indicate the possible range and types of uses to be considered. Specific uses which are not listed in the Plan, but which are considered by City Council to be similar in nature to the listed uses and to conform with the general intent and objectives of the applicable place type, may be recognized as permitted uses in the *Zoning By-law*.

44_ None of the objectives or policies of this Plan are intended to formally commit City Council to provide funding for their implementation. Funding decisions to implement the Plan will be made by Council on a case-by-case basis through appropriate budget processes.

45_ *The London Plan* is a 20-year plan that sets out the vision, principles, priorities, strategies, policies and directions to the year 2035. It should be recognized that the Plan is not intended to necessarily reflect the use, intensity or form of development that currently exists today, but rather is intended to plan for what is envisioned over the next 20 years. The need to update the Plan will be reviewed within the first ten years and every five years thereafter to ensure that it is in keeping with changes in the social, economic and environmental context of the city.

USES PERMITTED IN ALL PLACE TYPES

46_ Activities listed below that create or maintain infrastructure authorized under an Environmental Assessment process or works subject to the *Drainage Act*, and where it is clearly demonstrated through an Environmental Assessment under the *Environmental Assessment Act* including an environmental impact study that it is the preferred location for the infrastructure, may be permitted in all place types in all areas of the city. Small-scale sites for municipal works, operations and storage are only permitted in the Farmland Place Type subject to the policies of this Plan and the *Provincial Policy Statement*.

1. All municipal sewer, water, and drainage works.
2. Hydro-electric power facilities and transmission lines.
3. Natural gas pipelines.
4. Telecommunications works and transmission lines.
5. Public streets.
6. Railway lines.
7. Small-scale sites for municipal works operations and storage.



ORGANIZATION OF THE LONDON PLAN

47_ *The London Plan* is organized into 9 parts:

- 1. Our Challenge** – This part of *The London Plan* describes the current context and challenges ahead for London. It serves as an introduction and includes the legislative basis for the Plan and a description of how to use it.
- 2. Our Strategy** – This part of *The London Plan* establishes the values and vision for the Plan. It also establishes eight key directions that serve as the foundation for this Plan.
- 3. Our City** – This part of *The London Plan* explains the existing and future structure of the City – the major elements that establish the physical framework of London. It also establishes our approach for growth management over the next 20 years. This part provides a foundation upon which the remainder of the Plan is built.
- 4. City Building Policies** – This part of *The London Plan* establishes a range of policies that apply city-wide, relating to such subjects as mobility, parks and recreation, civic infrastructure, housing, culture, cultural heritage, smart city, green city, and food systems.
- 5. Place Types** – All lands within the City are assigned a place type, and this part of *The London Plan* establishes policies that regulate the development that is permitted in each of these place types. The permitted uses, allowed intensity of development, and form requirements are established in a chapter for each place type. This part of the Plan is divided into three sub-parts: (1) City-wide Place Types (2) Urban Place Types, and (3) Rural Place Types.
- 6. Environmental Policies** – This part of the Plan contains our natural heritage, natural and human-made hazards and natural resources policies. These policies provide over-arching direction for how these systems and their features will be preserved.



- 7. Secondary Plans** – Some areas of the city require policies and maps that provide more detailed or specific direction than that offered by the general Plan. This part of *The London Plan* provides the framework for these secondary plans and their linkage to the general Plan. These secondary plans are adopted by City Council and constitute part of the Official Plan. Secondary plans are listed in this part and provided under separate cover.
- 8. 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.
- 9. Maps** – The Official Plan maps, drawn to scale, that constitute part of *The London Plan* are under separate cover as a full-sized map set. For convenient reference, Appendix 1 to *The London Plan* provides 8.5" by 11" illustrations of these maps. The maps in Appendix 1 are not part of this Official Plan.
- 48.** These parts are separated into chapters that relate to a specific subject matter. For example, City Building Policies includes chapters such as City Design, Mobility, and Cultural Heritage.
- 49.** Parts and chapters include sections, sub-sections and sub-sub-sections. These sections group together policies that are related to one another. The headings for these sections use various font types and colours to identify how they are nested.
- 50.** Sequential numbering has been applied to each policy for easy reference. As new policies are added to the Plan by amendment, these new policies will be numbered using letters, together with the preceding policy number, to avoid the re-numbering of existing policies throughout the Plan.





OUR STRATEGY

51_ *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.

VALUES

52_ The following values will guide how we undertake our planning processes as a municipality:

1. **Be accountable** – The decisions City Council makes will conform with *The London Plan*. Being open and transparent in its decision making will allow all Londoners to see that the values, vision, and priorities of the Plan are being adhered to in every decision City Council makes.
2. **Be collaborative** – To achieve our goals, City Council will take a collaborative approach to planning, working with stakeholders such as neighbourhoods, developers, government agencies, and members of the general public.
3. **Demonstrate leadership** – City Council will provide leadership within the community to implement *The London Plan*, providing guidance and inspiration in all of their processes and decision making.
4. **Be inclusive** – City Council will employ genuine and effective public engagement techniques to include all Londoners in planning processes. Council will consider all Londoners in the plans and decisions it makes.
5. **Be innovative** – City Council will place a high value on creativity and innovation in all the planning it does so that we can find new and effective ways to meet the challenges and opportunities that will present themselves to London over the next 20 years.
6. **Think sustainable** – Financial, social, and environmental sustainability will be an underlying consideration in all of the planning that we do.





VISION

53_ Our vision will provide focus for all of our planning decisions. We should always ask ourselves whether the decisions that we are making today are propelling us toward this future vision that we've collectively established for the London of 2035. *The London Plan* vision is:

LONDON 2035: EXCITING, EXCEPTIONAL, CONNECTED

KEY DIRECTIONS

54_ To effectively achieve this vision, we will collectively need to blend our past planning successes with a new approach. What follows are the key directions that define this new approach. These directions give focus and a clear path that will lead us to the London that we have collectively envisioned for 2035. Under each key direction, a list of planning strategies is presented. These strategies serve as a foundation to the policies of this Plan and will guide our planning and development over the next 20 years.



55_ **Direction #1** Plan strategically for a prosperous city

1. Plan for and promote strong and consistent growth and a vibrant business environment that offers a wide range of economic opportunities.
2. Recognize the strategic connection between building an exceptional city to live in, and our ability to compete with other cities for talent, business attraction, and investment.
3. Create a strong civic image by improving the downtown, creating and sustaining great neighbourhoods, and offering quality recreational opportunities.
4. Revitalize our urban neighbourhoods and business areas.
5. Invest in an infrastructure system that is sustainable, reliable, secure, affordable, and in compliance with regulatory criteria.
6. Establish asset management plans that will ensure that service levels are attainable and affordable over the long term.
7. Plan for, and support, our institutions with strategic investments, strong communications and information technology infrastructure, support for the knowledge-based economy and opportunities for their growth and development.
8. Create infrastructure, partnerships, and opportunities for growth of the knowledge-based economy.
9. Identify and strategically support existing and emerging industrial sectors.
10. Ensure an adequate supply of employment lands.
11. Plan for cost-efficient growth patterns that use our financial resources wisely.
12. Plan to capitalize on London's position along the NAFTA superhighway.
13. Invest in, and promote, affordable housing to revitalize neighbourhoods and ensure housing for all Londoners.
14. Protect our valuable agricultural land and build upon London's role as an agri-food industrial hub.
15. Recognize and build upon the important linkages between economy and environment.
16. Plan infrastructure for a "smart city" that offers a high quality of connectivity and London-based business advantages.



56_ **Direction #2** Connect London to the surrounding region

1. Connect London to important cities across Ontario and beyond through high speed rail.
2. Ensure there are strong mobility and communication linkages to regional municipalities.
3. Enhance connections with, and invest in, the Quebec-Windsor corridor to benefit London.
4. Promote and develop regional economic development plans and strategies with partners such as the Southwest Economic Alliance.
5. Explore opportunities to partner and create economic development strategies with First Nations communities.
6. Collaborate with regional partners on planning matters and potential infrastructure investments in Southwestern Ontario.
7. Collaborate with regional partners to deliver a safe supply of drinking water.
8. Protect agricultural land and support the development of the regional agri-business industry.
9. Undertake all of our planning, environmental stewardship, and infrastructure development on a watershed basis.
10. Protect and enhance our watersheds and the Thames River as the backbone of our public and ecosystem health.
11. Collaborate with partners and play a strong role in improving water quality within the greater Thames River watershed.
12. Foster eco-tourism opportunities by collaborating with our regional partners and establish inter-connected regional trail systems.

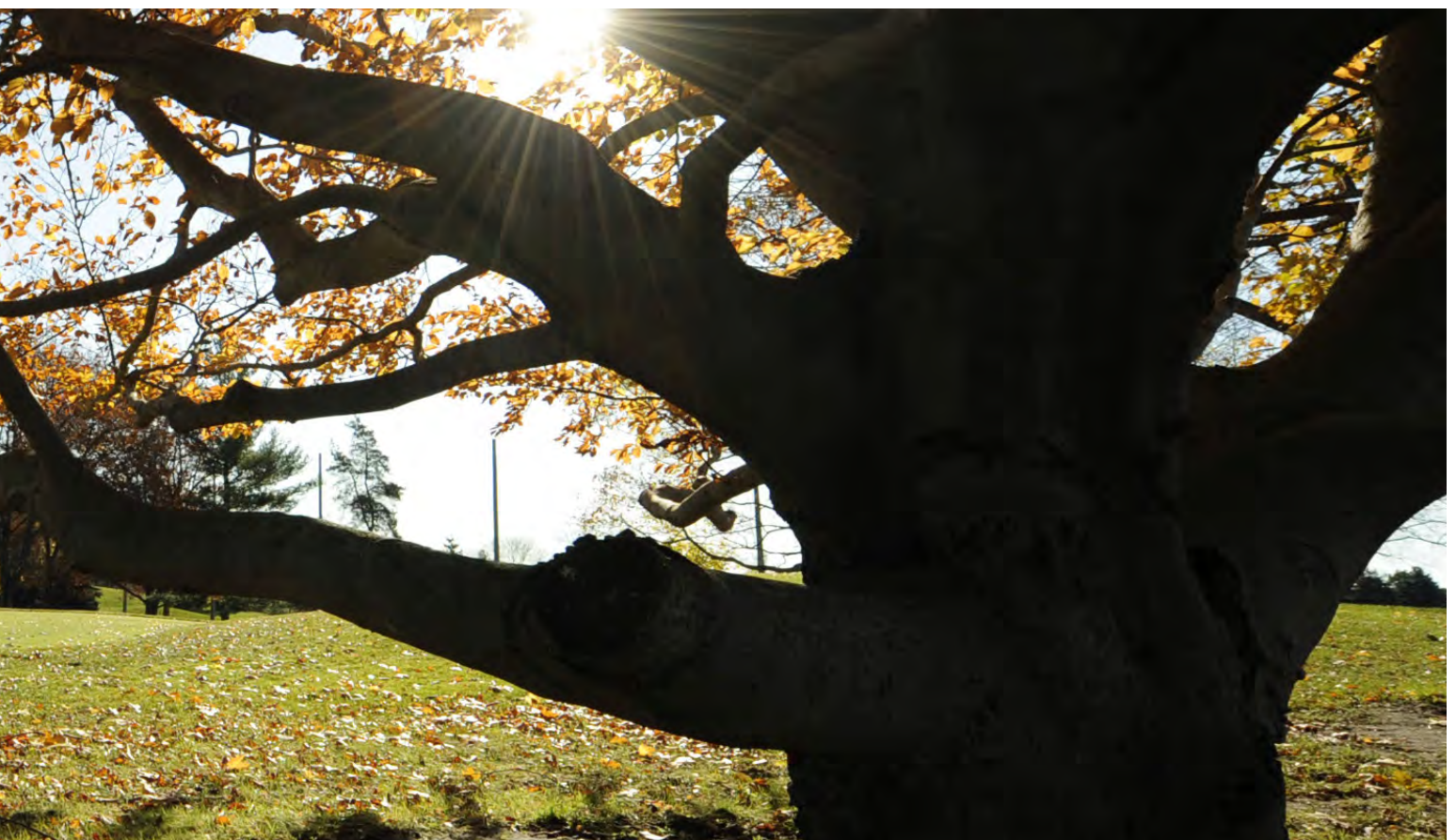
57_ **Direction #3** Celebrate and support London as a culturally rich, creative, and diverse city

1. Consider and support new Canadians through all the planning processes that we undertake.
2. Make plans and take actions to attract and support immigrant populations.
3. Celebrate London's cultural communities and cultural assets and promote them to the world.
4. Recognize and celebrate the contributions of indigenous communities in our shared cultural heritage.
5. Use culture and creativity as a prosperity tool to attract and retain labour force and business investment.
6. Provide for public facilities, programs, and spaces that foster inclusiveness and appeal to a diverse population within our neighbourhoods.
7. Protect our built and cultural heritage to promote our unique identity and develop links to arts and eco-tourism in the London region.
8. Invest in, and promote, public art to strengthen London's distinctive identity and sense of place.
9. Revitalize London's downtown, urban main streets, and their surrounding urban neighbourhoods to serve as the hubs of London's cultural community.
10. Record and celebrate our city's history through appropriate archives facilities.
11. Develop affordable housing that attracts a diverse population to the city.



58_ **Direction #4** Become one of the greenest cities in Canada

1. Develop, implement, and lead plans to take action on climate change mitigation and adaptation.
2. Use an ecosystems/watershed approach in all of our planning.
3. Protect and enhance our Thames Valley corridor and its ecosystem.
4. Protect and enhance the health of our Natural Heritage System.
5. Manage growth in ways that support green and active forms of mobility.
6. Reduce our human impact on the environment – reduce our carbon footprint as a city.
7. Practice and promote sustainable forms of development.
8. Promote green development standards such as LEED Neighbourhood Development and LEED Building Design and Construction standards.
9. Strengthen our urban forest by monitoring its condition, planting more, protecting more, and better maintaining trees and woodlands.
10. Continually expand, improve, and connect our parks resources.
11. Implement green infrastructure and low impact development strategies.
12. Minimize waste generation, maximize resource recovery, and responsibly dispose of residual waste.
13. Conserve water and energy and deliver these resources in a sustainable and affordable fashion.
14. Pursue opportunities to remediate and redevelop brownfield sites.
15. Strategically link and coordinate all of our environmental initiatives.
16. Establish London as a key pollinator sanctuary within our region.
17. Promote linkages between the environment and health, such as the role of active mobility in improving health, supporting healthy lifestyles and reducing greenhouse gases.



59_ **Direction #5**
Build a mixed-use compact city

1. Implement a city structure plan that focuses high-intensity, mixed-use development to strategic locations - along rapid transit corridors and within the Primary Transit Area.
2. Plan to achieve a compact, contiguous pattern of growth – looking “inward and upward”.
3. Sustain, enhance, and revitalize our downtown, main streets, and urban neighbourhoods.
4. Plan for infill and intensification of various types and forms to take advantage of existing services and facilities and to reduce our need to grow outward.
5. Ensure a mix of housing types within our neighbourhoods so that they are complete and support aging in place.
6. Mix stores, restaurants, clean industry, live-work arrangements and services in ways that respect the character of neighbourhoods, while enhancing walkability and generating pedestrian activity.
7. Build quality public spaces and pedestrian environments that support walking.
8. Manage outward growth through the use of an Urban Growth Boundary and by supporting infill and intensification in meaningful ways.





60_ **Direction #6**

Place a new emphasis on creating attractive mobility choices

1. Create active mobility choices such as walking, cycling, and transit to support safe, affordable, and healthy communities.
2. Ensure that our mobility infrastructure is accessible and accommodates people of all abilities.
3. Establish a high-quality rapid transit system in London and strategically use it to create an incentive for development along rapid transit corridors and at transit villages and stations.
4. Link land use and transportation plans to ensure they are integrated and mutually supportive.
5. Focus intense, mixed-use development to centres that will support and be served by rapid transit integrated with walking and cycling.
6. Dependent upon context, require, promote, and encourage transit-oriented development forms.
7. Utilize a grid, or modified grid, system of streets in neighbourhoods to maximize connectivity and ease of mobility.
8. Promote, strengthen, and grow the existing commuter and recreational cycling network and promote cycling destinations within London.
9. Invest in transit and other active mobility infrastructure.
10. As opportunities arise, utilize rail corridors as mobility links for transit, cycling, and walking.
11. Plan for, and invest in, a strong network of transportation corridors that promote connection and mobility throughout the city and to the surrounding region and highways. Connect London to cities throughout Ontario and beyond through high speed rail.
12. Strengthen north-south connections from Highway 401 and explore potential collaboration with neighbouring municipalities for further connections as such opportunities may arise.
13. Provide for the safe and efficient movement of people, goods, and services through the city to keep London competitive.



61_ **Direction #7** Build strong, healthy and attractive neighbourhoods for everyone

1. Plan for healthy neighbourhoods that promote active living, provide healthy housing options, offer social connectedness, afford safe environments, and supply well-distributed health services.
2. Design complete neighbourhoods by meeting the needs of people of all ages, incomes and abilities, allowing for aging in place and accessibility to amenities, facilities and services.
3. Implement “placemaking” by promoting neighbourhood design that creates safe, diverse, walkable, healthy, and connected communities, creating a sense of place and character.
4. Create social gathering places where neighbours can come together, such as urban parks and public spaces, community centres, family centres, community gardens, cafés, restaurants, and other small commercial services integrated within neighbourhoods.
5. Protect what we cherish by recognizing and enhancing our cultural identity, cultural heritage resources, neighbourhood character, and environmental features.
6. Identify, create and promote cycling destinations in London and connect these destinations to neighbourhoods through a safe cycling network.
7. Support programs that give communities the ability to improve their neighbourhoods in creative and positive ways.
8. Distribute educational, health, social, cultural, and recreational facilities and services throughout the city so that all neighbourhoods are well-served.
9. Integrate well-designed public spaces and recreational facilities into all of our neighbourhoods.
10. Integrate affordable forms of housing in all neighbourhoods and explore creative opportunities for rehabilitating our public housing resources.
11. Support neighbourhood-scale food production.
12. Support recreation and social programming which encourages interaction, cohesiveness, and community building.



