

Bill No. 282  
2022

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

A by-law to amend the Official Plan for the City of London, 2016 relating to the Southwest Area Secondary Plan.

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

1. Amendment No. \_\_\_\_ to the Official Plan for the City of London Planning Area – 2016, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on July 5, 2022.

Ed Holder  
Mayor

Michael Schulthess  
City Clerk

First Reading – July 5, 2022  
Second Reading – July 5, 2022  
Third Reading – July 5, 2022

**AMENDMENT NO.  
to the  
OFFICIAL PLAN (2016) FOR THE CITY OF LONDON**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is:

1. To delete references to 1989 Official Plan policy sections and numbers, land use designations, road classifications, and map schedules throughout the Southwest Area Secondary Plan.
2. To add references to The London Plan policy chapters and numbers, place types, street classifications, and maps throughout the Southwest Area Secondary Plan.
3. To correct errors and omissions identified throughout the Southwest Area Secondary Plan.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands generally bounded by Southdale Road West, White Oak Road, Exeter Road, Wellington Road South, Green Valley Road and the Urban Growth Boundary.

**C. BASIS OF THE AMENDMENT**

This housekeeping amendment will facilitate the transition to The London Plan and refine wording, formatting and mapping in the Southwest Area Secondary Plan.

**D. THE AMENDMENT**

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

1. The Southwest Area Secondary Plan for the City of London is amended by renumbering all Sections (20.5.X.X) in the Table of Contents and headings throughout the Secondary Plan to appropriate numbers, as follows:

**1.0 Introduction**

- 1.1 Purpose and Use of the Plan
- 1.2 Vision
- 1.3 Principles of the Secondary Plan
- 1.4 Specific Policy Areas

**2.0 Community Structure Plan**

**3.0 General Policies**

- 3.1 Housing
- 3.2 Sustainable/Green Development
- 3.3 Neighbourhood Central Activity Nodes
- 3.4 Community Parkland and Trail Network
- 3.5 Parkland Dedication
- 3.6 Natural Heritage
- 3.7 Community Facilities
- 3.8 Transportation
- 3.9 Urban Design

**4.0 General Land Use Policies**

- 4.1 Residential
- 4.2 Institutional
- 4.3 Open Space

## **5.0 Neighbourhoods and Land Use**

### **6.0 Wonderland Boulevard Neighbourhood**

- 6.1 Wonderland Road Community Enterprise Corridor
- 6.2 Low Density Residential
- 6.3 Medium Density Residential
- 6.4 High Density Residential for Lands North of Exeter Road
- 6.5 17 and 31 Exeter Road

### **7.0 Lambeth Neighbourhood**

- 7.1 Low Density Residential
- 7.2 Medium Density Residential
- 7.3 Commercial

### **8.0 Lambeth Village Core Neighbourhood**

- 8.1 Main Street Lambeth North
- 8.2 Main Street Lambeth South

### **9.0 Bostwick Residential Neighbourhood**

- 9.1 Low and Medium Density Residential
- 9.2 High Density Residential
- 9.3 1875 Wharnccliffe Road South

### **10.0 North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods**

- 10.1 Low and Medium Density Residential
- 10.2 High Density Residential
- 10.3 Transitional Industrial
- 10.4 3493 Colonel Talbot Road

### **11.0 North Talbot and North Longwoods Neighbourhoods**

- 11.1 Low and Medium Density Residential
- 11.2 High Density Residential

### **12.0 Brockley Rural Neighbourhood**

- 12.1 Rural Neighbourhood

### **13.0 Dingman Industrial Neighbourhood**

- 13.1 Industrial
- 13.2 Transitional Industrial
- 13.3 Commercial Industrial
- 13.4 Future Community Growth

### **14.0 Brockley Industrial Neighbourhood**

- 14.1 Industrial

### **15.0 Wellington Road/Highway 401 Neighbourhood**

### **16.0 Implementation**

- 16.1 Implementation of the Plan
- 16.2 Municipal Works
- 16.3 Official Plan Amendments
- 16.4 Zoning
- 16.5 Plans of Subdivision/Plans of Condominium/Consents to Sever
- 16.6 Site Plan Approval
- 16.7 Fair Distribution of Responsibilities and Resources
- 16.8 Achieving Minimum Residential Density
- 16.9 Proposed Future Road Corridors
- 16.10 Complete Applications
- 16.11 Urban Design Policies
- 16.12 Guidelines Documents
- 16.13 Interpretation

## 17.0 Appendices – Supplementary Information

2. The Southwest Area Secondary Plan for the City of London is amended by organizing a multilevel list, where the first level uses Roman numerals (i, ii, iii, ...), the second level uses lower-case letters (a, b, c, ...), the third level uses numbers (1, 2, 3, ...), and the fourth level uses bullets (•); renumbering the existing bullets (•) to numbers (1, 2, 3, ...) with the exception of the bullets in Section 20.5.1.3; and replacing the existing sub-bullets (-) with bullets (•).
3. Section 20.5.1.1 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading “20.5.1.1 Introduction”, and deleting “Schedule “A” of the Official Plan” and replacing it with “Map 1 of *The London Plan*”.
4. Section 20.5.1.2 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

### 1.1 Purpose and Use of the Plan

The purpose of the Secondary Plan is to establish a vision, principles and policies for the development of the Southwest Planning Area as a vibrant community in the city which incorporates a significant gateway into the city, elements of mixed-use development, an increased range and density of residential built form, sustainability, preservation of significant cultural heritage resources, walkability and high-quality urban design.

This Secondary Plan provides a greater level of detail than the general policies in *The London Plan*, the City of London Official Plan. The Southwest Area Secondary Plan is organized around identified Neighbourhoods. In addition to general and implementation policies related to future development, specific Southwest Planning Area-based land use designations and policies are defined for each Neighbourhood in Parts 6.0 through 15.0. The Secondary Plan serves as a basis for the review of planning and development applications which will be used in conjunction with the other policies of *The London Plan*. While this Plan contains cross-references to other part of the Plan for convenience purposes, the Plan is to be read and applied in its entirety.

The goals, objectives, policies and maps of *The London Plan* shall apply to all lands within the study area, except in instances where more detailed or alternative direction is provided in the Secondary Plan, in which case the Secondary Plan shall prevail unless otherwise specified in Section 1.4 of this Plan.

All of the text and schedules of the Southwest Area Secondary Plan constitute part of *The London Plan*. The Schedules form part of the Secondary Plan and have policy status, whereas other maps, tables, illustrations and photographs included in this Secondary Plan or its appendices are provided for graphic reference, illustration and information. For ease of reference, a projected population and employment growth table and a residential density and height table are included as appendices to this Plan.

5. Section 20.5.1.3 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading “20.5.1.3 Vision” and replacing it with “1.2 Vision”, and deleting the fifth, sixth and final paragraph in its entirety and replacing them with the following:

[Fifth paragraph]

This Plan recognizes the unique rural settlement of Brockley, located along Dingman Drive west of Wellington Road. The proposed policies of this Plan serve to protect the rural nature of the Brockley community by removing it from the Urban Growth Boundary and designating the lands as “Rural Neighbourhood”. Protective design and landscape enhancement measures have been incorporated in the Brockley Rural Neighbourhood to mitigate the impact of new industrial development on the existing residential neighbourhood, as well as establishing a minimum 40 metre setback requirement from the settlement boundary for the location of any new

industrial buildings and structures.

[Sixth paragraph]

The existing industrial areas along Exeter Road are identified in this Secondary Plan as “Transitional Industrial”. The intent is to build in the flexibility as part of this Plan that will allow for the shift in market demand from industrial to residential uses over the long term, yet still allow the existing industrial uses and properties in the identified areas to continue to develop as light industrial uses over the short term.

[Final paragraph]

An approach to servicing and phasing for the southwest is proposed which recognizes growth already planned for urban uses within the North Talbot Community Area and the Bostwick East Area. Servicing for the southwest will be consistent with the servicing strategy for the city as a whole. The staging of development will be determined through the City’s review of the Growth Management Implementation Strategy (GMIS). The objective is to ensure that planned infrastructure is effectively utilized.

6. Section 20.5.1.4 i) through v) of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading “20.5.1.4 Principles of the Secondary Plan” and replacing it with “1.3 Principles of the Secondary Plan”, adding “Principle”, an appropriate number and a colon (:) at the beginning of each heading, and adding the words “to achieve this principle are” between the word “Objectives” and the colon (:) in the sub-heading.

7. Section 20.5.1.5 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **1.4 Specific Policy Areas**

Some areas of this Secondary Plan are also subject to Specific Policy Areas in *The London Plan*. If a conflict arises between the Secondary Plan policies and the site-specific policies of *The London Plan*, the specific policies shall prevail.

8. Section 20.5.2 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading “20.5.2 Community Structure Plan” and deleting iv) and vii) in its entirety and replacing them with the following:

4. Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets shall serve as key organizing elements and shall generally experience a higher intensity of development than the interior portions of the Planning Area;
- vii) the function and feel of Main Street Lambeth as a pedestrian-oriented mixed-use village shall be maintained and enhanced as a focal area for the Community; and

9. Section 20.5.3.1 i) a) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety.

10. Section 20.5.3.1 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **ii) Seniors and Special Populations Housing**

The City may pre-zone specific areas of the Medium Density Residential designation to permit small-scale nursing homes, homes for the aged, rest homes, and continuum-of-care facilities. These zones should be located within, or in close proximity, to the Wonderland Boulevard Neighbourhood or the areas of intensive residential development set out in policy 4.1 iv) of this Plan. Permitted uses in such areas may be restricted to ensure the development of such facilities within the Southwest Planning Area.

11. Section 20.5.3.2 ii) a) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- a) in new buildings and in draft plans of subdivision, green technologies to address the criteria for sustainable development set out in policy 3.2 i);

12. Section 20.5.3.3 iii) a) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

A limited number of activity nodes will be permitted throughout the Secondary Planning area. Central Activity Nodes shall be located as shown on the Neighbourhood Land Use Schedule for the respective residential neighbourhood, or alternatively, generally located at the intersection of two Neighbourhood Connectors internal to the residential neighbourhood.

In the South Longwoods Neighbourhood, the Central Activity Node is located mid-block with the intent to incorporate access to the open space network as a key component and provide a relatively central and accessible location. The Central Activity Node in this Neighbourhood may be located at the intersection of a Neighbourhood Connector and a Neighbourhood Street.

13. Section 20.5.3.4 of the McCormick Area Secondary Plan for the City of London is amended by deleting the first and second paragraphs in its entirety and replacing them with the following:

The development of the Southwest Planning area as a sustainable community that provides for enhanced open space, encourages recreation and the use of alternative modes of transportation is largely dependent on the provision, development and incorporation of different types of parkland and open space connections into newly developing and redeveloping areas. Four distinct types of open space described in Section 4.3 of this Plan will encompass or contribute to the provision of such uses as sports fields, playgrounds and other active recreational amenities, pathways and trails, and gathering and resting places. Schedule 2 of this Plan identifies the general locations of a combination of existing and new Neighbourhood and District Parks, and proposed pedestrian and bicycle pathways.

The Parks and Recreation chapter of *The London Plan* contains the policies and provisions for parkland and recreational services in the City of London. Specifically, they identify the park hierarchy system and the various attributes of each park type. In addition to the Parks and Recreation chapter, the following policies apply:

14. Section 20.5.3.4 i) e) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- e) The alignment of pathways and trails within Environmentally Significant Areas shall be consistent with the City's *Planning and Design Standards for Trails in Environmentally Significant Areas*.

15. Section 20.5.3.4 ii) d) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety.

16. Section 20.5.3.5 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replacing it with the following:

### **3.5 Parkland Dedication**

In addition to the Parkland Conveyance & Levy By-law, the Parkland Acquisition and Dedication section in Our Tools part of *The London Plan* shall apply together with the following policies:

#### **i) Conveyance of Parkland**

The public components of the Community Parkland identified in Section 3.4, and/or shown as Open Space on Schedules 5 through 17 of this Secondary Plan, may be dedicated to the City for public park purposes pursuant to the Methods of Acquisition prescribed in the Parkland Acquisition and Dedication section in the Our Tools part of *The London Plan*. Some components of the natural heritage/environmental features, pedestrian pathways/trails, and stormwater management systems may serve other public uses, in which case the land may be conveyed to the City for public use by other authorized means.

## **ii) Property Management**

To address the ongoing property management of the parkland components listed in Section 3.4, an analysis of funding sources shall be undertaken by Council to identify such measures as condominium 'common element' fees, and other suitable mechanisms to ensure a viable and sustainable source of funding.

17. Section 20.5.3.6 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading and the first and second paragraphs in its entirety and replacing them with the following:

### **3.6 Natural Heritage**

A Draft Comprehensive Natural Heritage Study was completed as part of the Secondary Plan process. The natural heritage system components of the Draft Natural Heritage Study have been incorporated into Maps 1 and 5 of *The London Plan* and are also incorporated into the Schedules of the Southwest Area Plan.

In addition to the Environmental Policies part of *The London Plan*, the following policies apply:

18. Section 20.5.3.6 i) b), c), d) and e) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **b) Width of the Dingman Creek Corridor**

The protection, maintenance, enhancement and rehabilitation of the corridor are integral to the sustainability of this unique natural heritage feature and its ecological functions. An ecological buffer will be established along each side of Dingman Creek based upon the recommendations of an approved Environmental Impact Study (EIS) in accordance with the Environmental Policies part of *The London Plan*.

#### **c) Other Natural Heritage Features**

Natural Heritage Features other than the Dingman Creek, which are identified on Map 5 of *The London Plan* will be confirmed and/or delineated through the recommendations of an approved Environmental Impact Study in accordance with the Environmental Policies part of *The London Plan*.

Ecological buffers will be established for Natural Heritage Features based upon the recommendations of an approved Environmental Impact Study (EIS) in accordance with the Environmental Policies part of *The London Plan*.

#### **d) Development Limit**

Where development occurs within distances adjacent to natural heritage features that trigger the need for an Environmental Impact Study (EIS) as set out in Table 13 of *The London Plan*, an EIS will be scoped to confirm and delineate the natural feature, to determine the appropriate ecological buffer and to provide details on the Open Space system and naturalization opportunities to integrate the system with the adjacent features to be protected.

Where different natural heritage system components overlap, the limit of development will be established as the maximum corridor or ecological buffer width as determined by application of these policies.

Where the limits of Natural Hazards shown on Map 6 of *The London Plan* exceed the identified corridor or buffer widths for natural heritage features, the development limit shall be established at the hazard limit.

#### **e) Implementation/Acquisition of Ecological Buffers**

Lands delineated as ecological buffers pursuant to policy 3.6 i) b) and c) may be acquired by the City pursuant to the Parks and Recreation chapter of *The London Plan*.

19. Section 20.5.3.6 iii) b) and e) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- b) Wherever possible, enhanced tree planting will be encouraged in exterior side yards along neighbourhood streets.
- e) Encourage the use of large stock tree-planting for development adjacent to Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets. The use of planting technologies and standards to provide for long term and sustainable growth is encouraged.

20. Section 20.5.3.6 iv) a) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- a) Recommendations arising out of a Municipal Environmental Assessment Study for lands within the Secondary Plan shall be incorporated into development plans, and will be subject to more detailed review in compliance with the Environmental Policies part of *The London Plan* if the facilities are proposed to be located within or adjacent to components of the natural heritage system. Development of the SWAP lands shall also be consistent with the Storm Drainage And Stormwater Management policies in the Civic Infrastructure chapter of *The London Plan*. The following site-specific policies shall also apply for on-site design:
  1. To reduce the extent of impervious cover, storm drainage and stormwater management techniques such as alternative roadside drainage techniques, pervious paving, enhanced use of vegetation cover, and/or the adoption of other practices to decrease the extent of impervious cover will be encouraged, wherever feasible and appropriate; and
  2. Any proposed channel or watercourse restoration, rehabilitation or enhancement work within the defined Dingman Creek corridor will be subject to the Environmental Policies part of *The London Plan* to demonstrate no negative impact on ecosystem features and ecological functions, and for management and rehabilitation priorities to achieve an environmental benefit, and the regulations of the Conservation Authority.

21. Section 20.5.3.7 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

### **3.7 Community Facilities**

Community facilities, such as schools and places of worship, will be encouraged to be located in Neighbourhood Central Activity Nodes, and to serve as a focal point of the neighbourhood. Cooperation and negotiation will be required between affected land owners, the City of London, and the applicable School Board to facilitate the allocation, and possible integration, of lands proposed for school, park and community facility uses.

