Bill No. 2008

By-law No. C.P.-

A by-law to amend the Official Plan for the City of London Planning Area – 1989. (Five Year Review)

WHEREAS Section 26.(1) of the Planning Act R.S.O. c.P13 (as amended 2006, c.23,s.13) requires the council of the municipality that adopted an Official Plan to, not less frequently than every five years, after the plan comes into effect, review and revise the Official Plan.

AND WHEREAS the Municipal Council held a special meeting, open to the public, on April 3, 2006 to determine the need for a revision to the Official Plan.

AND WHEREAS the Municipal Council confirmed the need for a revision and adopted terms-of-reference for the Official Plan review process on April 10, 2006.

AND WHEREAS the Municipal Council held an open house on February 12th, 2008 for the purpose of giving the public an opportunity to review and ask questions about the proposed Amendment to the Official Plan.

AND WHEREAS the Municipal Council held a public meeting on February 25th, 2008 for the purpose of giving the public an opportunity to make representations in respect of the proposed Amendment to the Official Plan.

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

1. The Official Plan for the City of London Planning Area as contained in the text and schedules attached hereto and forming part of this by-law, is adopted.

2. The Clerk of the Municipality is authorized and directed to make application to the Minister of Municipal Affairs for approval of the aforesaid Amendment to the Official Plan for the City of London Planning Area.

3. This by-law comes into force on the day it is passed.


Anne Marie DeCicco-Best
Mayor

Kevin Bain
City Clerk

First Reading – March 3, 2008
Second Reading – March 3, 2008
Third Reading – March 3, 2008
CHAPTER 1 – INTRODUCTION

1. Amend subsection 1.4. by deleting "not exceed 406,500" and replacing it with "be 385,300" in the fourth line of the first paragraph.

2. Amend subsection 1.5. by deleting "Schedule "B" – the Flood Plain and Environmental Features Map" and replacing it with "Schedule "B1" – Natural Heritage Features Map; Schedule "B2" – Natural Resources and Natural Hazards Map" after "the Land Use Map" in the first line of the third paragraph.
CHAPTER 2 - CITY STRUCTURE POLICIES

3. Amend Section 2. "INTRODUCTION" by deleting "goals" after "vision" in the first line and replacing it with "strategic priorities" and by deleting "the London" after "from" in the fourth line and replacing it with "Council's".

4. Amend subsection 2.1. by deleting it in its entirety and replacing it with the following:

"2.1 COUNCIL STRATEGIC PLAN" (in the sidebar)

"2.1.1. Introduction" (in the sidebar)

"The 2007 – 2010 Council Strategic Plan was adopted by City Council in June of 2007. It provides the foundation and framework upon which City Council will build its plans for the future of the London.

The City of London Official Plan is one of the plans which implements the strategic priorities, objectives and initiatives of the Council Strategic Plan. While the Official Plan was adopted by Council in 1989 and, therefore, predates the Current Strategic Plan, it has been reviewed for consistency with the current edition of the Strategic Plan and amended, where appropriate. Future reviews and updates of the Official Plan will continue to have regard for Council's Strategic Plan.

The first edition of the 2007 – 2010 Council Strategic Plan consists of the following:

- Vision Statement – which reflects the hopes, dreams and aspirations for the future of London;
- Strategic Priorities – eight areas of community direction were identified and definitions and goal statements were formulated for each of these priorities; and,
- Results – the outcomes that residents of London want Council to achieve on their behalf.

5. Amend subsection 2.1.3. by deleting it in its entirety and replacing it with the following:

"2.1.3. Strategic Priorities" (in the sidebar)

"i) Economic Prosperity

Creating an environment for a resilient, diversified and inclusive economy.

Our goal is to accelerate the growth of a strong and vibrant economy and foster private sector investment in the City.

ii) Infrastructure Renewal and Expansion

Investing in a strategic and sustainable municipal infrastructure.

Our goal is to construct and maintain a modern and progressive municipal infrastructure that meets the needs of a growing community.

iii) Community Vitality

Enhancing a creative, caring and engaged community.

Our goal is to assure the health, safety and well-being of individuals and families while promoting livable, accessible and inclusive neighbourhoods."
iv) Environmental Leadership
Valuing our natural heritage and environment.
Our goal is to protect a healthy and sustainable environment and encourage an environmentally-sensitive City.

v) Creative, Diverse and Innovative City
Capturing the value of London’s heritage, culture, arts and diversity.
Our goal is to define and strengthen the city’s unique identity.

vi) Progressive Transportation System
Building and co-ordinating an efficient and effective transportation network.
Our goal is to ensure that people have affordable alternatives for accessible, convenient and safe transportation.

vii) Managed and Balanced Growth
Implementing a strategic approach to growth.
Our goal is to plan for and manage growth for the long term economic, environmental and social benefit of the community.

viii) Financial Stability
Realizing a prosperous financial future.
Our goal is to achieve and sustain a healthy financial position for The Corporation of the City of London.”

6. Amend subsection 2.1. adding the following new subsection as subsection 2.1.4.:

“2.1.4. Results” (in the sidebar)
“Our vision for London and our focus on eight strategic priorities will produce three overall results for Londoners.

i) High Quality of Life
People are drawn to communities where a high quality of life is maintained and assured.

ii) Valued Service
People expect to get value for their tax dollar and know that the City is investing their tax dollars in valued services.

iii) Engaged Citizens and Employees
People want to be engaged in the lives of their communities and in municipal government and City employees are actively engaged in serving the public.”

7. Amend subsection 2.1.4. by renumbering it 2.1.5. and by deleting “London” after “of the” in the second line and replacing it with “Council”.

8. Amend subsection 2.2. by deleting the following sentence in the fifth line: “The themes or concepts contained in the vision Statement are reflective of the community input to the Vision ‘96 Community Planning Program.”
9. Amend paragraph 2.2.1. vi) by adding "encourage enhanced accessibility design standards," after "buildings" in the third line.

10. Amend paragraph 2.3.1. vii) by adding "," and deleting "and" after "attractive" in the first line and by adding "and accessible" after "functional" in the first line.

11. Amend paragraph 2.3.1. viii) by adding "and accessibility" after "efficiency" in the third line; by deleting "for a level of accessibility that is appropriate for the type and intensity of development" at the end and replacing it with "an appropriate level of service throughout the City of London".

12. Amend paragraph 2.4.1. i) by adding a "," after "office" in the first line.

13. Amend paragraph 2.4.1. ii) by deleting "Commercial" and replacing it with "Shopping" in the sidebar; by deleting "commercial" after "Regional-scale" in the first line and replacing it with "shopping"; by adding "in" after "and" in the second line; by deleting "Shopping Areas" after "Regional" in the second line and replacing it with "Nodes;"; by deleting "Shopping Areas" after "Regional" in the third line and replacing it with "Nodes"; and by adding the following sentence at the end "Transit and pedestrian connections to these facilities shall be promoted."

14. Amend paragraph 2.4.1. iii) by adding "Other" at the beginning of the sidebar; by adding "s" to the end of "good" in the first line; by deleting "Community and Neighbourhood Shopping Areas, Commercial Districts and Convenience Commercial Centres" and replacing it with "commercial nodes and corridors and convenience centres" after "network of" in the second line.

15. Amend paragraph 2.4.1. iv) by adding "New" at the beginning of the sidebar; and by adding the following sentence at the end: "Infill and intensification at appropriate locations as well as redevelopment of existing sites shall be encouraged as the primary means of accommodating additional retail development."

16. Amend paragraph 2.4.1. v) by deleting "Service" at the beginning of the sidebar and replacing it with "Corridor" and by deleting "Service" at the beginning and replacing it with "New corridor".

17. Amend paragraph 2.4.1. vi) by adding "specifically along transit nodes and corridors as identified in Chapter 18," after "roads," in the fourth line.

18. Amend paragraph 2.4.1. xi) by adding a "," after "areas" and by deleting "and" after "areas" in the first line; by adding "," corridors, habitats, ecological functions" after "features" in the first line and by adding "," such as environmental impact studies and guideline documents," after "documents" in the fifth line.

19. Amend paragraph 2.4.1. xv) by deleting "realty" and replacing it with "retail" after "specialty" in the second line; and by adding the following "as gateway areas to the Downtown and shall be part of the Main Street Commercial Corridor designation and be subject to a higher urban design standard" at the end after "identified".

20. Amend paragraph 2.4.1. xvii) by deleting "or" after "intensification" in the third line and replacing it with "of"; and by adding the following new paragraph at the end: "Opportunities for office, institutional and industrial infill and intensification through new development or redevelopment in the Office, Community and Regional Facility and Industrial land use designations shall be encouraged."

20.A Amend paragraph 2.4.1. xviii) adding "affordability" after "servicing" in the second last line.

21. Amend paragraph 2.4.1. xx) by adding the following at the beginning as the first paragraph: "Agricultural land shall be protected for long term agricultural uses. Permitted uses and activities on designated agricultural lands are limited to agriculture uses and agriculture related uses."

22. Amend subsection 2.4.1. by adding the following new subsection:
“Sustainable Development” (in the sidebar)

"xxi) Forms of development that are designed to be pedestrian-oriented, supportive of public transit service and within the bounds set by the need to maintain or sustain environmental health, shall be supported through redevelopment and in planning for areas of new development."

23. Amend Section 2.5. by adding "in 1995 and again in 2006 in conjunction with the Official Plan Review." after "project" in the fifth line of the second paragraph and by deleting the remainder of the subsection and replacing it with the following:

"The forecast report was updated in the Summer of 2006 by Clayton Research to reflect changes in underlying macro-economic conditions, federal policies affecting immigration and the land-planning policy environment in Ontario. Four interrelated models were employed by Clayton Research: economic, population, housing demand and non-residential building space. The methods used to derive these models are well accepted across the industry and have been used by Clayton Research to model growth in many other cities across Canada. These employment, population, housing and non-residential construction projections were approved for use as the basis for the determination of land needs by City Council in October of 2006. The resulting forecast of land requirements to accommodate growth over the planning period is taken from the Land Needs Study adopted by City Council in May of 2007.

In general, the forecast begins with an examination of the London economy within the context of the Canada, Ontario, Southwestern Ontario and Middlesex County economies. Prospects for growth are considered by economic sector and an employment forecast is prepared. The employment forecast drives the population forecast (since employment drives net migration) within the context of a cohort survival model which is consistent with the population projection methodology guidelines set out by the Ministry of Municipal Affairs. Population forecasts were converted through Clayton’s housing demand model to project anticipated household growth for the City of London. Potential household growth is a function of the projected population by age using headship rates (number of people in each age group who are projected to head up a household). Demand by structure type was determined from historical housing start and completion data examining the relationship between family type and dwelling types as the population ages.

The employment forecast also drives the Industrial, Commercial and Institutional floor space forecast. Floor space to employment ratios were derived from historical London factors."

24. Amend subsection 2.5.1. by deleting "Because of these advantages, it is expected that the City will continue to have a strong growth rate over the planning period of this Plan." at the end of the first paragraph and by inserting the following as the second paragraph:

"Economic growth in Southwestern Ontario has been robust over the 2001 to 2006 period, due in part to growth in the high-tech and automotive sectors. Going forward these positive factors will keep growth prospects in Southwestern Ontario elevated."

25. Amend subsection 2.5.2 by deleting "at rate of approximately 1.5%" and replacing it with "at the rate of just under 1%" after "grow" in the first line; by deleting "432,000 at the end of the planning period in the year 2016" and replacing it with "419,700 people by 2026" at the end of the second line.

26. Amend subsection 2.5.2. by adding "population" after "approved" in the second paragraph.

27. Amend subsection 2.5.2. by adding the following table after "follows"

<table>
<thead>
<tr>
<th>Year</th>
<th>2006</th>
<th>2011</th>
<th>2016</th>
<th>2021</th>
<th>2026</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
28. Amend subsection 2.5.3. by deleting the following:

“Figure 1

The City of London Housing Demand Forecast is shown in Table No. 1.

Housing Demand Forecast, City of London 1991-2016

<table>
<thead>
<tr>
<th>YEAR</th>
<th>SINGLE</th>
<th>ROW</th>
<th>APARTMENT</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>1994</td>
<td>66,780</td>
<td>13,990</td>
<td>43,960</td>
<td>127,730</td>
</tr>
<tr>
<td>1996</td>
<td>77,240</td>
<td>15,060</td>
<td>46,690</td>
<td>138,940</td>
</tr>
<tr>
<td>2006</td>
<td>91,140</td>
<td>17,000</td>
<td>53,170</td>
<td>161,310</td>
</tr>
<tr>
<td>2016</td>
<td>105,470</td>
<td>19,230</td>
<td>49,924</td>
<td>186,750</td>
</tr>
</tbody>
</table>

Table No. 1

Source: City of London Housing Demand Forecast, January 1994
Note: Single includes semi-detached dwellings.

The Housing Demand Forecast indicates that the total number of units demanded in 2016 will be 186,750, which is an increase of approximately 59,000 units from 1991 or an average increment of 2,360 units per year.”

and replacing it with the following:

“Total new residential construction in the 20-year planning period is expected to be approximately 37,925 new units. Housing construction will peak in the current period and decline gradually thereafter. The following table shows the annual housing completion forecast to 2026:

<table>
<thead>
<tr>
<th>Year</th>
<th>Low (singles&amp;semis)</th>
<th>Medium (row)</th>
<th>High (apartments)</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006-2011</td>
<td>1,290</td>
<td>300</td>
<td>410</td>
<td>2,030</td>
</tr>
<tr>
<td>2011-2016</td>
<td>1,250</td>
<td>380</td>
<td>380</td>
<td>2,020</td>
</tr>
<tr>
<td>2016-2021</td>
<td>1,150</td>
<td>360</td>
<td>380</td>
<td>1,890</td>
</tr>
<tr>
<td>2021-2026</td>
<td>990</td>
<td>310</td>
<td>350</td>
<td>1,645</td>
</tr>
</tbody>
</table>

and by adding the following at the end:

“Low density housing is expected to continue to account for the majority (62%) of housing completions. The demographic shifts anticipated in the population profile (aging of population), along with the natural pace of urban growth suggest a gradual shift toward higher density housing demand in the City of London over the next three decades. It is expected that medium and high density housing will account for about 20% each of the total residential construction in the future.”

29. Amend subsection 2.5.4. by adding the following paragraphs at the end:

“All told, employment in the City of London is projected to increase by approximately 47,000 persons over the period 2001 - 2031. This represents an average annual rate of growth of 0.8% per year. (Employment, Populations, Housing and Non-Residential Construction Projections, City of London, 2006 Update (Clayton Research)).

The City, through its Economic Development Strategy, and in conjunction with the London Economic Development Corporation, hopes to achieve a rate of employment growth that exceeds this projection.”
"and by deleting the last two paragraphs in their entirety."

30. Amend subsection 2.5.5. i) by deleting "10%" in the third line and replacing it with "5%"; by adding "(low density)" after "dwellings" in the fourth line; by deleting "20%" and replacing it with "25%" after "(low density)" in the fourth line; by adding "(medium density)" after "housing" in the fifth line; by deleting "40%" and replacing it with "75%" after "and" in the fifth line; by adding "(high density)" after "apartments" in the sixth line; and by deleting "," and replacing it with a ";" at the end and by adding the following sentence at the end "These estimated levels will be regarded as the minimum targets for intensification development. Council promote opportunities for redevelopment and intensification through the provision of adequate infrastructure and community facilities and through incentives for the reuse of brownfield sites."

31. Amend subsection 2.6.1. by deleting "Goals" after "and" in the second line and replacing it with "Strategic Priorities. One of Council's Strategic Priorities is Managed and Balanced Growth."

32. Amend subsection 2.6.2.:
   - by adding the following new clause after ii):
     "iii) that growth-related infrastructure costs and the financial implications of required works for the City's capital budget and development funds will be evaluated at an early stage of the area planning and development approval processes;"
   - by renumbering "iii)" and "iv)" to "iv)" and "v)" respectfully and adding the following new clause:
     "vi) that the City may stage the extension of services and approvals of development both within new areas of community growth and between new areas of community growth to maximize the cost effectiveness of its infrastructure investments.;"
   - by renumbering "v)", "vi)", "vii)", "viii)", "ix)", "x)", "xi)" and "xii)" respectively;
   - by deleting "and" after "Heritage System;" at the end of "ix);
   - by deleting "rehabilitation" after "encourage" in the first line of "x)"; by adding "and enhance" after "protect" in the first line; by deleting ";" and by adding "; and" at the end; and
   - by adding the following new clause at the end:
     "xiii) that the City may adopt and annually update a development staging strategy to co-ordinate the orderly progression of urban area expansion with municipal investment in growth related capital works."

33. Amend subsection 2.6.3. ii) by adding the following at the end:

"Approval of an area plan, major development proposal or plan of subdivision may be refused or deferred if a satisfactory financial analysis is not submitted for the City's review or if the City determines that the required investment in municipal works would be premature. The financial impact analysis shall consider the scope, total cost, cost sharing and timing of major road, sewer, water and storm water management works. The financial impact analysis shall also incorporate an assessment of the total cost, cost sharing and timing of community facilities and services including parks and recreation facilities, libraries, public transit, and fire and police services needs associated with growth. The analysis will also project the development charge revenue to be generated from the build-out of the development area. The City may stage infrastructure works and/or development approvals to manage its capital budget commitments."
34. Amend subsection 2.6.3. iv) by deleting "Private" as the first word and by deleting "T" from temporary and replacing it with "T" at the beginning of the first line.

35. Amend subsection 2.6.3. by adding the following paragraphs at the end:

"vi) The City will plan and budget for major infrastructure works in keeping with its financial management strategy and with regard for the balance of revenues and expenditures from its development charges funds. Infrastructure works and development approvals may be staged accordingly.

vii) The City will consider, as part of a development charges study, the use of a differential development charge to encourage intensification and infilling."

36. Amend subsection 2.6.4.1. by adding "development applications and" after "approval of" in the second line.

37. Amend paragraph 2.6.4.1. i) by deleting "periodic" after "through the" at the end of the first line and by deleting "Community" before "Plans" in the last line and replacing it with "Area".

38. Amend paragraph 2.6.4.1. ii) by deleting "plan" after "and" in the second line and replacing it with "control"; by deleting "to attempt" after "services" in the third line; by deleting "to accommodate development" after "performance" in the third line; by deleting "Development approvals will only be given where there is sufficient existing or planned servicing capacity to accommodate the proposed use," after "manner" in the fourth line; and by adding "Such control will have regard for the optimization of existing infrastructure and the merits of managing and/or limiting growth according to the availability of uncommitted sewer and water servicing capacity and the capacity of existing roads to accommodate the additional traffic. Such control will also have regard for the optimization of existing infrastructure and the merits of managing and/or limiting growth according to the availability of uncommitted servicing capacity." at the end.

39. Amend subsection 2.6.4.1. by inserting the following after ii):

"iii) Development approvals will only be given where there is sufficient existing or planned servicing capacity to accommodate the proposed use within a reasonable time frame.

iv) Where projected and potential growth within any portion of the Urban Growth Area is nearing or exceeding the threshold of available sewer or water servicing capacity, the City will adopt measures to manage the allocation of available capacity until such time as the capacity constraint is resolved. Where the constraint is likely to be short term in nature (generally less than three years) such measures may include, but are not limited to the deferral of development approvals; the use of conditions to ensure that development, once approved, occurs in a timely manner; the use of holding zone provisions; and development limitations. Where the solution to a capacity constraint is longer-term in nature, as is the case in the Greenway Pollution Control Plant service area, the City will establish priorities for the allocation of available capacity and development approvals in accordance with these priorities so that planned growth does not exceed the availability of servicing capacity. The following order of priorities for the allocation of servicing capacity in the Greenway service area until such time as the Southside Pollution Control Plant is built, are based on the Official Plan objectives related to effective use of infrastructure, intensification and infill, compact urban form and economic development:

(a) Growth in the form of redevelopment, expansion or intensification on serviced lands with the built up area of the City will take precedence over growth on previously undeveloped lands. Capacity will be allocated on the basis of projected demand plus a reasonable contingency.
Industrial growth will take precedence over non-industrial growth on previously undeveloped lands. Capacity will be allocated on the basis of projected demands.

Remaining capacity will be allocated for non-industrial growth on previously undeveloped lands. Within these areas, priority will be given to development that, in the opinion of the City, best advance the public interest.

Take-up of allocated capacity will be monitored. If significant portions the allocated capacity are not used, the City may re-assign that unused capacity in keeping with priorities a), b) and c) assuming no major works will be prematurely triggered.

Applications that do not meet the City's priorities for the allocation of servicing capacity may be refused on the basis of prematurity.

40. Amend subsection 2.6.4.1. by renumbering "iii), iv) v), vi)” to “v), vi), vii) and viii)” respectively.

41. Amend subsection 2.6.4.1. by adding the following at the end:

"ix) The use of existing infrastructure and public service facilities will be optimized, wherever feasible, before giving consideration to the development of new infrastructure and public service facilities.

x) Infrastructure and public service facilities will be strategically located to support the effective and efficient delivery of emergency management services."

42. Amend paragraph 2.6.4.2. i) by deleting "and" at the end of (e) and by deleting the ":" at the end of (f), replacing it with ";" and by adding the following at the end:

"(g) direct and accommodate growth in a manner that promotes the efficient use of existing municipal sewage services;

(h) be financially viable and in compliance with all regulatory requirements, and

(i) protect human health and the natural environment."

43. Amend subsection 2.6.4.2. ii) by deleting "temporary" after "consideration of" at the end of the second line and replacing it with "interim".

44. Amend subsection 2.6.4.3. ii) by adding "water" after "adequate".

45. Amend subsection 2.6.4.3. by deleting the ":" at the end of "iv)" and by replacing it with a ";" and by inserting the following after clause iv):

"v) direct and accommodate expected growth in a manner that promotes the efficient use of existing municipal water services;

vi) be financially viable and in compliance with all regulatory requirements;

vii) promote water conservation and water use efficiency; and

viii) protect human health and the natural environment."

46. Amend subsection 2.6. by inserting the following new subsection 2.6.5.

"2.6.5. Staging of Development" (in the sidebar)

"The City may adopt a development staging strategy to ensure the orderly progression of development within its Urban Growth Area and the timely provision of the infrastructure required to support fully serviced and functional communities and employment areas. The staging strategy will be directed towards the following objectives:
i) support the timely build-out of existing planned communities in a logical, phased manner that optimizes the utilization of any new infrastructure that is required to support development;

ii) focus growth in areas that have existing servicing capacity or comparatively lower costs for required infrastructure;

iii) provide a basis for long-term, reliable municipal capital budgeting for growth-related servicing works;

iv) ensure that services are in place or planned to maintain an adequate supply of serviced lands to support the City's economic growth;

v) support growth in areas that are or can be served by existing community facilities or where development will facilitate the provision of new community facilities;

vi) avoid scattered or "leap-frog" development patterns;

vii) ensure that sufficient serviced lands are available to support the City's housing mix and affordability objectives; and

viii) support the extension and use of transit services.

Amend subsection “2.6.5.” by renumbering it “2.6.6.” and by deleting the following from the end of clause ii):

"An assessment demographic and housing trends that may have implications for the City's growth management implementation will be undertaken on an annual basis in conjunction with the Housing Monitoring Report. The Housing Monitoring Report will also include estimates of the short and mid-term population and housing growth anticipated in identified growth areas."

Amend subsection “2.6.6.” by renumbering it “2.6.7.” and by adding the following sentence at the end of clause ‘7)’:

"While much of the forecasted growth will be accommodated through the development of vacant lands, the City will promote opportunities for intensification and redevelopment to optimize the share of growth that can be accommodated within the existing urban area."

Amend subsection “2.6.7.” by renumbering it “2.6.8.” and by making the following changes:

- deleting “designate lands for urban growth purposes” after “Council will” in the first line and replacing it with “consider expansion or adjustments to the Urban Growth Area where there is a demonstrated need for additional lands and where such expansions are”;

- in clause i) by deleting “ensuring both” after “and to” in the second line; by deleting “short term land supplies and long term land supplies are achieved” and replacing it with “areas of development over both the short and long terms” after “cost-efficient” in the third line;

- in clause iii) by adding “a timely and cost effective manner, in” after “provided in” in the first line;

- in clause vi) by adding “and within its financial means” after “where practical” in the sixth line; and by capitalizing “Council” in the sixth line.

- and by adding the following at the end after clause vii):

“viii) Expansions to the Urban Growth Area onto prime agricultural lands will only be considered where there are no reasonable alternatives which avoid prime agricultural areas or which would be accommodated on lower priority agricultural lands.
ix) Council will protect employment areas to support the longer-term economic development of the municipality. Council will only permit the conversion of employment areas to other uses where it has been demonstrated through a comprehensive review that the land is not required for employment purposes over the long term and that there is a need for conversion.

x) Impacts from new or expanding Urban Growth Areas on agricultural operations which are adjacent or close to the Urban Growth Area shall be mitigated to the extent feasible.

50. Amend subsection “2.6.7.1.” by renumbering it “2.6.8.1.” and by making the following changes:

- deleting “Policy 2.6.7.” in the last line of the first paragraph and replacing it with “2.6.8.”.

- in clause i) by deleting “it is not appropriate for the land to wait until an appropriate 5 year review process determines urban growth expansion is necessary” after “reasons why” in the second line and replacing it with “a comprehensive review of the Urban Growth Area is necessary in advance of the five year Official Plan review process”.

51. Amend subsection “2.6.8.” by renumbering it “2.6.9.” and by making the following changes:

- in clause i) by adding “and at the end of (a) and by deleting “(b) identify or refine environmental feature, areas and natural resources in conformity with the applicable Official Plan policies;”

- In clause i) by renumbering “(c)” to “(b)”;

- In clause iii) by deleting “intended for the preparation of Area Studies” after “areas” in the first line and replacing it with “subject to completed Area Studies” and by adding the following sentence “Portions of the Urban Growth Area where Area Studies are intended but not yet completed are also shown.” after “Schedule "D."” in the second line.

- in clause vii) (c) by adding “including information necessary to determine the total cost and cost-sharing of required infrastructure works, the timing of such works and the implications that such works will have for the City’s capital budget and development charge funds” after “analysis” in the second line.

52. Amend subsection 2.7. by adding “In the 2007 – 2010 Council Strategic Plan, Economic Prosperity is also identified as a strategic priority.” at the end of the first paragraph.

53. Amend paragraph 2.7.2. ii) by adding “and diverse” after “dynamic” in the second line.

54. Amend subsection 2.7.2. by adding the following at the end after paragraph ix):

“x) Promote the remediation and redevelopment of brownfield sites as a means to increase economic development activity, achieve a more efficient use of existing municipal infrastructure, enhance the municipal assessment base and improve environmental quality.

xi) Support and provide opportunities for tourism development that is based on maintaining or sustaining environmental health.

xii) Support and provide opportunities for increased energy generation, supply and conservation, including alternative energy systems and renewable systems.

xiii) Optimize the long-term availability and use of land, resources, infrastructure and public service facilities.”

Add the following new subsection:
“2.7.4. Protection of Employment Lands” (in the sidebar)

“Council will support the protection of existing employment lands in the City, including lands that are designated for manufacturing, warehousing, offices, and their associated retail and ancillary facilities. Proposals to permit the conversion of lands within employment areas to non-employment uses may only be permitted through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes over the long term, and that there is a need for the conversion.”

55. Amend subsection 2.8. by adding the following at the end of the first paragraph: “The 2007 – 2010 Council Strategic Plan identifies Community Vitality as one of its strategic priorities.”

56. Amend subsection 2.8.1. by deleting “and” and adding a “comma” after “safe”; by adding “accessible and inclusive” after “healthy” in the first line; and by adding “of all its citizens” at the end.

57. Amend subsection 2.8.2. by deleting the bullet “affordable and available arts, culture and recreation opportunities” and replacing it with:
- “artistic, cultural and recreational opportunities that are available, affordable and accessible”

58. Amend subsection 2.9. by deleting “2.9.1. Introduction” from the sidebar and by adding “INTRODUCTION” as the heading; by adding “In the 2007 – 2010 Council Strategic Plan, Environmental Leadership is identified as a strategic priority.” at the beginning of the first paragraph; and by adding “and enhancing” after “sustaining” in the third line.

59. Amend subsection 2.9. “Natural Heritage” by inserting “2.9.1.” in the sidebar; by adding “natural features, corridors and ecological functions,” after “areas,” in the second line of the second paragraph; by adding “delineated on Schedule “BI” - Natural Heritage Features and may” after “system are” in the second line of the third paragraph; by adding “negative” after “mitigating the” in the last line of the third paragraph; by deleting “The City anticipates that the Thames River Valley will continue to perform this multi-functional role over the long term future” from the end of the fourth paragraph and replacing it with “This multi-functional role of the Thames River Valley will continue to be supported by the City over the long term.”

60. Amend subsection 2.9. “Hazard Protection” by adding “2.9.1.2. in the sidebar; by deleting “development permitted in these areas” after “ensure that” in the fifth line; and replacing it with “hazards are generally located and avoided, non-structural solutions are promoted and in cases where limited development is permitted, the hazards are property mitigated to” after “ensure that” in the fifth line and by deleting “s” from “protects” in the last line of the first paragraph.


62. Amend paragraph 2.9.2. ii) by deleting “Maintain a healthy” at the beginning and replacing it with “Protect and enhance the”.

63. Amend paragraph 2.9.3. i) by deleting “and” after “processes” in the sixth line of the fourth paragraph; by adding “and guideline documents,” after “studies” in the sixth line of the fourth paragraph; and by adding “and protected” after “evaluated” in the seventh line of the fourth paragraph.

64. Amend paragraph 2.9.3. vii) by deleting “establish, and” after “shall” in the first line; by deleting “an implementation Committee to oversee” after “participate in” in the first line; and by inserting “in conjunction with other agencies. A multi-stakeholder implementation committee may be established to co-ordinate this process” after “Studies” in the third line.

65. Amend paragraph 2.9.3 x) by deleting “flooding” at the end and replacing it with “natural hazard processes such as flooding and erosion. In general, new
development will be required to locate and avoid natural hazards, and redevelopment and infill development will be required to properly characterize and properly mitigate the natural hazard."

66. Amend paragraph 2.9.3. xi) by deleting "allow" after "may" in the first line and replacing it with "encourage"; by adding "may acquire floodplain lands for these purposes. Where there is no other viable alternative and where it can be demonstrated that there is a net public benefit," after "uses and" in the second line; by adding "may be allowed on natural hazard lands" after "jurisdiction" in the third line; and by adding "Stormwater management facilities may only be allowed if the natural hazards can be addressed, and if the facilities can be suitably integrated with natural heritage features in the area, pursuant to the policies of this Plan."

67. Amend paragraph 2.9.3. xii) by adding "in cooperation with the Conservation Authority having jurisdiction;" after "the City" in the second line; by deleting "any proposed development or use within identified erosion hazard areas is subject to geotechnical assessment and that mitigation measures or development restrictions are imposed where appropriate" after "ensure that" in the second line, and replacing it with "natural hazard processes are allowed to occur naturally, or are mitigated in cases where existing development is at risk. In the limited cases where a development or use is permitted within erosion hazard areas, the proposed development will be subject to detailed assessment and mitigation measures, or appropriate development restrictions."

68. Amend subsection 2.9.3. by inserting the following new clause:

"xiii) To reduce the risk to public safety and property due to riverine flooding the City, in cooperation with the Conservation Authority having jurisdiction, shall ensure that flood plain storage and conveyance processes are maintained. In the limited cases where development or use is permitted within the flood plain, the proposed development will be subject to detailed assessment and mitigation measures, or appropriate development restrictions."

69. Amend paragraph 2.9.3 xiii) by renumbering it "2.9.3. xiv)".

70. Amend paragraph 2.9.3. xiv by renumbering it "2.9.3. xv)".

71. Amend paragraph 2.9.3. xv) by adding "and Air Quality" to the sidebar, by renumbering it "xvi)" and by adding "and improved air quality" after "conservation" in the first line.

72. Amend paragraph 2.9.3. xv) (a) by adding "energy" after "cooperating in" in the first line; and by adding "and air quality improvement" after "conservation" at the end of the first line.

73. Amend paragraph 2.9.3. xv) (c) by deleting "and at the end.

74. Amend paragraph 2.9.3. xv) (d) by deleting the "." and replacing it with ";" and by adding the following at the end:

"(e) encouraging the planting of native trees;
(f) focusing major employment, commercial and other travel intensive land uses on sites that well served by existing or planned public transit service, and which facilitate the establishment of public transit;
(g) improving the mix of employment and housing uses to shorten commute journeys and decrease transportation congestion; and
(h) promoting design and orientation of subdivisions and developments, which maximize the use of alternative or renewable energy systems, such as solar and wind energy, at appropriate locations."

75. Amend paragraph 2.9.3. xvi) by renumbering it xvii).
Amend paragraph 2.9.3. xvi) (a) by deleting “reduce” and replacing it with “minimize” at the beginning.

Amend paragraph 2.9.3. xvi) (b) by deleting “and” at the end.

Amend paragraph 2.9.3. xvi) (c) by deleting the “,” and replacing it with “;” at the end.

Amend paragraph 2.9.3. xvi) by adding the following:
(d) promote the development of alternative and renewable energy systems, and facilities that meet the requirements for L.E.E.D. certification.

Amend paragraph 2.9.3. xvii) by renumbering it “xviii)”.

Amend paragraph 2.9.3. xvii) (b) by deleting “and” at the end.

Amend paragraph 2.9.3. xvii) (c) by deleting the “.” and replacing it with “;”

Amend paragraph 2.9.3. xvii) by adding the following at the end:
(d) encouraging the re-use and multiple uses of treated water, including treated stormwater; and
(e) encouraging the planting of native trees, shrubs and other ground vegetation for temperature reduction and infiltration.

Amend paragraph 2.9.3. xviii) and renumbering it “xix)”.

Amend paragraph 2.9.3. xviii) (d) by inserting “, and support innovative waste collection and diversion programs” after “facilities” at the end.

Amend subsection 2.9.3. by inserting the following:
“Pesticide Use Reduction” (in the sidebar)

*xx) The City shall promote a reduction in pesticide use through:
(a) adoption of a by-law designed to regulate and limit or prohibit the use of pesticides on all public and private property, except under certain conditions;
(b) undertaking a monitoring program to evaluate the impact of the by-law; and
(c) promoting alternative products and methods to maintain healthy lawns and gardens.

Amend subsection 2.9.3. by renumbering “xix), xx) and xxii)” to “xxi) xxii)” and “xxiii)” respectively.

Amend subsection 2.10 by deleting “2.10.1. Introduction” from the sidebar and by adding “INTRODUCTION” as a sub-heading before the first paragraph.

Amend subsection 2.10.2. by renumbering it to “2.10.1.”.

Amend subsection 2.10.3. by renumbering it to “2.10.2.”.

Amend subsection 2.11. by deleting “2.11.1. Introduction” from the sidebar; by adding “INTRODUCTION” as a sub-heading before the first paragraph; by adding the following sentence “This is consistent with the 2007 – 2010 Council Strategic Plan in which a Progressive Transportation System is named as a strategic priority.” after “system.” in the second line; by deleting “Plan Review” after “Transportation” in the sixth line and replacing it with “Master Plan”; by deleting “October of 1994” in the seventh line and replacing it with “June of 2004.”; by
deleting "Plan Review and to incorporate the expanded area of the City of London" in the last line and replacing it with "Master Plan."; and by adding the following paragraph at the end:

"Transportation Principles form the strategic basis for Transportation Master Plan and Policy development. The Principles are not intended to fully describe associated needs and actions. This is done through further development of plans and policies required to implement each Principle."

Amend subsection 2.11.2. by renumbering it "2.11.1."; by adding "and provide linkages to the regional, provincial and national transportation network" after "municipality" in the third line; by deleting "gradually" after "that will" in the fifth line; and by adding the following paragraph at the end:

"The goal of the Transportation Master Plan is to provide a strategic framework for the existing and future transportation needs within the planning horizon for the City of London and to assist with implementing the transportation policies of the City."

Amend subsection 2.11. by adding the following new subsection:

"2.11.2. Transportation Planning Principles" (in the sidebar)

"The development of the transportation system in the City of London shall be directed towards the following principles:

i) Optimize Arterial Network Capacity – Maximizing the operational capacity of signalized intersections and improving access management along major routes before investing in new major capital improvements;

ii) Select Achievable Level of Service (LOS) Targets – Incorporate LOS achievable targets to meet travel demands in the London context, including re-considering the Transportation Demand Management (TDM) and LOS targets previously set in the 1994 Transportation Plan Review;

iii) Ensure Transportation Improvement Affordability – Prioritize recommended system improvements, including structural, operational and TDM measures, in order to respond to any funding limitations or targets established by the City;

iv) Ensure Transportation System Sustainability – using service-based solutions involving TDM, combined with capacity-based solutions involving road widening, extensions, new roads, alternative modes of transportation, including public transit, pedestrian and bicycle circulation; and

v) Ensure Roadway Network Enhancement Achievability – Consider transportation planning strategies that are feasible and reasonable in the London context over the next twenty years based on Official Plan policy, Provincial Policy Statement, expected impacts, public response, cost, regulatory restrictions and designated environmentally significant areas."