62_ **Direction #8** Make wise planning decisions

1. Ensure that all planning decisions and municipal projects conform with *The London Plan* and are consistent with the *Provincial Policy Statement*.
2. Plan for sustainability – balance economic, environmental, and social considerations in all planning decisions.
3. Think “big picture” and long-term when making planning decisions – consider the implications of a short-term and/or site-specific planning decision within the context of this broader view.
4. Plan so that London is resilient and adaptable to change over time.
5. Implement an ecosystem approach to planning with watersheds and subwatersheds as the foundation of our plans.
6. Plan for an affordable, sustainable system of infrastructure that will support the implementation of this Plan.
7. Align municipal budgets to the goals, objectives, and policies of this Plan so that it can be realized over time.
8. Avoid current and future land use conflicts – mitigate conflicts where they cannot be avoided.
9. Ensure new development is a good fit within the context of an existing neighbourhood.
10. Ensure health and safety is achieved in all planning processes.
11. Ensure that all the planning we do is in accordance with the *Accessibility for Ontarians with Disabilities Act*, so that all of the elements of our city are accessible for everyone.
12. Genuinely engage stakeholders and the general public in all planning processes and meaningfully use that input to inform planning decisions. Explore new ways to inform the public and make their participation in the planning process easier.

MONITORING PROGRAM

63_ It is important that our progress in meeting these eight key directions is measured and evaluated over time. Such evaluation can help the City to adjust policy, municipal approaches, priority setting, and budget allocation. The Our Tools part of this Plan provides greater detail on how The London Plan will be monitored over time.





OUR CITY

PLANNING FOR GROWTH AND CHANGE

64_ Our city is forecasted to grow by more than 77,000 people and 41,000 housing units over the life of this Plan. In addition, our commercial uses, offices, institutions, and industries will all grow over the next 20 years. Our economy will expand and the number of people employed in our city will increase significantly.

65_ The following 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. By acting strategically, we will encourage and support growth that is in keeping with our key directions and our overall vision for London.

66_ The following 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.





GROWTH FORECASTS

67_ Growth forecasts were prepared to the year 2035 – the 20-year planning horizon for *The London Plan*. These forecasts, shown in Tables 1 through 5, will be monitored, extended, and revised during any comprehensive review of this Plan.

TABLE 1 - POPULATION GROWTH FORECAST

	Population	5-Year Growth	5-Year Growth Rate
2015	381,300		
2020	400,700	19,400	5.1%
2025	420,760	20,060	5.0%
2030	439,760	19,000	4.5%
2035	458,380	18,620	4.2%
TOTAL		77,080	

TABLE 2 - HOUSING GROWTH FORECAST

	Housing Units	5-Year Growth	5-Year Growth Rate
2015	175,870		
2020	187,140	11,270	6.4%
2025	197,880	10,740	5.7%
2030	207,980	10,100	5.1%
2035	217,220	9,240	4.4%
TOTAL		41,350	

TABLE 3 - COMMERCIAL/RETAIL/OTHER GROWTH FORECAST

	Total Sq.ft.*	5-Year Growth (sq. ft.)	5-Year Growth Rate
2015	37,630,700		
2020	37,760,700	130,000	0.9%
2025	38,500,700	740,000	2.2%
2030	39,650,700	1,150,000	3.5%
2035	40,940,700	1,290,000	4.1%
TOTAL		3,310,000	

*Baseline reference year based on 2010 MPAC data

TABLE 4 - INSTITUTIONAL GROWTH FORECAST

	Total Sq.ft.*	5-Year Growth (sq. ft.)	5-Year Growth Rate
2015	24,349,430		
2020	25,709,430	1,360,000	5.6%
2025	26,539,430	830,000	3.2%
2030	27,849,430	1,310,000	4.9%
2035	30,999,430	3,150,000	11.3%
TOTAL		6,650,000	

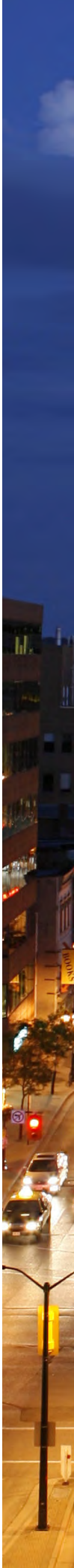
*Baseline reference year based on 2010 MPAC data

TABLE 5 - INDUSTRIAL GROWTH FORECAST

	Total Sq.ft.*	5-Year Growth (sq. ft.)	5-Year Growth Rate
2015	42,613,770		
2020	44,993,770	2,380,000	5.6%
2025	47,483,770	2,490,000	5.5%
2030	50,453,770	2,970,000	6.3%
2035	54,103,770	3,650,000	7.2%
TOTAL		11,490,000	

*Baseline reference year based on 2010 MPAC data

Note: Numbers are rounded to the nearest tenth.





CITY STRUCTURE PLAN

68_ The City Structure Plan consists of all the policies and figures within this section of the Plan.

69_ The City Structure Plan 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:

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

70_ All of the planning we do will be in conformity with the City Structure Plan, including such activities as investing in public facilities, designing the public realm, constructing street, sewer and water infrastructure, and developing municipal budgets. Planning and development applications will only be approved if they conform with the City Structure Plan.

THE GROWTH FRAMEWORK

71_ The Growth Framework establishes a plan for shaping growth over the next 20 years.

FIGURE 1 - URBAN GROWTH BOUNDARY

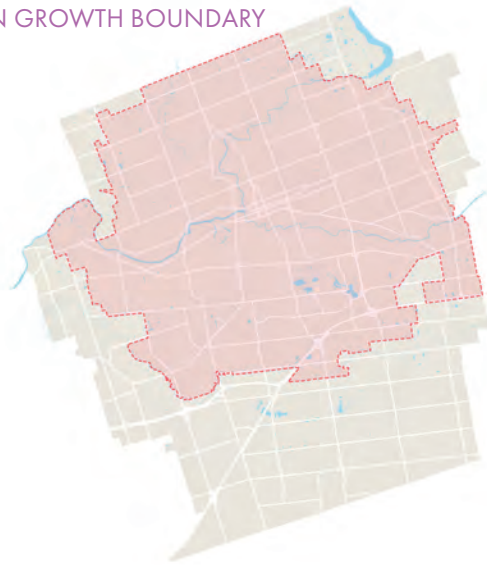


FIGURE 4 - CENTRAL LONDON



FIGURE 2 - BUILT-AREA BOUNDARY

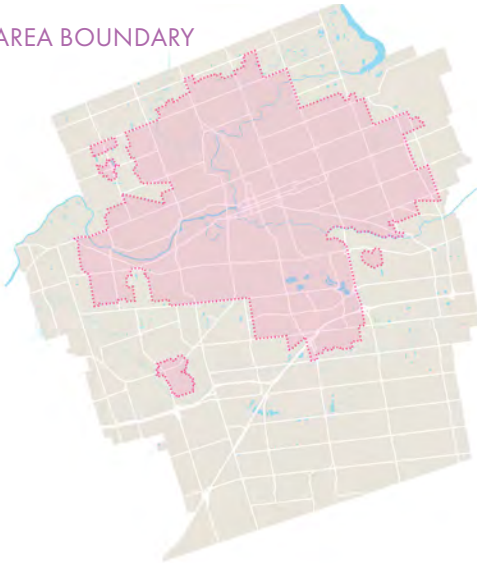


FIGURE 5 - DOWNTOWN, TRANSIT VILLAGES AND RAPID TRANSIT CORRIDORS

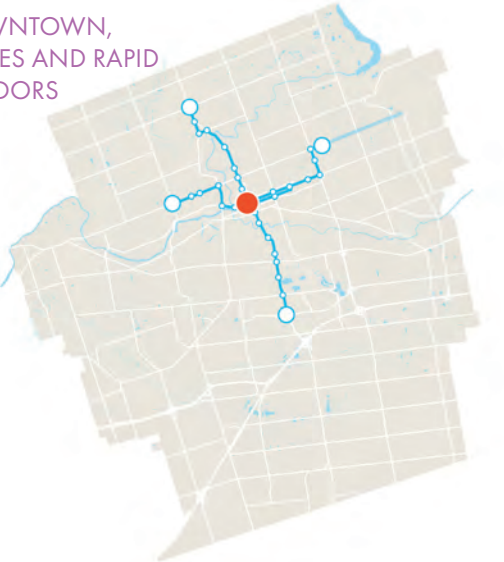


FIGURE 3 - PRIMARY TRANSIT AREA

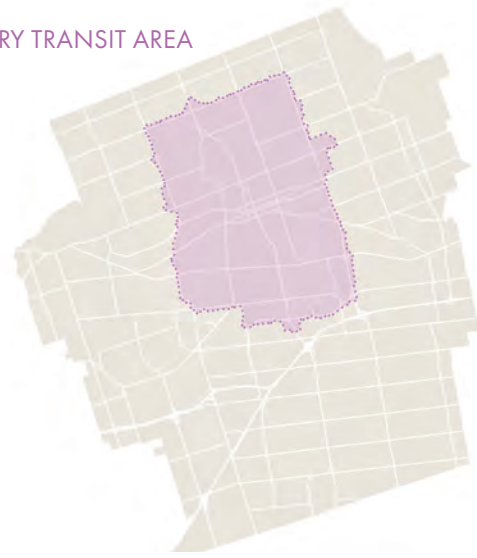


FIGURE 6 - RURAL-URBAN INTERFACE



> URBAN GROWTH BOUNDARY

72_ Urban Place Types shall not be permitted outside of the Urban Growth Boundary, as shown on Figure 1.

73_ During every comprehensive review of this Plan, the need for expansion of the Urban Growth Boundary will be evaluated to ensure there is sufficient land available, through intensification, redevelopment, and on vacant lands, to accommodate an appropriate range and mix of employment opportunities, housing, and other land uses to meet projected needs for up to 20 years.

74_ The Urban Growth Boundary will be expanded only if it is demonstrated through a comprehensive review that there is insufficient vacant land supply to accommodate growth needs for up to 20 years, considering this Plan's intensification target.

75_ During a comprehensive review of *The London Plan*, the municipality may remove lands from the existing Urban Growth Boundary in favour of adding lands that have been determined to be better suited and more cost-effective for growth over the planning period.

76_ Where it is determined through a comprehensive review that the Urban Growth Boundary should be expanded to meet required land needs, all of the following criteria shall be used to determine the preferred locations for such expansion. Additional criteria may also be considered:

1. Servicing will be provided in a logical and financially viable way to protect public health and safety and the natural environment.
2. Costs and financial impact on the municipality will be minimized.
3. A compact pattern of growth within the existing Urban Growth Boundary will be achieved.
4. Expansion will represent a logical extension of an existing neighbourhood or will be large enough to accommodate a complete new neighbourhood.

5. The use of existing and planned infrastructure will be optimized, demonstrating a logical integration with the *Growth Management Implementation Strategy*.
6. The Province's Minimum Distance Separation requirements will be met.
7. Expansions of the Urban Growth Boundary onto prime agricultural lands will be avoided unless there are no alternatives. Where there are no alternatives to expanding onto prime agricultural land, expansion should be directed to lower class lands within the prime agricultural land category.
8. The impact of an expansion on agricultural lands and practices will be mitigated to the extent possible.
9. Expansions onto lands that comprise specialty crop will be prohibited.
10. Components of the Natural Heritage System will be protected.
11. Market demands will be considered for certain types or locations of housing, commercial and industrial uses that are not well met by the available land supply.

77_ The Environmental Review and Future Growth Place Types may be applied to lands that are added to the Urban Growth Boundary, until such time as more specific Urban Place Types are applied or a secondary plan is prepared.

78_ Applications for expansion of the Urban Growth Boundary between comprehensive official plan review periods may be supported only where there is a demonstrated need and public benefit and all other policies of this Plan relating to urban growth boundary expansion are met.

> INTENSIFICATION

79_ *The London Plan* places an emphasis on growing “inward and upward” to achieve a compact form of development. This should not be interpreted to mean that greenfield forms of development will not be permitted, but rather there will be a greater emphasis on encouraging and supporting growth within the existing built-up area of the city.

80_ Residential intensification will play a large role in achieving our goals for growing “inward and upward”. Intensification will be supported, subject to the policies of this Plan, in the following forms:

1. Addition of a secondary dwelling unit.
2. Expansion of existing buildings to accommodate greater residential intensity.
3. Adaptive re-use of existing, non-residential buildings, for residential use.
4. Infill development of vacant and underutilized lots.
5. Severance of existing lots.
6. Redevelopment, at a higher than existing density, on developed lands.

81_ It is a target of this Plan that a minimum of 45% of all new residential development will be achieved within the Built-Area Boundary of the city, as defined by Figure 2. For the purposes of this Plan, this will be referred to as the “intensification target”. The Built-Area Boundary is defined generally as the line circumscribing all lands that were substantively built out as of 2006. This boundary will be used on an on-going basis to monitor intensification and will not change over time.

82_ Progress in meeting the intensification target of this Plan will be monitored regularly.

83_ As directed by the policies of this Plan, intensification will be permitted only in appropriate locations and in a way that is sensitive to existing neighbourhoods and represents a good fit. Policies within the City Building and Urban Place Type chapters of this Plan, together with the policies in the Our Tools part of this Plan dealing with planning and development applications, will provide more detailed policy guidance for appropriate forms

of intensification. A guideline document may be prepared to provide further detailed direction to ensure appropriate forms of intensification.

84_ Intensification may occur in all of the Place Types that allow for residential uses.

85_ In addition to residential intensification, non-residential forms of development that represent a greater intensity of use will also be encouraged, where appropriate, within mixed-use, commercial, industrial, and institutional areas subject to the policies of this Plan.

86_ Subject to the Place Type, City Design, Our Tools and other relevant policies of this Plan, the most intense forms of development will be directed to the Downtown, Transit Villages, and at station locations along the Rapid Transit Corridors, where they can be most effective in meeting multiple objectives of this Plan.

87_ In conformity with the Civic Infrastructure policies of this Plan, infrastructure will be proactively planned, and budgeted for, to support intensification.





> PRIMARY TRANSIT AREA

88_ As illustrated in Figure 3, the Primary Transit Area is generally bounded by the following streets:

- Fanshawe Park Road to the north
- Wonderland Road to the west
- Southdale Road (west of White Oak Road) and Bradley Avenue (east of White Oak Road) to the south
- Highbury Avenue to the east

89_ Properties on both sides of each boundary street are included within this Primary Transit Area.

90_ The Primary Transit Area will be the focus of residential intensification and transit investment within London. It includes the Transit Villages and the Rapid Transit Corridors. Intensification will be directed to appropriate place types and locations within the Primary Transit Area and will be developed to be sensitive to, and a good fit within, existing neighbourhoods. The Primary Transit Area will also have a heightened level of pedestrian and cycling infrastructure to service and support active mobility and strong connections within these urban neighbourhoods.

91_ Directing infill and intensification to this area is a major part of this Plan's strategy to manage growth in the city as a whole and to achieve a target of accommodating 45% of all future residential growth in the Built-Area Boundary through infill and intensification.

92_ Within the Primary Transit Area the following policies shall apply:

1. The Primary Transit Area will serve as the limit of rapid transit infrastructure to the year 2035.
2. The greatest amount of transit infrastructure investment and the highest level of transit service will be directed to the Primary Transit Area.

3. It is a target of this Plan that 75% of all intensification will be achieved in the Primary Transit Area.
4. A long-term servicing strategy will be established for the Primary Transit Area to plan, coordinate, and budget for the sanitary, stormwater, water, street, and transit infrastructure required to service planned growth within the Primary Transit Area.
5. A high standard of urban design will be applied in the review of municipal projects and planning and development applications to enhance and protect residential amenity in the Primary Transit Area.
6. Municipal servicing within the Primary Transit Area will be planned to recognize the greater population density and heightened demand for services in this area and also recognizing the heightened demand for active mobility.
7. Municipal urban regeneration initiatives will be focused on neighbourhoods and business areas within the Primary Transit Area – although this will not preclude regeneration efforts outside of the Primary Transit Area.
8. Development within the Primary Transit Area should be designed to be transit-oriented and well serviced by cycling lanes and paths, sidewalks, urban public spaces, and public seating areas.
9. The supply of public parking within the Primary Transit Area will be managed to support the transit and active mobility networks.
10. Civic infrastructure and mobility projects within the Primary Transit Area will be designed to enhance active mobility and transit usage.



> CENTRAL LONDON

93_ Central London is illustrated in Figure 4 as the lands generally bounded by Oxford Street, Adelaide Street and the Thames River. Properties fronting both sides of Oxford Street and Adelaide Street are included. These lands surround London's Downtown and constitute a series of urban neighbourhoods that contain some of London's most significant cultural heritage resources.

94_ Within this area, the following policies shall apply:

1. Infill and intensification will be facilitated, promoted, and serviced within Central London subject to the policies of this Plan.
2. Where appropriate, greater heights and densities may be permitted within Central London than in other neighbourhoods subject to the Place Type policies of this Plan.
3. A high standard of urban design will be applied in the review of municipal projects and planning and development applications to enhance and protect residential amenity in Central London and to support high-quality pedestrian, cycling and transit environments.

> DOWNTOWN, TRANSIT VILLAGES AND RAPID TRANSIT CORRIDORS

95_ Figure 5 illustrates five 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 we envision 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.