One school board, the Conseil Scolaire Viamonde, has identified a possible need for a school site within the planning area, specifically in the Bostwick, North Longwoods, or Central Longwoods Neighbourhood. This Board has identified a need to acquire a site with an area of two (2) hectares (5 acres), at the intersection of two Neighbourhood Connectors, or at the intersection of a Neighbourhood Connector and an Urban Thoroughfare, Civic Boulevard or Main Street. In conjunction with the subdivision and/or site plan approval application review process, the applicant shall contact each of the school boards concerning the proposed residential application, and provide to the City a communication confirming either that the Board does not have a need for a school site within the development plan, or indicating a specific need for a possible school site within the development area with as much information supporting that need as reasonably possible.

Places of worship and other small-scale community facilities are a permitted use within the residential land use designations.

22. Section 20.5.3.8 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading and the first paragraph in its entirety and replacing it with the following:



### 3.8 Transportation

The transportation network within this Plan consists of Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, Main Streets, and Neighbourhood Connectors. Neighbourhood Streets may connect to appropriately designed Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets to provide new connections to the community neighbourhoods. The neighbourhood street pattern will provide an organizing structure for each of the Neighbourhood areas. In addition to the City Design chapter of *The London Plan*, the Transportation policies specific to the Neighbourhood areas, and the applicable urban design policies in Section 3.9 of this Plan, the following policies shall apply:

23. Sections 20.5.3.8 i) of the Southwest Area Secondary Plan for the City of London are amended by deleting e), f) and the final paragraph in its entirety and replacing them with the following:

- e) Special design treatments shall be implemented in appropriate locations, on Neighbourhood Connectors and Neighbourhood Streets, to slow or restrict traffic movements and place a priority on pedestrian movements.
- f) At the subdivision and/or site plan application stage, where applicable, the owner shall convey and construct the Neighbourhood Connectors, identified on Map 3 of *The London Plan*, to ensure future opportunities for connectivity between neighbourhoods.

[Final paragraph]

The City may enter into an encroachment agreement with the property owner for the use of a neighbourhood street right-of-way in advance of its development as a neighbourhood street. The property owner may enter an agreement with the City to convey a future neighbourhood street right-of-way when it is required for road development.

24. Section 20.5.3.8 ii) a) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- a) Public road access to Bradley Avenue and Pack Road shall be restricted to one road connection approximately mid-block between each set of intersecting Urban Thoroughfares and Civic Boulevards, provided a minimum separation distance between intersections of 200 metres can be reasonably achieved. Access to Neighbourhood Streets or Neighbourhood Connectors at these locations shall have restricted turning movements.

25. Section 20.5.3.8 iv) a) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### a) Intent

As the primary gateway to Central London from the 400 series Highways, Wonderland Road South will be developed to fulfill the two functions of this major transportation corridor: an Urban Thoroughfare designed to carry high volumes of traffic in a safe and efficient manner, and as a major gateway and arrival corridor into the city. Wonderland Road South will serve as the spine of the Southwest Area, and will link both the existing and newly developing neighbourhoods within the area to one another and to the rest of the city. For these reasons, a high design standard, including landscaping, medians, opportunities for on-street parking and bicycle lanes, and local street connections may be provided within a widened road allowance. A Municipal Class Environmental Assessment shall be conducted to determine the Urban Thoroughfare cross section for the Wonderland Road South corridor. Recommendations and design requirements arising out of the Municipal Class Environmental Assessment will be incorporated into road development. Building setbacks and design elements, as set out in Section 3.9 of this Plan, may relate to this design to provide an effective interface between the public and private realms.

26. Section 20.5.3.9 of the Southwest Area Secondary Plan for the City of London is amended by deleting “the” before “402” in the first paragraph and replacing it with

“Highways”.

27. Section 20.5.3.9 i) a) of the Southwest Area Secondary Plan for the City of London is amended by adding hyphens between “pedestrian” and “oriented”, and between “transit” and “friendly”.

28. Section 20.5.3.9 ii) of the Southwest Area Secondary Plan for the City of London is amended by deleting “20.5.3.8” in the first paragraph and replacing it with “3.8”.

29. Section 20.5.3.9 ii) a) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- a) Four street typologies exist within the plan (exclusive of Highway 401). The following urban design policies will establish the general design intent of these typologies. Variations may be considered by the City of London based on circumstances such as topography, the proposed abutting land use(s), relationship to the Open Space System and achievement of other design objectives.

### **1. Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards and Main Streets**

Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets are high-capacity roads which serve as both a major entry way into the Planning area and the city as a whole, along with being a route through the Planning Area to other parts of the city. A balance must be achieved between their transportation function, including accommodation for transit, and their ability to provide access to adjacent land uses, and to act as socially vibrant public space. To assist in achieving this balance, these streets will have the highest form of design treatment, including wide sidewalks, special tree and feature planting, paving, lighting and signage design.

### **2. Neighbourhood Connectors**

The Neighbourhood Connectors connect neighbourhoods together, along with connecting these neighbourhoods to Wonderland Boulevard, the Lambeth Village Core, Neighbourhood Central Activity Nodes and other major focal points of the community. These Neighbourhood Connectors will have a higher level of design than Neighbourhood Streets through the extended use of tree and feature planting, paving, lighting and signage design. The design will complement the planned adjacent land uses. For example, where these streets provide access to street related retail and mixed-use development, in the Neighbourhood Centre Activity Nodes, their design shall include on-street parking, wider sidewalks, and street furniture such as benches.

### **3. Neighbourhood Streets**

Neighbourhood Streets play a dual role as neighbourhood socialization spaces, as well as supporting transportation needs. The design requirements, while less substantial than for Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, Main Streets and Neighbourhood Connectors, must support the dual role of Neighbourhood Streets.

### **4. Lanes/Window Streets**

Where direct driveway access from a roadway is not appropriate or in response to special design features such as development fronting directly onto open space, lanes shall be utilized, and in limited circumstances, “window” streets. The design requirements for these lanes and window streets will establish certain minimum standards to address issues such as pavement width and relationship to parking areas. Where such roads are to be public roads, they shall be designed:

- To provide access for public maintenance vehicles, including snow plows and garbage trucks, as well as emergency vehicles, where deemed necessary by the City;
- To maximize safety and security; and,
- Where the City’s policies for urban design are such that the use of lanes is required, the lanes may be in public ownership.

30. Section 20.5.3.9 ii) b) and e) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- b) Sidewalks shall generally be required on both sides of all streets with the exception of:
  - 1. Residential streets with less than ten dwelling units or cul-de-sacs, where sidewalks shall be required on only one side of the street; and,
  - 2. Lanes, where no sidewalks shall be required.
- e) Rear lotting is not permitted along Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets in the Southwest Area Plan. In instances where the City is satisfied that there is no other alternative due to topographic or other site constraints, a range of alternatives such as lanes, service roads, and “window” streets will be used to ensure a high quality of streetscape design. If there is no alternative to rear lotting, landscaping, as well as site and building design, will be used to mitigate the impact on the streetscape.

31. Section 20.5.3.9 iii) c), g), h) and j) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- c) Buildings on corner lots at the intersections of Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, Main Streets, and Neighbourhood Connectors shall be sited and massed toward the intersection.
- g) [only 7<sup>th</sup> bullet]
  - 7. provision of pedestrian walkways adjacent to stores, between building clusters, and to provide pedestrian access to transit stops, public sidewalks and adjacent developments. These walkways may need to cross parking lots to provide the required access; and,
- h) All commercial and office development proposals shall demonstrate safe, effective and accessible pedestrian-, bicycle- and transit-oriented transportation linkages from residential areas, and between and within these developments.
- j) Where industrial development is permitted it shall contribute to the public realm in the following ways:
  - 1. Development is to be integrated in the streetscape utilizing quality and varied built forms and by minimizing parking facilities and other hardstand areas along the street frontage.
  - 2. Parking within the front yard is discouraged. Preferably, parking should be located behind and/or at the side of the building.
  - 3. Garbage holding areas, and loading and servicing areas shall be designed as an integral part of the development on each site. It is preferred that loading bays be entirely contained within buildings. Where it is not possible to internalize loading and servicing areas, external loading and servicing areas will be fully screened from view. The garbage holding area facility is to be fully screened from public view and is to be located clear of all landscaped areas, driveways, turning areas, truck standing areas and car parking spaces.
  - 4. The siting of buildings is to spatially define the street, provide high quality active frontages and provide opportunities for landscape planting in order to improve the visual quality of the streetscape.
  - 5. All major rooftop or exposed structures including lift motor rooms, plant rooms, etc., together with air conditioning, satellite dishes, ventilation and exhaust systems, should be suitably screened and integrated with the building. Parapets can help in screening such services.
  - 6. Building facades are to be of a simple modern architectural style and include a variety of material types that reflect the industrial character of the street.
  - 7. Where large areas of car parking are proposed (in excess of 20 spaces) at the side or rear of the building, ‘garden bays’ comprising vegetated landscaped areas and/or landscape trees with grass areas, are encouraged at regular intervals in order to soften the appearance of these areas and to provide shade during summer.

32. Section 20.5.4.1 i) of the Southwest Area Secondary Plan for the City of London is amended by deleting “20.5.16.4 (v)” and replacing it with “16.4 v”).

33. Section 20.5.4.1 ii) of the Southwest Area Secondary Plan for the City of London is

amended by deleting “arterial road” and replacing it with “Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street”.

34. Section 20.5.4.1 iii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**iii) All Residential Designations in all Neighbourhoods**

**a) Access to Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards and Main Streets**

The primary transit network is expected to be provided on Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets. For all Draft Plan of Subdivision, Consent and Site Plan applications that include land within 400 metres of an Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street, the requirements for a complete application shall include the submission of a plan that demonstrates the provision of viable, safe and effective pedestrian linkages to the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street, to provide pedestrian access to potential future transit services. Public streets are preferred, however, pathway connections may be considered on a case-specific basis.

**b) Access to Bradley Avenue**

Public road, private vehicular, and pedestrian access to Bradley Avenue shall be in accordance with the Transportation policies in policy 3.8 ii) of this Plan.

**c) Mix of Residential Forms**

Plans of subdivision shall accommodate a diversity of building types. Semi-detached, duplex and cluster dwellings are encouraged. Along all Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, Main Streets and Neighbourhood Connectors, a variety of townhouse forms is encouraged, including 2-storey townhouses, 3-storey townhouses and stacked townhouses.

35. Section 20.5.4.1 iv) of the Southwest Area Secondary Plan for the City of London is amended by deleting “Arterial Roads” in the heading and replacing it with “Urban Thoroughfares, Civic Boulevards, Rapid transit Boulevards and Main Streets”.

36. Section 20.5.4.1 iv) a) of the Southwest Area Secondary Plan for the City of London is amended by deleting the first and final paragraphs in its entirety and replacing them with the following:

[First paragraph]

It is intended that Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets can serve as significant routes for public transit services. Specific policies apply along portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street network that are intended to focus intense, medium density housing forms along transit-oriented corridors, consistent with the Province of Ontario *Transit Supportive Guidelines*. This would also support alternative modes of transportation, such as walking and bicycling.

[Final paragraph]

It is important that residential development along Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets provides opportunities that are designed to create linkages between the Community’s interior and the Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets to provide access to the major transportation corridors and to be active, attractive and safe for pedestrian users. Rear lotting of free-hold lots, and building orientation within multi-family blocks that presents the backs of buildings to the Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets shall be avoided along Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street streetscape. High quality landscaping in combination with street-oriented built form, are the key elements required to ensure functionality and appearance of Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street streetscapes as pedestrian-friendly transit-oriented corridors.

37. Section 20.5.4.1 iv) b) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**b) Character**

Development along Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets will include street-oriented and higher intensity housing forms such as stacked townhouses and low-rise apartment buildings. However, to encourage a diverse and interesting streetscape, built forms that are traditionally less intensive may also be permitted, provided minimum density targets are met. Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street boulevards will provide opportunities for landscaping, street trees and furniture, to create a vibrant urban context.

38. Section 20.5.4.1 iv) c) of the Southwest Area Secondary Plan for the City of London is amended by deleting “arterial road” and replacing it with “Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street”.

39. Section 20.5.4.1 iv) e) of the Southwest Area Secondary Plan for the City of London is amended by deleting the second bullet in its entirety and replacing it with the following:

2. A residential density exceeding 100 units per hectare (up to 120 units per hectare) may be permitted through a site-specific zoning by-law amendment, site plan application, and associated urban design review.
  - Conformity with the City Design chapter of *The London Plan* and this Secondary Plan shall be demonstrated through the preparation of a concept plan of the site that exceeds the prevailing densities for the planning area.
  - Parking facilities shall be designed to minimize the visual impact from adjacent properties and the public realm and provide for enhanced amenity and recreation areas for the residents of the development.
  - Buildings shall be located close to the street and designed to be street-oriented such that the functional front and main entrances to the building face the street.
  - Subdivisions and site plans shall provide for safe and accessible pedestrian connections for the public between the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street and the interior of the adjacent neighbourhoods, which are integrated into the design and function of the site.
  - Subdivisions and site plans shall provide for an enhanced pedestrian environment adjacent to the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street.

40. Section 20.5.4.1 v) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**v) Applications To Expand or Add**

Applications to expand the Medium Density Residential designation applicable to portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street network will be evaluated using all of the policies of this Secondary Plan. It is not intended that this policy will be applied within the internal portions of the Neighbourhoods, and any expansions or additions to the areas affected by this policy shall be adjacent to, and have exposure to, an Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street on which transit service is to be provided.

41. Section 20.5.4.2 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**4.2 Institutional**

The Institutional Place Type policies of *The London Plan* shall apply to all Institutional designations.

42. Section 20.5.4.3 ii) d) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

Stormwater Management – Subject to the Infrastructure policies in the Natural Heritage chapter and the Storm Drainage and Stormwater Management policies in

the Civic Infrastructure chapter of *The London Plan*, stormwater management facilities may be located adjacent to, or within the natural heritage system and shall be integrated into their environment. Stormwater management facilities may also form part of an integrated trail system.

43. Section 20.5.5 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading “20.5.5 Neighbourhoods and Land Use”, and deleting “20.5.6”, “20.5.15” and “the City of London Official Plan” in the first paragraph, and replacing them with “6.0”, “15.0” and “*The London Plan*”, respectively.

44. Section 20.5.5 x) of the Southwest Area Secondary Plan for the City of London is amended by deleting “Settlement”.

45. Section 20.5.6 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading “20.5.6 Wonderland Boulevard Neighbourhood”.

46. Section 20.5.6 i) of the Southwest Area Secondary Plan for the City of London is amended by deleting “arterial” in the first paragraph.

47. Section 20.5.6 ii) of the Southwest Area Secondary Plan for the City of London is amended by adding a hyphen between “street” and “oriented” in the second paragraph.

48. Section 20.5.6.1 i) of the Southwest Area Secondary Plan for the City of London is amended by adding a hyphen between “mixed” and “use” in the final paragraph.

49. Section 20.5.6.1 ii) of the Southwest Area Secondary Plan for the City of London is amended by deleting the second paragraph in its entirety and replacing it with the following:

Office uses within the Wonderland Road Community Enterprise Corridor are not intended to compete with the Downtown; therefore, office uses that do not require access to the provincial highway system for work-related activities shall be encouraged to locate in the Downtown. In addition to offices uses permitted in the Shopping Area Place Type, research, development and information processing establishments and businesses with a mobile sales-based workforce requiring access to the provincial highway system shall be permitted. Uses as accessory to offices, including eat-in restaurants, financial institutions, personal services, day care centres, pharmacies, laboratories and clinics shall not be permitted.

50. Section 20.5.6.1 iii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**iii) Development Pattern/Neighbourhood Street Connections**

In order to establish an organizing structure for the present and future development for lands within the “Wonderland Road Community Enterprise Corridor” policy 3.8 i) j) shall apply.

Neighbourhood Street rights-of-way may be dedicated for any development or redevelopment within the Wonderland Road Community Enterprise Corridor. The dedication shall occur as a condition of a plan of subdivision or consent. Where the development or redevelopment of the site is subject to site plan control, land area dedicated to the city for right-of-way will be included in the lot area calculation permitted density, coverage and floor area.

Internal access and shared internal driveways across adjacent lands may be required.