Amend paragraph 2.11.3. ii) by deleting "Plan" at the end and replacing it with "Master Plan"

Amend paragraph 2.11.3. iii) by deleting “Transportation Demand Management Strategies” and replacing it with “strategies” in the first line; and by deleting “Plan Review” after “Transportation” in the second line and replacing it with “Master Plan”.

Amend paragraph 2.11.3. iv) by deleting “and” at the end.

Amend paragraph 2.11.3. v) by deleting “promote transit friendly, compact forms of development that encourage and facilitate an efficient public transit system.” at
the beginning and replace it with "promote increased public transit use with supportive land use and parking policies, and service level improvements;".

98. Amend subsection 2.11.3. by adding the following clauses at the end;

"vi) In partnership with the Counties of Middlesex and Elgin and neighbouring municipalities, pursue the development of transportation linkages in a regional and provincial context, to complete a regional transportation system; and

"vii) Collaborate and co-operate with the Province, Counties of Middlesex and Elgin and adjacent municipal jurisdictions, to ensure that area-wide transportation issues are addressed in a comprehensive and coordinated manner."

99. Amend subsection 2.13. by deleting "2.13.1. Introduction" from the sidebar and adding "INTRODUCTION" on a new line after "HOUSING AND COMMUNITY DEVELOPMENT."

100. Amend subsection 2.13.2. by renumbering it "2.13.1." and by deleting "Goal" from the side bar and replacing it with "Goals"; and by deleting the following sentence at the beginning "It is a goal of this Plan to promote the development and protection of the attractive, functional, efficient and diverse communities that will satisfy the City's projected housing needs" and replacing it with the following

"The following goals of this Plan are intended to promote housing and community development:

i) To promote the development and protection of attractive, functional, efficient and diverse communities that will satisfy the City's projected housing needs.

ii) Consistent with the Provincial Policy Statement and the Affordable Housing Strategy for the City of London (2005), a target has been established for the provision of 1,200 additional dwelling units to be created by December 31, 2010 which are affordable to Low- and Moderate-income Households. This target may be met using all available programs from other levels of government and sponsorship opportunities with public and private agencies, subject to the policies of section 12.2.1. x) of this Plan.

iii) To meet the core housing needs of those vulnerable households that are unable to participate in the private housing market.

iv) To achieve a City where all members of the community have access to housing that is safe, secure and suitable to their needs and ability to pay."

101. Amend subsection 2.13 by inserting the following new subsection:

"2.13.1.1. Housing Stock Retention Goal" (in the sidebar)

"It is a goal of this Plan to encourage the provision and adequacy of affordable dwelling units by:

i) Promoting the retention and maintenance of the City's inventory of social housing stock comprised of non-profit, co-op and public housing; and

ii) Promoting the retention and enforcing a by-law on standards for the maintenance of private rental units that are affordable to Low- and Moderate-income Households."

102. Amend subsection 2.13.3. by renumbering it "2.13.2.", by deleting "Goal" from the end of the first sentence and replacing it with "Goals" and by adding the following new clause at the end:
The City will undertake a biennial Housing Monitoring Report subject to the policies of 12.2.4. of this Plan.

103. Amend subsection 2.14 by deleting “2.14.1 Introduction” from the sidebar.

104. Amend subsection 2.14.2. by renumbering it “2.14.1.”.

105. Amend subsection 2.14.3. by renumbering it “2.14.2.”; by deleting “in the preparation of community plans, subdivision plans, site plans and building plans,” after “promote” in the first line; by deleting “movement and the effective use of open areas, and compatible with the protection of significant natural features” at the end and replacing it with “accessibility, safety, circulation and use, and that provides for the protection of significant natural features”.


107. Amend Chapter 2 by adding the following new subsection at the end:

"2.15 THE CREATIVE CITY

INTRODUCTION

The City of London shall promote policies and initiatives to encourage a diverse, vibrant and creative environment which is appealing to younger people, and promotes a culture of entrepreneurship, economic growth, and personal expression. A "Creative City" is linked to the City’s economic prosperity and growth. Industries such as high tech, research, arts, culture, entertainment, computers, software, development, small start-up businesses, science, medicine and sports are all components of the Creative City.

The City of London embraces diversity, and the celebration of our past, present and future. The City of London recognizes the importance of our built heritage and natural environment, and provides opportunities for all residents to fully participate in the future of our City, and engages its citizens at work and play.”

"2.15.1. Creative City Goal" (in the sidebar)

“It is a goal of this Plan to continue to become a Creative City by creating a dynamic urban fabric that encourages diverse and vibrant neighbourhoods, provides opportunities for employment, promotes high development standards, and the preservation of our built and natural heritage. The concept of the Creative City shall be a consideration in the preparation of Area Plans, subdivision plans, site plans and building plans.”

"2.15.2 Creative City Strategies (in the sidebar)

*City Council will consider the following strategies in pursuit of its Creative City Goal:

i) encourage community and neighbourhood design that provides opportunities to live, work and play in mixed use development;

ii) promote and support economic development initiatives and entrepreneurship related to “new economy” businesses and services;

iii) Increase employment opportunities for graduates of London’s major educational institutions and new Canadians to promote a diverse and educated workforce;

iv) support the retention of London’s unique neighbourhoods;

v) lead by example through high quality urban design and the creation of liveable places in all public infrastructure projects;

vi) encourage the use of innovative technologies, energy efficiency and water efficiency in the design and development of new neighbourhoods and buildings;
vii) promote the retention, rehabilitation and reuse of our built heritage resources;
viii) preserve and enhance our natural heritage resources;
ix) encourage the installation of public art as part of both public and private development projects."
CHAPTER 3 – RESIDENTIAL

108. Amend subsection 3.2.1. by deleting “Infill housing and conversions” and replacing it with “Residential Intensification” in the sixth line; and by deleting “3.2.4., and 3.2.5” in the seventh line.

109. Amend paragraph 3.2.1. iv) by deleting “and 3.2.4.,” in the first line; and by replacing it with “Residential Intensification, which includes”.

110. Amend subsection 3.2.1. by adding the following clause at the end:

“Live/Work Opportunities” (in the side bar)

“viii) Purpose designed Live/Work residential units may be provided where locations for these types of residential units have been identified as part of an overall area plan, subject to site specific zoning. Live/Work units should be located along collector road systems and have sufficient lot area to accommodate any required additional parking.

Within any Live/Work development, the primary use of the building shall be residential use.”

111. Amend by deleting subsections 3.2.3. Infill Housing, 3.2.4. Conversions Non-Residential Buildings and 3.2.5. Dwelling Conversions” in their entirety and by replacing them with the following:

“3.2.3 Residential Intensification” (in the sidebar)

“Residential Intensification is a means of providing opportunities for the efficient use of land and encouraging compact urban form.

Residential Intensification may be permitted in the Low Density Residential designation through an amendment to the Zoning By-law, subject to the following policies and the Planning Impact Analysis policies under Section 3.7. Where the subject lands are within a specific residential area identified under policy 3.5, the application of the following residential intensification policies will supplement those specific policies, but will not supercede them.

Residential Intensification projects shall use innovative and creative urban design techniques to ensure that character and compatibility with the surrounding neighbourhood are maintained as outlined in policy 3.2.3.3. and 3.2.3.4.”

“3.2.3.1. Definition” (in the sidebar)

“Residential Intensification refers to the development of a property, site or area at a higher density than currently exists on the site through:

i) redevelopment, including the redevelopment of brownfield sites;

ii) the development of vacant and/or underutilized lots within previously developed areas;

iii) infill development, including lot creation;

iv) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and,

v) the conversion or expansion of existing residential buildings to create new residential units or accommodation.

For the purposes of this Plan, development is only considered infill when it occurs on vacant or underutilized sites within an established residential neighbourhood. It is not intended that infill housing will occur on undeveloped blocks of land in recently planned or newly developed registered plans of subdivision.
Underutilized sites are defined as those sites that can reasonably accommodate more residential development than what currently exists on the site within the context of the surrounding established residential neighbourhood.

"3.2.3.2 Density & Form" (in the sidebar)

"Within the Low Density Residential designation, Residential Intensification, with the exception of dwelling conversions, will be considered in a range up to 75 units per hectare. Infill housing may be in the form of single detached dwellings, semi-detached dwellings, attached dwellings, cluster housing and low rise apartments. Zoning By-law provisions will ensure that infill housing projects recognize the scale of adjacent land uses and reflect the character of the area.

Areas within the Low Density Residential designation may be zoned to permit the conversion of single detached dwellings to add one or more dwelling units. Site specific amendments to the Zoning By-law to allow dwelling conversions within primarily single detached residential neighbourhoods shall be discouraged. Accessory dwelling units may be permitted in accordance with Section 3.2.3.8. of this Plan.

"3.2.3.3 Neighbourhood Character Statement" (in the sidebar)

An inventory of the urban design characteristics of the structures and the natural environment within a neighbourhood shall be undertaken by the applicant, as outlined in section 3.7.3.1. of the plan. The physical environment of the neighbourhood, composed of its lots, buildings, streetscapes, topography, street patterns and natural environment are some of the elements that collectively determine much of the character of a neighbourhood and its streetscape. A well organized and documented understanding of a neighbourhood's character is an effective tool in assessing the appropriateness of a proposed change and the implications the change may have on the character of a neighbourhood.

"3.2.3.4 Compatibility of Proposed Residential Intensification Development" (in the sidebar)

"As part of an application for residential intensification, the applicant shall be required to provide an adequately detailed statement of the compatibility, where it is clearly demonstrated 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, massing and architectural treatments as outlined in section 3.7.3.1. of the plan.

"3.2.3.5 Public Site Plan Review and Urban Design" (in the sidebar)

"Residential intensification proposals, with the exception of permitted single detached dwelling conversions to add one additional residential unit only, will be subject to a concurrent public site plan process. In addition to all other site planning issues, residential intensification site plan proposals will be evaluated to ensure:

i) Sensitivity to existing private amenity spaces as they relate to the location of proposed building entrances, garbage receptacles, parking areas and other features that may impact the use and privacy of such spaces;

ii) The use of fencing, landscaping and planting buffers to mitigate impacts of the proposed development on existing properties; and,

iii) Consideration of the following Urban Design Principles:

(a) Residential Intensification projects shall use innovative and creative standards of design for buildings to be constructed or redeveloped;

(b) The form and design of residential intensification projects should complement and/or enhance any
significant natural features that forms part of the site or are located adjacent to the site;

(c) New development should provide for a diversity of styles, continuity and harmony in architectural style with adjacent uses;

(d) New development should include active frontages to the street that provide for the enhancement of the pedestrian environment;

(e) The design and positioning of new buildings should have regard for the impact of the proposed development on year-round sunlight conditions on adjacent properties and streets;

(f) Buildings should be positioned to define usable and secure open space areas on the site and to afford a reasonable measure of privacy to individual dwelling units;

(g) Parking and driveways should be located and designed to facilitate manoeuvrability on site and between adjacent sites, and to reduce traffic flow disruption to and from the property; and,

(h) Projects should have regard for the neighbourhood organizing structure. Building and site designs should facilitate easy connections to and around the site to public transit.

iv) For Residential Intensification projects proposed on lands designated Low Density Residential, or projects requiring an Official Plan amendment to a more intensive residential land use designation, or projects requesting bonus zoning pursuant to policy 19.4.4. shall apply policy 3.2.3.3. neighbourhood character statement, 3.2.3.4. statement of compatibility and policy 3.7.2.1. respectively."

"3.2.3.6 Integration With Heritage Buildings" (in the sidebar)

"Residential Intensification projects will be encouraged to preserve and upgrade buildings considered by Council to be of architectural and/or historical significance. Where these buildings are designated and incorporated into a project, the density of the residential intensification development may be increased through bonusing provisions contained in policy 19.4.4. of the Plan. Such projects will be required to meet all criteria listed in policy 3.2.3 and 3.7.2.1 of the Plan."

"3.2.3.7 Supporting Infrastructure" (in the sidebar)

"Residential Intensification will only be permitted where adequate infrastructure exists to support the proposed development, including:

i) Off-street parking supply and buffering;

ii) Community facilities, with an emphasis on outdoor recreational space;

iii) Traffic impacts and Transportation infrastructure, including transit service;

iv) Municipal services."

"3.2.3.8. Zoning By-law" (in the sidebar)

"The Zoning By-law may limit the number of units that may be contained in a converted dwelling and specify minimum requirements for lot area, frontage, and gross floor area for the dwelling to be converted, and minimum gross floor area for the units to be created. To maintain the external character of the dwelling,
the Zoning By-law may also limit the extent of structural additions or changes that would be permitted for a converted dwelling/building.

While residential intensification located within the Low Density Residential designation may be allowed up to a maximum scale permitted under the Multi-Family, Medium Density Residential Designation, Zoning By-law provisions will ensure that new development recognize the scale of adjacent land uses and are compatible with the character of the area.

It is intended that an intensification project should meet all Zoning By-law regulations; however, there may be instances when a minor variance is warranted based on the configuration of the site or development constraints associated with it. Any required variance should be evaluated as part of the development proposal review undertaken in conjunction with the zoning amendment application.

Conditional Zoning may be considered to ensure that development proceeds in a manner consistent with the surrounding and adjacent properties. Conditional Zoning would include conditions and/or requirements to be fulfilled in order to permit the development.

Accessory Dwelling units may be permitted, subject a Zoning By-law amendment, in single detached and semi-detached dwellings subject to the following criteria:

i) maximum of two (2) units per residential dwelling;

ii) the gross floor area of the accessory dwelling unit is equal to or less than the floor area of the principle dwelling unit;

iii) the principle dwelling unit shall be owner occupied;

iv) the accessory dwelling unit cannot be located in an accessory building or attached garage;

v) a minimum of one (1) additional on-site parking space must be provided;

vi) all regulations associated with the zone must be complied with;

vii) no more than five (5) bedrooms total for both the principle and accessory dwelling units;

viii) accessory dwelling units may be required to be licensed; and,

ix) accessory dwelling units shall be subject to the policies of section 3.2.3. – Residential Intensification of this plan."

“3.2.3.9. Consents” (in the sidebar)

“Any new lots created through consents will be in keeping with the established lot pattern of the surrounding area in terms of frontage, depth and overall size and configuration

Consent for the purposes of enlarging and/or reducing the size of an existing site, where no new development is proposed and that results in a lot pattern that is not consistent with the surrounding area in terms of frontage, depth and overall size and configuration, shall be discouraged.”

“3.2.3.10. Rear-Lot Development”

“The creation of rear-lot development (flag-shaped lots) shall be discouraged in all Residential Land Use designations unless the criteria listed in policy 3.2.3 are met and the following urban design considerations are addressed:

i) Access to the new project shall be widen enough to provide:
separate pedestrian/vehicular access;
o sufficient space beside the driveways for landscaping and
fencing to buffer the adjacent properties;
o adequate space at the street curb for garbage and blue
box pickup; and
o snow storage for the clearing of these driveways.

ii) In laying out a rear-lot development project, care should be taken
to avoid creating front to back relationships between existing and
proposed dwelling units. To support privacy the front doors of the
new units should not face onto the rear yards of existing homes.
As well, depending on the scale of the development and the
building types proposed internally, front doors should face front
doors.

iii) Where existing dwellings fronting onto the street are not
incorporated into the infill project, adequate land should be
retained in the rear yard of these dwellings to provide:
o Appropriate outdoor amenity space;

Adequate separation distance between the existing houses
and the habitable areas of the infill project;
Sufficient space for landscaping in the rear yards for visual
separation if required; and
Parking and vehicular access for the existing houses, so
as not to introduce parking into the front yards of the
existing house.”

112. Amend subsection 3.3.1. by adding the following paragraph at the end:

Residential Intensification* (in the sidebar)

“vii) Within the Multi-Family, Medium Density Residential designation,
Residential Intensification proposals, as defined in Section 3.2.3.1.
shall be subject to Public Site Plan Review, in accordance with
Sections 3.2.3.5. and 19.9.2. of the Plan.”

113. Amend paragraph 3.3.3. i) by adding the following sentence at the end: “In some
instances, height may be permitted to exceed this limit, if determined through a
compatibility report as described in Section 3.7.3. to be appropriate subject to a
site specific zoning by-law amendment and/or bonus zoning provisions of Section
19.4.4. of this Plan.”

114. Amend subsection 3.4.1. by adding the following paragraph at the end:

“Residential Intensification” (in the sidebar)

“vii) Within the Multi-Family, High Density Residential designation,
Residential Intensification proposals, as defined Section 3.2.3.1.
shall be subject to Public Site Plan Review, in accordance with
Sections 3.2.3.5. and 19.9.2. of the Plan.”

115. Amend subsection 3.4.2. by deleting “Regional or Community Shopping Areas””
after “proximity to” in the fifth line and replacing it with Enclosed Regional
Commercial Nodes or New Format Regional Commercial Nodes or Community
Commercial Nodes”.

116. Amend paragraph 3.4.2. v) by deleting “Traffic” and replacing it with “Proximity to
Transit and Service Facilities” in the sidebar.

117. Amend paragraph 3.4.3. iv) by deleting “of Multi-family, High Density Residential
Development” after “density” in the second line.

118. Amend subsection 3.5. by deleting 3.5.11. North Talbot Community in its entirety.

119. Amend subsection 3.5.12 by renumbering it “3.5.11.” and by deleting “B Flood
Plain and Environmental Features” after “Schedule” in the second line of the fifth
paragraph and replacing it with “B1 Natural Heritage Features”.

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120. Amend subsection 3.5.13. by renumbering it "3.5.12." and by deleting "orientated after "street-" in the fifth line and replacing it with "oriented".

121. Amend subsection 3.5.14. by renumbering it "3.5.13.".

122. Amend subsection 3.5.15. by renumbering it "3.5.14."; by adding "by" after "(bounded)" in the first line of the first paragraph; and in the second paragraph by deleting "B after "Schedule" in the second line and replacing it with ""BI"".

123. Amend subsection 3.5.16. by renumbering it "3.5.15.".

124. Amend subsection 3.5.17. by renumbering it "3.5.16.".

125. Amend subsection 3.5.18. by renumbering it "3.5.17.".

126. Amend subsection 3.5.19. by renumbering it 3.5.18.".

127. Amend subsection 3.7. by adding "Planning Impact Analysis is intended to document the criteria reviewed by municipal staff through the application review process to assess an application for change. Depending upon the situation, other criteria may also be considered." at the end of the first paragraph.

128. Amend subsection 3.7.2. making the following changes:

- by inserting the following sentence at the end of the second paragraph:
  "Other criteria may be considered through the Planning Impact Analysis to assist in the evaluation of the proposed change."

- by deleting "General Proposals" from the side bar;

- by deleting the letter "i)" and the text "for a general change in land use and does not relate to a specific development proposal, or where site specific information on the future development of the site is not required, all or some of" after "application" in the second line of the third paragraph and by replacing it with "being considered,";

- by deleting "Site Specific Proposals" from the sidebar; and by deleting the letter "ii)" and the text "Where an Official Plan amendment and/or zone change is for a specific development proposal, or where more site specific and detailed information on the type and nature of future development is required, all or some of the following criteria may be considered:";

- by deleting "(a) all of the criteria listed in policy 3.7.2. i)," and

- deleting the letters "(b)" "(c)" "(d)" "(e)" "(f)" "(g)" "(h)" and "(i)" and by replacing them with "(f)" "(g)" "(h)" "(i)" "(j)" "(k)" "(l)" and "(m)" respectively in paragraph 3.7.2. ii).

- by adding the following new clause after "(m)" at the end:
  "(n) impacts of the proposed change on the transportation system, including transit."

129. Amend subsection 3.7.3. by adding the following new subsection:

"3.7.3.1. Residential Intensification" (in the sidebar)

*An applicant proposing a residential intensification development, as defined in section 3.2.3.1 of the Plan, within the Low Density residential designation, or requesting an Official Plan Amendment to a more intensive residential land use designation or requesting Bonus Zoning pursuant to policy 19.4.4. shall be required to submit the following detailed reports:

(a) **Neighbourhood Character Statement.** A detailed statement of the character of the existing neighbourhood that demonstrates how the
proposed development respects the character of the existing
neighbourhood shall be submitted by the applicant. This inventory of
urban design characteristics shall include a review of structures and the
natural environment within the surrounding neighbourhood. Although the
extent of the area to be reviewed will be established at the pre-
consultation stage, it shall include an area consisting of 120 metres radius
from the subject site. The conceptual design of the project needs to be
based on specific built form principles which guide what it is that the
project wants to achieve. The Neighbourhood Character Statement shall
incorporate the following items:

Character & Image
i) description of the existing street character;
ii) description of the project in the context of the neighbourhood;
iii) visual components; and
iv) retention and role of natural environment.

Site Design
i) the location of buildings, as well as their orientation to the street
   edge and sidewalks;
ii) the location of building entrances;
iii) how the design relates to its site and greater surrounding area;
iv) views in to and out of the site – how does the building function as
   a view terminus – provide pedestrian perspectives (at-grade views)
   and important views; and
v) vehicular and pedestrian circulation

Servicing
i) accessibility and connectivity of the site to the adjacent
   neighbourhood, community facilities and destinations, including
   consideration of the circulation for automobile, pedestrians,
   cyclists and persons with disabilities;
ii) access to transit; and
iii) shared service locations, parking, ramps, drop-offs, service areas
   for garbage, loading, utilities, etc.

(b) Compatibility Report. As part of an application for residential
intensification, the applicant shall be required to provide a detailed statement of
the compatibility of the project, to demonstrate that the proposed project is
sensitive to, compatible with, and a good fit within the existing surrounding
neighbourhood. The conceptual design of the project shall incorporate the
following items:

Built Form Elements:
i) how the building(s) addresses the street;
ii) street wall and treatment of grade level;
iii) roof top and cornice lines;
iv) location of entrances and other openings;
v) relationship of the building(s) to the street at intersections; and
vi) design for comfort and safety (i.e. privacy, lighting, sun and wind
   protection, etc.)

Massing and Articulation:
i) the rhythm of at-grade openings;
ii) setbacks;
iii) transition to adjacent uses/buildings, and among buildings within
   the site;
iv) transition of scale;
v) street proportion / street sections (building to street ratio); and
vi) shadowing caused by mid-rise and tall buildings should be
   minimized and impacts on adjacent private amenity areas (natural
   light and privacy for example) should be minimized.
Architectural Treatment:

i) style;
ii) details;
iii) materials; and
iv) colours.
CHAPTER 4 COMMERCIAL LAND USE DESIGNATIONS

130. Amend Section 4 by deleting Section 4. INTRODUCTION and Subsections 4.1., 4.1.1., 4.1.3., 4.1.4., 4.1.5. and 4.1.6. in their entirety.

131. Amend Section 4 by adding 'DOWNTOWN AND' at the beginning of the title; by adding "4.1. DOWNTOWN DESIGNATION" as a second line.

132. Amend subsection 4.2. by renumbering it 4.1. and by making the following changes:

- in the first paragraph by deleting "s" at the beginning of "southwestern" in the second line and replacing it with "S"; by adding "recreational, entertainment" after "government" at the end of the third line; by deleting "commercial" after "other" in the fourth line; by adding "location for new" after "function as a" in the eighth line; by adding "over time" after "strengthened" in the ninth line; by adding "cultural" after "convention," in the eleventh line.

- in the second paragraph by adding "The Downtown Design Guidelines will be used to improve the aesthetics of new development and the pedestrian environment." at the end.

- in the third paragraph by deleting "Area" after "Downtown" in the first line; by deleting "Plan" after "zoning in the" in the fifth line and replacing it with "Zoning By-law"; by deleting "The successful" at the beginning of the seventh line and replacing it with "The City will support the," by deleting "is dependent on the ability of the City to encourage property owners to incorporate architecturally and historically important buildings and features into development projects, and upon the cooperation of property owners in" after "the Downtown" in the seventh line and replacing it with "by encouraging property owners to incorporate architecturally and/or historically important buildings and features into new development projects," by adding "significant" after "designating" in the second last line; and by adding "streetscapes" after "buildings and" in the second last line.

133. Amend subsection 4.1.2. by renumbering it 4.1.1. and by making the following changes:

- by deleting "Downtown" and replacing it with "Planning" in the title.

- in paragraph i) by deleting "s" from southwestern" in the last line and replacing it with "S".

- in paragraph iii) by adding "ial" to "resident" in the first line; and by adding "gateway" after "adjacent" in the second line.

- in paragraph v) by adding "transit" after "network of" in the second line.

- by adding the following paragraph at the end:

"viii) Enhance the attractiveness and accessibility of the Downtown for residents and visitors, with particular attention to attracting seniors and families with children."

134. Amend subsection 4.1. by adding the following new subsection at the end:

"4.1.2. Urban Design Objectives"

i) Promote a high standard of design for buildings to be constructed in the strategic or prominent locations of the Downtown;

ii) Discourage development and design treatments that are considered detrimental to the functional success and visual quality of Downtown;
iii) Allow flexibility for individual design creativity and innovation;

iv) Design new development to complement the appearance and function of any significant natural features and public open spaces that are adjacent to the site;

v) To the extent feasible, position new development to minimize the obstruction of view corridors to natural features and landmarks;

vi) Design new development to provide for continuity and harmony in architectural style with adjacent uses that have a distinctive or attractive visual identity or are recognized as being of architectural or historic significance; and,

vii) Co-ordinate the planning and design of streetscape improvements in the Downtown including the upgrading of building facades, signage, sidewalks, lighting, parking areas and landscaping.

135. Amend subsection 4.2.1. by renumbering it 4.1.3. and by making the following changes:

- deleting “Area” from the sidebar title.

- in item i) (a) by deleting “man-made” after “natural and” in the first line and replacing it with “constructed”.

- in paragraph i) by adding the following new item after (b):

  "(c) the inclusion of the type and intensity of existing land uses which are permitted and desirable in the Downtown;"

- in i) (c) by renumbering it “(d)”.

- in i) (d) by renumbering it “(e)” and by deleting “element” after “reasonable” in the second line and replacing it with “amount”.

- in i) (e) by renumbering it “(f)”.

- in ii) by deleting “Area” after “Downtown” in the first line; by adding “of the Official Plan” after “Schedule “A” in the first line; by adding “and rehabilitation” after “redevelopment” in the third line; by deleting “though” after “growth” in the third line and replacing it with “through” and by deleting “Area” after “Downtown” in the fourth line.

- in ii) by deleting item (e) in its entirety and replacing it with “(e) other matters identified in Section 4.5. Planning Impact Analysis.”

136. Amend subsection 4.2.2. by renumbering it “4.1.4.”; by adding “Within the Downtown boundaries, a Downtown Shopping Area has been identified.” at the beginning; by deleting “regionally significant” at the end of the first line; and by adding “to serve Downtown workers, the residential population and visitors. The policy does not preclude uses which serve a regional clientele. Non service-office uses, residential uses and surface parking lots will be discouraged at street level. The concentration of community service agencies at street level will also be discouraged in the Downtown Shopping Area.” at the end of the first paragraph.

137. Amend paragraph 4.2.2. (now numbered “4.1.4.” i)) by deleting “a point mid-block between Wellington and Waterloo Streets” after “Talbot Street to” in the third line and replacing it with “Colborne Street;”, and by deleting “Dufferin Avenue” after “extending to” in the sixth line and replacing it with “Kent Street”.

138. Amend subsection 4.2.3. by renumbering it “4.1.5.” and by deleting “halls” after “convention” in the first line and replacing it with “centres”.

139. Amend subsection 4.2.4. by renumbering it “4.1.6.” and by making the following changes:
by renumbering “4.2.4.” to “4.1.6.” in the footnote.

- in paragraph i) by deleting “a” after “that” in the second line and replacing it with “the existing” and by adding “and enhanced” at the end.

- in paragraph ii) by deleting the last sentence as follows: “The preferred location for large hotel developments shall be near the existing concentration of hotel space east of Wellington Street, to facilitate interaction among these uses and the provision of convention and parking facilities.”

- in paragraph iii) by adding “-office” after “service” in the last line.

- in paragraph iv) by deleting “though” after “created” in the third line and replacing it with “through”; by deleting “commercial” after “service” in the last line and replacing it with “-office”.

- in paragraph vi) in the first paragraph by deleting “art galleries” after cinemas,” in the first line; by adding “that have a City-wide or broader service area” after “entertainment” in the first line; and by deleting “Area” after Downtown” in the second line.

- in paragraph vi) by starting a new paragraph after “destination place” in the third line; by deleting “amount and range” after “limited” in the third line and replacing it with “number”; by adding “Enclosed” after “in the” in the fifth line; by deleting “Shopping Area” in the fifth line and replacing it with “Commercial Node”; by deleting “Policy 4.3.2.(i)” after “specified in the sixth line and replacing it with “Section 4.3.5.3.”; by deleting “Policy” after “specified in” in the seventh line and replacing it with “Section”; and by deleting “Shopping Area, Associated Shopping Area Commercial and Business District Commercial” after “Community” in the ninth line and replacing it with “Commercial Node and Main Street Commercial corridor”.

- in paragraph vi) in the second paragraph (now third) by deleting “art galleries” after “cinemas” in the first line.

- in paragraph vi) (a) by deleting “Area” after “Downtown” in the second line; by adding “locational” after “criterion” in the third line; and by deleting the “.” at the end and replacing it with “;.”

- in paragraph vi) (b) by deleting “Area” after “Downtown” in the third line; by deleting “place; and” after “destination” at the end; and by deleting the “.” at the end and replacing it with “;.”

- in paragraph vi) (c) by deleting the “.” at the end and replacing it with “; and”.

- in paragraph vi) by inserting the following new clause after “(c)”:

  “(d) The proposed use will support the neighbourhood.”

- in paragraph vii) by deleting “c” and replacing it with “C” on “city-wide” in the second line; and by adding “to create a community focal point for residents and tourists.” at the end.

- by adding the following new subsection viii):

  “Commercial Parking Structures and Surface Parking Lots” (in the sidebar)

  “viii) Commercial parking structures are a permitted use in the Downtown and are encouraged to locate in peripheral areas of the Downtown. The design of these structures along the street edge should be addressed through consideration of the Downtown Design Guidelines
specifically requiring enhanced landscaping and consideration of pedestrian connections.

The long term intent of the Plan is to improve the aesthetics of existing surface parking lots and to discourage new surface parking lots in the Downtown, especially where they involve the removal of buildings.

- in paragraph viii) by renumbering it "ix); by deleting "warehousing" after "facilities," in the second line and replacing it with "uses accessory to retail and restaurant uses"; and by deleting "within a corridor extending along York Street" after "permitted in the fifth line and replacing it with "in peripheral areas of the Downtown".

- in paragraph ix) by renumbering it "x)".

140. Amend paragraph 4.1.1. x) by renumbering it "xi) and by deleting "Area" and "Downtown" in the first and fourth lines;

141. Amend subsection 4.2.5. by renumbering it "4.1.7." and by making the following changes:

- in paragraph 4.2.5. i) by adding at the end of first sentence: "for commercial uses and will normally not exceed 350 units per hectare (140 units per acre) for residential uses. Increases in density may be permitted without amendment to this Plan provided the proposal satisfies density bonusing provisions of Section 3.4.3. iv) and 19.4.4. of the Plan, conforms to the Site Plan Control By-law and addresses standards in the Downtown Design Guidelines."; by starting a new paragraph beginning with "This maximum" in the second line; by adding "at or near the street line" after "buildings" in the fifth line; and by deleting the following sentence at the end: "The density of residential development in the Downtown will normally not exceed 350 units per hectare (140 units per acre) and will be governed by the provisions in policy 3.4.3. of this Plan."

- in paragraph ii) by adding "in the Downtown" after "projects" in the first line; and by adding ",conform to the Site Plan Control By-law and address standards in the Downtown Design Guidelines." after "Chapter 11" in the third line.

- in paragraph iii) (b) by deleting "policy" after "described in" in the sixth line and replacing it with "Section".

142. Amend subsection 4.2.6. by renumbering it "4.1.8."; by deleting "and functionally obsolete buildings" after "land" in the second line; by deleting "substandard" after "viable but" in the fourth line and replacing it with "require improvements"; and by adding ",and/ or making it read "and/or" after "appearance" in the last line.

143. Amend subsection 4.2.7. by renumbering it "4.1.9." and by making the following changes:

- in paragraph i) by deleting "Development" at the beginning and replacing it with "New development:"

- in paragraph ii) by deleting "and the development of grade separated street crossings to link major developments," after "pedestrians," in the fourth line and replacing it with "the use of accessibility design standards" after "protection" in the eighth line.

- in paragraph iii) by adding ",parkettes, public and" after "setbacks" in the third line.

144. Amend subsection 4.2.8. by renumbering it "4.1.10."; and by adding the following new paragraph at the end:

"Surface Parking Lots" (in the sidebar)
"iv) The creation of new surface level commercial and/or accessory parking lots within the Downtown Shopping Area will be discouraged. Surface parking lots outside of the Downtown Shopping Area that require the demolition of significant heritage buildings will also be discouraged."

145. Amend subsection 4.2.9. by renumbering it "4.1.11."; by deleting "Concept" after "Downtown" in the sidebar; by deleting "policy" after "provisions of" in the first line and replacing it with "Section"; by deleting "Concept" after "adopt a" in the second line; by deleting "Concept" after "The" at the end of the second line; and by adding the following new sentence at the end: "This Plan would be adopted by Council, similar to other adopted policies such as the Downtown Community Improvement Plan, Downtown Design Guidelines, Downtown Facade Study and the Downtown Millennium Plan."

146. Amend subsection 4.1. by adding the following new subsection at the end:

"4.1.12. Monitoring" (in the sidebar)

"The monitoring of retail, office, residential and other space trends in the Downtown should occur to ensure new development and rehabilitation are meeting Council's Downtown Planning and Urban Design Objectives. The monitoring should occur either through the yearly Downtown Report Card, through the 5 year review of the Official Plan, or through a separate study."

147. Amend Chapter 4 by deleting all of the remainder of Chapter 4 and replacing it with the following:

"4.2 COMMERCIAL LAND USE DESIGNATIONS

Introduction

The commercial land use designations provide the primary location for retail and service commercial land uses. They provide for the orderly development and distribution of commercial uses consistent with the objectives of this Plan, two general types of Commercial land use designations have been identified on Schedule "A" (Land Use) of the Official Plan. The "Commercial Node" and "Commercial Corridor" general types of designation are applied to multi-use commercial areas according to their functional characteristics and form. These two general designations include sub-categories that are defined according to size, function, market focus and form criteria. The "Commercial Nodes" general land use designation include specific Enclosed Regional, New Format Regional, Community and Neighbourhood Commercial Nodes designations. These require commercial uses to be clustered in a nodal format and are classified based on their size, market focus and functional characteristics. The "Commercial Corridors" general land use designation is applied along major streets in a linear form and includes the specific Main Street and Auto-Oriented Commercial Corridor designations. They have either a street-oriented, pedestrian form or auto-oriented form, respectively.

Convenience commercial uses are permitted in commercial designations but are also permitted in residential designations subject to criteria to serve the convenience needs of surrounding residents.

In the commercial designations, quality urban design is an important element and is implemented through the urban design policies of this Plan, the site plan approval process, the Commercial Urban Design Guidelines or other area specific design guidelines.
4.2.1. Planning Objectives for all Commercial Land Use Designations

It is intended that the development and use of areas designated Enclosed Regional Commercial Node, New Format Regional Commercial Node, Community Commercial Node, Neighbourhood Commercial Node, Main Street Commercial Corridor and Auto-oriented Commercial Corridor meet the following objectives:

i) Promote the orderly distribution and development of commercial uses to satisfy the shopping and service needs of residents and shoppers;

ii) Minimize the impact of commercial development on adjacent land uses and on the traffic-carrying capacity of adjacent roads;

iii) Provide sufficient land at appropriate locations to meet the need for new commercial development; and,

iv) Encourage intensification and redevelopment in existing commercial areas within the built-up area of the City to meet commercial needs, to make better use of existing City infrastructure and to strengthen the vitality of these areas.

