

6. Wherever possible, the creation of a continuous linked open space system utilizing linear parks in addition to more traditional block-shaped parks will be achieved by linking parks and public spaces in new subdivisions, establishing linkages through acquisition as opportunities arise, and pursuing the potential use of utility corridors, abandoned or unused rights-of-way, and abandoned railway lines as opportunities emerge.
7. Where applicable, in accordance with the *Planning Act*, pedestrian pathways and bicycling pathways will be dedicated to the City.
8. Where appropriate, opportunities will be sought to create shared park/school complexes and campuses with local school boards and other institutions to maximize the use of these facilities and to coordinate the design for mutual benefit.
9. Where a school site is declared surplus by a school board the City may undertake analysis to determine neighbourhood need and explore opportunities for acquiring the site for park and/or community facility purposes if required.
10. In keeping with the Mobility policies of this Plan, a *Cycling Master Plan* may be prepared to establish a plan that connects key origins and destinations through a complete network of cycling infrastructure.
11. Linear open space parks will serve to provide a cycling infrastructure that is primarily recreational in nature, but will also allow for lower speed cycling that will accommodate commuting.
12. Maintenance programs and associated budgets will be prepared to ensure that the parks and open space system is safe, accessible, well maintained, and usable by Londoners for as many days of each year as possible.
13. Parks and open spaces shall be utilized to increase tree canopy and woodland cover in the city and assist in mitigating and adapting to climate change.
14. Where possible and as appropriate, parks and open spaces will be used to support our food system – creating opportunities for food production and distribution and helping to support pollinators.
15. In the development or redevelopment of parks and recreation facilities, the City will engage residents in a discussion about their needs.
16. City standards for the design and development of parks and open spaces shall be prepared and updated as needed to ensure that new park spaces and the redevelopment of older parks meet current technical requirements.
17. The *Corporate Asset Management Plan* will incorporate consideration of parks so that this important municipal asset is managed for sustainability.



PARK CLASSIFICATIONS

411_ Within our city, parks will be designed for a diversity of facilities, services, and programming that enables and attracts residents of different cultures, ages, and abilities to access and participate in an active lifestyle. The park system will be designed to present opportunities for people to utilize parks in a variety of ways, with amenities that support everything from casual unprogrammed activities, to specialized recreational amenities, to high-level sports tournaments. To support a broad array of recreational amenities across the city, parks have been categorized into the following classifications:

1. Neighbourhood Parks
2. District Parks
3. Sports Parks
4. Urban Parks
5. City-wide Parks
6. Civic Spaces
7. Woodlands
8. Open Spaces





> NEIGHBOURHOOD PARKS

412_ Neighbourhood Parks are intended to function as a focal point within a neighbourhood and are designed to serve the needs of local neighbourhood residents by supporting both organized and unprogrammed activities. Neighbourhood Parks shall have a walkable service radius of 800 metres and generally not require the crossing of major streets. Parks will be designed to reflect the demographics of the surrounding area and may focus on children and youth recreational needs, but will also offer appropriate spaces, shaded seating areas and other amenities for a broader demographic. Typical features include: play structures, pathway loops, seating/gathering areas, unlit sports fields, multi-use pads, and basketball courts. Typically, parking is not provided within neighbourhood parks, but may be required to suit restrictions on adjacent street systems.

> DISTRICT PARKS

413_ District Parks are intended to serve groups of neighbourhoods and are designed with an emphasis on facilities for organized sports and unprogrammed activities which may include: lit sports fields, spray pads, tennis courts, skateboard parks, parking lots, major play structures, gathering areas, ample benches, and shaded areas. District Parks will provide a higher level of accessibility for all Londoners. These parks may include lit amenities and associated parking areas on the street and/or in parking lots. *The Parks and Recreation Strategic Master Plan* will identify the need for these parks across the city, and the associated recreational facilities that may be planned within or adjacent to them to maximize land utilization. A District Park will often serve as the neighbourhood park for the local community and provide neighbourhood amenities as well.

> SPORTS PARKS

414_ Sports Parks are designed to accommodate multiple high-end sports fields and service larger areas in the city. These parks are generally programmed to service sports associations and tournaments. Sports fields in this park category are often irrigated and fully lit, contain lit parking lots, streets and pathways, as well as washroom and change room facilities. A Sports Park may serve as the neighbourhood park for the local community and provide neighbourhood amenities as well.

> URBAN PARKS

415_ Urban Parks are relatively small spaces that provide a higher level of design quality, including extensive hard surfaces, lights, seating areas, and horticultural features. These Parks are to be focal points within neighbourhoods with maximum street frontage, located such that they are highly connected to more dense portions of a neighbourhood, adjacent to trailheads, or along frequently used pedestrian routes such that they serve as an opportunity to stop and rest along such routes. As local amenities, Urban Parks will be highly accessible to those with varying physical abilities and provide comfortable multi-season spaces for all ages. Urban Park spaces can be located adjacent to local business areas or as a component within other larger park types.

> CITY-WIDE PARKS

416_ City-wide Parks are developed for the enjoyment of a broad range of Londoners, including individuals, family groups, and community organizations. Opportunities for all types of recreational, social, and cultural activities will be provided with maximum accessibility. The preservation of natural heritage features, historic sites, and wildlife habitats will be incorporated in the park design. City-wide Parks serve London's entire population and attract visitors to London. These parks may include amenities found in other park categories, as they can also serve as an area's District Park or Neighbourhood Park.

> CIVIC SPACES

417_ Civic Spaces are generally parcels of municipally owned land in the Downtown, Transit Villages, Corridors, and along Main Streets. These spaces are designed to accommodate casual seating areas, key urban linkages, public art, small public gatherings, and community events. Civic Spaces serve the entire population of London, but can also serve adjacent buildings, streetscapes, and neighbourhoods. Civic Spaces typically include extensive hard surfaces, seating areas, and high-end horticultural components and are fully lit for evening use as part of the streetscape.

> WOODLANDS

418_ Significant woodlands have been identified and protected for their environmental significance as part of the Natural Heritage System. Smaller woodlands may not meet the test for significance, but may be retained for their aesthetics and as a recreational amenity as part of a park. Woodlands often include a managed trail system that serves the surrounding neighbourhood and consists of woodchip trails and boardwalks with occasional pathways where appropriate for accessibility and active living connections to local facilities.

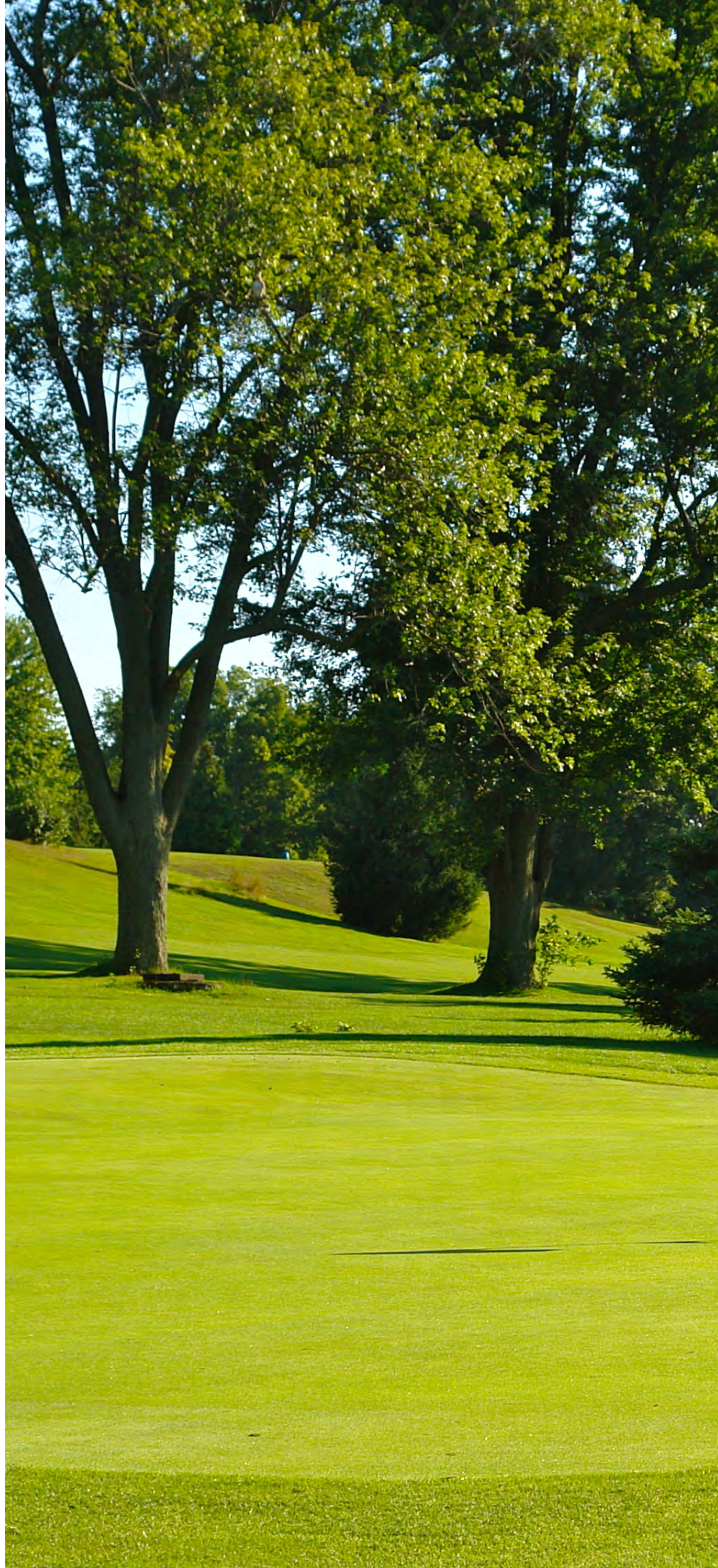
> OPEN SPACES

419_ Open Spaces are often linear in nature following tributaries of the Thames River, upland corridors, or utility easements. Open Spaces typically include multi-use pathway systems that link neighbourhoods to surrounding parks and community amenities such as schools, business areas, shopping areas and transit corridors and villages, greatly improving active mobility and active living opportunities.

CITY-OWNED LANDS IN THE GREEN SPACE PLACE TYPE

420_ Environmentally significant areas (ESAs) and other components of the Natural Heritage System that are City-owned include lands that are to be maintained in their natural state through appropriate management for the purposes for which they have been recognized. These lands will be subject to the Natural Heritage policies of this Plan. Details of the management and use of these lands may be contained within a conservation master plan as provided for in the Natural Heritage policies of this Plan. City-owned and/or managed ESAs and other natural heritage features and areas are included in the City's green space inventory; however, they are not programmed or managed as parkland. ESAs are within the Green Space Place Type on Map 1 and are shown on Map 5 - Natural Heritage.

421_ City golf courses form part of the overall parks system and fall under the Green Space Place Type, but are separately programmed and managed. The long-term operation of the golf system is directed by the *Parks and Recreation Strategic Master Plan*.





PARKS AND RECREATION AMENITY DESIGN

422_ In addition to the City Design policies of this Plan, key considerations for the design of City parks and recreational amenities include:

1. Where parks and public spaces are adjacent to urban uses, such as houses, commercial uses, or prominent buildings or facilities, buildings should be designed to provide an active frontage onto these spaces to create a positive interaction with the space. Rear-lot development onto parks shall be discouraged.
2. Parks and open spaces will be designed to be safe and open to casual public surveillance. Parks will have wide exposure to streets and front-facing development.
3. Street layouts will be designed to allow for easy, safe, and attractive pedestrian access from all parts of a neighbourhood to each park space.
4. In the design of neighbourhoods, municipal walkways shall not replace streets as the means to provide the required neighbourhood connectivity to park sites.
5. Parks and public spaces will be designed to accommodate the City of London *Facility Accessibility Design Standards* and to adhere to the *Accessibility for Ontarians with Disabilities Act*.
6. Parking facilities will be designed to minimize their impact on the character of the public space. Wherever possible, on-street parking will be used to accommodate a public space's parking requirements.
7. Detailed design standards and specifications may be developed and/or updated to provide direction and consistency within the subdivision development process.





Public Facilities and Services

WHAT ARE PUBLIC FACILITIES AND SERVICES?

423_ Public facilities and services take many forms including such things as community centres, seniors' centres, fire stations, recreational centres, arenas, libraries, police stations, City Hall and other government offices and operational sites, transit facilities, and markets. Public facilities and services that are owned and operated by other levels of government may include such things as hospitals, universities, colleges, provincial offices, federal offices, schools, and courthouses. Public facilities and the services they provide are primarily publicly-owned institutional uses, but may also include a limited range of privately-owned institutions.

WHY ARE PUBLIC FACILITIES AND SERVICES IMPORTANT TO OUR FUTURE?

424_ When we make civic investments they are long-term decisions and have a great impact on our city. Like our streets, pipes and public transit investments, public facilities affect our overall quality of life. These buildings are the lasting legacy of how our city has developed over time and pay tribute to influential city builders throughout the course of history. Our historic Court House is a good example of such a public facility.

425_ These facilities have a wide range of influences on our city life, including economic development, safety, innovation, research and development, social connectedness, and health. These facilities can be fundamental to how our city's image is perceived by others. Many of these buildings and services form important hubs within neighbourhoods. For example, schools are not just places where children go to learn, but they are also where residents go to vote, participate in recreational programs, or use fields and playgrounds. Public facilities, and the services they provide, must be exceptional to instill pride in Londoners and promote a civic image of innovation, quality of life, and community connectedness.

WHAT ARE WE TRYING TO ACHIEVE?

426_ In all the planning and design we do for public facilities and services, we will:

1. Build public facilities at appropriate locations throughout the city to meet the expected growth of regional, city-wide and neighbourhood demand within London over the life of this Plan.
2. Explore opportunities to collaborate with other services and government agencies, as well as the private sector, to deliver public facilities.
3. Support the network of neighbourhood hubs that deliver “bundles” of recreation, municipal, and community services.
4. Plan for institutional uses to serve as community support centres in times of emergency.
5. Design public facilities to create a focal point and be clearly identifiable to the surrounding neighbourhood.
6. Locate these buildings prominently and design them to exhibit architectural quality that inspires a positive civic image.
7. Ensure that public facilities are designed to fit within the character of the surrounding neighbourhood and streetscape, and to support active mobility.
8. Invest wisely in public facilities so that they are sustainable over the long term. *The Corporate Asset Management Plan* will plan for and direct this lifecycle investment.



HOW ARE WE GOING TO ACHIEVE THIS?

427_ All plans, planning and development applications, civic investments and by-laws shall conform with the following policies:

CIVIC IMAGE AND DESIGN

428_ Public facilities should be designed to create a prominent focal point, be clearly identifiable to the surrounding area, and where possible incorporate public art, sustainable design features, and seating and gathering areas for the public.

429_ Public facilities shall be designed to promote the conservation of cultural heritage resources and landscapes.

430_ Where appropriate, opportunities will be explored to locate public facilities within heritage designated properties or properties listed on the Register.

431_ Where a secondary plan is prepared for a new neighbourhood, the location of public facilities should be identified and integrated into the neighbourhood design concept.

432_ Public facilities should be designed to fit into the character of the surrounding streetscape or neighbourhood.

433_ Large public facility sites should be designed to support walking and cycling, by using building orientation, location of entrances, clearly marked pedestrian pathways, wide sidewalks, and general site layout to reinforces pedestrian and cycling safety and easy navigation.

434_ To support active forms of mobility, public facilities should provide for secure bicycle parking and adequate shower and locker facilities for employees.



LOCATION AND PARTNERSHIP

435_ Prominent public facilities will be encouraged to locate within the Downtown, Transit Villages, and along Rapid Transit Corridors and Main Streets. This range of facilities may include hospitals, universities, community colleges, government offices, police stations/ ancillary stations, libraries, cultural facilities, military establishments, and supervised residences.

436_ Public facilities should be located in central areas of neighbourhoods to provide convenient connections for walking, cycling, and public transit.

437_ The co-location of public facilities will be encouraged, to create community hubs that offer neighbourhood residents a variety of services. Facilities such as day care centres, community services, and meeting rooms may be clustered with recreational facilities such as arenas, gyms, and fitness facilities. These co-located facilities will be designed to be hubs for municipal services that are well integrated with the schools, neighbourhoods, parks, and public spaces that they are adjacent to.

438_ Mixed-use developments that contain public facilities will be encouraged. This will be a particular priority for sites located in the Downtown, Transit Villages, Rapid Transit Corridors, and Main Street Place Types.

439_ Partnerships with other services and government agencies will be encouraged, where appropriate, in an effort to provide efficient public services and multi-use facilities.

CLOSING OF PUBLIC FACILITIES

440_ For a variety of reasons, non-municipal public facilities may close from time to time, leaving important community sites for redevelopment. The City will consider acquiring these sites, where there is an identified public benefit in doing so.

441_ Municipal public facilities may close from time to time, leaving important community sites for redevelopment. The City will first consider the feasibility of re-purposing these sites to other uses, in consultation with the community.

442_ Where public facilities on large sites close, a secondary plan may be prepared to plan for the site's redevelopment for other uses.

EMERGENCY SERVICES

443_ Being centrally located within neighbourhoods, public facilities may be used as community support centres during times of emergency.

444_ Emergency services facilities will be located to meet key locational criteria that satisfy service standards.

445_ Police, London-Middlesex EMS and fire services will be encouraged to deliver preparedness and response services, prevention, and education, to support a safer community for every Londoner.

446_ A comprehensive emergency management program for emergency prevention, mitigation, preparedness, education, and response and recovery, in compliance with the *Ontario Emergency Management and Civil Protection Act* and regulations will be implemented, to ensure the safety of Londoners through the effective management of community risks and a coordinated response to emergencies, all to support a disaster resilient community.

SUPERVISED CORRECTIONAL RESIDENCES

447_ Supervised correctional residences provide accommodation for persons on probation or parole. These facilities will be permitted in place types where identified as permitted uses, subject to a zoning by-law amendment.









Civic Infrastructure

WHAT IS CIVIC INFRASTRUCTURE?

448_ Infrastructure is made up of the below-ground and above-ground systems that provide important drinking water, waste disposal, drainage, and electrical services to Londoners. This infrastructure includes:

1. Sanitary sewerage – sewers, pumping stations, and wastewater treatment plants
2. Stormwater sewerage – drainage systems, flood control systems, sewers, and stormwater management facilities
3. Drinking water treatment and distribution
4. Electrical services and other utilities
5. Landfill sites and other solid waste treatment facilities

449_ While mobility infrastructure can also be thought of as civic infrastructure, the primary policies addressing this infrastructure are provided in the Mobility chapter of this Plan. However, because of the close relationship between mobility and other civic infrastructure addressed in this chapter, important policies are included below that should be considered when planning for mobility infrastructure and facilities.

WHY IS CIVIC INFRASTRUCTURE IMPORTANT TO OUR FUTURE?

450_ Provision of reliable, coordinated, and cost-effective civic infrastructure is a primary function of a municipality. Civic infrastructure delivers the services that make our city run smoothly – providing the water we drink, the power we use, as well as effective management of rainwater, sewage, and solid waste. Civic infrastructure is also critical to the City's prosperity as it facilitates growth and development, which in turn creates economic opportunities and jobs. Finally, infrastructure protects our air, water, and natural heritage and helps us to develop safe and healthy communities.

WHAT ARE WE TRYING TO ACHIEVE?

451_ We will plan our civic infrastructure to:

1. Align with and facilitate the implementation of our City Structure Plan.
2. Prioritize investments toward improving and removing infrastructure constraints to achieve our goals for infill and intensification, downtown and urban regeneration.
3. Manage the timing and budgeting for the extension of infrastructure in conformity with the growth management policies in the Our City part of this Plan and according to our *Growth Management Implementation Strategy*.
4. Ensure health and safety in the design of all civic infrastructure.
5. Provide clean drinking water.
6. Protect the natural environment and natural resources.
7. Continually improve the quality of water that is discharged into the Thames River and its tributaries.
8. Be coordinated and cost effective in the delivery of all civic infrastructure.
9. Budget for the short and long-term sustainable maintenance of civic infrastructure. Address the infrastructure funding gap.
10. Collaborate and coordinate with other utility providers outside of the City's direct responsibility.
11. Protect civic infrastructure from encroachment that would constrain its operation, result in hazard to life and property, and/or increase costs.
12. Ensure civic infrastructure and utilities are strategically designed and coordinated to enhance the surrounding neighbourhood and street.
13. Ensure infrastructure is constructed, maintained and upgraded as necessary to be sustainable and capable of mitigating impacts of climate change.
14. Optimize decision making regarding assets through corporate asset management best practices, including whole life-cycle costs, levels of service and risk management considerations.
15. Consider, where appropriate and sustainable, partnerships to build, finance, and maintain appropriate forms of infrastructure.