51. Section 20.5.6.1 v) b), c) and d) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- b) Standard maximum heights shall not exceed four storeys. Upper maximum height of six storeys may be permitted through a site-specific zoning by-law amendment.
- c) Residential development shall occur at a minimum density of 30 units per hectare and a maximum density of 75 units per hectare. A residential density exceeding

75 units per hectare (up to 100 units per hectare) may be permitted through a site-specific zoning by-law amendment.

- d) Office development for the entire Wonderland Road Community Enterprise Corridor shall not exceed 20,000m<sup>2</sup>, excluding small-scale service offices and medical/dental offices, and each building shall not exceed a maximum gross floor area of 2,000m<sup>2</sup>.

52. Section 20.5.6.1 vi) a), c) and d) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- a) Built form may be of low to mid-rise height, however minimum height and setbacks may be established in the Zoning By-law to ensure that development will result in a strong, street-related built edge and achieve other design objectives for this area. In particular, development will be encouraged in a “main street” format where buildings are oriented to a public street. Permitted uses are encouraged in mixed-use developments or buildings.
- c) Development shall be designated to be pedestrian and transit friendly from the outset. In particular, development shall be generally oriented to the street where possible and designed to promote a vital and safe street life and to support early provision of transit. However, where large-scale stores are permitted, given that they are often not conducive to a pedestrian-oriented street setting, design alternatives to address this issue will be utilized. These may include locating these stores in the interior of a commercial or mixed-use development block with small-scale stores and other buildings oriented to the surrounding major roads to create a strong street presence. Alternatively, the frontage of the building facing a major road could be lined with small-scale stores and/or have multiple entrances.
- d) The Urban Design policies of Section 3.9 of this Plan shall apply.

53. Section 20.5.6.2 iii) c) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

The Urban Design policies of Section 3.9, and the General Residential policies of Section 4.1 of this Plan shall apply.

54. Section 20.5.6.3 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

Permitted uses in the Medium Density Residential designation include multiple-attached dwellings, such as townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes, homes for the aged, and triplex and fourplex dwellings. Single detached, duplex and semi-detached dwellings will not be permitted.

Convenience commercial uses, group homes, home occupations, community facilities, funeral homes, commercial recreation facilities, small-scale office developments, and office conversions shall not be permitted within these areas.

55. Section 20.5.6.3 iii) c) and d) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- c) The Urban Design policies of Section 3.9 and the General Residential policies of Section 4.1 of this Plan shall apply.
- d) A residential density exceeding 75 units per hectare (up to 100 units per hectare) may be permitted through a site-specific zoning by-law amendment and site plan application. Urban design review shall be required. A request for an increase in density shall also be subject to the following criteria:
  - 1. The development is to be designed and occupied for seniors housing, or shall include provision for unique attributes and/or amenities that may not normally be provided for in medium density projects having a public benefit, such as, but not limited to, enhanced open space and recreational facilities, innovative forms of housing and architectural design features;

2. Parking facilities shall be designed to minimize the visual impact off-site and provide for enhanced amenity and recreation areas for the residents of the development;
3. Conformity with the City Design chapter of *The London Plan* and this Plan shall be demonstrated through the preparation of a concept plan of the site that is consistent with the standards for the planning area; and,
4. The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.

56. Section 20.5.6.4 i) of the Southwest Area Secondary Plan for the City of London is amended by adding a hyphen between “mixed” and “use”.

57. Section 20.5.6.4 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

Permitted uses in the High Density Residential designation shall include mid-rise to high-rise apartment buildings, apartment hotels, nursing homes, rest homes, and homes for the aged. Convenience commercial uses, group homes, home occupations, community facilities, funeral homes, commercial recreation facilities, small-scale office developments, and office conversions shall not be permitted within these areas.

58. Section 20.5.6.4 iii) b) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

The Urban Design policies of Section 3.9 and the General Residential policies of Section 4.1 of this Plan shall apply.

59. Section 20.5.6.5 of the Southwest Area Secondary Plan for the City of London is amended by deleting “Schedule 6A” in the first paragraph and replacing it with “Schedule 5A”; and adding Schedule 5A at the end of Section 20.5.6.5 v), as indicated on “Schedule 1” attached hereto.

60. Section 20.5.6.5 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Function and Purpose**

The property known as 17 and 31 Exeter Road is located at the southwest corner of a Civic Boulevard (Exeter Road) and an Urban Thoroughfare (Wonderland Road) within the Southwest Area Plan. The intersection of Exeter Road and Wonderland Road is identified as a Focal Node in the Southwest Area Plan. The land uses on these properties will contribute to the function of the Focal Node as a gateway to the Southwest Area of London and the Wonderland Road Community Enterprise Corridor, as well as provide a transition from other areas, such as the Lambeth Community, to the uses located within the Wonderland Road Community Enterprise Corridor while supporting the Wonderland Road Community Enterprise Corridor uses.

The lands will develop as a mixed-use area through a comprehensive planned approach. Development on the lands may include a range of land uses including mixed-use buildings with ground floor retail commercial, free-standing high density residential buildings, free-standing office buildings, free-standing institutional buildings and some smaller scale free-standing commercial buildings including automobile-oriented commercial buildings.

Buildings are to be focused to the street with parking areas to be located predominantly in side or rear yards and/or within structured parking facilities. New internal public and/or private streets may be created with a view to limiting direct access to Urban Thoroughfares and Civic Boulevards. Emphasis shall be placed on architectural quality and urban design to create an urban main street character.

61. Section 20.5.6.5 iii) of the Southwest Area Secondary Plan for the City of London is



amended by adding a hyphen between “street” and “oriented”.

62. Section 20.5.6.5 iv) of the Southwest Area Secondary Plan for the City of London is amended by adding a hyphen between “automobile” and “oriented” in clause a), and adding a hyphen between “Mixed” and “Use” in clause d).

63. Section 20.5.6.5 v) b) of the Southwest Area Secondary Plan for the City of London is amended by adding a hyphen between “Mixed” and “use”.

64. Section 20.5.6.7 of the Southwest Area Secondary Plan for the City of London is amended by the heading “20.5.7 Lambeth Neighbourhood”.

65. Section 20.5.7 i) of the Southwest Area Secondary Plan for the City of London is amended by deleting the final paragraph in its entirety and replacing it with the following:

Where/if the subject lands are within the boundaries of a Specific Policy Area, the policies of Section 1.4 of the Plan shall also apply.

66. Section 20.5.7 ii) of the Southwest Area Secondary Plan for the City of London is amended by adding a hyphen between “street” and “oriented” in the final paragraph.

67. Section 20.5.7.1 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

Permitted uses in the Low Density Residential designation include single-detached, semi-detached and duplex dwellings. Multiple-attached dwellings, such as townhouses or cluster houses may be permitted provided that they do not exceed the maximum density of development permitted in policy 7.1 iii) a). New convenience commercial uses, group homes, home occupations, community facilities, funeral homes, and office conversions shall not be permitted.

68. Section 20.5.7.1 iii) c) and d) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- c) As part of a complete application, the owner shall clearly demonstrate that the proposed development is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments.
- d) The Urban Design policies of Section 3.9 of this Plan shall apply.

69. Section 20.5.7.2 i) of the Southwest Area Secondary Plan for the City of London is amended by adding a hyphen between “service” and “oriented” in the first paragraph.

70. Section 20.5.7.2 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

With the exception of the lands northwest of Wharnccliffe Road South between Campbell Street North and Savoy Street, the primary permitted uses in the Medium Density Residential designation include multiple-attached dwellings, such as townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, small-scale nursing homes, rest homes, homes for the aged, low density forms such as semi-detached and duplex dwellings, triplexes and fourplexes, and the conversion of existing single detached homes. Single detached dwellings shall not be permitted within plans of subdivision or cluster development. New convenience commercial uses, group homes, home occupations, community facilities, funeral homes, commercial recreation facilities, small-scale office developments, and office conversions shall not be permitted.

On the lands on the northwest side of Wharnccliffe Road South between Campbell Street North and Savoy Street, permitted uses in the Medium Density Residential designation include townhouses, stacked townhouses, low-rise apartments,

emergency care facilities, low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes, and the conversion of existing single detached homes. Development of mixed-use forms with small-scale commercial or retail uses on the main floor and residential development above, is encouraged. Such uses may include, but shall not be limited to: convenience commercial uses, eat-in restaurants, day care centres, financial institutions, professional and service offices, medical and dental offices and clinics, personal services, pharmacies, a limited amount and range of retail uses, studios and galleries, specialty food stores, and fitness and wellness establishments.

The conversion of existing dwellings for offices is permitted subject to Policy 931 of *The London Plan*.

The conversion of existing dwellings for retail uses is permitted subject to policy 7.2 iii) d) of this Plan.

71. Section 20.5.7.2 iii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**iii) Built Form and Intensity**

- a) Development shall occur at a minimum density of 30 units per hectare and a maximum density of 75 units per hectare. Building heights shall not exceed four storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.
- b) A residential density exceeding 75 units per hectare (up to 100 units per hectare) may be permitted through a site-specific zoning by-law amendment.
- c) New residential development along the north side of Wharncliffe Road South, between Campbell Street North and the Wonderland Boulevard neighbourhood:
  1. is encouraged to have building floorplates that are designed and constructed in a manner that ensures flexibility and adaptability for potential office or commercial use at grade with residential uses located at, or above, grade. Purpose designed residential buildings will be permitted to have at-grade commercial or retail uses;
  2. shall have a built form with a low-rise height, and with a setback and roof line consistent with or complementary to the “village” streetscape character of the Lambeth Village Core; and,
  3. consistent with the relevant policies of *The London Plan* and policy 7.2 ii) of this Plan, office and retail conversions may involve minor additions to the existing building where these facilitate the use of the building for office or retail purposes. Retention of the general form and character of converted buildings will be required.
- d) The conversion of existing dwellings for retail uses along the north-west side of Wharncliffe Road South, between Campbell Street North and 3967 Savoy Street:
  1. shall be defined as the total or partial conversion of a residential building for retail use. Retail conversions may involve minor additions to the existing building where these facilitate the use of the building for retail uses. Retention of the general form and character of the buildings converted for retail use will be required.
  2. will require site plan approval which will be evaluated on the basis of the following criteria:
    - provisions have been made for landscaping, privacy, screening or any other appropriate measures necessary to protect the amenity of adjacent residential properties;
    - the residential appearance of the existing building is maintained and external evidence of the retail use is minimized. Minor additions that are compatible with the external design and appearance of the existing building may be permitted, where necessary, to facilitate the use of the building for retail purposes;
    - the use of common driveways and parking areas to serve adjacent office or retail conversions shall be encouraged. Where access is proposed to be provided through a side yard to a local street, an assessment will be made on the possible negative impacts on adjacent residential uses, and whether

- access would be more appropriately directed to the main street;
  - provision is made for the on-site manoeuvrability of vehicles so that egress from the site does not require vehicle reversals onto the street; and,
  - conformity with all other applicable provisions of the City's Site Plan Control By-law.
3. permission for retail use shall be retained only as long as the life of the building, and shall not be used as the basis for a redesignation or rezoning of the property for retail use.
- e) The Urban Design policies of Section 3.9 and the General Residential policies of Section 4.1 of this Plan shall apply.

72. Section 20.5.7.3 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

The permitted uses include commercial uses that cater to the commercial needs of the traveling public. These uses include hotels, motels, automotive uses and services, commercial recreation establishments, restaurants, sale of seasonal produce, building supply outlets and hardware stores, furniture and home furnishings stores, warehouse and wholesale outlets, self-storage outlets, nursery and garden stores, animal hospitals or boarding kennels, and other types of commercial uses that offer a service to the travelling public. Small-scale commercial and office uses are preferred, including convenience commercial uses, eat-in restaurants, day care centres, financial institutions, professional and service offices, medical and dental offices and clinics, personal services, pharmacies, a limited amount and range of retail uses, studios and galleries, specialty food stores, and fitness and wellness establishments.

73. Section 20.5.7.3 iii) d) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

The Urban Design Policies of Section 3.9 of this Plan shall apply.

74. Section 20.5.8 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading "20.5.8 Lambeth Village Core Neighbourhood".

75. Section 20.5.8 ii) of the Southwest Area Secondary Plan for the City of London is amended by adding a hyphen between "street" and "oriented".

76. Section 20.5.8 iii) d) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

The Evaluation Criteria for Planning and Development Applications policies in the Our Tools part of *The London Plan* shall apply.

77. Section 20.5.8.1 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

Permitted uses within the Main Street Lambeth North designation, shall permit those uses in the Main Street Place Type of *The London Plan*. Single-detached, semi-detached and duplex dwellings shall not be permitted. Non-residential uses to be established on previously undeveloped sites shall be restricted to the ground floor of a residential mixed-use building. Stand-alone non-residential uses shall not be permitted on previously undeveloped lands. Stand-alone residential uses will be permitted.

78. Section 20.5.8.1 iv) Built Form and Intensity and v) Transportation of the Southwest Area Secondary Plan for the City of London is amended by renumbering iv) and v) in the heading as iii) and iv).

79. Section 20.5.8.2 ii) of the Southwest Area Secondary Plan for the City of London is amended by deleting the first and second paragraphs in its entirety and replacing them with the following:

Permitted uses in the Main Street Lambeth South designation on the west side of Colonel Talbot Road shall include primarily multiple-attached dwellings, such as townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged. A range of small-scale commercial uses and conversion of existing buildings for non-residential small-scale uses is also permitted.

Permitted uses in the Main Street Lambeth South designation on the east side of Colonel Talbot Road, shall include permitted uses in the Main Street Place Type of *The London Plan*, but shall develop at a smaller scale than the uses in the Main Street Lambeth North designation. The portion of the remnant school block located adjacent to Colonel Talbot Road, may redevelop with non-residential uses. The east (rear) portion of the remnant school block shall redevelop with residential uses and develop at a scale and height that is compatible with the existing residential uses located to the east of the remnant school site.

80. Section 20.5.9 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading “20.5.9 Bostwick Residential Neighbourhood”.

81. Section 20.5.9 i) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**i) Function and Purpose**

The Bostwick Neighbourhood will provide for residential development with the highest intensity of all the Residential Neighbourhood Areas in the Southwest Planning Area, to support activities in the Wonderland Boulevard Neighbourhood. The focus for new development is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighbourhood. It is intended that the Neighbourhood Connector and Neighbourhood Street network will provide access across the Open Space corridor and the Hydro corridor to create safe and convenient linkages to the Wonderland Corridor for a variety of transportation modes.

Higher intensity mid-rise, transit-oriented development is encouraged along portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street network to support the provision of transit services as detailed in policy 4.1 iv) of the General Residential policies.

Where/if the subject lands are within the boundaries of a Specific Policy Area, the policies of Section 1.4 of the Plan shall also apply.

82. Section 20.5.9 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Character**

The residential areas will develop as traditional suburban neighbourhoods, with characteristics similar to those found in the older areas of the city, reflecting a compact development, a diversity of building types, and walkable amenities to enhance the day to day living experience. Access to Medium Density Residential areas between the Open Space and Hydro corridors and the Wonderland Boulevard Neighbourhood area will be via local road connections to Wonderland Road South, or from new Neighbourhood Connectors and Neighbourhood Streets to be developed within the Bostwick Neighbourhood.

83. Section 20.5.9.1 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

Low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes, townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged will be permitted in the Low and Medium Density Residential designations. In addition to

residential development, a limited range of convenience and personal service commercial uses, small-scale eat-in restaurants, civic and institutional uses, such as parks, schools and places of worship, and live-work uses may be permitted within the Medium Density Residential Designation.

84. Section 20.5.9.1 iii) c), d), e) and f) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- c) A residential density exceeding 75 units per hectare (up to 100 units per hectare) may be permitted up to 100 units per hectare through a site-specific zoning by-law amendment.
- d) Policy 4.1 iv) of this Plan shall apply to development adjacent to portions of the Civic Boulevard network within this Neighbourhood.
- e) To support a mixed-use community centre facility, the Medium Density Residential Designation will allow for increased residential density and a high-rise height without an Official Plan Amendment provided that the building allows for a mix of residential and limited retail uses integrated with the development of a public community facility, and shall be located at the intersection of two Civic Boulevards. High quality design, including setbacks, building orientation, landscaping, and pedestrian scale and orientation shall also be required.
- f) The Urban Design policies of Section 3.9 of this Plan shall apply.