4.2.2. Urban Design Objectives for all Commercial Designations

i) Promote an aesthetically pleasing form of commercial development that conforms to the City’s Commercial Urban Design Guidelines and any area specific guidelines;

ii) Maintain, where possible, the architectural and historical amenity of listed buildings in the commercial designations and ensure, through application of the Commercial Urban Design Guidelines, that new development is complementary to the form of existing development;

iii) Encourage commercial development located along arterial roads, which serve as major entryways into the City, to meet a higher design standard through the site plan approval process and through the application of the Commercial Urban Design Guidelines; and,

iv) Discourage large, front yard surface parking areas; encourage street-oriented development; introduce a higher standard of landscaping; incorporate accessible pedestrian connections to transit facilities, to adjacent neighbouring residential areas and within large commercial developments; require joint access and the co-ordination of internal and external traffic movements.

4.3. Introduction

COMMERCIAL NODES

The development of lands designated as Commercial Node is primarily intended to meet a variety of retail and service needs ranging from
frequent, convenience-oriented and neighbourhood-based shopping activities to the provision of specialized goods and services that draw customers from a broad trade area. While these areas are conveniently located to satisfy many of the shopping needs of the areas they serve, they are not intended to accommodate the wide range of functions or the intensive scale of non-retail development permitted in the Downtown, nor will they rival the Downtown's role as the primary business, administrative, institutional, entertainment and cultural area in the City.

(Section 4.3 amended by OPA 95 - OMB Order No. 1596 - approved 98/06/25)

The orderly development and distribution of shopping facilities shall be encouraged through the classification of the Commercial Node designation into four categories based on size, function, and form criteria. "Enclosed Regional Commercial Node", "New Format Regional Commercial Node", "Community Commercial Node" and "Neighbourhood Commercial Node" are shown on Schedule "A" (Land Use) of the Official Plan and the policies contained in this Section of the Plan describe the size, function, permitted uses and development criteria for each category.

Enclosed Regional, New Format Regional, Community and Neighbourhood Commercial Nodes shall be developed primarily for retail and service commercial uses, and, to a lesser extent, small scale offices that are suited to a location with an integrated form of development that encourages multi-purpose shopping trips. Specific ranges of uses for the commercial nodes will determined on the basis of their size, location and proximity to sensitive land uses. These uses will be identified in the Zoning By-law.

4.3.1. Planning Objectives

i) Encourage the grouping of retail and service commercial uses into nodal areas that serve multi-purpose shopping trips;

ii) Promote the development of these areas into a nodal configuration rather than strip configuration so that their impact on traffic and adjacent land uses is minimized; and,

iii) Support the distribution of retail and service commercial uses in each nodal classification based on location, size, function, scale and form criteria to meet the shopping needs of residents.

4.3.2. Urban Design Objectives

Commercial Nodes be developed in accordance with the general principles of urban design as noted in Chapter 11 and in the Commercial Urban Design Guidelines.

In commercial nodal areas, attention should be provided to the following general design principles;

i) massing and architecture within the node
should provide for articulated facades and rooflines, accented main entry points, generous use of glazing and other façade treatments along sidewalk areas and weather protection features. These elements should be encouraged to facilitate enhanced design and improve pedestrian access within the node;

ii) street setbacks should be minimized by placing smaller, single or multi-tenant buildings near the sidewalk and along arterial roads and by increasing, as much as possible, the street frontage of nodal developments. This will assist in framing prominent nodal corners;

iii) improve the design of the street edge by including enhanced landscaping, encouraging buildings at or close to the street line and discouraging the inclusion of blank walls along major roads;

iv) development within the commercial nodes should be consistent with green building standards. Building design that can reinterpret and integrate corporate design standards into the node's existing urban conditions should be considered;

v) parking should be provided in rear or side yards and/or structured parking areas. Street edge parking should be provided where conditions are suitable. Parking courts and larger parking areas which are broken up with landscaped pedestrian walkways and crossings should be developed;

vi) the provision of signage supportive of the commercial node's character and consistent throughout the node should be encouraged;

vii) the use of landscaping to improve and enhance the pedestrian environment within the commercial node as well as to screen and buffer unsightly uses should be an integral part of the commercial node;

viii) lighting should be provided that enhances the nodal area, ensures safety and reinforce the pedestrian environment;

ix) specific directives which improve access and linkages between nodes and the surrounding residential neighbourhoods should be provided in the Commercial Urban Design Guidelines;

x) improve pedestrian connections from transit stops, from adjacent residential neighbourhoods and within commercial nodes;

xi) linkages and access to public transit within each node should be established and maintained;
xii) encourage combined access points and joint access between neighbouring properties to minimize traffic impacts on adjacent road and maximize the traffic carrying capacity of those roads; and,

xiii) address urban design issues such as noise, landscaping, privacy fencing at the interface of the Commercial Node and adjacent sensitive land uses.

4.3.3. Mixed-Use Development

Several of the existing commercial nodes have sufficient vacant land areas and/or older, existing developments which are conducive to redevelopment and intensification and redevelopment within these areas should be considered where the integration of additional uses, such as residential and community facilities, with retail functions could achieve a more mixed-use commercial environment.

Mixed use developments which permit a substantial residential component shall be implemented through specific zoning by-law amendments and concurrent site plan applications. These processes will address and prevent conflict between the different land uses within and adjacent to the node by requiring:

i) compliance with maximum heights and densities of the new use;

ii) appropriate location of mixed use projects within the nodal area to ensure that such projects enhance the amenity, visual and functional aspects of the node they serve;

iii) appropriate location of mixed use projects within the nodal area to ensure that such projects enhance the amenity, visual and functional aspects of the node they serve:

iv) safe accessible pedestrian, cycling, vehicular and public transit access and parking;

v) screening of noise, visual, odour or other nuisances;

vi) appropriate set backs;

vii) interior and exterior amenity spaces;

viii) adequate transportation, water, sewer and other utility capacity; and,

ix) adequate park, community and neighbourhood facilities.

4.3.4. Application of Gross Floor Area

Applications for the introduction of a mixed-use development within an existing node or through the redevelopment of an existing node will need to address the requirements to expand or intensify an existing node as set out in Section 4.3.10. of this Plan.

It is a policy of this Plan that the maximum permitted
4.3.5.

ENCLOSED REGIONAL COMMERCIAL NODE

4.3.5.1. Function

Enclosed Regional Commercial Nodes are intended to provide for a wide range of commercial uses which meet specialized service and comparison shopping needs. They are intended to be developed to promote the integration of uses, encourage multi-purpose shopping trips, minimize the interface between commercial and residential development and reduce the disruption to traffic flow on adjacent streets.

Enclosed Regional Commercial Nodes, are regarded as major activity centres, based on their size and range of uses and may have trade areas that extend beyond the municipal boundary.

4.3.5.2. Location

An Enclosed Regional Commercial Node shall be located:

i) at the intersection of two arterial roads;

ii) on a site(s) large enough to accommodate all buildings plus parking, loading facilities and measures to provide adequate buffering and setbacks for adjacent residential uses; and

iii) on a site with good access to public transit service with on-site transfer areas encouraged.

4.3.5.3. Permitted Uses

Permitted uses include all types of large and small-scale retail outlets including department stores; home improvement and furnishings stores; specialized retail outlets; and supermarkets and food stores; convenience commercial uses; personal services; restaurants; commercial recreation establishments; financial institutions and services; a limited range of automotive services; service-oriented office uses; community facilities, such as libraries or day care centres; and professional and medical/dental offices. Transit facilities and commuter parking lots are also encouraged in this designation. Within Regional Commercial Nodes, office uses and places of entertainment will be permitted in limited amounts. Hotels may also be permitted through a zoning by-law amendment application. Zoning on individual sites may be for less than the full range of permitted uses.

4.3.5.4. Form

The development of an Enclosed Regional Commercial Node with an enclosed shopping centre focus is encouraged. Free-standing structures developed on the shopping centre site along the street edge are also encouraged.

Enclosed Regional Commercial Node designations will comprise lands that are in a nodal gross floor area (GFA) applies to the entire node designation and not to individual properties within the designation.
configuration, including lands on other quadrants of
the intersection of major roads. The extent of the
designation shall be subject to the consideration of
land use compatibility; vehicular access; pedestrian
safety and pedestrian connections; and the
integration of development in terms of design,
appearance and pedestrian access and vehicle
maneuverability between or among sites and other
Planning Impact Analysis criteria in Section 4.5.
and Section 4.3.10. Comprehensive traffic studies
and/or design studies may be required.

Any proposal to expand an Enclosed Regional
Commercial Node designation across a road or
intersection will require an Official Plan amendment
and consideration of criteria in Section 4.3.10.

4.3.5.5. Scale
Commercial development within an Enclosed
Regional Commercial Node designation shall
normally range in size from 50,000 square metres
to 120,000 square metres gross floor area. Zoning
of individual Enclosed Regional Commercial Nodes
will normally be restricted to the existing zoned
gross floor area and any expansions to these
centres will be subject to a zoning by-law
amendment application and to Section 4.3.10. and
Section 4.5. of this Plan.

4.3.6. NEW FORMAT REGIONAL COMMERCIAL NODE

4.3.6.1. Function
New Format Regional Commercial Nodes serve a
similar function as Enclosed Regional Commercial
Nodes but can have a different form and may be
larger in size. They are intended to provide for a
wide range of commercial uses which meet
specialized service and comparison shopping
needs. These nodes may have a higher
concentration of retail uses than the Enclosed
Regional Commercial Nodes. New Format
Regional Commercial Nodes are also regarded as
major activity centres by reason of their size and
range of uses, and may have trade areas that also
extend beyond the municipal boundary.

4.3.6.2. Location
A New Format Regional Commercial Node shall be
located:

i) at the intersection of two arterial roads;

ii) on a site(s) large enough to
accommodate all buildings plus parking,
loading facilities and measures to provide
adequate buffering and setbacks from
adjacent residential uses; and

iii) on a site which should have good access
to public transit service and/or have an
on-site transit transfer station.

4.3.6.3. Permitted Uses
Permitted uses include all types of large and small-
scale retail outlets; including supermarkets and
food stores; department stores; retail warehouses,
building supply, and home improvement and
furnishings stores; convenience commercial uses; personal services; restaurants; commercial recreation establishments; financial institutions and services; a limited range of automotive services; service-oriented office uses; community facilities, such as libraries; and professional and medical/dental offices. Within New Format Regional Commercial Nodes, office uses and places of entertainment will be permitted in limited amounts. Transit facilities and commuter parking lots are also encouraged in this designation. Hotels may also be permitted through a zoning by-law amendment. Zoning on individual sites may be for less than the full range of permitted uses.

4.3.6.4. Form

New Format Regional Commercial Nodes typically have a "big-box" or "new-format" form of development and fewer small-scale uses than the Enclosed Regional Commercial designation. There may or may not be public common areas. Freestanding structures along the street frontage should be developed to improve the design of the street edge, provide access to transit stops, encourage pedestrian connectivity with adjacent uses and reduce the visual impact of large open parking lots. While these areas generally serve the traveling public, they should be designed to incorporate public spaces and facilities at central locations.

New Format Regional Commercial Node designations should comprise lands that are in a nodal configuration, including lands on other quadrants of major road intersections. However, some existing designations may be in a linear format. Infilling within the designation is permitted but extensions will be evaluated through an application for an Official Plan amendment. Extension of the designation shall be subject to the consideration of land use compatibility; vehicular access; pedestrian safety; integration of development in terms of design, appearance and pedestrian and vehicle maneuverability between or among sites; other Planning Impact Analysis criteria in Section 4.5. and Section 4.3.10. Comprehensive traffic studies and/or design studies may be required.

Any proposal to extend a New Format Regional Commercial Node designation across a road or intersection will also require an Official Plan amendment.

4.3.6.5. Scale

Commercial development within a New Format Regional Commercial Node designation shall normally range in size from 35,000 square metres to 130,000 square metres gross floor area. Zoning of individual New Format Regional Commercial Nodes will normally be restricted to the existing zoned gross floor area and any expansions to these centres will be subject to a zoning by-law amendment application and to Section 4.3.10 and Section 4.5. of this Plan.

4.3.6.6. Special Policies
1) Southdale Road and Wonderland Road

The Southdale/Wonderland New Format Regional Commercial Node, which extends along Wonderland Road between Southdale Road and the intersection with Bradley Avenue, serves several commercial functions due to its location as a major southern entryway into the City from Provincial Highways 401 and 402. Urban design principles contained in Chapter 11 of this Plan place an emphasis on the promotion of a high standard of design for buildings to be constructed in strategic locations such as major entryways into the City.

Recognizing the strategic entryway location of the subject area, an emphasis will be placed on a higher standard of commercial design. The goals and best practices for building design, parking and pedestrian configurations, landscaping and linkages will be addressed through the implementation of the City's Commercial Design Guidelines.

In order to promote a nodal configuration for commercial uses, development of the lands on the west side of Wonderland Road, south of Southdale Road will be phased. The phasing of commercial development on the subject site, which is 20 hectares in size, will occur in two stages. The first stage of development will occur on the northerly two-thirds of the lands which will be rezoned for commercial development. Proposals to amend the Zoning By-law to consider commercial development for the southern one-third of the lands will only be considered if it can be demonstrated that the proposed use, by reason of its size, configuration or exposure requirements cannot be accommodated within available lands in the northerly two-thirds of the site.

For the purposes of these policies, this node includes 1281-1425 and 1250-1422 Fanshawe Park Road West and lands fronting onto the east side of Hyde Park Road north of the woodlot.

2) Fanshawe Park Road West/Hyde Park Boundaries

Function

The Fanshawe Park/Hyde Park Road New Format Regional Commercial Node is located at a major gateway into the City from the west and northwest. As a result of this gateway function, it is expected that large-scale retail uses will be attracted to this area.

Permitted Uses

Consistent with the intended function of the node, a broad range of retail, service, community facility and office uses will be permitted within the designation. Zoning on individual sites may not allow for the full range of permitted uses and may limit the size based on the total permitted gross floor area in the node.

To allow a mix of uses and control the scale of development, 7000m² of office gross floor area will be permitted with no more than 4700m² permitted in any one office building. This office space will be required to locate along the east side of Hyde Park Road on the First London North/Smart Centre lands.
within 60m (200 ft.) of the road allowance.

Scale and Form
The total gross floor area permitted in the node will be 122,000m² including 115,000m² of retail commercial uses and 7000m² of office commercial uses proposed for the east side of Hyde Park Road. If the office building does not develop the office space cannot be reallocated to retail gross floor area. The total retail gross floor area in the node will be comprised of 48,850m² on the northeast corner, 11,150m² on the immediate southeast corner on the existing properties and the remaining of 55,000m² on the balance of lands at the southeast corner of the First London North/Smart Centre lands designated for commercial uses.

Phasing
The subject site is located at the fringe of the City and to date some services and roadwork are not available to accommodate the scale of development envisioned by this policy. Additional improvements are required adjacent to the site but also off-site. Significant roadworks will be required to accommodate growth and staging will be required prior to the ultimate development of the site.

Design Guidelines
In addition to the guidance provided by the Urban Design Principles listed in Chapter 11 of the Official Plan and the Council approved Commercial Urban Design Guidelines, Council is particularly concerned about the aesthetics of the street frontages along Hyde Park Road and Fanshawe Park Road West, both major entryways into the City. Issues include, but are not limited to, buildings oriented close to the street, windows on the street and amount of boundary landscaping.

(Section 4.7.1.5 added by OPA NO. 332 - OMB Order 0837 - approved 2005/04/07)

4.3.7.

COMMUNITY COMMERCIAL NODE

4.3.7.1. Function
Community Commercial Nodes are intended to provide for a wide range of goods and services which are needed on a regular basis. Community Commercial Nodes are smaller in size than Enclosed and New Format Regional Commercial Nodes and there is less emphasis on comparison shopping needs and more emphasis on community specialized services. A supermarket or food store should form an integral part of the node. Their trade areas are subsidiary to the trade areas of Enclosed and New Format Regional Commercial Nodes and primarily consist of the surrounding community which includes a number of neighbourhoods within convenient driving or walking distance.

4.3.7.2. Location
A Community Commercial Node shall be located:

i) at the intersection of two arterial roads or an arterial road and a primary collector road;
ii) centrally, and should be accessible to the community it serves through the provision of sidewalks and pathways;

iii) substantially separated from other Community Commercial Nodes so that trade areas do not overlap to a significant extent;

iv) on a site(s) large enough to accommodate all buildings plus parking, loading facilities and measures to provide adequate buffering and setbacks from adjacent residential uses; and,

v) on a site with good access to public transit service.

4.3.7.3. Permitted Uses

Permitted uses include all types of retail outlets including department stores, home improvement and furnishings stores, supermarkets, food stores and pharmacies; convenience commercial uses; personal services; restaurants; commercial recreation establishments; financial institutions and services; a limited range of automotive services; service-oriented office uses such as real estate, insurance and travel agencies; community facilities, such as libraries or day care centres; professional and medical/dental offices; and commercial and private schools. Within Community Commercial Nodes, office uses and places of entertainment will be permitted in limited amounts. Zoning on individual sites or areas may be for less than the full range of permitted uses.

Multi-family, high density residential uses and community facilities may also be permitted in the designation through a zoning by-law amendment application, site plan application and consideration of design features which provide for the proper integration of the two uses.

4.3.7.4. Form

Community Commercial Nodes can have either an enclosed shopping centre or a strip plaza focus with either a supermarket or food store as an integral part of the centre. Free-standing structures along the street frontage should be developed to improve the design of the street edge, provide access to transit stops and reduce the visual impact of large open parking lots. A well defined streetscape and landscaping features are encouraged which should be integrated into the surrounding residential community and promote safe pedestrian access from surrounding streets.

Community Commercial Node designations should comprise lands that are in a nodal configuration, including lands on other quadrants of the intersection of major roads. However, some existing designations may be in a linear format. Infilling within the designation is permitted but extensions will be evaluated through an application to amend the Official Plan. Extension of the designation shall be subject to the consideration of land use compatibility; vehicular access; pedestrian safety and priority; the integration of development.
in terms of design, appearance and pedestrian and vehicle maneuverability between or among sites and other Planning Impact Analysis criteria in Section 4.5. and Section 4.3.10. Comprehensive traffic studies or design studies may also be required.

Any proposal to extend a Community Commercial Node designation across a road or intersection will also require an Official Plan amendment.

4.3.7.5. Scale

Commercial development within a Community Commercial Node shall normally range in size from 13,000 m² to 50,000 m² gross floor area. Zoning of individual Community Commercial Nodes will normally be restricted to the existing zoned gross floor area and any expansions to these centres will be subject to a Zoning By-law amendment application and to section 3.10 and Section 4.5 of the Plan.

4.3.7.6. Special Policies

1) Sunningdale North Planning Area

The following policy applies to lands within the Sunningdale North Area Plan, located generally northwest of the intersection of Richmond Street and Sunningdale Road West. These policies are to be read in conjunction with Section 3.5.17. of this Plan, the Sunningdale North Area Plan which will be adopted as a guideline document under Section 19.2.2. of this Plan, and the associated Concept Plan for the Mixed Use Area which will be adopted as a guideline document under Section 19.2.2. of this Plan.

Permitted Uses

In general the Community Commercial Node designation within this area is intended to support retail uses of a distinctive character within a lifestyle commercial theme, small to medium scale office uses, and stand alone or mixed-use residential development.

Within the Sunningdale North Area Plan, lands designated Community Commercial Node may be developed for a wide range of retail and service uses consistent with those permitted in the Community Commercial Node designation. Automotive service and sales uses will not be permitted. Multi-family, high density and multi-family, medium density residential uses may be permitted. Residential units, above commercial and office units, may also be permitted.

Scale and Form

The scale and form of development within this Community Commercial node will not be guided by policies within the Community Commercial Node designation. Rather, the following scale and form policies will apply. In addition, the Sunningdale North Area Plan and the Concept Plan for the Mixed Use Area will guide the scale and form of retail and service uses within the designation:

i) Office buildings will be permitted up to a medium scale as defined in Section 5.2.4
4.3.8. Function

4.3.8.1. Location

**NEIGHBOURHOOD COMMERCIAL NODE**

**Neighbourhood Commercial Nodes** are intended to provide for the daily or weekly convenience shopping and service needs of nearby residents and, to a lesser extent, passing motorists. They should contain uses that are convenience-oriented and unlikely to draw customers from beyond the local area.

**Location**

Neighbourhood Commercial Nodes should be located:

i) at the intersections of arterial roads, primary collector roads and secondary collector roads;

ii) on sites close to pedestrian and bicycle pathways and transit services;

iii) on a site(s) large enough to accommodate all buildings plus parking, loading facilities and measures to provide adequate buffering and setbacks from adjacent residential uses; and,

iv) on sites with good pedestrian access to the neighbourhood.

(Subsection vi) added by OPA 354 - approved April 5, 2005)
4.3.8.3. Permitted Uses
Permitted uses include small retail stores; food stores; pharmacies; convenience commercial uses; personal services; financial institutions; service-oriented office uses such as real estate, insurance and travel agencies; community facilities such as libraries or day care centres; professional and medical/dental offices; small-scale restaurants; commercial recreation establishments; and similar uses that draw customers from a neighbourhood-scale trade area. Residential units above ground floor commercial uses may be allowed. Multi-family high or medium density residential uses may also be permitted through a zoning by-law amendment application, concurrent site plan application and consideration of design features which allow integration of the two uses. Zoning on individual sites or areas may be for less than the full range of permitted uses.

4.3.8.4. Form
Neighbourhood Commercial Nodes generally have a strip plaza focus with a combination of small free-standing uses or small uses in a plaza format but can be applied to a collection of small stores intended to serve the surrounding neighbourhood. Free-standing structures along the street frontage should be developed to improve the design of the street edge, provide access to transit stops and reduce the visual impact of large open parking lots. The design, appearance and scale shall be in harmony with the surrounding residential area with adequate screening and buffering between uses. Parking areas should be carefully designed and shared parking areas should be accommodated where possible.

Neighbourhood Commercial Node designations should comprise lands that are in a nodal configuration. Extension of the designation shall be subject to the consideration of land use compatibility; vehicular access; pedestrian safety and priority; the integration of development in terms of design, appearance and pedestrian and vehicle maneuverability between or among sites; other Planning Impact Analysis criteria in Section 4.5. and Section 4.3.10. Comprehensive traffic studies and/or design studies may be required.

4.3.8.5. Scale
Commercial development within a Neighbourhood Commercial Node shall normally range in size from 1,000 square metres to 13,000 square metres gross floor area.

4.3.8.6. Special Policies
1) Springbank Drive
The Neighbourhood Commercial Node extending along Springbank Drive, west of the Coves, contains a mix of small-scale retail, service and office uses which are compatible with the adjacent residential area, as well as some automotive and industrial-type uses which may detract from the amenity of the residential area. In order to minimize the potential for land use conflicts, and to encourage development which will complement the
pattern of existing development, the range of permitted uses will be restricted as follows:

Lands fronting onto Springbank Drive, west of the Coves, shall be encouraged to develop for a limited range of permitted uses including retail stores, convenience stores, clinics, day care centres, small food stores, small-scale, service-oriented office uses, personal service establishments, eat-in restaurants, institutional uses, studios, financial institutions, automobile service stations, gas bars, existing dwelling units and converted dwellings.

4.3.9. Multiple Shopping Centres

Where there are multiple shopping centres and/or stores in a designated Commercial Node, Council may permit, without amendment to this Plan, new uses which result in an increase in the size of the Commercial Node above that permitted by the size criteria, if it can be demonstrated that the node will continue to serve its designated function.

Where an increase in gross floor area is considered to change the designated function of a Commercial Node, an Official Plan amendment will be required subject to the provisions of Section 4.3.10.

4.3.10. Applications to Add, Expand or Upgrade Commercial Nodes

Proposals to add a new Commercial Node, expand a Commercial Node designation, or change the category of an existing Commercial Node to another Commercial Node designation shall require an amendment to the Official Plan.

Minor expansions to existing commercial nodes and/or intensification of existing development may be permitted without amendment to the Official Plan; provided that the intent of the policies are not compromised and the following conditions are met:

i) the proposed expansion or enlargement does not significantly affect the scale, location, form or function of the expanded node;

ii) the implementing zoning by-law and site plan address the size and nature of specific uses and the impacts relating to noise, vibration, emissions, lighting, parking and traffic generation resulting from the expansion; and,

iii) the neighbouring uses are protected where necessary by provisions for landscaping, buffering or screening, as well as measures to reduce impacts which may be provided through site plan control and zoning provisions.

4.3.10.1. General Evaluation Criteria

Major expansions to existing nodes or the creation of new nodal areas will require an amendment to the Official Plan. Council shall encourage infilling and the consolidation of existing commercial nodes and limit the extension or introduction of new nodes. Where new nodes and expansions are proposed, amendments to permit such expansions or new nodes shall be evaluated on the basis of:
i) compliance with the size, function, and form criteria of this Plan for the specific nodal area;

ii) consideration of traffic impacts through the preparation of a traffic study which identifies and addresses the timing of proposed future road infrastructure improvements relative to the proposed expansion or new area and ensures that there is adequate capacity in the road system to accommodate new commercial development or expansion to existing nodes;

iii) consideration of noise impacts on abutting sensitive land uses;

iv) completion of a commercial justification report which addresses the availability of other designated lands to accommodate the uses proposed, the effect of the change in designation on the supply of commercial lands; and to determine the need for new commercial floor space in this area;

v) submission of an overall design concept and design guidelines;

vi) consideration of design improvements contained in the Commercial Design Guidelines including enhanced street edge landscaping, street-oriented buildings, limited and joint access and pedestrian connections to the street and transit;

vii) conceptual site plan which identifies how the proposed expansion or new area relates to the existing node and surrounding areas with respect to land use, privacy, noise, signage, lighting, appropriate building height, location and height of parking areas and structure, the location and function of delivery routes and bays as well as site access and circulation including pedestrian and transit access and connections;

viii) the availability of municipal services to accommodate the proposed use; and,

ix) Planning Impact Analysis according to the provisions of Section 4.5.

Criteria for Expansion of Shopping Areas Across Intersection

Proposals to amend the Official Plan to extend Commercial Nodes across intersections or roads shall be evaluated on the basis of the Commercial Node policies, and on the following criteria:

i) all the criteria identified in subsection 4.3.10.1. i) above;

ii) the ability to integrate the design, function and road characteristics of the proposed development with the existing Commercial Node;

iii) pedestrian accessibility and vehicular access across a road or intersection; and,
4.4. COMMERCIAL CORRIDORS

Introduction

The development of lands designated as Commercial Corridor is intended to meet the needs of both pedestrian and vehicular-oriented trade.

Main Street Commercial Corridors take the form of either long-established, pedestrian-oriented business districts or mixed-use areas where, through conversion or small-scale redevelopment, there has been a transition from predominantly low density residential housing to a mix of commercial, office and remnant residential uses. The wide range of uses to be permitted, their proximity to established neighbourhoods, and the need to minimize disruption to traffic and neighbouring residential uses necessitate controls on site planning and development scale. The intent of the designation is to provide for the strengthening of these areas for retail, personal service, office, and residential uses through rehabilitation, some redevelopment and the implementation of improvement plans.

The Automobile-oriented Commercial Corridor designation caters to, and takes a form of linear commercial strips along major arterial roads consistent with vehicular-oriented trade. Generally sites are larger than those in the Main Street Commercial Corridor designation so opportunities for greater rear yard setbacks from sensitive land uses are easier to implement. Because the sites are generally larger, the uses also tend to be larger. Issues such as street edge aesthetics, coordinated access, internal access and outside storage are important in these areas and are dealt with in the Official Plan, zoning by-law, site plan approval process and in the urban design guidelines.

4.4.1. MAIN STREET COMMERCIAL CORRIDOR

Introduction

Main Street Commercial Corridors take the form of either long-established, pedestrian-oriented business districts or newer mixed-use areas. They have a street-oriented form with buildings close to the street. The street frontages of individual uses are generally of a scale that provides for easier pedestrian movement. They include a broad range of uses, that cater to the adjacent residential neighbourhoods within easy walking distance. These areas also lend themselves to the formation of a Business Improvement Area.

One of the key goals of the Plan is to strengthen these areas by encouraging infilling and redevelopment which conforms to the existing form of development and improves the aesthetics of the business area. Issues addressed through the Zoning By-law, site plan approval process and
urban design guidelines include building texture, setback, accessibility and inclusion of common parking facilities. Many of the Main Street Commercial Corridors shall also be recognized as gateway areas to the Downtown and will provide unique attributes and functions that support the Downtown.

4.4.1.1. Planning Objectives

i) Provide for the redevelopment of vacant, underutilized or dilapidated properties within Main Street Commercial Corridors for one or more of a broad range of permitted uses at a scale which is compatible with adjacent development;

ii) Encourage development which maintains the scale, setback and character of the existing uses;

iii) Encourage common parking areas instead of individual access points and individual parking areas; and

iv) Encourage mixed-use development to achieve higher densities and to reinforce the objectives of achieving a diverse mix of land uses.

4.4.1.2. Urban Design Objectives

i) Encourage the rehabilitation and renewal of Main Street Commercial Corridors and the enhancement of any distinctive functional or visual characteristics;

ii) Provide for and enhance the pedestrian nature of the Main Street Commercial Corridor;

iii) Enhance the street edge by providing for high quality façade design, accessible and walkable sidewalks, street furniture and proper lighting;

iv) Design development to support public transit;

v) Create high quality public places;

vi) Maintain and create a strong organizing structure;

vii) Maintain or create a strong identity and place;

viii) Maintain, where possible, the architectural and historical amenity of listed buildings and ensure through the application of the Commercial Urban Design Guidelines that new development is consistent with the form of existing development; and

ix) Encourage the transition and connection between the gateway Main Street Commercial Corridors and the
Downtown through pedestrian, transit and design linkages.

4.4.1.3. Function

The Main Street Commercial Corridor designation is normally applied to long established, pedestrian-oriented shopping areas in the older parts of the City. This designation may also be applied to new commercial areas provided that a mixed use, street oriented form of development is proposed. Proposals for the creation of new Main Street Commercial Corridors shall be supported by a comprehensive design concept and design guidelines. These areas typically consist of small, separately-owned and managed commercial properties that meet the frequent shopping and service needs of nearby residents or provide specialty shopping for customers from a much larger area. Those Main Street Commercial Corridors adjacent to the Downtown will be regarded as gateway areas and subject to additional policies.

4.4.1.4. Permitted Uses

Permitted uses in Main Street Commercial Corridors include small-scale retail uses; service and repair establishments, food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; small-scale offices; small-scale entertainment uses; galleries; studios; community facilities such as libraries and day care centres, correctional and supervised residences; residential uses (including secondary uses) and units created through the conversion of existing buildings, or through the development of mixed-use buildings. Zoning on individual sites may not allow the full range of permitted uses.

In specified Main Street Commercial Corridors identified in Section 4.4.1.13 the primary and secondary permitted uses and/or other policies relating to the nature and scale of development have been varied to meet specific policy objectives for these areas.

4.4.1.5. Location

The Main Street Commercial Corridor designation is applied to long established commercial areas, primarily along arterial roads, in older parts of the City that mostly consist of small, separately-owned and often pedestrian-oriented commercial uses, but may also include a mix of residential, light industrial uses, and community facilities. It is the intent of these policies to strengthen and enhance the existing Main Street Commercial Corridors. Areas designated Main Street Commercial Corridor may be appropriate for the establishment of a Business Improvement Area.

4.4.1.6. Zoning of Heritage Buildings

Within the Main Street Commercial Corridor designation it is recognized that Council, under the policies of Chapter 13, Heritage Resources Policies, may designate listed buildings of architectural and/or historical significance. Notwithstanding the Main Street Commercial Corridor designation, these buildings may be zoned to protect existing structures under provisions of
Chapter 13 and the heritage zoning provisions of the Zoning By-law.

4.4.1.7. Scale of Development

Redevelopment or infilling of commercial uses within a Main Street Commercial Corridor designation shall form a continuous, pedestrian-oriented shopping area and shall maintain a setback and storefront orientation that is consistent with adjacent uses.

Shopping Centres

i) New shopping centres developed in a Main Street Commercial Corridor designation shall not normally exceed a Neighbourhood Commercial Node scale of development and shall conform to the storefront setback and urban design criteria identified above.

Office Buildings

ii) The height and scale of office buildings in a Main Street Commercial Corridor designation shall be limited through regulations in the Zoning By-law to a size which is compatible with surrounding land uses. Larger office buildings which would be more appropriately located in the Downtown or Office Area designations shall be discouraged within Main Street Commercial Corridors.

Residential Densities

iii) Residential densities within mixed-use buildings in a Main Street Commercial Corridor designation should be consistent with densities allowed in the Multi-Family, High Density and Medium Density Residential designations according to the provisions of Section 3.4.3. of this Plan.

Form

iv) Main Street Commercial Corridors are pedestrian-oriented and the Zoning By-law may allow new structures to be developed with zero front and side yards to promote a pedestrian streetscape.

4.4.1.8. Mixed Use Development

Residential uses combined with commercial uses or free-standing residential uses will be encouraged in the Main Street Commercial Corridors to promote active street life and movement in those areas beyond the work-day hours. Residential development above existing commercial development should provide maximum privacy between private living spaces as well as adequate separation from commercial activity.

4.4.1.9. Urban Design

Main Street Commercial Corridors shall be developed and maintained in accordance with the urban design guidelines in Chapter 11, the Commercial Urban Design Guidelines and specific policy areas. Given the diversity of the Main Street Commercial Corridors, separate guidelines for specific areas to include recommendations for the private realm, and the public realm, including streets and open spaces where direct municipal investment
can assist in creating more pedestrian and transit
friendly environments, may be required.

Main Street Commercial Areas should ensure that
urban design:

i) provides continuity of the urban fabric;

ii) provides incentives and flexibility for
redevelopment opportunities;

iii) protects heritage buildings and
landscapes and maintains the diversity
of the urban environment;

iv) provides appropriate building massing
and height provisions to ensure main
streets define the public spaces in front
of and in between buildings.

v) provides for architectural guidelines to
enable greater influence on building
elevations, entrances and materials;

vi) provides for signage policies and
regulations that are sensitive to the main
street environment; and

vii) provides guidelines with strong direction
on the provision of landscapping and
streetscaping, open spaces and on-
street parking as elements of the public
realm.

4.4.1.10. Interpretation of the
Boundaries of the
Designation

Because of the generality of the Official Plan
designation applied to Schedule “A” (Land Use) of
the Official Plan and the narrow interface between
the Main Street Commercial Corridor designation
and abutting residential designations, the
designation only applies to properties which have
frontage onto roads which meet the locational
criteria above and does not apply to properties
which have locations on side streets. A zoning by-
law amendment and concurrent site plan application
is required to allow adjacent properties to be added
to augment existing commercial sites within the
designation.

4.4.1.11. Applications to
Expand or Add Main
Street Commercial
Corridor designations

There are substantial opportunities for infilling and
redevelopment within many of the designated Main
Street Commercial Corridors. Nevertheless, it is
recognized that over the life of this plan there may
be proposals to expand or add to these areas.

Minor expansions to and infill within Main Street
Commercial Corridors may be permitted without
amendment to the Official Plan, provided that the
intent of the policies are not compromised and the
following conditions are met:

i) the proposed expansion or enlargement or
infill does not significantly affect the
scale, location, form or function of the
Main Street Commercial Corridor;

ii) the implementing zoning by-law and site
plan address the size and nature of the
uses and development; and,

iii) the expansion or infill is well integrated with the surrounding uses.

Proposals to amend the Official Plan to expand or add a Main Street Commercial Corridor designation shall be evaluated on the basis of:

i) Compliance with the scale, function, and form criteria of this Plan;

ii) ability to integrate residential uses for mixed use developments;

iii) ability to comply with the urban design guidelines;

iv) the availability of municipal services including transportation infrastructure to accommodate the proposed use; and,

v) Planning Impact Analysis according to the provisions of Section 4.5.

4.4.1.12. Improvements to the function and appearance of Main Street Commercial Corridors and the enhancement of any distinctive characteristics or visual attributes shall be encouraged.

Improvement Measures

- Co-operative efforts by property owners and merchants to create common off-street parking lots in areas that are now under-supplied with parking;

- the formation of Business Improvement Areas and the preparation of plans for the upgrading of streetscapes and other publicly owned lands;

- the designation of all, or parts of Main Street Commercial Corridors as Community Improvement Project Areas and the use of senior and local government assistance programs to promote building rehabilitation, heritage building enhancement and retention, streetscaping and servicing improvements, and the creation of new residential units; and,

- the preparation of area studies, where necessary, to address problems related to pedestrian and vehicular circulation, the integration of new development, and the impact of development in the designation on adjacent residential areas.

4.4.1.13. The provisions of the following section apply to
Specific Main Street Commercial Corridors

specific Main Street Commercial Corridors where specific policies are required to provide further guidance to development in these areas.

4.4.1.13.1. Richmond Street

Richmond Street, between the Downtown and Oxford Street, shall develop as a mixed-use area with retail stores, commercial recreation establishments, restaurants and personal services at street level. Mixed-use projects that include street level commercial uses appropriate to a pedestrian-oriented shopping area will be encouraged. This area is distinguished from the other Main Street Commercial Corridors with regard to the scale of new office and residential development that is permitted and that it acts as a gateway to the Downtown from the north.