HOW ARE WE GOING TO ACHIEVE THIS?

POLICIES FOR ALL INFRASTRUCTURE

452_ Civic infrastructure will be planned, budgeted, and developed to conform with the City Structure Plan, the Natural Heritage policies, and all of the policies of this Plan. The Civic Infrastructure policies of this Plan will be implemented based on long-term, coordinated infrastructure studies and plans prepared by the City for water, stormwater management, sanitary sewerage, and transportation, the *Growth Management Implementation Strategy* and the *Corporate Asset Management Plan*. These studies and plans will take a holistic approach, recognizing the assimilative capacity of the river system.

453_ Improvements to civic infrastructure to facilitate infill and intensification will be identified and a coordinated plan will be prepared. It will be a high priority to plan civic infrastructure to accommodate infill and intensification, growth and development within the Downtown, Main Street, Transit Village, and Rapid Transit and Urban Corridor Place Types and the Primary Transit Area.

454_ Technical guidelines and design standards may be prepared in conformity with this Plan for any elements of the City's infrastructure system.

455_ All municipal infrastructure will be designed in accordance with the City's *Design Specifications and Requirements Manual* and applicable by-laws.

456_ Appropriate consultation and approvals will be obtained from agencies such as the conservation authorities and the Ministry of the Environment and Climate Change, according to requirements of the *Environmental Protection Act*, *Environmental Assessment Act*, *Ontario Water Resources Act*, *Safe Drinking Water Act*, *Conservation Authorities Act*, *Water Opportunities and Water Conservation Act*, and other provincial legislation and regulations.

457_ Servicing studies will be prepared for the extension, upgrade, and replacement of civic infrastructure to accommodate growth, system improvements, life-cycle needs, and regulatory changes. Optimization of existing infrastructure will be considered.

458_ Development Charges will be established to recover costs associated with the growth portion of infrastructure required to accommodate growth and development, as established by the policies in the *Development Charges Background Study* and embodied in the *Development Charges By-law*.

459_ A *Growth Management Implementation Strategy* (GMIS) will be adopted on the basis of the *Development Charges Background Study* and capital budgets to establish a detailed phasing and financial plan for extending civic infrastructure within the Urban Growth Boundary. The GMIS will be subject to annual review to consider factors such as the pace of development and the health of the Development Charges Reserve Fund.

460_ Planning and development proposals that will not have access to the necessary civic infrastructure within a three year period will be considered premature. The acceleration of infrastructure through a municipal servicing and financing agreement may be considered in conformity with the Our Tools policies of this Plan. Such agreements may merit the consideration of proposals that would otherwise be as much as five years away from necessary access to servicing.

461_ Infrastructure studies may be identified and required to fulfill the complete application process for planning and development applications. The required content of the studies is provided in the Our Tools part of this Plan.

462_ Water and sanitary sewerage services will not be extended beyond the limits of the Urban Growth Boundary except where there are health hazards related to existing private water systems, where there are significant environmental problems, or where the provision of services to an area in an adjoining municipality is required as previously approved by the appropriate Joint Water Supply Board and/or provided for under an agreement between the City and the benefitting municipality.

463_ Where acceptable to the relevant utility, uses such as active and passive recreation, agriculture, community gardens, other utilities and accessory uses such as parking lots and outdoor storage may be permitted in utility corridors where compatible with surrounding land uses and where permitted in the applicable place type.

464_ Any external utility agency will consult the municipality and have regard for the policies of this Plan, prior to undertaking any works or replacing its infrastructure in the City's right-of-way.

465_ Design and construction of underground public works and utilities should conform with the planned vision of the place type and the desired above-ground outcomes established through the City Design and Forest City policies of this Plan.

466_ The locations of services and utilities will be coordinated to maximize the efficient use of the boulevard and allow the greatest opportunity for street trees, while respecting regulated separation distances.

467_ Municipal Class Environmental Assessment processes relating to proposed infrastructure works will consider the social, economic, and environmental policies of this Plan.

468_ It will be recognized through all Municipal Class Environmental Assessments that it is a strong policy objective to locate all new civic infrastructure outside of natural hazard lands and outside of the Natural Heritage System in conformity with the policies of this Plan.

469_ Green technologies and construction methods will be used whenever possible and feasible to develop new, and replace old, civic infrastructure. Civic infrastructure will be developed to be environmentally sustainable, assist with climate change adaptation, and lessen environmental impact.

470_ A *Corporate Asset Management Plan* will be prepared by City Council to coordinate the planning and life-cycle maintenance of all corporate infrastructure for long-term sustainability.

471_ Partial services may be permitted only where they are necessary to address failed individual on-site sewage or water services in existing developments where no other alternatives exist and where site conditions are suitable for the long-term provision of these services.

472_ Where a private well(s) and/or private on-site septic system(s) is abandoned, the property owner shall plug the well and decommission the septic tank in accordance with pertinent legislation and guidelines.





SANITARY SEWAGE INFRASTRUCTURE

473_ Sanitary sewage services, including the provision, operation, and maintenance of sewers, pumping stations and wastewater treatment facilities, are essential for public and environmental health as well as efficient growth and development. As such, the planning, design, and budgeting for sanitary sewage services will conform with the following policies, as well as all other relevant policies of this Plan:

1. Sanitary sewage infrastructure plans will be prepared as required. The 20-year budget will include required growth, life-cycle, and system improvement projects. The budget will be updated on an annual basis to assess short and long-term servicing needs.
2. Wastewater treatment plants will be provided to accommodate existing and future development, with regard for the need to protect and enhance water quality. All development within the Urban Growth Boundary will be serviced by the City of London sanitary servicing system.
3. The allocation of wastewater treatment capacity will be prioritized as follows:
 - a. Growth in the form of redevelopment, expansion, or intensification on serviced lands within the Built-Area Boundary of the City will take precedence over growth on undeveloped lands. Capacity will be allocated on the basis of projected demand plus a reasonable contingency.
 - b. Industrial growth will take precedence over non-industrial growth on previously undeveloped lands. Capacity will be allocated on the basis of projected demands.
 - c. Remaining capacity will be allocated for non-industrial growth on previously undeveloped lands. Within these areas, priority will be given to development that, in the opinion of the City, best advances the public interest.
- d. Take-up of allocated capacity will be monitored. If significant portions of the allocated capacity are not used, the City may re-assign that unused capacity in keeping with priorities a, b and c above, assuming no major works will be prematurely triggered.
- e. Planning and development applications that do not meet the City's priorities for the allocation of servicing capacity may be refused on the basis of prematurity.
4. Where additional wastewater treatment capacity is required, studies will be undertaken to determine whether an upgrade, expansion, or new facility is required.
5. Within the Urban Growth Boundary, new development will be permitted only if it can be connected to adequate municipal sanitary sewage infrastructure.
6. Within Rural London, development may be permitted on individual on-site wastewater treatment systems, only where consistent with the requirements of the *Provincial Policy Statement* and in conformity with the Private Servicing Policies for Lands Outside of the Urban Growth Boundary policies of this Plan.
7. Planning and development applications will be reviewed to ensure that sensitive land uses are adequately separated from and not located in close proximity to wastewater treatment plants, in accordance with provincial policy.
8. Open space, recreational uses, and industrial uses will be the preferred land uses in proximity to wastewater treatment plants.
9. A *Pollution Prevention and Control Plan* will be prepared by the City to upgrade, maintain, and replace older sanitary sewage infrastructure to reduce combined sewers and minimize bypasses.

WATER SERVICES

474_ Water services are critical for London's high-quality drinking water and supply for fire protection. All the planning, design, and budgeting we do to provide water services will conform with the following policies, as well as all other relevant policies of this Plan.

1. Water servicing within the city shall comply with the requirements of the Ministry of the Environment and Climate Change (MOECC), the *Environmental Protection Act*, the *Safe Drinking Water Act* and all other provincial and municipal requirements as applicable.
2. The City is responsible for the distribution of water services through much of the city; however many rural properties are serviced by private wells. In urban areas of the city, water servicing is available through the municipal water distribution grid. Supply of water to the city is under the jurisdiction of the Joint Lake Huron and Joint Elgin Area Water Boards. The City of London is the administering municipality for each of these Joint Boards. The City will coordinate with the Joint Boards to review water supply needs and available supply in order to assess long-term needs.
3. A long-term water distribution master plan will be prepared and updated from time to time to identify system requirements/works to service long-term urban growth and upgrade existing water infrastructure for intensification in London. This master plan will be based on proposed ultimate build-out and population growth projections and will be reflected in the *Growth Management Implementation Strategy*.
4. All development within the Urban Growth Boundary will be serviced by the City of London water supply system for its potable water supply and fire protection, which meets or exceeds all regulatory standards.
5. The City will ensure that, in an environmentally sound manner, high-quality drinking water meets or exceeds all regulatory standards.
6. The City will meet or exceed service requirements for water supply for fire protection.
7. The City will ensure the security of water supply to avoid severe water shortages.
8. A water conservation plan will be developed and implemented for the efficient use of water in London.
9. Where a temporary water servicing system is proposed by a private developer such as a temporary watermain, temporary facility to maintain water quality, booster station or pumping station, the cost related to the feasibility studies, environmental assessment, design, construction and start-up, operation and maintenance, removal and decommissioning, and integration of the system with the permanent servicing solution shall be the responsibility of the developer. The temporary system will not interfere with the long-term water servicing plan.
10. The City has the ultimate responsibility for the design, construction, ownership, and operation of all temporary water servicing systems, in accordance with all provincial requirements. The standards to which temporary facilities are to be constructed must meet the standards and requirements of, and approved by, the City of London.
11. Outside of the Urban Growth Boundary, private wells may be used to supply water, only in accordance with the requirements of relevant legislation and standards, consistent with the *Provincial Policy Statement* and in conformity with the Water Services policies of this Plan. The City will require that the applicant provide information with their application to demonstrate that the site can provide water supply which meets the requirements of MOECC *Procedure D-5 Technical Guideline for Private Wells: Water Supply Assessment*, meets or exceeds the *Ontario Drinking Water Standards* and can provide a sufficient quantity of water without affecting the quantity and quality of water in active wells operating within 500 metres of the proposed development, and that the required separation distances set out in the *Ontario Building Code* between

wells, septic systems and storm drainage systems can be adequately met. This must be to the satisfaction of the City of London and an accepted peer review as necessary. The applicant may be required to pay for the cost of a peer review of the information submitted.

12. The City of London maintains a small number of stand-by municipal water wells for use during times of emergency. Emergency municipal well locations are identified on Map 6 - Hazards and Natural Resources. Water quantity and quality will be protected in accordance with the *Source Protection Plan*.
13. Where a planning and development application is proposed in the vicinity of an existing well the applicant will be required to demonstrate, to the satisfaction of the City, that the proposed development will not have a negative impact on groundwater quantity and quality. It is the responsibility of the applicant to identify the locations of wells in the vicinity of a development site.
14. As a condition of development approval, the decommissioning of an abandoned water well shall be completed in accordance with provincial regulations.
15. Industries requiring large volumes of water will be located in areas of the city where there is sufficient capacity in the water distribution network to accommodate such uses, and will be required to use water efficiency procedures to reduce the demand for water, and lower the volume of wastewater discharges flowing to sewers, pumping stations, and sewage treatment facilities.
16. The City will provide and maintain water storage facilities, pumping stations, and watermain distribution systems with sufficient capacity to provide for existing and planned development at an acceptable standard and at the lowest cost possible.
17. Development shall be designed and, if staged, implemented so as to not create a regulated system under the *Safe Drinking Water Act*.



STORM DRAINAGE AND STORMWATER MANAGEMENT

475_ Providing effective stormwater servicing is critical to protect properties from flooding and erosion, to minimize health hazards, and to enhance the natural environment where possible. The planning and design of stormwater servicing infrastructure shall be coordinated with the following policies and all other relevant policies of this Plan.

1. All public and private development shall require stormwater servicing and shall be designed to:
 - a. Prevent the loss of life, personal injury, and property damage.
 - b. Fulfill water quality objectives, in compliance with provincial and federal requirements.
 - c. Control erosion and sedimentation within natural watercourses.
 - d. Minimize on-site and downstream flooding.
 - e. Manage urban runoff.
 - f. Manage overland flow routes.
 - g. Maintain or enhance the flow regime in receiving watercourses.
 - h. Encourage groundwater recharge where appropriate.
 - i. Optimize the total cost of stormwater servicing and related works.
 - j. Protect and enhance features and functions of the Natural Heritage System.
 - k. Provide amenity spaces that are integrated into the design of neighbourhoods, development sites, parks, and open spaces.
 - l. Promote innovation by encouraging green infrastructure, stormwater attenuation, re-use, and low-impact development.
- m. Any other criteria or guidelines which, in the opinion of City Council, may be required to regulate development to achieve effective stormwater management in the catchment or tributary.
2. Subwatershed studies will be completed by the City and updated from time to time. The subwatershed study may recommend strategies to manage the water resources system within the context of surface and groundwater conditions, ecology, and Natural Heritage Systems. See also the Natural Heritage Policies of this Plan.
3. Stormwater management facilities shall be integrated into the design of neighbourhoods as focal points for communities. The design should promote buildings fronting the facilities, and ensure that the size and positioning of the facility does not impede convenient mobility throughout the neighbourhood.



4. Stormwater infrastructure, with the exception of stormwater outlets, will be located outside of the Natural Heritage System and natural hazard lands. Landscaping of facilities shall be naturalized using native vegetation to integrate within the Natural Heritage System. Subject to a Municipal Class Environmental Assessment and any applicable Natural Heritage policies, stormwater infrastructure may be integrated within the Natural Heritage System if it is demonstrated that the infrastructure provides an overall net benefit to the environment.
5. Reasonable access shall be provided to watercourses and stormwater facilities for maintenance purposes. The City may seek to acquire lands to ensure access as part of the development approval process.
6. Erosion and sediment control requirements related to all construction phases of development shall be adopted by the City to prevent the deposition of sediment and to protect the features and functions of surrounding natural heritage features and areas.
7. Low Impact Development source controls (i.e. onsite flow attenuation on parking lots, flat roofs and the creation of green roofs) shall be encouraged in institutional, commercial, industrial, and higher density residential developments.
8. Low Impact Development source controls shall be encouraged for municipal infrastructure projects to reduce servicing costs and land requirements for regional facilities, where practical.



TEMPORARY SERVICING

476_ In general, the City does not support the use of temporary servicing systems and shall discourage and restrict their usage. However, there are circumstances under which it may be reasonable to consider a temporary servicing solution, subject to all of the following requirements:

1. The proposed development conforms with the policies of *The London Plan*, including the Growth Management/ Growth Finance policies in the Our Tools part of this Plan.
2. The proposed development represents a logical extension of the built area of the city, provides an efficient utilization of land, and does not set up a “leap-frog” development pattern.
3. Where temporary servicing is proposed by a private developer, the cost for any studies, design, construction, startup, operation and maintenance, and removal of the system when permanent municipal servicing becomes available, will be the responsibility of the developer. Securities may be required.
4. The City has the ultimate authority to approve or refuse the design and construction of temporary works.
5. In the case of temporary sewerage or water works, the developer will cover all the costs for the City to operate and maintain the works.
6. There will be no claim from Development Charges or other funding sources provided by the City for these works.
7. Properties benefitting from temporary servicing will be required to contribute to the long-term servicing solution through the payment of Development Charges for development as prescribed in the *Development Charges By-law*.
8. There will be a justified cost/benefit value to the municipality.
9. There is a demonstrated public benefit for the works.

10. The construction of the works is consistent with and does not undermine the long-term plans and staging of infrastructure as identified in the City's *Growth Management Implementation Strategy* and the applicable long-term servicing master plans.

11. The temporary system shall be integrated with the ultimate solution, or decommissioned, at the cost of the developer when the municipal servicing solution becomes available.

PRIVATE SERVICING POLICIES FOR LANDS OUTSIDE OF THE URBAN GROWTH BOUNDARY

477_ Consistent with the *Provincial Policy Statement*, the following policies will be applied to the Rural Place Types outside of the Urban Growth Boundary. It is the objective of this Plan to ensure that all new rural development establishes, and maintains in perpetuity, sustainable private services wherever municipal water, wastewater and storm drainage services are not available.

1. A privately maintained cistern and/ or sewage disposal holding tank shall not be considered sustainable private services for the purposes of this Plan. No new development, or planning and development applications, shall be approved where they are solely dependent upon the use of a cistern and/or a holding tank.
2. The creation of new communal water or wastewater treatment systems is prohibited.
3. The property owner is responsible for the maintenance, upkeep and repair of all private water supply and sewage disposal systems in accordance with applicable legislation.
4. All planning and development applications requiring approval under the *Planning Act* that are dependent upon sustainable private services shall comply with the following:
 - a. All planning and development applications shall be required

- to ensure that the design and capacity of private water supply, sewage disposal systems, and stormwater drainage are capable of sustaining the land uses permitted by the *Zoning By-law* to be serviced by those systems.
- b. A planning and development application for an existing lot utilizing an existing or proposed private sewage disposal system shall include sufficient land to accommodate a reserve discharge site or leaching bed for the system effluent in the event of a failure of the primary discharge site or leaching bed.
 - c. A planning and development application for an existing lot utilizing an existing or proposed sewage disposal system shall be required to result in a minimum land area of 0.4 hectares, or such larger area as may be required by environmental or cumulative land use conditions associated with the site for the discharge and dispersion of sewage system effluent in accordance with the *Ontario Building Code Act*.
 - d. All planning and development applications in an area not served by existing municipal water or wastewater systems shall include a servicing suitability study of groundwater and geotechnical conditions that includes an assessment of water supply and sewage disposal system impacts of existing and proposed development associated with the site. The study shall be prepared by a professional hydrogeologist and which demonstrates to the satisfaction of the City that a private water well and private sewage disposal system with associated reserve discharge area can be established.
 - e. The City may consult with such agencies as deemed appropriate and/or retain the services of an independent consultant at the expense of the applicant, to peer review the study described in 4.d. above.
 - f. No endorsement, draft or conditional approval under the *Planning Act* shall be provided by the City for any development that is dependent on a new private sewage disposal system until the development has complied with the provisions of policies a through e above, and where it would be a significant drinking water threat.
 - g. No final approval under the *Planning Act* shall be provided by the City for any development that is dependent on a new private water supply system until the development has complied with the provisions of 4.a., 4.d. and 4.e. above.

LIQUID WASTE MANAGEMENT

478_ In some instances liquid waste is generated, transported, processed, or disposed of by private industries and businesses. Such waste may include toxic or hazardous industrial substances. Liquid waste management facilities will be planned as follows:

1. They will be permitted only within the Heavy Industrial Place Type as shown on Map 1 - Place Types.
2. They will not be pre-zoned, but will require an amendment to the *Zoning By-law*.
3. They will require the approval of the Ministry of the Environment and Climate Change, including certification under the appropriate section of the *Environmental Protection Act*.
4. These uses will be planned, designed, operated, and maintained to be compatible with adjacent uses and to avoid adverse impacts on the natural environment.

SOLID WASTE MANAGEMENT

479_ The following policies are separated into two primary areas: Diversion and Disposal.

> DIVERSION - REDUCING, REUSING, RECYCLING, COMPOSTING AND RECOVERY

480_ The City will promote the reduction, re-use, recycling, composting, and recovery of materials from solid waste, wherever possible, through the use of innovative means, new technology, conservation measures, and public education and community engagement programs.

481_ The City will support the reduction, re-use, recycling, composting and recovery of materials by:

1. Initiating, participating and collaborating in public education, awareness, and community engagement programs with residents, Londoners, businesses and other agencies and organizations.
2. Collaborating with other municipalities to develop long-term strategies to reduce, reuse, recycle, and recover materials from the waste stream.



3. Encouraging development proposals to provide adequate recycling and composting facilities, and support innovative waste collection and diversion programs.
4. Increasing waste diversion through existing technologies and new, emerging and next-generation technologies as they become available, practical, and financially feasible for London.
5. Exploring energy from waste opportunities.

482_ In addition to municipal waste management facilities within the Waste Management Resource Recovery Area Place Type, City Council will support the adequate provision of lands for solid waste diversion and resource recovery within the Heavy Industrial Place Type or on lands with specific policies.

483_ The location of waste transfer stations, composting facilities, recycling facilities or storage areas, and facilities for storing hazardous waste will be planned, designed, operated, and maintained in such a way as to promote compatibility with adjacent existing and future land uses, and to minimize any adverse impacts on the natural environment and surrounding area.