96_ Our Rapid Transit Corridors will connect the Downtown and Transit Villages along rapid transit routes. A form of rapid transit that will strongly attract and promote infill and intensification is intended for these corridors. Development along these corridors will be of an intensity that will support rapid transit ridership, without detracting from the highest intensity of development that is to be directed to the Downtown and Transit Village centres.



97_ Our Rapid Transit Corridors will help us to make active forms of mobility viable and attractive, and in doing so will help us to save energy, reduce air emissions, encourage infill and intensification, minimize outward expansion, allow for mixed-use development, and support a more resilient city that is adaptable to change. The Rapid Transit Corridors will provide positive opportunities for mid-rise and high-rise development at appropriate locations.

98_ In conformity with the City Structure Plan the following actions will be taken:

1. Establish a world-class, mid-sized Downtown that is well connected to the rest of London, the surrounding region, and the airport and highways which connect London to the world.
2. Plan for four Transit Villages that support intense forms of mixed-use development.
3. Connect the Downtown and the Transit Villages with Rapid Transit Corridors. These corridors will also connect many of London's most major institutions – our hospitals, our university and colleges.
4. Plan for a high level of residential amenity and public service within the Downtown, Transit Villages and Rapid Transit Corridors.
5. Utilize the Transit Villages and Rapid Transit Corridors to create abundant opportunities for growth and development that can be achieved in a cost-efficient way.
6. Plan and budget for infrastructure improvements necessary to accommodate planned growth within these centres and corridors.

> RURAL-URBAN INTERFACE

99_ Figure 6 illustrates the long-term Rural-Urban Interface on lands where a Neighbourhoods Place Type abuts both the City's Urban Growth Boundary and the City's municipal boundary. It is important to manage this interface to avoid and mitigate land-use conflicts. Planning and development proposals within 300 metres of the Rural-Urban Interface shall be reviewed within the context of the following policies to mitigate the potential for such conflicts:

1. Development proposals at the Rural-Urban Interface shall utilize design measures to mitigate conflicts between urban and rural uses. These measures may include such things as subdivision layout, site layout, and the incorporation of buffers such as treed landscape strips or public pathways.
2. Development agreements to be registered on lands at the Rural-Urban Interface shall clearly identify that agricultural operations are ongoing in the area, beyond the City's municipal boundary, and that these agricultural practices may result in noise, odours, dust, and other potential nuisances resulting from normal farm practices.



THE MOBILITY FRAMEWORK

100_ The Mobility Framework establishes a high-level plan for moving people, goods and services throughout our city, to the region and beyond.

FIGURE 7 - RAPID TRANSIT



FIGURE 9 - STREET NETWORK



FIGURE 8 - RAIL NETWORK AND AIRPORT



FIGURE 10 - REGIONAL MOBILITY CONNECTIONS



> RAPID TRANSIT

101_ Figure 7 illustrates our Rapid Transit Corridors which represent the spine of London's mobility network. They connect the Downtown to neighbourhoods, institutions and other employment nodes, centres of culture and commerce, and our urban areas.

102_ A network of base transit services will be integrated with, and support, rapid transit to serve all areas of the city, with a focus on the Primary Transit Area. Where feasible, transit services will be provided to those industrial areas where high concentrations of workers are employed.

> RAIL NETWORK AND AIRPORT

103_ Figure 8 illustrates our rail network – including freight, passenger, and future high speed rail – and our international airport in London. These are important connections to the surrounding region, the Quebec-Windsor Corridor, a variety of large cities across Canada and beyond.

104_ High speed rail will be planned, facilitated, and supported to connect London to other important cities in Ontario and beyond. Our high speed rail station will be located in our Downtown, which will support a thriving core and allow for a strong integration with the hub of our rapid transit system.

105_ London will continue to be served by a strong network of rail infrastructure that will service our employment lands.

> STREET NETWORK

106_ Figure 9 illustrates important highways running through our city, including Highways 401, 402 and 4. These highways will be protected in accordance with provincial requirements and interchanges will be planned to ensure their long-term accessibility and strong connection to London.

107_ Figure 9 also illustrates the network of major streets planned for the City of London. These consist of Civic Boulevards, Urban Thoroughfares and Rural Thoroughfares, all of which are described in the Mobility chapter of this Plan and shown in more detail on Map 3 – Street Classifications. These major streets represent important mobility corridors for automobiles as well as active forms of mobility such as transit, cycling and walking. They allow for Londoners to travel to their destinations and also facilitate the flow of goods and services within our city.

108_ Also important is the pathway network that exists beyond our street rights-of-way. Map 4 - Active Mobility Network shows this network that supports a variety of active forms of mobility.

109_ A city-wide cycling network will be established that provides safe and convenient access for cycling commuters and recreational cyclists.



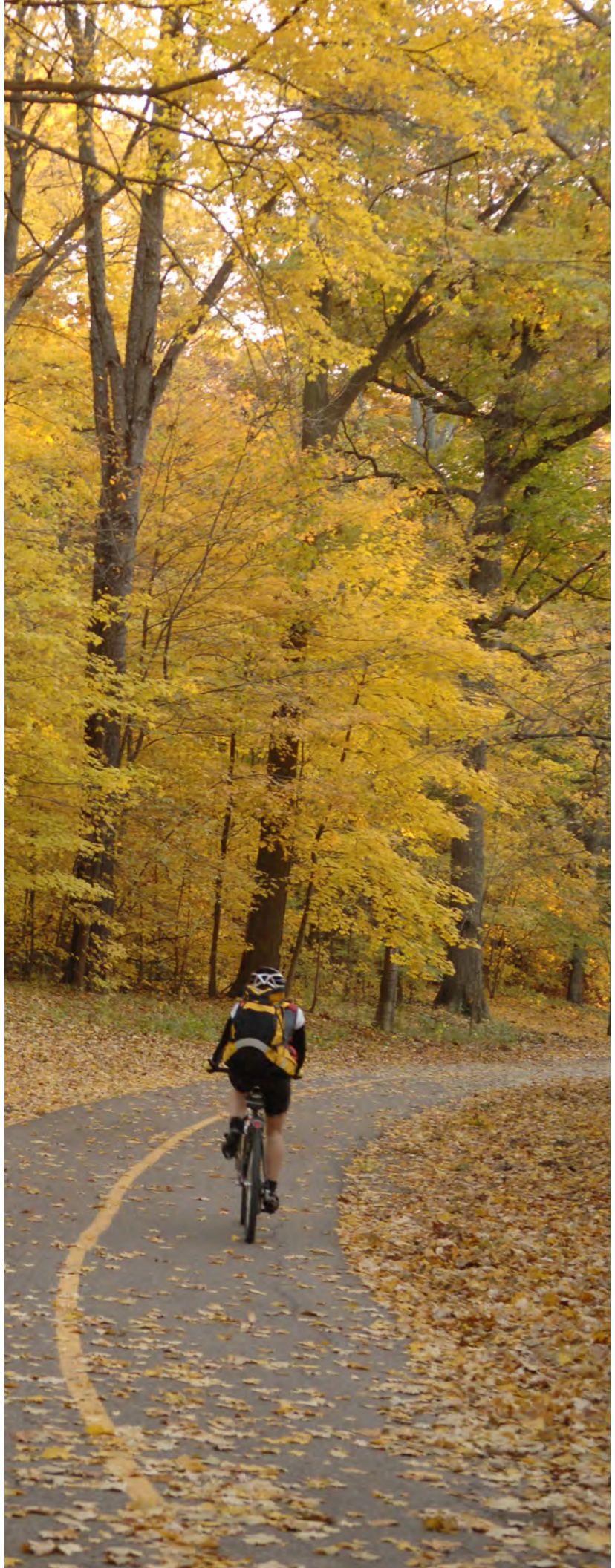
> REGIONAL MOBILITY CONNECTIONS

110_ Figure 10 illustrates important connections between London and the surrounding region. These include natural heritage connections along the Thames Valley Corridor, as well as important trails and rail connections. Key gateways into the city by street are also illustrated.

111_ The following actions shall be taken to augment these connections:

1. As opportunities arise, collaborate with nearby municipalities to coordinate the use of rail lines to create cycling and pedestrian trails linking London to surrounding areas within the region.
2. In conformity with the Environmental Policies of this Plan, protect and enhance the in-city portion of the Thames Valley Trail Association hiking trail system which spans from St. Marys to the Middlesex-Elgin line.
3. Establish in-city linkages to regional cycling routes and collaborate with nearby municipalities and the Province to create safe on-street cycling routes with widened paved shoulders throughout the region.
4. Explore opportunities for collaborating with surrounding municipalities to foster a regional rail and bus service for regular commuters.
5. Enhance important gateways into the city through such things as signage, landscaping and enhanced streetscape plantings, public art, and appropriate development forms.
6. Create convenient commuter parking facilities to support regional connections to our transit network.

112_ More detailed direction for how we will plan to move within and beyond our city is provided in the Mobility and the Parks, Recreation, and Public Facilities chapters of this Plan.





THE GREEN FRAMEWORK

113_ The Green Framework shows the green spaces within our city. It also includes the Natural Heritage System which is to be protected, enhanced and conserved.

FIGURE 11 - SUBWATERSHEDS



FIGURE 12 - THAMES VALLEY CORRIDOR



FIGURE 13 - PARK SYSTEM



> SUBWATERSHEDS

114_ Watersheds are areas of land that collect water and channel it to a specific watercourse. They can be described at various scales. London is located within the Great Lakes Basin, which is made up of multiple watersheds associated with a number of river networks. Our city is split between two of those watersheds – the Thames River and the Kettle Creek watersheds. Our urban area is located exclusively within the Upper Thames watershed which is further subdivided into 17 individual subwatersheds that surround our local creeks and streams, as shown on Figure 11. Each subwatershed can be further understood by looking at the stormwater drainage system – the infrastructure that drains stormwater from homes and businesses to the Thames River system.

115_ Subwatershed planning, initiated in London in 1996, will continue to form the basis for environmental targets and goals through *The London Plan*. Subwatershed Plans will be updated periodically to assist with the evolution of these targets and goals in both urban and rural areas of the city. Subwatershed Plans remain the best method of incorporating an ecosystem approach into land-use planning as they incorporate the human environment, the physical environment, and the living natural environment components (termed the ABC's, or the abiotic, biotic, and cultural). The update of these Plans will also serve as a method of incorporating climate change adaptation approaches impacting natural heritage features and functions on an ecosystem basis.

116_ As we plan, manage and conserve our natural heritage within the context of these subwatersheds we will:

1. Prepare and periodically update Subwatershed Studies to determine the conditions and needs of each subwatershed from the perspective of terrestrial resources, stream morphology, aquatic resources, flooding, groundwater, and water quality, and prepare action plans accordingly.
2. Protect, enhance, and restore the watershed ecosystem through environmentally sound strategies.

3. Manage our subwatersheds, identifying constraints, development criteria, conservation and management practices, and special projects and programs.
4. Improve the quality of our river water through a multi-faceted approach that includes water conservation, infrastructure improvements, and stewardship efforts.
5. Collaborate with the Upper Thames River, Lower Thames Valley and Kettle Creek Conservation Authorities to participate in watershed projects and initiatives, and to plan for and manage subwatersheds.
6. Undertake Environmental Assessment processes, as required under the *Environmental Assessment Act*, to ensure that a sustainable approach is taken for the development of all associated civic infrastructure within our subwatersheds.

117_ The Natural Heritage, Natural and Human-made Hazards, Natural Resources and Civic Infrastructure chapters of this Plan provide a full range of planning policies to guide the planning and management of our subwatersheds.

> NATURAL HERITAGE, HAZARDS, AND NATURAL RESOURCES

118_ Our natural heritage sets the context for conservation and protection when developing our growth plans. In conformity with the policies of this Plan, these lands will be protected, enhanced, restored, and conserved for their long-term sustainability.

119_ We will enhance natural heritage connections and features that extend across the City's municipal boundary.

120_ Map 5 - Natural Heritage and Map 6 - Hazards and Natural Resources show our natural heritage system and our natural resources and hazards respectively. The Environmental Policies part of this Plan provides the policy framework for the protection and conservation of these systems.

> THE THAMES VALLEY CORRIDOR

121_ Figure 12 shows the Thames Valley Corridor as defined by the *Thames River Valley Corridor Plan*. The Corridor, including its tributaries, has played a major role in the human settlement and development of London and southwestern Ontario. The valley corridor in London is a complex system of sensitive ecological habitats, public recreational areas, and developed urban lands connected by multi-use pathways. In recognition of its outstanding natural and cultural attributes the Thames River was recognized as a Canadian Heritage River in 2000.

122_ The Thames Valley Corridor is considered London's most important natural, cultural, recreational, and aesthetic resource. Within London, the Thames River supports environmental and economic vitality, tourism, and local and regional recreation initiatives. Through history, the river valley and the associated tributaries, have also served as a corridor for stormwater and sanitary infrastructure. Balancing these often competing demands is required to ensure the long-term environmental sustainability of London's river valley system and the functional, cultural, and recreational benefits it continues to provide. Effective management of adjacent land development, human uses, and the natural environment will be critical to managing this treasured London resource over the life of this Plan.

123_ Recognizing the important role of the Thames Valley Corridor, the following actions will be taken:

1. Promote and enhance the Forks of the Thames River and the Thames Valley Corridor as an important natural, cultural, recreational, and aesthetic resource within our city.
2. Protect the corridor and its linkages to tributary subwatersheds.
3. Collaborate with the Upper Thames River and Lower Thames Valley Conservation Authorities to develop and implement shared initiatives for the valley.
4. Protect, enhance, and restore the natural and cultural heritage of the Thames Valley Corridor in all the planning we do.

5. Protect and, where appropriate, enhance the aesthetic beauty of the Thames Valley Corridor.
6. Prepare and regularly update a *Thames River Valley Corridor Plan* to proactively celebrate, protect, manage, and enhance this important London resource and ensure that all planning and development applications have regard for the *Thames River Valley Corridor Plan*.
7. As appropriate, collaborate with the Upper Thames River Conservation Authority to manage river levels to support recreational and cultural activities.
8. Develop a continuous multi-use pathway network connecting parks and natural areas along the Thames Valley Corridor as the outdoor recreational spine of the city.
9. As appropriate, acquire lands along the Thames Valley Corridor to support ecological, cultural and/or recreational objectives of the Plan.

> THE PARK SYSTEM

124_ Figure 13 shows London's planned system of parks. The system will build upon the Thames Valley Corridor and parks will be connected and well distributed throughout the city to provide active and passive recreational opportunities for all Londoners and serve as focal points within neighbourhoods. Parks will be added to the system over time through a variety of planning and development processes.

125_ The Parks and Recreation chapter of this Plan provides more detailed policy direction to plan for these areas.

THE ECONOMIC FRAMEWORK

126_ The Economic Framework establishes a high-level plan for key elements of our city that will drive our economic success over the next 20 years.

FIGURE 14 - DOWNTOWN, TRANSIT CORRIDORS AND SHOPPING AREAS

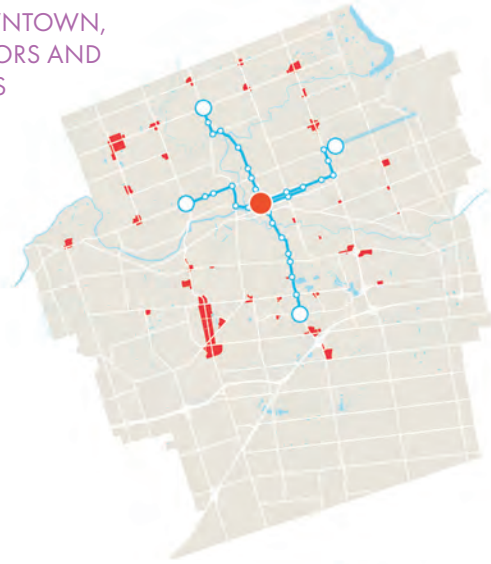


FIGURE 17 - EMPLOYMENT LANDS

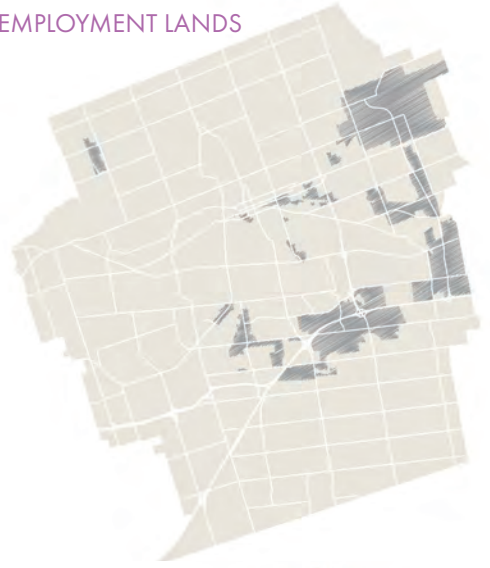


FIGURE 15 - MAIN STREETS

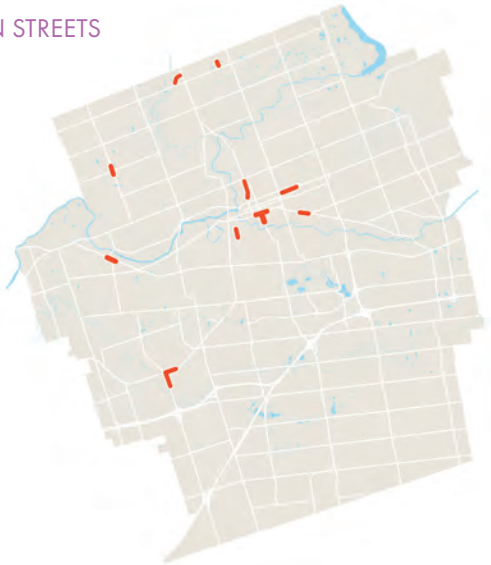
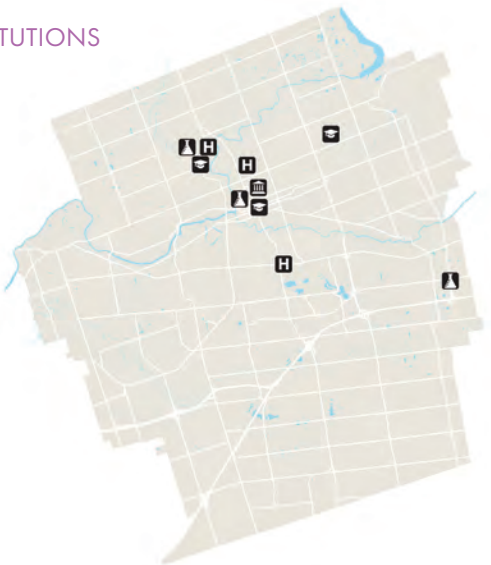


FIGURE 18 - RURAL LONDON



FIGURE 16 - INSTITUTIONS



> DOWNTOWN, TRANSIT VILLAGES, RAPID TRANSIT CORRIDORS, AND SHOPPING AREAS

127_ Figure 14 illustrates our Downtown, Transit Villages, and Rapid Transit Corridors 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.