(Clause i) amended by OPA No. 95 - approved by MMAH 98/06/25)

i) The maximum permitted height of new development shall be stepped down from the Downtown boundary at Kent Street to Central Avenue and then will be allowed to increase between Mill Street and Oxford Street. The Zoning By-law will specify height limits on a block-by-block basis in keeping with this policy.

ii) Office uses within mixed-use buildings may be developed at a larger height and gross floor area than otherwise intended for the Main Street Commercial Corridor designation.

(Clause i) amended by OPA No. 95 - approved by MMAH 98/06/25)

(iii) Special urban design features will be encouraged at the interface with the Downtown at Kent Street.

4.4.1.13.2. Old East Village Corridor

The Old East Village Corridor is located along Dundas Street between Charlotte Street and Adelaide Street. Historically, this area has served as a commercial focal point for the surrounding neighbourhood which was once the Town of East London. While the role of the corridor has diminished since the 1980's, it is the intent of this Plan to encourage the revitalization of this corridor. A Community Improvement Plan has been prepared for the corridor, pursuant to Chapter 14 of this Plan. (OPA No. 373 - 2005/11/07)

The corridor's heritage building stock is a key asset and the protection, enhancement and celebration of significant heritage structures will be encouraged through all of the revitalization activities that are initiated.

The corridor is not homogeneous. Existing conditions and future goals for the corridor differ considerably from district to district and, accordingly, area-specific policies have been established for four separate segments along the corridor: the Village Core; the Village Annex; the Area of Transition and Redevelopment; and the Entertainment and Recreation District.
i) The Village Core:

The Village Core extends from Adelaide Street to Lyle Street on the south side of Dundas Street and from Adelaide Street to the Palace Theatre on the north side of Dundas Street. This portion of the Old East Village corridor will primarily serve as a pedestrian-oriented commercial district. The heritage building stock and a continuous street frontage are key assets of the Village Core, and zoning will be established to support the retention of these assets. Demolition of important buildings on the streetscape will be actively discouraged.

Development of a scale which exceeds the existing built form in the Village Core will require a zoning amendment and such amendments will only be permitted where the proposed development supports a continuous commercial streetscape and incorporates buildings which are important to the streetscape. Applications for rezoning to support large scale development will be required to show how the proposed development represents a "good fit" within the streetscape - recognizing scale, massing, architectural character, storefront characteristics and other design considerations. New, at-grade parking lots will be prohibited fronting Dundas Street, uses which disrupt the continuity of the commercial corridor at street level will be discouraged. Residential uses will be permitted on the ground floor at the rear of buildings and above street grade in existing and new structures. Other uses will be supported at grade which contribute to a continuous pedestrian-oriented commercial streetscape.

Municipal parking behind the existing streetscape is one of the assets supporting revitalization of the Village Core. Such parking is vital to support access to the corridor by visitors outside of the immediate community. Sufficient parking supply will be considered on a long term basis, accounting for the needs of a revitalized corridor in the future.

ii) The Village Annex:

The Village Annex extends from the eastern edge of the Village Core to Rectory Street on the south side of Dundas Street and 812 Dundas Street on the north side.

This area is currently characterized by an interrupted commercial streetscape, interspersed with residential buildings, parking lots and non-commercial uses. Through sensitive infill development, the restriction of additional parking facilities with a Dundas Street orientation, and the preservation and maintenance of key buildings that currently exist along the corridor, the Village Annex will serve as a pedestrian connector linking the Village Core and the Entertainment and Recreation Zone. To this end, new development shall be encouraged to facilitate a continuous building streetscape with active frontages.

Development densities provided for in the District will serve to assist in the realization of a critical
mass of residential development supportive of the corridor. Development shall be effectively integrated and sensitive to the scale and massing of the existing built environment. Proposals exceeding the existing built form must also have consideration of the pedestrian environment. Demolition of important buildings on the streetscape will be actively discouraged within the Village Annex.

The former Town Hall, Aeolian Hall, for London East is located within the Village Annex. This heritage building provides a symbolic tie to the community’s rich history and serves as a key focal point for revitalization of the Old East Village. It is important to retain this significant heritage building.

iii) The Area of Transition and Redevelopment:

The Area of Transition and Redevelopment extends from the eastern edge of the Village Annex to Egerton Street on the south side of Dundas Street and to Charlotte Street on the north side of Dundas Street. (OPA No. 373 - 2005/11/07)

While this area does include some high quality buildings which strongly relate to the corridor, the Area of Transition and Redevelopment includes large gaps in the streetscape created by parking lots, major institutional uses, office uses, light industrial uses, auto-oriented commercial uses, and residential buildings. Given the length of the entire corridor extending from Adelaide Street, this district is not currently considered a viable part of a continuous pedestrian commercial streetscape. Furthermore, its existing form does not support such a function unless there is significant redevelopment.

This plan supports the transition of this area to provide for a mix of uses. Unlike other segments of the corridor, development in the Area of Transition will not be required to support a pedestrian-orientation. The Area of Transition and Redevelopment will be pre-zoned to allow for medium and large scale development such as multi-family housing and mixed use development. Demolition of important buildings on the streetscape will be actively discouraged through the application of site-specific, lower intensity zoning that will remain in place until such time as a zoning amendment is approved concurrently with a development agreement.

iv) Entertainment and Recreation Zone

Consistent with Policy 6.2.2.ii) of this Plan, the Western Fair will serve as the critical anchor of activity for the Entertainment and Recreation Zone. Wherever possible, physical linkages will be established to encourage a flow of activity between the Fairgrounds and the Old East Village Corridor. Structures developed on the Fairgrounds will be encouraged to be designed such that they have street presence and orientation toward Dundas Street.
Queens Park is an important asset along the Corridor, providing a natural setting for various recreational activities within a highly urbanized setting. A portion of Queens Park will be accessible to the community at all times, while another portion of the park may exclude public access during Western Fair events. This dual function will be supported by a complimentary park design for Queens Park as it is improved over time.

(Clause ii) amended by OPA No. 95 - approved by MMAH 98/06/25
(Clause ii) amended by OPA No. 339 and replaced by a new Clause ii) - approved 04/11/01

(Clause ii) amended by OPA NO. 360 - approved June 13, 2005

4.4.1.13.3. Wortley Road
The Main Street Commercial Corridor extending along Wortley Road, a secondary collector road, between Elmwood and Craig Streets, shall be encouraged to develop for a mix of small-scale specialty retail shops, food stores, business and personal services, and office uses. It is intended that residential densities within mixed-use buildings should not exceed a multi-family, medium density residential scale of development.

4.4.1.13.4. Hyde Park
The Main Street Commercial Corridor extending along Gainsborough Road and Hyde Park Road in the Hamlet of Hyde Park is currently comprised of a mixture of pedestrian and auto-oriented commercial uses. It is the long term intent of the Official Plan policies to foster and encourage the development of a pedestrian/street-oriented commercial area for Hyde Park similar to Richmond Row. This development will be guided by the Official Plan policies, by urban design guidelines included in the Hyde Park Community Plan and other guidelines/standards prepared by the City and/or Business Association. When Hyde Park Road and Gainsborough Road are widened some on-street parking in off-peak periods may be permitted, however, over time as traffic volumes increase, on-street parking may be restricted or removed and the businesses should plan for individual and/or grouped parking facilities.

4.4.1.13.5. Hamilton Road
The commercial area along Hamilton Road and Horton Street contains a mix of pedestrian-oriented and auto-oriented commercial uses, as well as pockets of predominantly low density residential development. In order to minimize the potential for land use conflicts, and to encourage development which will complement the pattern of existing development, the range of permitted uses will be restricted in the following areas:

Lands fronting onto Hamilton Road, between Adelaide Street and Redan Street; Trafalgar Street and Elm Street; and Delaware Street and Giles Street; shall be encouraged to develop for a limited range of permitted uses including small-scale retail stores, food stores, financial institutions, small-scale restaurants, clinics, convenience stores, community facilities such as day care centres and churches, funeral homes, offices, personal service establishments, studios, single-detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, converted dwellings, townhouses and apartment buildings.
Over time, it is desirable to encourage infilling and redevelopment of existing vehicle-oriented uses to strengthen existing pedestrian-oriented use nodes which serve the abutting residential neighbourhoods. Particular attention will be paid to the interface between new development and the abutting residential community. Regulations in the Zoning By-law, site plan standards and urban design guidelines will be used to implement the policies. The Plan does, however, recognize existing vehicle-oriented uses and can allow for their replacement by other similar uses.

4.4.1.13.6. 
**Adelaide Street**

The commercial area extending along Adelaide Street, between Oxford Street and Queens Avenue, contains a mix of commercial, office and service uses, as well as pockets of less intensive uses, including low density residential development. In order to minimize the potential for land use conflicts and to encourage new uses which will complement the pattern of existing development, the range of permitted uses will be restricted in the following areas:

- Lands fronting on the east side of Adelaide Street, between Central Avenue and Princess Avenue, and between Dufferin Avenue and Queens Avenue; and on the west side of Adelaide Street, between Central Avenue and Queens Avenue; shall be encouraged to develop for a limited range of permitted uses including small-scale retail stores and restaurants, clinics, convenience stores, community facilities such as day care centres and churches, funeral homes, studios, offices, personal service establishments, single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, converted dwellings, townhouses and apartment buildings.

Over time, it is desirable to encourage infilling and redevelopment of existing vehicle-oriented uses to strengthen existing pedestrian-oriented use nodes which serve the abutting residential neighbourhoods. Particular attention will be paid to the interface between new development and the abutting residential community. Regulations in the Zoning By-law, site plan standards and urban design guidelines will be used to implement the policies. The Plan does, however, recognize existing vehicle-oriented uses and can allow for their replacement by other similar uses.

4.4.1.13.7. 
**Wharncliffe Road between Horton Street and Emery Street**

The designation along Wharncliffe Road is characterized by a wide mix of commercial uses on the west side of the road and a mix of residential and Road commercial uses on the east side of Wharncliffe Road. It is a policy of the Plan to permit commercial uses in this area which can be appropriately buffered from adjacent residential areas. In order to minimize the potential for land use conflicts, and to encourage new uses which will complement the pattern of existing development, the range of permitted uses will be restricted in the following areas:

a) Lands fronting onto the east side of Wharncliffe Road, between Emery Street and
Horton Street, shall contain a more limited range of permitted uses including existing dwellings, converted dwellings, small-scale specialty retail shops, funeral homes, financial institutions, small-scale offices, office conversions, convenience commercial uses, studios, eat-in restaurants, personal and business services, community facilities, and repair shops.

Over time, it is desirable to encourage infilling and redevelopment of existing vehicle-oriented uses to strengthen existing pedestrian-oriented use nodes which serve the abutting residential neighbourhoods. Particular attention will be paid to the interface between new development and the abutting residential community. Regulations in the Zoning By-law, site plan standards and urban design guidelines will be used to implement the policies. The Plan does, however, recognize existing vehicle-oriented uses and can allow for their replacement by other similar uses.

4.4.2. AUTO-ORIENTED COMMERCIAL CORRIDOR

Introduction

Areas designated Auto-Oriented Commercial Corridor provide locations for a broad range of commercial uses that, for the most part, are not suited to locations within Commercial Nodes or Main Street Commercial Corridors because of their building form, site area, access or exposure requirements. Generally, permitted uses cater to vehicular traffic and single purpose shopping trips. Depending on the nature of the use, customers are drawn from passing traffic or a wide-ranging market area.

Auto-Oriented Commercial Corridors, while providing for a limited amount of retail use, are not intended to accommodate retail activities that are more appropriately located in the Downtown, Commercial Nodes, or Main Street Commercial Corridor designations. Policies contained in this Section of the Plan describe the function, permitted uses, location and development form for the designation.

One of the key goals of the Plan is to improve the aesthetics of these commercial corridors which are normally located on arterial roads which serve as major entryways into the City. Issues addressed through the Zoning By-law, site plan approval process and urban design guidelines include street edge landscaping, internal access, joint access and multi-use integration and design.

4.4.2.1. Planning Objectives

i) Promote the grouping of service commercial uses into integrated forms of development that have common access points and parking facilities.

ii) Encourage infilling and consolidation of permitted areas within the existing limits of commercial corridor developments.

4.4.2.2. Planning Objectives

i) Encourage enhanced street edge
Urban Design
Objectives

Function

4.4.2.3. The Auto-Oriented Commercial Corridor designation is applied to areas along arterial roads that typically consist of a mix of retail, auto and commercial uses, office and remnant residential uses. The intent of the policies is to promote the clustering of similar service commercial uses having similar functional characteristics and requirements, and to avoid the extension of strip commercial development.

4.4.2.4. Areas designated Auto-Oriented Commercial Corridor are primarily intended for commercial uses that cater to the commercial needs of the traveling public. Types of service commercial uses that generate significant amounts of traffic and draw patrons from a wide area may also be located within these areas. These uses have limited opportunity to locate within Commercial Nodes or Main Street Commercial Corridors by reason of their building form, site area, location, access or exposure requirements; or have associated nuisance impacts that lessen their suitability for a location near residential areas.

Uses considered to be appropriate 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; nursery and garden stores; animal hospitals or boarding kennels; and other types of commercial uses that offer a service to the traveling public. Zoning on individual sites may not allow the full range of permitted uses.

Light industrial uses which have ancillary retail, wholesale or service functions; construction and trade outlets; repair, service and rental establishments; service trades; assembly halls and private clubs or similar types of uses that require large, open or enclosed display or storage areas; and service commercial uses which may create potential nuisance impacts on adjacent land uses may be permitted at certain locations subject to Provincial regulations.

(Clause i) amended by OPA No. 95 - approved by MMAH 98/06/25)

Secondary uses which serve employees of adjacent employment areas including eat-in restaurants; financial institutions; personal services; convenience commercial uses; a limited amount and range of retail uses; day care centres; medical and dental offices and clinics; and offices associated with wholesale warehouse or construction and trade outlets, and similar support offices may also be permitted in appropriate locations.
4.4.2.5. Location

The Auto-Oriented Commercial Corridor designation will be applied to areas along arterial roads where high traffic volumes are present and where services to the traveling public can be concentrated and supported.

The designation shall include lands of suitable depth, size and accessibility to accommodate the permitted uses and shall be on lands separated from existing or planned residential development or other sensitive land uses by physical barriers, intervening land uses or buffer and setback provisions that are sufficient to offset potential nuisance impacts.

The designation may also be applied in areas which are situated on arterial or primary collector roads adjacent to or on the perimeter of industrial areas.

The creation of small isolated Auto-Oriented Commercial Corridor designations shall be discouraged so that service commercial uses are not unnecessarily dispersed throughout the City. A coordinated approach to the development of these areas shall be encouraged. Proposals to amend the Official Plan to allow the creation of new designations or the major extension of existing designations may be required to include a concept plan for the integration of access points, parking areas, landscaping, setbacks, and other buffering measures on the subject lands and on adjacent properties that may be appropriate for service commercial development.

4.4.2.6. Form

The development of new permitted uses within the designation may take the form of infilling, redevelopment or the conversion of existing structures.

Auto-Oriented Commercial Corridors vary considerably in their mix of existing uses, lot sizes and scale of development. The following policies will guide the form of development in these areas.

4.4.2.6.1. Minimum Lot Frontage, Site Area and Depth

The Zoning By-law will contain minimum lot frontage, site area and depth requirements so as to direct any future development to sites which can accommodate appropriate setbacks, on-site parking and landscaped areas.

Substantial site area and frontage requirements may be applied through the Zoning By-law to provide for the development of large sites to accommodate single-purpose, free-standing buildings, or to require the clustering of smaller uses in an integrated form with common driveways and parking areas.

4.4.2.6.2. In keeping with the policies on road access in this
Combined Access

Plan, the integration of new commercial uses to provide common parking areas and driveways shall be encouraged.

Access points to arterial roads shall be limited to the minimum number necessary for the functioning of a proposed commercial use. Access points will be controlled to minimize disruption to traffic flow and may also be limited through requirements for common driveways and access between sites. Where there is a large area of undeveloped commercial land located on an arterial road, consideration may also be given to the creation of a service road to provide access for future development. These types of measures may be implemented through site plan control, subdivision approval, or a Road Access By-law.

4.4.2.6.3. Access onto Side Streets

Where possible, vehicular access will be oriented to the main arterial road. Where access from a side street is necessary, appropriate measures will be employed through site plan approval process to minimize negative impacts on adjacent residential properties.

4.4.2.6.4. Buffering

Requirements for rear yard setbacks, buffer strips, privacy screening and other appropriate measures to buffer new development from adjacent residential areas shall be applied through the Zoning By-law and site plan control process.

4.4.2.6.5. Height

The Auto-Oriented Commercial Corridor designation shall have a low-rise development form. The height restrictions for these areas will be detailed in the Zoning By-law.

4.4.2.6.6. Shopping Centres

It is not intended that large-scale shopping centres be located in the Auto-Oriented Commercial Corridor designation as these facilities should be directed to Enclosed Regional, New Format Regional and Community Commercial Nodes.

Small shopping centres may be developed to accommodate secondary permitted uses which serve employees of the adjacent employment areas. Such centres will be limited to a size range which is consistent with that of shopping centres permitted under the Neighbourhood Commercial Node designation.

4.4.2.6.7. Office Buildings

The height and scale of office buildings in the designation shall be limited through regulations in the Zoning By-law to a size which is compatible with surrounding land uses and which does not exceed a neighbourhood scale of development, approximately 2000m² in size. The Zoning By-law will limit floor areas for individual office uses in keeping with the intent that large office uses be located within the Downtown or Office Area designations.
4.4.2.6.8. Site Planning

Where Auto-Oriented Commercial Corridor designations are adjacent to existing or planned residential development or other sensitive land uses, restrictions on outdoor storage and garbage storage, and requirements for substantial setbacks, landscaped strips, screening, and other measures to buffer the commercial or office uses may be required through the Zoning By-law or the site plan approval process. Site plan control may also be used to achieve a consistent approach to the positioning of buildings and the design of site plans.

4.4.2.7 Interpretation of the Boundaries of the Designation

Because of the generality of the Official Plan designation applied to Schedule "A" (Land Use) of the Official Plan and the often narrow interface between the Auto-Oriented Commercial Corridor designation and abutting designations, the designation only applies to properties which have frontage onto roads which meet the locational criteria above and does not apply to properties which have locations on side streets. A zoning by-law amendment and site plan application is required to allow adjacent properties to be added to augment existing commercial sites on the arterial road.

4.4.2.8. Urban Design

Commercial Corridors should be developed and maintained in accordance with the general urban design principles in Chapter 11 and in accordance with the Commercial Urban Design Guidelines. Specific Commercial Corridors may also provide for specific design guidelines.

Urban design within the Commercial Corridors should:

i) display a high standard of design of buildings, their massing, siting, exterior access and public areas;

ii) provide a high standard of separation from residential areas where there are conflicts between uses to ensure safety;

iii) provide for strictly controlled vehicular access points onto arterial and collector roads;

iv) maintain, where possible, uniform setbacks to the street;

v) provide for coordinated design of signage, street furniture, lighting and landscaping and ensure appropriate lighting adjacent to residential areas; and,

vi) provide convenient, attractive and safe pedestrian and transit access.

4.4.2.9. Applications to Expand or Add Auto-Oriented Commercial

The lands designed Auto-Oriented Commercial Corridor as shown on Schedule "A" (Land Use) are widely distributed and include areas that can accommodate infilling and redevelopment. It is
Corridors

recognized, however that as the availability of land within these areas is reduced, there may be proposals to expand or add designations or add permitted uses. The expansion or extension of existing Commercial Corridors and/or the creation of new Commercial Corridor designations should be discouraged. Proposals to amend the Official Plan and/or Zoning By-law to expand or add a designation shall be evaluated on the basis of:

4.4.2.9.1. Criteria
i) Compliance with the appropriate policies on form, function, permitted use, location, and scale of development;

4.4.2.9.2. Size of Development
ii) The Auto-Oriented Commercial Corridor designation will not be applied on a site specific or small area basis;

4.4.2.9.3. Servicing
iii) The availability of municipal services to accommodate the proposed use;

4.4.2.9.4. Alternative Lands
iv) The availability of alternative undeveloped lands within the general vicinity that may be appropriate for the proposed use. Where a new designation could result in a substantial addition to the City's commercial floor area, full justification for this addition must be provided; existing pre-designated and pre-zoned opportunities must be considered in this justification, including reasonable opportunities for redevelopment and retrofit of the existing commercial stock;

4.4.2.9.5. Planning Impact Analysis
v) Planning Impact Analysis according to the provisions of Section 4.5.

4.4.2.10. Improvements to Auto-Oriented Commercial Corridors

Improvements to the function and appearance of existing strip commercial development shall be encouraged. Area studies, as described in policy 19.2.1., may be prepared for existing service commercial strips to address matters such as roadway improvements, sign control measures, landscaping and setback requirements, and land use compatibility issues.

4.4.2.11. Specific Auto-Oriented Commercial Corridors

The provisions of the following Section apply to specific Auto-Oriented Commercial Corridors where specific policies are required to provide guidance for development

1) Horton Street Corridor West

In addition to the permitted uses, the area bounded by Horton Street on the south, Richmond Street on the east, the Thames River on the west and the rail lines on the north, may also be developed for uses allowed in the Light Industrial designation, other than hotels and motels, as described in Section 7.3.1. and Section 7.3.2. To avoid land use compatibility and transportation problems, and to provide for a form of development that is appropriate for a Downtown fringe area, proposals for the development of new light industrial uses will require an amendment to
the Zoning By-law. Zoning By-law amendments will be evaluated on the basis of a Planning Impact Analysis as described in Section 4.5.

2) Dundas Street Corridor

Boundaries For the purpose of these policies, the Dundas Street Corridor is defined as lands on Schedule "A" (Land Use), generally fronting Dundas Street between Highbury Avenue and Clarke Road.

Function The Dundas Street Corridor is an established commercial strip which developed because Dundas Street is a major gateway to the City of London from the east. A broad range of commercial uses have been developed along this Corridor, most on shallow lots abutting residential neighbourhoods. There are some larger properties within the corridor. It is intended that the Official Plan will recognize the Dundas Corridor as a unique commercial district which will continue to accommodate this broad range of commercial uses on lot sizes which are generally smaller than normally required.

Permitted Uses A full range of retail uses, such as, hotels, motels, personal service uses, community facilities, restaurants, automotive uses and offices will be permitted. Large-scale retail uses, such as automobile sales, home improvement establishments, building supply and hardware stores and restricted automotive services may also be permitted in appropriate locations. The Zoning By-law will consider the appropriateness of uses on specific sites or areas based on lot sizes, compatibility and traffic impacts as well as other criteria set out in Section 4.5 (Planning Impact Analysis).

3) Wellington Road Corridor

Boundaries For the purpose of these policies, the Wellington Road Corridor is defined as lands identified on Schedule "A" (Land Use), generally fronting onto the west side of Wellington Road between Southdale Road and Bradley Avenue.

Function The Wellington Road Corridor is intended to remain as part of a major regional commercial centre in the City of London. The Corridor's role as a gateway to the City from Highway 401 contributes to its excellent accessibility and strong attraction as a regional centre. As a result of this regional role, it is expected that large-scale retail uses will be attracted to the area. Council does not intend that the Wellington Road Corridor will rival the Downtown as the primary business, office, cultural and administrative centre for the City.

Permitted Uses Consistent with the intended function of the Wellington Road Corridor, a broad range of retail and service commercial uses will be permitted within this designation. The full range of uses permitted in the Community Commercial Node designation will be permitted. Uses that may have large amounts of outside storage, or may pose potential noise, odour or visual impacts, or may interrupt the commercial continuity of the Wellington Road Corridor, will not
be permitted. Small to medium scale offices will be permitted in appropriate locations through site specific zoning. Zoning on individual sites may not allow for a full range of permitted uses.

Design Guidelines

In addition to the guidance provided by the Urban Design Principles listed in Chapter 11 of this Plan, Council may develop specific design guidelines for the Wellington Road Corridor.

4.5. PLANNING IMPACT ANALYSIS

4.5.1. Purpose

Planning Impact Analysis will be used to evaluate applications for an Official Plan amendment and/or Zoning By-law amendment, to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding land uses. Planning Impact Analysis is intended to document the criteria reviewed by municipal staff through the application review process to assess an application for change. Depending upon the situation, other criteria may also be considered.

4.5.2. Scope of Planning Impact Analysis

Planning Impact Analysis will be undertaken by municipal staff and will provide for participation by the public, in accordance with the provisions for Official Plan amendments and/or zoning by-law amendment applications as specified in Section 19.12. of this Plan.

Proposals for changes in the use of land which require the application of Planning Impact Analysis will be evaluated on the basis of criteria relevant to the proposed change. Other criteria may be considered through the Planning Impact Analysis to assist in the evaluation of the proposed change. The criteria that will be considered include:

i) the policies contained in the Section relating to the requested designation;

ii) compatibility of proposed uses with surrounding land uses, and the likely impact of the proposed development on present and future land uses in the area;

iii) the size and shape of the parcel of land on which a proposal is to be located, and the ability of the site to accommodate the intensity of the proposed uses;

iv) the supply of vacant land or vacant buildings in the area which is designated and/or zoned for the proposed uses;

v) the potential traffic generated by the proposed change, considering the most intense land uses that could be permitted by such a change, and the likely impact of this additional traffic on City streets, pedestrian and vehicular safety, and on surrounding properties;

vi) the height, location and spacing of any buildings in the proposed...
development, and any potential impacts on surrounding land uses;

vii) the location of vehicular access points and their compliance with the City's road access policies and Site Plan Control By-law, and the likely impact of traffic generated by the proposal on City streets, on pedestrian and vehicular safety, and on surrounding properties;

viii) where adjacent to sites under separate ownership, access and traffic circulation should be co-ordinated:

ix) the exterior design in terms of bulk, scale, and layout of buildings, and the integration of these uses with present and future land uses in the area and its conformity with the City's commercial urban design guidelines;

x) the potential impact of the proposed development on surrounding natural features and heritage resources;

xi) constraints posed by the environment, including but not limited to locations where adverse effects from landfill sites, sewage treatment plants, methane gas, contaminated soils, noise, ground borne vibration, and rail safety may limit development;

xii) compliance of the proposed development with the provisions of the City's Official Plan, Zoning By-law, Site Plan Control By-law, and Sign Control By-law;

xiii) compliance with Ministry of the Environment (MOE) noise guidelines; and,

xiv) measures planned by the applicant to mitigate any adverse impacts on surrounding land uses and streets which have been identified as part of the Planning Impact Analysis.

xv) impacts of the proposed change on the planned transportation system, including transit.

4.5.3. Information Required

An applicant for a proposed change in land use may be required to provide information and details on the development and its likely impacts, for the purpose of assisting the City in undertaking Planning Impact Analysis.

4.6. General Servicing Provision for Commercial Land Use Designations

Development within commercial land use designations will occur on full municipal services. Notwithstanding this intent, Council may permit lands designated for commercial use before they were annexed to the City of London on January 1,
1993, to develop on an individual, on-site wastewater treatment system subject to:

i) the policies of Section 17.2 which limit uses to those of a "dry" nature; and,

ii) lands subject to this policy shall be placed in a holding zone limiting the range of permitted uses to uses of a "dry" nature until such time as municipal services are available and the holding provision is lifted.

(Section 4.9 added by OPA No. 88 - OMB Order No. 2314 - approved 99/12/23)
CHAPTER 5 – OFFICE LAND USE DESIGNATION

148. Amend subsection 5.1.1. by deleting paragraph iii) in its entirety.

149. Amend subsection 5.4. by deleting “5.4.1. Purpose” in its entirety and replacing it with the following:

“5.4.1. Purpose” (in the sidebar)

“Planning Impact Analysis will be used to evaluate applications for an Official Plan amendment and/or zone change, to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding land uses. Planning Impact Analysis is intended to document the majority of criteria reviewed by municipal staff through the application review process to assess an application for change. Depending upon the situation, other criteria may also be considered.”

150. Amend subsection 5.4.2. by making the following changes:

- by adding the following sentence at the end of second paragraph: “Other criteria may be considered through the Planning Impact Analysis to assist in the evaluation of the proposed change.”

- amend paragraph i) (c) by deleting the “.” at the end and replacing it with “:” and by adding the following at the end:

(d) the potential traffic generated by the proposed change, considering the most intense land uses that could be permitted by such a change, and the likely impact of this additional traffic on City streets, pedestrian and vehicular safety, and on surrounding properties; and

(e) impacts of the proposed change on the transportation system, including transit.”

151. Amend subsection 5.4.2. ii) (a) by changing “5.4.2. i)” to “5.4.1 i),” after “policy” in the first line.
152. Amend subsection 6.2.3. by deleting "mail" in the second line and replacing it with "main".

153. Amend subsection 6.3. by deleting "6.3.1. Purpose" in its entirety and replacing it with the following:

"6.3.1. Purpose" (in the sidebar)

"Planning Impact Analysis will be used to evaluate applications for an Official Plan amendment and/or zone change, to determine the appropriateness of a proposed change in land use, and to identify ways of reducing any adverse impacts on surrounding land uses. Planning Impact Analysis is intended to document the criteria reviewed by municipal staff through the application review process to assess an application for change. Depending upon the situation, other criteria may also be considered."

154. Amend subsection "6.3.2." by making the following changes:

- by adding the following sentence at the end of the second paragraph:

  "Other criteria may be considered through the Planning Impact Analysis to assist in the evaluation of the proposed change."

155. Amend paragraph 6.3.2. i) (b) by deleting the "." at the end and replacing it with a ";"; and by adding the following paragraphs at the end:

  *(c)* the supply of vacant land or vacant buildings in the area which is designated and/or zoned for the proposed uses;

  *(d)* the potential traffic generated by the proposed change, considering the most intense land uses that could be permitted by such a change, and the likely impact of this additional traffic on City streets, pedestrian and vehicular safety, and on surrounding properties; and

  *(e)* impacts of the proposed change on the transportation system including transit."
CHAPTER 7 – INDUSTRIAL LAND USE DESIGNATIONS

156. Amend subsection 7.1.5. by adding the following paragraph at the end:

“(iv) In order to maintain an adequate supply of lands designated for industrial development, the conversion of lands for non-industrial purposes may only be permitted through a comprehensive review where it has been demonstrated that the lands are not required for industrial purposes over the long term, and that there is a need for the conversion of the lands.”

157. Amend subsection 7.6.1. by the following sentence at the end:

“Planning Impact Analysis is intended to document the majority of criteria reviewed by municipal staff through the application review process to assess an application for change. Depending upon the situation, other criteria may be considered.”

158. Amend paragraph 7.6.2. by adding the following sentence at the end of the second paragraph “Other criteria may be considered through the Planning Impact Analysis to assist in the evaluation of the proposed change.”; and by deleting “and” at the end of (c); by deleting the period at the end of (d) and replacing it with a “; and”; and by adding the following clause at the end:

“(e) impacts of the proposed change on the transportation system, including transit.”
CHAPTER 8A - OPEN SPACE LAND USE DESIGNATION

159. Amend the INTRODUCTION section by adding "lands susceptible to erosion and unstable slopes," after "lands" in the third line; and by deleting the second and third paragraphs and replacing them with the following:

"Areas within the City that are designated Open Space are shown on Schedule "A" – the Land Use Map. Components of the Natural Heritage System such as Significant Woodlands, Provincially Significant Wetlands and Environmentally Significant Areas, are delineated on Schedule “B1” – Natural Heritage Features. Natural resources and natural hazards are delineated on Schedule “B2” – Natural Resources and Natural Hazards. Areas designated Open Space may be in either public or private ownership.

Policies in this Chapter of the Plan describe the intent, function and permitted uses of the Open Space designation. There are also policies regarding natural hazard lands and natural heritage areas designated as Open Space contained in Chapter 15 of the Plan – Environmental Policies. The Open Space policies are implemented through the Zoning By-law, other by-laws and guideline documents adopted pursuant to Section 19.2.2. The policies will be applied in a manner that is consistent with the Provincial Policy Statement and applicable Provincial Guidelines."

160. Amend subsection 8A.1. vi) by adding "identified, studied and" after "been" in the second line.

161. Amend subsection 8A.2. by adding the following "lands susceptible to erosion and unstable slopes" after "lands" in the second line and by adding "lands that contribute to important ecological functions" after "significance" in the third line.

162. Amend 8A.2.1. by deleting the words "and natural heritage areas," after "hazards;" in the fifth line and replacing them with "components of the Natural Heritage System, which have been evaluated and" by deleting the "." after "significance" in the sixth line; and by adding ";and, lands that contribute to important ecological functions" after the word "significance" in the sixth line.

163. Amend subsection 8A.2.2. i) by adding "2" after "B" in the first line and by adding "in the Open Space designation, the policies" after "included in the first line.

164. Amend subsection 8A.2.2. ii) by adding "components of the" after "Where" in the first line and by deleting "areas" and replacing it with "system" after "heritage" in the first line.

165. Amend subsection 8A.2.3. by adding a new paragraph at the end as follows:

"Thames River Shoreline" (in the sidebar)

"(iv) Public access along the shoreline of the Thames River will be encouraged in appropriate locations within the context of existing and future land uses, where there is no danger to public safety, and where significant natural features and ecological functions can be protected."

166. Amend subsection 8A.2.6. by deleting paragraph "(ii)" and by renumbering "(iii), (iv), and (v)" to "(ii), (iii), and (iv)", respectively.

167. Amend subsection 8A.2.6. iv) by deleting "and at the end.

168. Amend subsection 8A.2.6. v) by deleting the "." at the end and replacing it with "."

169. Amend subsection 8A.2.6. by adding the following new paragraphs at the end:

"(v) the presence of natural or desirable features or ecological functions within the subject lands; and
vii) cultural importance of the subject lands or its features, whether locally or city-wide."

170. Amend subsection 8A.2.7. by deleting "restrict or" after "to" in the third line; by adding "or regulate" after "prohibit" in the third line; and by deleting "site alteration and tree removal" in the third line and replacing it with "the placing, dumping, removal or regrading of topsoil or fill, and the destruction or injuring of trees".

171. Amend subsection 8B.1. by deleting it in its entirety and replacing it with the following:

**OBJECTIVES FOR THE ENVIRONMENTAL REVIEW DESIGNATION**

"In addition to the components of the Natural Heritage System, which have been evaluated and designated on Schedule "A" as Open Space, in accordance with the policies in Chapter 8A and Chapter 15, there are additional lands delineated on Schedule "B1" that may contain significant natural features and important ecological functions, which should be protected until environmental studies have been completed, reviewed and accepted by the City. These potential components of the Natural Heritage System are designated as Environmental Review on Schedule "A" and shall be protected from activities that would diminish their functions pending the completion, review and acceptance of a detailed environmental study.

A detailed environmental study may be undertaken as part of the Community Plan, Area Plan, Official Plan and/or Zoning By-law amendment application, Draft Plan of Subdivision, Site Plan application, Variance or Consent application by the applicant and/or landowner, or may be undertaken by the City of London. An Environmental Review area or portion of an area that is determined to satisfy the criteria for significance under Section 15.4, shall be designated as Open Space on Schedule "A" and delineated on Schedule "B1" according to its specific nature or reason for significance according to the Official Plan policies. Other areas or portions of areas which do not satisfy the criteria for significance under the provision of Section 15.4. will be redesignated for an appropriate land use designation in accordance with the policies of the plan."

172. Amend subsection 8B.2. by deleting it in its entirety and replacing it with the following:

**"LANDS INCLUDED**

In addition to the components of the Natural Heritage System which are designated as Open Space on Schedule "A" and delineated on Schedule "B1" according to the policies under Section 15.4. there are other natural features identified through the subwatershed studies or by other environmental studies that have been reviewed and accepted by the City. These areas may be designated as Environmental Review on Schedule "A", and delineated on Schedule "B1" as one of the following:

i) Unevaluated Vegetation Patches;

ii) Unevaluated Wetlands;

iii) Unevaluated Stream and Ravine Corridors; and

iv) Potential ESA's."