484_ The City will review all planning and development applications for waste management facilities to ensure that the location and operation of such facilities will be in compliance with the *Ontario Building Code*, the *Zoning By-law* and other City by-laws, policies and practices. The applicant shall be responsible for obtaining all necessary approvals from the appropriate authorities.

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

486_ City Council will prepare plans and implementation strategies to encourage cost-effective methods of utilizing solid waste, including reduction, re-use, recycling, composting, and recovery.

487_ City Council will encourage cost-effective alternative methods of disposing of solid waste.

> CLOSED LANDFILLS

488_ Development will not be permitted surrounding closed landfill sites and other sites which produce gases similar to those found in landfill areas, where such development could be adversely affected by the operation of disposal facilities and/or methane gas and leachate. Provincial guidelines will be followed to delineate an influence area and may recommend mitigation measures such as distance separation, buffering and compatible intervening land uses. No use shall be made of land or land covered by water which has been used for the disposal of waste for a period of twenty-five years from the year in which such land ceased to be so used unless approval by the Province for the proposed use has been given.

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

490_ New development will not be permitted on or in the potential influence area of closed landfill sites and other sites which produce gases similar to those found in landfill areas unless the compatibility study demonstrates there will be no adverse impacts to the development from the operating landfill sites, closed landfill sites and other sites which produce gases similar to those found in landfill areas or it can be demonstrated that engineering measures can mitigate the potential adverse impacts.

> ACTIVE LANDFILLS

491_ Policies regarding the City's operating landfill site are found in the Waste Management Resource Recovery Area policies of this Plan.



Woodfield Commons
390
Princess Ave.



Homelessness Prevention and Housing

WHAT IS HOMELESSNESS PREVENTION AND HOUSING?

492_ For the purposes of *The London Plan*, housing refers to the buildings, properties, and communities we live in. Homelessness prevention involves the creation of a system to assess risks, identify gaps, and take actions to prevent and reduce homelessness within a community.

493_ Many of the policies in this chapter use terms that have important specific meaning that may have an impact on the interpretation of these policies. The Our Tools part of this Plan should be consulted for definitions relating to the following policies in this chapter.

WHY IS HOMELESSNESS PREVENTION AND HOUSING IMPORTANT TO OUR FUTURE?

494_ Looking forward to our City of 2035, as the city grows and the population evolves it will be critical for the City to prevent homelessness and meet the housing needs of its residents, providing everyone with opportunities for health and wellness.

495_ Providing accessible and affordable housing options for all Londoners is an important element of building a prosperous city. Quality housing is a necessary component of a city that people want to live and invest in. Housing choice is influenced by location, type, size, tenure, and accessibility. Affordability and housing options are provided by establishing variety in these factors.

496_ Housing is a basic need for all Londoners. For London to be truly prosperous, it needs to take into account the housing needs of all of its residents. This Plan focuses on programs and policies that deliver housing as a service to lower-income and vulnerable Londoners, while setting the context for a city that provides all Londoners with access to quality housing that meets their needs.

WHAT ARE WE TRYING TO ACHIEVE?

497_ Through all the planning we do and the initiatives we pursue, our goal is to:

1. Ensure that all members of our community have access to housing that is safe, secure, and suitable to their needs and ability to pay.
2. Deliver a coordinated and integrated individual and family-centered housing stability approach that is outcome-focused and designed to address, reduce, and prevent homelessness in London.
3. Provide an integrated mixture of affordable and adequate housing options for the greatest number of people in need.
4. Ensure that individuals and families experiencing homelessness obtain and retain housing, and that individuals and families at risk of homelessness remain housed.
5. Ensure quality housing is attainable for our most vulnerable populations, including affordable and supportive housing, housing needs of persons requiring specialized care, and related services.
6. Facilitate an adequate and appropriate supply of housing to meet the economic, social, health, and well-being requirements of Londoners.
7. Promote a choice of housing types so that a broad range of housing requirements is satisfied in a wide range of locations.
8. Allow for aging in place, so that there are opportunities for people to remain in their neighbourhood as their housing needs change over time.





HOW ARE WE GOING TO ACHIEVE THIS?

498_ The *London Plan* will focus on four strategic areas to help us meet our goals for housing in London:

1. Community Housing Strategy
2. Creating Housing Opportunities
3. Affordable Housing
4. Homelessness Prevention

COMMUNITY HOUSING STRATEGY

499_ The City will prepare a community housing strategy that will establish an integrated and strategic approach to enhance London's capacity to ensure all Londoners have a home. The strategy will establish targets and service directions related to emergency-style housing, institutional accommodations, transitional and supported-living options, public and private rental market housing, and home ownership.

500_ The City will work with federal and provincial housing agencies and a variety of other partners and stakeholders to align priorities and implement the strategy.

501_ The City will work with other orders of government to advocate for opportunities to improve the accessibility and affordability of housing, such as increasing income supports, protecting existing housing, increasing opportunities for Aboriginal people and newcomers, and improving and protecting social housing.

502_ The City will seek out opportunities to acquire surplus lands from school boards, the provincial and federal government, and other institutional entities and stakeholders for housing purposes.

503_ Innovative tools will be explored to provide a variety of different forms of housing, including the potential for a Housing Development Corporation that would leverage property, government funding, and other assets to deliver housing that is beneficial to Londoners.

504_ The City will prepare a housing monitoring report every two years to: assess its residential land supply; evaluate housing conditions, the supply of affordable housing, development trends, and densities; analyze other housing supply and demand factors; review the community housing strategy; and assess the demand for affordable housing.

CREATING HOUSING OPPORTUNITIES

505_ To provide for an appropriate range of housing types and densities required to meet the projected requirements of current and future residents, the City will:

1. Maintain at all times the ability to accommodate residential growth for a minimum of ten years through residential intensification and redevelopment and, if necessary, lands which are designated and available for residential development.
2. Maintain at all times land with servicing capacity sufficient to provide at least a three-year supply of residential units available through lands suitably zoned to facilitate residential intensification and redevelopment, and land in draft approved and registered plans of subdivision.

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

507_ New neighbourhoods will be planned to provide a mix of housing types and integrated mixed-use developments, accessible housing and integrated services, and housing forms and densities.

508_ Abundant opportunities will be provided for the development of a broad range and mix of housing types and densities in conformity with the City Structure Plan and the Urban Place Type policies of this Plan.

509_ New neighbourhoods will be planned to include a variety of different housing types such that it is possible for people to remain in a neighbourhood as their housing needs change over time.

510_ Opportunities will be sought out for brownfield rehabilitation and redevelopment.



511_ In conformity with the Urban Regeneration policies in the Our City part of this Plan, community improvement plans may be created to identify programs and funding that will encourage the improvement of the existing housing stock and the development of new housing.

512_ The City's *Demolition Control By-law* may include provisions and regulations to address the reduction in London's rental housing stock.

513_ Residential developments that offer innovative design features, construction techniques, or tenure arrangements, which broaden the range of available housing alternatives, will be encouraged.

514_ Residential facilities, at appropriate locations that meet the housing needs of persons requiring specialized care, will be supported.

515_ The City will work with other levels of government, public and not-for-profit groups and agencies, and the private sector to provide housing and integrated services for households and individuals who are below the level of low- and moderate-income households as defined in this Plan.

AFFORDABLE HOUSING

516_ The City may assist in the administration of housing programs of the federal and provincial governments.

517_ A target of 25% of new housing, in aggregate, is to be affordable to low- and moderate-income households as defined by the *Provincial Policy Statement* and this Plan. This target may be met through residential greenfield development and the many forms of intensification identified in the City Structure policies of this Plan.

518_ Secondary plans and larger residential development proposals should include a 25% affordable housing component through a mix of housing types and sizes. In keeping with this intent, 40% of new housing units within a secondary plan, and lands exceeding five hectares in size outside of any secondary plan, should be in forms other than single detached dwellings.

519_ Further to the affordable housing targets, the City will, within its legislative powers and policies, pursue opportunities for at least half of the affordable housing units created through new residential development, to be affordable to the lowest 30th percentile of household incomes in the City of London in order to meet the broad housing needs of Londoners. This will include both ownership and rental forms of housing. Opportunities may be provided in new residential structures, infill and redevelopment, and may be achieved through partnerships with private and/or public sector housing providers.



520_ Initiatives and proposals for creating new affordable rental housing should give priority to housing which proposes rents that are affordable to a mixture of low- and moderate-income households. As a target, fifty percent of the rental units should be available for low-income households whose annual accommodation costs exceed 50% of gross household income. A higher proportion of low-income rental units may be provided in smaller-scale housing projects containing support services. City Council may periodically review the target as a means of monitoring and evaluating this policy. The City may establish a new target during the life of this Plan without an amendment to the policies of this Plan.

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

522_ Green development techniques should be utilized in the construction of affordable housing projects to reduce the long-term energy costs of development and improve the quality of development.

523_ Subject to the City Structure Plan and Urban Place Type policies of this Plan, surplus public lands will be evaluated for their suitability for the development of affordable housing prior to their consideration for any other uses.

HOMELESSNESS PREVENTION

524_ Our homelessness prevention efforts will be based on a “Housing First” model of coordinated services to assist individuals and families experiencing homelessness, or at risk of homelessness, to achieve housing stability. These efforts will focus on approaches to:

1. Address, reduce, and prevent homelessness in London.
2. Ensure housing is available that is supported by programs, services, and health care.
3. Ensure attainable, scattered, and diverse housing with a coordinated network available for individuals and families at risk, or experiencing homelessness.
4. Require that homelessness prevention initiatives are in accordance with both the City's *Homeless Prevention System and Implementation Plan* and the *Homeless Prevention and Housing Plan*.





Culturally Rich and Diverse City

WHAT IS A CULTURALLY RICH AND DIVERSE CITY?

525_ The London of 2035 will build on our strengths today to elevate London's profile to be known as a regional cultural centre – one that:

1. Strengthens culture to build economic growth.
2. Provides abundant employment and learning opportunities in tourism, diversity, libraries, food and agriculture, arts, heritage, sports, educational institutions, architecture, and technology.
3. Fosters creativity for everyone through cultural and regional programming, promotion, and celebration.
4. Celebrates and strengthens London's diversity which encourages inclusion and civic engagement.
5. Leverages London's cultural resources, assets, and public spaces.
6. Identifies, protects, conserves, and celebrates its cultural heritage.
7. Advances opportunities to attract and retain newcomers.

WHY IS A CULTURALLY RICH AND DIVERSE CITY IMPORTANT TO OUR FUTURE?

526_ Culture has a clear link to prosperity. In 2011, London's cultural sector employed 7,700 people and contributed over \$540 million to the City's Gross Domestic Product (GDP). Culture includes those things that are both tangible (things) and intangible (ideas, experiences, or behaviours) that are unique to us as Londoners, and that encourage diversity and inclusiveness. London's residents are from countries around the globe. Our diversity contributes greatly to what makes us exciting, exceptional and connected and the London of 2035 will be even more vibrant and diverse than the one we know today.

527_ Prosperity is tied to our quality of life, and our quality of life reflects our culture. Culture is fundamentally intertwined with the success of many local businesses and is integral to London's economy ranging from programs to business enterprises to cultural resources, and also forms part of many great neighbourhoods with their own identity and social connections. Culturally rich and diverse cities attract the best and the brightest labour force that our industries and businesses are looking for. Those cities that are able to attract this labour force will be successful in the economy of the future.

528_ The strategic directions of London's *Cultural Prosperity Plan* are designed to elevate the role of culture as a tool for promoting economic growth, to identify existing and needed resources to build cultural capacity, to explore collaborative frameworks and partnerships, and to strengthen and promote existing cultural resources.

WHAT ARE WE TRYING TO ACHIEVE?

529_ Through all of the planning that we do to foster a culturally rich and diverse city we will:

1. Elevate London's profile as a regional cultural centre.
2. Build upon our cultural strengths to attract and retain the best and brightest.
3. Support cultural programming to create a city that projects innovation, vibrancy, creativity, and entrepreneurialism.
4. Celebrate and strengthen greater diversity and inclusion in our community.
5. Build awareness through education, celebration and promotion of London's vast array of cultural programming, assets, and quality places.
6. Plan for, enhance, conserve and maintain our cultural assets and public spaces.
7. Protect and celebrate our community's cultural and natural heritage resources to allow current and future generations the opportunity to identify with and enjoy the cultural experiences and spaces the city has to offer.



HOW ARE WE GOING TO ACHIEVE THIS?

ELEVATE LONDON'S PROFILE AS A REGIONAL CULTURAL CENTRE

530_ Implement London's *Cultural Prosperity Plan* through municipal action and investment in collaboration with our community stakeholders and partners.

531_ Develop and implement the *Our Move Forward: London's Downtown Plan* that showcases the Downtown as the vibrant cultural centre for the region.

532_ Develop and implement a green strategy plan that promotes creative and innovative ways to build a more resilient city and promote our natural and cultural heritage.

533_ Implement a city-wide neighbourhoods strategy and a *Parks and Recreation Master Plan* to introduce innovative and creative ways to facilitate livable and sustainable communities that support diverse cultures, participation in recreation and amateur sports, and active health.

534_ Advance the eco-tourism, agri-tourism, and cultural tourism opportunities available in the city and support linkages to surrounding regional cultural facilities.

SUPPORT CULTURAL AND INNOVATIVE PROGRAMMING TO CREATE A CITY THAT EXUDES INNOVATION, VIBRANCY, CREATIVITY AND ENTREPRENEURIALISM

535_ Support cultural activities in all place types through the permitted uses, building forms and public spaces within the city.

536_ Strengthen civic engagement and appreciation of culture through consultation and ongoing education.

537_ Consider incentive programs to facilitate cultural activities that will generate activity, excitement, profile, and vibrancy for the residents of and visitors to our city.

538_ Develop programming along the Thames Valley Corridor and in London's parks to allow for festivals, events and activities that promote social connections, physical health, mental well-being and intellectual development.

539_ Improve the vibrancy of Dundas Street, our Cultural Corridor, which runs through Old East Village and the Downtown, and enhance connections to the Thames River.

PLAN FOR, MAINTAIN AND ENHANCE OUR CULTURAL ASSETS AND PUBLIC SPACES

540_ Design public spaces that showcase public art, creative spaces and gateways, and enhancements to cultural heritage resources. Use wayfinding, interpretive and gateway signage to identify important cultural places.

541_ Provide recreational activities in public spaces and community facilities that are accessible to all of our residents.

542_ Support urban design initiatives that create human spaces for the people of the city to enjoy and build social relationships by improving social interaction and connectivity.

543_ Encourage adaptive re-use of older industrial buildings to create spaces for new uses that support the development of the knowledge economy and labour force attraction.

544_ Promote the joint use of facilities and community infrastructure, and facilitate collaboration across our communities.

545_ Seek out public art and innovative urban design through the development process, wherever possible.

546_ Use bonus zoning to offer an incentive for the provision of public art, in conformity with the Our Tools policies of this Plan. As a target, seek out public art that is equal in cost to 0.5% - 1% of a project's building permit value.

547_ Develop concept plans for gateway features, cultural corridor enhancements, and public spaces for incorporating public art and creative design features including areas such as Downtown, Old East Village, SoHo, Transit Villages, Rapid Transit Corridors and Main Streets.

548_ Design streets, parking spaces, and public spaces that can be transformed or activated to support festivals/events on weekends or during low-peak traffic periods, including Dundas Street between the Forks of the Thames and Wellington Street.

549_ Identify and incorporate London's public libraries and community centres as important cultural hubs, in plans and planning applications.

550_ Develop and maintain cultural asset mapping databases with innovative ways to engage and educate Londoners.

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Cultural Heritage

WHAT IS CULTURAL HERITAGE?

551_ Cultural heritage is the legacy of both the tangible and the intangible attributes that our community has inherited from past generations. Our cultural heritage resources include tangible elements such as buildings, monuments, streetscapes, landscapes, books, artifacts and art, and intangible aspects such as folklore, traditions, language, and knowledge.

552_ These cultural heritage resources, both publicly and privately-owned, define the city's unique identity and contribute to its continuing prosperity. The quality and diversity of these resources are important in distinguishing London from other cities and make London a place that is more attractive for people to visit, live or invest in. Our heritage resources are assets that cannot easily be replicated and they provide a unique living environment and quality of life. By conserving them for future generations, and incorporating, adapting, and managing them, London's cultural heritage resources define London's legacy and its future.

WHY IS CULTURAL HERITAGE IMPORTANT TO OUR FUTURE?

553_ Our cultural heritage is a record that tells a story about how our city has been modified by human activity and how it continues to evolve. It tells us who we are and where we came from and, in doing so, gives us a sense of our city's past so that we can better understand our future. Heritage planning allows the City opportunities to provide direction, in accordance with provincial legislation, regulations and policies, to guide our efforts to understand and conserve this record.



WHAT ARE WE TRYING TO ACHIEVE?

554_ In all of the planning and development we do, and the initiatives we take as a municipality we will:

1. Promote, celebrate, and raise awareness and appreciation of London's cultural heritage resources.
2. Conserve London's cultural heritage resources so they can be passed on to our future generations.
3. Ensure that new development and public works are undertaken to enhance and be sensitive to our cultural heritage resources.

HOW ARE WE GOING TO ACHIEVE THIS?

555_ This Plan will focus on three areas of cultural heritage planning including:

1. General policies for the protection and enhancement of cultural heritage resources.
2. Specific policies related to the identification of cultural heritage resources including individual heritage resources, heritage conservation districts, cultural heritage landscapes, and archaeological resources.
3. Specific policies related to the protection and conservation of these cultural heritage resources.

GENERAL CULTURAL HERITAGE POLICIES

> MUNICIPAL HERITAGE COMMITTEE

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

> THE REGISTER OF CULTURAL HERITAGE RESOURCES

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

558_ The Register will identify properties as falling within one or more of the following categories with respect to the identification and protection of such resources under the relevant sections of the *Ontario Heritage Act*:

1. Part IV -related to individual properties.
2. Part V - related to heritage conservation districts.
3. Part VI -related to properties of archaeological significance.
4. Properties that are not designated but that City Council believes to be of cultural heritage value or interest.
5. Properties that have been recognized as cultural heritage landscapes.

559_ Where a view or vista is identified as a heritage attribute of a property included on the Register or a property identified as a cultural heritage landscape, such a view or vista should be conserved. A guideline document for the conservation of a view or vista may be prepared in conformity with the Guideline Documents policies in the Our Tools part of this Plan.

> SUSTAINABILITY

560_ City Council may acquire and own cultural heritage properties for the purpose of maintaining them as municipal assets and to provide good stewardship.

561_ Municipal budgets will be established to ensure the long-term sustainability and stewardship of municipally-owned cultural heritage assets.

562_ Strategies will be developed to promote the adaptive re-use or repurposing of existing built heritage assets to support green building design to reduce demand on natural resources.

563_ In conformity with the Urban Regeneration policies in the Our City part of this Plan, initiatives will be taken to support the adaptive re-use of cultural heritage resources to facilitate economic revitalization of neighbourhoods and business areas.

564_ All efforts should be made to protect cultural heritage resources, including archaeological resources, in the event of emergency or threat, such as fire, flood, willful damage, and other unanticipated situations or discoveries.

> DESIGN

565_ New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to protect the heritage attributes and character of those resources, to minimize visual and physical impact on these resources. A heritage impact assessment will be required for new development on and adjacent to heritage designated properties and properties listed on the Register to assess potential impacts, and explore alternative development approaches and mitigation measures to address any impact to the cultural heritage resource and its heritage attributes.

566_ Relocation of cultural heritage resources is discouraged. All options for on-site retention must be exhausted before relocation may be considered.

567_ In the event that demolition, salvage, dismantling, relocation or irrevocable damage to a cultural heritage resource is found necessary, as determined by City Council, archival documentation may be required to be undertaken by the proponent and made available for archival purposes.

568_ Conservation of whole buildings on properties identified on the Register is encouraged and the retention of façades alone is discouraged. The portion of a cultural heritage resource to be conserved should reflect its significant attributes including its mass and volume.

569_ Where, through the process established in the Specific Policies for the Protection, Conservation and Stewardship of Cultural Heritage Resources section of this chapter and in accordance with the *Ontario Heritage Act*, it is determined that a building may be removed, the retention of architectural or landscape features and the use of other interpretive techniques will be encouraged where appropriate.



> STRATEGIES/PROGRAMS

570_ For the purposes of cultural heritage protection and conservation, City Council may adopt a number of specific strategies and programs, including:

1. Identification and designation of specific cultural heritage resources including properties, districts, landscapes, and archaeological sites.
2. Community improvement plans and associated financial incentives.
3. Public works policies for cultural heritage resources.
4. Demolition control.
5. Heritage easements.
6. Purchase or lease agreements.
7. Zoning by-laws including height and density bonusing.
8. Interim control by-laws.
9. Sign by-laws.
10. Financial securities.
11. Urban regeneration programs for heritage neighbourhoods and business areas.
12. Conservation plans and management protocols for municipally-owned heritage resources.