85. Section 20.5.9.2 i) of the Southwest Area Secondary Plan for the City of London is amended by adding a hyphen between “mixed” and “use”.

86. Section 20.5.9.2 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

Permitted uses in the High Density Residential designation shall include mid-rise to high-rise apartment buildings, apartment hotels, nursing homes, rest homes, and homes for the aged. Convenience commercial uses, community facilities, group homes, home occupations, funeral homes, commercial recreation facilities, small-scale office developments and office conversions may be permitted within these areas.

87. Section 20.5.9.2 iii) b) and c) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- b) The Urban Design policies of Section 3.9 and the General Residential policies of Section 4.1 of this Plan shall apply.
- c) Notwithstanding policy 9.2 iii) a), higher densities or heights may be permitted through a site-specific zoning by-law amendment.

88. Section 20.5.10 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading “20.5.10 North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhoods”.

89. Section 20.5.10 i) of the Southwest Area Secondary Plan for the City of London is amended by deleting the second and final paragraphs and replacing them with the following:

[Second paragraph]

Higher intensity mid-rise, transit-oriented development is along portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard and Main Street network within these Neighbourhoods to support the provision of transit services as detailed in policy 4.1 iv) of the General Residential policies.

[Final paragraph]

Where/if the subject lands are within the boundaries of a Specific Policy Area, the policies of Section 1.4 of the Plan shall also apply.

90. Section 20.5.10.1 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

## **ii) Permitted Uses**

Uses that are generally permitted within Medium Density Residential areas will be permitted in both the Low and Medium Density Residential designations. Permitted uses include single detached, semi-detached and duplex dwellings, triplexes, fourplexes, townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged. In addition to residential development, a limited range of convenience and personal service commercial uses, small-scale eat-in restaurants, civic and institutional uses, such as parks, schools and places of worship, and live-work uses may be permitted within the Medium Density Residential Designation.

91. Section 20.5.10.1 iii) c), d) and e) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- c) Policy 4.1 iv) of this Plan shall apply to development adjacent to portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard and Main Street network within these Neighbourhoods.
- d) To support a mixed-use community centre facility, the Medium Density Residential Designation will allow for increased residential density and a high-rise height without an Official Plan Amendment provided that the building allows for a mix of residential and limited retail uses integrated with the development of a public community facility, and shall be located at the intersection of streets classified as either Civic Boulevard(s) and/or Urban Thoroughfare(s). High quality design, including setbacks, building orientation, landscaping, and pedestrian scale and orientation shall also be required.
- e) The Urban Design policies of Section 3.9 of this Plan shall apply.

92. Section 20.5.10.2 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

### **10.2 High Density Residential**

Permitted uses in the High Density Residential designation shall include low-rise and high-rise apartment buildings, apartment hotels, multiple-attached dwellings, rooming and boarding houses, emergency care facilities, nursing homes, rest homes, and homes for the aged. Development shall have a maximum density of 150 units per hectare.

93. Section 20.5.10.3 i) of the Southwest Area Secondary Plan for the City of London is amended by deleting the final paragraph in its entirety and replacing it with the following:

The longer-term intent would be to achieve a mix of residential uses as described in policy 10.1 i), above.

94. Section 20.5.10.3 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

## **ii) Permitted Uses**

- a) The primary permitted uses in the Light Industrial Place Type of *The London Plan* shall be limited to light industrial uses that are located within enclosed buildings, require no outdoor storage; and are unlikely to cause adverse effects with respect to such matters as air, odour or water pollution, dust, or excessive vibration and noise levels. These include such uses as warehousing, research and communication facilities; laboratories; printing and publishing establishments; warehouse and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractor's shops that do not involve open storage. Office uses and retail outlets subject to policy 1140 of *The London Plan*, which are ancillary to any of the above uses, are also permitted.
- b) All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval from the Ministry of the Environment, Conservation and Parks as required by the Environmental

Protection Act and associated Regulations are discouraged. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London's Waste Discharge By-law.

- c) Applications for new industrial development will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the Planning and Development Applications policies in the Our Tools part of *The London Plan*.
- d) Where lands are transitioning from industrial to residential use, the permitted uses in the Medium Density Residential designation, as set out in Section 10.1, are permitted.

95. Section 20.5.10.3 iii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**iii) Built Form and Intensity**

- a) The built form and intensity policies of Section 10.1 shall apply to residential development.
- b) The following policies shall apply to industrial development:
  - 1. the Urban Design Policies of Section 3.9 of this Plan shall apply; and,
  - 2. setback and mitigation measures as per the Ministry of the Environment, Conservation and Parks' *Compatibility Between Industrial Facilities and Sensitive Land Uses* (D-Series Guidelines) shall apply.

96. The Southwest Area Secondary Plan for the City of London is amended by adding new Section 10.4 as follows:

**10.4 3493 Colonel Talbot Road**

For not for than 30% of the single detached dwellings lots within the Silverleaf Subdivision Phase 2 and registered plan 33M-742, notwithstanding policy 3.9 iii) e), for courtyard dwellings, garages may project beyond the façade of the dwelling, or the façade (front face) of any porch, where the interior garage façade that includes the garage door(s) is located at no more than 90 degrees to the main building and principal entrance.

97. Section 20.5.11 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading "20.5.11 North Talbot and North Longwoods Neighbourhoods".

98. Section 20.5.11 ii) of the Southwest Area Secondary Plan for the City of London is amended by adding a hyphen between "street" and "oriented".

99. Section 20.5.11.1 i) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**i) Intent**

The Low and Medium Density Residential designations apply to most of the existing and planned neighbourhoods of North Talbot and North Longwoods, reflecting land uses established through Specific Policy Areas and site-specific applications. Where/if the subject lands are within the boundaries of a Specific Policy Area, the policies of Section 1.4 of the Plan shall also apply.

Higher intensity mid-rise, transit-oriented development is encouraged along portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street network within these neighbourhoods to support the provision of transit services as detailed in policy 4.1 iv) of the General Residential policies.

100. Section 20.5.11.1 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

- a) Permitted uses in the Low Density Residential designation include single detached, semi-detached and duplex dwellings.
- b) Permitted uses in the Medium Density Residential designation include multiple-

attached dwellings, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes, and homes for the aged.

101. Section 20.5.11.1 iii) a), c), d) and e) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- a) Within the Low Density Residential designation, new development shall have a maximum density of 30 units per hectare. Within the Medium Density Residential designation, new development shall have a maximum density of 75 units per hectare and building height shall not exceed four storeys. In some instances, building density may be increased up to 100 units per hectare in the Medium Density Residential designation through a site-specific zoning by-law amendment.
- c) Policy 4.1 iv) of the Plan shall apply to development adjacent to portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street network in these neighbourhoods.
- d) To support a mixed-use community centre facility, the Medium Density Residential Designation will allow for increased residential density without an Official Plan Amendment provided that the building allows for a mix of residential and limited retail uses integrated with the development of a public community facility, and shall be located at the intersection of two streets classified as either Urban Thoroughfare(s), Civic Boulevard(s), Rapid Transit Boulevard(s) and/or Main Street(s). High quality design, including setbacks, building orientation, landscaping, and pedestrian scale and orientation shall also be required.
- e) The Urban Design Policies of Section 3.9 of this Plan shall apply.

102. Section 20.5.11.2 i) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**i) Intent**

The High Density Residential designation applies to two properties along Southdale Road West, reflecting land uses permitted through previous planning processes. Where/if the subject lands are within the boundaries of a Specific Policy Area, the policies of Section 1.4 of the Plan shall also apply.

103. Section 20.5.11.2 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

Permitted uses shall include low-rise and high-rise apartment buildings, apartment hotels, multiple-attached dwellings, rooming and boarding houses, emergency care facilities, nursing homes, rest homes, and homes for the aged. Group homes, home occupations, community facilities, funeral homes, commercial recreation facilities, small-scale office developments, and office conversions may be permitted.

104. Section 20.5.11.2 iii) a), c) and d) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- a) New development within the High Density Residential designation shall have a maximum density of 150 units per hectare.
- c) The Urban Design Policies of Section 3.9 of this Plan shall apply.
- d) Where/if the subject lands are within the boundaries of a Specific Policy Area, the policies of Section 1.4 of the Plan shall also apply.

105. Section 20.5.12 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading “20.5.12 Brockley Rural Settlement Neighbourhood”.

106. Section 20.5.12 i) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**12.1 Rural Neighbourhood**

**i) Intent**

The Rural Neighbourhood designation will provide for low-intensity residential uses consistent with the existing neighbourhood of Brockley and the policies of the Rural



Neighbourhoods Place Type of *The London Plan*.

107. Section 20.5.12 ii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

The primary permitted uses in the Rural Neighbourhoods Place Type of *The London Plan* will be permitted, although the primary uses shall be residential.

108. Section 20.5.12 iii) a) and c) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- a) New development shall be consistent with the Intensity policies in the Rural Neighbourhoods Place Type chapter of *The London Plan*.
- c) For non-residential development, the owner shall demonstrate that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments.

109. Section 20.5.13 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading “20.5.13 Dingman Industrial Neighbourhood”.

110. Section 20.5.13.1 i) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**i) Permitted Uses**

The permitted uses in the Light Industrial Place Type of *The London Plan* will be permitted. Existing Industrial uses are recognized as permitted uses within the Industrial designation of this Secondary Plan and may be recognized as permitted uses in the Zoning By-law. Proposals for the expansion of Industrial uses that are not permitted in the Light Industrial Place Type, shall require an amendment to *The London Plan* to redesignate the lands on Map 1 of *The London Plan* to a Heavy Industrial Place Type. Such applications will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the Planning and Development Applications policies in the Our Tools part in *The London Plan*.

The permitted uses of the Heavy Industrial Place Type of *The London Plan* will continue to apply to lands located on the north side of Dingman Drive, west of Highway 401.

All uses adding, emitting, or discharging a contaminant into the natural environment must obtain a Certificate of Approval from the Ministry of the Environment, Conservation and Parks as required by the Environmental Protection Act and associated Regulations. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London's Waste Discharge By-law.

111. Section 20.5.13.1 ii) a) and c) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- a) The Urban Design Policies of Section 3.9 of this Plan shall apply.
- c) Setback and mitigation measures as per the Ministry of the Environment, Conservation and Parks' *Compatibility Between Industrial Facilities and Sensitive Land Uses* (D-Series Guidelines) shall apply.

112. Section 20.5.13.2 ii) Permitted Uses of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

- a) In addition to existing industrial uses, the permitted uses in the Light Industrial Place Type of *The London Plan* shall be limited to light industrial uses that are located within enclosed buildings, require no outdoor storage; and are unlikely to

cause adverse effects with respect to such matters as air, odour or water pollution, dust, or excessive vibration and noise levels. These include such uses as warehousing, research and communication facilities; laboratories; printing and publishing establishments; warehouse and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractor's shops that do not involve open storage.

- b) All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval from the Ministry of the Environment, Conservation and Parks as required by the Environmental Protection Act and associated Regulations are discouraged. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London's Waste Discharge By-law.
- c) New industrial uses should be compatible with future non-industrial uses. Applications for new industrial development will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the Planning and Development Applications policies in the Our Tools part of *The London Plan*.

113. Section 20.5.13.2 ii) Built Form and Intensity of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**iii) Built Form and Intensity**

The following policies shall apply to industrial development:

- a) The Urban Design Policies of Section 3.9 of this Plan shall apply.
- b) Setback and mitigation measures as per the Ministry of the Environment, Conservation and Parks' Compatibility Between Industrial Facilities and Sensitive Land Uses (D-Series Guidelines) shall apply.

114. Section 20.5.13.3 ii) e), f) and g) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- e) A very limited amount of small-scale retail and service uses may be permitted in these areas to serve those that work in this designation or surrounding employment areas. Such uses will be located on the periphery of the designation, adjacent to a Civic Boulevard.
- f) A limited range of light industrial uses may be permitted that are compatible with the commercial uses permitted in this designation. Applications for new industrial development will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the Planning and Development Applications policies in the Our Tools part of *The London Plan*.
- g) All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval from the Ministry of the Environment, Conservation and Parks as required by the Environmental Protection Act and associated Regulations are discouraged. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London's Waste Discharge By-law.

115. Section 20.5.13.3 iii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**iii) Built Form and Intensity**

The following policies shall apply to industrial development:

- a) The Urban Design Policies of Section 3.9 of this Plan shall apply.
- b) Setback and mitigation measures as per the Ministry of the Environment, Conservation and Parks' Compatibility Between Industrial Facilities and Sensitive Land Uses (D-Series Guidelines) shall apply.

116. Section 20.5.13.4 i) Intent of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**i) Intent**

The Future Community Growth designation establishes Council's intent for future urban development on the lands to which it is applied. The Future Community Growth designation will be applied where there is an expectation that non-industrial Place Types will be established. While this will likely include the Neighbourhoods Place Type, it may also support the application of many other Place Types such as Urban Corridor, Shopping Area, Institutional, and Green Space. The designation establishes this intent, while ensuring that development does not occur until such time as the necessary background studies are completed and a Secondary Plan is prepared to address all lands within this designation comprehensively.

117. Section 20.5.13.4 i) Permitted Uses of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**ii) Permitted Uses**

Because of concerns regarding premature development, Future Community Growth areas will be zoned to allow for a very limited range of uses. Uses that exist at the time of the adoption of this Plan may be permitted to continue. Subject to all the policies in this section, a very limited range of new uses that are similar to existing uses and would not have an impact on the future comprehensive planning and development of these lands may be permitted.

118. Section 20.5.14 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading "20.5.14 Brockley Industrial Neighbourhood".

119. Section 20.5.14 i) of the Southwest Area Secondary Plan for the City of London is amended by deleting the final paragraph in its entirety and replacing it with the following:

The east portion of the Brockley Industrial Neighbourhood is directly adjacent to the residential development in the Brockley Rural Neighbourhood. To minimize the impacts of the expansion of existing, or development of new industrial uses on the Brockley Rural Neighbourhood, specific land use, mitigation and design policies apply in this area. The Brockley Industrial Neighbourhood will accommodate a reduced range of light industrial uses with a focus on logistics type of industrial uses that involve the movement and transfer of goods.

120. Section 20.5.14.1 i) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**i) Permitted Uses**

On lands west of Wellington Road, the permitted uses in the Light Industrial Place Type of *The London Plan* will be permitted. Existing Industrial uses are recognized as permitted uses within the Industrial designation of this Secondary Plan and may be recognized as permitted uses in the Zoning By-law. Proposals for the expansion of Industrial uses that are not permitted in the Light Industrial Place Type shall require an amendment to *The London Plan* to redesignate the lands on Map 1 of *The London Plan* to a Heavy Industrial Place Type. Such applications will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the Planning and Development Applications policies in the Our Tools part of *The London Plan*.

On lands east of Wellington Road, light industrial uses that are located within enclosed buildings, require no outdoor storage; and are unlikely to cause adverse effects with respect to such matters as air, odour or water pollution, dust, or excessive vibration and noise levels may be permitted. These include such uses as warehousing, research and communication facilities; laboratories; printing and publishing establishments; warehouses and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractor's shops that do not involve open storage. Office uses and retail outlets subject to policy 1140 of *The London Plan*, which are ancillary to any of the above uses, are also permitted.

All uses adding, emitting, or discharging a contaminant into the natural environment must obtain a Certificate of Approval from the Ministry of the Environment, Conservation and Parks as required by the *Environmental Protection Act* and associated Regulations are discouraged. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London's Waste Discharge By-law.

121. Section 20.5.14.1 ii) a), c), e) and g) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

- a) The Zoning, Site Plan, and Sign Control By-laws may specify higher standards for setbacks, the location of parking and loading areas, landscaping, lighting, and signage for industries adjacent to the Brockley Rural Neighbourhood area.
- c) Regulations in the Zoning By-law shall include provision
- d) s requiring buildings and structures to be located a minimum of 40 metres from the Brockley Rural Neighbourhood boundary.
- e) Setback and mitigation measures as per the Ministry of the Environment, Conservation and Parks' *Compatibility Between Industrial Facilities and Sensitive Land Uses* (D-Series Guidelines) may apply.
- g) The Urban Design Policies of Section 3.9 of this Plan shall apply.

122. Section 20.5.15 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading "20.5.15 Wellington Road/Highway 401 Neighbourhood".

123. Section 20.5.15 iii) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**iii) Permitted Uses**

The permitted uses in the applicable Place Type of *The London Plan* will be permitted.