173. Amend subsection 8B.3. by deleting "i)" at the beginning and by deleting paragraph ii) in its entirety.

174. Amend subsection 8B3. by adding the following new subsection:

**"8B3.1. Process for Evaluating Environmental Review Designations" (in the sidebar)**

i) Within the Urban Growth Boundary, on the basis of more detailed environmental studies and considerations of Official Plan policies,
and Council and Provincially approved guidelines undertaken in conjunction with Community Plans, Area Plans, Official Plan and/or Zoning By-law amendment applications, Draft Plan of Subdivision applications, Site Plan applications, Consents and Variance applications, components of the Natural Heritage System within the Environmental Review designation on Schedule "A", will be delineated on Schedule "B1" as follows:

a) Components of the Natural Heritage System that are determined to be significant in accordance with the policies in Section 15.4, shall be designated as Open Space on Schedule "A" and delineated on Schedule "B1" according to the significant environmental characteristics of the feature.

b) Components of the Natural Heritage System that are not determined to be significant in accordance with the policies in Section 15.4, will be designated on Schedule "A" for an appropriate land use in accordance with the policies of this Plan and removed from Schedule "B1";

175. Amend subsection 8B3 by deleting "iii)" and adding it to 8B3.1. as paragraph "ii)".

176. Amend subsection 8B.4. by deleting "restrict or" after "by-laws to" in the third line and by adding "or regulate" after "prohibit" in the third line and by deleting "site alteration and tree removal" and replacing it with "the placing, dumping, removal or regrading of topsoil or fill, and the destruction or injuring of trees" at the end.
177. Amend subsection 9.2.8. by deleting "Agriculturally-" and replacing it with "Small-scale agriculturally-" at the beginning; by deleting "community" and replacing it with "operation" after "farm" in the second line; by adding "a" after "proximity to" in the second line; by deleting "s" from "operations: in the third line; by deleting the ";" after "facilities" in the fourth line and replacing it with a ";", and by deleting "livestock, marketing or sales yards, fertilizer plants, animal husbandry services, farm implement dealers," after "storage facilities;" in the fourth line; by deleting the following sentence after "Zoning By-law" in the seventh line: "Impacts from any new or expanding non-agricultural uses on surrounding agricultural operations and lands are to be mitigated to the extent feasible."

178. Amend paragraph 9.2.8. ii) by deleting "community" and replacing it with "operation" after "farm" in the second line; by adding "the" after "proximity to" in the second line; and by deleting "s" from "Operations" in the third line.

179. Amend subsection 9.2.9. by capitalizing "Minimum Distance Separation" after "subject to the " in the third line of the third paragraph.

180. Amend subsection 9.2.10 in the first paragraph by capitalizing "Separation" after "Minimum Distance" in the third line; in the second paragraph by inserting "all" after "encroachment of" in the second line; by deleting "within the Agriculture, Rural Settlement or Urban Reserve designations," after "development" in the third line and replacing it with "including all applications for Official Plan Amendments, Zoning By-law Amendments, Plans of Subdivision or Condominiums, or land severances"; and by deleting the following sentence from the end of second paragraph: "Within the Agriculture, Rural Settlement and Urban Reserve designation, MDS 1 requirements will be applied in the review of all applications for Official Plan amendment, Zoning By-law amendment, plan of subdivisions or condominium, or land severance where the subject livestock operation exists within the Agriculture or Rural Settlement designation."

181. Amend subsection 9.2.10. by adding the following at the end:

"Application of MDS1 to Existing Lots of Record" (in the sidebar)

"The City shall require compliance with the MDS1 requirements for all types of development proposed by building permit on all existing lots of record."

"Application of MDS1 to Surplus Farm Dwelling Severances" (in the sidebar)

"The City does not require compliance with the MDS1 requirements for surplus farm dwelling severances in accordance with policy 9.2.14.6. of this plan."

"Application of MDS1 after a Catastrophe" (in the sidebar)

"The City does not require compliance with the MDS1 requirements for the construction of a new dwelling that is replacing a dwelling that is destroyed in whole, or in part, by a catastrophe, provided that the new dwelling is located no closer to a livestock facility than prior to the catastrophe."

"Application of MDSII within Settlement Areas" (in the sidebar)

"The City shall apply the MDSII requirements for the construction of a livestock facility that is replacing a livestock facility that is destroyed by a catastrophe."

"Application of MDS to Cemeteries" (in the sidebar)

"The City shall treat cemeteries in compliance with the Minimum Distance Separation Implementation Guidelines."

182. Amend subsection 9.2.11. by deleting the second paragraph in its entirety.

183. Amend subsection 9.2.12. by deleting "there" and replacing it with "their" after "associated with" in the fourth line.

185. Amend subsection 9.2.14.2. by renumbering it "9.2.14.1.".

186. Amend subsection 9.2.14.3. by renumbering it "9.2.14.2." and making the following changes:
   - by amending paragraph i) by renumbering 9.2.14.4. it "9.2.14.3.";
   - by amending paragraph ii) by renumbering 9.2.14.5. it "9.2.14.4.";
   - by amending paragraph iii) by renumbering 9.2.14.6. it "9.2.14.5.";
   - by amending paragraph iv) by renumbering 9.2.14.7. it "9.2.14.6.";
   - by amending paragraph v) at the beginning by deleting "agricultural" and replacing it with "agriculturally-related" and by renumbering 9.2.14.8. to "9.2.14.7.".


188. Amend subsection 9.2.14.7. by renumbering it "9.2.14.6." and by adding “farm cluster” at the end of paragraph iii).

189. Amend subsection 9.2.14.8. by renumbering it "9.2.14.7." and by deleting "Agricultural" from the sidebar and replacing it with “Agriculturally-related”.

2
189A. Amend subsection 10.1.3. by adding the following paragraph at the end:

"Block 1, Plan 33M-405" (in the sidebar)

cxxx) In accordance with Ontario Municipal Board Decisions 1610 (August 30, 1999) and 0854 (March 30, 2007), a driveway may be permitted in the Open Space Designation on Schedule “A” and the Provincially Significant Wetland delineation on Schedule “B1” on Block 1, Plan 33M-405."
CHAPTER 11 – URBAN DESIGN PRINCIPLES

190. Amend paragraph 11.1.1. i) by deleting "should" and replacing it with "shall" after "development" in the first line and by adding "and protect" after "complement" in the first line.

191. Amend paragraph 11.1.1. ii) by adding "through the adoption and implementation of tree preservation policies. Also, designs for new development will consider the need for suitable locations to accommodate the planting of street trees" after "development" at the end.

192. Amend paragraph 11.1.1. v) by adding a comma and deleting "or" after "architectural" in the last line and by adding "or cultural" after "historical" in the last line.

193. Amend paragraph 11.1.1. xii) by deleting it in its entirety and replacing it with the following:

"Enhanced Accessibility Standards" (in the sidebar)

" xii) The design of new buildings should incorporate the City of London Facility Accessibility and Design Standards to facilitate access and use."

194. Amend paragraph 11.1.1. xx) by deleting "should be designed" and replacing it with "shall be encouraged" after "developments" in the first line.

195. Amend subsection 11.1. by adding the following new subsection at the end:

"11.1.5. Urban Design Reports" (in the sidebar)

"Urban Design Reports may be required to assist in the review of all development applications that involve site plan approval, residential intensification and plan of subdivision approval. The Urban Design Reports submitted as part of a development application will provide an analysis of the project within the context of the surrounding area. The Urban Design Report is intended to provide guidance on how a site should be developed and details the design principles for a site and the implementing policies to achieve these principles in an effort to encourage well-designed and solution-based functional projects."
CHAPTER 12 – HOUSING POLICIES

196. Amend section 12 Introduction by adding “and the Affordable Housing Strategy” after “Statement” in the fifth line.

197. Amend paragraph 12.1. ii) by deleting “affordable” after “supply of” in the second line; and by adding “to meet the economic, social, health and well-being, requirements of all people” after “housing” at the end.

198. Amend subsection 12.1. by adding the following paragraphs at the end:

   "v) Through the Housing Division, and other relevant Departments, the City shall promote Federal, Provincial and local opportunities for the provision of affordable and supportive housing.

   vi) The City shall encourage and support private, public and local partnerships in the provision of affordable and supportive housing.

   vii) Encourage all levels of government to consider offering appropriate surplus lands for affordable housing prior to any other uses.

   viii) The City shall work with other levels of government, other public and not-for-profit groups and agencies, and the private sector to provide housing for households and individuals who are below the level of Low- and Moderate-income Households as defined in this Plan.

   ix) In addition to opportunities for the development of affordable housing in new developments, residential intensification, including the conversion of non-residential structures, infill and redevelopment, also contributes to the supply of affordable housing, and may assist the City in meeting its target for the provision of affordable housing."

199. Amend section 12 by adding the following new subsection after 12.1.:

   "12.1.1. DEFINITIONS"

   "Affordable Ownership Housing" (in the sidebar)

   "i) Affordable Ownership Housing will mean either one of the following:

   (a) Housing for which the purchase price results in annual accommodation costs which do not exceed 30% of gross annual household income for Low- and Moderate-income Households; or

   (b) Housing for which the purchase price is at least 10% below the average purchase price of a comparable resale unit in the City of London."

   "Affordable Rental Housing" (in the sidebar)

   "ii) Affordable Rental Housing will mean either one of the following:

   (a) A unit for which the rent does not exceed 30% of gross annual household income for Low- and Moderate-income Households, or

   (b) A unit for which the rent is at or below the average market rent of a unit in the City of London."

   "Low- and Moderate-income Households for Affordable Ownership Housing" (in the sidebar)

   "iii) In the case of Affordable Ownership Housing, Low- and Moderate-income Households will generally mean those households with
incomes in the lowest 60% of the income distribution for the City of London.

"Low- and Moderate-income Households (for Affordable Rental Housing" (in the sidebar)

iv) In the case of Affordable Rental Housing, Low- and Moderate-income Households will generally mean those households with incomes in the lowest 60% of the income distribution for either households for the City of London."

200. Amend subsection 12.2.1. by adding ", accessibility" after "tenure" in the second line.

201. Amend paragraph 12.2.1. iv) by deleting it in its entirety and replacing it with the following:

"Affordable New Residential Development" (in the sidebar)

"iv) In keeping with Provincial Policy Statements, the City will within its legislative powers support the provision of opportunities for affordable housing in residential development throughout all areas of the City. A target of 25% of housing to be affordable to Low- and Moderate-income households as defined in this Plan and the Provincial Policy Statement may be met through new residential development and residential intensification through the conversion of non-residential structures, infill and redevelopment."

202. Amend paragraph 12.2.1. v) by deleting it in its entirety.

203. Amend paragraph 12.2.1. vi) by renumbering it "v)" and by adding "residential" after "supply of" in the third line.

204. Amend paragraph 12.2.1. vii) by renumbering it "vi)".

205. Amend paragraph 12.2.1. viii) by renumbering it "vii)", by adding "residential" after "inventory of" in the third line; and by adding "residential" after "supply of" in the seventh line.

206. Amend paragraph 12.2.1. ix) by renumbering it "viii)".

207. Amend subsection 12.2.1. by adding the following paragraphs at the end:

"Affordable Housing Provision Ratio" (in the sidebar)

"ix) Initiatives and proposals for creating new affordable rental housing should give priority to housing which proposes rents that are affordable to a mixture of Low- and Moderate-income Households. Fifty percent of the rental units should be available for low income households whose annual accommodation costs exceed 50% of gross household income. A higher proportion of Low-income rental units may be provided in smaller scale housing projects containing support services."

"Affordable Housing Target" (in the sidebar)

"x) Council may periodically review the target as a means of monitoring and evaluating the policy. The City may establish a new target during the life of this Plan without an amendment to the Official Plan policy. This target will be reviewed in accordance with Section 12.2.4. of this Plan and at the time of any comprehensive Official Plan review.

208. Amend subsection 12.2.2. by deleting "may" after "Council" in the first line and replacing it with "shall"; by deleting "in keeping with policy 12.2.1. iii)" after "identified" in the first line and replacing it with "in accordance with policy 12.2.4. i) of this Plan."
209. Amend paragraph 12.2.2. i) by deleting "30%" in the second line and in the sidebar and replacing it with "25%"; and by adding after "component" in the second line "through a mix of housing types through the following methods:

(a) Completed Area Studies may require 25% of the new housing units to be in forms other than single detached dwellings.

(b) Larger residential development proposals, generally greater than 5 hectares in size, located outside of an existing Area Study boundary, may require up to 30% of the new housing units to be in forms other than single detached dwellings."

210. Amend paragraph 12.2.2. ii) by deleting "and" after "servicing," in the third line and by adding ", and the policies of 3.2.3. of this Plan" after "measures" at the end.

211. Amend subsection 12.2.2. by adding the following paragraphs at the end:

"Surplus Municipal Lands" (in the sidebar)

"vii) Surplus municipal lands shall be evaluated for their suitability for the development of affordable housing prior to their consideration for any other uses. Any amendments to the Official Plan and/or the Zoning By-law that are required to permit residential use of the lands will be subject to the policies of Chapter 3 – Residential Land Use Designation of this Plan.

Any surplus municipal lands to be considered for affordable housing should meet the following criteria:

(a) Lands are of an adequate size to support the use;

(b) Lands are not isolated from existing residential areas and are located in proximity to public uses and infrastructure, including schools, parks, libraries and transit;

(c) Lands provide an opportunity for a mix of housing types and do not concentrate affordable housing in a single area of the City."

"Surplus Provincial and Federal Lands" (in the sidebar)

"viii) Council shall encourage the federal and provincial governments to consider any government owned, undeclared surplus land for affordable housing before any other use is considered. The consideration of any amendments to the Official Plan and/or the Zoning By-law to permit the use of the surplus lands for residential purposes will be subject to the policies of Chapter 3 – Residential Land Use Designation of the Official Plan and the criteria listed under policy 12.2.2. vii) of this Plan."

212. Amend subsection 12.2.2. by adding the following new subsection:

"12.2.2.1. Accessory Dwelling Units" (in the sidebar)

"Accessory dwelling units may be permitted in single detached and semi-detached dwellings subject to a Zoning By-law amendment and consistent with the policies of policy 3.2.3. of this Plan."

213. Amend subsection 12.2.3. by adding the following new paragraphs at the end:

"Social Housing" (in the sidebar)

"iii) Promote the retention and maintenance of the City’s inventory of social housing stock comprised of non-profit, co-op, and public housing."

"Affordable Rental Units" (in the sidebar)
"iv) Promote the retention of private rental units that are affordable to Low- and Moderate-income Households."

214. Amend subsection 12.2.4. by deleting "though an annual" after "City" in the first line and replacing it with "through a biennial"; by deleting "and" after "densities;" in the third line; by adding "; review the recommendations of the Affordable Housing Strategy (2005); and assess the demand for Affordable Housing" after "factors" in the fourth line; and by adding "subject to the policies of 12.2.2. i) of this Plan" after "adopted" in the fifth line.

215. Amend paragraph 12.2.4. i) (a) by deleting "affordability criteria set out in policy 12.2.1. iii)" after "satisfies the" in the second line and replacing it with "definition of Affordable Ownership Housing and Affordable Rental Housing".

216. Amend paragraph 12.2.4. i) (b) by deleting "affordability criteria of policy 12.2.1. iii)" after "satisfies the" in the first line and replacing it with "definition of Affordable Ownership Housing".

217. Amend paragraph 12.2.4. i) by adding the following paragraphs at the end:

"(i) Potential surplus municipal lands to be evaluated for the suitability for the development of affordable housing as per the requirements of policy 12.2.2. vii) of this Plan.

(j) Potential surplus Provincial and Federal government lands to be evaluated for the suitability for the development of affordable housing as per the requirements of policy 12.2.2 viii) of this Plan.

(k) Wait list for subsidized housing.

(l) Homelessness data.

(m) Demolition and conversion statistics."

218. Amend subsection 12.2.4. by numbering the "Monitoring Approvals" paragraph as "iv) and by adding the following new paragraph at the end:

"Demolitions and Condominium Conversions" (in the sidebar)

"v) The City may establish policies to limit the demolition of residential units or the conversion of rental units to condominiums if it is demonstrated through the Housing Monitoring Report that there has been an adverse impact on the supply of affordable housing through these actions."
CHAPTER 13 – PROPERTIES OF CULTURAL HERITAGE VALUE OR INTEREST POLICIES

219. Amend Chapter 13 title by deleting "HERITAGE RESOURCES" at the beginning and replacing it with "PROPERTIES OF CULTURAL HERITAGE VALUE OR INTEREST".

220. Amend Chapter 13 Introduction in the first paragraph by deleting "Heritage resources" at the beginning and replacing it with "Properties of Cultural Heritage Value or Interest"; by adding "sites, cultural landscapes" after "Archaeological" in the fourth line; by deleting "may" and replacing it with "are" after "historical sites" in the fourth line; and by deleting "be considered to constitute heritage resources" at the end and replacing it with "included".

221. Amend Chapter 13 Introduction in the second paragraph by deleting "heritage resources" after "London," in the first line and replacing it with "Properties of Cultural Heritage Value or Interest"; by deleting "heritage resources" after "These" in the third line and replacing it with "properties".

222. Amend Chapter 13 Introduction in the third paragraph by deleting "heritage resources" after "City's" in the first line and replacing it with "Properties of Cultural Heritage Value or Interest".

223. Amend subsection 13.1 by deleting "FOR HERITAGE RESOURCES" from the title.

224. Amend paragraph 13.1. i) by deleting "where practical and feasible" "after Protect," in the first line and replace it with "in accordance with Provincial policy"; and by deleting "in a significant way," after "contribute," in the second line; and by replacing the period with a semi-colon at the end.

225. Amend paragraph 13.1. iii) by deleting the period and by adding "; and" at the end.

226. Amend subsection 13.2. by adding "BUILT" at the beginning of the title and by deleting "RESOURCES" at the end.

227. Amend subsection 13.2. in the first paragraph by capitalizing Municipal Council in the third line.

228. Amend subsection 13.2. in the second paragraph by deleting "Chapter" and replacing it with "Section" in the first line; by adding "built" before "heritage" in the second line; and by deleting "resources" after "heritage" in the second line.

229. Amend subsection 13.2.1. by deleting "policy 13.4.1." in the second line and replacing it with "Section 13.6.1"; by deleting "located" after "The in the sixth line and replacing it with "location"; and by deleting "policy" after "for in" in the last line and replacing it with "Section".

230. Amend subsection 13.2.2. by deleting the word "resources" after "heritage" in the first and second lines and replacing it with "buildings" in each instance.

231. Amend paragraph 13.2.2. i) (a) by deleting "resource" after "heritage" in the first line and replacing it with "building".

232. Amend paragraph 13.2.2. ii) (a) by deleting "resource" after "heritage" in the first line and replacing it with "building".

233. Amend subsection 13.2.2. by adding the following new paragraph at the end:

"Contextual Importance" (in the sidebar)

   (ii) the heritage building forms an essential part of a group of two or
        more related structures on the same side of the street, on opposite
        sides of the street or on two or more corners of an intersection;

   (b) it defines or terminates a vista;
(c) it is an essential element of an area which was laid out according to the planning principles of its period;
(d) it forms an essential part of a distinctive skyline view; or,
(e) the site is in a critical location where ill-considered construction would adversely affect an important complex of structures or damage an important view or vista."

234. Amend subsection 13.2.3. by adding "Removal" after "Alteration" in the sidebar; by deleting "resources" after "heritage" in the first line and replacing it with "buildings"; and by adding "removal" after "alteration" in the second line.

235. Amend paragraph 13.2.3. i) by deleting "resources" before "Council" in the second line and replacing it with "buildings".

236. Amend paragraph 13.2.3. ii) by deleting "and/or" after "architectural" and by adding "and/or contextual" after "historical" in the first line.

237. Amend subsection 13.2.3. by adding the following new subsection at the end:

"13.2.3.1. Alteration or Demolition on Adjacent Lands" (in the sidebar)

"Where a heritage building is protected under Parts IV, V or VI of the Ontario Heritage Act, development, site alteration or demolition may be permitted on adjacent lands where it has been evaluated through a Heritage Impact Statement, and demonstrated to the satisfaction of Council that the heritage values, attributes and integrity of the protected heritage property are retained. For the purposes of this section, adjacent lands shall include lands that are contiguous, and lands that are directly opposite a protected heritage property, separated only by a laneway or municipal road.

A holding provision may be applied on the zoning of lands adjacent to protected heritage properties, to ensure that prior to development or site alteration, a Heritage Impact Statement is required to demonstrate how the heritage values, attributes and integrity of the protected heritage property are to be conserved and how any impacts may be mitigated."


239. Amend subsection 13.3.1. by deleting "policy" in the seventh line and replacing it with "section".

240. Amend paragraph 13.3.1. i) by deleting ", and approved by the Ontario Municipal Board" in the second line.

241. Amend paragraph 13.3.1. ii) by adding "and describe" after "identify" in the fourth line; by deleting "creation of" after "warrant the" in the fifth line and replacing it with "identification of the area to be designated as"; by replacing the comma (,) with a period (.) after "District" in the sixth line; and by adding the following after "District." in the sixth line "The background study should also recommend objectives of designation and content of the Heritage Conservation District Plan".

242. Amend subsection 13.3.2. by deleting "f" from "for" in the sidebar; and by deleting "and approved by the Ontario Municipal Board" after "Council" at the end of the first line.

243. Amend subsection 13.3.3. by deleting "policy" after "provisions of" in the fifth line and replacing it with "Section".

244. Amend subsection 13.3.4. by deleting "and approved by the Ontario Municipal Board" after "Council" at the end of the first line.

245. Amend subsection 13.3.5. by deleting "policy" after "accordance with" in the third line and replacing it with "Section"; by adding brackets "(" to "Area Studies" in the fourth line; by deleting "policy" after "and" in the fourth line and replacing it with
Amend subsection 13.5.3. by renumbering it "13.3.6."; and by moving it to a new location immediately following subsection 13.3.5..

Amend paragraph 13.5.3. (now numbered 13.3.6.) iii) by deleting the period at the end and replacing it with ";and;".

Amend subsection 13.5.4. by renumbering it "13.3.7."; and by deleting “Park” after “under” in the last line and replacing it with “Part; and by moving it to a new location immediately following subsection 13.3.6.

Amend paragraphs 13.5.3. i) ii) and iii) by deleting the periods "." and replacing them with semi-colons ";

Amend subsection 13.6. by renumbering it "13.3.8." and by deleting "HERITAGE DISTRICT CHARACTER STATEMENTS & POLICIES" from the title and replacing it with "SPECIFIC HERITAGE CONSERVATION DISTRICTS"; and by moving it to a new location immediately following subsection 13.3.7..

Amend subsection 13.6.1. by renumbering it "13.3.8.1."

Amend subsection 13.6.2. by renumbering it "13.3.8.2."

Amend subsection 13.6.3. by renumbering it "13.3.8.3."

Amend subsection 13. by adding a new title “13.4. ARCHAEOLOGICAL RESOURCES” following subsection 13.3.8.3.

Amend subsection 13.2.4. by renumbering it "13.4.1." and by relocating it immediately following section 13.4.; by deleting "Archaeological Resources" from the sidebar and replacing it with "Scope"; and by deleting "whenever practical and feasible" after "facilitate" in the first line and replacing it with "in accordance with Provincial policy."

Amend subsection 13.2.4.1. by renumbering "13.4.2." and by relocating it immediately following subsection 13.4.1. and by deleting “London Museum of Archaeology” and replacing it with “Museum of Ontario Archaeology” after “LACH, the” in the second line of the last paragraph.

Amend subsection 13.2.4.2. by renumbering it "13.4.3."

Amend subsection 13.2.4.3. by renumbering it "13.4.4."

Amend subsection 13.4. by renumbering it "13.5."

Amend subsection 13.4.1. by renumbering it "13.5.1."

Amend subsection 13.4.2. by renumbering it “13.5.2.; and by deleting “Policy” in the fifth line and replacing it with “Section 13.5.5.”

Amend subsection 13.4.3. by renumbering it "13.5.3.; and by deleting "13.4.5." in the third line and replacing it with "13.5.5."

Amend subsection 13.4.4. by renumbering it "13.5.4." and deleting “P” on “Public” and replacing it with “p” in the first line.

Amend subsection 13.4.5. by renumbering it "13.5.5.; and by deleting “13.4. after “Section” in the last line and replacing it with “13.5.”

Amend subsection 13.5. by renumbering it "13.6."

Amend subsection 13.5.1. by renumbering it "13.6.1."
267. Amend paragraph 13.5.1. (now number 13.6.1.) ix) by deleting "area" after "which" in the second line and replacing it with "are".

268. Amend subsection 13.5.2. by renumbering it "13.6.2.".

269. Amend paragraph 13.5.2. (now numbered 13.6.2.) ii) by deleting "policy" after "contained in" in the last line and replacing it with "Section".
CHAPTER 14 – COMMUNITY IMPROVEMENT POLICIES

270. Amend subsection 14.1. by adding the following at the end:

"viii) Promote the improvement of energy efficiency standards for residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses within the designated community improvement project areas.

ix) Support the creation of Affordable Housing by considering any municipally-owned, undeclared surplus land for Affordable Housing before any other use is considered subject to policy 12.12.2.2. ix) of this Plan.

xi) Support the implementation of measures that will assist in achieving sustainable development and sustainable living.

x) Support the retention of heritage properties or areas.

271. Amend subsection 14.3.4. by deleting paragraph vii) in its entirety and replacing it with the following:

"Grants and Loans" (in the sidebar)

"vii) grants and loans may be provided by the City to registered owners, assessed owners, and tenants of lands and buildings within a community improvement project area, and their assigns, for the purpose of implementing the community improvement measures under this plan."

"Affordable Housing Programs" (in the sidebar)

"viii) the construction, reconstruction or rehabilitation of residential buildings, including the conversion of non-residential buildings, for Affordable Housing as well as administering senior government programs for the provision thereof."
CHAPTER 15 – ENVIRONMENTAL SERVICES

272. Amend Section 15 INTRODUCTION by adding “and protection” after “recognition” in the first line; by adding the following sentence after “petroleum resources” in the fifth line: “This is consistent with the 2007 – 2010 Council Strategic Plan which identifies Environmental Leadership as a strategic priority.” in the fifth line; by adding “known to be” after “lands”; by deleting “B – Flood Plain and Environmental Features” at the end and replacing it with “B1 – Natural Heritage Features, and B2 – Natural Resources and Natural Hazards. Where warranted on the basis of environmental studies, lands may be added to Schedules “B1” and “B2” through amendments to the Official Plan.”

273. Amend paragraph 15.1.1. iii) by deleting “where possible” at the end and replacing it with “by protecting wetlands, groundwater recharge areas and headwater streams”.

274. Amend subsection 15.1.1. by adding the following at the end:

   v) Maintain, restore, and improve the diversity and connectivity of natural features, and the long-term ecological function with biodiversity of natural heritage systems.

   vi) Encourage, through education and incentive programs, the cooperation of property owners in the maintenance of or enhancement to the naturalization of lands.

   vii) Develop targets for woodland cover through the preparation of an Urban Forest Strategic Plan.

275. Amend paragraph 15.1.2. i) by deleting “Reduce” at the beginning and replacing it with “Minimize” and by adding “processes” at the end after “erosion”.

276. Amend paragraph 15.1.2. iv) by deleting “flood plain areas” after “regulate” in the first line and replacing it with “natural hazards”; by deleting “flood plain” after “provincial” in the first line and replacing it with “natural hazard and by adding “including, but not limited to flood plain areas, slope hazards and erosion hazards” at the end after “act”.

277. Amend paragraph 15.1.2. v) by deleting “Reduce” at the beginning and replacing it with “Minimize”.

278. Amend subsection 15.1.3. by adding the following at the end:

   ii) Encourage the restoration of contaminated land.

   iii) Support development and redevelopment proposals that will facilitate the remediation of vacant or underutilized brownfield sites.

279. Amend subsection 15.1.4. by inserting the following new clause:

   iii) Protect mineral aggregate resources for long-term use.

   and by renumbering “(iii), iv), and “v)” to “(iv), v)” and “vi)” respectively.

280. Amend paragraph 15.1.5. iv) by deleting “this” after “policies of” and by adding “15” after “Section” in the third line.

281. Amend subsection 15.2.1. by deleting “Planning” after “Subwatershed” in the sidebar and in the first line; by adding “and Water Resources Management” after “Heritage” in the second line; by deleting “Planning S” after “These” in the third line and replacing it with “s” and by adding the following to the end of the first paragraph:

   “There are areas of the City not covered by the Subwatershed Studies, including much of the pre-annexation City. Environmental studies within these areas may identify lands that should be protected as part of the Natural Heritage System.”
Such findings will result in amendments to Schedules "A" and/or "B1", as necessary, to implement the policies of this Plan;.

and by deleting "Planning" after Subwatershed in the first line of the second paragraph; by adding "and restore natural features and" after "protect" in the third line; by adding "opportunities for enhancement and rehabilitation of natural features and ecological functions;" after "functions" in the fourth line; and by deleting "Planning" after "These" in the sixth line.

Amend subsection 15.2.2. by deleting "also" after "policies" in the first line; by adding "public ownership/acquisition, stewardship, management and rehabilitation, ecological buffers and" after "through" in the second line; by deleting "and" after "planning studies" in the third line and by replacing it with a comma; by adding ", environmental assessments or conservation master plans." after "impact studies" in the third line; and by deleting "Such processes may warrant additions or changes to the Natural Heritage System and provide for the implementation of rehabilitation measures." at the end.

Amend subsection 15.2.3. by adding "Many, but not all" before "Natural" in the second line; by adding "Heritage" after "Natural" in the second line; by adding "Schedule "A in the fourth line; and by deleting "Therefore" after "protection." in the sixth line and replacing it "Where they are designated Open Space or Environmental Review.",

Amend subsection 15.2. by adding the following new subsection:

"15.2.4. Other Land Use Designations" (in the sidebar)

"Components of the Natural Heritage System that are identified on Schedule "B1" but not designated Open Space or Environmental Review on Schedule "A", will be evaluated to further assess their significance and determine the need for protection under the policies of the Official Plan. Where appropriate, these features and functions may be protected in whole or in part through measures such as, but not limited to, Open Space zoning, tree preservation plans associated with subdivision or site plan applications, public land acquisition, site alteration and tree conservation by-laws, conservation easements and private stewardship initiatives."

Amend subsection 15.3. by deleting "utilization" in the fourth line and replacing it with "rehabilitation"; and by deleting "It is the City's intent to protect these areas for their natural features and ecological functions and to encourage their rehabilitation where warranted." a the end.

Amend paragraph 15.3.1. i) (f) by deleting "Areas of" at the beginning; by adding "Woodlands", after "Significant Woodlands," in the first line; by deleting "Vulnerable" after "Habitat of"; by adding "of Special Concern, Fish Habitat," after "Species," in the second line; by adding "s" to "Wetland" in the third line.

Amend paragraph by adding the following new clause after 15.3.1. i) (f):

"(g) Areas of significant groundwater recharge, headwaters and aquifers, where necessary to protect their hydrological function."

Amend paragraph 15.3.1. ii) by adding "require or" after "may" in the first line and by adding ", Official Plan and/or Zoning By-law amendment, consent, variance" after "subdivision approval" the third line.

Amend subsection 15.3.1 by adding the following new clause at the end:

iii) Natural heritage areas may be identified on Schedule "B1" and designated as Open Space on Schedule "A" by an amendment to the Official Plan, where warranted on the basis of an environmental study accepted by the City and on consideration of the policies in Section 15.4."

Amend paragraph 15.3.2. i) by deleting it in its entirety and replacing it with the following:
"15.3.2. Permitted Uses" in the sidebar)

i) Notwithstanding policy 8A.2.2., development and site alteration shall not be permitted in Provincially Significant Wetlands or in the significant habitat of Endangered and Threatened Species, except for:

(a) activities that create or maintain infrastructure in accordance with Section 15.3.3.; or

(b) works subject to the Drainage Act.

ii) Notwithstanding policy 8A2.2., development and site alteration shall not be permitted in other natural heritage areas designated as Open Space, except:

(a) Existing development and uses, and expansions to existing uses provided that it can be demonstrated to the satisfaction of Council that there will be no negative impacts on the natural features or their ecological functions;

(b) Recreational uses associated with the passive enjoyment of natural features including pathways and trails provided that such uses are designed, constructed and managed to minimize their impact on the natural heritage area;

(c) Creation or maintenance of infrastructure subject to policy 15.3.3.;

(d) The harvesting of trees in accordance with good forestry management practices; and

(e) Conservation, mitigation and rehabilitation works."

291. Amend paragraph 15.3.2. (d) by deleting "responsible" and replacing it with "good" after "with" in the first line.

292. Amend paragraph 15.3.2. (e) by adding "mitigation and rehabilitation" between "Conservation" and "works".

293. Amend paragraph 15.3.3. i) by deleting it in its entirety and replacing it with the following:

"i) New or expanded infrastructure shall only be permitted within the Natural Heritage System where it is clearly demonstrated through an environmental assessment process under the Environment Assessment Act that it is the preferred location for the infrastructure, and that the alternatives are all evaluated having regard for the relevant policies of the Official Plan.

Where the preferred alternative is located within or adjacent to the Natural Heritage System, an environmental impact study, approved by the City, shall be completed to further assess potential impacts, identify mitigation requirements, and determine appropriate compensation where impacts cannot be mitigated.

The City and other relevant public authorities shall include methods for minimizing impacts when reviewing proposals to construct transportation, communication, sewerage or other infrastructure in the Natural Heritage System."

294. Amend paragraph 15.3.3. iii) by deleting "natural heritage areas" after "projects in" in the first line and replacing it with "or adjacent to the Natural Heritage System"; by deleting "may" after "City" in the second line and replacing it with "will"; by adding "that are identified in the approved environmental impact study and/or environmental assessment, to address potential impacts on the" after
"compensation" in the third line; and by deleting "for the damage to" after "compensation" in the third line.

295. Amend subsection 15.3.4. by adding the following new clause at the end:

"(iv) Council may accept gifts of ecologically sensitive lands in accordance with the provisions of the Ecological Gifts Program administered by Environment Canada, or any other similar program administered by the Provincial or Federal governments."

296. Amend paragraph 15.3.5. i) by deleting "conversation" in the 3rd line and replacing it with "conservation"; by deleting "and" at the end of "(d)" by inserting the following new clause after "(d)":

"(e) Modification of property tax assessment and/or facilitation of the Provincial Conservation Land Tax Incentive Program or the Managed Forest Tax Incentive Program; and"

297. Amend paragraph 15.3.5. i) by renumbering "(e)" to "(f)".

298. Amend paragraph 15.3.5. ii) by deleting "designated as Open Space" after "areas" in the first line; by adding ",," and deleting "and" after "protection" in the third line and by adding "and enhancement" after "rehabilitation" in the fourth line.

299. Amend paragraph 15.3.6. i) by deleting "Buffers may" after "System." in the second line and replacing it with "Ecological buffers will"; by deleting "the shorelines of lakes, rivers and streams and other" after "adjacent to," in the third line; and by adding ",based upon the recommendations of an approved Environmental Impact Study" at the end after "System".

300. Amend paragraph 15.3.6. ii) by adding "application of the Council approved Guidelines for Determining Setbacks and Ecological buffers as part of" after "through" in the third line.

301. Amend subsection 15.3.6. by deleting clause "(iv)" in its entirety.

302. Amend subsection 15.3.7. by adding "and enhancement" after "rehabilitation" in the first line; by adding ", the environmental assessment process," after "impact studies" in the fourth line; by adding "and enhancement" after "Rehabilitation" in the fifth line; and by deleting "the management of" after "implemented through" in the sixth line and replacing it with "conservation master plans or woodland management plans on".

303. Amend paragraph 15.3.7. i) by adding "and enhancing" after "rehabilitating" in the first line.

304. Amend paragraph 15.3.7. ii) (b) by adding "natural features and ecological" after "protect the" in the first line; by deleting "existing" after "functions of all" in the first line and replacing it with "Provincially and Locally Significant".

305. Amend paragraph 15.3.7. ii) (c) by adding "Significant" at the beginning and by adding "and Woodlands" after "Woodlands" in the first line.

306. Amend paragraph 15.3.7. ii) (d) by adding "maintain water resource functions," after "functions," in the second line; by deleting "to" before "rehabilitate" in the second line and by deleting "degraded shorelines" in the last line and replacing it with "eroded banks and channels".

307. Amend paragraph 15.3.7. ii) (g) by adding ", Riparian" after "Fish" at the beginning; by adding "and riparian" after "create fish" in the first line and by deleting "fish" after "capacity of" at the end of the second line.

308. Amend paragraph 15.3.7. ii) (h) by deleting "to naturalize areas within fill regulated areas of streams, rivers and ravine corridors" after "Areas −" and replacing it with "to restore or replace connections between and within vegetation patches, riparian corridors and wildlife habitat".
Amend paragraph 15.3.7. ii) by adding the following new clause at the end:

"(i) Groundwater Recharge Areas, Headwaters and Aquifers – to protect hydrological functions and source water."

Amend paragraph 15.3.8. i) by adding "s" to Plan after "Master" in the third line.

Amend paragraph 15.3.8. ii) (c) by adding "pathways and" after "formalized" in the fourth line.