128_ At the top of the hierarchy for these centres, the Downtown will offer rich cultural opportunities and a wide variety of services that will be offered to those who live throughout the city as well as those living Downtown. With the exception of offices that are directly ancillary to industrial uses, our large office spaces will be directed to the Downtown to ensure its long-term health and vibrancy.

129_ Shopping Areas are also shown on Figure 14. These 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.

130_ The Downtown, Transit Village, Rapid Transit Corridors and Shopping Area Place Type chapters of this Plan provide more detailed policy direction to plan for these areas.

> MAIN STREETS

131_ Main Streets are illustrated on Figure 15. These are some of London's most cherished historical business areas and the focal points of new neighbourhoods that contain a mix of residential and commercial uses that are established to serve surrounding neighbourhoods. These Main Streets will support measured infill and intensification. Historic Main Streets will be protected from development that may undermine the character and cultural heritage value of these corridors. Urban regeneration efforts will be directed to historic Main Streets as appropriate to sustain and enhance them.

132_ The Main Street Place Type chapter, and segment-specific policies in the Rapid Transit and Urban Corridors chapter of this Plan provide more detailed policy direction for Main Street areas.

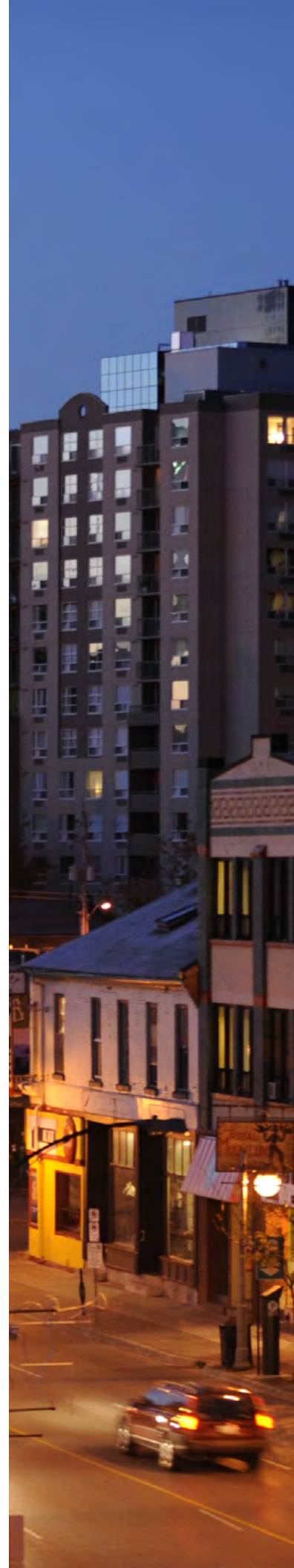
133_ Main Streets include:

1. Applewood
2. Byron
3. Hamilton Road
4. Hyde Park
5. Lambeth
6. Old East Village
7. Richmond Row
8. SoHo
9. Upper Richmond Village
10. Wortley Village

> INSTITUTIONS

134_ Our institutions will play a major role in growing London's economy over the next 20 years. Figure 16 illustrates our plan for major institutions in London, including major educational and health care facilities. These institutions provide significant opportunity for London over the planning horizon, offering economic activity, a competitive advantage in attracting investment, quality of life, education, health, and safety.

135_ The Institutional Place Type chapter of this Plan provides greater detail and direction to plan for these important uses.





> EMPLOYMENT LANDS

136_ Figure 17 shows employment lands including the majority of existing and planned industrial land in the city. These lands are primarily clustered around the Veterans Memorial Parkway and Highway 401 corridors, which are important connections to the London International Airport and the North American free trade routes. These corridors support the majority of London's employment areas as defined by the *Provincial Policy Statement*. They include heavy and light industrial uses, commercial industrial uses, as well as a range of innovation parks and research facilities. Industrial lands can be seen on Map 1 - Place Types of this Plan.

137_ Adequate lands will be included within the Urban Growth Boundary to ensure there is an ample supply of strategically-sized and located sites for attracting industrial businesses of various kinds.

138_ The City may establish an industrial land development strategy to purchase, develop, and make available industrial lands to attract economic opportunities to London.

139_ The Industrial Place Types chapter of this Plan establishes a range of more detailed policies that will direct growth and development for these lands.

> RURAL LONDON

140_ Figure 18 shows the rural area of London. London's future prosperity will be linked to the economic activity that is driven by the farmlands within the rural areas of our city. Some of the best agricultural land in Canada exists within our city boundaries and in the municipalities surrounding us. This gives us a competitive advantage for growing food that can drive prosperity and assist with food security for all Londoners. Ensuring that we maintain this agricultural land base is a primary goal of this Plan.

141_ The Food System and Rural Place Type chapters of this Plan provide more detailed policy direction regarding planning for rural London areas.

THE COMMUNITY FRAMEWORK

142_ The Community Framework establishes a high-level structure for defining neighbourhoods and planning districts.

FIGURE 19 - PLANNING DISTRICTS



> NEIGHBOURHOODS

143_ Our city is made up of an integrated collection of neighbourhoods that can be described as the “cellular level” of our city. To allow for some flexibility in the consideration of neighbourhoods, *The London Plan* does not map out definitive neighbourhood boundaries. For the purposes of this Plan, neighbourhoods will be defined as geographic areas where people live, that are typically bounded by major streets, rail lines, rivers, creeks, natural heritage features, or other major physical features. In addition, neighbourhoods often include places where people shop, work, worship, go to school and recreate. Neighbourhoods may be characterized by properties that exhibit an identifiable character and style of development. Neighbourhoods may vary in scale, from a collection of lots to a large subdivision.

144_ Neighbourhoods can exist within any of the place types, but generally do not exist within industrial and institutional areas. Neighbourhoods include those properties that front onto the major streets that bound them. The Place Type chapters of this Plan provide policies that will guide neighbourhood development over the next 20 years.

145_ Our neighbourhoods can be further grouped into Planning Districts as illustrated in Figure 19. These larger geographic areas can be useful in describing clusters of neighbourhoods that have many similar characteristics. They can also be useful as higher-order units for collecting statistics, delivering programs, and considering the distribution of services such as parks, shopping areas, and various neighbourhood and social service facilities.

CITY STRUCTURE PLAN COMPOSITE

146_ Figure 20 shows the composite city structure plan that illustrates various components from all five frameworks. The composite is a useful tool for understanding how these frameworks relate to one another, but does not diminish the intent of planning for each of these frameworks as described and illustrated in this chapter.

FIGURE 20 - CITY STRUCTURE COMPOSITE



Legend

- | | | | |
|------------------------|--------------------------------|-----------------------|--------------------|
| River and Creek System | Gateways | Trail Connections | University/College |
| Thames Valley Corridor | Highway | Central London | Hospital |
| Downtown | Major Gateway Streets | Primary Transit Area | City Hall |
| Transit Villages | Rail Network | Urban Growth Boundary | Research Centre |
| Employment Lands | High Speed Rail | | Airport |
| Main Streets | Rapid Transit Corridors | | |
| Rural London | Future Rapid Transit Corridors | | |

SECONDARY PLANS

147_ Secondary plans will be undertaken by the municipality to provide for comprehensive assessment and planning for specific areas of the city.

148_ The Environmental Review and Future Growth Place Types may be applied to lands that are added to the Urban Growth Boundary until such time as a City-initiated secondary plan is prepared.

149_ Existing developed areas of the city may be subject to the preparation of a secondary plan where a more detailed and coordinated planning policy framework is required for redevelopment and intensification.

150_ All secondary plans will be supported by a complete analysis of the costs and revenues of planned growth and any necessary updates to the *Growth Management Implementation Strategy* or *Development Charges Study*.

151_ The Secondary Plans part of this Plan provides more detailed policies relating to the preparation of secondary plans.

URBAN REGENERATION

152_ Our city is a composite of neighbourhoods and business areas built in different forms and during different eras in our history. Some of the older parts of our city, largely located within the Primary Transit Area, help to define London's unique character, contain many of our best cultural heritage resources, and have been built in a pedestrian-oriented neighbourhood pattern. They sometimes include main street business districts and they often include notable public spaces supported by a strong network of civic infrastructure.

153_ Urban regeneration is about supporting sensitive growth and change within our urban areas so that they are sustainable and prosperous over the long term.

154_ Through our urban regeneration efforts we will:

1. Stimulate the repurposing of the existing building stock, where the previous use of such buildings is no longer viable.
2. Maximize the value returned on the investment made in civic infrastructure.
3. Encourage the conservation, restoration, and appropriate use of cultural heritage resources.
4. Encourage the economic revitalization and enhance the business attraction of urban main streets.
5. Strengthen our city core by nurturing the development of Downtown and the urban neighbourhoods that surround it.
6. Promote the long-term sustainability of urban neighbourhoods throughout the built-up areas of our city, by striving to retain and enhance the viability of their built and natural assets, and their critical social and economic connections.
7. Support the remediation of brownfield sites to create new opportunities for the useful redevelopment of these lands within urban neighbourhoods.
8. Facilitate intensification within our urban neighbourhoods, where it is deemed to be appropriate and in a form that fits well within the existing neighbourhood.

9. Expand the city's range of housing choices and create opportunities for affordable housing in London through the regeneration of urban neighbourhoods.
10. Reduce long-standing land-use conflicts in urban neighbourhoods.

155_ Landowners, residents and business owners within urban neighbourhoods will be engaged to discuss urban regeneration. The City will work collaboratively with these groups to establish how positive growth and change will be accommodated.

156_ Corporate asset management plans, capital budget programs, and all public works projects will place a high priority on stimulating and supporting urban regeneration.

157_ Within urban neighbourhoods, the design and construction of civic infrastructure improvements and replacements within public rights-of-way will strive to retain and enhance safe and comfortable pedestrian and cycling routes and sufficient space for healthy tree growth.

158_ New civic spaces will be created in appropriate locations in urban neighbourhoods and business districts to enhance residential amenity and support active transportation.

159_ Existing parkland will be enhanced, or new parkland acquired, where possible, to address parkland deficiencies in older neighbourhoods.

160_ Existing trees, both public and private, should be retained to the greatest extent possible through the review of redevelopment and intensification projects.

161_ Affordable housing opportunities will be explored to help stimulate regeneration.

162_ Existing public housing projects may be redeveloped to stimulate regeneration and community improvement.

163_ Secondary plans and other tools described in the Our Tools part of this Plan may be established to plan for urban regeneration within a specific neighbourhood or district.

164_ Subject to the Community Improvement Plan policies in the Our Tools part of this Plan, City Council may designate, by by-law, community improvement project areas anywhere within the municipal boundary. Existing Community Improvement Project Areas are shown on Map 8 - Community Improvement Project Areas. New Community Improvement Project Areas identified by City Council will be added by an amendment to Map 8 of this Plan. A community improvement plan may be used to provide Council with a set of tools that could include grants, loans, or other incentives that are intended to support community economic development, or to address social or environmental conditions that the City has identified as important to improve.

165_ Community improvement plans may also be used to encourage heritage conservation, the provision of affordable housing or the redevelopment of old industrial and brownfield sites.



GROWTH SERVICING AND FINANCING

GROWTH SERVICING

166_ The city's structure could not operate successfully without sustainable, secure, reliable, and affordable infrastructure. This infrastructure allows for growth and development, while protecting public health and our environment – our air, land, and water. Infrastructure will be planned and directed to service the development patterns and levels of intensity expected based on the City Structure Plan, place type allocation, and the policies of this Plan.

167_ All municipal services will be planned on a "systems basis" – considering the entire system when planning for a single segment.

168_ Municipal services will be planned on a long-term basis to support growth that conforms with the City Structure Plan. These services will be identified in all servicing strategies, 20-year servicing plans, by-laws, and the City's capital budgets.

169_ The *Growth Management Implementation Strategy*, as described in the Our Tools part of this Plan, will identify, coordinate, and regulate the phased extension of municipal services to accommodate future growth.

170_ Development will be allowed, within the Urban Growth Boundary, only where the City has the ability and financial capacity to provide infrastructure services in accordance with the *Development Charges By-law* and capital budget and to meet provincial environmental standards governing municipal services.

171_ The provision of full municipal infrastructure within the Urban Growth Boundary shall be subject to the City's financial and physical capabilities, as determined by City Council.

172_ The City shall be satisfied that adequate municipal infrastructure services can be supplied prior to any development or intensification proceeding and, where technically and economically possible, the City shall require such services to be located underground.

173_ Planning and development applications will be discouraged where planned servicing capacity to accommodate the proposed use is not expected to become available within a three-year time frame.

174_ Changes in place type and zoning that would result in the underutilization of previously planned and constructed municipal infrastructure will be discouraged.



175_ Infrastructure and public facilities will be strategically located to support the effective and efficient delivery of emergency services, including fire, ambulance, and police.

176_ The Civic Infrastructure, Green and Healthy City and Our Tools policies of this Plan provide more detailed policies on infrastructure and growth servicing.

GROWTH MANAGEMENT FINANCING

177_ A fundamental principle that will be followed for growth financing is that growth will pay for growth, meaning that growth-related capital costs will be recovered from revenues generated from new development.

178_ The financing requirements to service new development will not jeopardize the long-term financial health of the municipality or place an undue burden on existing taxpayers.

179_ Through the *Development Charges Study*, the *Development Charges By-law*, and the *Growth Management Implementation Strategy*, the City will plan and budget for the construction of major municipal services to support growth and development that conforms with the City

Structure Plan; this will include planned growth on vacant lands and planned growth in the form of intensification. The ability to finance planned growth works will depend, in part, on the health of the Development Charges Reserve Fund.

180_ Any temporary servicing arrangements must be consistent with the City's long-term planning, servicing, and financing strategies and must contribute to the cost of providing long-term servicing through the payment of development charges.

181_ As part of any development charges study, the City will consider an area rating approach to recognize that the costs of growth in certain areas of the city may be substantially different from the costs of growth in other areas of the city.

182_ More specific policies relating to the *Growth Management Implementation Strategy* and *Development Charges By-law* are provided in the Our Tools part of this Plan.

183_ Asset management plans, recognizing lifecycle maintenance and replacement, will be established for all infrastructure systems. Infrastructure requirements will be identified and capital plans will be developed to promote quality infrastructure services that are affordable over the long term.





CITY BUILDING POLICIES

City Building Policies

WHAT ARE CITY BUILDING POLICIES?

184_ Our city building policies provide the over-arching direction for how we will grow as a city over the next 20 years.

WHY ARE CITY BUILDING POLICIES IMPORTANT TO OUR FUTURE?

185_ While the City Structure Plan sets the framework upon which the city is planned to grow in the future, there are many important topics that we need to address in *The London Plan* to ensure our city grows, over the next 20 years, in the way that we envision. These city building policies provide a platform for growth to support both our vision and our priorities set out in our strategy.

WHAT ARE WE TRYING TO ACHIEVE?

186_ Our city building policies will set the framework for how we will grow, and the shape, character and form of our city in 2035. These policies establish clear direction for our own projects, as well as those initiated by others.

HOW ARE WE GOING TO ACHIEVE THIS?

187_ These foundational policies must be read in conjunction with the other policies of the Plan. All plans, guideline documents, standards, planning and development applications, public projects, public works and by-laws shall conform with these policies.

188_ The city building policies that follow address:

1. City Design
2. Mobility
3. Forest City
4. Parks and Recreation
5. Public Facilities and Services
6. Civic Infrastructure
7. Homelessness Prevention and Housing
8. Culturally Rich and Diverse City
9. Cultural Heritage
10. Smart City
11. Food System
12. Green and Healthy City









City Design

WHAT IS CITY DESIGN?

189_ 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.

WHY IS CITY DESIGN IMPORTANT TO OUR FUTURE?

190_ The way in which our neighbourhoods, buildings, streetscapes, public spaces and landscapes are designed will play a major role in supporting and shaping the image of our city and creating a sense of place that is unique to London. The image held of a city is an increasingly important asset in a globally competitive world for attracting investment, high-quality jobs, and a skilled labour force. A captivating city design creates and maintains value. Young professionals, knowledge-based workers, and those with highly-sought-after skills often choose to locate in cities that are exciting, authentic, and walkable, and businesses want to locate in cities that can attract and retain this type of workforce.