124. Section 20.5.15 iv) of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**iv) Built Form and Intensity**

The City Design chapter and Form and Intensity policies of the relevant Place Type of *The London Plan* shall apply.

125. Section 20.5.16 of the Southwest Area Secondary Plan for the City of London is amended by deleting the heading "20.5.16 Implementation".

126. Section 20.5.16.3 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety.

127. Section 20.5.16.4 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

**16.3 Official Plan Amendments**

- i) Any amendment to the text or Schedules of this Secondary Plan represents an Official Plan amendment. Furthermore, amendments to the Schedules of this Plan may require amendments to the associated maps of *The London Plan*.
- ii) Where lands are designated "Environmental Review" on Map 1 – Place Types of *The London Plan*, Map 1 shall prevail over the Open Space designation on Schedule 4 of the Southwest Area Land Use Designations of the Secondary Plan. Once an Environmental Impact Study (EIS) has been completed, amendments to *The London Plan* Map 1 – Place Types, Map 5 – Natural Heritage and the Secondary Plan Schedule will be required, as applicable.
- iii) Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of *The London Plan*.
- iv) Updates to this Secondary Plan are to reflect applicable changes to *The London Plan*, Provincial Policy Statement, Planning Act and Regulations, as required.
- v) Where the minimum density described for a neighbourhood is not able to be

achieved on an individual application, the City may consider a lower minimum density without amendment to this Plan. The consideration of a lower density than the minimum density described for a neighbourhood shall include the following matters:

- a) the size of the parcel.
- b) the amount of land not designated for low density residential development that could develop to meet the overall intensity of development contemplated for the neighbourhood.
- c) the pattern of development, including roads and parks.
- d) opportunities to provide a range and mix of housing types and/or a range and mix of lot sizes that meet the intent of the neighbourhood housing mix.

128. Section 20.5.16.5 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **16.4 Zoning**

- i) Any applications for amendment to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.
- ii) Consideration of other land uses through a Zoning By-law amendment shall be subject to the Planning and Development Applications policies as described in the applicable place type of *The London Plan*.

129. Section 20.5.16.6 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **16.5 Plans of Subdivision/Plans of Condominium/Consents to Sever**

Any applications for subdivision, condominium, or consent to sever shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.

130. Section 20.5.16.7 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **16.6 Site Plan Approval**

Any applications for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.

131. Section 20.5.16.8 of the Southwest Area Secondary Plan for the City of London is amended by deleting "20.5.16.8" in the heading and replacing it with "16.7".

132. Section 20.5.16.9 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **16.8 Achieving Minimum Residential Density**

Minimum residential density shall be calculated on the basis of Section 16.7, above, and as the total area of the land designated and proposed for residential development, including of lands dedicated for the purpose of widening existing roads, less any parcels of land to be used for non-residential uses.

133. Section 20.5.16.10 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **16.9 Proposed Future Road Corridors**

Alignment of proposed future road corridors identified on Map 3 of *The London Plan* shall be determined by one of the following:

- a) Completion of a Municipal Class Environmental Assessment.
- b) A corridor study or functional transportation planning study as described in the Protection and Acquisition of Lands for Mobility Infrastructure policies in the Mobility chapter of *The London Plan*.
- c) Consideration of a draft plan of subdivision. Map 3 may be amended to reflect the determined alignment of a proposed future road corridor without the need for an Official Plan amendment.

134. Section 20.5.16.11 of the Southwest Area Secondary Plan for the City of London is

amended by deleting “20.5.16.11” in the heading and replacing it with “16.10”, deleting clauses i) f) and ii) in its entirety and replacing them with the following:

- i) f) Transportation Design Concept Plan, including pedestrian linkages to Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets.
- ii) Other reports and studies may be required in accordance with the Complete Application and Pre-Application Consultation Requirements section in the Our Tools part of *The London Plan*.

135. Section 20.5.16.12 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **16.11 Urban Design Policies**

All development within the Southwest Area Secondary Plan boundaries shall be subject to the urban design policies contained in this Plan, in addition to applicable policies in *The London Plan*.

136. Section 20.5.16.13 of the Southwest Area Secondary Plan for the City of London is amended by deleting “20.5.16.13” in the heading and replacing it with “16.12”.

137. Section 20.5.16.14 of the Southwest Area Secondary Plan for the City of London is deleted in its entirety and replaced with the following:

#### **16.13 Interpretation**

The How To Use The London Plan section in the Our Challenge part of *The London Plan* shall apply to this Secondary Plan.

138. Section 20.5.17 of the Southwest Area Secondary Plan for the City of London is amended by deleting Appendix 1 Official Plan Extracts in its entirety, and deleting the list of appendices and replacing it with the following:

Appendix 1 Growth Estimate

Appendix 2 Residential Density and Height Table

139. Section 20.5.17 Appendix 2 Growth Estimate of the Southwest Area Secondary Plan for the City of London is amended by renumbering the appendix number to 1.

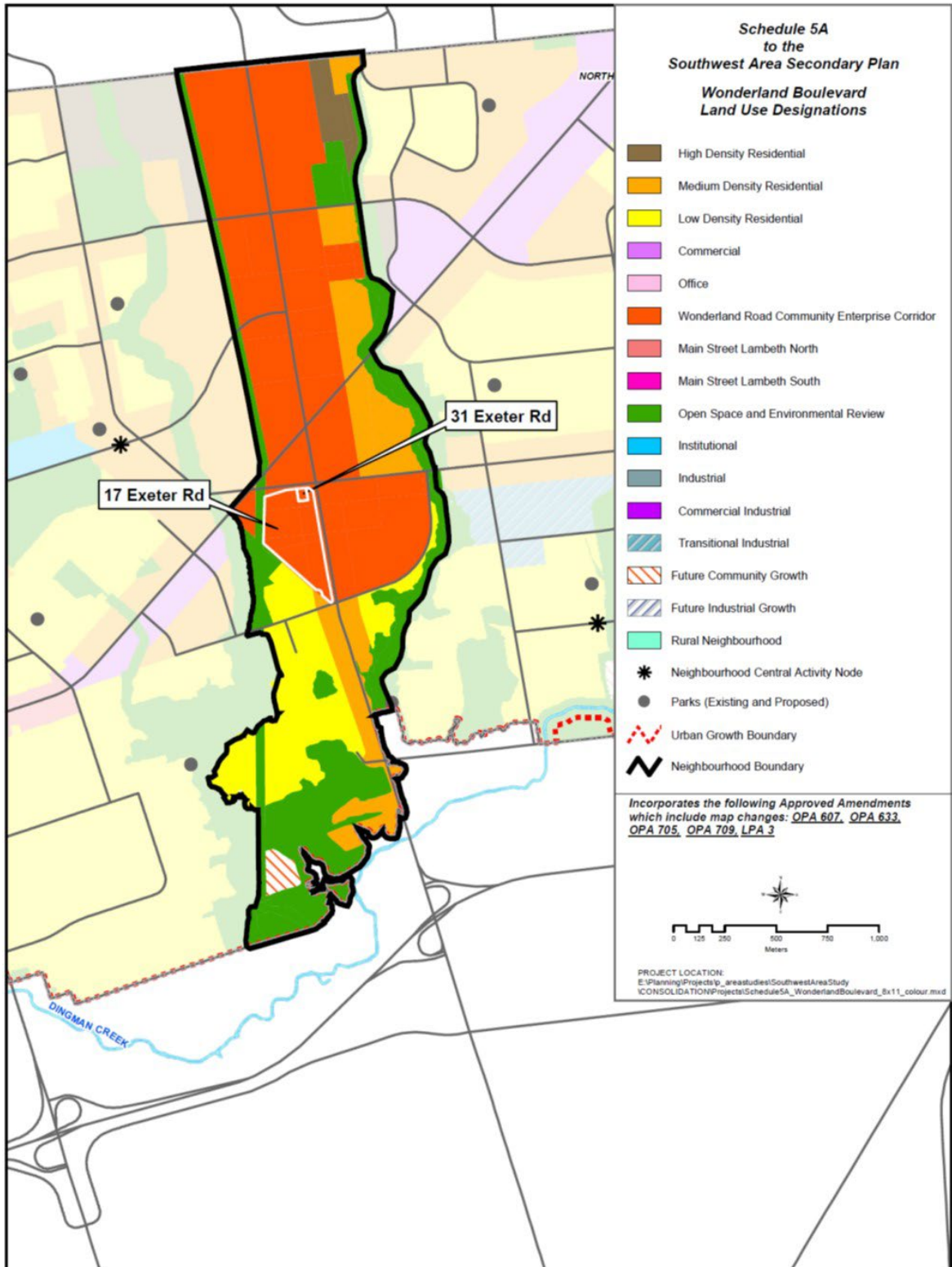
140. Section 20.5.17 Appendix 3 Residential Density and Height Table of the Southwest Area Secondary Plan for the City of London is amended by renumbering the appendix number to 2, and deleting the existing table in its entirety and replacing it with a new table, as indicated on “Schedule 2” attached hereto.

141. Schedule 3 of the Southwest Area Secondary Plan for the City of London is amended by deleting “Brockley Rural Settlement” and replacing it with “Brockley Rural”, as indicated on “Schedule 3” attached hereto.

142. Schedule 4 through 17 of the Southwest Area Secondary Plan for the City of London is amended by deleting “Urban Reserve” and “Rural Settlement” in the legend and replacing them with “Future” and “Rural Neighbourhood”, respectively, as indicated on “Schedule 4” through “Schedule 17” attached hereto.

143. Schedule 14 of the Southwest Area Secondary Plan for the City of London is amended by deleting “Rural Settlement” in the title and replacing it with “Rural Neighbourhood”, as indicated on “Schedule 14”.

Schedule 1



## Schedule 2

Neighbourhood	Low Density Residential Designation			Medium Density Residential Designation			High Density Residential Designation		
	Min/Max Density (uph)	Increase Permitted?	Min/Max Height (storeys)	Min/Max Density (uph)	Increase Permitted?	Min/Max Height (storeys)	Min/Max Density (uph)	Increase Permitted?	Min/Max Height (storeys)
Wonderland Boulevard North of Exeter and South of Hamlyn*	n/a	n/a	n/a	35/75	Yes – to 100 uph	-/6	-/150	Yes	Per S. 6.4 iii)
Wonderland Boulevard South of Exeter	15/30	Per S. 6.2 iii) a)	-/4	75/150	No	-/10	n/a	n/a	n/a
Lambeth	15/30	No	-/4	30/75	Yes – to 100 uph	-/4	n/a	n/a	n/a
Lambeth Village Core**	Per the requirements of the adjacent Neighbourhood			Per the requirements of the adjacent Neighbourhood			n/a	n/a	n/a
Botswick	25/40	No	-/4	35/75	Yes – to 100 uph	-/6	-/150	Yes	-/12
North Lambeth, Central and South Longwoods	18/35	No	-/4	30/75	No	-/4	-/150	No	Per The London Plan
North Talbot, North Longwoods	-/30	n/a	n/a	-/75	Yes – to 100 uph	-/4	150	No	Per The London Plan
Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, Main Streets (selected) in the Medium Density Residential Designation	n/a	n/a	n/a	30/100	Yes – to 120 uph subject to criteria	2/9	n/a	n/a	n/a

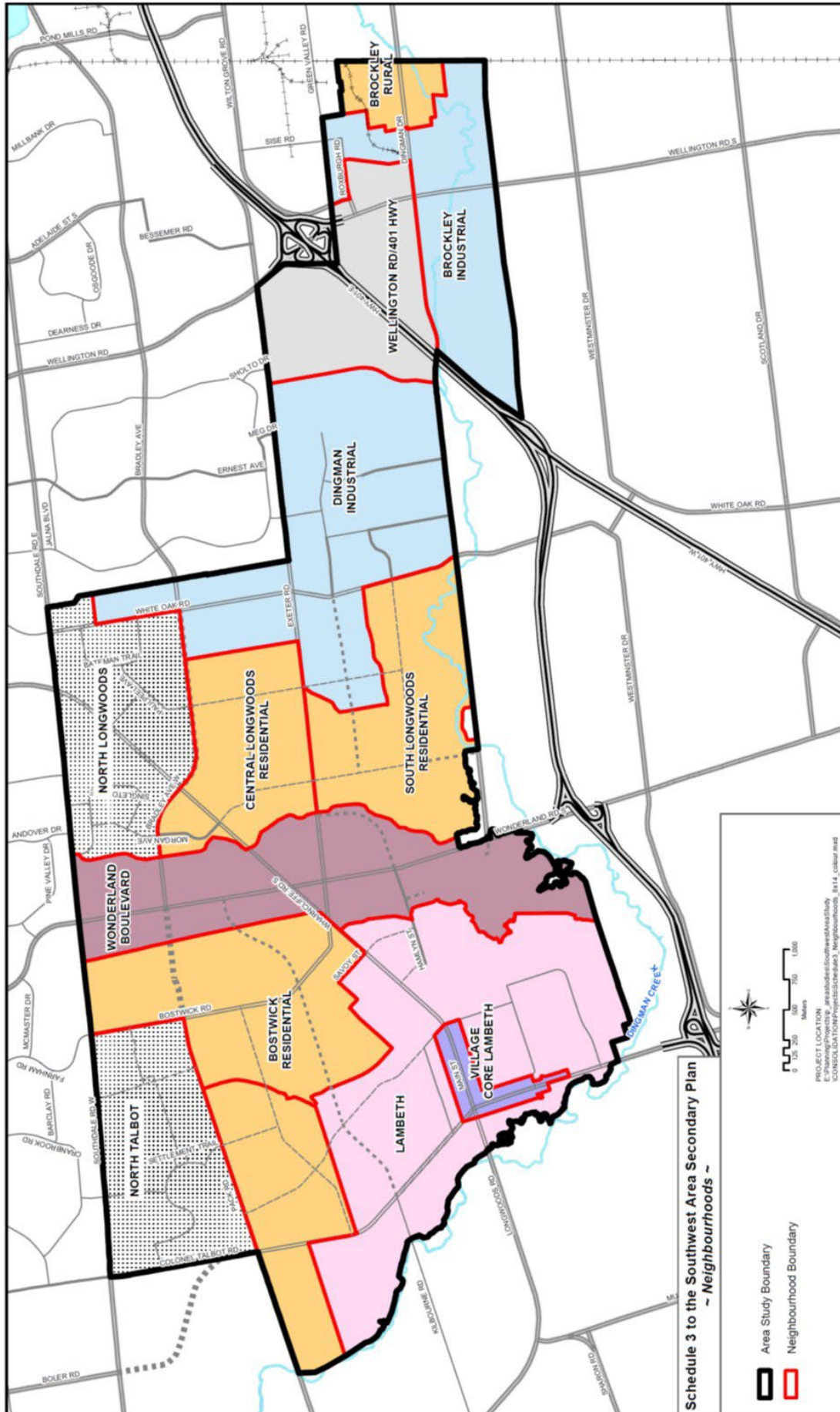
\*In the Wonderland Road Community Enterprise Corridor designation, high density residential development shall have a minimum density of 30 units per hectare, a maximum density of 75 units per hectare or up to 100 units per hectare through a site-specific zoning by-law amendment, and a standard maximum height of 4 storeys or up to an upper maximum of 6 storeys through a site-specific zoning by-law amendment.

\*\*In the Main Street Lambeth North and Main Street Lambeth South designations, residential densities shall not exceed 75 uph and heights shall not exceed 3 storeys.