Amend subsection 15.4. by adding "(1) or features that may be considered for inclusion on Schedule "B1"." after "Schedule "B" in the second line; by "deleting "and" after "B"; by adding "These policies are" before "supplemental" in the third line; and by adding "water quantity," after "quality," in the fifth line.

Amend subsection 15.4.1. by adding the following new sentence at the end: "Environmentally Significant Areas (ESA's) are identified through the application of the Council approved Environmentally Significant Areas Identification and Boundary Delineation Guideline Document and through the application of Provincial guidelines."

Amend subsection 15.4.1.1. by adding "(ESA's)" after "Areas" in the first line; by adding "1" after "Schedule 'B' in the fourth line; by deleting "Flood Plain and Environmental" after "B" in the fourth line and replacing it with "Natural Heritage"; and by adding the following new sentence after "Features." in the fourth line: "New Environmentally Significant Areas may identified by City Council and added to Schedule "B1" by amendment to this Plan and in accordance with the provisions of Section 15.4.1.3. Areas which have the potential to meet the criteria for an ESA but have not been thoroughly studied are identified as "Potential ESA's" on Schedule "B1".

Amend paragraph 15.4.1.1. i) by adding "Byron Botanical Bog" after "Sifton Bog" in the sidebar; by deleting "by the Province of Ontario and the Upper Thames River Conservation Authority" after "recognized" in the first line; by adding "and a regional life science ANSI" after "Wetland" in the third line; and by adding "It represents a relic landscape and disjunct boreal ecosite." at the end.

Amend paragraph 15.4.1.1. ii) by adding "and a Regional Life Science ANSI" at the end. After "complex"

Amend paragraph 15.4.1.1. iv) by adding ",," and deleting "and" after "Masonville" in the first line; by adding "and Sunningdale" after "Medway" in the second line; by deleting "largely within the flood plain" after "areas, is," in the second line and replacing it with "an abrupt spillway valley through which the Medway Creek flows"

Amend paragraph 15.4.1.1. v) by deleting "by the Province of Ontario" after "classified" in the first line; by deleting "An Area of Natural and Scientific Interest (ANSI) (Byron Woods) after "as" in the second line and replacing it with "A Provincial Life Science ANSI."

Amend paragraph 15.4.1.1. vi) by deleting "northwest" after "located in" in the first line and replacing it with "northeast"; by adding "that straddles Stoney Creek after "Wetlands)" in the second line and by deleting "and a locally significant wetland (Ballymote Wetland) after "Wetlands)" in the second line.

Amend paragraph 15.4.1.1. vii) by adding "(Komoka Park Reserve) after "Kilworth in the sidebar and by deleting the second sentence and replacing it with: "This Provincial Park contains diverse natural communities, rate species, distinctive relic shoreline landforms, and is recognized as a Provincial Earth Science ANSI and a Provincial Life Science ANSI."

Amend paragraph 15.4.1.1. viii) by adding "and Forest" to the sidebar; by adding "and Kilally Forest" after "Meadows" in the first line; by adding "North Branch of the" after "straddles the" in the first line; by deleting "just north of Kilally Road" after "River" in the first line; by adding ":", between Adelaide Street and Clarke Road and includes Meander Creek after "Thames River" in the second line; and by adding "meadows, woodland and" after "contains" in the third line.
Amend paragraph 15.4.1.1. ix) by adding "to the City Limits. It forms a continuous linkage with the Dingman Creek Fen Provincially Significant Wetland Complex and a Kilworth Shoreline Provincial Earth Science ANSI," after "Lambeth in the second line; and by deleting "Provincially Significant Wetland complex," after "contains a" in the second line.

Amend paragraph 15.4.1.1. xi) by inserting "complex" after "Wetland" in the second line; by deleting "a and a locally significant wetland (Elliot-Laidlaw Wetland) and replacing it with "which includes the Elliot-Laidlaw Wetland located within the Dingman Creek Subwatershed area" after "Wetland)" in the fourth line.

Amend paragraph 15.4.1.1. xii) by adding "Allen" at the beginning of the sidebar and deleting "s" from the end of White's in the sidebar; by adding "Allen" and deleting "s" from "White's" at the beginning of the paragraph.

Amend paragraph 15.4.1.1. xiii) by deleting "Wetland from the sidebar and replacing it with "ESA; by deleting "Wetland after "Glanworth" in the first line and replacing it with "ESA; by deleting "is a" after "Glanworth" at the end of first line and by adding "complex and mature upland woodland" at the end.

Amend paragraph 15.4.1.1. xv) by adding "It is a Regional Life Science ANSI." at the end of the paragraph.

Amend subsection 15.4.1.1. by adding the following clauses at the end:

"Dingman Creek Fen Wetland Complex" (in the sidebar)

"xvii) The Dingman Creek Fen Wetland Complex is located in the western end of the City, between the Lower Dingman Creek ESA and Kilworth ESA. It is a Provincially Significant Wetland representing a rare community type. The wetland is associated with the Kilworth Shoreline Provincial Earth Science ANSI."

"Ballymote ESA" (in the sidebar)

"xviii) The Ballymote ESA is located in northeast London along a tributary of Stoney Creek. It is considered part of the Arva Moraine Provincially Significant Wetland Complex that extends to the north of the City boundary and contains forest interior and area sensitive bird species."

"Delaware East Woodland ESA" (in the sidebar)

"xxiv) This large, mature wooded area is located on steep slopes and floodplain lands of the Dingman Creek Corridor at the eastern edge of the City and extends into Delaware Township. It is part of the Lower Dingman Corridor ESA."

"Arva Moraine ESA" (in the sidebar)

"xxv) This complex of uplands and provincial significant wetland vegetation patches is located on the Arva Moraine landform unit located along the northern limit of the City, generally bounded by Fanshawe Park Road, Richmond Street and Highbury Avenue."

Amend subsection 15.4.1.2. by inserting ", or the application of boundary delineation guidelines." after "studies" in the fourth line and by deleting "Such lands are designated as "Environmental Review" on Schedule "A and are shown as "Potential Environmentally Significant Areas" on Schedule "B. from the end.

Amend subsection 15.4.1.5. by deleting the ";" at the end of "iii) Silver Swamp" and replacing it with a ";"; and by deleting "iv) Arva" from the end.

Amend subsection 15.4.2. by deleting the first two paragraphs in their entirety and replacing them with the following:
Wetlands provide important habitat for plants, fish and other wildlife that are fully dependent on the presence of a wetland, and for wildlife that need wetlands to complete some life cycle requirements. Wetlands provide important staging and breeding areas for waterfowl. They also influence the quality, temperature and flow of water and provide storage capacity to offset peak flows associated with storm events. They are important source water protection areas and have groundwater recharge and discharge functions. Some types of wetlands have deep organic soils. Wetlands are also important for their social values including such activities as hunting, recreation, education and research, and cultural heritage.

The determination of significant wetlands in accordance with the Provincial Policy Statement (PPS) is made by the Ministry of Natural Resources using evaluation procedures established by the Province, as amended from time to time. Evaluated wetlands are classified on the basis of scores received through the evaluation and are identified on Schedule "B1":

i) Provincially Significant Wetlands are identified by the Ministry of Natural Resources and include wetlands that achieve a score in the Wetland Evaluation Manual for Southern Ontario of 600 points, or over 200 points in either Biological or Special Features components;

ii) Locally Significant Wetlands are identified in London as wetlands that achieve a score in the Wetland Evaluation Manual for Southern Ontario of 400 points, or over 100 points in either Biological or Special Features components.

Development and site alteration shall not be permitted in Provincially Significant Wetlands, except for:

i) activities that create or maintain infrastructure, in accordance with Section 15.3.3.; or

ii) works subject to the Drainage Act.

Amend subsection 15.4.2. in the last paragraph by adding "Known wetlands that have not yet been evaluated are also identified on Schedule "B1" as "Unevaluated Wetlands"," at the beginning; by deleting "unclassified after "any" in the first line and replacing it with "identified or unevaluated”; by deleting “, or” after “area study” in the second line; by deleting “or Environmental Impact Study,” after “environmental study” in the second line; by deleting “Provincial” after “accordance with the” in the third line and by adding “for Southern Ontario” after “System” at the end.

Amend subsection 15.4.3. by adding "(ANSI's)" after “Interest” in the first line; and by adding “glacial” between “and” and “landforms” in the last line of the first paragraph.

Amend subsection 15.4.3. by deleting the second paragraph and replacing it with “There are two Provincial Life Science Areas of Natural and Scientific Interest in London: Warbler Woods or the Byron Woods; and the Komoka Park Reserve. The Komoka Park Reserve ANSI exhibits part of a Lake Maumee II bluff, which is a Provincial Earth Science ANSI. The Kilworth Shoreline Provincial Earth Science ANSI also represents a Lake Maumee shoreline and bluff. There are several Regional Life Science ANSI’s located within ESA’s. These include Byron Bog, Westminster Ponds, and Kains Road River Valley. These areas are included within recognized Environmentally Significant Areas as shown on Schedule "B1".”

Amend subsection 15.4.3. by deleting “provincial” in the second line of the third paragraph and replacing it with “Provincial”.

Amend subsection 15.4.4. by deleting “Habitat of Endangered, Threatened and Vulnerable” from the sidebar and adding “at Risk” after “Species”; by adding "Ontario" after "The" in the first line; by deleting "identifies" after "Resources" in the first line and replacing it with "designates"; by adding "at risk" after "species" in the first line; by deleting "endangered, threatened and vulnerable" after
"categories of" in the first line and replacing it with "Endangered-Regulated, Endangered-Not Regulated, Threatened, and Special Concern (formerly vulnerable)" in the first paragraph.

336. Amend paragraph 15.4.4. iii) by adding "or Department of Fisheries and Oceans (DFO) approvals," after "guidelines" in the second line.

337. Amend subsection 15.4.4. by adding the following paragraph at the end:

"Development and site alteration shall not be permitted in the significant habitat of Endangered Species and Threatened Species, except for:

i) activities that create or maintain infrastructure in accordance with Section 15.3.3.; or

ii) works subject to the Drainage Act."

338. Amend subsection 15.4.5. by adding "Significant Woodlands and" before "Woodlands" in the sidebar; by adding "," after "woodlots" in the fourth line; by deleting "and" after "woodlots" in the fourth line; by deleting "and" after "woodlots" in the fourth line; by adding "and naturalizing woodland edges" after "forested areas" in the fourth line; by deleting "Planning" after "Subwatershed" in the fifth line; by adding "1" after " Schedule B" in the seventh line and adding "New woodland vegetation patches may be added to Schedule "B1", through an amendment to this Plan, on the basis of more detailed environmental studies." at the end of the first paragraph.

339. Amend subsection 15.4.5. further by adding "Potentially significant woodlands and other vegetation forms that have not been evaluated are designated as Environmental Review on Schedule "A" and delineated as "Unevaluated Vegetation Patches" on Schedule "B1"." to the beginning of the second paragraph.

340. Amend paragraph 15.4.5. ii) by deleting it in its entirety and replacing it with " ii) The Woodland provides important ecological functions and has an age, size, site quality, diversity of biological communities and associated species that is uncommon for the planning area."

341. Amend paragraph 15.4.5. iv) by deleting "endangered or threatened at the end and replacing it with "species at risk".

342. Amend subsection 15.4.5. by adding the following tow paragraphs at the end:

"Woodlands that are determined to be ecologically significant on the basis of these Official Plan criteria and the application of the Council approved Guideline Document for the Evaluation of Ecologically Significant Woodlands will be designated as Open Space on Schedule "A" and delineated as "Significant Woodlands" on Schedule "B1".

Woodlands that are not determined to be ecologically significant but are to be retained for public open space or park purposes according to criterion iii) above, or woodlands to be retained at the landowners request as a private woodland, will be designated as Open Space on Schedule "A" and delineated as "Woodlands" on Schedule "B1". If a woodland is evaluated and confirmed as not being ecologically significant, and the landowner or the City have no interest in their retention, the lands may be redesignated from Environmental Review to another designation in keeping with the policies of this Plan, and the "Woodlands" or "Unevaluated Vegetation Patch" delineation on Schedule "B1" may be removed.

343. Amend subsection 15.4.6. by adding "natural features and ecological" after "important" in the first line; by deleting "erosion and other hazards" after "flooding" in the seventh line and replacing it with "and other natural hazard processes" and by inserting the following two paragraphs after the first paragraph:

"River, Stream and Ravine Corridors identified on Schedule "B1" include "Significant River Stream and Ravine Corridors" that have been identified in the
Subwatershed Studies according to the criteria in i) below, and other “Unevaluated Stream or Ravine Corridors” that require further evaluation. Significant River, Stream and Ravine Corridors are designated Open Space on Schedule “A”. Unevaluated Stream or Ravine Corridors are designated Environmental Review, pending further evaluation.

Within the City of London the entire length of the Thames River corridor is recognized as a “Significant River, Stream and Ravine Corridor” on Schedule “B1”. Also, the main branches of Stoney Creek, Medway Creek, Dingman Creek, Pottersburg Creek, Wabuno Creek, Mud Creek, Stanton Drain, Kelly Drain and several tributary streams are Significant River, Stream and Ravine Corridors. Determination of the width of Significant River, Stream and Ravine Corridors will be in accordance with ii) below:

344. Amend paragraph 15.4.6. i) by adding “Significant” at the beginning of the sidebar; by deleting “significance of” after “The” in the first line and replacing it with “identification of”; by deleting “surface” after “and” and by adding “resources” after “water” both in the third line.

345. Amend paragraph 15.4.6. i) (a) by deleting “hydrological” after “important” in the first line and replacing it with “water resources”; by adding “or discharge,” after “recharge” in the second line; and by adding “, or is located in a headwater area” after “sediments” at the end.

346. Amend paragraph 15.4.6. i) (c) by adding “for wildlife movement” after “provide” in the second line and by adding “that typically extend” after “connections” in the second line.

347. Amend subsection 15.4.6. by inserting the following new clause:

“Width of Significant River, Stream and Ravine Corridors” (in the sidebar)

(ii) Significant River, Stream and Ravine Corridors are designated Open Space on Schedule “A”, and delineated on Schedule “B1” with the corridor width to be determined on the basis of the following criteria:

(a) The corridor width shall be sufficient to accommodate the natural features and ecological functions that contribute to its significance including water resource functions such as flood plain and erosion hazards, riparian buffers for natural features, ecological functions and water quality and quantity, and provision for future pathways or access trails. This will be determined through the preparation of an Area Plan, Environmental Impact Study and/or Subject Lands Status Report; and

(b) The minimum width of Significant River, Stream and Ravine Corridors will be generally comprised of 30 metres on each side of the watercourse measured from the high water mark. The ultimate width of a corridor will be established on a case-by-case basis through application of the Guidelines for Determining Setback and Ecological Buffers, as part of an Environmental Impact Study and/or Subject Lands Status Report approved by the City.”

348. Amend subsection 15.4.6. by deleting clause ii) in it’s entirety and replacing it with the following:

(iii) Council may consider alterations to stream corridors to enhance, rehabilitate and restore the system through such measures as:

(a) bank stabilization;

(b) the creation of riffles and pools;

(c) restoration of meandering and natural stream fluvial morphology;
(d) plantings; and
(e) removal of barriers.

349. Amend paragraph 15.4.6. "iii)" by renumbering it "iv)"; by deleting after "Corridors" in the first line and by replacing it with "are"; and by adding "1" after "Schedule B" at the end.

350. Amend subsection 15.4.6. by adding the following new clause:

"v)" Potential locations for future upland corridors are identified on Map Schedule "B1". Upland Corridors will be encouraged to be established through a variety of measures such as stewardship agreements or conservation easements with private landowners, planting programs, and acquisition by the City through purchase, dedication, donation and/or bequest. Upland Corridors that have been established may be designated Open Space and zoned in a manner that will ensure their long-term protection.

351. Amend subsection 15.4.7. by deleting the first and second paragraphs and by replacing them with the following: "Habitat functions as a home for wildlife. In addition to common requirements like nutrient sources and physical space, many types of wildlife have specific, individual habitat requirements that can change during different periods in their life cycles. Some specific wildlife habitats are particularly important, and should be considered significant. These are habitats that support important wildlife species, or that are particularly susceptible to impacts, or are habitats that are under-represented in the City of London."

352. Amend paragraph 15.4.7. i) by adding "that have had regard for and having regard for the Significant Wildlife Habitat Technical Guide prepared by the Ministry of Natural Resources, which provides information on the identification, description and prioritization of significant wildlife habitats." at the end after "considerations.

353. Amend paragraph 15.4.7. i) (a) by deleting the ":" after "cycle" and replacing it with a "_'" and by adding "These areas include but are not limited to: seasonal concentration areas; rare vegetation communities or specialized habitat for wildlife; habitats for species of conservation concern; and animal movement corridors." at the end.

354. Amend paragraph 15.4.7. i) (b) by deleting "; and" and replacing it with a ",'_" after "System" in the third line and by adding "In the City of London, examples of under-represented habitat types include marshes, tall grass prairie and savannah, bog, fen, bluff, shallow aquatic and open aquatic." at the end.

355. Amend subsection 15.4.7. by adding the following new clause at the end:

"ii) Areas of Significant Wildlife Habitat will be identified on Schedule "B1" and designated Open Space on Schedule "A".

356. Amend subsection 15.4.8. by deleting "communities" after "aquatic" in the first line and replacing it with "organisms which together make up the aquatic ecosystem"; by adding "untreated urban runoff," after "vegetation" in the sixth line; by deleting "and" after "vegetation," in the sixth line; by deleting "stormwater flows and" after "increased in the sixth line; by adding "and changes in the timing and amount of stormwater entering the watercourse" after "sedimentation" in the seventh line; by adding "generally" after "habitat is" in the eighth line; and by adding "Development and site alteration shall not be permitted in areas of fish habitat except in accordance with relevant provincial and federal requirements." at the end.

357. Amend subsection 15.4.9. by adding ", and Headwater Streams," and by deleting "and Aquifers" after "Areas," in the third line; by adding "and Headwater Streams" after "Areas" in the third line; by adding "1" after "B" in the fourth line; by deleting "the Flood Plain and Environmental" after "Schedule B" in the fourth line and replacing it with "Natural Heritage"; and by adding "New Groundwater Recharge Areas, Headwater Streams and Aquifers that are identified through subsequent
environmental studies may be added to Schedule "B1" through an amendment to the Official Plan." after “Features Map.” in the fifth line.

358. Amend subsection 15.4.10. by adding ", improve and/or restore" after "protect" in the first line of the second paragraph and by adding "The City will also promote efficient and sustainable use of water resources including practices for water conservation and sustaining water quality." at the end of the second paragraph.

359. Amend subsection 15.4.10. by adding the following at the beginning of the third paragraph: "Development and site alteration will be restricted and mitigative measures or alternative development approaches may be required in or near sensitive surface water features and sensitive ground water features in order to protect, improve and/or restore these features and their related hydrologic functions. The City will participate in the preparation of a source protection plan under the provisions of the Clean Water Act and the Official Plan will be amended, as required, to conform with relevant policies set out in the approved source protection plan."

360. Amend subsection 15.4.11. by deleting "shown" after "are" in the fourth line and replacing it with "identified as Potential Naturalization Areas" and by adding “1" after “B" at the end.

361. Amend subsection 15.4. by adding the following at the end:

"15.4.12. Carolinian Canada Big Picture Concept" (in the sidebar)

"In addressing opportunities for Potential Naturalization Areas that will form part of the Natural Heritage System, consideration will be given to the context of London within the surrounding ecological region that extends beyond the City limits. A concept plan prepared by Carolinian Canada, identifies large core natural areas, other significant natural areas, and corridors and linkages connecting the system together. This concept, referred to as the "Big Picture" vision, is designed to complement other analyses of natural heritage conducted by municipalities, conservation authorities, provincial and federal agencies.

The "Big Picture Meta-Cores and Meta-Corridors" have been refined to reflect local conditions and are identified on Schedule "B1" for reference purposes. The core areas and corridors are represented conceptually, and not to be interpreted as rigid boundary delineations.

The "Big Picture" concept is not a component of London's Natural Heritage System. While policies for land use and development activity within the area will continue to be guided by the designations on Schedule "A", naturalization projects and landowner stewardship initiatives that support the "Big Picture" system of core natural areas and corridor connections will be encouraged by the City of London."

"15.4.13. Unevaluated Vegetation Patches" (in the sidebar)

"Unevaluated Vegetation Patches, as delineated on Schedule "B1", were identified through the Subwatershed Studies or other environmental studies. These features may include treed areas, swamps, wetlands, savannahs, old field plantations, or other similar natural features. Most large Unevaluated Vegetation Patches are designated Environmental Review on Schedule "A". Smaller patches may have previously been designated for development or agricultural activity.

The "Environmental review" designation and "Unevaluated Vegetation Patches" delineation are considered to be interim in nature, until such time as the significance of these patches can be confirmed through the completion of an environmental study of the Environmental Review Lands outside the Urban Growth Boundary as directed by policy 8B.3.1.i.i), or an Area Plan, Environmental Impact Study and/or Subject Lands Status Report accepted by the City, and Map Schedules "A" and "B1" have been amended to reflect the final designation and delineation."
"15.4.14. Other Woodland Patches larger than 0.5 Hectares" (in the sidebar)

"In addition to areas that are designated Environmental Review or Open Space, woodland patches in other designations that are larger than 0.5 hectares in size shall be evaluated in order to determine the significance of vegetation and identify the need for protection prior to development approvals. Where it is considered appropriate, the protection of trees or other vegetation will be required through measures such as, but not limited to, Tree Preservation Plans for subdivision or site plan applications, acquisition of land through parkland dedication and/or purchase by the City, conservation easements, landowner stewardship initiatives and zoning provisions. Pending an evaluation and decision on long term protection, woodland patches that are larger than 0.5 hectares in size will be identified as "Unevaluated Vegetation Patches" on Schedule "B1" and may be regulated under the City of London Tree Conservation By-law."

"15.4.15. Other Drainage Features" (in the sidebar)

"In addition to the "Significant River, Stream and Ravine Corridors" and "Unevaluated Stream and Ravine Corridors" that comprise part of the Natural Heritage System, the base map features on Schedules "A", "B1" and "B2" also identify "Watercourses/Ponds" to delineate the location of municipal or agricultural drains, intermittent or headwater streams and man-made or natural ponds. These features are identified for information purposes and may be added or removed from the base map without an Official Plan Amendment, to reflect changes over time in drainage patterns and features on the ground. The ecological contribution of these drainage features as headwaters, recharge areas and riparian corridors, will be addressed as part of the Area Plan, Environmental Assessment and/or EIS process."

Amend subsection 15.5. by deleting "whether a more detailed Environmental Impact Study is required after "determine" in the last line of the second paragraph and replacing it with "the significance of any natural heritage feature".

Amend paragraph 15.5.1. i) by deleting "will" after "development" in the second line and replacing it with "may"; by deleting "may" after "They" in the fourth line and replacing it with "will confirm or"; by deleting "may" after "and" in the fifth line and replacing it with "will" and by adding "Council has approved "Guidelines for the Preparation and Review of Environmental Impact Studies" to implement the Official Plan policies" at the end.

Amend paragraph 15.5.1. ii) by adding "Environmental Impact Studies are required where development or site alteration is proposed within or adjacent to components of the Natural Heritage System" at the beginning and by adding "consent application" after "subdivision application" in the fourth line.

Amend Table 15-1 in the "COMPONENTS" column as follows:

- delete the "Within 100 metres" column and replace it with "-Locations of endangered or threatened species"

- delete the "Within 50 metres" column and replace it with the following:

  - Environmentally Significant Areas
  - Life Science Areas of Natural and Scientific Interest
  - Locations of special concern species
  - Significant Woodlands
  - Significant Wildlife Habitat
  - Significant River, Stream and Ravine Corridors

- Amend the "Within 30 metres" column by adding "-Woodlands" at the end under "-Fish Habitat".

- Amend the "Within" column by adding "-Groundwater Recharge Areas" at the end.

Amend paragraph 15.5.1. v) (b) by inserting "and their temporal and spatial scales" at the end after "occur".
Amend paragraph 15.5.1. v) (c) by deleting it in its entirely and replacing it with “development criteria to maintain natural features and ecological functions, and mitigate the impacts of development within or on adjacent lands; and.

Amend paragraph 15.5.1. v) (d) by adding “an implementation strategy for mitigation measures including” at the beginning.

Amend paragraph 15.5.1. vi) by adding “and study scope” after “plan” in the first line.

Amend paragraph 15.5.1. vi) (a) by adding “and map” after “confirm” in the first line.

Amend paragraph 15.5.1. vi) (b) by adding “the” after “evaluate” in the first line and by adding “in accordance with the criteria outlined in Section 15.4.” at the end after “A”.

Amend paragraph 15.5.1. vi) (c) by adding “the” after “evaluate” in the first line; by adding “rivers,” after “areas,” and by deleting “, and” after “streams” both in the fourth line and by adding “and other vegetation patches greater than 0.5 hectares in size” after “corridors” at the end.

Amend paragraph 15.5.1. vi) by adding “The results of this initial stage of the Environmental Impact Study are to be reviewed and confirmed by the City prior to completing the balance of the study.” at the end and by deleting clauses (d) and (e) in their entirety.

Amend paragraph 15.5.1. vii) by deleting “that assessment will be considered as fulfilling the Environmental Impact required by this Plan” after “legislation” in the third line and replacing it with “any required EIS will be scoped to include only those matters that have not been adequately addressed through the Environmental Assessment. For any proposal carried out under the Ontario Environmental Assessment Act or relevant Federal legislation, alternatives involving development and site alteration within the Natural Heritage System will only be considered after the evaluation of options that would avoid development and site alteration within the Natural Heritage System.”

Amend paragraph 15.5.1. viii) by adding “Consent” after “Subdivision” in the fourth line.

Amend paragraph 15.5.2. i) by deleting “, prior to approving new development” after “completed” in the first line and by adding “The work plan for the Subject Land Status Report will be determined in consultation with the City and relevant public agencies:” at the end.

Amend paragraph 15.5.2. ii) by deleting the number “ii)” and replacing it with “(a)” at the beginning; by deleting “a preliminary” after “provide” in the first line and replacing it with “an”; and by adding “in accordance with the requirements of 15.4.” at the end.

Amend paragraph 15.5.2. iii) by deleting the number “iii)” and replacing it with “(b)” at the beginning and adding “in accordance with the requirements of 15.5.2.” after “these lands” in the fifth line.

Amend subsection 15.5.3. by deleting “shall” after “City” in the first line and replacing it with “has”; by adding “d” to the end of “prepare” in the first line; by deleting “the” after “requirements of” in the second line; and by deleting “component of” after “environmental” in the second line and replacing it with “studies for”.

Amend subsection 15.6. by adding “2” after “B” in the fourth line; by deleting “Flood Plain and Environmental Features” after “Schedule B” in the fourth line and replacing it with “Natural Resources and Natural Hazards”; by adding “, which represents the equivalent of a one in 250 year return flow occurrence” after “Flood Event” in the sixth line; and by adding “2” after “B” at the end of the third paragraph.
Amend subsection 15.6.1. by adding "2 after "B" at the end of the second paragraph; by deleting "Where detailed flood line studies have not been completed, the extent of the flood plain hazard is generally identified for fill regulation by the conservation authority having jurisdiction. The fill line areas are identified as a constraint area on Schedule "B." from the beginning of the third paragraph; by adding "2 after "B in the first line of i); and by adding "2 after "B in the fifth line of iii).

Amend subsection 15.6.3. by adding "2 after "B in the last line of the first paragraph.

Amend paragraph 15.6.4. ii) by deleting "the "Coves" area;' after "River;" in the third line and by adding "2 after "B at the end.

Amend paragraph 15.6.4. v) by adding "2 after "B in the first line.

Amend subsection 15.6.4. by adding the following new section:

"15.6.4.1. Coves Special Policy Area" (in the sidebar)

"The Coves Special Policy Area, identified on Schedule "B2" – Natural Resources and Natural Hazards, contains important natural features and a viable low density residential neighbourhood that has historically existed within the flood plain of the Thames River. While a berm/dyke structure provides protection up to the Regulatory elevation of the Thames River, there continues to be a potential for flooding from the river, as well as from internal drainage sources in the Coves basin.

The standard two-zone (floodway-flood fringe) cannot be reasonable applied to development in the area. In order to provide for the continued viability of the existing community and an appropriate level of flood damage reduction, the coves is recognized as a Special Policy Area pursuant to Section 3.1. of the Provincial Policy Statement. Accordingly, the following special policies will apply in the area:

i) For the purposes of the Coves Special Policy Area:

(a) "Development" shall mean the creation of a new lot, a change in the land use, or the construction of buildings or structures, requiring approval under the Planning Act but does not include activities that create or maintain infrastructure authorized under the environmental assessment process; or works subject to the Drainage Act.

(b) "Essential Emergency Services" shall mean services such as those provided by fire, police and ambulance stations and electrical substations, which would be impaired during an emergency as a result of flooding, the failure of floodproofing measures and/or protection works, and/or erosion.

(c) "Floodproofing" shall mean structural changes and/or adjustments incorporated into the basic design and/or construction or alteration or placement of individual buildings, structures or properties to protect them from flood damage, or to reduce or eliminate flood damages.

(d) "Hazardous Substances" shall mean substances which, individually, or in combination with other substances, are normally considered to pose a danger to public health, safety and the environment. These substances generally include a wide array of materials that are toxic, ignitable, corrosive, reactive, radioactive or pathological.

(e) "Infilling" shall mean development on previously undeveloped lots, generally bounded by existing development on adjacent sides.

(f) "Institutional Uses" shall mean those uses, associated with hospitals, nursing homes, pre-schools, school nurseries, day care
and schools, where there is a threat to the safe evacuation of the sick, the elderly, the physically challenged or the young during an emergency as a result of flooding, failure of floodproofing measures or protection works, or erosion.

(g) "Regulatory Flood Standard" shall mean the level of flooding which has been calculated by the Upper Thames River Conservation Authority and recognized by the Province, to define the Thames River flood plain limits for regulatory purposes. The 1937 observed historical event, which represents the equivalent of a one in 250 year return flow occurrence, is recognized by the Province as the Regulatory Flood Standard for the Upper Thames Watershed. The Regulatory Flood Standard for the Thames River is delineated by the 235.6 metre contour.

(h) "100-Year Flood Standard" shall mean the level of flooding which has been calculated by the Upper Thames River Conservation Authority for the Thames River flood plain based on an analysis of precipitation, snow melt, or a combination thereof, having a return occurrence of 100 years on average or having a 1% chance of occurring or being exceeded in any given year. The 100-year flood standard for the Thames River is delineated by the 234.8 metre contour.

(i) "Coves Flood Standard" shall mean the level of flooding which has been calculated by the Upper Thames River Conservation Authority to define the flood plain limits from internal drainage sources within the Coves basin, based on a one in 250 year return flow occurrence. The Coves flood standard is delineated by the 232.33 metre contour.

(j) "Replacement" shall mean removing an existing structure and erecting a new structure.

(k) "Site Alteration" shall mean activities such as fill, grading and excavation, that would change the landform and natural vegetative characteristics of a site.

ii) All development within the Coves Special Policy Area will be encouraged to incorporate floodproofing to the level of the Regulatory flood standard, if possible, and to the level of the 100 year flood standard at a minimum.

iii) Applications for Official Plan and/or Zoning By-law amendments, plans of subdivision and consents that would have the effect of increasing the amount or intensity of residential development within the Special Policy Area will not be supported.

iv) Applications for Official Plan and/or Zoning By-law amendments that would have the effect of permitting institutional uses, essential emergency services or hazardous substances within the Special Policy Area will not be supported.

v) On existing lots of record that are designated and zoned for residential development. minor additions and alterations to existing structures will be permitted, in accordance with relevant zoning and building guidelines, provided it is floodproofed to the elevation of the main floor (first floor) of adjacent structures at a minimum, and in no case less than the elevation of the coves flood standard.

vi) On existing lots of record that are designated and zoned for residential development, infilling and replacement will be encouraged to incorporate floodproofing to the level of the Regulatory flood standard. Where this level of protection would be impractical, obtrusive, or out of context with adjacent development patterns, floodproofing shall be required to the elevation of the main floor (first floor) or adjacent structures at a minimum, and in no case less than the elevation of the Coves flood standard. Basements will not be permitted.
vii) Applications for Official Plan and/or Zoning By-law amendments to permit open space uses will be evaluated on the basis of relevant policies in the Plan. Development within the Open Space designation will generally be restricted to non-intensive or passive uses that are not susceptible to significant flood damages. Associated structures, uses and parking areas may only be permitted on lands that are above the elevation of the Coves flood standard.

viii) All infill, replacement, building additions and site alteration activity within the Coves Special Policy Area will continue to be regulated under the requirements of the Conservation Authorities Act and this will be denoted on Zoning maps to increase the awareness of landowners and area residents.

ix) The City of London and Upper Thames River Conservation Authority will continue to co-operate in order to ensure the ongoing maintenance, repair and servicing of the Thames River dyking system, which provides flood damage reduction to the Coves Special Policy Area.

x) The City of London, in co-operation with the Upper Thames River Conservation Authority, will maintain, update and enhance the local Flood Contingency Plan on an ongoing basis. The City will support the efforts of the Conservation Authority to maintain, update and enhance the Flood Warning System Plan, which provides flood forecasting, control and warning services in the watershed area."

386. Amend subsections 15.7. and 15.7.1. by deleting them in their entirety and replacing them with the following:

"15.7. EROSION AND WETLAND HAZARDS"

Ravines, river valleys, stream corridors, slopes and wetlands may be subject to natural hazards that preclude or restrict land use and development activity. The lands susceptible to natural hazards are subject to the policies in this section and may be identified for reference purposes on Schedule "B2" – Natural Resources and Natural Hazards. In addition to satisfying the policies in this section, all site alteration, land use and development activity within the applicable Regulation Limit, will be subject to review and approval by the Conservation Authority having jurisdiction."

"15.7.1. Ravine Erosion Hazards" (in the sidebar)

"The natural movement of watercourses and valley slopes due to erosion can be aggravated by human activities and the impact of the activity can be transferred some distance from the impact site. The risk of erosion is managed by planning for the 100 year erosion rate (the average annual rate or recession extended over a one hundred year time span). The extent of the Riverine Erosion Hazard Limit depends on whether the erosion is occurring in a Confined System (where the physical presence of a valley corridor containing the system is visibly discernable), or an Unconfined System (where there is no discernable valley slope or bank that can be detected from the surrounding landscape). In keeping with the hazard avoidance approach, development and site alteration is generally not permitted in areas that are subject to riverine erosion hazards. Riverine erosion hazards are further addressed by the following criteria and illustrations:"

"Confined Systems" (in the sidebar)

"i) The Riverine Erosion Hazard Limit to Confined Systems is comprised of the combined effect of the following:

(a) In cases where valley slopes are found to be at a stable angle, and not subject to the potential influence of toe erosion, the Valley Top of Slope, located at the break in slope point between the valley side slope and the tableland, is the Riverine Erosion Hazard Limit."
(b) In cases where there is a potential for erosion at the toe of the slope from natural processes, the Riverine Erosion Hazard Limit needs to be shifted to include a toe erosion allowance.

(c) In cases where a slope is steeper than its determined long term angle of stability, the Riverine Erosion Hazard Limit needs to be shifted to account for slope movement over time. In the absence of detailed geotechnical information, the stable slope allowance is based on an assumed stable slope gradient of three horizontal units to one vertical unit (3:1). For slopes having a steeper gradient, the allowance is equal to the distance between the actual valley top of slope and the point at which a slope at a 3:1 gradient, rising from the same toe position, would intersect the ground surface.

(d) A six (6) metre erosion access allowance added to the valley top of slope or the combined toe erosion and stable slope allowances, is required for the purposes of providing sufficient access for emergencies, maintenance and construction activities.

"Unconfined Systems" (in the sidebar)

"ii) The Riverine Erosion Hazard Limit for Unconfined Systems, where there is not discernable valley slope or bank, is the combined limit of:

(a) the meander belt allowance, which provides a limit to development within those areas where the river system is likely to shift. It is based on twenty (20) times the bankfull channel width; and

(b) the erosion access allowance, a six (6) metre allowance added to the meander belt. The erosion access allowance is required for the purpose of maintaining sufficient access for emergencies, maintenance and construction activities."
"Boundaries" (in the sidebar)

"(iii) The alignment of the Riverine Erosion Hazard Limit shall be determined by the City, in consultation with the Conservation Authority having jurisdiction. The delineations on Schedule "B2" are subject to interpretation and refinement without an amendment to the Official Plan, on the basis of a technical study prepared in accordance with policy 15.7.6. and completed to the satisfaction of the City, in consultation with the Conservation Authority having jurisdiction.