571_ The City will cooperate with neighbouring municipalities, other levels of government, First Nations, conservation authorities, institutions, and the private sector to protect and conserve heritage resources that may cross property, geographical or jurisdictional boundaries.

IDENTIFICATION OF CULTURAL HERITAGE RESOURCES

> INDIVIDUAL HERITAGE PROPERTIES

572_ In accordance with the *Ontario Heritage Act*, City Council may designate individual properties of cultural heritage value or interest under Part IV of the Act.

573_ City Council will consider one or more of the following criteria in the identification and designation of individual properties of cultural heritage value or interest:

1. The property has design or physical value because it:
 - a. Is a rare, unique, representative or early example of a style, type, expression, material, or construction method.
 - b. Displays a high degree of craftsmanship or artistic merit.
 - c. Demonstrates a high degree of technical or scientific achievement.
2. The property has historic value or associative value because it:
 - a. Has direct associations with a theme, event, belief, person, activity, organization, or institution that is significant to a community.
 - b. Yields, or has the potential to yield, information that contributes to an understanding of a community or culture.
 - c. Demonstrates or reflects the work or ideas of an architect, artist, builder, designer, or theorist who is significant to a community.
3. The property has contextual value because it:
 - a. Is important in defining, maintaining, or supporting the character of an area.
 - b. Is physically, functionally, visually, or historically linked to its surroundings.
 - c. Is a landmark.

574_ While the Register will be as complete as possible in identifying properties of cultural heritage value or interest, there may be properties that are not identified on this inventory. This does not diminish the potential for these properties to be identified as significant cultural heritage resources which may be designated under the *Ontario Heritage Act*.





> HERITAGE CONSERVATION DISTRICTS

575_ In accordance with the *Ontario Heritage Act*, City Council may designate areas of the city as heritage conservation districts. Such districts may comprise a block or blocks, a streetscape or any other contiguous area.

576_ City Council will consider the following criteria in the evaluation of an area for designation as a heritage conservation district:

1. The association of the area with a particular historical event or era that is unique to the community.
2. The presence of properties which are considered significant to the community as a result of their location or setting.
3. The presence of properties representing a design or method of construction which is considered to be of cultural heritage value or interest to the community, region, province, or nation.
4. The presence of properties which collectively represent a certain aspect of the development of the city that is worthy of maintaining.
5. The presence of physical, environmental, or aesthetic elements which, individually, may not constitute sufficient grounds for designation as a heritage conservation district, but which collectively are significant to the community.

> CULTURAL HERITAGE LANDSCAPES

577_ Consistent with the *Provincial Policy Statement*, City Council may identify areas of the city as cultural heritage landscapes. A cultural heritage landscape is a defined geographic area that may have been modified by human activities and is identified as having cultural heritage value or interest by a community, including an Aboriginal community. The area may involve features such as structures, spaces, archaeological sites, or natural elements that are valued together for their interrelationship, meaning, or association. Such a cultural heritage landscape is valued by Londoners and is significant to an understanding of the histories of a people or place.

578_ A guideline document for the identification of cultural heritage landscapes may be prepared in conformity with the Guideline Documents policies in the Our Tools part of this Plan.



> ARCHAEOLOGICAL RESOURCES

579_ In cooperation with the Province, the City will identify and designate archaeological resources in accordance with the *Ontario Heritage Act*.

580_ The City shall adhere to the provisions of the *Funeral, Burial and Cremation Services Act* as it pertains to archaeological resources and human remains.

581_ Archaeological resources may be included on the City's Register. Data relating to these resources will be kept for the purpose of heritage planning and development review. Locations of archaeological resources will be kept confidential, where possible, in accordance with the *Municipal Freedom of Information and Protection Act*, to protect against vandalism, disturbance, and the inappropriate removal of resources.

582_ In the event that unexpected archaeological resources, human remains or cemeteries are identified or encountered during assessment, development, or site alteration, all work must immediately cease and the site must be secured. The appropriate provincial and municipal authorities must be notified. Required provisions under the *Funeral, Burial and Cremation Services Act*, the *Ontario Heritage Act*, and other applicable protocols and policies must be followed. Where there are First Nation burials, they will be addressed in consultation with the relevant First Nations communities. Licensed archaeologists may be required to assess and/or monitor the property and recommend conservation strategies. The City may prepare a protocol to address these matters to ensure that the appropriate measures are taken in the event that human remains or unexpected archaeological resources are discovered.

SPECIFIC POLICIES FOR THE PROTECTION, CONSERVATION AND STEWARDSHIP OF CULTURAL HERITAGE RESOURCES

> INDIVIDUAL HERITAGE PROPERTIES

583_ To ensure a greater degree of protection to designated properties of cultural heritage value or interest, City Council may enter into agreements with property owners or may attempt to secure conservation easements in order to protect those features deemed to have heritage value. Council may also consider the application of zoning that includes regulations to further protect the property.

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

585_ Where City Council has issued a notice of intent to designate a heritage property under Part IV of the *Ontario Heritage Act*, the protection against alteration, removal, or demolition for that property will be as though it was designated until Council deems otherwise.

586_ The City shall not permit development and site alteration on adjacent lands to heritage designated properties or properties listed on the Register except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the heritage designated properties or properties listed on the Register will be conserved.

587_ Where a property of cultural heritage value or interest is designated under Part IV of the *Ontario Heritage Act*, no alteration, removal or demolition shall be undertaken that would adversely affect the reasons for designation except in accordance with the *Ontario Heritage Act*.

588_ City Council will, through the provisions of the City's *Property Standards By-Law*, ensure that designated properties identified on the Register are maintained with respect to the integrity of the building and the retention of identified heritage attributes.

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

590_ Where a property has been identified on the Register and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its approval, approval with conditions, or denial of the application pursuant to the *Ontario Heritage Act*. Council may also request such information that it needs for its consideration of a request for demolition or removal.

591_ Where a heritage designated property or a property listed on the Register is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost, and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.

> HERITAGE CONSERVATION DISTRICTS

592_ Areas of the city that City Council considers to have cultural heritage value or interest may be considered for designation as heritage conservation districts under the *Ontario Heritage Act*.

593_ Pursuant to the *Ontario Heritage Act*, the by-law passed for the designation of a heritage conservation district will adopt a heritage conservation district plan that will include:

1. A statement of the objectives to be achieved in designating the area as a heritage conservation district.
2. A statement explaining the cultural heritage value or interest of the heritage conservation district.
3. A description of the heritage attributes of the heritage conservation district and of properties in the district.
4. Policy statements, guidelines, and procedures for achieving the stated objectives and managing development and change within the heritage conservation district.
5. A description of the alterations or classes of alterations that are minor in nature and that the owners of properties in the heritage conservation district may carry out or permit to be carried out on any part of a property, other than the interior of any structure or building on the property, without obtaining a permit under section 42 of the *Act*.

594_ Within heritage conservation districts established in conformity with this chapter, the following policies shall apply:

1. The character of the district shall be maintained by encouraging the retention of existing structures and landscapes that contribute to the character of the district.
2. The design of new development, either as infilling, redevelopment, or as additions to existing buildings, should complement the prevailing character of the area.
3. Regard shall be had at all times to the guidelines and intent of the heritage conservation district plan.

595_ City Council will, through the provisions of the City's *Property Standards By-Law*, ensure that properties within heritage conservation districts are maintained with respect to the integrity of the building and the retention of identified heritage attributes.

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

597_ Where a property is located within a heritage conservation district designated by City Council, the alteration, erection, demolition, or removal of buildings or structures within the district shall be subject to the provisions of Part V of the *Ontario Heritage Act*.

598_ City Council shall not permit development and site alteration on adjacent lands to a heritage conservation district except where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

599_ Where a property is located within a heritage conservation district and an application is submitted for its demolition or removal, the Heritage Planner and the Clerks Department will be notified in writing immediately. A demolition permit will not be issued until such time as City Council has indicated its approval, approval with conditions, or denial of the application pursuant to the *Ontario Heritage Act*. Council may also request such information that it needs for its consideration of a request for demolition or removal.

600_ Where a property within a heritage conservation district is to be demolished or removed, the City will ensure the owner undertakes mitigation measures including a detailed documentation of the cultural heritage features to be lost, and may require the salvage of materials exhibiting cultural heritage value for the purpose of re-use or incorporation into the proposed development.

601_ Specific heritage conservation districts designated by City Council are listed below and shown on Map 9 - Heritage Conservation Districts and Cultural Heritage Landscapes. Additions to this list and Map 9 will be made as an amendment to this Plan as Council designates new heritage conservation districts. These specific Heritage Conservation District Plans and Guidelines will be used in the evaluation of planning and development applications in these areas:

1. East Woodfield
2. Bishop Hellmuth
3. Old East Village
4. West Woodfield
5. Blackfriars/Petersville
6. Wortley Village/Old South
7. Downtown

> CULTURAL HERITAGE LANDSCAPES

602_ Areas of the city that City Council considers to be of cultural heritage value or interest may be recognized as cultural heritage landscapes consistent with the *Provincial Policy Statement* and in conformity with the policies of this Plan, and will be added to the Register.

603_ Cultural heritage landscape conservation plans will be adopted for each cultural heritage landscape identified by City Council and will be in conformity with the Guideline Documents policies in the Our Tools part of this Plan.

604_ All public works and projects will conform with the applicable cultural heritage landscape conservation plan.

605_ A property owner may apply to alter a property within a cultural heritage landscape. The City or its delegate may consent to, or grant a permit to, alter the property through the Heritage Alteration Permit process.

606_ Development and site alteration on adjacent lands to a cultural heritage landscape shall not be permitted except where the proposed development and site alteration has been evaluated through a heritage impact assessment and it has been demonstrated that the heritage attributes of the cultural heritage landscape will be conserved.

607_ Specific cultural heritage landscapes designated by City Council are listed below. Additions to this list and Map 9 will be made as an amendment to this Plan and as Council adopts new cultural heritage landscapes:

1. Western Counties Health and Occupational Centre Grounds

ARCHAEOLOGICAL RESOURCES

608_ In accordance with the *Ontario Heritage Act*, the City will conserve archaeological resources.

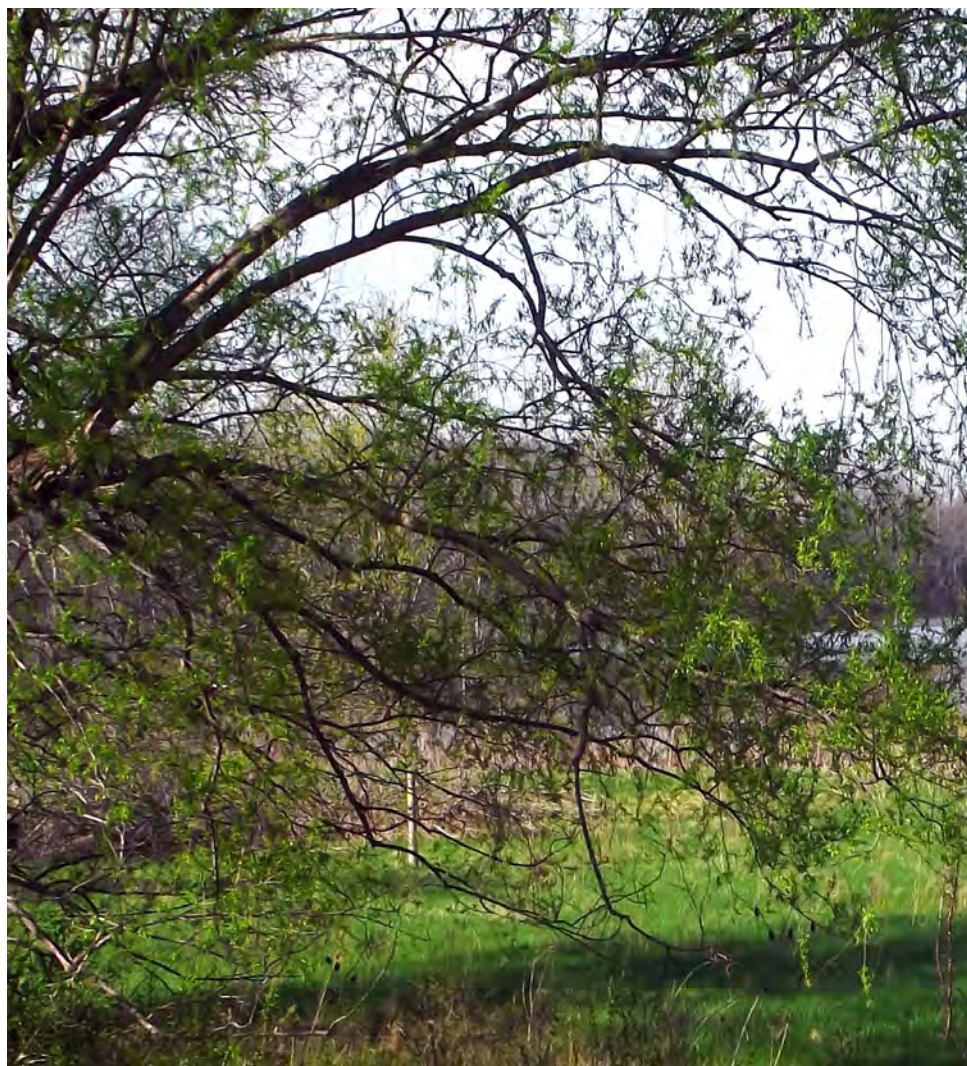
609_ The City will prepare and maintain an *Archaeological Management Plan* that will identify archaeological resources and areas of archaeological potential and provide direction and requirements for the identification, evaluation, conservation and management of archaeological resources in accordance with the *Ontario Heritage Act*. The *Archaeological Management Plan* may be subject to review and shall be updated in conjunction with a comprehensive review of the Official Plan.

610_ The City will notify the appropriate First Nations and invite them to participate in the process during the preparation of the *Archaeological Management Plan*.

611_ Development and site alteration shall not be permitted on lands containing archaeological resources or areas of archaeological potential unless significant archaeological resources have been conserved. Preservation of the archaeological resources on site is the preferred method, but in some cases, conservation can occur by removal and documentation.

612_ Where significant archaeological resources are preserved on site, in situ, conservation may be secured through a heritage easement agreement, designation under the *Ontario Heritage Act*, zoning provisions and/or other planning or heritage conservation tools.

613_ Where First Nations significant archaeological resources are to be preserved on site, the consultant archaeologist shall consult with the appropriate First Nation to identify approaches to commemoration of the site.



614_ Where First Nations significant archaeological resources are identified and preservation on site is not possible, the consultant archaeologist shall consult with the appropriate First Nation to address their interest in the resource to identify interpretive and commemorative opportunities related to the resource.

615_ Where a Stage 3 archaeological assessment is being undertaken on First Nations archaeological resources, the consultant archaeologist shall notify the appropriate First Nation in advance of on-site assessment work.

616_ An archaeological assessment is required where a proposal involves development or site alteration, and if it is determined through the application of the *Archaeological Management Plan* model that any part of a subject area possesses archaeological resource potential or known archaeological resources.

617_ Archaeological assessments shall be undertaken to the applicable level of assessment by a consultant archaeologist in compliance with provincial requirements and standards.

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

619_ Where archaeological resources are documented and found to be First Nations or Indigenous in origin, a copy of the assessment report shall be provided by the consultant archaeologist to the appropriate First Nation.

620_ City-initiated projects and development projects involving development or site alteration on identified lands will be subject to review for their potential impact on the archaeological resource, in conformity with the policies of this Plan.

621_ The appropriate First Nations communities shall be provided notification by the consultant archaeologist in regard to the identification of burial sites and significant archaeological resources relating to the activities of their ancestors.

622_ When considering an application for development or site alteration, the City may require a marine archaeological assessment to be conducted by a qualified person pursuant to the *Ontario Heritage Act* if partially or fully submerged marine features such as ships, boats, vessels, artifacts from the contents of boats, old piers, docks, wharfs, fords, fishing traps, dwellings, aircraft, and other items of cultural heritage value are identified and may be impacted by shoreline and waterfront developments. Any marine archaeological resource that is identified shall be reported to the Province.





Smart City

WHAT IS A SMART CITY?

623_ A Smart City is a city that uses new forms of information and communications technology (ICT) to promote economic development, civic innovation, the sharing of data, and a high quality of life. Making the city more livable, functional, and competitive, smart cities promote innovation and data sharing to help improve a city's economy, mobility, environment, citizenship, quality of life, and city governance. Smart City infrastructure will also assist in improved decision making through more advanced analytics of data.

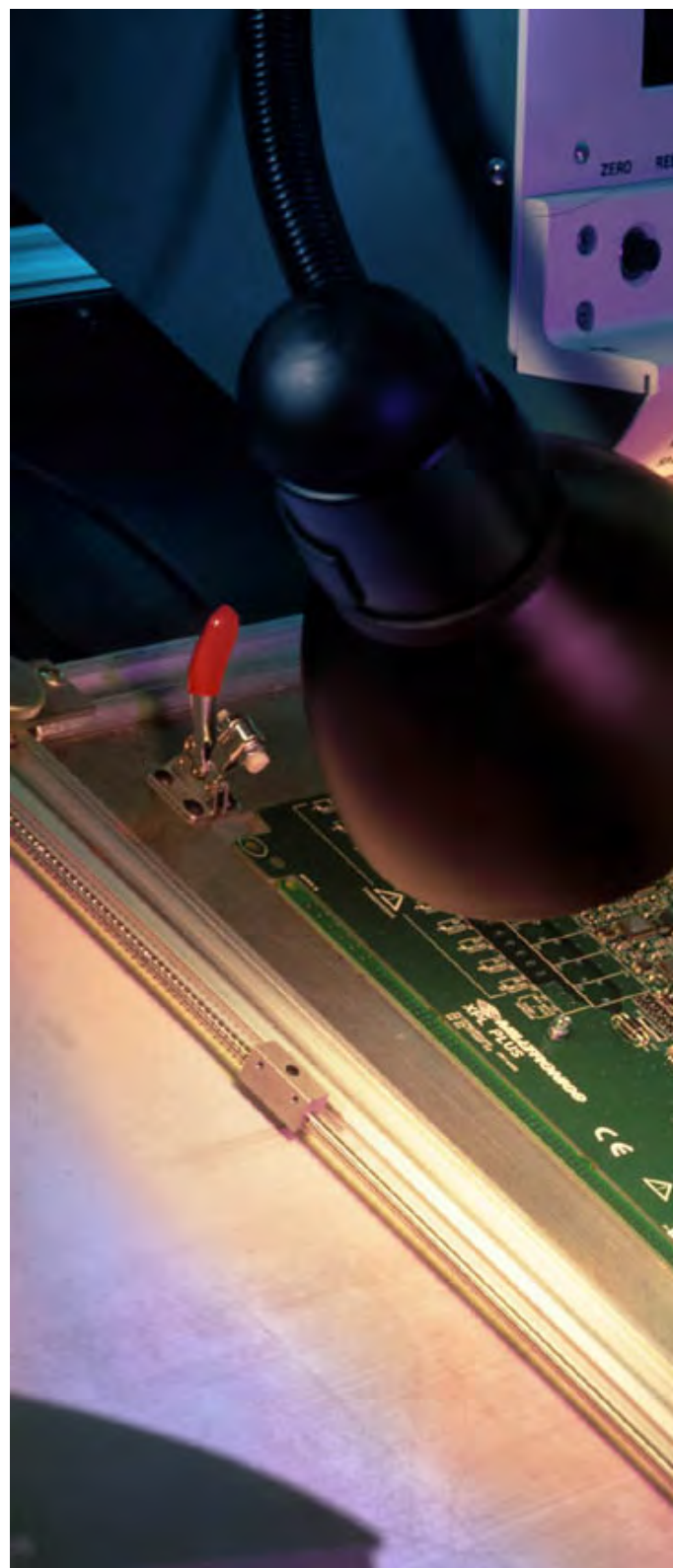
WHY IS BUILDING A SMART CITY IMPORTANT TO OUR FUTURE?

624_ To address a growing demand for a more efficient, sustainable, and livable model of urban development, specifically the concept of "sustainable or resilient cities", Smart City programming supports environmentally, culturally and socially sustainable city building initiatives. It also provides a direction for cities to address global issues such as increased urbanization, global warming and climate change, continued growth in traffic congestion, and socio-demographic changes in a local context. The implementation of ICT infrastructure and business intelligence tools improves the efficiency and integration of city operations and services, municipal decision making and the quality of life for the city's residents. It encourages entrepreneurship and attracts business investment to the city, ultimately leading to a more prosperous place.