191_ City design also helps us to create pedestrian and transit-oriented environments that support our plans for integrating mobility and land use. It helps us to offer a high quality of life in London and it also allows us to develop neighbourhoods, places and spaces that function more effectively and safely for everyone.

192_ Our vision of creating an exciting, exceptional and connected London by 2035 will rely heavily upon the way that we design our city over the next 20 years.

WHAT ARE WE TRYING TO ACHIEVE?

193_ In all of the planning and development we do and the initiatives we take as a municipality, we will design for and foster:

1. A well-designed built form throughout the city.
2. Development that is designed to be a good fit and compatible within its context.
3. A high-quality, distinctive and memorable city image.
4. Development that supports a positive pedestrian environment.
5. A built form that is supportive of all types of active mobility and universal accessibility.
6. High-quality public spaces that are safe, accessible, attractive and vibrant.
7. A mix of housing types to support ageing in place and affordability.
8. Sustainably designed development that is resilient to long-term change.
9. Healthy, diverse and vibrant neighbourhoods that promote a sense of place and character.



HOW ARE WE GOING TO ACHIEVE THIS?

194_ To achieve our City Design objectives all planning and development applications, public projects and all relevant by-laws shall conform with the following City Design policies relating to:

1. Character
2. Street Network
3. Streetscapes
4. Public Space
5. Site Layout
6. Buildings

195_ Design guidelines may be adopted for specific areas, or for the city as a whole, to provide further detailed guidance for the implementation of the City Design policies of this Plan.

196_ Policies in this Plan that use the words “will” or “shall” express a mandatory course of action. Where the word “should” is used, a suitable alternative approach to meet the intent of the policy may be considered.

CHARACTER

197_ The built form will be designed to have a sense of place and character consistent with the planned vision of the place type, by using such things as topography, street patterns, lotting patterns, streetscapes, public spaces, landscapes, site layout, buildings, materials and cultural heritage.

198_ All proposals for new neighbourhoods will be required to establish a vision to guide planning for their character and sense of place.

199_ All planning and development proposals within existing and new neighbourhoods will be required to articulate the neighbourhood's character and demonstrate how the proposal has been designed to fit within that context. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.

200_ Neighbourhoods should be designed such that heritage designated properties and distinctive historical elements are conserved to contribute to the character and sense of place for the neighbourhood.

201_ Existing landscapes and topographical features should be retained and integrated into new neighbourhoods.

202_ Buildings and public spaces at key entry points into neighbourhoods will be designed to help establish a neighbourhood's character and identity.

203_ Neighbourhoods should be planned to include one or more identifiable and accessible focal points that contributes to the neighbourhood's character and allows for community gathering.

204_ Natural heritage is an important contributor to the character of an area and influences the overall street network. Neighbourhoods should be designed to preserve view corridors to natural heritage features and landmarks through lotting patterns, window streets, and building placement.

205_ Public art should be integrated into public spaces such as streets, parks, squares and forecourts, and on the property of public institutions and facilities to help establish character and sense of place.

206_ Public art may be integrated into privately-owned spaces that are visible or accessible to the public. Subject to the Culturally Rich and Diverse City policies of this Plan, the City will encourage public art in such locations.

207_ The use of exterior signs and other exterior advertising devices within the city will be regulated through a sign by-law, and sign guidelines may be prepared for use in the review of site plan and sign permit applications.

208_ Signs will be designed as an integral part of development and will be compatible with the architectural style of the building and the existing and planned character of the surrounding area.

209_ Signage will not be lit to a level that will adversely impact the amenity of surrounding residential properties or the design of streetscapes.

210_ Trees should be recognized, maintained and planned for as important features of a neighbourhood's planned character and sense of place.





STREET NETWORK

211_ The City's street network will be designed to ensure high-quality pedestrian environments, maximized convenience for mobility, access to focal points and to support the planned vision for the place type.

212_ The configuration of streets planned for new neighbourhoods will be of a grid, or modified grid, pattern. Cul-de-sacs, dead-ends, and other street patterns which inhibit such street networks will be minimized. New neighbourhood street networks will be designed to have multiple direct connections to existing and future neighbourhoods.

213_ Street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services.

214_ Municipal walkways will not be considered an alternative means for establishing necessary street connections when designing new neighbourhoods.

215_ Rear laneways may be permitted in new neighbourhood design to allow for building frontages that contribute to quality pedestrian-oriented streetscapes. In addition, such laneways should be employed to avoid garage-dominated streetscapes where lot frontages are small.

216_ Street networks, block orientation, lot sizes, and building orientation should be designed to take advantage of passive solar energy while ensuring that active mobility and other design criteria of this chapter are satisfied.

217_ Neighbourhood street networks and block sizes will be designed to ensure connectivity and support active mobility including cycling, walking, blading, boarding and transit. Infrastructure and amenities to support these modes of mobility will be incorporated.

218_ To support connectivity, blocks within a neighbourhood should be of a size and configuration that supports connections to transit and other neighbourhood amenities within a typical ten minute walk.

219_ Neighbourhoods will incorporate a grid or modified grid street network that supports the delivery of emergency services.

220_ Neighbourhoods should be designed with a diversity of lot patterns and sizes to support a range of housing choices, mix of uses and to accommodate a variety of ages and abilities.



STREETSCAPES

221_ The design of streetscapes will support the planned vision for the place type and will contribute to character and sense of place. The parameters for street character are defined in Table 6 - Street Classification Design Features of the Mobility chapter of this Plan.

222_ A coordinated approach will be taken during the planning and design of streetscape improvements, including the coordination of signage, sidewalks, cycling pathways, tree planting, lighting, parking areas, landscaping and building face improvements, and adjacent public spaces as applicable.

223_ Street design standards will be adopted to reflect pedestrian, cycling, and transit priorities within neighbourhoods.

224_ The paved portion of streets within neighbourhoods should be as narrow as possible, while meeting required design standards, to calm traffic and emphasize the priority of the pedestrian environment. Street rights-of-way should be of adequate size to accommodate all services within an efficient space and allow sufficient room for street tree planting and the long-term growth of mature trees.

225_ Curb extensions, narrow streets, and on-street parking may be used, among other techniques, for traffic calming.

226_ Low Impact Development should be incorporated into the design of streetscapes consistent with the planned character of the neighbourhood and street.

227_ On-street parking will be permitted on Neighbourhood Connectors and Neighbourhood Streets, unless there are specific limitations imposed by City Council.

228_ Neighbourhood streets and all infrastructure will be planned and designed to enhance safety by implementing the principles of *Crime Prevention Through Environmental Design*, encouraging greater levels of passive surveillance, and providing sidewalks of sufficient width to support planned levels of activity.

229_ Rear-lotting will not be permitted onto public rights-of-way and side-lotting will be discouraged on Civic Boulevards and Urban Thoroughfares.

230_ Retaining walls will be permitted only along street frontages where it can be demonstrated that they will offer a positive contribution to the streetscape and will be superior to matching the grade to the sidewalk from a streetscape quality perspective.

231_ Switch boxes, transformers, electrical and gas meters, ground-mounted air conditioning units and other above-ground or building-mounted mechanical equipment should be located away from building frontages, entrances, street intersections, and public spaces.

232_ Infrastructure and utilities will be designed in consideration of, and to support, the existing or planned character of streetscapes and neighbourhoods.

233_ Wherever possible, utilities should be located underground to reduce their visual impact.

234_ Wherever possible given the legislative requirements for the separation of utilities, utility installations will be consolidated or co-located to reduce the impact on the public realm and associated surface treatments.

235_ Landscaping should be used to define spaces, highlight prominent features and landmarks, add visual interest, define pedestrian areas, delineate public and private spaces, add comfort and improve health, offer visual screening, and improve the aesthetic quality of neighbourhoods.

236_ All streets, and the associated infrastructure, should be designed to include space for appropriately sized street trees with tree canopy coverage that will provide for pleasant pedestrian environments and enhanced aesthetics, afford cooling to adjacent buildings, improve air quality, and offer habitat for urban wildlife.

237_ Treescapes should be recognized as important features of a neighbourhood's planned character.

238_ In conformity with the Forest City policies of this Plan, neighbourhoods will be designed, planted, and maintained with robust street tree planting to create high-quality treescapes.

239_ Opportunities will be explored for supporting pollinators and food production through landscaping and street tree planting.

240_ Landscaping features that provide amenities for pets should be considered when designing streetscapes.

241_ Noise wall policies found in the Our Tools part of this Plan will govern proposals for noise walls in association with new development. Noise walls in association with road widenings will be avoided where possible. Where such walls are necessary, innovative design techniques will be used relating to the materials, texture, colour, lighting, variability and overall design composition to mitigate impacts on the pedestrian environment and streetscape.

PUBLIC SPACE

242_ Public spaces will be designed to support the planned vision of the place type by enhancing views and vistas, providing places to meet and gather, and establishing connections.

243_ Public facilities, parks, trails, seating areas, play equipment, open spaces and recreational facilities should be integrated into neighbourhoods to allow for healthy and active lifestyles.

244_ Public spaces will be located and designed to help establish the character and sense of place of the surrounding area and, where applicable, the positive image of our city.

245_ Public art, seating areas, enhanced landscaped areas, ceremonial tree planting, and monuments should be incorporated into the design of neighbourhoods and positioned in prominent locations to enhance views or vistas.

246_ Public spaces should be designed and located as part of, and to support, the active mobility network.

247_ Public spaces should be located and designed within neighbourhoods to ensure that a minimum of 50% of their perimeter will be bounded by a public street.

248_ Public spaces should be designed to accommodate tree growth to assist in achieving the goals of the Forest City chapter of this Plan.

249_ Neighbourhoods will be designed with a high-quality public realm, composed of public facilities and public spaces such as parks, squares, sitting areas and streets.

250_ Neighbourhood parks may be designed to provide space to support food systems, including food growing, composting, neighbourhood markets and other neighbourhood-based activities.

251_ The public realm and public buildings will be designed to meet federal, provincial and municipal accessibility requirements. Municipal properties will meet the *City of London Facility Accessibility Design Standards*.

SITE LAYOUT

252_ The site layout of new development should be designed to respond to its context and the existing and planned character of the surrounding area.

253_ Site layout should be designed to minimize and mitigate impacts on adjacent properties.

254_ Site layout, and the corresponding building design, should respond to the topography of a site.

255_ Site layout will promote connectivity and safe movement between, and within, sites for pedestrians, cyclists, and motorists.

256_ Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing and planned buildings.

257_ The siting of buildings and layout of sites should create and preserve views of landmarks and natural features, including natural heritage and hazards, from public spaces.

258_ The layout and grading of a site should retain and incorporate desirable trees.

259_ Buildings should be sited with minimal setbacks from public rights-of-way and public spaces to create a street wall/edge and establish a sense of enclosure and comfortable pedestrian environment.

260_ Projecting garages will be discouraged.

261_ Buildings at corner sites will be oriented towards the higher-order street classification.

262_ In siting and locating tall buildings, consideration should be given to ensuring that emergency radio system signals are not blocked or impaired. Where potential blocking may occur, radio infrastructure may be required to be installed to ensure proper signal strength.

263_ New drive through facilities may be permitted subject to a zoning by-law amendment and site plan application, and in conformity with the applicable place type policies of this Plan.

264_ The drive aisles for such facilities shall not be located between the street and the face of the building in the front or exterior sideyard, they shall not interfere with direct pedestrian access to a building from the sidewalk, and they shall not negatively impact the pedestrian amenity of the streetscape. These facilities should not interfere with direct pedestrian access to the building from the sidewalk, compromise pedestrian safety, reduce the ability to provide on-site landscaping adjacent to the street, or have a negative impact on the pedestrian amenity of the streetscape.

265_ Drive through facilities shall address matters such as pedestrian circulation, vehicular circulation, access and parking, built form, streetscape, heritage resources, potential impacts on adjacent land uses, landscaping and signage.

266_ Loading, garbage and other service areas will be located where they will not detract from pedestrian connections and where they will not have a negative visual impact from the street.

267_ The proportion of building and street frontages used for garages and driveways should be minimized to allow for street trees, provide for on-street parking and support pedestrian and cycling-oriented streetscapes.

268_ Sites shall be designed to provide a direct, comfortable and safe connection from the principle building entrance to the public sidewalk.

269_ Buildings should be sited to minimize the visual exposure of parking areas to the street.

> PARKING

270_ The location, configuration, and size of parking areas will be designed to support the planned vision of the place type and enhance the experience of pedestrians, transit-users, cyclists, and drivers.

271_ The *Zoning By-law* will establish automobile parking standards, ensuring that excessive amounts of parking are not required. Requirements may be lower within those place types and parts of the city that have high accessibility to transit or that are close to employment areas, office areas, institutions and other uses that generate high levels of attraction.

272_ The impact of parking facilities on the public realm will be minimized by strategically locating and screening these parking areas. Surface parking should be located in the rear yard or interior side yard.

273_ Parking structures will be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened.

274_ Opportunities for sharing and consolidating parking to meet parking requirements will be encouraged in the Downtown, Transit Village, and Shopping Area Place Types, and in transit station areas and commercial areas along Urban Corridors. Where sharing of parking occurs through a development agreement, a reduction in on-site parking requirements may be accommodated.

275_ Parking should be located underground for large buildings, such as high-rise residential buildings, office buildings, and mixed-use buildings.





276_ Where parking is integrated into a building, or where structured parking is located adjacent to a street, the ground floor facing the street should be occupied by active uses such as commercial, office, and residential uses to avoid creating non-active street frontages.

277_ Surface parking lots should be designed to include a sustainable tree canopy with a target of 30% canopy coverage at 20 years of anticipated tree growth.

278_ Surface parking located in highly-visible areas should be screened by low walls and landscape treatments.

279_ Lighting of parking areas will be designed to avoid negative light impacts on adjacent properties.

280_ Secure, covered and non-covered bicycle parking should be incorporated into multiple-unit residential, commercial, retail, institutional, and recreational developments.

281_ Large surface parking lots shall be designed with areas dedicated for pedestrian priority including landscaping to ensure safe pedestrian connectivity throughout the site.

282_ Surface parking areas will be designed to incorporate landscape/tree islands for visual amenity and to help convey stormwater and reduce the heat island effect.

283_ Large surface parking areas will be designed to incorporate low impact development measures to address stormwater management.

BUILDINGS

284_ All planning and development proposals will be required to demonstrate how the proposed building is designed to support the planned vision of the place type and establishes character and a sense of place for the surrounding area. This will include matters such as scale, massing, materials, relationship to adjacent buildings, heritage impact and other such form-related considerations. The Our Tools chapter and the Residential Intensification policies in the Neighbourhoods Place Type chapter of this Plan provide further guidance for such proposals.

285_ To support pedestrian activity and safety, blank walls will not be permitted along the street edge.

286_ Buildings will be designed to achieve scale relationships that are comfortable for pedestrians.

287_ Within the context of the relevant place type policies, the height of buildings should have a proportional relationship to the width of the abutting public right-of-way to achieve a sense of enclosure.

288_ Buildings fronting onto public spaces should establish an edge to provide definition, and a sense of enclosure around, the public space.

289_ High and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted.

1. The base should establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale.
2. The middle should be visually cohesive with, but distinct from, the base and top.
3. The top should provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.

290_ Buildings located on corner sites should address the corner through building massing, location of entrances, and architectural elements.

291_ Principal building entrances and transparent windows should be located to face the public right-of-way and public spaces, to reinforce the public realm, establish an active frontage and provide for convenient pedestrian access.

292_ High-rise buildings should incorporate a podium at the building base, to reduce the apparent height and mass of tall buildings on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce the wind tunnel effect.

293_ High-rise buildings should be designed with slender towers that reduce shadow impact, minimize the obstruction of views, and are less massive to neighbouring properties. A typical floor plate of approximately 1,000m² is a reasonable target to achieve this goal. Commercial towers may have larger floor plates, but should still have effective separations between towers to allow access to sunlight and views.

294_ In conformity with the Green and Healthy City policies of this Plan, buildings should incorporate green building design and associated sustainable development technologies and techniques.

295_ Residential and mixed-use buildings should include outdoor amenity spaces.

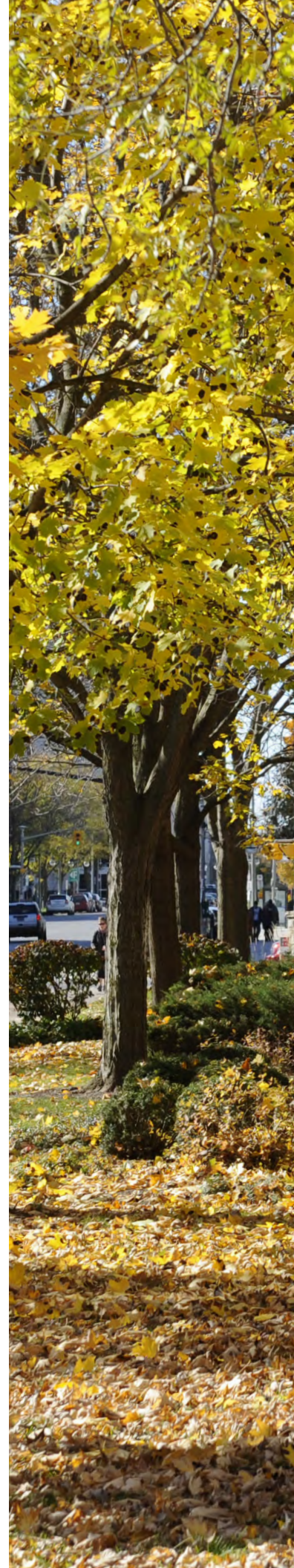
296_ Rooftop utility equipment should be screened from view. The preference is for such equipment to be enclosed within the structure of the building and integrated into the overall building design.