"Permitted Uses" (in the sidebar)

"(iv) Most areas of riverine erosion hazards are designated Open Space and in keeping with Provincial policy, new development shall be directed away from lands that are subject to riverine erosion hazards. In areas of new development, the use of hazard avoidance, vegetative plantings and other non-structural solutions are the preferred method of addressing riverine erosion hazards.

(v) In areas of existing development, uses permitted by an underlying land use designation may only be developed on lands that are subject to riverine erosion hazards if the following criteria can be addressed to the satisfaction of the City and the Conservation Authority having jurisdiction:

(a) the riverine erosion hazard can be safely addressed and new or existing hazards are not created or aggravated, including possible impacts on upstream and downstream areas;

(b) vehicles and people have a way of entering and exiting the area during times of emergencies;

(c) the development does not involve institutional uses, essential emergency services or the storage of hazardous substances, which could pose an unacceptable threat to public safety if damaged or impacted by erosion forces;

(d) permitted uses may also include works required to be undertaken for the creation or maintenance of infrastructure authorized under an environmental assessment process, and works required for flood and erosion control and bank stabilization to protect areas of existing development."
Amend subsection 15.7.2. in the sidebar by deleting “One Hundred Year” after “Outside the” and replacing it with “Riverine” and by inserting “Hazard” after “Erosion”.

Amend subsection 1.5.7.2. by deleting “One Hundred Year” and replacing it with “Riverine” and by adding “Hazard” after “Erosion” in the first line; by deleting “One Hundred Year” and replacing it with “Riverine” after “outside of the” and by adding “Hazard” after “Erosion” in the fifth line; by deleting "identified on Schedule "BZ" after "features" in the fifth line and by deleting "identified and" after "will be" in the fifth line; by adding "and/or other supporting technical study" after "geotechnical study" in the ninth line; and by changing "15.7.4." to "15.7.6." at the end.

Amend subsection 15.7.3. by deleting it in it’s entirety and replacing it with the following:

"15.7.3. Lands Within the Regulation Limit" (in the sidebar)

"Regulation Limits may be mapped by the respective Conservation Authority, pursuant to the Conservation Authorities Act and enacting regulations, to represent the outside limit of all potential hazards and adjacent lands associated with riverine flooding and erosion, wetlands and watercourses. The Regulation Limit typically includes a 15 metre allowance adjacent to riverine systems, and an area of interference of between 30 metres and 120 metres adjacent to wetlands. Within the Regulation Limit, all site alteration and development activity is regulated and subject to approval, conditional approval or prohibition by the Conservation Authority having jurisdiction and subject to approval by the City Engineer.

The Regulation Limits are delineated on Schedule "B2", to denote areas within which approval for site alteration and development activity is required from the Conservation Authority having jurisdiction. The Regulation Limits are subject to interpretation and refinement, without an amendment to the Official Plan, to reflect changes that have been enacted by the Conservation Authority having jurisdiction."

Amend section 15.7. by inserting the following new subsection 15.7.4.:

"15.7.4. Wetlands and Areas of Interference" (in the sidebar)

"Wetlands and their surrounding areas of interference are subject to regulation under the Conservation Authorities Act due to the potential hazards associated with flooding, organic soils and interference with water source/recharge areas. Filling or draining can have an impact on the hydrologic functions of a wetland which, in turn, may influence the flooding and erosion processes in the area. The incremental impact of widespread wetland interference can also have a significant impact on downstream hydrology. The Regulation Limit also applies to surrounding areas of interference, for a distance of 120 metres around Provincially Significant Wetlands and other wetlands larger than two hectares in size, and 30 metres around wetlands that are less than two hectares in size and not Provincially Significant.

Mapping for the wetlands and areas of interference included within the Regulation Limit, is maintained by the Conservation Authority having jurisdiction and may be reflected on Schedule “B2” of the Official Plan for information purposes. Within regulated wetlands and their areas of interference, development or site alteration that are consistent with the underlying land use designation and zoning may only be permitted if prior approval is received from the Conservation Authority having jurisdiction."

Amend section 15.7. by adding the following new subsection 15.7.5.:

"15.7.5. Maximum Hazard Line" (in the sidebar)

"The Maximum Hazard Line, which represents the general extent of combined natural hazards associated with the flood plain, areas of unstable or organic soils and steep slopes, including steep slopes outside of the Riverine Erosion Hazard Limit, is delineated on Schedule “B1” for information purposes. This delineation
is subject to interpretation and refinement without an amendment to the Official Plan, to reflect changes that have been enacted by the Conservation Authority having jurisdiction.

392. Amend subsection “15.7.4.” by renumbering it “15.7.6.” and making the following changes:

- in i) by adding “, hydrogeological studies, river morphology studies, erosion control plans and/or other supporting technical studies” after “assessments” in the first line;
- in i) (a) by deleting “refine boundaries of” and replacing it with “accurately delineate”; by deleting “One Hundred Year” and replace it with “Riverine” and by adding “Hazard after “Erosion”;
- i) (d) by deleting “and at the end;
- in i) (e) by deleting the text in it’s entirety and replacing it with “identify measures to safely avoid the potential hazards, including appropriate development setbacks from the Riverine Erosion Hazard Limit and,”
- in i) by adding the following new clause:
  “(f) identify and address any associated impacts that development adjacent to the Riverine Erosion Hazard Limit will have on components of the Natural Heritage System.”
- in ii) by adding “and other technical studies” after “assessment” in the first line and by adding “Conservation Authority and other” after “relevant” in the second line.
- in iii) by adding “and other required technical studies” after “assessment” in the first line; and by adding “, Environmental Assessment” after “Area Plan” in the second line.

393. Amend the subsection 15.9. title by deleting it in entirety and replacing it with:
“ABANDONED OIL OR GAS WELLS”

394. Amend subsection 15.9.1. by deleting the first paragraph in it’s entirety and replacing it with the following:
“For information purposes, the approximate locations of known or suspected former petroleum wells are identified on Schedule “82”. Prior to approving new development on or adjacent to former petroleum (oil and gas) well locations, the City will require the proponent to demonstrate that the known or suspected hazard has been mitigated in accordance with relevant provisions of the Oil, Gas and Salt Resources Act.”

395. Amend the second paragraph of subsection 15.10. by adding “2’ after “B” in the last line; and by deleting “Flood Plain and Environmental Features” from the last line and replacing it with “Natural Resources and Natural Hazards”.

396. Amend subsection 15.10.1. by adding “2” after “B” in the second line.

397. Amend paragraph 15.10.1. i) by adding “2” after “B” in the first line and by deleting “Flood Plain and Environmental Features” and replacing it with “Natural Resources and Natural Hazards” in the first line.

398. Amend paragraph 15.10.1. ii) by adding “2” after “B” in the first line.

399. Amend paragraph 15.10.1. iii) by adding “2” after “B” in the second line; by deleting “Flood Plain and Environmental Features” and replacing it with “Natural Resources and Natural Hazards” after “B” in the second line; by deleting “To reduce conflicts between the new development and the aggregate resource extraction, the following measure may be required” from the end and replacing it with “Existing mineral aggregate extraction operations shall be protected from new development and activities that would preclude or hinder their expansion or continued use, or which would be incompatible for reasons of public health,
public safety or environmental impact. The following measures may be required
to ensure that extraction is undertaken in a manner which minimizes social and
environmental impacts between the mineral aggregate resource extraction and
new development”.

400. Amend subsection 15.10.2. by adding “Mineral” at the beginning of the sidebar;
by adding “Council will promote the conservation of mineral aggregate resources
by making provision for the recovery of these resources, wherever feasible.” to
the beginning; by adding “2” after “B” in the first line; by deleting “Flood Plain and
Environmental Features” after “B” in the first line and replacing it with “Natural
Resources and Natural Hazards” and by adding the following as a new
paragraph at the end:

“In areas within or adjacent to known mineral aggregate resources, development
and activities that would preclude the establishment of new aggregate extraction
operations, or access to the resources will only be permitted if:

(a) resource use would not be feasible; or

(b) the proposed land use or development serves a greater long-term
public interest; and

(c) issues of public health, public safety and environmental impact are
addressed.”

401. Amend paragraph 15.10.3. (a) by adding “2” after “B” in the fourth line; by
deleting “Flood Plain and Environmental Features” in the fourth line and replacing
it with “Natural Resources and Natural Hazards”.

402. Amend paragraph 15.10.3. (b) by adding “2” after “B” in the second line; by
deleting “Flood Plain and Environmental Features” in the second line and
replacing it with “Natural Resources and Natural Hazards” and by adding
“Mineral” after “Industrial Area or” third line.

403. Amend paragraph 15.10.5. ii) by deleting “Fill, Construction, and Alteration to
Waterways regulations” after “subject to the” in the fourth line and replacing it
with “Regulations for Development, Interference with Wetlands and Alterations to
Shorelines and Watercourses”.

404. Amend paragraph 15.10.6. by adding “2” after “B” in the second line; by deleting
“Floodplain and Environmental Features” in the second line and replacing it with
“Natural Resources and Natural Hazards”; and by adding ‘2” after “B” in the sixth
line.
CHAPTER 16 – PARKS AND RECREATION POLICIES

405. Amend subsection 16. by adding "It is also a key component of Community Vitality – a strategic priority identified in the 2007 – 2010 Council Strategic Plan." after "in a city," in the second line of the second paragraph; by deleting "satisfying needs of all age groups and diverse lifestyles" at the end of the second paragraph and replacing it with "and be designed to satisfy the diverse needs of the population."

406. Amend paragraph 16.1. v) by adding "accessible" after "linked" in the first line.

407. Amend paragraph 16.1. vii) by deleting "to be acquired or dedicated" after "sites" in the first line; by inserting a comma and deleting "and" after "suitable" in the second line; and by adding "and designed to incorporate the principles of accessible design" at the end.

408. Amend subsection 16.1. by adding the following new paragraph at the end:

"x) Ensure the use of the City of London Facility Accessibility Design Standards in the retrofit, alteration or addition to existing facilities."

409. Amend paragraph 16.4.4. ii) by adding "and the ability to incorporate the principles of accessible design" at the end.
CHAPTER 17 - SERVICES AND UTILITIES

410. Amend paragraph 17.2.2. i) (d) by adding "for a new development" after "system" in the fourth line.

411. Amend subsection 17.2.4. by adding the following at the beginning, before paragraph i):

"In general, the City of London does not support the use of temporary sanitary sewage systems and would like to discourage and restrict their usage in the City. However, it is possible that circumstances may occur in future where it may become a public benefit to consider temporary or interim sanitary sewerage systems. Examples include, but are not limited to, the replacement of existing on-site individual treatment systems which are failing on a widespread basis with new temporary services to address health concerns where the ultimate servicing for the area is not readily available or is not cost effective. These cases shall only be considered on a case-by-case basis subject to full evaluation, based on the following criteria:"

412. Amend subsection 17.2. by adding the following new subsection:

"17.2.5. Interim Sanitary Servicing" (in the sidebar)

"Interim services are defined as works or a phase of a work that provides a level of service or quantity of service that is adequate for the immediate future and that meets all City and Provincial standards, guidelines, objectives and targets, but is not the ultimate facility envisioned to be required in the future. The City may utilize interim servicing works to make efficient use of existing infrastructure or defer the cost of the future infrastructure where:

i) the interim work does not detract from the viability of the servicing anticipated in the City’s Sanitary Sewage Servicing Study, Transportation Master Plan, Stormwater Drainage Plan or related Environmental Assessment; and

ii) the interim solution is supported by an acceptable financial impact analysis having regard for the City’s growth financing strategy."

413. Amend subsection 17.2.5. by renumbering it "17.2.6.; and in paragraph ii) by deleting "(a)" after paragraph ii) (a) 5. and replacing it with "(b)".

414. Amend subsections "17.2.6., 17.2.7., 17.2.8., 17.2.9., 17.2.10.," and "17.2.11.," by renumbering them "17.2.7., 17.2.8., 17.2.9., 17.2.10, 17.2.11. and "17.2.12."

415. Amend subsection 17.2. by adding the following new subsection at the end:

"17.2.13. Partial Services" (in the sidebar)

"i) Partial services are defined to include areas that are served by municipal sewage services and individual on-site water services; or, municipal water services and individual on-site sewage services.

ii) Partial services shall only be permitted where they are necessary to address failed individual on-site sewage and individual on-site water services in existing developments where no other alternatives exist and where site conditions are suitable for the long-term provision of such services.

416. Amend subsection 17.6. as follows:

- in the first paragraph by adding "proper conveyance of stormwater flows and" after "The" at the end of the second line; by adding "storm drainage and" after "Effective" at the end of the fifth line.
- in the second paragraph by adding "water resources management that includes storm drainage and" after "addressed" in the first line and by adding "storm drainage and" after "identified" at the end of the third line.

- in the third paragraph by adding "storm drainage and" after "address" in the first line; by adding "Storm Drainage and" after "preparation of" in the second line; by adding "Storm Drainage and" after Plans," in the second line; by adding a "," after "subcatchment" in the third line; by deleting "or" after "subcatchment" in the third line; by adding "or drainage area" after "tributary" in the third line; by adding "in accordance with the requirements of the City" after "basis" in the third line; by adding "provide erosion" between "to" and "control" in the fifth line; by deleting "floodwaters to acceptable levels" after "control" in the fifth line; and by adding "storm drainage and" after "appropriate" at the end of the seventh line.

417. Amend paragraph 17.6.1. i) by deleting it in it's entirety and replacing it with:

"i) The City will require proper conveyance of stormwater flows and stormwater quality, quantity flood protection and erosion control management for all proposed developments in accordance with Provincial policies and guidelines, the City's Subwatershed Studies, the City's Design Standards and Requirements, and in accordance with the policies of this Plan."

418. Amend paragraph 17.6.1. iii) by deleting it in its entirety.

419. Amend paragraph 17.6.1. iv) by deleting it in it's entirety and replacing it with the following and by renumbering it "iii):"

"iii) Stormwater management facilities may be permitted within or adjacent to the Natural Heritage System subject to the policies in Section 15.3.3. of this Plan;

420. Amend paragraph 17.6.1. v) by deleting it in it's entirety and replacing it with the following:

"iv) Best Management Practices may be permitted in floodplain areas where it can be demonstrated, through an Environmental Assessment and/or Environmental Impact Study approved by the City, that any negative impacts on natural features and ecological functions will be avoided, or mitigated and any hazard constraints will be addressed to the satisfaction of the City. Such Best Management Practices will also be subject to approval by the appropriate agencies."

421. Amend subsection 17.6.2. by adding "storm drainage and" after "effective" in the first line; by adding "systems" after "management" in the first line; by adding "contaminant and sediment discharges into water courses" and by deleting "sedimentation" after "erosion" in the second line; and by adding "," after "development" in the second line.

422. Amend paragraph 17.6.2. i) by adding "Storm Drainage and" after "of a" in the first line; by adding "in accordance with the City's General Storm Drainage and Stormwater Management Master Plan" after "Plan" in the second line; and by adding "storm drainage and" after "addressing" in the second line.

423. Amend paragraph 17.6.2. ii) by adding "Storm Drainage and" at the beginning.

424. Amend paragraph 17.6.2. iii) by adding "and Municipal Class Environmental Assessment Study" after "Area Study" in the second line; by deleting "provide for the management of stormwater" after "would" in the third line and replacing it with "address storm drainage and stormwater management servicing,"; and by adding "Storm Drainage and" after "submit a" in the third line; by deleting "stormwater management plan" and replacing it with "Stormwater Management Plan," in the third line; by adding
"storm drainage conveyance and" after "management of" in the fifth line; and by adding "Storm Drainage and" after "with the" at the end of the fifth line.

426. Amend subsection 17.6.2. by adding the following new paragraph at the end:

"Temporary Stormwater Management Facilities" (in the sidebar)

"vi) In general, the City of London does not support the use of temporary stormwater management facilities and/or systems. However, future circumstances may demonstrate that a temporary stormwater facility or system will provide a public benefit. Examples include, but are not limited to, the creation of a new facility while an existing facility is being emptied, decontaminated or regraded due to service issues; or, to address health concerns. Ultimately, the permanent facility may be brought back into service. These cases shall only be considered on a case-by-case basis subject to a full evaluation of the proposed system, as identified under Section 17.6.2."

427. Amend subsection 17.6.3. by adding "Storm Drainage and" at the beginning of the sidebar title; by adding "Storm Drainage and" after "where no" in the first line; by adding "storm drainage and" after "that" in the second line; by adding "Storm Drainage and Stormwater Management Report" and by deleting "stormwater management report" after "submit a" in the fourth line.

428. Amend paragraph 17.6.3. i) by deleting "the" and adding "water resource management issues including, but not limited to storm drainage and" after "address" in the first line; and by deleting "issues" after "management" in the second line and replacing it with "water balance, ".

429. Amend paragraph 17.6.3. iii) by deleting "and sedimentation" after "erosion" in the first line.

430. Amend subsection 17.6.3. by adding the following new clause after iii):

"Erosion Sediment Control" (in the sidebar)

"iv) an Erosion/Sediment Control Plan for the control of erosion and sedimentation during construction activities to minimize the impact of any proposed development on any watercourse;"

431. Amend paragraph 17.6.3. iv) by renumbering it "v" and by adding "complying with Provincial and Federal water quality objectives and fishery requirements and" after "for" in the first line.

432. Amend paragraph 17.6.3. "v)" by renumbering it "vi".

433. Amend paragraph 17.6.4. iii) by deleting the period at the end of paragraph and adding "; and" at the end.

434. Amend subsection 17.6.4. by adding the following paragraph at the end:

"Low Impact Development" (in the sidebar)

"iv) methods to reduce volumes of stormwater such as low impact development." 

435. Amend subsection 17.6.6. by deleting the first paragraph and replacing it with the following:

"Council has adopted erosion and sediment control requirements to minimize the sediment discharge during the various construction phases of new development, and to prevent or minimize the deposition of sediment in adjacent or downstream watercourses and/or drainage networks. These requirements have been designed to:"

436. Amend paragraph 17.6.6. ii) by deleting "so as" after "runoff" in the first line and replacing it with "discharge in order."
437. Amend subsection 17.7.2. by adding “Private Wells” in the sidebar beside paragraph ii) and by adding the following new paragraph at the end:

“Emergency Municipal Wells” (in the sidebar)

“iii) The City of London maintains a small number of stand-by municipal water wells for use during times of emergency. Emergency municipal well locations are identified on Schedule "B2". Water quantity and quality will be protected by restricting or prohibiting high risk land use and development activity within the wellhead protection area of emergency municipal wells.”

438. Amend subsection 17.7. by adding the following new clause:

"17.7.3. Well-Head Protection” (in the sidebar)

"i) Where a draft plan of subdivision, consent and/or Zoning By-law amendment is proposed in the vicinity of an existing well the applicant will be required to demonstrate, to the satisfaction of the City, that the proposed development will not have a negative impact on groundwater quantity and quality. It is the responsibility of the applicant to identify the location of wells in the vicinity of a development site.”

“Abandoned Wells” (in the sidebar)

“ii) As a condition of development approval, the applicant will be required to decommission and permanently cap any abandoned wells, in accordance with current Provincial legislation, regulations and standards. It is the responsibility of the applicant to determine if any abandoned wells exist within a development site.”

439. Amend subsection 17.7.5. by adding the title “Extension of Water Services” in the sidebar.

440. Amend subsections “17.7.3., 17.7.4., 17.7.5.,” and “17.7.6.” by renumbering them to “17.7.4., 17.7.5., 17.7.6.” and “17.7.7.” respectively.
CHAPTER 18 – TRANSPORTATION OBJECTIVES

441. Amend subsection 18. by adding “A Progressive Transportation System is identified as a strategic priority in the 2007 – 2010 Council Strategic Plan.” at the end of the first paragraph.

442. Amend subsection 18.1. by deleting “s” from “toward” after “directed” in the second line.

443. Amend paragraph 18.1. iii) by adding “and sustainable” after “balanced” in the first line; by adding “,” and deleting “and” after “travel” in the second line; and by adding “and provides opportunities to minimize reliance on the automobile” at the end after “modes”.

444. Amend paragraph 18.1. xi) by adding “all modes of” after “convenience of” in the first line; and by deleting “disabled persons” from the end and replacing it with “persons with disabilities”.

445. Amend paragraph 18.1. xiv) by deleting “ages and health groups” from the end.

446. Amend paragraph 18.1. xv) by deleting the following table:

<table>
<thead>
<tr>
<th>Walking</th>
<th>Bicycling</th>
<th>Public Transit</th>
<th>Auto Passenger</th>
<th>Auto Driver</th>
</tr>
</thead>
<tbody>
<tr>
<td>44%</td>
<td>14%</td>
<td>6%</td>
<td>3%</td>
<td>62%</td>
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<tr>
<td>44%</td>
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<tr>
<td>44%</td>
<td>14%</td>
<td>6%</td>
<td>3%</td>
<td>62%</td>
</tr>
</tbody>
</table>

and replacing it with the following:

<table>
<thead>
<tr>
<th>Walking</th>
<th>Bicycling</th>
<th>Public Transit</th>
<th>Automobile</th>
<th>Other</th>
</tr>
</thead>
<tbody>
<tr>
<td>1987 (Actual)</td>
<td>2002 (Actual)</td>
<td>Target 2024</td>
<td></td>
<td></td>
</tr>
<tr>
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<td>21%</td>
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<tr>
<td>62%</td>
<td>57%</td>
<td>53%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

447. Amend subsection 18.1. by adding the following at the end:

"xvi) Optimize the capacity, operational capabilities and Level of Service of the existing transportation system as the basis for future transportation planning;

xvii) Pursue measures and actions required to change trip-making characteristics and reduce travel demands in order to optimize use of the existing transportation system;

xviii) Select achievable plans for prioritized expansion, enhancement and improvement of the existing transportation system, with emphasis on roadway capacity and continuity, improved transit services and Transportation Demand Management (TDM) targets, and

xix) Provide a fiscally responsible plan that responds to the financial abilities of the City of London to invest in transportation system improvement and operation over the next twenty years."

448. Amend subsection 18.2.1. by adding the following sentence: “The City shall prepare a Transportation Master Plan to provide a strategic framework for existing and future transportation needs.” after “needs.” in the third line.

449. Amend paragraph 18.2.1. iii) by deleting “medication” after “evaluation and” in the third line and replacing it with “mitigation”.

450. Amend subsection 18.2.1. by adding the following at the end:
"Level-of-Service (LOS) Standard" (in the sidebar)

"viii) The City of London shall establish a target of LOS "D" conditions on all arterial and collector roadways in the PM Peak Hour. Once this LOS is measured or forecast to exceed LOS D, plans and actions will be taken to regain the minimum LOS "D" planning standard. Specific areas of the City may not be required to meet this target based upon other policies of this plan."

"Shift Alternative" (in the sidebar)

"ix) The use of innovative and strategic transportation alternatives to encourage behavioural change on the part of the travelling public shall be encouraged (Transportation Demand Management)."

"Arterial Capacity Optimization" (in the sidebar)

"x) Capacity optimization as an essential element of transportation planning shall be encouraged. The Access Management Guidelines are to be followed in the review of all site plan and development permit applications. A review of all roadway and intersection design projects, signal timing changes, and Environmental Assessments, to ensure that the capacity of the arterial and collector roadway network is optimized and preserved to the fullest extent possible before major capacity enhancements are required."

"Grade Separation" (in the sidebar)

"xi) The design of any new or upgraded separations identified on Schedule "C" shall ensure that, where appropriate, transit movements and pedestrian movements are not hindered by the grade separation, and appropriate measures shall be provided to ensure pedestrian safety from vehicular traffic."

451. Amend paragraph 18.2.2. i) (b) by adding “medium to” after “at” in the second line; by deleting “generally” after “access is” in the second line; and by deleting “major roads” at the end and replacing it with “arterial roads”.

452. Amend paragraph 18.2.2. i) (c) by adding “controlled or” after “has” in the second line.

453. Amend paragraph 18.2.2. i) by adding the following new clause after “7):”

"(g) Window Street – provides single loaded access to individual properties and connects neighbourhood destinations. Window streets shall serve local traffic only.”

454. Amend paragraph 18.2.5. ii) by deleting “land” and replacing it with “lane” after “triangles,” in the third line; by adding “auxiliary turn lanes, increasing intersection capacity,” after “channelization” in the third line; and by adding “, and/or transit facilities and transit priority measures, including HOV lanes” at the end after “devices”.

455. Amend paragraph 18.2.5. iii) by adding “d” at the end of “require” in the second line; by adding “, and to accommodate transit facilities and transit priority measures, including HOV lanes,” at the end after “generators”.

456. Amend subsection 18.2.5. by inserting the following new clause:

“Interchange Requirements” (in the sidebar)

"iv) Road widening in excess of road allowance requirements may be required at an interchange for the purpose of providing ramps, structures, retaining walls, and transit facilities.”

457. Amend paragraph 18.2.5. “iv” by renumbering it “v”.


Amend paragraph 18.2.5. "v" by renumbering it "vi); by adding "consent or development agreement" after "control," in the second line; by deleting "in equal amounts from both sides of the road, measured from the centreline of the road allowance. Where physical or other conditions or obstructions necessitate a widening on one side on excess of an equal amount, on the portion of required widening that represents an equal amount will be obtain by dedication." and replacing it with "equidistant from the centreline as determined by:

(a) The centreline of the original road allowance laid out by competent authority which has not otherwise been amended by a Council approved Environmental Assessment or By-law; or,

(b) The centreline as established by a Council Approved Environmental Assessment or By-law; or

(c) The centreline of construction of a road where no original road allowance was laid out by competent authority."

Amend paragraph 18.2.5. "vi)" by renumbering it "vii).

Amend paragraph 18.2.5. "vi) by renumbering it "viii)" and making the following changes:
- by adding "and," at the end of (a);
- by deleting (b) in its entirety;
- by relettering "(c)" to "(b)" and by deleting "property as a legal use" at the end of (c) and replacing it with "reduced standard."

Amend paragraph 18.2.6. ii) by adding the following at the end: "The Zoning By-law may include minimum intersection separations to allow for the efficient operation of all modes of transportation at intersections."

Amend paragraph 18.2.6. iii) by adding "or severed" after "subdivided" in the fourth line; by adding "or a system of common/joint access arrangements with adjacent properties," after "collector," in the ninth line; by inserting the following as a second paragraph:

"Council may adopt Access Management Guidelines to further control access along arterial and primary collector roads."

and by deleting from clause iii) the second paragraph and items (a) and (b) in their entirety.

Amend subsection 18.2.6. by adding the following new clause at the end:

"Access Management" (in the sidebar)

"viii) Council shall adopt Access Management Guidelines pursuant to Section 19.2.2. of this Plan that are to be used in the review of all development applications that involve access to arterial and/or collector roads, including intersection separations."

Amend subsection 18.2.7. by adding "auxiliary turn lanes" after "channelization" in the eighth line; and by adding "right" after "left" in the eighth line.

Amend paragraph 18.2.7. i) by deleting "Traffic" in the sidebar and replacing it with "Transportation," by deleting the letter "i)" at the beginning; by deleting "traffic" after "prepare a" in the third line and replacing it with "transportation"; and by adding the following new paragraphs at the end:

"Council shall adopt Transportation Impact Study Guidelines pursuant to section 19.2.2. of this Plan. The preparation of a Transportation Impact Study shall be required at the following stages of the planning approval process."

"Area Plan & Secondary Plan" (in the sidebar)
"identification of transportation infrastructure and operational improvements associated with area wide development potential."

"Plan of Subdivision (in the sidebar)

- Arterial and collector roadway requirements and operations
- Phasing plan
- Transportation infrastructure improvements tied to phasing plan
- General description of access locations and operations
- Allocation of responsibility for funding and implementation of transportation infrastructure improvement

Site Plan (in the sidebar)

- Phasing Plan
- Transportation infrastructure improvements tied to phasing plan
- General description of access locations and operations
- Allocation of responsibility for funding and implementation of transportation infrastructure improvements
- Access location and operations, including joint accesses between adjacent properties
- Site specific impacts on road network including adjacent site operations

466. Amend paragraph 18.2.11. iii) (c) by adding "safe, accessible" after "establishment of" in the first line; and by deleting "with appropriate lighting" after "linkages" in the second line.

467. Amend paragraph 18.2.11. iii) (g) by adding ", as well as the routes to transit (transit access routes)" at the end after "transit".

468. Amend paragraph 18.2.11. iv) by adding the following two new paragraphs at the end:

"Council shall consider the design of the road network in the context of existing and planned transit routes, and shall require that the road network be laid out to provide for ease of circulation and penetration of the neighbourhood for public transit. In the case of site specific development proposals Council will, where appropriate, consider the orientation of buildings, pedestrian access points/routes, location of bus bays and stops, on-site vehicle circulations, and parking layouts.

In the review of a plan of subdivision application or consent, the approval authority may impose conditions relating to the dedication of lands for commuter parking lots, transit situations and related infrastructure for the use of the general public using a public right-of-way."
opportunity for public transportation” after “pattern” in the first line; and by adding “accessible” after “provision of” in the fifth line.

474. Amend subsection 18.2.11. by adding the following new subsection at the end:

“18.2.11.1. Transit Nodes and Corridors” (in the sidebar)

“Council shall support the long term development of compact, transit oriented and pedestrian friendly activity centres at identified nodes and corridors. The Downtown and the Transit Nodes and Transit Corridors as shown on Figure 18.1 are target areas for growth, redevelopment and revitalization. Policies that support growth, redevelopment and revitalization in these areas are provided below and throughout the Plan.

i) In the review and evaluation of development proposals located along identified transit nodes and corridors Council will discourage site-specific Official Plan Amendments and site-specific Zoning By-law Amendments which propose a lower intensity of use where a higher intensity of use has been planned to support compact urban form, discourage sprawl, and provide for efficient infrastructure and transportation.

ii) Residential intensification and employment development will be encouraged adjacent to Transit Nodes and along Transit Corridors. In addition to these primary residential and employment land uses, other land uses which help create complete communities such as recreation, neighbourhood commercial, and public service facilities will be encouraged to integrate with these units.

iii) Development or corridor improvements which may hinder the usage of the Transit Corridors identified on Figure 18.1 for full-size buses and/or HOV lanes will be discouraged.

iv) The City of London shall establish a target of Level of Service “D” conditions on all arterial and collector roadways in the PM peak hour for general automobile traffic. Where these plans or actions have direct impact on a Transit Corridor as shown on Figure 18-1, mitigative measures may include implementation of transit priority measures in order to maintain efficient flow-through of transit vehicles, improve the level of transit service on these corridors, and increase the attractiveness of transit as a viable mode of travel.

v) Where lands are within a Specific Residential Area identified under policy 3.5 of the Plan, the application of the transit nodes and corridor policies will supplement those specific policies, but will not supersede them.”

475. Amend subsection 18.2.12 by adding “and accessible,” after “safe,” in the second line; and by adding the following sentence at the end: “Council may consider a policy to limit the maximum amount of parking spaces to support a proposed development”.

476. Amend paragraph 18.2.12 i) by deleting “to” and replacing it with “of” after “condition” in the third line; by adding the following sentence: “With the exception of low density residential uses, any variance from the parking requirements of the Zoning By-law shall be supported by a Parking Study Report.” after “land uses,” in the fifth line; and by adding “; accessibility requirements” after “service levels” in the sixth line.

477. Amend paragraph 18.2.12 ii) by deleting it in its entirety and replacing it with:

“Design Standards” (in the sidebar)

“ii) Design standards for off-street parking may be applied through the site plan approval process or the Zoning By-law. The intent of these standards is to achieve safe access, efficient usage, and improved aesthetics while reducing the impact of parking on adjacent land uses.
Design standards shall also provide for barrier-free and universally accessible parking requirements.

478. Amend subsection 18.2.12 by adding the following new subsection at the end:

"Park-and-Ride Facilities" (in the sidebar)

"viii) The location of park-and-ride facilities on the periphery of the City will be sited based on discussion with the County of Middlesex, adjacent municipalities and the Ministry of Transportation of Ontario (MTO), in order to ensure that the location of these facilities optimizes their ability to encourage modal split by commuters and to improve transit accessibility to areas that are under-serviced through traditional transit routes.

In addition, the location of park-and-ride facilities shall be encouraged at other areas throughout the City, including Transit Nodes and Corridors."

479. Amend subsection 18.2.14 by deleting "movement with" after "pedestrian" in the second line and replacing it with "infrastructure within".

480. Amend paragraph 18.2.14 i) (f) by deleting "requiring pedestrian path lighting in open space areas and along transit routes where necessary" at the beginning and replacing it with "establishing a program to install pedestrian pathway lighting on City park lands where there is an appropriate after dusk use or a necessary street to street pedestrian connection. Pedestrian lighting shall also be established along transit routes where necessary;" and by deleting “and” at the end.

481. Amend paragraph 18.2.14 i) (g) by deleting "provide barrier-free access" after "facilities" at the end and replacing it with "are accessible; and, "."

482. Amend paragraph 18.2.14 i) by adding the following new clause t the end:

"(h) require pedestrian paths from the internal local roads of subdivisions to collector or arterial roads where there is an existing or planned transit route."

483. Amend paragraph 18.2.14 ii) by deleting "and" and by adding a comma after Western Ontario” in the fourth line; and by adding “and Transit Nodes and Corridors as identified in Figure 18.1” after “College” in the fourth line.

484. Amend paragraph 18.2.14. ii) (b) by adding “accessible” at the beginning; and by adding “and standards” at the end after “design”.

485. Amend paragraph 18.2.14. ii) by renumbering “(i)” and “(j)” to “(h)” and “(i)” respectively.

486. Amend paragraph 18.2.14. iii) by deleting it in its entirety and replacing it with the following:

"Area Studies and Plans of Subdivision" (in the sidebar)

Council, in the preparation and review of area studies, or in its evaluation of development proposals, shall consider the potential impact of the development on the safety, efficiency and ease of pedestrian movement within and adjacent to the subject lands. Pedestrian friendly internal routes and streets shall be required to link or extend to existing or proposed pedestrian circulation routes. The pedestrian circulation routes will include accessible pedestrian connections to existing and proposed transit stops.

487. Amend subsection 18.2.16. by adding "International" after "London" in the last line of the first paragraph.

488. Amend paragraph 18.2.16. i) by adding "International" after "London" in the third line.

489. Amend paragraph 18.2.16 iii) by adding the following new item iii) as follows:

“Economic Role of Airport” (in the sidebar)
The long-term operation and economic role of the London International Airport will be supported by encouraging compatible land uses such as airport related industrial development and associated infrastructure works in the vicinity of the airport lands. Measures that may be implemented to achieve this objective include land use designations and area-specific policies, special provision zoning, and the adoption of a Community Improvement Plan to support the aerospace industry.

490. Amend subsection 18.2.20. by adding "Master" after "Transportation" in the first line; by deleting the second paragraph in its entirety and replacing it with "The City shall provide status reports as needed on transportation demand management initiatives implemented and the potential need to reassess, amend or update any component of the Transportation Master Plan."; and by adding "Master" after Transportation" in the first, third and fifth lines of the third paragraph.

491. Amend Chapter 18. be deleting the existing Table 18.1 and replacing it with the attached Table 18.1.

492. Amend Chapter 18. by adding the attached Figure 18.1 Transit Corridors and Nodes Network.
<table>
<thead>
<tr>
<th>Classification</th>
<th>Function</th>
<th>Road Allowances (m)</th>
<th>No. of Lanes</th>
<th>Operating Speed (kph)</th>
<th>Access and Parking Policy</th>
<th>Accommodation of Pedestrians</th>
<th>Accommodation of Cyclists</th>
<th>Intersection Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Freeway</td>
<td>o High volume inter-urban and long distance movements at high speeds under free flow conditions.</td>
<td>90</td>
<td>4+</td>
<td>100</td>
<td>o No direct access o No stopping/parking o No licensed and motorized vehicle restriction</td>
<td>o Prohibited</td>
<td>o Prohibited</td>
<td>o Grade-separated interchanges with freeways, expressways or arterial roads.</td>
</tr>
<tr>
<td>Expressway</td>
<td>o High volume inter-urban and long distance movements at medium to high speeds. o Access is limited to intersections with arterials.</td>
<td>60-90</td>
<td>2+</td>
<td>60-100</td>
<td>o Controlled access o No stopping/parking o No licensed and motorized vehicle restrictions</td>
<td>o Prohibited</td>
<td>o Prohibited</td>
<td>o Grade-separated interchanges with freeways, other expressways or arterial roads. o At-grade intersections with arterial roads at widely spaced intervals.</td>
</tr>
<tr>
<td>Arterial</td>
<td>o High volumes of intra-urban traffic at moderate speeds. o Moderate volumes of inter-neighbourhood traffic. o Limited property access. o Bus routes. o Bicycle facilities. o Pedestrian facilities.</td>
<td>25-60</td>
<td>2+</td>
<td>50-80</td>
<td>o Controlled or limited access o Restricted or no parking o No vehicle restrictions</td>
<td>o Sidewalks on one or both sides</td>
<td>o May have a wider curb lane or a bicycle lane.</td>
<td>o Grade-separated interchanges with freeways, expressways, and arterials. o At-grade intersections with arterials and collectors.</td>
</tr>
<tr>
<td>Primary Collector</td>
<td>o Light to moderate volumes of inter-neighbourhood traffic at moderate speeds. o Limited property access function. o Bus routes. o Bicycle facilities. o Pedestrian facilities. o &lt; 15,000 AADT</td>
<td>20-26</td>
<td>2-4</td>
<td>50-60</td>
<td>o Limited access o Restricted Parking o Limited truck routes</td>
<td>o Sidewalks on one or both sides</td>
<td>o May have a wider curb lane or a bicycle lane.</td>
<td>o At-grade intersections with arterial, collector and local roads.</td>
</tr>
<tr>
<td>Road Type</td>
<td>Characteristic</td>
<td>AADT</td>
<td>Design</td>
<td>Notes</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>--------------</td>
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</tr>
</tbody>
</table>
| Secondary Collector | - Light volumes for short distances between local and arterial streets.  
- Full property access.  
- Bus routes.  
- Bicycle facilities.  
- Pedestrian facilities.  
- < 1,500 AADT | 18-21.5 | 2  | 50-60  | - Full access.  
- Parking may be restricted.  
- No truck routes.  
- Sidewalks on one or both sides.  
- May have a wider curb lane or a bicycle lane.  
- At-grade intersections with arterial, collector and local roads. |
Amend subsection 19.2 by adding "(also known as community plans and area plans)" after "Area Studies" in the first line; by deleting "elaborate upon" after "documents" and replacing it with "assist in" in the fifth line; and by adding "by providing more detailed criteria" after "implementation of policies" in the sixth line.