WHAT ARE WE TRYING TO ACHIEVE?

625_ Through city investments, long-term planning initiatives and the review of planning and development applications, action will be taken to design and build our smart city in the following ways:

1. Build a connected city that links all of its residents, stakeholders, investors, and external partners.
2. Give London a competitive advantage as a city that is well known to have the highest quality of information and communications infrastructure for those businesses and industries that require it.
3. Use smart cities infrastructure and technology to foster an environment that supports business incubation.
4. Enhance quality of life for all Londoners by supporting the development and delivery of state-of-the-art communication capabilities for all residents and businesses throughout the city.
5. Provide customer-centric public services that leverage digital infrastructure, people, and processes to serve all residents and businesses.
6. Facilitate open government by using technology that will make the city more transparent and inclusive to encourage the participation and involvement of all stakeholders in decisions faced by the city.
7. Provide the highest level of smart city infrastructure and amenity offered in London to locations within our Downtown, our Transit Villages and Rapid Transit Corridors, our Institutional Place Types, and in appropriate locations within our Industrial Place Types.
8. Use smart city infrastructure to support the Key Directions and City Building policies of this Plan.
9. Ensure that rights to the protection of privacy are always respected and maintained.



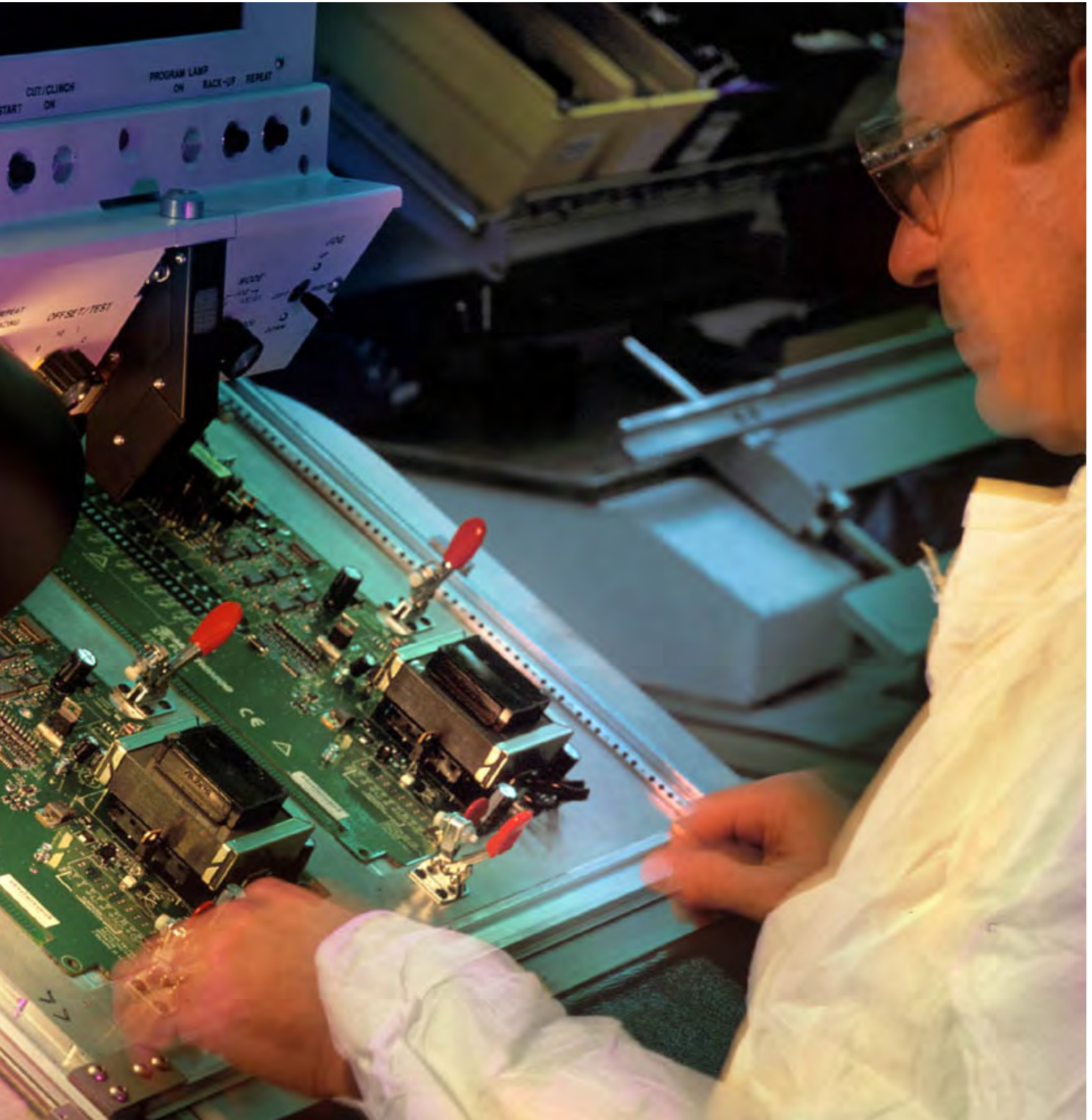
HOW ARE WE GOING TO ACHIEVE THIS?

SMART CITY STRATEGY

626_ A Smart City Strategy may be prepared to establish a clear strategy for collaboration, facilitation, investment, infrastructure advancement, skill development and other initiatives supportive of a smart city.

627_ The Smart City Strategy should be monitored and updated from time to time to assess its effectiveness and address changes in technology.

628_ Upon adoption, the Smart City Strategy may be implemented through such actions as investment in smart city infrastructure, information sharing, collaboration, education and skill development and other municipal initiatives.





SMART CITY INFRASTRUCTURE

629_ ICT infrastructure should form part, where appropriate, of civic infrastructure, public facilities, public spaces and mobility services.

630_ The installation of ICT infrastructure, and the delivery of associated software, should be coordinated with other civic infrastructure and municipal projects. Measures should be taken to establish a fully networked city infrastructure over time.

631_ To encourage resiliency and recognizing the fast pace of change in communications technologies, all civic infrastructure should incorporate a form of ICT infrastructure that is adaptable to change and next-generation technologies.

632_ To support the City Structure Plan, and to support research and development, innovation and business development, the most robust ICT infrastructure should be offered in the Downtown, Transit Villages, Rapid Transit Corridors, Institutional Place Types and where required in the Industrial Place Types.

633_ Public access points to the internet and infrastructure that supports this access should be provided in the Downtown and Transit Village Place Types and in the station areas of the Rapid Transit Corridor Place Type; where possible

these elements should be integrated into new developments and/or retrofits. Community improvement plans and secondary plans may identify how this infrastructure will be integrated into these areas.

634_ The installation of advanced ICT infrastructure into all public, institutional, and large-scale private sector development projects will be encouraged.

635_ Cellular transmission towers and satellite infrastructure should be designed to integrate as part of the proposed building form and/or civic infrastructure related to development projects. Similarly, above-grade infrastructure should be designed to enhance and not detract from the design quality of the public realm.

636_ ICT infrastructure and related software may be used to monitor civic infrastructure, promote intelligent transportation systems, and provide information for a variety of municipal and community applications and facilitate improvements in service delivery to our customers. The *Corporate Asset Management Program* may utilize this information to manage our resources efficiently and effectively.

INFORMATION SHARING FOR A SMART CITY

637_ To create an open data environment, municipal data should be made available to all residents and businesses, in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*.

638_ Convenient access to civic information and analytics tools should be provided to residents, businesses, and visitors to the city.

639_ Digitally enabled services may be pursued to give residents and businesses better access to information and options for how they use the city. Where appropriate, mechanisms will be created that allow residents and businesses to give feedback and report on city infrastructure and services to enhance this real-time data.

640_ Platforms may be created to allow for real-time data sharing to support analytics and decision making in a variety of formats suitable to mobile and other platforms and accessible by all.

641_ Data collection and sharing should be coordinated among municipal departments to inform decision making, business strategies and ensure delivery of cost-efficient and high-quality city services.

642_ The City should ensure that the collection, sharing and management of all data is undertaken through secure methods and in accordance with the requirements of the *Municipal Freedom of Information and Protection of Privacy Act*.

COLLABORATING FOR A SMART CITY

643_ The City may collaborate with regional partners to explore the possibility of preparing a Regional Digital Development Strategy for Southwestern Ontario to assist with, amongst other initiatives, the implementation of a regional ICT network and the creation of an intelligent region.

644_ The City may collaborate with regional partners to explore development of a digitally connected region for southwestern Ontario to enhance access to rich sources of information and the means to share and analyze it to generate knowledge and encourage collaboration across the area. This collaboration may extend to community partners such as educational and health care institutions, research and development organizations, high-tech businesses, senior levels of government and other potential collaborators within our communities.

645_ Partnerships will be encouraged between educational and health care institutions, vendors and development partners to provide knowledge transfer, analytics skills and the creation of training programs for the public, ICT professionals and municipal officials.

646_ The City may establish partnerships with leading vendors, educational institutions and research facilities in networking, smart building, ICT applications, control systems, and data sharing to provide expertise, technology, and to minimize smart city costs.

647_ The City may collaborate with community partners to develop programming that offers support to existing and potential community organizations so that they may benefit from the smart digital infrastructure.



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Food System

WHAT IS A FOOD SYSTEM?

648_ A food system refers to all the processes, networks, and infrastructure that are involved with the growth, harvest, processing, packaging, distribution, transport, marketing, sale, serving, consumption, and disposal of food within a city or a region. London's food system includes the prime agricultural land in and around our city, as well as the significant agri-food industry that exists in London that processes, packages, and transports our food to the world. Our food system includes such things as backyard and community gardens, local businesses, and restaurants that sell and serve food, and farmers markets that bring residents, food businesses, and local growers together.

649_ The City has also adopted a *Food Charter* and the policies of this Plan support that Charter.

WHY ARE FOOD SYSTEMS IMPORTANT TO OUR FUTURE?

650_ The production, processing, and distribution of food consumes a significant amount of energy and has a major impact on our environment. Strengthening our local food system so that we can grow and consume more of our food locally, makes us more resilient to escalating energy prices and transportation costs. It also makes us less dependent on other countries to produce the food we consume.

651_ The food production and distribution sector in London employs a large number of people. Recognizing our location within a region that possesses some of the best agricultural land in Canada and the world, we have a strategic advantage to grow our food-related industries for employment and prosperity.

652_ There are portions of our city that can be considered food deserts. These are areas where food is not easily or affordably available within certain communities. These food deserts undermine our goals relating to prosperity, health, and wellness. We will seek to eradicate food deserts that exist in our city, so that all of our communities have easy and affordable access to healthy food within easy walking distance of their homes by 2035.



WHAT ARE WE TRYING TO ACHIEVE?

653_ Through our planning, public projects, and investment, we will encourage, foster, and support:

1. A sustainable food system that contributes to the economic, ecological, and social well-being of our city and region.
2. Local food production and access to local, regional, national and international agricultural trade markets.
3. A strengthened local food system infrastructure.
4. Ready access to high-quality retail grocery stores, farmers markets, and other food sources which provide affordable, safe, healthy, culturally diverse, and local foods.
5. Alternative ways that Londoners grow, process and sell food within the city.
6. Opportunities for urban food production on private and public lands.
7. Community economic development through the growth, processing, packaging, distribution, marketing, sale, and serving of food.
8. Mechanisms that support and promote food waste recovery and re-use systems that retain biological nutrients for local farmers or other food producers.

HOW ARE WE GOING TO ACHIEVE THIS?

COMPREHENSIVE FOOD SYSTEM PLANNING

654_ We will participate in coordinated community and regional efforts to develop a more sustainable food system that considers all stages of the food system and that:

1. Encourages local and regional food production and processing, and protection of productive farmland, as provided for by the Farmland Place Type policies of this Plan.
2. Celebrates local food culture, cuisine, and indigenous and local food traditions, in conformity with the Culturally Rich and Diverse City chapter of this Plan.
3. Works with neighbouring municipalities in the region to enhance urban and rural food production, processing, storage, distribution and linkages to the restaurant and tourism sectors, as a basis for region-wide food system planning and policy development.
4. Assesses neighbourhood food system opportunities as part of local area planning.
5. Supports composting from a household to a city-wide level with a goal that most organic waste be diverted from landfill, in conformity with the Civic Infrastructure and Green and Healthy City chapters of this Plan.
6. Provides opportunities for urban agriculture.

655_ All Londoners should have access to food within their neighbourhood.

656_ Opportunities will be explored to locate grocery stores as a part of a complete community, accessible to key pedestrian routes and transit.

657_ Encourage grocery store, farmers market, and community garden uses in areas that have been identified as a food desert.

658_ Promote and secure agricultural industries that will connect into regional efforts in support of agricultural development.

659_ Promote London as a pollinator sanctuary, considering how we can create and support environments that are conducive to pollinators in all of the planning and public works we are involved with, recognizing the important role that pollinators play in our long-term food security.

660_ Promote tourism activities which draw activity to both Rural and Urban London's food sector.

661_ The local production of food should be promoted with other tourism and recreational activity initiatives from farm-based activities to restaurants and markets.

662_ Promote all forms of livestock farming and animal husbandry within the Farmland Place Type. Keeping of livestock and pursuing animal husbandry activities is not permitted within the Urban Place Types.

COMMUNITY BENEFIT

663_ Foster and promote opportunities for community gardens and local markets that:

1. Encourage and support urban food production on private and public land, and identify opportunities on surplus lands where it is safe and suitable, and the soil can support gardening within the urban area.
2. Identify potential City-owned sites where different food production activities might be supported.
3. Identify the roles and responsibilities of participants.
4. Provide mechanisms to acquire land for gardening purposes, where appropriate.

664_ Prepare and implement a community garden strategy to:

1. Strengthen and nurture neighbourhoods and Londoners.
2. Promote civic life and social equity.
3. Promote environmental stewardship.
4. Improve quality of life.
5. Increase access to healthy and affordable food for residents.



665_ In conformity with the community garden strategy, expand the development of community gardens located on municipal and/or private lands into neighbourhoods across the city. Prioritize neighbourhoods that feature a high proportion of rental or attached housing.

666_ Rooftop gardens, where buildings can support them, will be encouraged.

667_ The provision of publicly-accessible rooftop garden space and green roofs designed for food production or recreation may be eligible for bonusing, in conformity with the Bonus Zoning policies in the Our Tools part of this Plan.

668_ The opportunity to promote food production on public lands such as parks and street rights-of-way will be explored.

669_ Market gardens and roadside stands which sell fresh seasonal produce grown in London may be permitted as temporary uses within both the Rural and Urban portions of the city, provided they are safely located and in conformity with the Mobility policies of this Plan and the *Zoning By-law*.

670_ In cooperation with the school boards, school yards will be promoted as locations for community gardens due to their educational and community value. Similarly, hospitals, places of worship and higher education institutions will be encouraged to consider community gardens.

671_ Create opportunities for jobs and economic diversity in food systems through support for small business and entrepreneurs involved in the production of artisanal food products and other goods using locally-sourced materials.

672_ Consider greenhouses and other amenities as part of community gardens where appropriate infrastructure is available to support their construction and operation.

673_ Support food banks and other social enterprises that help to provide and distribute food to those Londoners that need it the most. Support before-school programs that ensure that children have access to nutritional meals in the morning.

674_ Support educational programs that teach Londoners how to eat healthy.



PUBLIC/PRIVATE PARTNERSHIPS

675_ Establish partnerships with private businesses, non-profit groups, and volunteers to promote London as a centre for agricultural and related employment.

676_ In coordination with public/private partners, create public awareness and provide education about the connection between local food and healthy living.

677_ Encourage alternative food provision including food co-operatives and on-street food markets to ensure all Londoners have access to nutritious food.

678_ Consider and establish new and innovative approaches to urban food production that increase food security, such as cooperative farming initiatives and urban garden plots on vacant, city-owned lands.

679_ Promote a full diversity of food, including a broad selection, to provide all Londoners with access to as many elements of a healthy diet as possible.

680_ Promote access to food that is culturally diverse and support the production, processing, and selling of a wide variety of foods which may be promoted and available throughout the city and as part of community events in the city.

681_ Promote food-based community economic development incubators that help new food-related businesses to establish in London.

CITY INVESTMENT

682_ As appropriate, invest in urban food projects through grants and funding to implement the City's community garden strategy and projects that support the *Food Charter*.

683_ Protect and preserve the city's farmlands and agricultural-related industries as part of a sustainable food system.

684_ As part of the City's economic development strategy, target and attract agri-business and food processing facilities to locate in London, to add value to locally and regionally grown food as a sustainable source of local jobs.

685_ Encourage and secure farmers markets that will connect Rural London to Urban London and to the region. The promotion of farmers markets may:

1. Create markets large enough to be economical for farmers and other vendors.
2. Provide for locally grown produce and/or processed goods.
3. Be almost entirely food-based.
4. Be located in diverse locations around the city with good pedestrian and transit access.

686_ Create and implement strategies to manage pests, disease, invasive species, urban wildlife, and other threats to the production of food and the sustainability of our food system.





Green and Healthy City

WHAT IS A GREEN AND HEALTHY CITY?

687_ A green city is an environmentally friendly city. A green city imposes a minimal impact on the environment, minimizes consumption of water and energy, and reduces or eliminates waste outputs such as air pollution, water pollution, wastes and heat in a sustainable fashion. Green cities also have a small ecological footprint – the amount of land and water area required to sustain a city’s consumption patterns and absorb its wastes on an annual basis.

688_ A healthy city is one that supports the health of those that live in it. It can do so as a result of how it is planned and developed – offering such things as active mobility options, quality parks and recreational facilities for active and passive recreation, a clean and healthy environment, accessible health care facilities and services, protection from natural hazards, and safe and secure places. It can also do so through the culture of a city, whereby the community is conscious of health and always striving to improve it.

689_ Green cities are healthy cities, so these two goals and the initiatives required to realize them are closely linked.

690_ *The London Plan* acts as London’s integrated community sustainability plan in that it incorporates the three components of sustainability, establishing strategic directions and policies for the environmental, social, and economic well-being of the city.

WHY IS A GREEN AND HEALTHY CITY IMPORTANT TO OUR FUTURE?

691_ Climate change and extreme weather could be our planet’s most pressing problems and we need to think of how our city can become more resilient to such change. Meanwhile, as energy costs rise over time, our efforts to become a green city will help London to remain affordable and economically competitive. The emerging green economy will provide significant opportunities for cities that are creative and able to capture green jobs.

692_ The world’s resources are finite and all cities must do their share to reduce their ecological footprint so that our local, regional, and global environments remain healthy.

693_ It is important that we create a London that is sustainable, vibrant, and prosperous for our future generations. A person and a community cannot prosper without good health. London is well positioned to develop its image as a healthy city and in doing so create jobs, heighten our quality of life, and give London a competitive advantage over many other cities in the world.

WHAT ARE WE TRYING TO ACHIEVE?

694_ In all of our planning, public projects, and infrastructure investments we will strive to:

1. Become one of the greenest cities in Canada. In doing so, London's ecological footprint will be smaller, per capita, than most cities in the country.
2. Develop our city so that it offers the highest standard of health and wellness to all those who live here.





HOW ARE WE GOING TO ACHIEVE THIS?

695_ The Environmental Policies of this Plan are the foundation for a green and healthy city. All of the policies that follow will be implemented within the context of these overarching policies that protect and enhance our Natural Heritage System, minimize risks associated with natural and human-made hazards, and identify and conserve natural resources.

696_ We will market London to the world as a healthy city.

697_ Implementing the City Structure and City Building policies of this Plan will help us to achieve our green and healthy city goals by supporting such things as:

1. Attractive active mobility and public transit choices.
2. Vibrant, diverse, connected and safe neighbourhoods that are designed to support active mobility.
3. Abundant high-quality parks, trails, cycling infrastructure and recreational facilities.
4. Safe places and spaces.
5. A healthy Urban Forest.
6. Cleaner and more sustainable forms of energy.
7. Reduced air emissions.
8. Clean and sustainable infrastructure, including the safe delivery of drinking water, solid waste diversion and sanitary sewage treatment.
9. A wide range of housing choice and affordable housing opportunities.
10. Abundant and accessible health care services.
11. Reliable and sustainable emergency services.
12. Safe places and spaces.
13. Regenerated urban neighbourhoods.
14. Redeveloped brownfield sites.