297_ In the design of buildings, consideration should be given to the need for installing emergency service communications infrastructure. Where needed, this infrastructure should be integrated into the overall design of the building.

298_ An appropriate transition of building height, scale and massing should be provided between developments of significantly different intensities. This may be an important consideration at the interface of two different place types.

299_ Civic buildings should be designed as landmarks to establish character and a sense of place.

300_ Buildings and associated structures will be designed to accommodate weight loads of emergency vehicles and services.





> MATERIALS

301_ A diversity of materials should be used in the design of buildings to visually break up massing, reduce visual bulk and add interest to the building design.

302_ Materials should be selected for their scale, texture, quality, durability, and consistency within their context.

303_ For commercial, office and institutional uses, transparent glass should be used on the majority of the ground level façades facing a public right-of-way to provide views into and out of the space and enhance the pedestrian environment.

304_ Efforts should be made to design buildings and use materials that minimize bird strikes on high-rise buildings.

305_ Where new development is being constructed adjacent to heritage designated properties, building materials should be sympathetic to the materials and architectural style of the heritage property.

URBAN DESIGN PEER REVIEW PANEL

306_ City Council may appoint an Urban Design Peer Review Panel, made up of urban design experts, who will provide advice to development applicants, Planning Staff and Council through the evaluation of planning and development applications. Such evaluation will be based upon the policies of this Plan and any relevant guideline documents that have been adopted by Council.





3, 9, 12
3, 19
VENING OR SUNDAY
VICE
NDAY SERVICE
17 www.tconline.ca

Mobility

WHAT IS MOBILITY?

307_ 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. Mobility, typically referred to as transportation, can be classified into five main types: walking, cycling, transit, movement with mobility devices, and motorized vehicle movement. Our fixed mobility infrastructure includes such things as streets, sidewalks, cycling lanes, rapid transit lanes and/or rails, stations, pathways, parking facilities, and the many physical features that are supplementary to, and supportive of, this infrastructure.

308_ For the purposes of this Plan, the term “street” has been used to describe what the *Planning Act* would refer to as a “highway” and what is often referred to as a road. A street includes the entire right-of-way and contains such things as the roadway, sidewalks, cycling lanes, multi-use pathways, utilities, trees, and other amenities.

WHY IS MOBILITY IMPORTANT TO OUR FUTURE?

309_ Throughout this Plan we have recognized 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 along any corridor. In this way, how we plan our streets will dictate the quality of our neighbourhoods, our ability to facilitate positive infill and intensification along rapid transit corridors, and our success in promoting and supporting a viable transit system. It will also establish our ability to move people, goods, and services efficiently from one location to another within the city and to other parts of the world.

310_ Mobility choices such as transit usage, walking, and cycling all require physical activity. This physical effort exerted in active forms of mobility is an excellent way to keep children, adults, and seniors physically fit and generally healthier. However, to reasonably expect people to choose these forms of mobility, we need to offer viable and attractive mobility options. This will happen only if we are deliberate in the way that we plan our mobility infrastructure.

311_ The way that we design our rights-of-way will have a large impact on the quality of life that we can offer in London and will also play a large role in defining the image of our city.

312_ Building our city to accommodate attractive mobility choices is environmentally sustainable and helps us to be more resilient to changes in energy costs that may come in the future.

WHAT ARE WE TRYING TO ACHIEVE?

313_ Through the plans and actions we take to design and build our mobility infrastructure, we will:

1. Link our land use plans and our mobility infrastructure plans so that they are mutually supportive.
2. Support the efficient, safe and convenient movement of goods and services.
3. Utilize rapid transit services to strategically promote and stimulate intensification and support our growth management policies.
4. Place a high priority on the pedestrian and cycling environment in the design of streets and adjacent development within the Primary Transit Area.
5. Plan for development (use, intensity and form) that is conducive to the efficient operation and increased usage of public transit, walking and cycling.
6. Design streets and rights-of-way to provide a variety of safe, convenient, attractive, viable, and accessible mobility choices for all Londoners.
7. Provide strong linkages between key origins and destinations within our city including the Downtown, Transit Villages, employment areas, major institutions, and major open spaces.
8. Support and effectively connect to future high speed rail that connects London to large centres across North America.
9. Develop a mobility network that is conducive to the provision of emergency services to all areas of the city.
10. Create opportunities for connecting London to the surrounding region through on- and off- street cycling pathways.



HOW ARE WE GOING TO ACHIEVE THIS?

REGIONAL CONNECTIONS

314_ The city's mobility network will be enhanced by connecting to rail service. It is a long-term goal to connect London to a high speed rail network that will link our city to the Windsor-Toronto corridor and the Chicago-New York corridor.

315_ The city's mobility network will be well connected to the airport. The airport will continue to be developed so that important connections are offered within the province, across Canada and internationally.

316_ Mobility and related infrastructure will be established to foster the London International Airport's role as a multi-modal hub for the movement of goods and people.

317_ The primary hub for international, inter-provincial, and inter-municipal connections by rail and bus will be directed to a central location within the Downtown.

318_ Regional transit will be pursued and the requisite infrastructure to support it will be established.

319_ Investments in new and existing mobility infrastructure will support the safe and efficient movement of goods to national and international ports.

> HIGH SPEED RAIL

320_ The City's rapid transit hub should coincide with the high speed rail station within Downtown London to make rapid transit connections to rail as convenient as possible.

321_ Commuter parking facilities may be established at the Transit Villages to allow for regional population to easily connect to the Downtown and high speed rail services.

322_ Public parking, showers, lockers and outdoor amenity areas should be provided in support of the high speed rail station.

323_ The high speed rail station will be well connected to the major destinations within the Downtown. These routes will offer a very high level of pedestrian amenity.

324_ Centrally located rail yards and facilities that could be utilized for high speed rail vehicle storage and maintenance over the long term will be protected, where practical and possible.

325_ Expected high speed rail corridors within the City will be protected from encroachment, pending the completion of the Province's plans for high speed rail route alignments.



CITY-WIDE NETWORK

326_ The City will establish the upper limit of Level of Service (LOS) "E" during the peak hour period on all streets, excluding Neighbourhood Connectors and Neighbourhood Streets. Streets that do not meet these conditions should be reviewed for traffic capacity as per the *Transportation Master Plan*.

327_ A network of active mobility facilities will be integrated with public transit stations and vehicles.

328_ Transportation-supportive public facilities will be sited within neighbourhoods to support all forms of mobility.

329_ Civic infrastructure will be designed to promote all forms of mobility within neighbourhoods and throughout the city.

330_ An Intelligent Transportation System (ITS) strategy may be prepared to improve mobility throughout the city.

331_ Connectivity ratio refers to the degree to which a street network is well connected, allowing for easy mobility in every direction. This ratio is calculated by dividing the number of street segments in a neighbourhood by the number of intersections, dead ends, and cul-de-sacs in that neighbourhood added together. A higher connectivity ratio represents a better-connected street pattern.

332_ To achieve a high level of connectivity that can support all forms of mobility, street networks within new neighbourhoods will be evaluated for their connectivity ratio. A ratio of 1.5 or higher will be used as a target.

333_ Neighbourhoods will be designed to incorporate public spaces that serve as mobility linkages through and between such neighbourhoods.

334_ Interchanges and grade separations will be designed to ensure transit movements, cycling, and pedestrian movements are safe and well connected.

335_ A Transportation Impact Assessment (TIA) may be required for planning and development applications to identify, evaluate and mitigate transportation impacts. City Council may adopt *Transportation Impact Assessment Guidelines* to assist in the preparation of a transportation impact assessment.





336_ Access management will be applied with the objective of limiting driveways onto major streets. Where appropriate, Neighbourhood Connectors and Neighbourhood Streets intersecting with major streets may be used to access sites fronting onto Civic Boulevards, Urban Thoroughfares and Rapid Transit Corridors. City Council may adopt *Access Management Guidelines* to provide further details on appropriate access design for sites.

337_ A *Transportation Master Plan* may be prepared and updated regularly, to conform with the policies of this Plan and implement these policies in a more detailed way.

TRANSIT

338_ The highest level of transit service will be provided within the Primary Transit Area.

339_ A rapid transit network will be established in conformity with the Our City policies of this Plan, including the City Structure policies.

340_ The rapid transit network will connect the Transit Villages and major activity generators, including many of our educational and health care institutions, with the Downtown.

341_ The rapid transit system will be designed to attract and stimulate intensification, urban regeneration and economic development.

342_ Rapid transit will be designed to contribute to London's image as an innovative, forward-thinking, sustainable city.

343_ Rapid transit facilities that could be utilized for vehicle storage and maintenance over the long term will be identified and protected, where practical and possible.

344_ Planned rapid transit corridors within the City will be protected from encroachment, in conformity with the Our Tools part of this Plan.

345_ Transit stations will be identified on Map 3 - Street Classifications. The areas surrounding these stations will have a high standard of design to support mobility choices and the built form will be transit-oriented consistent with the applicable place type.



ACTIVE MOBILITY

346_ Active mobility, with a key focus on walking and cycling, is recognized as a mode of transportation that can play a positive role in improving mobility and quality of life as part of a balanced mobility system.

347_ The active mobility network is shown on Map 4 of this Plan. This planned network will be considered in the evaluation of all planning and development applications.

348_ Active mobility features will be incorporated into the design of new neighbourhoods and, where possible, enhanced in existing neighbourhoods to ensure connections to the street and transit system.

349_ To support walkability, sidewalks shall be located on both sides of all streets. An exception to this requirement may be considered in the following instances. In most of these instances a sidewalk will be required on one side of the street.

1. Cul-de-sacs or dead-end streets that extend less than 200 metres and do not connect to neighbourhood features or amenities.
2. Portions of streets flanking natural heritage features or areas.

3. Portions of streets flanking a Green Space that includes alternative active mobility infrastructure parallel to the street.
4. Portions of streets that have a designated multi-use pathway within the boulevard on one side.
5. Streets classified as Expressways or Rural Thoroughfares.
6. Road reconstruction projects, where the existing conditions such as mature trees, right-of-way widths, or infrastructure would impede sidewalks on both sides of the street.

350_ To support walkability, streets classified as Urban Thoroughfares or Civic Boulevards within the Primary Transit Area, and all Rapid Transit Boulevards and Main Streets, may include a hard surface from the curb to the building, that serves as the sidewalk.

351_ All public works within the Primary Transit Area will be designed to support a high-quality pedestrian and cycling environment. A heightened standard of maintenance should be applied to active mobility infrastructure within the Primary Transit Area.

352_ A *Cycling Master Plan* may be prepared, in accordance with *Ontario's Cycling Strategy*, to establish a plan that connects key origins and destinations through a complete network of cycling infrastructure for commuting by bicycle and another complete network for recreational cycling. Where possible and appropriate, there will be overlap between these two networks.

353_ The *Cycling Master Plan* should identify cycling infrastructure such as secure bicycle parking, bike racks on buses and change rooms and shower facilities to support cycling and multi-modal forms of mobility.

354_ The *Cycling Master Plan* should identify maintenance standards for all bicycle infrastructure.

355_ The *Cycling Master Plan* should also include standards for signage and lane identification and protection as well as educational initiatives to promote safe cycling in London.

356_ A financial plan should be established to implement the *Cycling Master Plan* within a defined, and reasonable, timeline.

357_ Cycling routes and pedestrian pathways will provide linkages between open space areas, neighbourhoods, centres, corridors, employment areas and the public transit services and will enhance the convenience, safety and enjoyment of walking and cycling.

358_ All street reconstruction and/or street widenings will incorporate cycling or cycling-related infrastructure where identified by the *Cycling Master Plan*.

359_ A winter maintenance program for all forms of active mobility may be prepared to ensure safe access and usage of the active mobility network.

360_ A maintenance program will be established for a winter cycling network as identified in the *Cycling Master Plan*.

361_ Active mobility audits may be undertaken to evaluate the quality of pedestrian and cycling environments, identify deficiencies, and prioritize for improvements.

TRANSPORTATION DEMAND MANAGEMENT

362_ Municipal commuter parking facilities will be established at strategic locations, to connect with other mobility choices and service surrounding communities.

363_ Commuter parking facilities integrated with transit will be directed to Transit Villages and transit station areas. These facilities will be designed to fit within the context of the surrounding area and should, where possible, be incorporated with other structures/buildings in the area.

364_ Improvements to the mobility network will be planned with an emphasis on active mobility, improved transit services, and Transportation Demand Management (TDM) targets.

365_ A Transportation Demand Management Program will be required for all site plan applications proposing office uses more than 2,000m², residential apartments and/or mixed-use buildings with more than 100 residential units, commercial development of more than 5,000m² and institutional uses of more than 5,000m². The Transportation Demand Management Program will:

1. Be integrated with required transportation impact assessments submitted to support the proposed development.
2. Identify design and/or programmatic means to reduce single occupancy vehicle uses.
3. Identify the roles and responsibilities of the property owner with respect to each recommended program and its implementation.
4. Identify the operational and financial roles and responsibilities of the property owner including, but not limited to, program development, implementation and ongoing management and operations of the transportation demand management plan and/or program.





PARKING

366_ Parking strategies may be prepared to:

1. Evaluate current and future parking demand and plan for an adequate supply of parking.
2. Plan for initiatives to reduce parking demand.
3. Establish on-street parking policies.
4. Develop a pay-for-parking system for on-street parking in high demand locations.
5. Plan for shared central parking facilities.
6. Support the integration of parking facilities with active modes of travel.
7. Coordinate parking facilities with transit services.
8. Manage parking supply and demand to support rapid transit.
9. Develop an Intelligent Transportation System (ITS) strategy for parking management.

367_ Exemptions from all or part of the required parking for a proposed development in the Downtown may be granted in exchange for cash-in-lieu of parking, where appropriate. An agreement to this effect will be entered into between the City and the developer.

368_ Parking requirements may be reduced for developments that provide associated carshare and bikeshare services.

369_ Where a request is made for a minor variance to the parking requirements, as established in the *Zoning By-law*, the approval authority may require a parking study.

STREETS

370_ The following policies describe the classification of streets and the intended character, goals and functions to be used for the planning and design of public rights-of-way:

1. Provincial Highway
2. Expressway
3. Rapid Transit Boulevard
4. Urban Thoroughfare
5. Civic Boulevard
6. Main Street
7. Neighbourhood Connector
8. Neighbourhood Street
9. Rural Thoroughfare
10. Rural Connector

371_ The following policies describe the goals, function and character to be used in the design of the right-of-way for each street classification:

1. Provincial Highway
 - a. Priority for vehicles and freight movement
 - b. Moves high volumes of vehicular traffic
 - c. Provincially managed corridor
2. Expressway
 - a. Priority for vehicles and freight movement
 - b. Moves high volumes of vehicular traffic
 - c. Quality standard of urban design to promote the City
3. Rapid Transit Boulevard
 - a. Priority on through movement and connection to/of transit vehicles
 - b. Moves high volumes of traffic (pedestrian, cycle and vehicular)
 - c. Very high-quality pedestrian realm
 - d. Very high standard of urban design





4. Urban Thoroughfare
 - a. Priority on through movement of vehicles and freight
 - b. Moves high volumes of traffic (pedestrian, cycle and vehicular)
 - c. High-quality pedestrian realm
 - d. High standard of urban design
 - d. Very high-quality pedestrian realm
 - e. Very high standard of urban design
5. Civic Boulevard
 - a. Priority on pedestrian, cycle and transit movements
 - b. Moves medium to high volumes of vehicular traffic
 - c. Very high-quality pedestrian realm
 - d. Very high standard of urban design
6. Main Street
 - a. Priority for pedestrians
 - b. Moves medium to high volumes of cycle, transit and vehicular traffic
 - c. Minimize width of vehicle zone
 - d. Highest-quality pedestrian realm
 - e. Highest standard of urban design
7. Neighbourhood Connector
 - a. Priority for pedestrians
 - b. Move low to medium volumes of cycle, transit and vehicle movements
 - c. Minimize width of vehicle zone
 - d. Very high-quality pedestrian realm
 - e. Very high standard of urban design
8. Neighbourhood Street
 - a. Priority for pedestrians
 - b. Move low to medium volumes of cycle, transit and vehicle movements
 - c. Minimize width of vehicle zone
9. Rural Thoroughfare
 - a. Priority on through movement of vehicles, farm equipment and freight/goods.
 - b. Quality standard of urban design
10. Rural Connector
 - a. Priority on movement of vehicles, farm equipment and freight/goods.
 - b. Quality standard of urban design

372_ Table 6 - Street Classification Design Features provides the design features for each street classification, relating to the street design zones shown in Figure 21. These design features will ensure that the goals, function, and character identified for each street classification are achieved. While all of these criteria should be met, there may be instances where they are not achievable based upon the specific context.