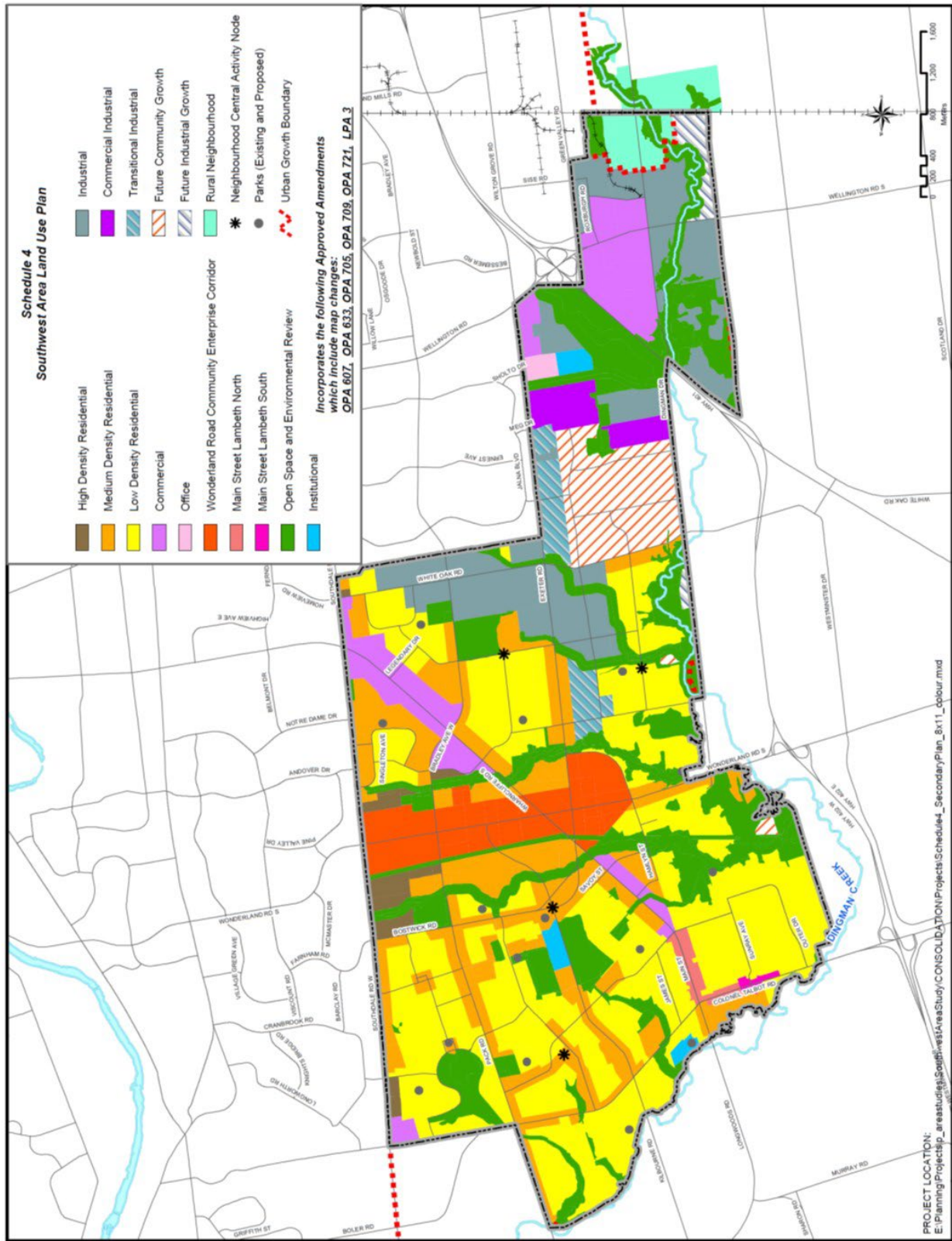
This table is provided for convenience only. If there is a discrepancy between this table and Parts 5 through 15 of the Secondary Plan, Parts 5 through 15 shall prevail.