HEALTHY BUILT FORM

698_ We will build our city to facilitate active mobility. The city will be designed to provide infrastructure such as sidewalks, bicycle lanes and pathways, to locate amenities within neighbourhoods so that they accessible, and to achieve levels of density and connectivity that minimize travel distances between destinations.

699_ We will design our city to create safe public spaces that can be used by Londoners of all ages and abilities.

700_ We will develop as an age-friendly city in ways that support the security, health and well-being of our senior populations.

701_ We will capitalize upon our location as the centre of agriculture in southwestern Ontario, to grow a strong food system that allows all Londoners access to healthy food. We will strive to identify and eliminate food deserts in our city, where access to healthy and affordable food is limited.

702_ We will prepare a climate change adaptation strategy to plan for resiliency, adaptation, and mitigation actions.

703_ We will direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety.

704_ We will minimize adverse effects associated with odour, air pollution, noise or vibration between sensitive land uses and major facilities consistent with the *Provincial Policy Statement*.

705_ We will support the adaptive re-use of buildings.

ACCESS TO HEALTH CARE SERVICES

706_ Our rapid transit routes will connect our major educational, research and health care institutions.

707_ Through the *Parks and Recreation Master Plan*, and the community and social services programming we deliver, the City will strive to educate Londoners on health and healthy lifestyles and will promote and facilitate health and well-being for all Londoners.

708_ We will plan for health care services throughout the city at appropriate locations that are convenient to the people who require those services.

709_ We will provide opportunities for social interaction and promote mental health and well-being throughout the city in the form of parks, community centres and programming opportunities.

FOSTER GROWTH IN THE HEALTH CARE SECTOR

710_ London's development and promotion as a healthy city will be encouraged through various forms of support for the health care industry in our city.

711_ The City will support and facilitate collaboration between health care organizations, senior government and private industry.

712_ Centres of excellence in health care will be encouraged to develop and grow in London.

713_ Partnerships, collaboration and integration will be sought between our educational, research and health care sectors.

714_ We will build a city that is attractive to health care practitioners so that we can attract and retain the best and brightest in the sector.

715_ We will promote the attraction of industries that support the health care sector and develop products that are developed through innovation at our schools, hospitals and research centres.

716_ Our smart city plan will be integrated with our health care institutions so that we can support them with communications infrastructure, open data, and other smart city amenities that give them a competitive advantage.

GREEN CITY STRATEGY

717_ A *Green City Strategy* may be prepared to establish targets and develop a integrated series of actions to pursue:

1. Green jobs
2. Green mobility
3. Green development
4. Green infrastructure
5. Green energy and clean air
6. Healthy watershed
7. Clean water and water conservation
8. Managing our waste

718_ Measures will be established to assess London's progress in meeting its Green and Healthy City goals and for comparing it to other mid-sized cities in Canada.

> GREEN JOBS

719_ Green economic sectors and job clusters will be identified and the role that the City may play in facilitating employment growth in the green economy will be explored.

720_ London's image as a green business incubator and a centre of green economic development will be promoted.

721_ Green procurement practices will be used to support and highlight the need for more businesses to deliver products and services in a more environmentally friendly way.

722_ Incentives may be used to encourage the regeneration of urban business areas and to support green business practices throughout the city.

723_ Municipal programs to support community economic development may be established.

> GREEN MOBILITY

724_ Green mobility will be promoted by establishing a city structure that supports rapid transit, transit-oriented design, active mobility, transportation demand management, intensification, and cycling infrastructure throughout the city.

> GREEN DEVELOPMENT

725_ The City will explore opportunities for collaborative efforts with the development community to achieve excellence in green development.

726_ An ecosystems/watershed approach will be used for all of our planning and development.

727_ Growth and development will be planned to be compact, mixed-use, transit-supportive and conducive to active forms of mobility.

728_ Green development standards will be promoted. The City may establish its own green standards. Low impact development approaches will be used for municipal infrastructure.

729_ Wherever possible, new developments will be planned to be “future ready” to accommodate the future use of solar energy, electric vehicles, and (where applicable) district energy systems. Standards may be developed to require that neighbourhoods or individual buildings are developed to meet specific sustainability measures or standards.

730_ Incentives may be used to encourage sustainable forms of development.

731_ Bonus zoning may be applied, in conformity with the Bonus Zoning policies in the Our Tools part of this Plan, in favour of incorporating sustainable development forms, technologies and techniques.

732_ Financial tools will be explored to promote improvements to the environmental performance of existing buildings through retrofits. Such incentives may include local improvement charges applied by the City to assist private property owners to undertake sustainable improvements to their property.

733_ The adaptive re-use of existing buildings will be supported.

734_ One or more demonstration projects may be initiated to promote, and educate on, green development.

735_ Financial tools may be used to encourage brownfield site remediation.

> GREEN INFRASTRUCTURE

736_ The Civic Infrastructure chapter of this Plan includes green infrastructure policies relating to such things as drainage and stormwater management, sanitary servicing, and water servicing.

> GREEN ENERGY AND CLEAN AIR

737_ A *Community Energy Action Plan* may be prepared to form part of an overall strategy to implement more environmentally-friendly and affordable energy usage and enhance local air quality. This strategy will plan for and implement such things as energy conservation, energy efficient design, passive solar, strategic tree planting, waste heat utilization, and increased local, distributed production of energy through combined heat and power generation, solar thermal and photovoltaic, bioenergy and energy from waste.

738_ District energy facilities and infrastructure, including expansion of existing district energy systems, will be encouraged for larger-scale redevelopment opportunities within the Primary Transit Area and Industrial Place Types.

739_ Large-scale (e.g. >500 kilowatt) wind turbines and solar energy facilities will be directed to locate in the Farmland Place Type, subject to the *Green Energy and Green Economy Act*. Smaller-scale roof-mounted and building-integrated wind turbines and solar energy utilization will be installed in a fashion that is in conformity with the City Design policies of this Plan.

740_ Opportunities for ground-sourced thermal energy use are encouraged in an effort to reduce overall energy production costs for redevelopment initiatives, including coordinated efforts to retrofit areas of urban neighbourhoods.

741_ The City of London will move toward a full fleet of energy-efficient cars and the most efficient medium- and heavy-duty vehicles practical and affordable, including appropriate employee education and training programs, in an effort to reduce the City’s carbon footprint, and will encourage other local fleet operators to do the same.

> HEALTHY WATERSHED

742_ The City Structure, Natural Heritage, Natural and Human-made Hazards, Natural Resources, Forest City, and Civic Infrastructure chapters of this Plan include our healthy watershed policies.

> CLEAN WATER AND WATER CONSERVATION

743_ Safe, clean drinking water will be supplied to Londoners in conformity with the Civic Infrastructure policies of this Plan.

> MANAGING OUR WASTE

744_ Sustainable waste management is important to a green and healthy city, and will be provided to Londoners in conformity with the Civic Infrastructure and Waste Management Resource Recovery Area chapters of this Plan.

DARK SKIES

745_ We will support initiatives to reduce glare, light trespass, and skyglow to promote energy conservation, reduce impacts on wildlife, and support healthy neighbourhoods.





PLACE TYPE POLICIES

Place Type Policies

PLACE TYPES OVERVIEW

746_ For London to be highly prosperous – exciting, exceptional and connected in 2035, our city will need to represent a mosaic of outstanding places. These places will have their own unique functions and distinct identities and will offer a multitude of benefits to those who experience them.

747_ While the City Building policies of *The London Plan* lay out the essential framework for how we will build our city over the next 20 years, our Plan also needs to provide direction for how we will develop different geographic areas within our city – the places that make up London.

748_ Traditionally, Planners have focused on land use when setting plans for geographic areas within a city – often referred to as a “land use designation”. *The London Plan* takes a different approach by planning for the type of place that is envisioned – what this Plan refers to as a “place type”. It seeks to plan highly-functional, connected, and desirable places.

749_ Recognizing this, the policies for each place type begin with a vision, and then explain the guiding principles and policies for how we will realize this vision. Each Place Type chapter then continues to establish the range of permitted uses allowed, the expected intensity of development, and the envisioned built form that is intended within that given place type. Most place types support a range of intensities and a mix of land uses. This approach connects with many of *The London Plan's* goals, such as supporting infill and intensification, creating complete communities, supporting active mobility and setting the stage for a vibrancy that comes with variety and diversity.

PLACE TYPES THAT APPLY CITY-WIDE

750_ The majority of place types in *The London Plan* apply to either Urban London or Rural London, but do not apply to both. There are two place types, however, that apply city-wide:

1. Green Space
2. Environmental Review

PLACE TYPES THAT APPLY TO URBAN LONDON

751_ Urban London includes those lands that are contained within the Urban Growth Boundary. The place types applied to these lands include:

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





TABLE 7 - EXAMPLES OF MEASURES THAT MAY BE USED TO IMPLEMENT PLACE TYPE POLICIES

Use	Intensity	Form	
<ul style="list-style-type: none"> • Residential • Office • Commercial • Industrial • Institutional 	<ul style="list-style-type: none"> • Height • Gross floor area • Coverage • Floor plate area • Density in units/ha • Number of bedrooms • Parking • Floor Area Ratio 	Site Layout: <ul style="list-style-type: none"> • Parking • Landscaping • Vehicular access • Orientation • Setbacks • Building location on site 	Building: <ul style="list-style-type: none"> • Massing • Step-backs • Materials • Architecture



CITY-WIDE PLACE TYPES



A FRAMEWORK FOR THE CITY-WIDE PLACE TYPES

755_ The following policies provide a framework for the City-wide Place Types shown on Map 1. These place types apply to lands within both Urban and Rural London. The chapters that follow provide more detailed policies for each of these place types.

756_ The majority of place types in *The London Plan* apply to either Urban London, or Rural London, but do not apply to both. There are two Place Types, however, that apply city-wide:

1. Green Space Place Type – applies to the Natural Heritage System, the parks and open space system, hazard lands, and natural resources. The Environmental Policies of this Plan provide clear guidance on how the Natural Heritage System will be protected, conserved and enhanced within this Place Type, in accordance with provincial policy.
2. Environmental Review Place Type – applies to lands that are protected until such time as the necessary environmental studies are completed to assess whether these lands are part of the Natural Heritage System and to be protected, conserved and enhanced.





Green Space

OUR VISION FOR THE GREEN SPACE PLACE TYPE

757_ The Green Space Place Type is made up of a system of public parks and recreational areas, private open spaces, and our most cherished natural areas. It encompasses a linear corridor along the Thames River, which represents the natural heritage and recreational spine of our city. It also encompasses our hazard lands, including our valleylands and ravines, and the floodplains associated with our river system.

758_ The Green Space Place Type is comprised of public and private lands; flood plain lands; lands susceptible to erosion and unstable slopes; natural heritage features and areas recognized by City Council as having city-wide, regional, or provincial significance; lands that contribute to important ecological functions; and lands containing other natural physical features which are desirable for green space use or preservation in a natural state. The components of the Natural Heritage System that are included in the Green Space Place Type on Map 1 – Place Types, are identified or delineated on Map 5 - Natural Heritage. Hazard lands and natural resource lands that are included in the Green Space Place Type on Map 1 are identified or delineated on Map 6 – Hazards and Natural Resources.

759_ Our vision is to protect the Green Space Place Type, create new green linkages throughout the city and increase our tree cover. Our Green Space policies together with our Environmental Policies will protect and conserve our natural areas and their delicate ecosystems, keep development an appropriate distance from our hazard lands, and offer a variety of parks that contribute significantly to the quality of life for Londoners.

ROLE WITHIN THE CITY STRUCTURE

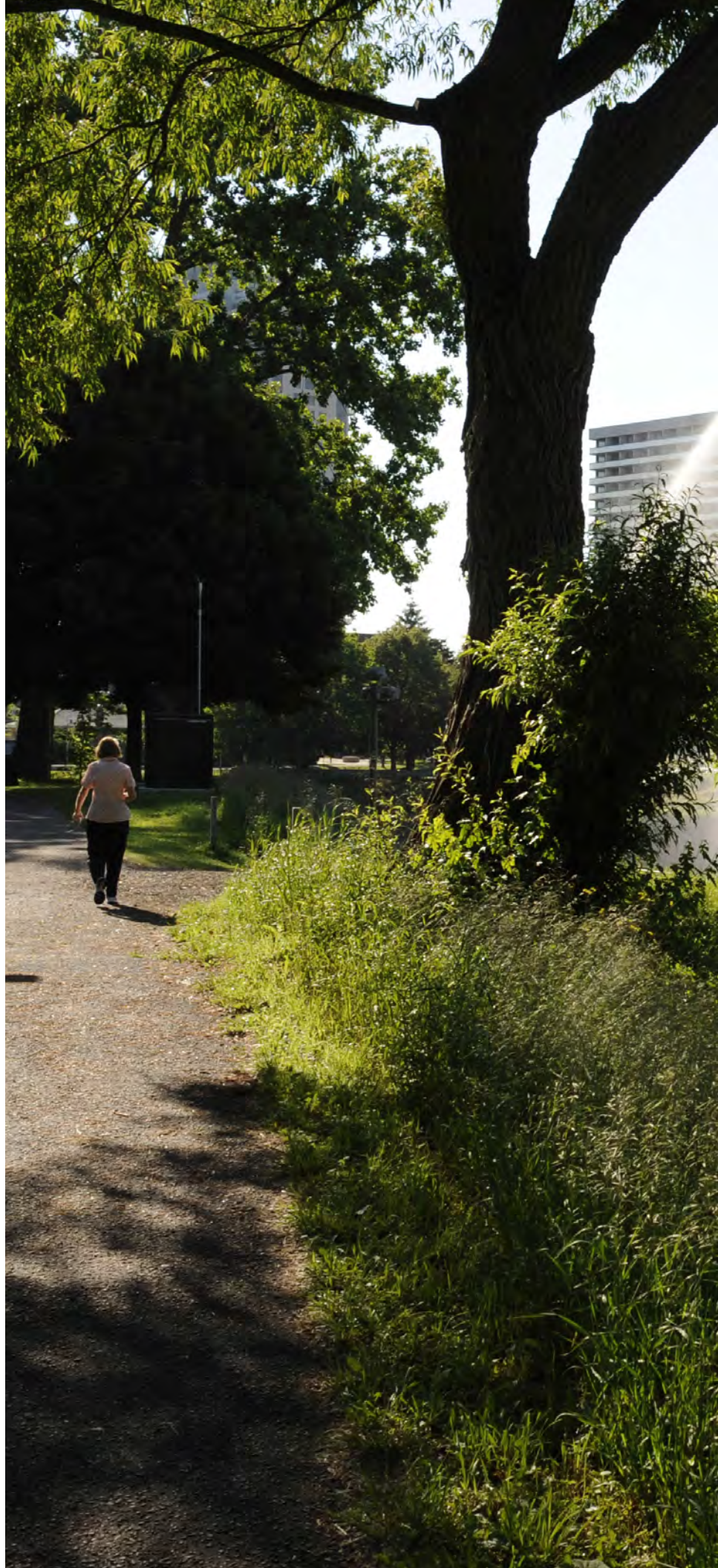
760_ The Green Space Place Type is composed of five major components:

1. Natural Heritage Features and Areas
2. Natural and Human-made Hazards
3. Natural Resources
4. Public Parkland
5. Private lands – relating to such things as cemeteries, outdoor recreational centres and golf courses

HOW WILL WE REALIZE OUR VISION?

761_ We will realize our vision for the Green Space Place Type by implementing the following in all the planning we do and the public works we undertake:

1. Provide for a continuous linear green space network which generally follows the Thames River and its tributaries.
2. Seek out new linkages that will create a more continuous and connected green space network.
3. Provide for linkages among green space areas throughout the city.
4. Provide for green space areas in all parts of the city to allow for a balanced distribution of locations for both active and passive recreational pursuits.
5. Enhance the accessibility of publicly-owned green space areas where there is no danger to public safety and where significant natural features and ecological functions can be protected.
6. Reduce the potential for loss of life and damage to property due to flooding by restricting the development of flood plain and hazard lands to an appropriate range of uses.
7. Provide for the protection of natural heritage features and areas which have been identified, studied and recognized by City Council as being of city-wide or regional significance, and/or by the Ministry of Natural Resources and Forestry as provincially significant.





PERMITTED USES

762_ The following uses will be permitted within the Green Space Place Type:

1. Permitted uses on the lands identified on Map 5 and Map 6, are contained in the Environmental Policies part of this Plan.
2. Lands within the Green Space Place Type vary considerably, and the uses that are permitted within these areas will be dependent upon the natural heritage features and areas contained on the subject lands, the hazards that are present, and the presence of natural resources which are to be protected.
3. District, city-wide, and regional parks. Some neighbourhood parks, urban parks and civic spaces are not shown on Map 1, but are included as uses allowed within the Neighbourhoods Place Type.
4. Private green space uses such as cemeteries and private golf courses.
5. Agriculture, woodlot management, horticulture and urban gardens, conservation, essential public utilities and municipal services, storm water management, and recreational and community facilities.
6. The full range of uses described above will not necessarily be permitted on all sites within the Green Space Place Type, and shall be subject to all relevant policies of this Plan.

PUBLIC ACCESS

763_ Public access to lands within the Green Space Place Type will be provided subject to the following provisions:

PUBLIC GREEN SPACE

764_ Access to public green space areas will be provided where possible, provided that such access will not have a negative impact on the natural features and areas or their ecological functions as determined by the City in consultation with the appropriate agencies. The Natural Heritage policies of this Plan and various guideline documents will assist in identifying those lands that are most sensitive to human activity and will protect such areas from public access.

PRIVATE GREEN SPACE

765_ The inclusion of privately-owned lands within the Green Space Place Type will not imply that the land is accessible to the public. Permissions for public access to privately-owned property within the Green Space Place Type will be at the discretion of the property owner.

THAMES RIVER SHORELINE

766_ Public access along the shoreline of the Thames River may be provided within the context of existing and future land uses, where there is no unacceptable risk to public safety, and where significant natural features and areas and ecological functions can be protected.

LINKAGES BETWEEN GREEN SPACE AREAS

767_ Linkages will be provided between green space areas, where possible, as a means of encouraging continuity and accessibility to and between green space areas and for providing habitat for the easy movement of wildlife within our city. Examples of such linkages include utility corridors, abandoned railway lines, or physical features such as valleylands. Naturalization may occur to establish new linkages, or widened linkages, within the green space network. Linkages that support the Natural Heritage System are identified as potential naturalization areas and potential upland corridors on Map 5 of this Plan.

LAND ACQUISITION

768_ City Council may acquire lands within the Green Space Place Type or add to the Green Space Place Type for the purposes of adding to the network of publicly-accessible open space, providing protection to lands identified as being susceptible to flooding or erosion; and providing protection to natural heritage areas within the Green Space Place Type.

PARKLAND DEDICATION

769_ The acquisition of parkland through dedication, as provided for under the *Planning Act*, will be carried out in conformity with the Parkland Acquisition and Dedication policies in the Our Tools part of this Plan.

FLOOD PLAIN ACQUISITION

770_ The public acquisition of flood plain lands will be carried out in conformity with the Parkland Acquisition and Dedication policies in the Our Tools part of this Plan. City Council may develop a program for acquisition of natural heritage areas identified as Green Space in conformity with the policies of this Plan.

GOVERNMENT PROGRAMS ON ACQUISITION

771_ For the purposes of land acquisition as described above, City Council may seek the assistance of other levels of government, and will work with the appropriate conservation authority and the private and volunteer sectors in adding lands to the public open space system.

PRIVATE LANDS

772_ The inclusion of privately-owned lands within the Green Space Place Type does not imply that it is City Council's intent to acquire these lands. However, Council may identify privately-owned lands for acquisition for the purpose of including these lands as public open space through any of the above provisions.

EVALUATION OF POTENTIAL FOR PUBLIC ACQUISITION

773_ If a proposal is made to develop privately-owned lands within the Green Space Place Type for uses other than those permitted in the Green Space Place Type, City Council will assess the potential for acquiring the property as public lands on the basis of the following criteria:

1. The adequacy of the existing supply of public green space in the surrounding area.
2. The potential impact of the proposed new use or change in existing use on surrounding lands, particularly lands which are expected to remain within the Green Space Place Type.
3. The location of the subject lands in relation to flood plain lands.
4. The location of the subject lands in relation to natural heritage features and areas that are within the Green Space Place Type.
5. The presence of natural or desirable features or ecological functions within the subject land.
6. The cultural importance of the subject land or its features, whether locally or city-wide.

SITE ALTERATION AND TREE CUTTING BY-LAWS

774_ To prevent or mitigate potential impacts due to site alteration and tree cutting on lands identified as Green Space or within any other place type shown on Map 1 that may contain landscapes or trees that are deemed worthy of

protection, City Council may adopt appropriate by-laws to prohibit or regulate activities such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of the site, and any human-made disturbance of soil, destruction, removal, or injuring of trees.