TABLE 6 - STREET CLASSIFICATION DESIGN FEATURES

DESIGN FEATURES	STREET CLASSIFICATION				
	Provincial Highway	Expressway	Rapid Transit Boulevard	Urban Thoroughfare	Civic Boulevard
Planned Street Width (Width of Right-of-Way)	x	100m	50m	45m	36m
VEHICLE ZONE					
Divided and/or Separated	x	•	•		
On-street Parking (Additional to Through Lanes)	x		•	•	•
On-street Parking (In Through Lanes)	x		•	•	•
Cycle Facility	x	•	•	•	•
Left Turn Lanes	x		•	•	•
Right Turn Lanes	x			•	•
Planted Medians	x		•	•	•
Curb Extensions	x				
PEDESTRIAN ZONE					
Hard Surface (From Curb to Building Face)	x		•		
Standard Sidewalk (1.5m wide, Both Sides)	x		•	•	•
Coordinated Utilities	x		•	•	•
Street Trees	x	•	•	•	•
Street Furniture	x		•		
Pedestrian-scaled Lighting	x		•		
Landscape Planters	x		•	•	•
Grass Boulevard	x		•	•	•
Enhanced Cross-walk Treatments	x		•		
Low Impact Development	x	•	•	•	•

UTILITY ZONE

See policies in the Civic Infrastructure and City Design Chapters

DEVELOPMENT ZONE

See applicable place type

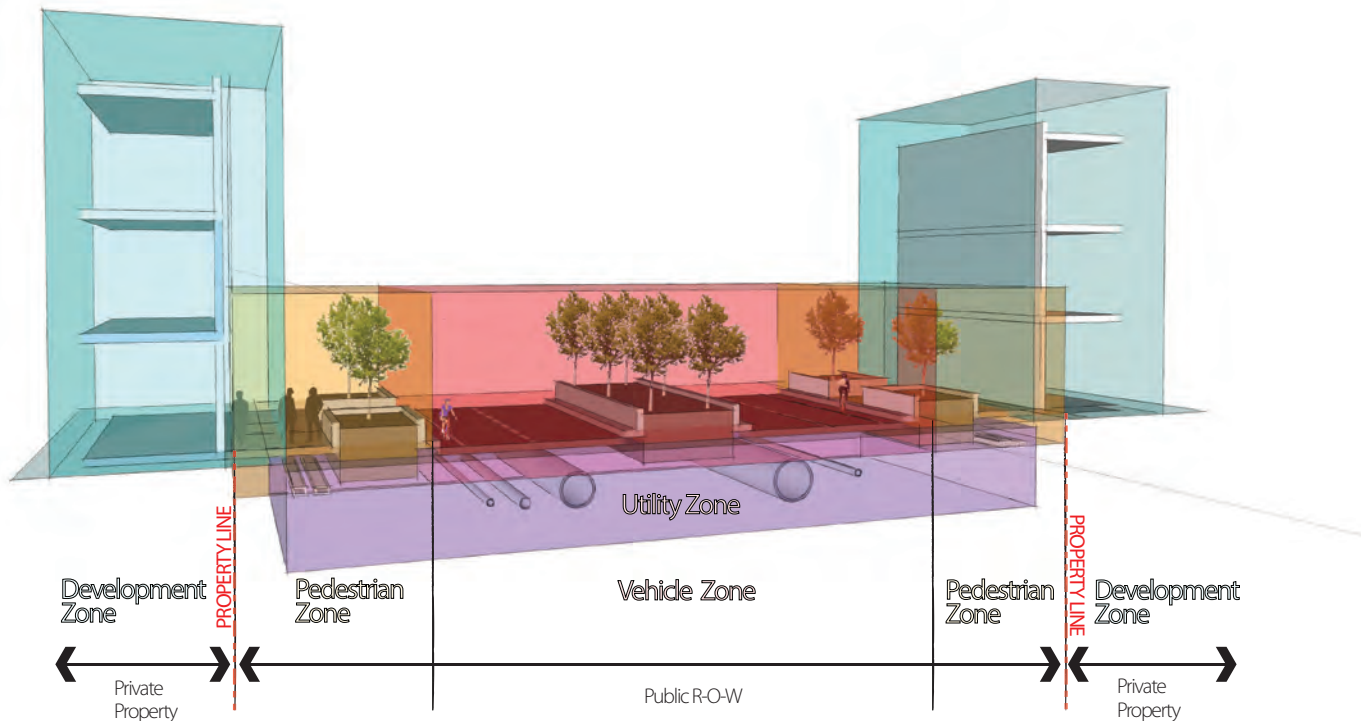
x - MTO will set standards for the street classification.

- - Design features to be applied and refined through the planning and design process. Not all design features may be applicable in every situation.

STREET CLASSIFICATION

Urban Thoroughfare/ Civic Boulevard in Primary Transit Area	Main Street	Neighbourhood Connector	Neighbourhood Street	Rural Thoroughfare	Rural Connector
36m	45m	23m	20m	36m	26m
•	•				
•	•	•	•		
•				•	•
•	•	•	•	•	•
•	•			•	•
•	•	•	•		
•	•				
•	•	•	•		
•	•	•	•	•	•
•	•	•	•	•	•
•	•				
•	•	•	•	•	•
•	•				
•	•	•	•	•	•
•	•	•	•	•	•

FIGURE 21 - STREET DESIGN ZONES



373_ Streets, with the exception of Neighbourhood Streets, are identified by street classifications on Map 3 - Street Classifications of this Plan.

374_ A privately initiated amendment to *The London Plan* to change the street classification shown on Map 3, abutting a property, has the potential to have a negative impact on the vision for *The London Plan* or raise significant issues for mobility planning and will be strongly discouraged. However, in the event that a privately initiated amendment to a street classification is proposed, the following criteria will be considered together with all of the relevant policies of this Plan:

1. The potential to undermine or enhance the street network, continuity of the associated place type and street classification hierarchy.
2. The impact of the change in street classification on the ability to accommodate the development's use, intensity and form originally contemplated through the classification of the adjacent street.
3. If the amendment is for a higher-order street classification, the availability of civic infrastructure, in place or planned,

to accommodate the ultimate design of municipal services for the area to be serviced.

4. Adverse impacts relating to traffic volumes, safe movements, and accessibility or other mobility matters on adjacent place types.
5. The degree to which the proposed street classification is compatible with, and is a good fit within, the context of the pedestrian and development zones of the street right-of-way.
6. The extent (length) of the segment proposed to be re-classified will not undermine or impair the planned function of the street classification or adjacent place type.

375_ Additions to Map 3 will conform with the City Structure Plan in the Our City part of this Plan.

376_ Provincial highways are identified on Map 3 and are managed and designed to standards identified by the Ministry of Transportation.

377_ Development adjacent to or in proximity with a Provincial Highway may be subject to Ministry of Transportation permits and permit requirements pursuant to the *Public*

Transportation and Highway Improvement Act. MTO permit requirements include, but are not limited to access management, traffic impact studies, stormwater management reports, site/ servicing plans and any other technical studies the Ministry of Transportation may require.

378_ A *Complete Streets Design Manual* may be prepared to establish the design parameters for the public realm and the overall cross-sections for the street classifications identified above.

PROTECTION AND ACQUISITION OF LANDS FOR MOBILITY INFRASTRUCTURE

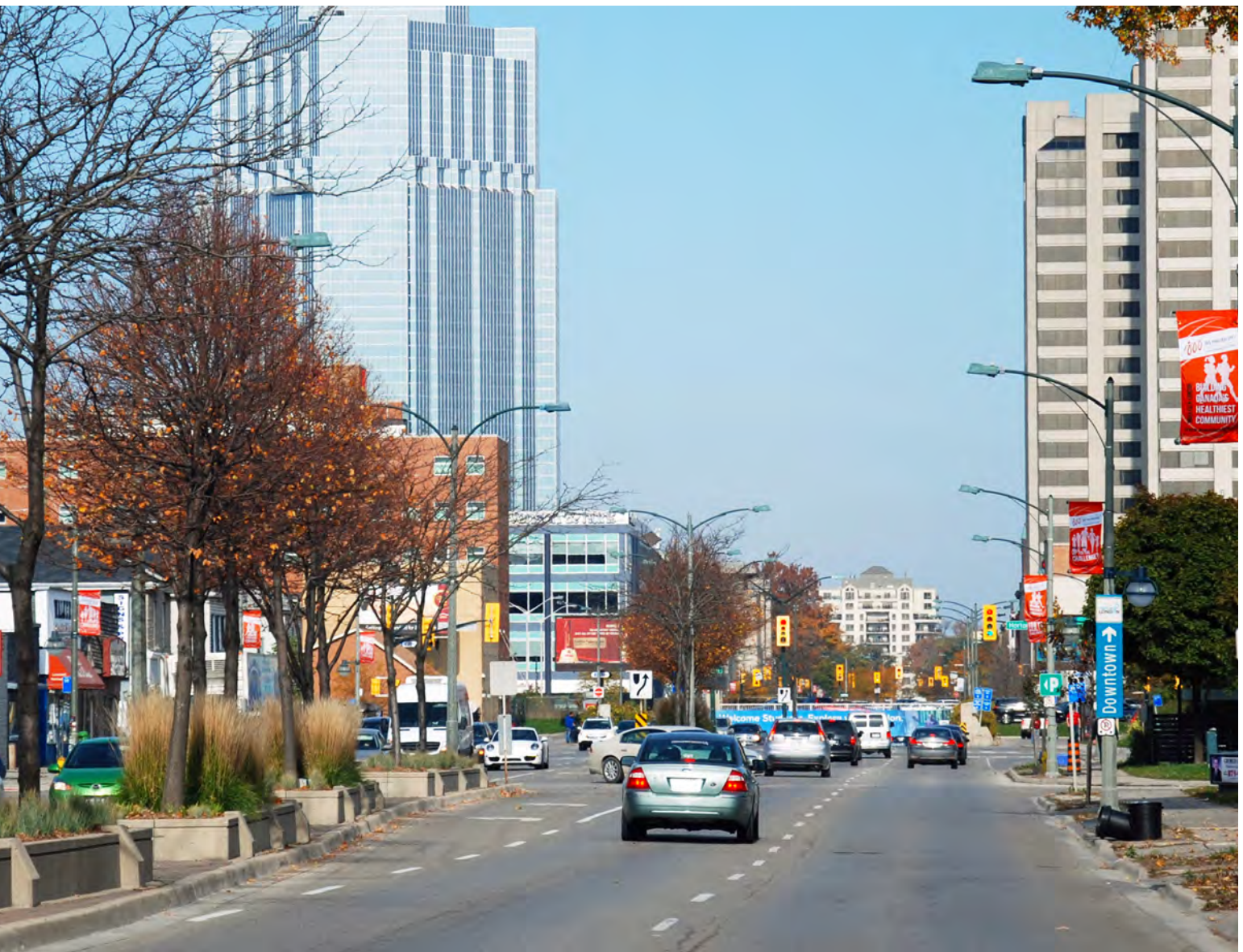
379_ The City will protect streets, transit rights-of-way, and other components of the mobility network in the review of planning and development applications. Where the alignment or location of proposed mobility infrastructure has been determined, required lands shall be protected from development. Where the alignment or location of mobility infrastructure

has not been determined, and development is proposed on lands that may be required, the alignment will be established by one of the following:

1. Completion of a Municipal Class Environmental Assessment.
2. A corridor study or functional transportation planning study as described below.

380_ A functional transportation planning study that establishes the alignment of proposed mobility infrastructure may address, but will not be limited to, development patterns, land ownership, impact on existing land uses or natural features and areas, planned street character identified in Table 6, and engineering studies.

381_ Lands may be acquired by the City for mobility purposes in conformity with the Our Tools part of this Plan and in accordance with the *Planning Act*.







Forest City

WHAT IS THE FOREST CITY?

382_ London has been known as *The Forest City* since the mid 1850's and we, as residents, are passionate about our Urban Forest. Our geographic location affords London with climatic conditions suitable for growing a wide range of tree species. The Urban Forest is an ecosystem dominated by trees but that also includes other vegetation, soil, water, and wildlife as integral components. It transcends public and private ownership and consists of both individual and groups of trees in environmentally significant areas, parks, wetlands, woodlands, plantations, riparian areas, ravines, fields, along boulevards, and in private yards.

383_ As of 2008, there were over 4.4 million trees within the Urban Growth Boundary, approximately 3.3 million of which were on private property. There were another estimated two million trees outside the Urban Growth Boundary in the rural areas of London, mostly in private woodlands.

384_ All of the trees and associated vegetation within London's boundary are considered part of our Urban Forest. This includes trees within the Urban Growth Boundary and within Rural London.

385_ For those areas of the Urban Forest that are components of the Natural Heritage System, the Natural Heritage policies of this Plan shall apply.

WHY IS THE FOREST CITY IMPORTANT TO OUR FUTURE?

386_ Trees provide the structure and ecological functions for much of our Natural Heritage System and the ecosystems within it. They stabilize slopes and replenish our soil with biodegradable materials. They provide the aesthetic context for our recreational infrastructure, such as tree-lined pathways, parks, and golf courses. They provide functional and pleasing streetscapes, back yards, and site development features for every type of use. They create the context for great places.

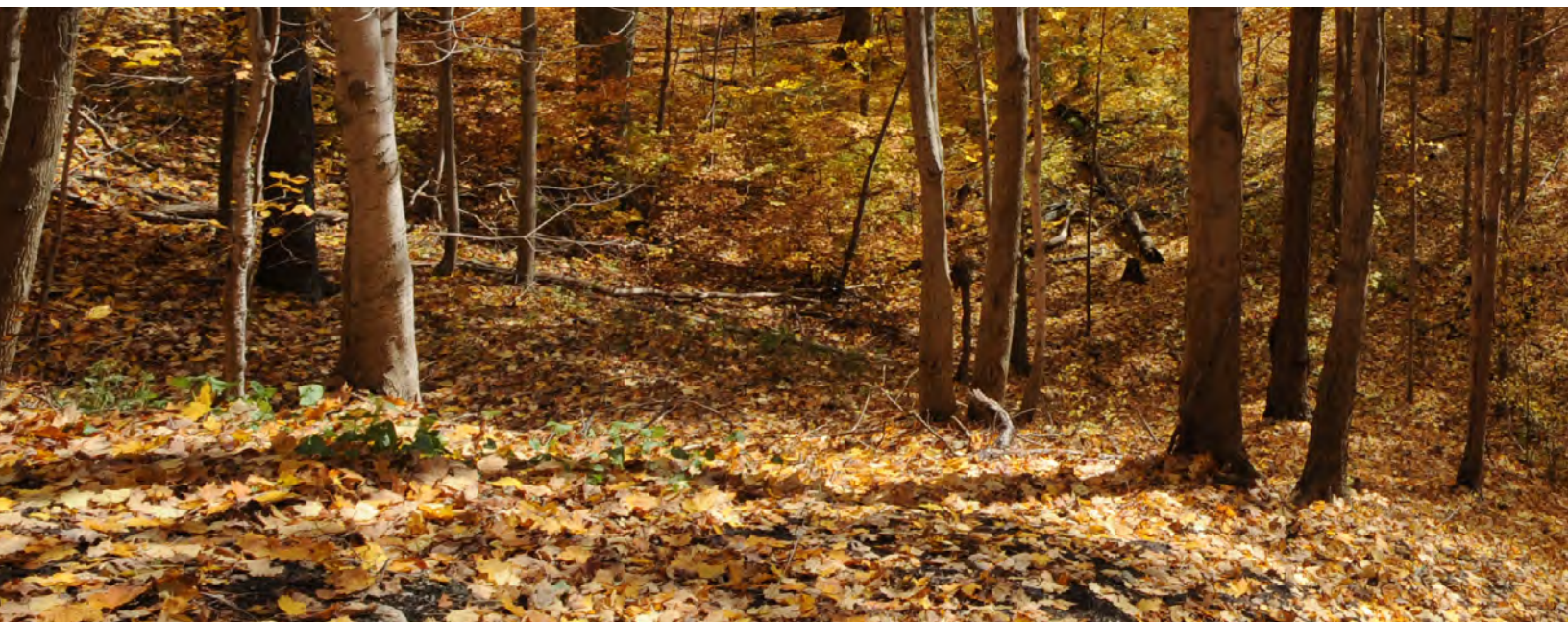
387_ Trees mitigate the impacts of climate change by reducing greenhouse gas emissions and providing shade, which cools us personally and reduces the energy required to cool our buildings. Trees improve air quality by absorbing pollutants and by producing oxygen. They give us spiritual well-being and an over-all higher quality and longevity of life. Trees improve watershed health by controlling water movement above and below the ground, thereby reducing erosion and surface runoff and improving water quality. Trees increase property values and provide an economic stimulus in commercial areas. Trees benefit not just the owners of the property on which they are located, but all of society.

388_ The Urban Forest is integral to London's identity and overall prosperity. As the Urban Forest is strongly influenced by land use decisions and development patterns, the planning, protection, and enhancement of London's Urban Forest is important for building an attractive, well-designed, and functional city environment. A thriving Urban Forest, such as that which we envision in 2035, will provide residents a healthy, safe, and secure environment while preserving and enhancing environmental, aesthetic, economic, social, cultural, and recreational values. Policies in the Rural Place Type chapters of this Plan also support the preservation, protection, and enhancement of the Urban Forest.

WHAT ARE WE TRYING TO ACHIEVE?

389_ Our goal is to plan for, and manage, our Urban Forest proactively such that:

1. The structure and function of the Urban Forest, including associated vegetation, is managed to provide maximum benefits and value in both urban and rural areas where possible.
2. From the time this Plan comes into force and effect there is no net loss of tree canopy cover as a result of insects, disease, development, or other factors.
3. Our tree canopy cover increases over time.
4. The city's growth and development is managed over the long term to protect, conserve, and enhance the Urban Forest in a sustainable manner.
5. Our Urban Forest is managed and invested in as infrastructure, and trees are valued as important assets.
6. We establish policies, by-laws, practice standards, and guidelines that clearly define what trees will be preserved and what trees may be removed, to ensure the structure and functions of the Urban Forest are not harmed.
7. Insects, disease, and environmental factors affecting the health and sustainability of our Urban Forest are proactively managed.
8. Good forestry and arboriculture management practices are employed.



HOW ARE WE GOING TO ACHIEVE THIS?

URBAN FOREST STRATEGY

390_ An *Urban Forest Strategy* and *Urban Forest Strategy Implementation Plan* are the guiding documents that will determine strategic directions and implementation mechanisms designed to support the policies of this Plan.