Schedule 3

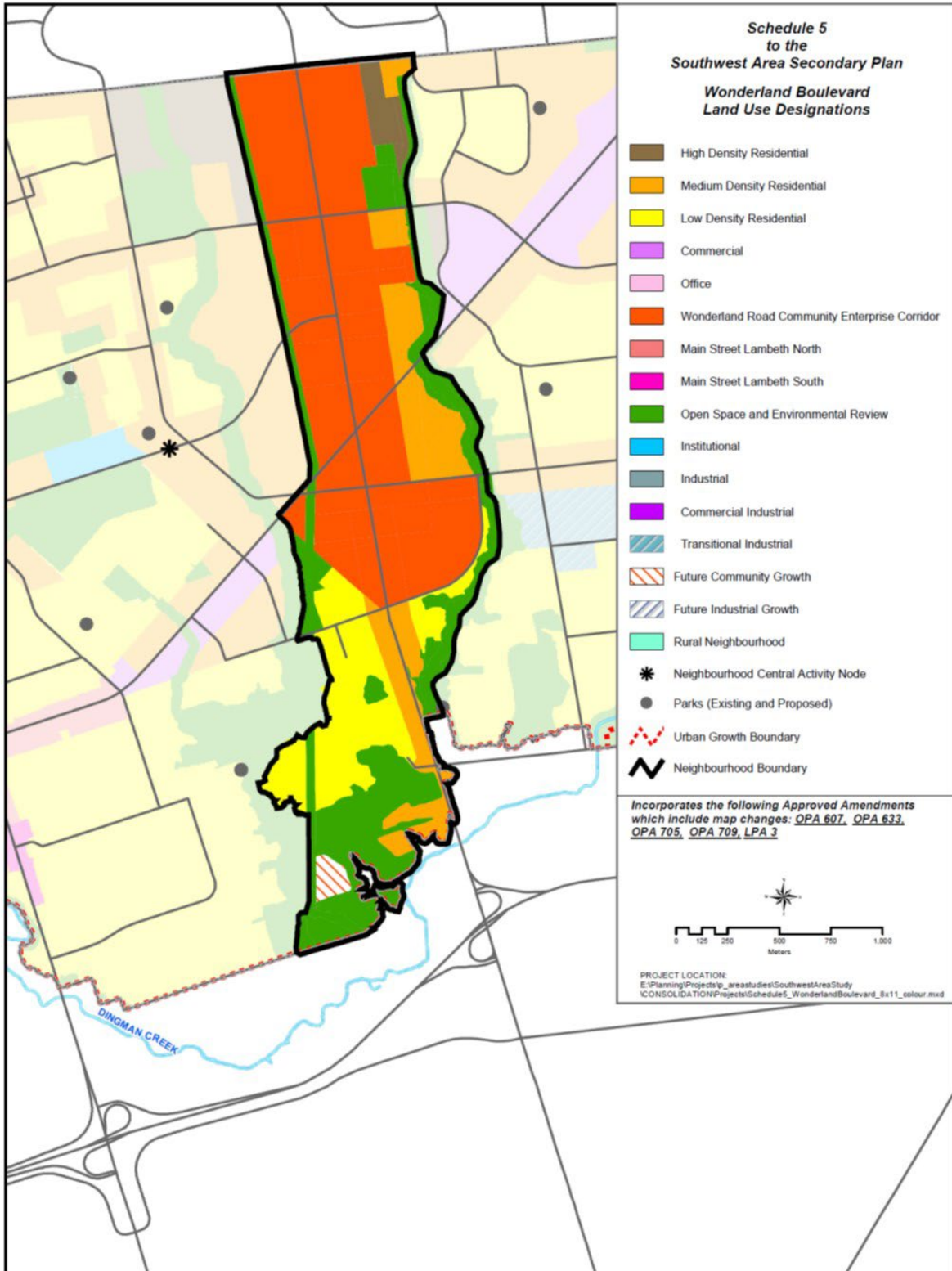


# Schedule 4

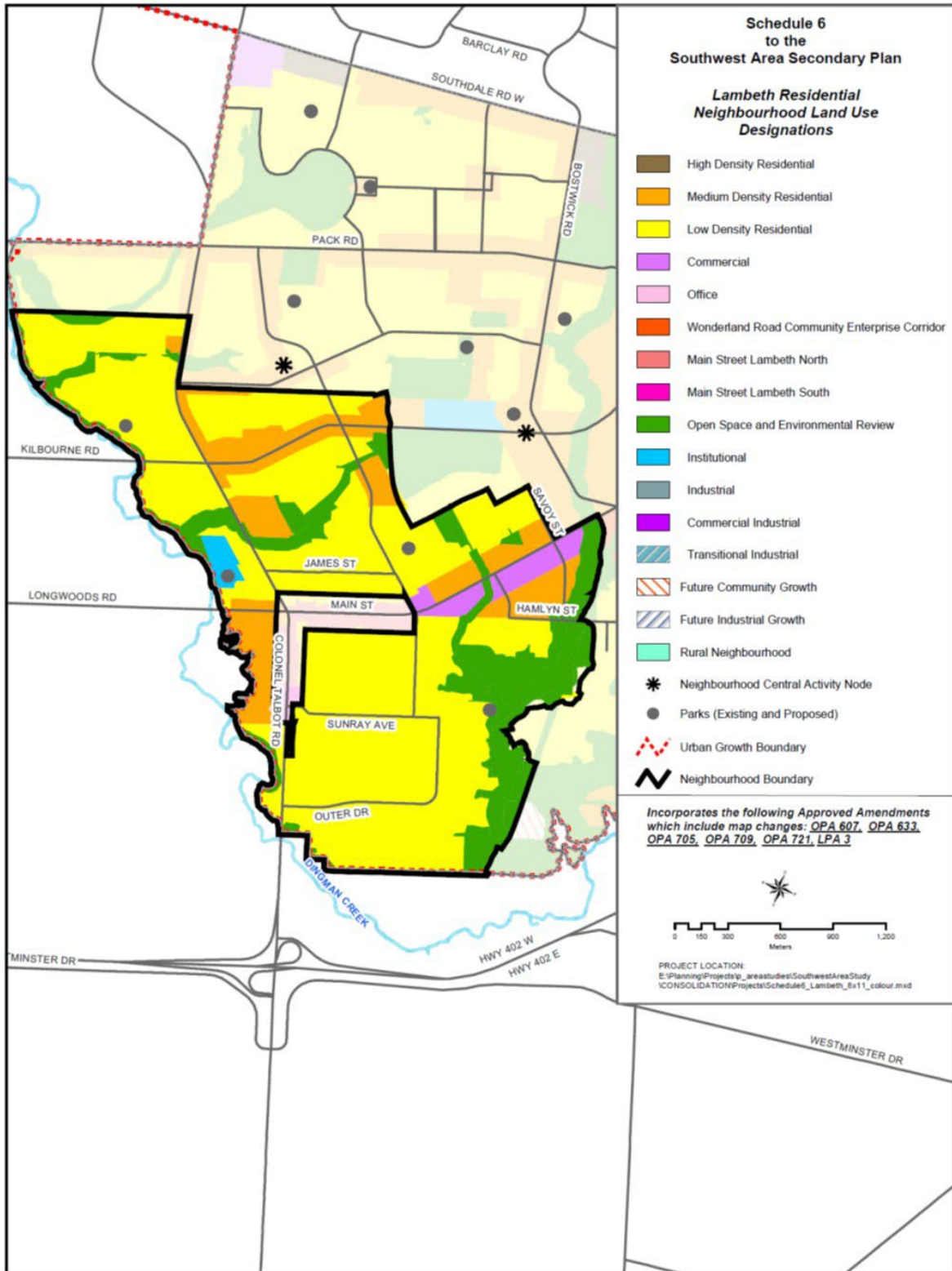




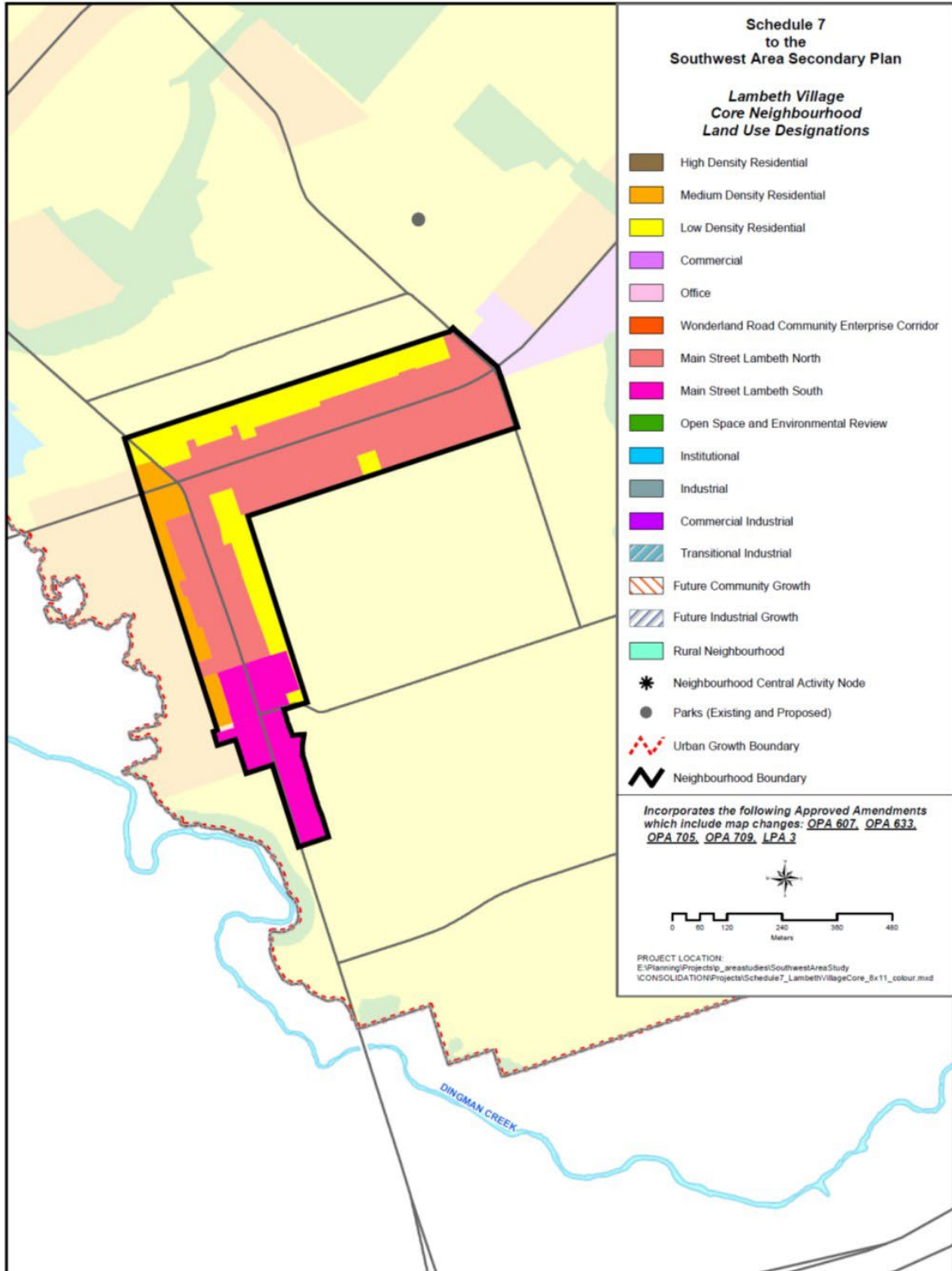
Schedule 5



Schedule 6

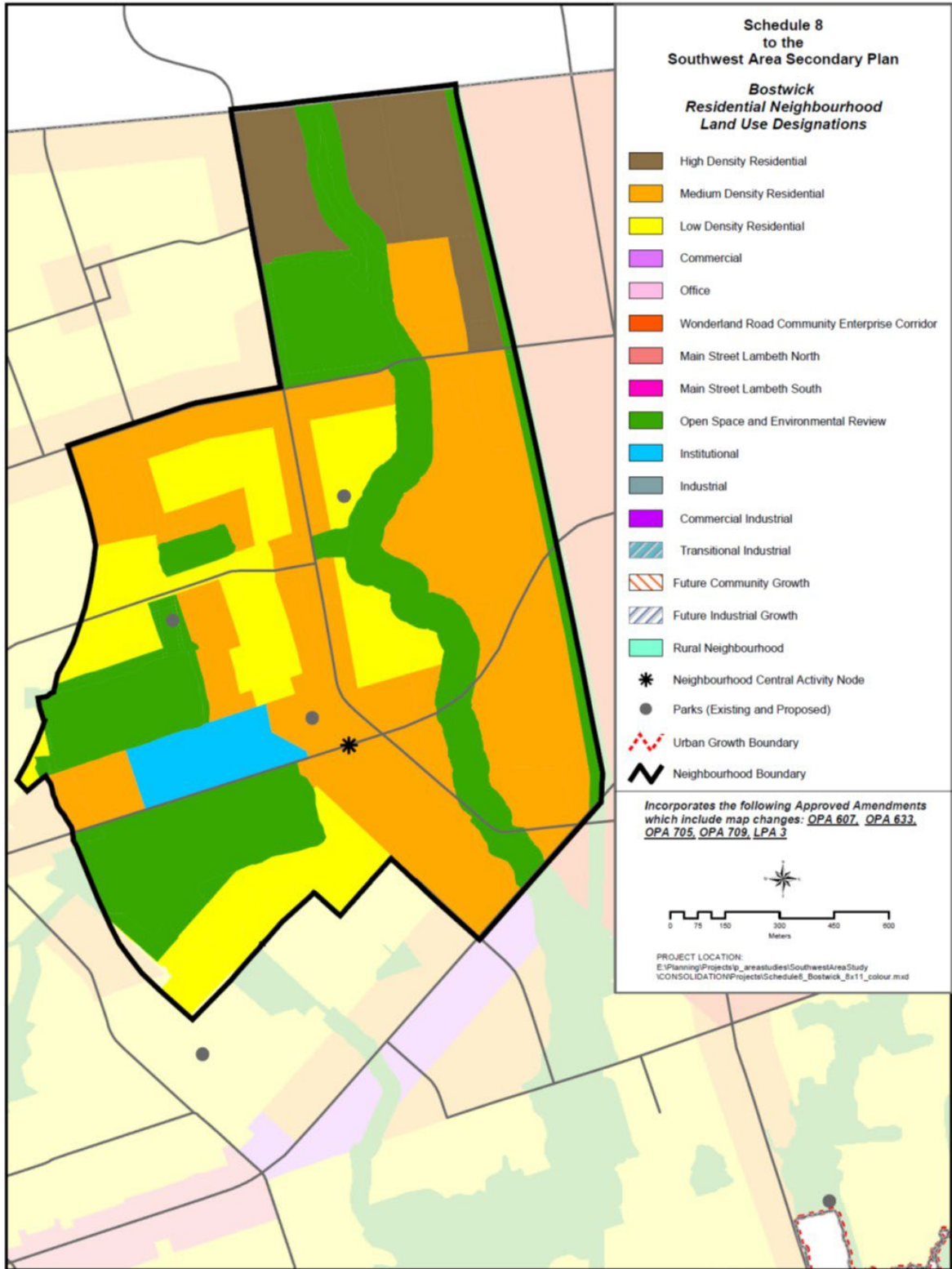


Schedule 7

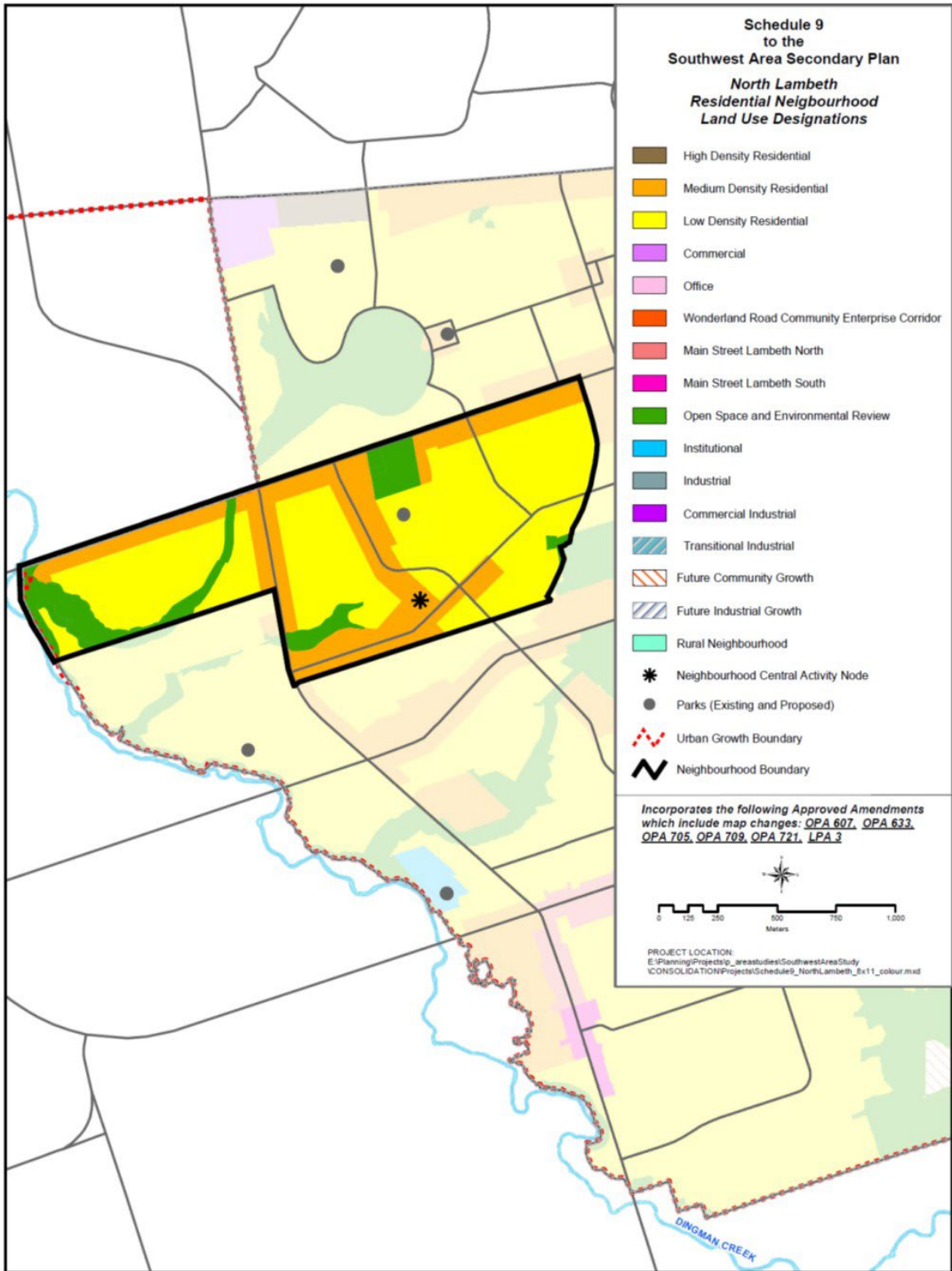




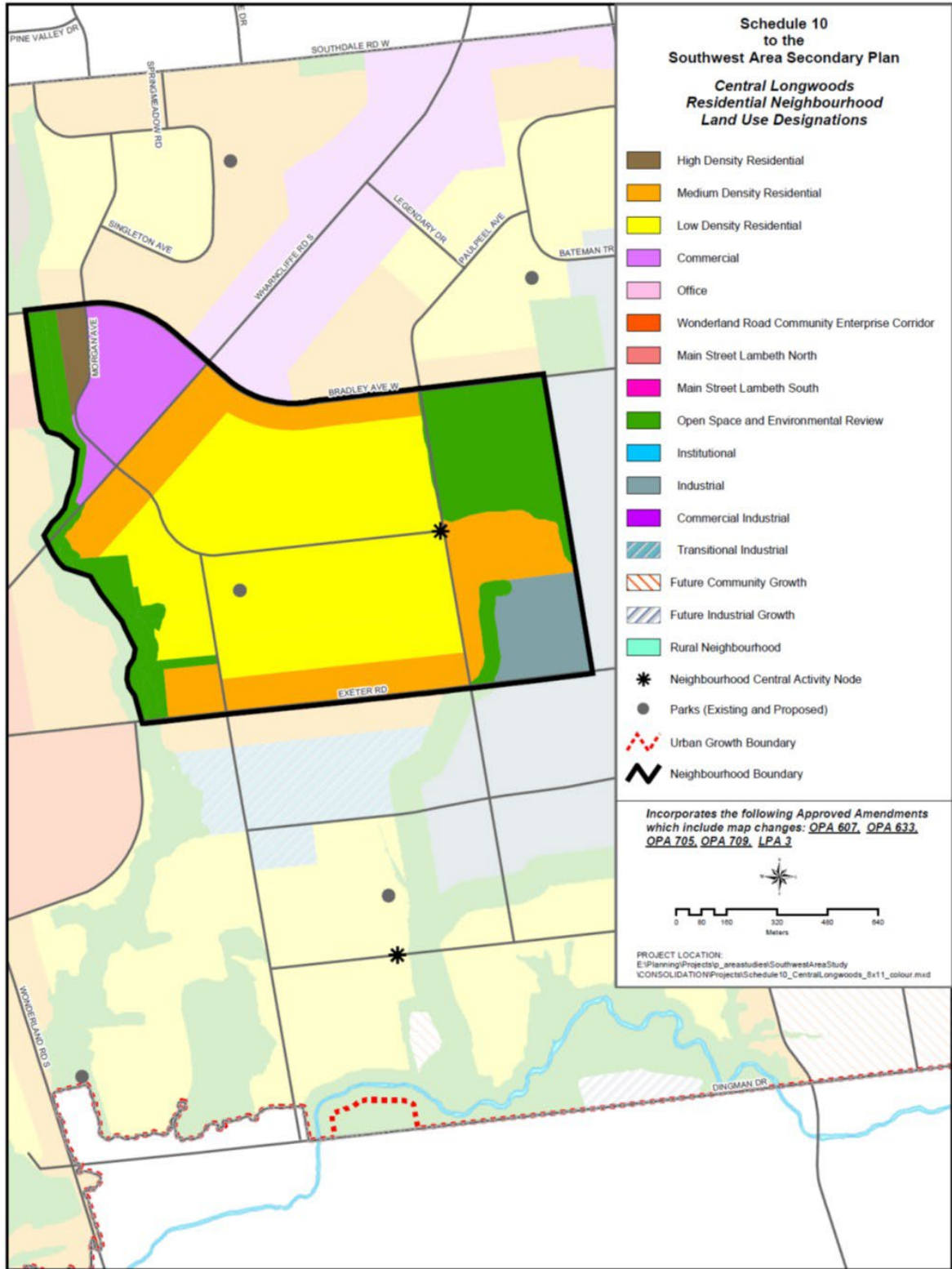
Schedule 8



Schedule 9