SPECIFIC POLICIES FOR THE GREEN SPACE PLACE TYPE

165 ELMWOOD AVENUE EAST

775_ In the Green Space Place Type applied to the lands located at 165 Elmwood Avenue East, community facility uses may be permitted in the existing building.

720 PROUDFOOT LANE

776_ A fast food restaurant and a restaurant in the existing building may be permitted in addition to the uses permitted in the Green Space Place Type.

6100 WHITE OAK ROAD

777_ In the Green Space and Farmland Place Types at 6100 White Oak Road, a cemetery use is permitted in addition to the uses permitted in the Farmland Place Type. Structures related to the cemetery use such as a place of worship, mausoleum or crematorium are prohibited.

1497 AND 1543 WILTON GROVE ROAD

778_ In the Future Growth Industrial and Green Space Place Types located at 1497 and 1543 Wilton Grove Road, a transport terminal, truck sales and service establishment and warehouse establishment may also be permitted in addition to the uses permitted in the Farmland Place Type.







Environmental Review

OUR VISION FOR THE ENVIRONMENTAL REVIEW PLACE TYPE

779_ In some cases, lands may contain natural heritage features and areas that have not been adequately assessed to determine whether they are significant and worthy of protection as part of the city's Natural Heritage System. The Environmental Review Place Type will ensure that development which may negatively impact the value of these features does not occur until such time as the required environmental studies are completed.

ROLE WITHIN THE CITY STRUCTURE

780_ In addition to the components of the Natural Heritage System which have been evaluated and shown as Green Space on Map 1 – Place Types in conformity with the policies of this Plan, additional lands are identified on Map 5 – Natural Heritage, that may contain significant natural features and areas and important ecological functions which should be protected until environmental studies have been completed, reviewed, and accepted by the City. These potential components of the Natural Heritage System, shown within the Environmental Review Place Type on Map 1, will be protected from activities that would diminish their functions pending the completion, review and acceptance of a detailed environmental study.

HOW WILL WE REALIZE OUR VISION?

781_ A detailed environmental study to assess the significance of the lands identified as Environmental Review will be undertaken as part of any planning and development application process. The environmental study will be completed by the applicant and/or property owner, or where appropriate may be undertaken by the City of London.

782_ Environmental Review Place Type lands, or portions thereof, that are determined to satisfy the criteria for significance in conformity with the Environmental Policies part of this Plan will be included in the Green Space Place Type on Map 1. Other Environmental Review Place Type lands, or portions thereof, which do not satisfy the criteria for significance in conformity with the Environmental Policies will be included within another appropriate place type, in conformity with the policies of this Plan.

783_ In addition to the components of the Natural Heritage System which are within the Green Space Place Type on Map 1, other natural heritage features and areas are identified in the subwatershed studies or in other environmental studies that have been reviewed and accepted by the City. These features and areas may be included within the Environmental Review Place Type on Map 1 and may be identified on Map 5 as one of the following:

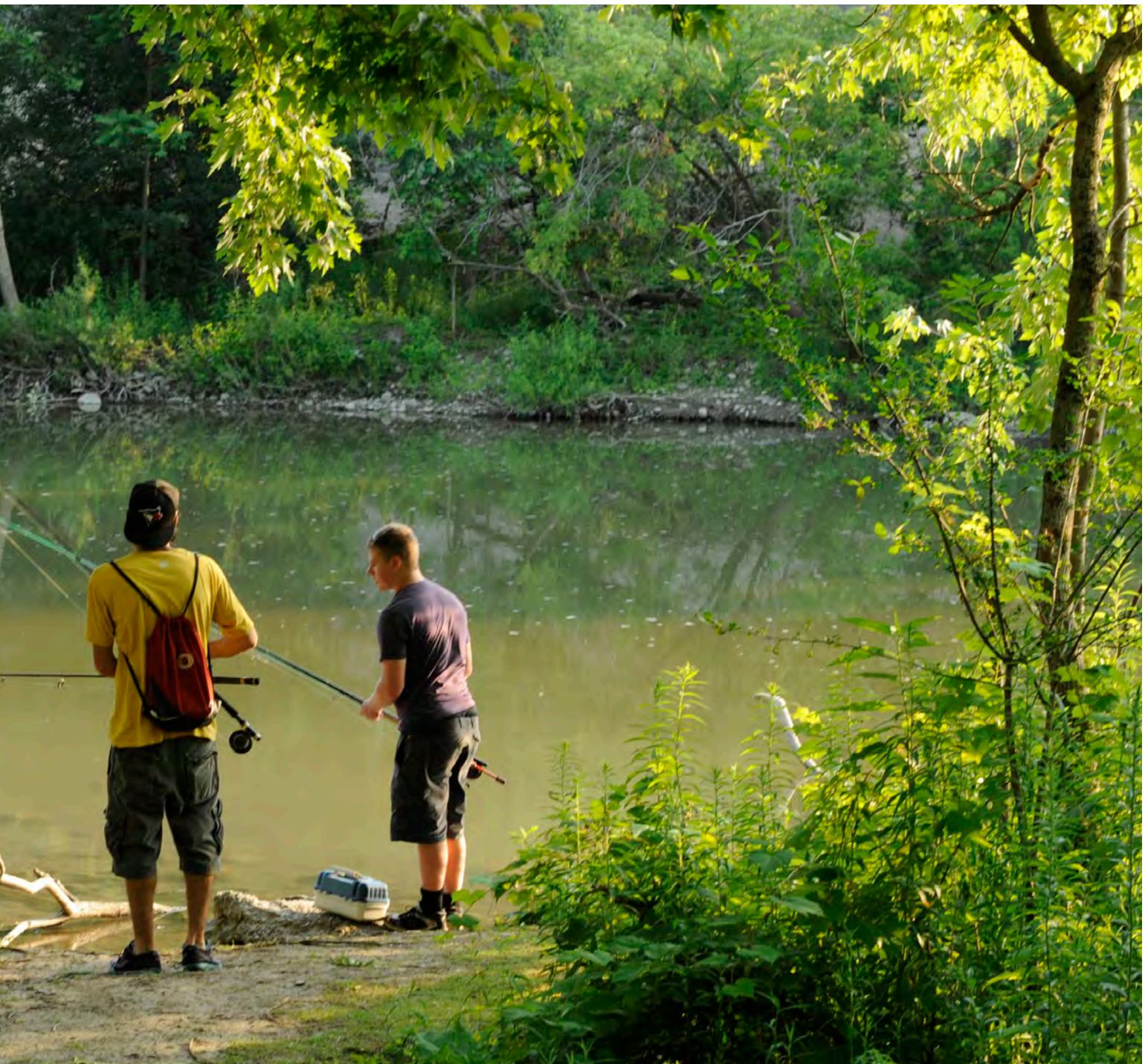
1. Unevaluated Vegetation Patches
2. Unevaluated Wetlands
3. Valleylands
4. Potential ESA's



PERMITTED USES

784_ Existing uses are permitted. Pending the evaluation of an Environmental Review Place Type through the appropriate environmental studies, permitted uses in the Environmental Review Place Type will include agriculture, woodlot management, horticulture, conservation, and recreational uses.

785_ Essential public utilities and municipal services that have been the subject of an Environmental Assessment process or an environmental impact study in conformity with the policies of this Plan may be permitted.





PLANNING AND DEVELOPMENT APPLICATIONS

786_ Within the Urban Growth Boundary, on the basis of more detailed environmental studies undertaken in conjunction with a planning and development application, and in conformity with the Environmental Policies part of this Plan, components of the Natural Heritage System within the Environmental Review Place Type will be identified or delineated as follows:

1. Components of the Natural Heritage System that are determined to be significant in conformity with the Environmental Policies part of this Plan, will be included in the Green Space Place Type on Map 1 and identified and delineated on Map 5, according to the significant environmental characteristics of the feature.
2. Components of the Natural Heritage System that are determined not to be significant in conformity with the Environmental Policies part of this Plan will be included within an appropriate place type on Map 1 in conformity with the policies of this Plan, and the appropriate revisions will be made to Map 5 through an amendment to this Plan.



SITE ALTERATION AND TREE CUTTING BY-LAWS

787_ To prevent or mitigate potential impacts due to site alteration and tree cutting on lands identified as Environmental Review or within any other place type shown on Map 1 that may contain landscapes or trees that are deemed worthy of protection, City Council may adopt appropriate by-laws to prohibit or regulate activities such as grading, excavation and the placement of fill that would change the landform and natural vegetative characteristics of the site, and any human-made disturbance of soil, destruction, removal, or injuring of trees.



URBAN PLACE TYPES

A FRAMEWORK FOR THE URBAN PLACE TYPES

788_ The following policies provide a framework for the Urban Place Types shown on Map 1 – Place Types. These place types are applied only to lands within the Urban Growth Boundary. The chapters that follow provide more detailed policies for each of these place types.

GENERAL FRAMEWORK

789_ The Urban Place Types implement the policies of the Our City, Our Strategy, and City Building parts of this Plan. They shape the use, intensity and form of development to manage growth and change in pursuit of our vision and key directions. The policies of each place type must be consulted to fully understand them and what may be permitted in each. However, at a very general level, the assignment of place types can be described as follows:

1. The Downtown and Transit Villages allow for the broadest range of uses and the most intense forms of development in the City, within highly-urban, transit-oriented environments. The Downtown will be the highest-order centre in our city, allowing for greater height than the Transit Villages; it will be unique as the centre of commerce, culture, and entertainment in London.
2. The Rapid Transit Corridors connect the Downtown and Transit Villages with highly-urban forms of development, allowing for a broad range of uses and moderate intensity arranged in a linear configuration along rapid transit routes. The range of uses and the intensity and form of development varies by segment.
3. Urban Corridors are similar to Rapid Transit Corridors, with the primary difference being that they are not located along rapid transit routes. They also offer slightly less intensity. Like Rapid Transit Corridors, permitted uses, built form and intensity policies vary by segment.
4. Shopping Areas are distributed throughout the city to offer a relatively broad range of commercial, office, and residential uses at a moderate intensity. These centres may act as hubs for neighbourhoods.
5. The Main Street Place Type is assigned to a diverse range of new and historic business areas that contain a mix of residential, commercial, and other uses. In some cases, the place type has been applied to areas where new development is planned with a specific main street character. This Place Type recognizes and plans for those Main Streets that are outside of the Rapid Transit and Urban Corridors.
6. The Neighbourhoods Place Type is distributed throughout the city to support neighbourhoods that include a broad range of residential uses, together with some opportunity for neighbourhood-oriented commercial and public facility uses. The intensity of development and range of uses that may be permitted varies, depending upon the street classification that a property fronts onto, in addition to a number of other factors.
7. The Institutional Place Type recognizes our major institutions, including our university, colleges, hospitals and research centres. Intense forms of development are permitted.
8. The Industrial Place Type allows for a wide range of industrial uses, located in areas where they are unlikely to cause land use planning impacts on adjacent lands and where they meet the locational requirements of such uses.
9. Green Space (refer to the Green Space Place Type in the City-wide Place Types part of this Plan).
10. Environmental Review (refer to the Environmental Review Place Type in the City-wide Place Types part of this Plan).

FRAMEWORK OF HEIGHTS

790_ It is useful to summarize the height that is permitted within each of the various Urban Place Types, to provide a general understanding of how the City Structure Plan will be implemented through the assignment and implementation of these place types. Table 8 provides this summary.

791_ Zoning on individual sites may not allow for the full range of heights permitted within a place type. To provide flexibility, height limits have been described in building storeys rather than a precise metric measurement. For clarity, this is meant to convey the number of usable above-grade floors in a building. In some cases, minimum heights are to be measured by the lesser of storeys or metres. This alternative measure has been provided to allow for greater flexibility through implementation.

792_ Minimum heights have been identified for two primary reasons:

1. Functional – to ensure that development is of an intensity that will support the goals of this Plan, including such things as supporting rapid transit, utilizing infrastructure and services afforded to these areas, ensuring that the limited amount of land within these place types is fully utilized, and promoting mixed-use forms of development within these areas.
2. Form – to create an urban form that supports the vision for these place types, setting the physical context for more intense forms of development. The highest priority for height shall be at the street edge of the highest-order streets.

TABLE 8 - SUMMARY OF MINIMUM AND MAXIMUM HEIGHTS BY PLACE TYPE

Place Type	Minimum Height (storeys or m)	Standard Maximum Height (storeys)	Maximum Height With Type 2 Bonus (storeys)	Condition
Downtown	3 storeys or 9m	20	35	
Transit Village	2 storeys or 8m	15	22	
Rapid Transit Corridor	2 storeys or 8m	8	12	Properties located on a Rapid Transit Corridor.
	2 storeys or 8m	12	16	Properties located on a Rapid Transit Corridor within 100m of rapid transit stations or properties at the intersection of the Rapid Transit Corridor and a Civic Boulevard or Urban Thoroughfare.
Urban Corridor	2 storeys or 8m	6	8	
Shopping Area	1 storey	4	6	
Main Street	2 storeys or 8m	4	6	
Neighbourhood	See Neighbourhoods policies & tables			
High Density Residential Overlay (from 1989 Official Plan)	2 storeys	12	n/a	See High Density Residential Overlay (from 1989 Official Plan) policies for greater detail
Institutional	2 storeys or 8m	12	15	
Industrial	1 storey	2	n/a	Commercial Industrial Place Type only

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

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

Note 3 - Type 1 Bonus Zoning may be permitted up to the standard maximum height.





Downtown

OUR VISION FOR THE DOWNTOWN PLACE TYPE

793_ Our Downtown will exude excitement, vibrancy, and a high quality of urban living. It will be the preeminent destination place for Londoners, residents from our region, and tourists to experience diverse culture, arts, recreation, entertainment, shopping and food. Our Downtown will showcase our history and offer vibrant and comfortable public places filled with people, ranging from large city-wide gathering places, to heavily treed urban plazas and intimate parkettes.

794_ Dundas Street will be the most exciting street in the city, offering a multitude of experiences along its length. We will connect strongly to our birthplace, at the Forks of the Thames, where we will create beautifully landscaped “people places” that Londoners will gravitate toward. And, we will cherish our heritage streetscapes that tell the story of our past, and create a unique and enriching setting that will give our core a strong sense of place and identity.

795_ Our Downtown will be the hub of our economy’s business community, containing the city’s largest office buildings and a complex blend of professional and business service functions that collectively create dynamic synergies. Our vibrant Downtown restaurants, entertainment venues, hotels, and convention centre facilities, combined with the highest-order communications infrastructure, will be attractive to those who work Downtown and those businesses that seek out the best and the brightest employees.

796_ Our Downtown will be an exceptional neighbourhood unto itself - with housing, services, and amenities targeted to serve a wide spectrum of lifestyles such as families, seniors, and young adults. The shared economy will thrive in our core, including such features as shared office and work space, as well as shared car and bicycle fleets. Our Downtown will be the most highly connected location in the entire city, being the hub for rapid transit, rail, high speed rail, and the multi-use pathway along the Thames River. Downtown will offer the city’s premier pedestrian experience.

797_ London’s Downtown of 2035 will be our calling card to the world. It will embody and communicate our vision that London is Exciting, Exceptional and Connected.

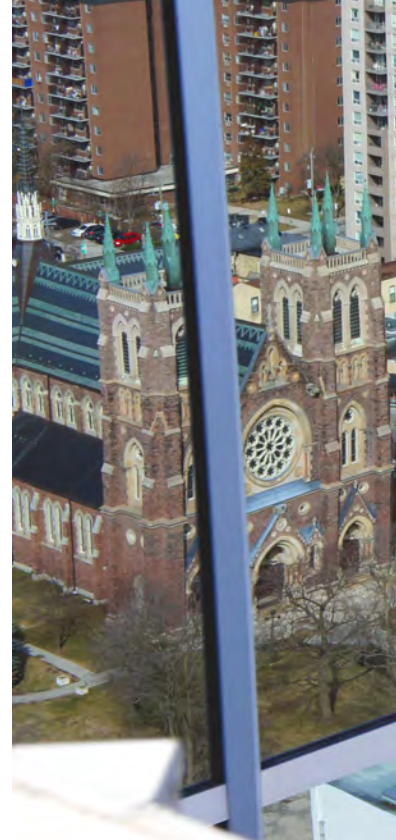
ROLE WITHIN THE CITY STRUCTURE

798_ As shown in our City Structure Plan, the Downtown will serve as the highest-order mixed-use centre, and will be unique in the city. It will be connected to the transit villages through rapid transit corridors, and will also be connected to our recreational network, at the confluence of the two branches of the Thames River. Major rail lines, serving commuter traffic, strongly connect our Downtown to the surrounding region, nationally and internationally.

HOW WILL WE REALIZE OUR VISION?

799_ We will realize our vision for Downtown by implementing the following in all the planning we do and the public works we undertake, we will:

1. Prepare a Downtown Plan which establishes a series of strategies, actions, tools and projects to achieve our vision for the Downtown. Budget for, and invest in, those initiatives established in *Our Move Forward: London's Downtown Plan* as a priority for London.
2. Prepare a community improvement plan for the Downtown to plan for improvements to the Downtown's public realm and provide financial incentives for private property owners to improve their properties.
3. Prepare a *Downtown Design Manual* to ensure that all development contributes to a vibrant and walkable environment and enhances the city's Downtown skyline and heritage properties.
4. Prepare a *Downtown Heritage Conservation District Plan* to conserve our valuable cultural heritage resources.
5. Prepare a parking strategy to coordinate municipal parking supply and provide for public parking at strategically advantageous locations. Plan for, and integrate, bicycle parking, bikesharing, and carsharing through this strategy.
6. Ensure that civic infrastructure is planned to facilitate and accommodate the growth and development of Downtown and implement asset management best practices.
7. Invest in cultural and institutional uses that will act as catalysts for Downtown regeneration.
8. Invest strategically in the development and maintenance of the Downtown's public realm, recognizing the important role that its appearance and condition plays in establishing London's identity and economic vibrancy. The City will lead by example, investing in high-quality design for all of its Downtown projects.
9. Create the context to encourage residential development in the Downtown, including such measures as building residential neighbourhood amenities, designing inviting park spaces and offering financial incentives for residential construction.
10. Create strong connections to the Thames River through our streets and pathways, and by including active frontages of Downtown development onto the Thames Valley Corridor wherever possible in conformity with the Environmental Policies of this Plan.
11. Integrate trees and landscaping at, and adjacent to, development sites to create a robust landscaped Downtown environment that is comfortable and attractive in all seasons and contributes to the environmental sustainability goals of this Plan.
12. Develop a network of urban parks, lanes, and plazas to provide passive recreational and social spaces and common useable amenity space within the Downtown.
13. Include various forms of public art in public- and private-sector development projects and install public art throughout the Downtown's public realm.
14. Direct large-scale office developments, greater than 5,000m², to the Downtown to prevent the deterioration of the important Downtown office market while still allowing for a reasonable supply of office uses outside of the Downtown.
15. Locate major government buildings, hotels, convention centres, and large entertainment and cultural facilities in the Downtown.
16. Establish strong physical and collaborative connections between the Downtown and the surrounding urban business areas such as Richmond Row, the Old East Village, SoHo, and Hamilton Road.
17. Establish the Downtown as the hub of mobility in our city, serving as the city's primary station for rapid transit, regional bus, rail and any future high speed rail network.
18. Ensure that our city's major commuter rail connections are located in the Downtown.





PERMITTED USES

800_ The Downtown is the highest-order mixed-use activity centre in the city. The following uses may be permitted within the Downtown:

1. A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational and other related uses may be permitted in the Downtown Place Type.
2. Mixed-use buildings will be encouraged.
3. Along commercial-oriented streetscapes, retail and service uses will be encouraged at grade, with residential and non-service office uses that do not serve a walk-in clientele directed to the rear of buildings and to upper floors.
4. New surface accessory parking lots should not be permitted in the Downtown. New surface commercial parking lots shall not be permitted.
5. Where surface commercial parking lots have previously been established through temporary zoning and have been in place for an extended period of time, further extensions of such temporary uses should be discouraged where an adequate supply of parking exists in the vicinity of the subject lot.

6. Educational facilities of all scales and types will be encouraged within the Downtown.
7. In accordance with provincial requirements, light industrial uses may be permitted where it is deemed appropriate and it is demonstrated that there will be no adverse land use impacts and the use can be compatible within its context.
8. The full range of uses described above will not necessarily be permitted on all sites within the Downtown Place Type.

801_ New drive through facilities will not be permitted in the Downtown Place Type unless it can be clearly demonstrated that they will not detract from the vision and role of the Place Type and the quality and character of the pedestrian-oriented street environment. Where such uses are permitted, they will conform with the City Design policies of this Plan.