391_ The following three main strategies will be employed to manage our forest and to achieve the goals of this Plan:

1. Protect more - protect existing trees, woodland ecosystems, and other vegetation.
2. Maintain better and monitor - maintain the health, structure, functions, and value of the Urban Forest; monitor changes in health, structure, functions, benefits, and value of the Urban Forest.
3. Plant more - enhance the structure, function, and value of our Urban Forest through planting and rehabilitation of sites.

392_ Engagement of the public to manage private trees and woodlands is crucial to achieving tree canopy coverage targets and will be implemented through education, promoting stewardship, planting programs, and the development of policies, by-laws, standards and guidelines.

393_ It is a target of this Plan to achieve a tree canopy cover of 28% within the Urban Growth Boundary by 2035.

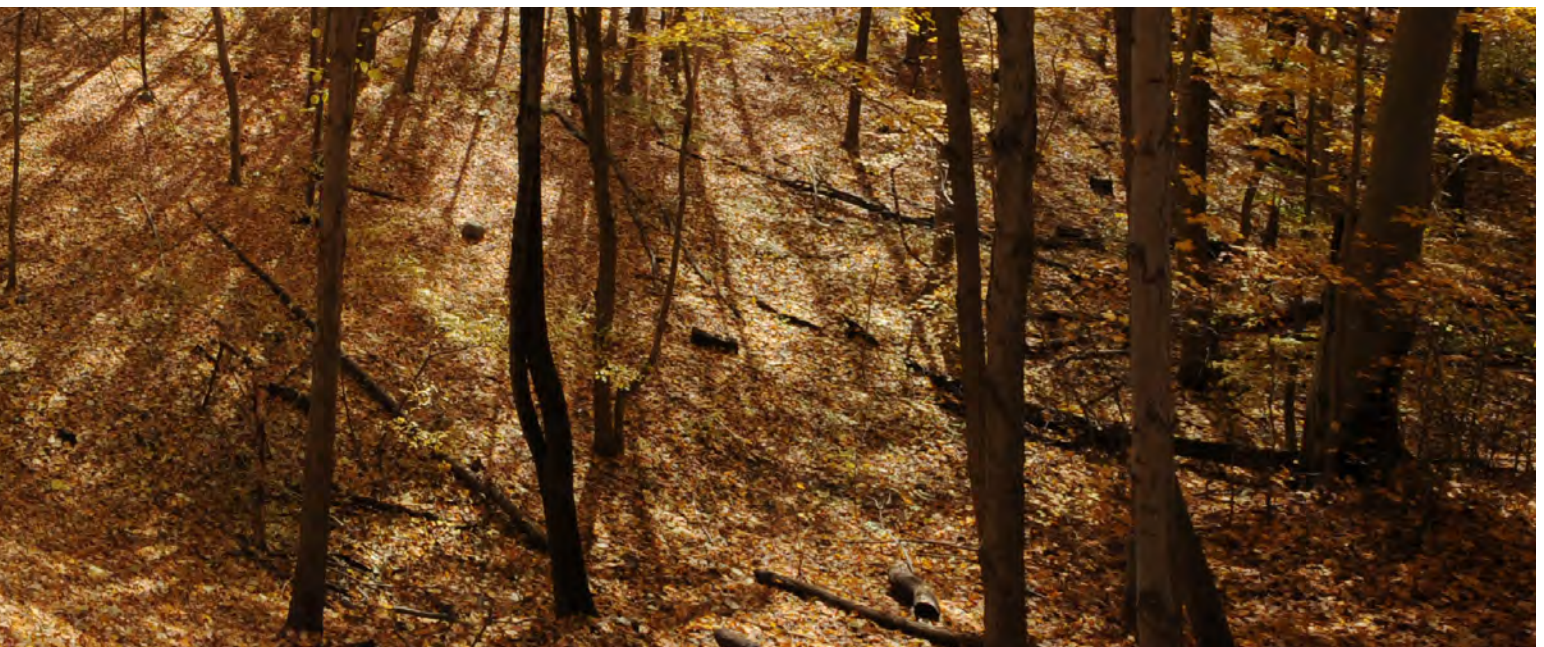
394_ The 20-year target identified above is intended help us to achieve a long-term tree canopy cover of 34% within the Urban Growth Boundary by 2065.

395_ Specific tree canopy cover and other targets for specific place types will be developed through the *Urban Forest Strategy Implementation Plan* and implemented through the *Zoning By-law* and other by-laws and guideline documents.

396_ Progress toward meeting these targets will be monitored as follows:

1. A tree canopy cover analysis will be prepared every five years to determine if tree canopy targets are being achieved.
2. An analysis of the structure, function, and value of the Urban Forest will be prepared at least once every ten years.
3. An inventory update and analysis of trees in boulevards, rural streets, manicured portions of parks and municipal properties will be completed at least once every ten years.

397_ Development shall generally be directed to areas outside of lands that are unsafe for development due to the presence of hazardous forest types for wildland fire, as defined in the *Provincial Policy Statement*. Development may be permitted in lands with hazardous forest types for wildland fire where the risk is mitigated in accordance with wildland fire assessment and mitigation standards.



STRATEGIC APPROACH

398_ To achieve our goals for London's Urban Forest, and to reach our tree canopy targets, we will take actions under three strategic areas:

1. Protect more
2. Maintain better and monitor
3. Plant more

> PROTECT MORE

399_ The following policies will be applied to support the strategy of protecting trees:

1. Tree inventories and tree preservation plans will be required for all planning and development applications and infrastructure projects where trees exist on the applicable lands.
2. Tree inventories will be prepared to identify the trees on a site that may be impacted by the proposed development. Tree inventories may not be required for those treed areas that are to be retained. Tree preservation plans will be prepared to identify trees to be retained, removed, mitigated, and replaced by new tree planting.
3. Large, rare, culturally significant, or heritage trees that are deemed healthy or structurally sound should be retained, with the expectation that concessions may be required in order to support their structure and retain their health for the long term.
4. Where, having considered all options, there are no reasonable alternatives to tree removal, the following shall apply to allow for development that conforms with the policies of this Plan:
 - a. A tree inventory will be prepared to record all trees over ten centimetres in diameter, measured at a height of 1.3 metres above the ground. All trees that are identified as species at risk shall be inventoried regardless of their size.
5. Trees that are removed as a result of new municipal development or infrastructure works, will be replaced using the approach identified in 4.a. and 4.b. above and where space permits. Where sufficient land does not exist, the City may plant the required trees on other lands, or contribute cash-in-lieu as described in 4.c. above. Trees will only be removed for such works based on good forestry practices.
6. Individual municipal trees that are removed in connection with City maintenance operations shall be replaced on a one-to-one basis.
7. In accordance with federal and provincial legislation, trees that are identified as species at risk will be protected.
 - b. Except where otherwise specified in City by-laws, trees shall be replaced, on the same site, at a ratio of one replacement tree for every ten centimetres of tree diameter that is removed. Guidelines, municipal standards or by-laws may be prepared to assist in the implementation of this policy.
 - c. Notwithstanding policy 4.b. above, if inadequate land is available on the site from which the trees are removed to accommodate the replacement trees, a cash-in-lieu fee by-law may be established by the City.
 - d. The City will use funds from fees identified in policy 4.c. above, for programs and projects that support the *Urban Forest Strategy*.
 - e. Any trees planted to replace trees removed from a site, as required by these policies, shall not include any street trees that would normally be required as part of the planning and development approvals process.

8. A tree conservation by-law for private property will be established to prohibit the destruction of trees, unless and until such time as a tree cutting permit is obtained, where required.
9. A municipal tree protection by-law will be established to protect trees on municipal rights-of-way and other City-owned properties.
10. Building height and densities may be increased, in appropriate circumstances and in conformity with the Bonus Zoning policies in the Our Tools part of this Plan, to support the safe and long-term preservation of existing healthy trees, rare species, and wildlife trees.
11. In considering the protection of trees through a planning and development application process, a water balance study may be required to ensure that remaining trees will retain their health over time. Sites will be graded to support the long-term sustainability of existing trees that are to be retained.
3. Woodlands in parks will be managed for long-term sustainability and multiple woodland benefits, goods, and services. Public access and recreation may not always have priority.
4. New park acquisitions that contain woodlands, or parks that are intended to be planted or otherwise managed as woodland, will be serviced with an operational and inspection access point and an accessible landing area for woodland operations.
5. Appropriate trim cycles will be established for trees on rights-of way and other City property, recognizing that the trim cycle may vary with species, size, age, health, or location of the trees.
6. An Integrated Pest Management Plan may be required and implemented to manage pests in accordance with all applicable federal, provincial, and municipal laws.
7. The City may develop a program to collect and store seed from rare, endangered, and other suitable tree species or special individual trees for future planting initiatives in accordance with federal and provincial requirements.

> MAINTAIN BETTER AND MONITOR

400_ The following policies will be applied to support the strategy of maintaining the Urban Forest and monitoring its health:

1. Good forestry management and arboricultural practices will be applied by the City and its agencies and will also be required of private sector property owners and utility companies as required by policy, by-law, guidelines, or conditions associated with development for all public trees.
2. Management plans will be prepared for various municipal woodlands to establish goals for each woodland and determine how they will be maintained for their sustainability and long-term health. Activities such as harvesting, invasive species management, burning, site preparation, pest management, juvenile spacing, brushing and/or planting may be required to ensure long-term sustainability or restoration of the woodlands.
8. Medians and boulevards will be designed to protect trees and support their establishment, long-term health, growth and development.

> PLANT MORE

401_ The following policies will be applied to support the strategy of planting more trees in London:

1. The principle of planting the right tree in the right place will guide all municipal and private development-related tree planting. This involves the assessment of a tree's long-term survival, growth, and health prospects within the context of its urban environment.
2. Tree planting will focus on the preferential planting of large shade tree species where possible to maximize long-term benefits.
3. Native species trees will be preferred for planting, recognizing that non-native species play an important role where native species do not survive and grow well in urban conditions or for specific landscape objectives.
4. All street cross-sections should be designed with below and above-grade infrastructure and sufficient soil volume to accommodate mature trees and allow for their long-term survival, growth, and health.
5. Where shade trees are proposed to be planted in areas of hardscape, such as medians, sidewalks, plazas, parking lots and other public spaces, best management practices and green infrastructure techniques may be required as a condition of development, in order to achieve long-term survival, growth, and health of the trees.
6. For all municipal infrastructure renewal or facilities projects, protecting existing trees and tree planting will be a high priority. Tree planting will be incorporated at the earliest design phases of all municipal projects. The design will maximize potential plantable space and include planting available locations within the project area limits.
7. Shade trees should be incorporated into designs, planted, and maintained to achieve an effective tree canopy cover along non-motorized mobility routes, such as sidewalks, cycling lanes and pathways, and around public gathering places such as plazas, transit stops, benches, and playgrounds, in conformity with the City Building policies of this Plan.
8. In appropriate locations, double rows of trees may be required within the right-of-way in new neighbourhoods to create a distinct treescape at a focal point, gateway, or other key location.
9. Where appropriate, treescape plans may be prepared and adopted as guideline documents or standards for tree planting on private and public property. Distinctive neighbourhood and street character will be maintained and created through the enhanced planting of trees with particular attributes, such as size, shape, or seasonal colour.
10. All planning and development applications will be reviewed to ensure that an adequate level of tree planting has been incorporated for visual aesthetics, shade, cooling, and establishing quality pedestrian environments in neighbourhoods and within sites, in conformity with the policies of this Plan.
11. A tree planting plan that maximizes tree establishment across the public and private domain will be prepared for all developments and implemented and enforced through appropriate conditions. It is intended that all subdivision developments shall be designed to accommodate street trees in the right-of-way in front of all properties in accordance with City standards and guidelines. However, if this is not possible then those trees may be required to be planted in private yards to compensate for street tree deficiencies.

12. Tree canopy cover, tree establishment, and soil quantity and quality standards may be developed to ensure that the tree canopy cover targets of this Plan are achieved.
13. Where a distinctive tree landscape has been identified within a Heritage Conservation District and a tree must be removed, the aim shall be to preserve the heritage landscape through the replacement of the same or similar species in a location as close to the original tree as possible, in accordance with the relevant municipal guidelines, standards, and by-laws. Invasive species will not be re-planted, but will be replaced with a tree that fits well within the context of the streetscape.
14. A minimum tree canopy cover of 30% should be achieved for parking lots. Appropriate soil volume, drainage, and appropriate technology will be used to ensure the long-term sustainability of these trees.
15. The City will support and collaborate with community organizations to foster stewardship and facilitate additional tree planting in London by institutions, businesses, and individuals. The City shall encourage tree planting programs by all sectors of the community that lead to the planting of native tree species and achievement of tree canopy cover targets.







Parks and Recreation

WHAT IS PARKS AND RECREATION?

402_ Our parks include our trails and pathways, city-wide gathering places like Victoria Park and Springbank Park, sports fields, neighbourhood parks, larger district parks and smaller civic spaces. Our recreational facilities include community centres, arenas, indoor and outdoor pools, and seniors' centres. Combined, these are the places where we come together as Londoners, for city festivals, sports activities, all forms of leisure and recreation, and to meet our neighbours.

WHY IS PARKS AND RECREATION IMPORTANT TO OUR FUTURE?

403_ Our parks and recreation facilities have been called our "third space" – they are places we can live outside of our homes and our workplaces. They play a large role in defining our quality of life and research has shown that even small investments in parks and recreation yield important economic, social, and environmental returns that benefit all Londoners by supporting healthy life styles, strong neighbourhoods, and environmental sustainability. In doing so, our parks play a significant role in our goal to create healthy communities.

404_ Our natural, unprogrammed parks and open spaces help with the protection of our natural features and allow Londoners the opportunity to be with nature and get away from the more urban qualities of our city. Our more traditional parks give us the opportunities for recreational pursuits that involve physical activity – such as various organized sports, cycling, running, and walking. Smaller, more urban spaces give us places to linger and talk with our neighbours, read, and relax. Our parks provide us with a sense of place and identity – for our neighbourhoods, business areas, and our city as a whole. Great public spaces increase adjacent property values and encourage economic development.

405_ Our recreation facilities offer a wide variety of leisure and recreational possibilities for all ages, and serve as community hubs. Spread across the city, they provide neighborhood-level and city-wide services, giving Londoners the opportunity to access information, acquire new skills and knowledge, increase personal health, reduce stress, develop stronger social skills and bonds of friendship, and stay independent longer.

406_ The Thames Valley Parkway multi-use pathway system is one of London's most valuable assets for generating our prosperity. It gives London an advantage over other cities, as it stretches from the downtown in all three directions along the north, south and main branches of the Thames River, providing a beautiful setting for recreational walking, running, and cycling. It links many origins and destinations, providing a free and fully accessible form of mobility and active living in a park-like setting. As we continue to make the linkages that complete the Parkway over the next 20 years, it will play a major role in helping London to attract a quality labour force and investment in our city.



WHAT ARE WE TRYING TO ACHIEVE?

407_ Through reinvestments in existing parks and facilities and in the planning and approval of new developments in the city, the primary principle to be achieved is the creation of a parks and recreation system that affords all Londoners, regardless of age, ability, culture, income or neighbourhood, the opportunity to participate and share in the benefits of the City's parks and recreational facilities.

408_ In the development of the system, we will strive to develop facilities, amenities and programming that are flexible, serve multiple users and can be linked to broader community strategies and initiatives related to health, economy, development, mobility, education, sustainability, and growth management. Specifically, we will:

1. Develop beautiful, functional, iconic parks and public spaces that give London a sense of place and identity and provide exciting places for Londoners to come together.
2. Distribute parks of different types throughout the city ensuring that all neighbourhoods are well served with a variety of recreational and leisure opportunities.
3. Ensure parks and public facilities are accessible and attractive to Londoners of all ages, lifestyles, and abilities.
4. Plan for, and create, a continuously linked cycling network throughout the city.
5. Use smaller urban parks and civic spaces to create inviting places in neighbourhoods and business areas.
6. Connect neighbourhoods by developing a continuous system of linked parks and public open spaces.
7. Recognize and develop the Thames River Valley and its tributaries for their public recreational and environmental resources, consistent with the *Thames River Valley Corridor Study* and in conformity with the policies of this Plan.
8. Invest and reinvest in community recreation facilities to support evolving recreation and leisure needs.
9. Seek out partnership opportunities in the provision of recreation and leisure services that maximize the benefit to Londoners.
10. Where appropriate, support community food systems.



HOW ARE WE GOING TO ACHIEVE THIS?

409_ To achieve our objectives, we will plan and provide for a full range and equitable distribution of publicly-accessible built and natural settings for recreation, including facilities, parkland, public spaces, open space areas, trails and linkages, and water-based resources, and provide opportunities for public access to shorelines, consistent with the *Provincial Policy Statement*.

410_ All planning and development applications, plans, public works, and by-laws will conform with the following policies:

1. A *Parks and Recreation Strategic Master Plan* may be prepared and adopted as a guideline document to assess the current state of the parks and recreation system, identify gaps and needs, and plan for future investment that is strategic and in conformity with the policies of this Plan, and in accordance with the *Planning Act*.
2. Lands will be acquired for use as parkland primarily through the following methods: dedication, purchase, donation or bequest, and expropriation. Other open spaces that are privately-owned but accessible to the public, will be established through planning and development approval processes. Parkland dedication policies are provided in the Our Tools part of this Plan.
3. Priorities for parkland acquisition will be based on existing and proposed population densities within a park's service area, existing facilities and their accessibility to neighbourhood residents, support for the intensification goals of this Plan, the suitability of lands available for sale, and the potential to create a more continuous or linked park system.
4. Woodlands and other natural areas may be acquired through parkland dedication.
5. Through the *Development Charges By-law*, and in accordance with provincial legislation, development charges will pay for the development of new parkland and recreational amenities that are to accommodate growth. Both greenfield and infill/intensification forms of growth will be recognized in calculating new parkland capital needs.