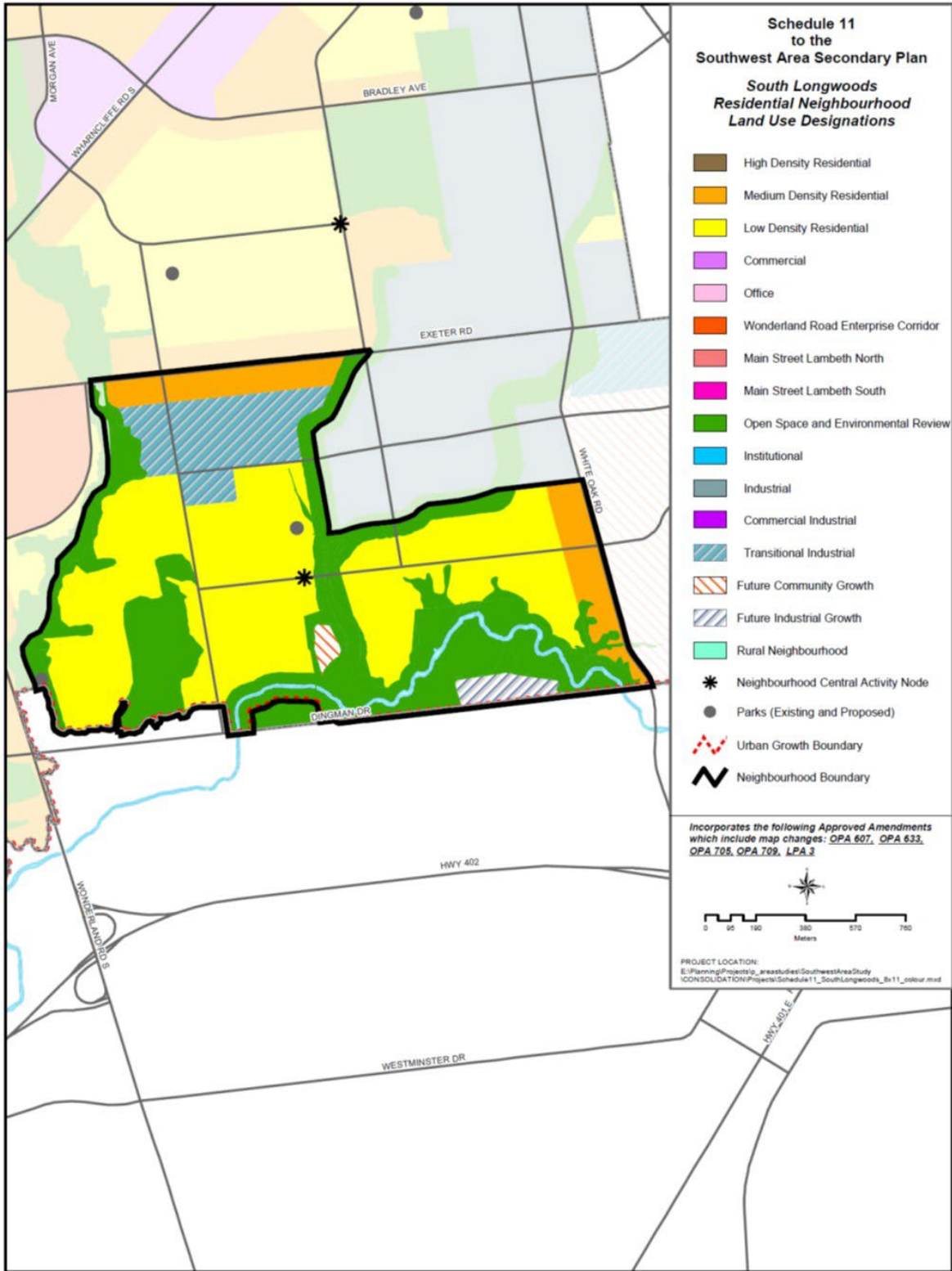


Schedule 10

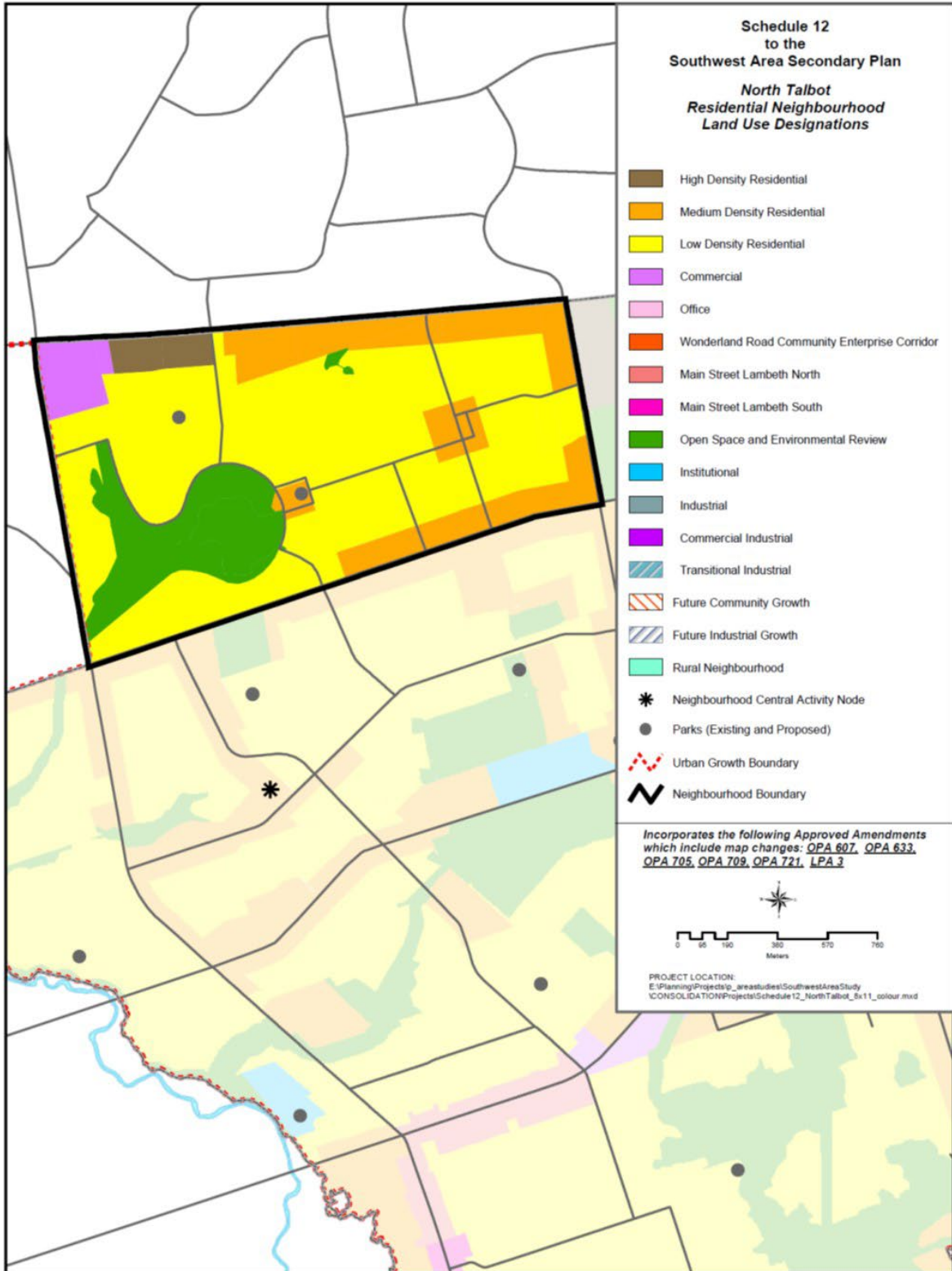




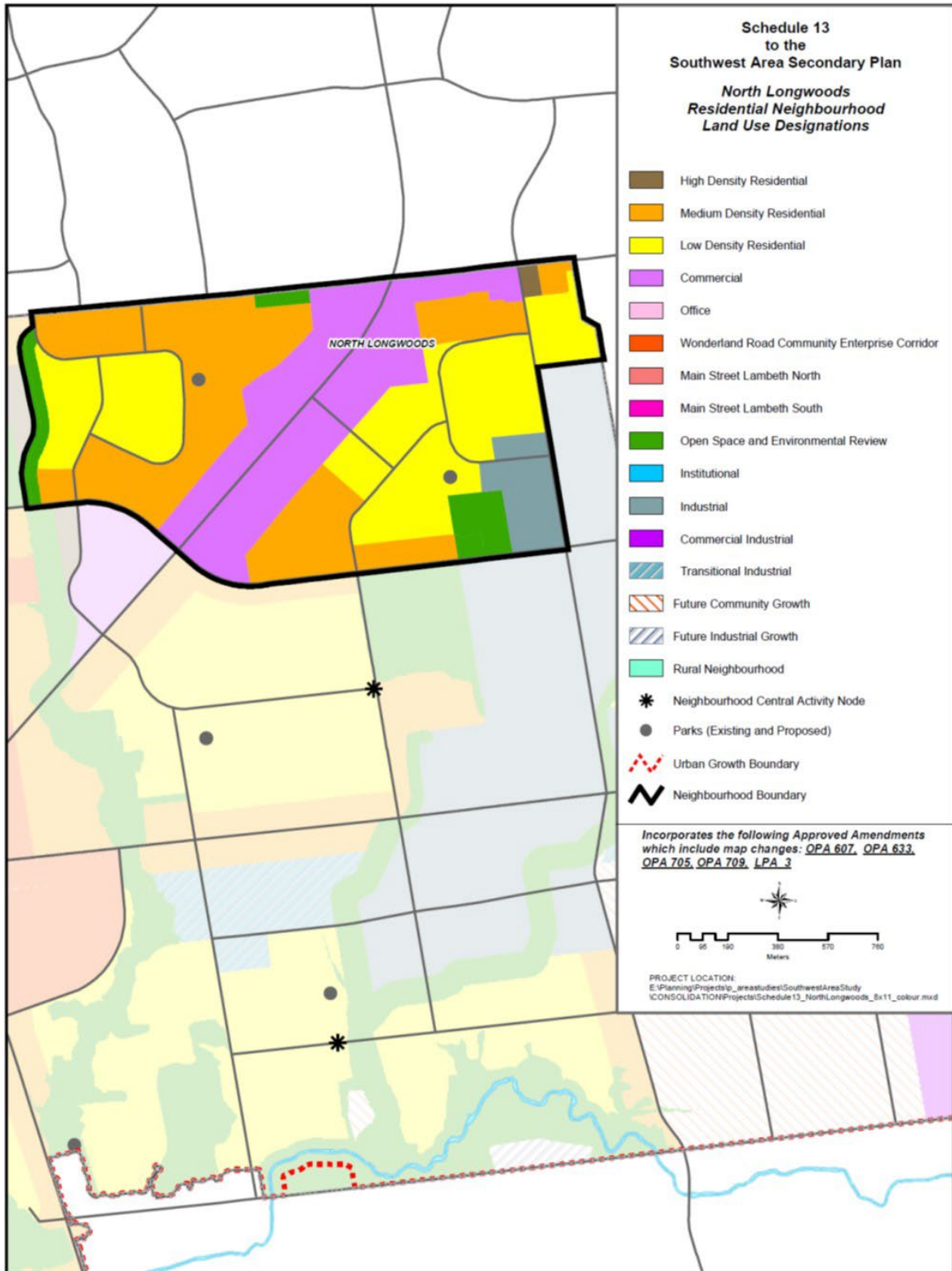
Schedule 11



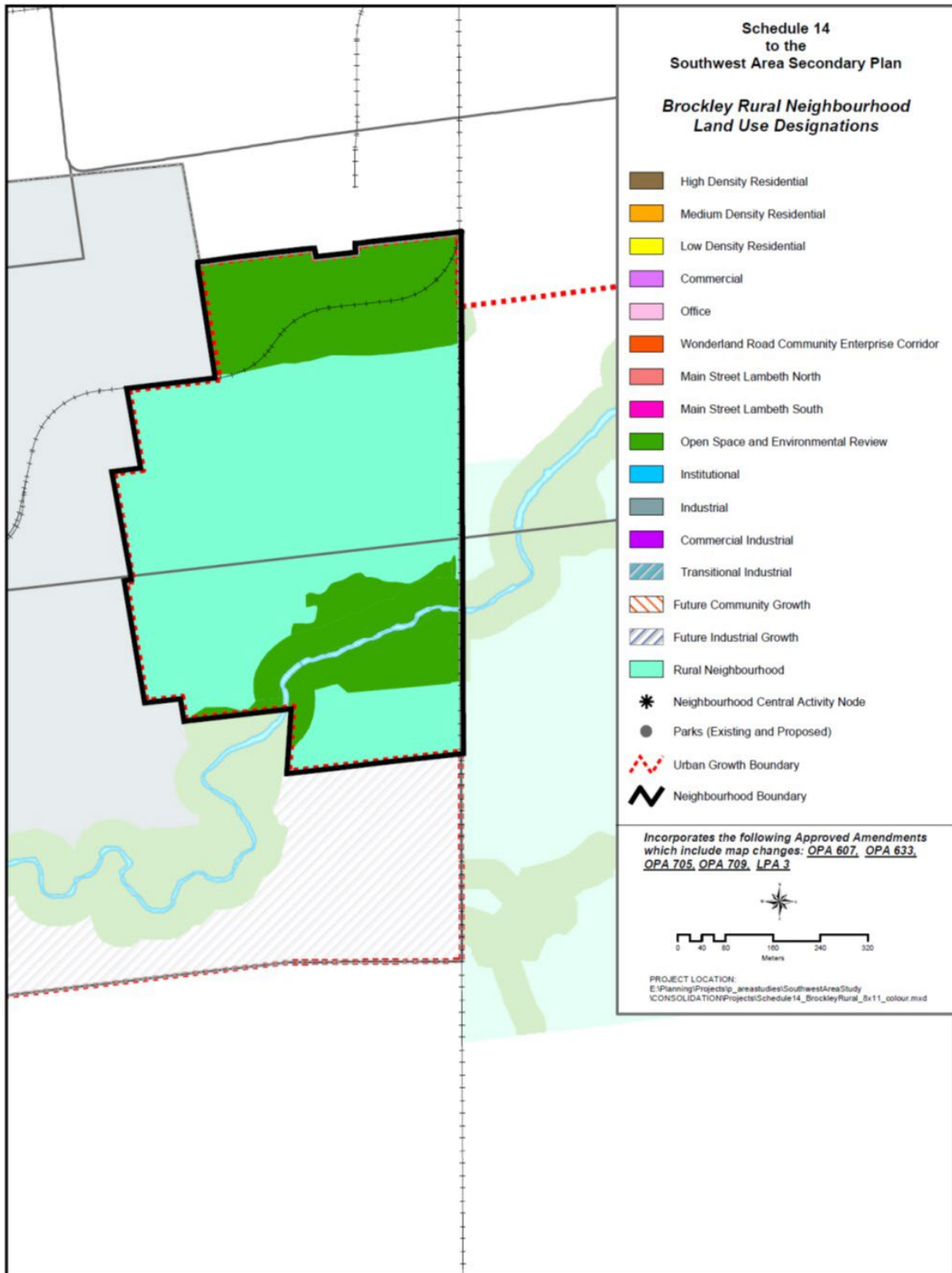
Schedule 12



Schedule 13

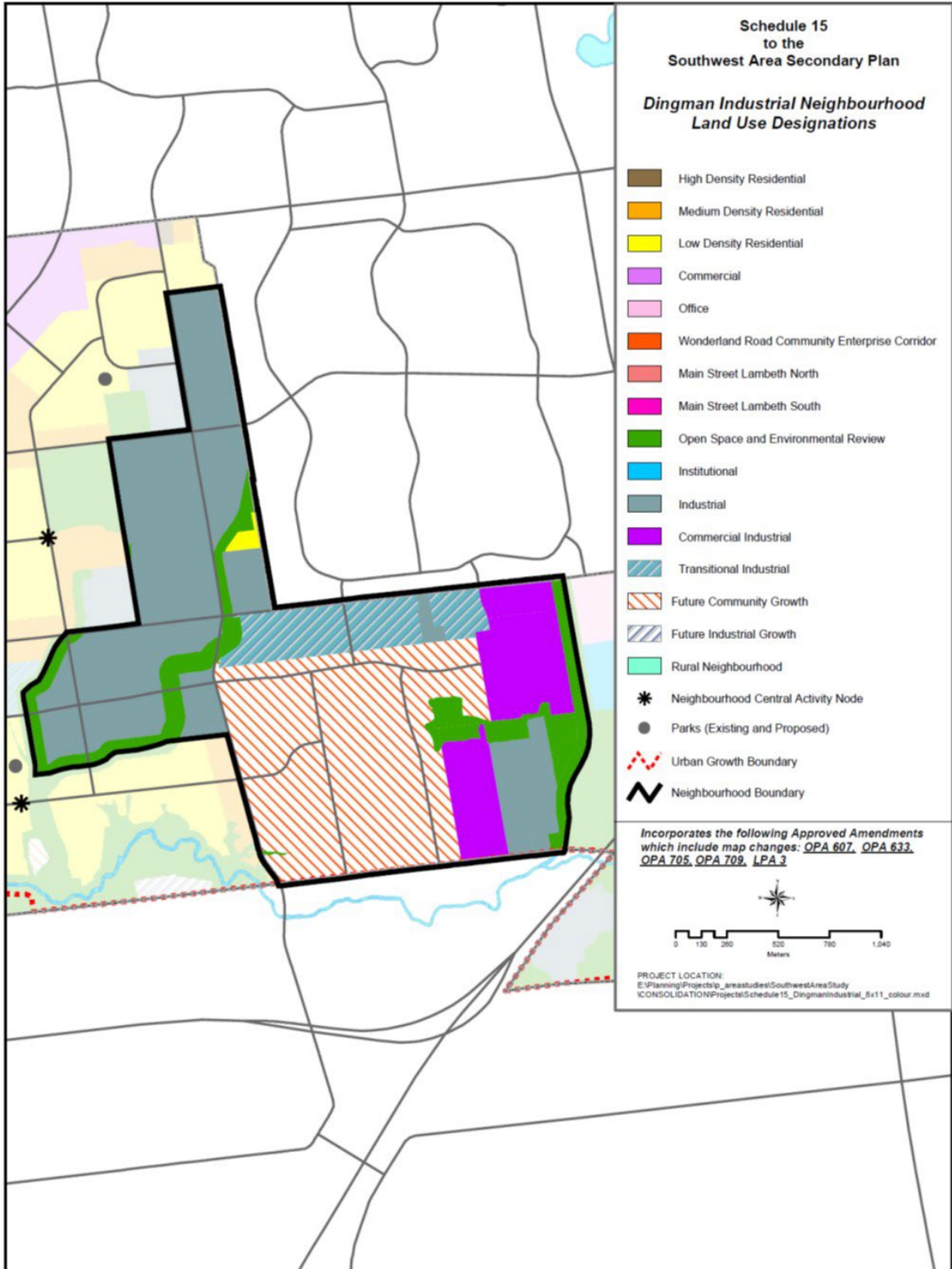


Schedule 14

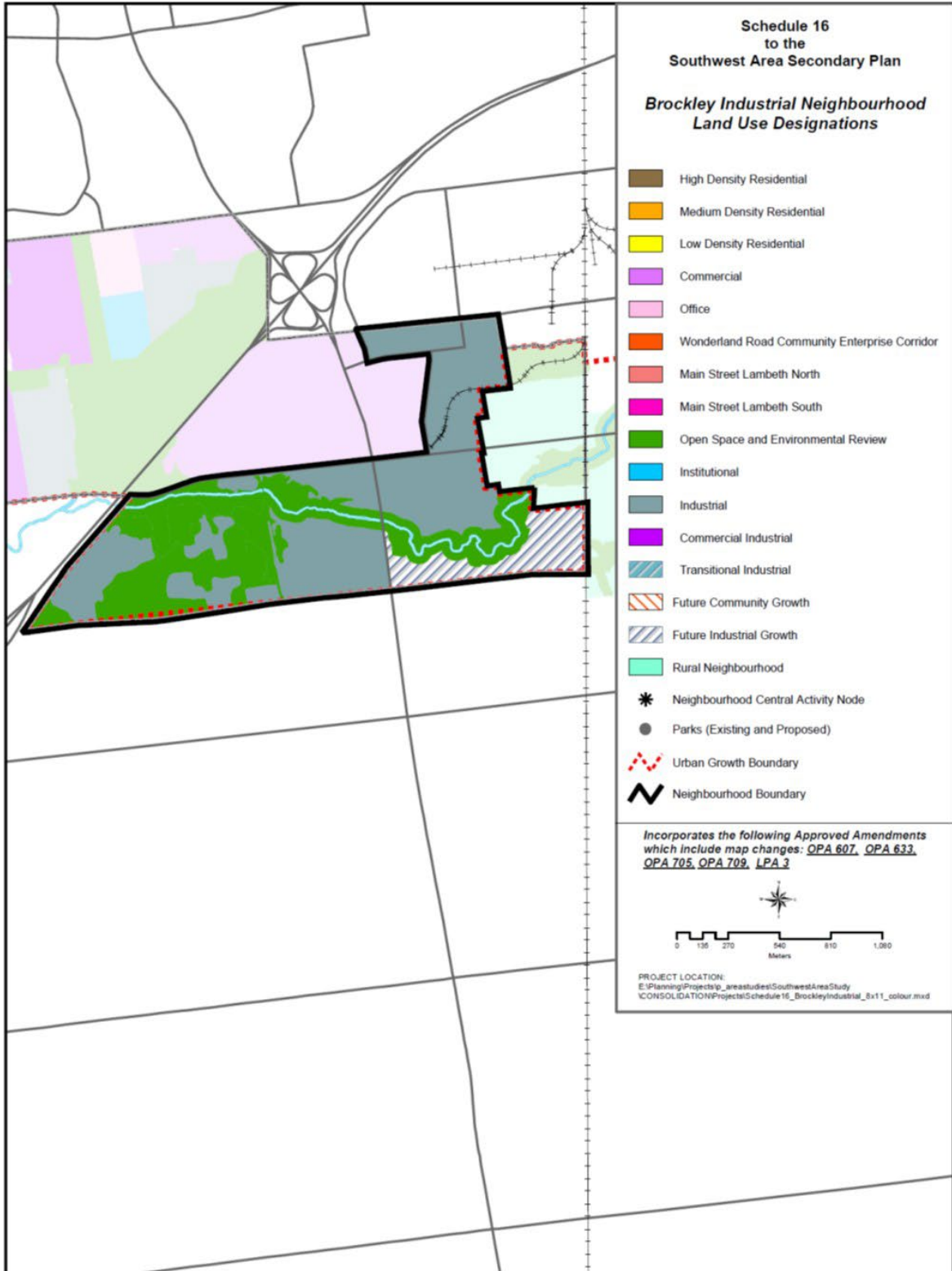




Schedule 15



Schedule 16



Schedule 17