INTENSITY

802_ The Downtown will permit the tallest buildings and the highest densities in the city. The following intensity policies apply within the Downtown Place Type:

1. Buildings within the Downtown Place Type will be a minimum of either three storeys or nine metres in height and will not exceed 20 storeys in height. Type 2 Bonus Zoning beyond this limit, up to 35 storeys, may be permitted in conformity with the Our Tools policies of this Plan.
2. Tall buildings will be permitted only where they achieve a high level of design excellence in conformity with the City Design policies and in accordance with associated guidelines of this Plan.
3. The evaluation of height and built form will take into account access to sunlight by adjacent properties, wind impacts, view corridors, visual impacts on the Thames Valley Corridor, and potential impacts on public spaces and heritage properties located in close proximity to proposed development.
4. There will be no minimum parking required for Downtown residential development.
5. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.
6. The full extent of intensity described above will not necessarily be permitted on all sites within the Downtown Place Type.





FORM

803_ All planning and development applications for lands within the Downtown will be subject to the following policies:

1. All planning and development applications will conform with the City Design policies of this Plan, *Our Move Forward: London's Downtown Plan* and the *Downtown Design Manual*.
2. All planning and development applications will conform with the *Downtown Heritage Conservation District Plan* and related guidelines.
3. All the planning and design that is undertaken Downtown will place a priority on the pedestrian experience through site layout, building location, and a design that reinforces pedestrian comfort and safety.
4. The design and positioning of new buildings in the Downtown will not negatively impact pedestrian comfort by introducing inappropriate wind turbulence and velocity within the public realm. A wind assessment will be required for all buildings of 6 storeys or more, with the intent of mitigating wind impacts on the pedestrian and other ground level environments.
5. Buildings should be designed to include architectural features that protect pedestrians from rain and sun exposure. Such features include, but are not limited to, awnings, arcades, and overhangs and should be designed in an unobtrusive manner.
6. The design of new development will provide for continuity and harmony in architectural style with adjacent uses that are of architectural or historical significance.
7. Building design that represents individual creativity and innovation will be encouraged within the Downtown to create landmarks, develop a distinctive character for the Downtown, and contribute to the city's image.
8. All of the public works that are undertaken Downtown, including installation, improvement and maintenance of signage, sidewalks, lighting, parking areas and equipment, furniture, public art and landscaping will conform with the City Design and Downtown Form policies of this Plan, *Our Move Forward: London's Downtown Plan*, the *Downtown Heritage Conservation District Plan*, and all relevant guidelines.
9. All public works will ensure a high-quality pedestrian environment through streetscape improvements such as widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.
10. Shared car and bicycle parking facilities and carshare/bikeshare programs will be encouraged within the Downtown.
11. Projects associated with financial incentives offered through community improvement plans shall conform with all City Design and Downtown Form policies of this Plan and all relevant guideline documents.

APPLICATIONS TO EXPAND THE DOWNTOWN PLACE TYPE

804_ The Downtown Place Type as shown on Map 1 is adequate in size to accommodate growth for the foreseeable future, well beyond the life of this Plan. Further, it is of a size that focuses our downtown regeneration efforts so that they can be effective. Expanding the Downtown boundary could negatively impact a number of important goals for the Downtown, and will be strongly discouraged. However, in the event that an official plan amendment is proposed to adjust the boundary, the following criteria will be considered:

1. The availability of suitable lands within the existing boundaries of the Downtown to accommodate the types of uses proposed.
2. The potential to undermine the goal of developing an intense and concentrated Downtown.
3. The pedestrian accessibility and continuity of the proposed expansion area from all parts of the Downtown.
4. Adverse impacts related to traffic, parking, loss of privacy, noise, shadowing or other matters that development may have on adjacent neighbourhoods outside of the Downtown.
5. An evaluation of the proposed expansion based on the Planning and Development Applications section in the Our Tools part of this Plan.

PLANNING AND DEVELOPMENT APPLICATIONS

805_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.









Transit Village

OUR VISION FOR THE TRANSIT VILLAGE PLACE TYPE

806_ Our Transit Villages will be exceptionally designed, high-density mixed-use urban neighbourhoods connected by rapid transit to the Downtown and each other. They will be occupied by extensive retail and commercial services and will allow for substantial office spaces, resulting in complete communities. Adding to their interest and vitality, Transit Villages will offer entertainment and recreational services as well as public parkettes, plazas and sitting areas. All of this will be tied together with an exceptionally designed, pedestrian-oriented form of development that connects to the centrally located transit station.

ROLE WITHIN THE CITY STRUCTURE

807_ Second only to the Downtown in terms of the mix of uses and intensity of development that is permitted, Transit Villages are major mixed-use destinations with centrally located rapid transit stations. These stations will form focal points to the Transit Village neighbourhood. Transit Villages are connected by rapid transit corridors to the Downtown and allow opportunities for access to this rapid transit from all directions.

808_ They are intended to support the rapid transit system, by providing a higher density of people living, working, and shopping in close proximity to high-quality transit service. Through pedestrian-oriented and cycling-supported development and design, Transit Villages support a healthy lifestyle and encourage the use of the City's transit system to reduce overall traffic congestion within the city.

809_ The Transit Villages identified in this Plan are located in existing built-up areas. However, all of these locations have opportunities for significant infill, redevelopment, and an overall more efficient use of the land. A more compact, efficient built form is essential to support our transit system and create an environment that places the pedestrian and transit user first.

HOW WILL WE REALIZE OUR VISION?

810_ We will realize our vision for Transit Villages by implementing the following in all the planning we do and the public works we undertake:

1. Plan and budget for rapid transit services, and locate stations at strategic central locations within Transit Village areas.
2. Plan for intense, mixed-use development around transit stations within Transit Villages. This may involve significant restructuring and redevelopment of existing, often single-use commercial complexes at these locations.
3. Transition height and intensity between transit stations and surrounding neighbourhoods.
4. Require transit-oriented development forms.
5. Plan for, and invest in, the civic infrastructure required to support intense Transit Villages.
6. Plan for high-quality urban park spaces, plazas, and seating areas.
7. Plan for retail and service commercial uses, plaza spaces and attractive outdoor seating areas, accessible to the public, located adjacent to transit stations.
8. Support the provision of a choice of dwelling types with varying locations, size, affordability, tenure, design, and accessibility, so that a broad range of housing requirements are satisfied, including those for families.
9. Secondary plans may be prepared for a Transit Village to guide redevelopment, establish street and pathway networks, identify park spaces, establish more detailed policies for land use, intensity and built form, and establish transitional and interface policies.
10. Where a secondary plan does not exist, a master plan guideline document may be prepared to establish a conceptual road network or a conceptual block plan that will guide the redevelopment of the larger Transit Village area.
11. Design guidelines may be established for Transit Villages.





PERMITTED USES

811_ The following uses may be permitted within the Transit Village Place Type:

1. A broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses may be permitted in the Transit Village Place Type.
2. Mixed-use buildings will be encouraged.
3. Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade.
4. The full range of uses described above will not necessarily be permitted on all sites within the Transit Village Place Type.

812_ New drive through facilities will not be permitted in the Transit Village Place Type unless it can be clearly demonstrated that they will not detract from the vision and role of the Place Type and the quality and character of the pedestrian-oriented street environment. Where such uses are permitted, they will conform with the City Design policies of this Plan.

INTENSITY

813_ The following intensity policies apply within the Transit Village Place Type:

1. Buildings within the Transit Village Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 15 storeys in height. Type 2 Bonus Zoning beyond this limit, up to 22 storeys, may be permitted in conformity with the Our Tools policies of this Plan.
2. Planning and development applications within the Transit Village Place Type will be evaluated to ensure that they provide for an adequate level of intensity to support the goals of the Place Type, including supporting rapid transit, efficiently utilizing infrastructure and services, ensuring that the limited amount of land within this place type is fully utilized, and promoting mixed-use forms of development.
3. Permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Types.
4. For larger-scale projects on deep lots, a grid-based internal road network should be established to facilitate further development/redevelopment over time.
5. In aggregate, no more than 20,000m² of office space will be permitted within any Transit Village Place Type. Individual buildings will not contain more than 5,000m² of office space.
6. The *Zoning By-law* will include regulations to ensure that the intensity of development is appropriate for individual sites.
7. The full extent of intensity described above will not necessarily be permitted on all sites within the Transit Village Place Type.





FORM

814_ The following form policies apply within the Transit Village Place Type:

1. All planning and development applications will conform with the City Design policies of this Plan.
2. High-quality architectural design will be encouraged within Transit Villages.
3. Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure, and general site layout that reinforces pedestrian safety and easy navigation.
4. Convenient pedestrian access to transit stations will be a primary design principle within Transit Villages.
5. Consideration should be given to providing publicly-accessible pedestrian connections through a proposed development site connecting with the pedestrian network on existing and future adjacent sites.
6. All public works will ensure a high-quality pedestrian environment through streetscape improvements such as widened sidewalks, upgrading the sidewalk material, planting street trees, installing benches and other street furniture, providing pedestrian lighting, and integrating public art.
7. The base of all buildings will be designed to establish and support a high-quality pedestrian environment.
8. Pedestrian traffic associated with rapid transit stations should be considered in the design of the station, the public realm, and adjacent developments.
9. Massing and architecture within the Transit Village should provide for articulated façades and rooflines, accented main entry points, and generous use of glazing and other façade treatments along sidewalk areas such as weather protection features to support a quality pedestrian environment.
10. Creative and distinctive forms of building design are encouraged within the Transit Villages.
11. Surface parking areas should be located in the rear and interior sideyard. Underground parking and structured parking integrated within the building design is encouraged.
12. Shared car and bicycle parking facilities and carshare/bikeshare programs will be encouraged within Transit Villages. Public changerooms and bicycle facilities will be encouraged.
13. Planning and development applications will be required to demonstrate how the proposed development can be coordinated with existing, planned and potential development on surrounding lands within the Transit Village Place Type.

TRANSIT STATIONS IN TRANSIT VILLAGES

815_ The following policies apply to transit stations located in Transit Villages:

1. Transit stations will be designed as public places that serve as focal points for the Transit Village.
2. The architectural design of transit stations should establish these buildings as public landmarks.
3. Transit stations should be designed to include accessible, comfortable waiting areas and safe, convenient and direct routes for pedestrians and cyclists.

APPLICATIONS TO ADD NEW OR EXPAND EXISTING TRANSIT VILLAGE PLACE TYPES

816_ The Transit Village Place Types as shown on Map 1 - Place Types are adequate in size to accommodate growth for the foreseeable future, well beyond the life of this Plan. Expanding the Transit Villages could negatively impact a number of important goals for intense, mixed-use development centred around transit stations, and will be strongly discouraged. However, in the event that an expansion of a Transit Village is proposed, the following criteria will be considered:

1. The development potential of suitable lands within the Transit Village Place Type to accommodate the types of uses proposed through redevelopment.
2. The potential to undermine the goal of developing an intense and concentrated Transit Village.
3. The pedestrian accessibility and continuity of the proposed expansion area from the transit station.
4. An evaluation of the proposed expansion based on the Planning and Development Applications section in the Our Tools part of this Plan.

817_ It is not anticipated that new Transit Village Place Types will be added over the life of this Plan. It is critical that the identified Transit Villages, and the Rapid Transit Corridors that connect them,

are developed intensively to make rapid transit sustainable over the long term. Adding new Transit Villages over the life of this Plan is not required to accommodate forecasted growth and would detract from this key objective as well as the many objectives of this Plan relating to growth management and intensification.

PLANNING AND DEVELOPMENT APPLICATIONS

818_ All planning and development applications will be evaluated based on the Planning and Development Applications section in the Our Tools part of this Plan.

819_ Where a secondary plan does not exist for a Transit Village, the applicant will be required to show, through the use of a concept plan that considers the subject site and surrounding lands, how the proposed development will support and not undermine the long-term vision for the Transit Village.





SPECIFIC POLICIES FOR THE TRANSIT VILLAGE PLACE TYPE

820_ The following policies relate to specific sites or areas within the Transit Village Place Type. These policies serve to augment the general policies for Transit Villages. Where there is a conflict between the following policies and the more general Transit Village Place Type policies, these more specific policies shall prevail. Areas subject to specific policies are shown on Map 7 – Specific Policy Areas.

RICHMOND STREET-OLD MASONVILLE

821_ The Richmond Street-Old Masonville area is located on the west side of Richmond Street between Shavian and Hillview Boulevards on lands that are municipally known as 1607, 1609, 1611, 1615, 1619, 1623, 1627, 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street. These lands are situated along an important gateway into the City of London from the north, along an important transit corridor, and are adjacent to Masonville Mall, a regional activity centre and major node. Given the prominent location, it is desirable to increase the net residential density of these lands to facilitate the development of an aesthetically pleasing, functional, and transit-supportive residential development while simultaneously preserving the residential amenity of the abutting low density residential lands to the west and south, and providing for a limited amount of accessory commercial space intended to service the day-to-day convenience needs of the future residents and immediate neighbourhood. Future development of these lands shall be in accordance with the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*.

822_ In addition to the requirements identified in the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines*, the key principles to be implemented through the development of these lands include the following:

1. Increasing setback distances from low density residential areas to the west and south of the subject lands to provide for enhanced buffering opportunities.
2. Facilitating appropriate intensity by establishing a cap on the number of bedrooms at 3 per dwelling unit.
3. Apartment buildings shall be required to include a mix of 1, 2, and 3 bedroom units.
4. Mitigation of impacts on the surrounding established low density residential neighbourhood by lowering the maximum height of townhouse dwellings and restricting the above-grade height of basements through the use of zoning regulations.
5. Implementing a mix of at-grade and below-grade parking to provide opportunities for more landscaped open space. Above-grade parking decks shall not be permitted. Below-grade parking shall be utilized in the development of the properties located at 1631, 1635, 1639, 1643, 1649, and 1653 Richmond Street in the event that parking requirements cannot be provided at grade without an accompanying reduction in the lot coverage and/or landscaped open space coverage regulations.
6. Apartment buildings shall be oriented toward the Richmond Street corridor as well as Hillview Boulevard along the northern perimeter.
7. Front yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.



8. Decreasing the height of the buildings from east to west and from north to south such that the greatest heights shall be located at the northern and eastern portions of the subject lands with lower heights along the western and southern portion of the subject lands.
9. Retaining existing vegetation and providing for dense landscaping to maximize privacy between the subject lands and the abutting low density residential properties to the west and south.
10. Limiting the number of townhouse dwellings to four per block to break up the visual massing.
11. Requiring the comprehensive development of these lands through the use of internal driveway access and limited mutual access points.

823_ In addition to the *Richmond Street-Old Masonville Master Plan and Urban Design Guidelines* and the key principles identified above, the following policies will provide additional guidance for the development of these lands:

1. For the lands located at 1607, 1609, and 1611 Richmond Street, the permitted uses shall be cluster townhouses and cluster stacked townhouses. The location of the cluster stacked townhouses shall be restricted to the eastern portion of 1609 and 1611 Richmond Street, directly abutting the Richmond Street corridor, thereby locating the maximum heights and densities away from the abutting low density residential lands to the south and west. To implement these uses, a maximum net density of 45 units per hectare shall be permitted and the maximum height of the permitted uses shall be regulated by the *Zoning By-law*.
2. Mutual access to Richmond Street may be required through these properties and, if so, it shall be provided for the benefit of all the subject properties identified in this specific policy.
3. For the lands located at 1615, 1619, 1623, and 1627 Richmond Street, the permitted uses shall include apartment

buildings and cluster townhouses. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west. Notwithstanding the general Transit Village Place Type policies, a maximum net density of 150 units per hectare shall be permitted and a maximum height of four storeys shall be permitted for the apartment building, subject to the regulations of the *Zoning By-law*.

4. For the lands located at 1631, 1635, and 1639 Richmond Street, the permitted uses shall include apartment buildings, cluster townhouses, and limited convenience commercial uses on the ground floor of the apartment building which service the day-to-day convenience needs of the residents of the immediate neighbourhood. Any commercial uses must be integrated within the residential apartment building and are not intended to be within a "stand-alone" commercial structure. The exact range of permitted convenience commercial uses shall be specified in the *Zoning By-law*. The location of the apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west. Notwithstanding the general Transit Village Place Type policies, a maximum net density of 200 units per hectare and a maximum height of six storeys shall be permitted for the apartment building, subject to the regulations of the *Zoning By-law*.

824_ Mutual access to Richmond Street shall be provided opposite Jacksway Crescent for the benefit of all the subject properties identified in this specific policy. The construction of below-grade parking shall be required below the apartment building to supplement the surface parking area. Additional below-grade parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the lot coverage and landscaped open space coverage requirements specified in the *Zoning By-law*.

1643, 1649 AND 1653 RICHMOND STREET

825_ The subject lands are located on the west side of Richmond Street, south of Hillview Boulevard, including the lands that are municipally known as 1643, 1649 and 1653 Richmond Street. These lands are situated along an important gateway into the City of London from the north, along a future rapid transit corridor, and are adjacent to Masonville Mall, a regional activity and employment centre. Given the prominent location of the subject lands, it is desirable to increase the scale of development and range of uses permitted on these lands. It is intended that the following site-specific policies will facilitate the development of an aesthetically pleasing, functional and transit-supportive development which simultaneously preserves the residential amenity of the abutting low density residential lands to the west. A limited amount of medical/dental office space within a mixed-use building may be provided to service surrounding neighbourhoods and provide an effective pedestrian-oriented interface with the corner of Richmond Street and Hillview Boulevard. Future development of these lands shall be generally in accordance with a conceptual block development plan developed in support of a zoning by-law amendment application which meets the Intensification policies in the Our City part, and City Design chapter of this Plan, as well as the following site-specific policies:

1. For the lands located at 1643 and 1649 Richmond Street, the permitted uses shall include cluster townhouses and apartment buildings. For the lands located at 1653 Richmond Street, the permitted uses shall include apartment buildings and small-scale medical/dental offices up to a maximum gross floor area of 430m² within the ground floor of an apartment building. For the lands located at 1643, 1649 and 1653 Richmond Street, the location of apartment buildings shall be restricted to the eastern portion of these properties, thereby locating the maximum heights and densities away from the existing single detached dwellings to the west.
2. Notwithstanding the general Transit Village Place Type policies, a maximum density of 200 units per hectare and a maximum height of up to six storeys shall be permitted subject to the regulations of the *Zoning By-law*.
3. The development of the subject lands will occur in a comprehensive manner wherein internal driveway connections are required to connect various phases of development and redevelopment as well as properties to the south including 1607-1639 Richmond Street. Similarly, mutual access to underground parking facilities may be provided to properties within this block to connect various phases of development. Mutual access to Hillview Boulevard shall be provided through these properties for the benefit of all of the subject properties identified in this specific policy as well as all properties located south of the subject lands, on the west side of Richmond Street including 1607-1639 Richmond Street.
4. Applications for zoning by-law amendments will require the submission of a comprehensive block development plan which shall include a site plan and conceptual building elevations, which conform to the policies of this section. Holding provisions may be utilized to ensure a development agreement is entered into with the City of London which provides assurances that the ultimate form of development be in accordance with the conceptual block development plan. The requirement to provide a conceptual block development plan is intended to ensure that development, which may occur in phases over time, generally appears and functions as a comprehensive development.
5. Other principles that will guide the development of the conceptual block development plan and the associated zoning regulations include:
 - a. Minimum setback distances from low density residential properties to the west shall be specified in the *Zoning By-law* in order to provide for significant buffering opportunities.





- b. The construction of below-grade parking shall be required. Limited opportunities for surface parking may be provided. Above-grade parking structures shall not be permitted. Additional below-grade parking shall be encouraged to reduce the amount of surface parking area and, if required, to maintain the lot coverage and landscaped open space requirements specified in the *Zoning By-law*.
- c. The maximum height of townhouse dwellings and restrictions regarding the above-grade height of basements shall be implemented through the zoning provisions to ensure the visual impacts on adjacent low density properties to the west are minimized.
- d. Apartment buildings shall include primary entrances oriented toward the Richmond Street corridor. Primary entrances may be oriented toward the corner of Richmond Street and Hillview Boulevard along the northern portion of the site.
- e. Yard depths from the apartment buildings to Richmond Street and Hillview Boulevard shall be minimized.
- f. Existing vegetation along the western property line shall be retained to the greatest extent possible with additional vegetation maximized to provide for privacy between the subject lands and the abutting low density residential uses to the west.
- g. The number of townhouse dwellings shall be limited to four per block to break up the visual massing.



SPEED
LIMIT
30