Amend paragraph 19.2.1. i) by adding "/community plan/area plan" after "study" in the first line.

Amend paragraph 19.2.1. ii) by adding "minimum and maximum" after "services," in the fifth line; by deleting "and affordability" after "densities" in the fifth line; and by adding the following as the second paragraph "Where a need for affordable housing has been identified, completed area studies may require up to 25 percent of the new housing units to be in forms other than single detached dwellings as per the policies of 12.2.2. i) of this Plan."

Amend subsection 19.2.2. by adding the following after the first sentence: "Guideline documents proposed pursuant to these policies and adopted by Council, shall be added to the list in Section 19.2.2.ii). Provincial guideline documents are also used in the implementation of Official Plan policies."

Amend paragraph 19.2.2.ii) by adding "and Development Setback Guidelines" after "Ecological Buffers" in item (m); and by adding the following clauses:

- Environmental Impact Study Guidelines;
- Environmentally Significant Area Identification and Boundary Delineation Guidelines;
- Significant Woodland Evaluation Guidelines;
- Plant Selection Guidelines for Environmentally Significant Areas, Natural Heritage Areas and Buffers;
- Community Energy Plan;
- Sustainable development and green building initiatives;
- Transportation Master Plan;
- Transportation Impact Study Guidelines;
- Access Management Guidelines;
- Facility Accessibility Design Standards;
- Tree Preservation Guidelines; and
- Small Lot Subdivision Design Guidelines.

Amend subsection 19.2.2. by adding the following:

"Public Record" (in the sidebar)

- A record will be maintained of the guideline documents (and any associated modifications) that have been adopted by Council under Section 19.2.2. Copies of all adopted guideline documents will be made available and accessible to the members of the public.

Amend paragraph 19.2.2. iv) by renumbering to it "v)".

Amend subsection 19.3.3. by deleting "Council will endeavour, at intervals of three years, to hold a public meeting to consider the need for a review of the Official Plan, in accordance with the requirements of the Planning Act." and replacing it with:

"Council shall, not less frequently than every five years after the Official Plan comes into effect, undertake a review of the Official Plan, hold a special meeting open to the
public and revise the plan, as required, in accordance with the requirements of the Planning Act. The revisions shall ensure that the Official Plan conforms with provincial plans, has regard to matters of provincial interest, and is consistent with the policy statements issued under subsection 3(1) of the Planning Act.

501. Amend paragraph 19.3.4. i) by adding "the impacts of climate change;" after "air quality;" in the eighth line.

502. Amend subsection 19.4.1. as follows:
- in vii) Delete "Maximum" and replace with "Minimum and maximum".
- in viii) Delete "Maximum" and replace with "Minimum and maximum".
- in ix) Delete "Maximum" and replace with "Minimum and maximum".

503. Amend paragraph 19.4.3. i) by adding "to ensure that the values, attributes and integrity of protected heritage properties are retained;" after "Downtown Area;" in the thirteenth line.

504. Amend paragraph 19.4.3. iv) by deleting "to the owner(s) of the lands to which the amendment applies and to those who have given the City Clerk a written request for such notice" and replacing it with "in accordance with the requirements of the Planning Act and associated Regulations. A meeting shall be held at Planning Committee no sooner than seven days after the requirements for giving notice have been complied with" after "shall be given" in the third line.

505. Amend subsection 19.4.4. iii) by adding the following paragraph at the end:
"The Zoning By-law will include bonusing for the provision of transit amenities or facilities provided on-site to a proposed development. The amount of bonus to be provided will be determined by the Zoning By-law based on the type or types of transit amenities or facilities provided in the development."

506. Amend paragraph 19.4.4. ii) Objectives by deleting "and at the end of (9); by deleting "," at the end of (h) and replacing it with "; and; and by adding the following items at the end:
(i) to support the preservation of natural areas and/or features; and
(j) to support the provision of design features that provide for universal accessibility in new construction and/or redevelopment.

507. Amend paragraph 19.6.1. v) deleting the comma after "uses" in the second line and inserting "and" and by deleting "or significant natural features" at the end.

508. Amend subsection 19.6.1. by adding the following items at the end:
"Sustainable Development" (in the sidebar)
"Energy" (in the sidebar)
"Tree Protection and Street Trees" (in the sidebar)
"Natural Heritage System" in the sidebar)
"x) The Natural Heritage System will be protected from any negative impacts associated with the plan of subdivision."

509. Amend subsection 19.6.3. by deleting “City” in the first line and replacing it with “Approval Authority”; by adding “; as in the opinion of the Approval Authority are reasonable, having regard to the nature of the development proposed for the subdivision” in the third line after “subdivision”; by deleting “City” and replacing it with “Approval Authority” in the seventh line and by adding the following paragraph at the end:

“If an applicant has requested an extension to draft plan of subdivision approval the Approval Authority, in considering this request, may apply new conditions or amend existing conditions of draft approval, based on new or updated policies, guidelines and community standards.”

510. Amend paragraph 19.7.1. i) by adding the following item at the end:

“(k) that potential impacts on components of the Natural Heritage System will be addressed in accordance with the provisions under Section 15.5.”

510 A. Amend paragraph 19.7.1. iii) by:

- by deleting “Private Road” from the Sidebar and replacing it with “Common Element Condominium Roadway”.
- deleting General Manager of Environmental Services and City Engineer” from the end of the first paragraph and replacing it with “City”;
- deleting the second paragraph in its entirety and replacing it with the following:

“The creation of a non-condominium road to serve new free-hold lots shall be prohibited. Access-ways to free-hold lots as common element condominium roadways can be supported provided it is demonstrated that it can be integrated into a plan of subdivision, it promotes efficient land utilization, and it will serve a maximum of five new free-hold lots.”;
- deleting “private road shall” after “on a” in the first line of the third paragraph and replacing it with “common elements condominium roadway may”;
- deleting “that” from the beginning of paragraphs (a), (b), (c), (d), (e), (f), (g), (i), and (j);
- deleting “private road” after “limit of the” in the second line of paragraph (b);
- inserting “element” after “common” in the first line and by deleting “private road” after within the” in the first line of paragraph (c);
- deleting “private road” after “the” in the first line of paragraph (f) and replacing it with “common element roadway”;
- deleting “shared private roadway of any private road” after “the” in the first line of paragraph (g) and replacing it with “common element roadway”; and by deleting “; and to the specification of the General Manager of Environmental and Engineering Services and City Engineer” from the end;
- deleting “the name to be used for the private road” after “identify” in the first line of paragraph (h); by adding “ing” to “number” in the second line by adding “a” after “indicating” in the second line; and by adding “way” to “road” in the third line;
- deleting “and” from the end of paragraph (i);
- deleting “private road” after “on the” in the first line of paragraph (j) and replacing it with “common element roadway”; by deleting “private” after “for the” in the last line; by deleting the period from the end and adding “way; and”; at the end of “road” at the end;
- adding a new paragraph at the end as follows:

"(k) private road development which does not result in a common elements condominium corporation being establish is prohibited."

511. Amend paragraph 19.7.1. iv) by adding the following item at the end:

"(f) that the owner of the land enter into one or more agreements with the City dealing with such matters as the Consent Authority may consider necessary. Such agreement(s) may be registered against the land to which it applies and the City is entitled to enforce the agreement against the owner and, subject to the Registry Act and the Land Titles Act, against any and all subsequent owners of the land."

512. Amend paragraph 19.8.1. ii) by adding the following at the end:

"Conditions imposed by the Committee of Adjustment may include a requirement that the owner of the land enter into one or more agreements with the City dealing with some or all of the terms and conditions if the requirement is set out in the decision. Such agreement(s) may be registered against the land to which it applies and the City is entitled to enforce the agreement against the owner and, subject to the Registry Act and the Land Titles Act, against any and all subsequent owners of the land."

513. Amend subsection 19.9.2. by deleting the "." and by adding the following at the end of the first paragraph:

", or those dwellings constructed as intensification projects considered under section 3.2.3. of this Plan."

514. Amend paragraph 19.9.2. iii) (e) by adding "and accessible" after "adequate" in the first line.

515. Amend paragraph 19.9.2. iii) (f) by deleting "has" at the beginning and replacing it with "promotes"; and by deleting "including handicapped persons, senior citizens and children" at the end and replacing it with "and incorporates accessibility design standards";

516. Amend paragraph 19.9.2. iii) by deleting "and" at the end of (h) by deleting "." at the end of (k) and by replacing it with ";" and by adding "(j) ensures appropriate measures are undertaken to avoid negative impacts on significant natural areas and features." at the end.

517. Amend paragraph 19.9.2. iv) by deleting "and" at the end of (j) and by deleting "." at the end of (k) and by replacing it with ";" and by adding the following at the end:

"(l) facilities designed to have regard for accessibility for persons with disabilities;

(m) matters relating to exterior design including elements pertaining to character, scale, appearance and design features of buildings and their sustainable design;

(n) the sustainable design elements on any adjoining highway under the City’s jurisdiction, including trees, shrubs, hedges, plantings or other ground cover, permeable paving materials, street furniture, curb ramps, waste and recycling containers and bicycle parking facilities; and

(o) provision for the City to enter into one or more agreements with applicants, to ensure that development proceeds in accordance with the matters addressed in subsection iv)."
Amend paragraph 19.9.2. v) (a) by deleting "medium- and large-scale" at the beginning of the first line; by deleting "infill" after "under the" in the second line and replacing it with "Residential Intensification"; by deleting "policy" in the second line and replacing it with "policies"; and by adding "3.3.1. (vii) and 3.4.1. (vii)" after "3.2.3." in the last line.

Amend paragraph 19.9.2. v) (g) by deleting "and" at the end.

Amend paragraph 19.9.2. v) (h) by deleting the period at the end and replacing it with ", and".

Amend paragraph 19.9.2. v) by adding the following clause at the end:
"(i) vacant land condominiums and common elements condominiums".

Amend subsection 19.9.5. by deleting "or" after "highways" in the second line; by adding a comma after "industrial" in the second line; and by adding "commercial or institutional" after "industrial" in the second line.

Amend paragraph 19.9.5. i) by deleting "and" after "roads" in the second line; and by adding ", commercial or institutional" after "industrial" in the second line.

Amend subsection 19.12.1. by deleting "and" after "plans" in the third line; by adding ", vacant land condominiums and common elements condominium," after "subdivision" in the fourth line; and by deleting "and vacant land condominiums, as described in policy 19.15.7." at the end.

Amend subsection 19.12.3. by deleting "Public Liaison Notice" (in the sidebar) and "A public notice containing information on the planning proposal, the intent to notify individuals of a public meeting(s), and request for comments, will be given in the form identified in policy 19.12.5., a minimum of thirty (30) days prior to the public meeting, or, in the case of the adoption or amendment of a Zoning By-law, a minimum of twenty (20) days prior to the public meeting." and replacing it with the following:

"Notice of Application" (in the sidebar)
"Within fifteen (15) days after an affirmative notice is provided for an application for Official Plan amendment, Zoning By-law amendment, or draft plan of subdivision, the City shall provide notice of the application to the persons and public bodies prescribed under the Planning Act, and, make the required information and material available to the public."

Amend subsection 19.12.4. by adding "and Open House" after "Public Meeting" in the sidebar; by adding "or a vacant land or common element condominium," after "subdivision" in the seventh line; and by adding the following paragraph at the end:
"Five Year Review and Development Permit System" (in the sidebar)
"In addition to the public meeting(s), if a five-year review of the Plan is being undertaken, or the Plan is being amended in relation to a development permit system, Council shall ensure that at least one open house is held for the purpose of giving the public an opportunity to review and ask questions on the required information and material. If required, an open house shall be held no later than seven (7) days prior to the date of the initial public meeting."

Amend subsection 19.12.5. by adding "open houses" after "public meeting" in the first line.

Amend paragraph 19.12.5.i) by deleting "having general circulation;" and replacing it with "that, in the opinion of the General Manager of Planning and Development, is of
sufficiently general circulation in the area adjoining the subject land that it would give the public reasonable notice of the application;”.

529. Amend subsection 19.14.1. by deleting “Council will have regard to provincial policy statements on matters of provincial interest, in accordance with the provisions of the Planning Act.” and replacing it with:

“In exercising its authority over planning matters addressed by this Official Plan, the decisions of Council:

i) shall be consistent with the policy statements issued under Subsection 3(1) of the Planning Act that are in effect on the date of the decision; and

ii) shall conform with the provincial plans that are in effect on that date, or shall not conflict with them, as the case may be.”; and by changing “i” and “ii” to “iii” and “iv” respectively.


531. Amend subsection 19.15.7. “Public Participation” by deleting it in it’s entirety.
Modifications to Schedule “A” (Environmental and Miscellaneous)

1. Schedule “A”, Land Use, to the Official Plan for the City of London Planning Area, is amended:

   (1) by designating those lands located north of Sunningdale Road West and west of Wonderland Road North, as indicated on Schedule “1”, Sheet “1” attached hereto, from “Agriculture” (AG) to “Environmental Review” (ER);

   (2) by designating those lands located north of Sunningdale Road East, between Highbury Avenue and Clarke Road, as indicated on Schedule “1”, Sheet “3” attached hereto, from “Environmental Review” (ER) to “Open Space” (OS);

   (3) by designating those lands located east of Hyde Park Road, between Sunningdale Road West and Fanshawe Park Road West, as indicated on Schedule “1”, Sheet “1” attached hereto, from “Low Density Residential” (LDR) to “Open Space” (OS);

   (4) by designating those lands that comprise the stream corridor located south of Fanshawe Park Road West and west of Hyde Park Road, as indicated on Schedule “1”, Sheets “1” and “4” attached hereto, from “Environmental Review” (ER) to “Open Space” (OS);

   (5) by designating those lands located north of Kipps Lane and east of Arbour Glen Crescent, as indicated on Schedule “1”, Sheet “2” attached hereto, from “Multi-Family, Medium Density Residential” (MFMDR) to “Open Space” (OS);

   (6) by designating those lands located on the north side of Ridgeview Drive, west of Forest Creek Place, as indicated on Schedule “1”, Sheet “2” attached hereto, from “Multi-Family, High Density Residential” (MFHDR) to “Multi-Family, Medium Density Residential” (MFMDR);

   (7) by designating those lands comprising Beaverbrook Woods Park - located at 1511 Beaverbrook Avenue, on the north side of Beaverbrook Avenue between Oak Crossing Road and Capulet Lane, as indicated on Schedule “1”, Sheet “4” attached hereto, from “Low Density Residential” (LDR) to “Open Space” (OS);

   (8) by designating those lands located on the west side of Avilla Boulevard, north of Dundas Street, as indicated on Schedule “1”, Sheet “6” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Low Density Residential” (LDR);

   (9) by designating those lands comprising 585 and 613 Sovereign Road, north of Admiral Drive and east of Veterans Memorial Parkway, as indicated on Schedule “1”, Sheet “6” attached hereto, from “Light Industrial” (LI) to “Open Space” (OS);

   (10) by designating those lands comprising Forest View Park – located at 323 Hudson Drive, as indicated on Schedule “1”, Sheets “6” and “9” attached hereto, from “Low Density Residential” (LDR) to “Open Space” (OS);

   (11) by designating those lands comprising Trafalgar Woods Park – located at 842 Railton Avenue, as indicated on Schedule “1”, Sheet “6” attached hereto, from “Low Density Residential” (LDR) to “Open Space” (OS);

   (12) by designating those lands located east of Crumlin Road and south of Dundas Street, as indicated on Schedule “1”, Sheets “6” and “9” attached hereto, from “Environmental Review” (ER), “Urban Reserve Industrial Growth” (URIG) and “Rural Settlement” (RS) to “Open Space” (OS);

   (13) by designating those lands located at 1829 Woodhull Road, east of Woodhull Road and north of Gideon Drive, as indicated on Schedule “1”, Sheet “4” attached hereto, from “Agriculture” (AG) to “Open Space” (OS);

   (14) by designating those lands located at 1826 Oxford Street West, south of Oxford Street West and east of Westdel Bourne, as indicated on Schedule “1”, Sheet “4” attached hereto, from “Urban Reserve Community Growth” (URCG) to “Environmental Review” (ER);
by designating those lands located south of Elviage Drive and west of Westdel Bourne, as indicated on Schedule "1", Sheets "4" and "7" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);

by designating those lands located north of Southdale Road and east of Colonel Talbot Road, as indicated on Schedule "1", Sheet "7" attached hereto, from "Low Density Residential" (LDR) and "Multi-Family, Medium Density Residential" (MFMDR) to Open Space (OS);

by designating those lands located at 1680 Bradley Avenue, north side of Bradley Avenue, west of Jackson Road, as indicated on Schedule "1", Sheet "9" attached hereto, from "Multi-Family, High Density Residential" (MFHDR) to "Multi-Family, Medium Density Residential" (MFMDR);

by designating those lands located south of Pack Road and east of Longwoods Road, as indicated on Schedule "1", Sheet "7" hereto, from "Agriculture" (AG) and "Environmental Review" (ER) to "Open Space" (OS);

by designating those lands located south of Southdale Road, between Bostwick Road and Wonderland Road South, as indicated on Schedule "1", Sheet "7" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);

by designating those lands located east of Wonderland Road South, between Wharncliffe Road South and Exeter Road, as indicated on Schedule "11", Sheet "7" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);

by designating those lands located south of Exeter Road, north of Dingman Drive and west of White Oak Road, as indicated on Schedule "1", Sheets "8" and "11" attached hereto, from "Environmental Review" (ER) and "Light Industrial" (LI) to "Open Space" (OS);

by designating those lands located south of Exeter Road, east of Shamrock Road, as indicated on Schedule "1", Sheet "11" attached hereto, from "Regional Facility" (RF) and "Office Area" (OA) to "Open Space" (OS);

by designating those lands located north of Highway 401, south of Bradley Avenue and west of Pond Mills Road, as indicated on Schedule "1", Sheet "11" attached hereto, from "Light Industrial" (LI) and "Regional Facility" (RF) to "Open Space" (OS);

by designating those lands located south of Highway 401 and west of Highbury Avenue, as indicated on Schedule "1", Sheet "11" attached hereto, from "Environmental Review" (ER) and "Light Industrial" (LI) to "Open Space" (OS);

by designating those lands located at 1416 Wilton Grove Road, at the northwest corner of Highbury Avenue, as indicated on Schedule "1", Sheet "11" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);

by designating those lands located east of Highbury Avenue, south of Bradley Avenue and north of Dingman Drive, as indicated on Schedule "1", Sheet "12" attached hereto, from "Environmental Review" (ER) and "Agriculture" (AG) to "Open Space" (OS);

by designating those lands located east of Old Victoria Road and north of Dingman Drive, as indicated on Schedule "1", Sheet "12" attached hereto, from "Environmental Review" (ER) to "Agriculture" (AG);

by designating those lands located north and south of Highway 402 at Wonderland Road, as indicated on Schedule "1", Sheet "10" attached hereto, from "Environmental Review" (ER) to "Agriculture" (AG);

by designating those lands located north and south of Westminster Drive at Highway 401, as indicated on Schedule "1", Sheet "11" attached hereto, from "Agriculture" (AG) and "Environmental Review" (ER) to "Open Space" (OS);

by designating those lands located east of Wonderland Road South at Decker Drive, as indicated on Schedule "1", Sheet "10" attached hereto, from "Agriculture" (AG) to "Open Space" (OS);
(31) by designating those lands bounded by Glanworth Drive on the north, the City boundary on the south, Bradish Road on the east and Highway 401 on the west, as indicated on Schedule "1", Sheets "13" and "14" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);

(32) by designating those lands bounded by Scotland Drive on the north, the City boundary on the south, Old Victoria Road on the east and the CN Rail corridor on the west, as indicated on Schedule "1", Sheets "14" and "15" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS); and

(33) by designating those lands comprising Fairmont Park, located between Tweedsmuir Avenue and Manitoulin Drive, as indicated on Schedule "1", Sheet "9" attached hereto, from "Low Density Residential" (LDR) to "Open Space" (OS);

(34) by designating those lands located east of Cheese Factory Road, between Highway 401 and Wilton Grove Road, as indicated on Schedule "1", Sheet "12" attached hereto, from "Agriculture" (AG) to "Environmental Review" (ER); and

(35) by designating those lands located at 3502 Scotland Drive, north side, between White Oak Road and Wellington Road, as indicated on Schedule "1", Sheet "11" attached hereto, from "Agriculture" (AG) to "Environmental Review" (ER).

(36) by designating those lands that comprise part of Komoka Provincial Park, located on the north side of Gideon Drive and abutting the western boundary of the City, as indicated on Schedule "1", Sheet "4" attached hereto, from "Agriculture" (AG) to "Open Space" (OS);

(37) by designating those lands that comprise Provincially Significant Wetland, located south of Southdale Road, between Colonel Talbot Road and Bostwick Road, as indicated on Schedule "1", Sheet "7" attached hereto, from "Low Density Residential" (LDR) to "Open Space" (OS);

2. Schedule "A", Land Use, to the Official Plan for the City of London Planning Area, is amended:

SHEET 1

(1) by designating those lands fronting the north side of Fanshawe Park Road West, between Hyde Park Road and the Former rail line as indicated on Schedule "2", Sheet "1" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);

(2) by designating those lands on the south side of Fanshawe Park Road West, between Hyde Park Road and the former rail line, and fronting the west side of Hyde Park Road running south to the future western extension of North Routledge Park as indicated on Schedule "2", Sheet "1" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);

(3) by designating those lands on the north side of Fanshawe Park Road West, between Hyde Park Road and the future Dalmagary Rd. to the east as indicated on Schedule "2", Sheet "1" attached hereto, from "Commercial Policy Area" (CPA) to "New Format Regional Commercial Node" (NFRCN);

(4) by designating those lands south of Fanshawe Park Road West and east of Hyde Park Road bounded by Dalmagary Road on the east and the woodland to the south as indicated on Schedule "2", Sheet "1" attached hereto, from "Commercial Policy Area" (CPA) to "New Format Regional Commercial Node" (NFRCN);

(5) by designating those lands fronting the north side of Gainsborough Road between Hyde Park Road and the former rail line and fronting the west side of Hyde Park Road north to the future western extension of North Routledge Park
as indicated on Schedule “2”, Sheet “1” attached hereto, from “Business District” (BD) to “Main Street Commercial Corridor” (MSCC);

(6) by designating those lands fronting the north side of Gainsborough Road between Hyde Park Road and the western portion of Coronation Drive and the east side of Hyde Park Road running north as indicated on Schedule “2”, Sheet “1” attached hereto, from “Business District” (BD) to “Main Street Commercial Corridor” (MSCC);

(7) by designating those lands on the south side of Gainsborough Road east of the former rail line as indicated on Schedule “2”, Sheet “1” attached hereto, from “Business District” (BD) to “Main Street Commercial Corridor” (MSCC);

(8) by designating those lands southwest of the intersection of Hyde Park Road and Gainsborough Road as indicated on Schedule “2”, Sheet “1” attached hereto, from “Business District” (BD) to “Main Street Commercial Corridor” (MSCC);

(9) by designating those lands southeast of the intersection of Hyde Park Road and Gainsborough Road and continuing south fronting the east side of Hyde Park Road beyond South Carriage Road and continuing east fronting the south side of Gainsborough Road to the western portion of the future Coronation Drive, as indicated on Schedule “2”, Sheet “1” attached hereto, from “Business District” (BD) to “Main Street Commercial Corridor” (MSCC);

(10) by designating those lands west of Hyde Park Road, south of the Canadian Pacific Railway and north of the Canadian National Railway, east of Kelly Stanton Park as indicated on Schedule “2”, Sheets “1” and “4” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(11) by designating those lands east of Hyde Park Road, south of the Canadian Pacific Railway and north of the Canadian National Railway as indicated on Schedule “2”, Sheets “1” and “4” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

SHEET 2

(12) by designating those lands on the northwest corner of Fanshawe Park Road West and Wonderland Road North as indicated on Schedule “2”, Sheet “2” attached hereto, from “Restricted Service Commercial / Highway Service Commercial” (RSC/HSC) to “Neighbourhood Commercial Node” (NCN);

(13) by designating those lands south of Fanshawe Park Road West, west of Wonderland Road North and north of Aldersbrook Road, as indicated on Schedule “2”, Sheet “2” attached hereto, from “Restricted Service Commercial / Highway Service Commercial” (RSC/HSC) to “Neighbourhood Commercial Node” (NCN);

(14) by designating those lands located at the north of Fanshawe Park Road West and east of Wonderland Road North as indicated on Schedule “2”, Sheet “2” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);

(15) by designating those lands located west of Wonderland Road North, south of Gainsborough Road and north of Sherwood Forest Square as indicated on Schedule “2”, Sheet “2” attached hereto, from “Commercial Shopping Area” (CSA) to “Community Commercial Node” (CCN);

(16) by designating those lands located at the north of Sunningdale Road West and west of Richmond Street as indicated on Schedule “2”, Sheet “2” attached hereto, from “Business District” (BD) to “Community Commercial Node” (CCN);
(17) by designating those lands west of Richmond Street and south of Sunningdale Road West as indicated on Schedule “2”, Sheet “2” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Community Commercial Node” (CCN);

(18) by designating those lands bounded by Fanshawe Park Road West to the south, Richmond Street to the east and North Centre Road to the north and west as indicated on Schedule “2”, Sheet “2” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Enclosed Regional Commercial Node” (ERCN);

(19) by designating those lands north of Fanshawe Park Road East, east of Richmond Street and west of North Centre Road as indicated on Schedule “2”, Sheet “2” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Enclosed Regional Commercial Node” (ERCN);

(20) by designating those lands south of Fanshawe Park Road West and west of Richmond Street as indicated on Schedule “2”, Sheet “2” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Enclosed Regional Commercial Node” (ERCN);

(21) by designating those lands bounded by Fanshawe Park Road East, North Centre Road, Sunnyside Drive, Jacksoway Crescent and Richmond Street as indicated on Schedule “2”, Sheet “2” attached hereto, from “Regional Shopping Area” (RSA) to “Enclosed Regional Commercial Node” (ERCN);

(22) by designating those lands south of Fanshawe Park Road East and east of North Centre Road as indicated on Schedule “2”, Sheet “2” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Enclosed Regional Commercial Node” (ERCN);

(23) by designating those lands west of Adelaide Street North and south of Sunningdale Road East as indicated on Schedule “2”, Sheet “2” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);

(24) by designating those lands east of Adelaide Street North and north of Sunningdale Road East as indicated on Schedule “2”, Sheet “2” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);

(25) by designating those lands east of Adelaide Street North and south Sunningdale Road East as indicated on Schedule “2”, Sheet “2” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);

(26) by designating those lands west of Adelaide Street North and north of Fanshawe Park Road East as indicated on Schedule “2”, Sheet “2” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);

(27) by designating those lands at the south of Fanshawe Park Road East and east of Adelaide Street North as indicated on Schedule “2”, Sheet “2” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Multi Family High Density Residential” (MFHDR);

(28) by designating those lands at the north of Fanshawe Park Road East and west of Highbury Ave North as indicated on Schedule “2”, Sheets “2” and “3” attached hereto, from “Community Shopping Area” (CSA) and “Associated Shopping Area Commercial” (ASAC) to “Community Commercial Node” (CCN);
by designating those lands east of Glenora Drive south of Mclean Drive as indicated on Schedule "2", Sheet "2" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

by designating those lands on the northwest corner of Broughdale Ave. and Richmond Street as indicated on Schedule "2", Sheet "2" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

by designating those lands on the northwest corner of Kipps Lane and Arbour Glen Crescent as indicated on Schedule "2", Sheet "2" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

by designating those lands west of Highbury Ave. North, on the north and south sides of Sunningdale Road East as indicated on Schedule "2", Sheet "3" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

by designating those lands east of Highbury Ave. North, south of the future Blackwell Boulevard and north of Fanshawe Park Road East as indicated on Schedule "2", Sheet "3" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);

by designating those lands on the northwest corner of Highbury Ave. North and Kilally Road as indicated on Schedule "2", Sheets "3" and "2" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Auto-Oriented Commercial Corridor" (AOCC);

by designating those lands fronting the east side of Highbury Ave. North, north of Kilally Road as indicated on Schedule "2", Sheet "3" attached hereto, from "Restricted Service Commercial / Highway Service Commercial" (RSC/HSC) to "Auto-Oriented Commercial Corridor" (AOCC);

by designating those lands on the northwest corner of Highbury Ave. North and Huron Street as indicated on Schedule "2", Sheets "3" and "6" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);

by designating those lands east of Highbury Ave. North and north of Huron Street as indicated on Schedule "2", Sheets "3" and "6" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Community Commercial Node" (CCN);

by designating the northern portion of those lands east of Highbury Ave. North fronting the south side of Fanshawe Park Road East from "Associated Shopping Area Commercial" (ASAC) to "Convenience Commercial Node" (CCN), and the southern portion of those lands east of Highbury Ave. North and south of Fanshawe Park Road East as indicated on Schedule "2", Sheet "3" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Multi-Family Medium Density Residential" (MFMDR);

by designating those lands north of Oxford Street West and east of Westdel Bourne as indicated on Schedule "2", Sheet "4" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);

by designating those lands to the northwest, southwest and southeast of the intersection Oxford Street West and Westdel Bourne and fronting the south side
of Oxford Street West to the future southern extension of Riverbend Road as indicated on Schedule "2", Sheet "4" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Community Commercial Node" (CCN);

(41) by designating those lands northwest of the intersection of Kains Road and Somerville Drive as indicated on Schedule "2", Sheet "4" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

(42) by designating those lands west of Hyde Park Road and north of Oxford Street West as indicated on Schedule "2", Sheet "4" attached hereto, from "Community Shopping Area" (CSA) and "Associated Shopping Area Commercial" (ASAC) to "Community Commercial Node" (CCN);

(43) by designating those lands at the southwest corner of Hyde Park Road and Oxford Street West as indicated on Schedule "2", Sheet "4" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Community Commercial Node" (CCN);

(44) by designating those lands at the intersection of Commissioners Road West and Boler Road and continuing northwest to Halls Mill Road, as indicated on Schedule "2", Sheet "4" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);

(45) by designating those lands southeast of the intersection of Commissioners Road West and Boler Road as indicated on Schedule "2", Sheet "4" attached hereto, from "Business District" (BD) to "Neighbourhood Commercial Node" (NCN);

(46) by designating those lands south of Byron Baseline Road and west of Boler Road as indicated on Schedule "2", Sheet "4" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

(47) by designating those lands fronting the east side of Wonderland Road South, south of Teeple Terrace as indicated on Schedule "2", Sheet "4" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Community Commercial Node" (CCN);

(48) by designating those lands north of Commissioners Road West and east of Wonderland Road South as indicated on Schedule "2", Sheets "4", "5", "7" and "8" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);

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(49) by designating those lands west of Wonderland Road North, fronting the north and south sides of Sarnia Road as indicated on Schedule "2", Sheet "5" attached hereto, from "Neighbourhood Shopping Area" (NSA), "Low Density Residential" (LDR) and "Multi-Family High Density Residential" (MFHDR) to "Neighbourhood Commercial Node" (NCN);

(50) by designating those lands south of the Canadian Pacific Railway, west of Wonderland Road North, north of Beaverbrook Ave and east of Blythwood Road, as indicated on Schedule "2", Sheet "5" attached hereto, from "Commercial Policy Area" (CPA) to "Auto-Oriented Commercial Corridor" (AOCC);

(51) by designating those lands east of Wonderland Road North and north of Beaverbrook Ave. as indicated on Schedule "2", Sheet "5" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);
by designating those lands east of Wonderland Road North, south of Beaverbrook Ave. and north of Oxford Street West as indicated on Schedule "2", Sheet "5" attached hereto, from "Commercial Policy Area" (CPA) to "Auto-Oriented Commercial Corridor" (AOCC);

by designating those lands west of Wonderland Road North and north of the Canadian National Railway as indicated on Schedule "2", Sheet "5" attached hereto, from "Commercial Policy Area" (CPA) to "Auto-Oriented Commercial Corridor" (AOCC);

by designating those lands east of Wonderland Road North, south of Oxford Street West and north of the Canadian National Railway as indicated on Schedule "2", Sheet "5" attached hereto, from "Commercial Policy Area" (CPA) to "Community Commercial Node" (CCN);

by designating those lands north of Oxford Street West and east of Proudfoot Lane as indicated on Schedule "2", Sheet "5" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

by designating those lands north of Oxford Street West and west of Cherryhill Blvd. as indicated on Schedule "2", Sheet "5" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Office Area" (OA);

by designating those lands north of Oxford Street West and east of Cherryhill Blvd. as indicated on Schedule "2", Sheet "5" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);

by designating those lands north of Oxford Street West, south of the Canadian Pacific Railway and west of the Thames River north branch, as indicated on Schedule "2", Sheet "5" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

by designating those lands fronting the east side of Adelaide Street North between Huron and Cheapside Streets, as indicated on Schedule "2", Sheet "5" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);

by designating those lands east of Adelaide Street North and north of Huron Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Community Commercial Node" (CCN);

by designating those lands south of Huron Street and west of Highbury Ave. North as indicated on Schedule "2", Sheets "5" and "6" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);

by designating those lands west of Richmond Street between Oxford Street West and Kent Street and those lands east of Richmond Street between Oxford Street East and the eastern projection of Albert Street, as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) and "Office Area" (OA) to "Main Street Commercial Corridor" (MSCC);

by designating those lands east of Richmond Street and north of Oxford Street East as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);

by designating those lands north of Oxford Street East and west of Adelaide Street North as indicated on Schedule "2", Sheet "5" attached hereto, from
by designating those lands south of Oxford Street East fronting the east and west sides of Adelaide Street North as indicated on Schedule “2”, Sheet “5” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Main Street Commercial Corridor” (MSCC);

by designating those lands south of Oxford Street East and west of Quebec Street as indicated on Schedule “2”, Sheet “5” attached hereto, from “Community Shopping Area” (CSA) and “Arterial Mixed Use District” (AMUD) to “Auto-Oriented Commercial Corridor” (AOCC);

by designating those lands fronting the north side of Oxford Street East from Gammage Street to Wistow Street as indicated on Schedule “2”, Sheets “5” and “6” attached hereto, from “Arterial Mixed Use District” (AMUD), “Multi-Family Medium Density Residential” (MFMDR) and “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

by designating those lands fronting the south side of Oxford Street East from High Holborne Street to Mornington Ave. as indicated on Schedule “2”, Sheets “5” and “6” attached hereto, from “Low Density Residential” (LDR) and “Associated Shopping Area Commercial” (ASAC) to “Auto-Oriented Commercial Corridor” (AOCC);

by designating those lands west of Wharncliffe Road North between Charles Street and Mount Pleasant Ave. as indicated on Schedule “2”, Sheet “5” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Low Density Residential” (LDR)

by designating those lands on the west side of Wharncliffe Road between Mount Pleasant Ave. and Wyatt Street, and those lands fronting the east side of Wharncliffe Road North between Mount Pleasant Ave. and Riverside Drive as indicated on Schedule “2”, Sheet “5” attached hereto, from “Highway Service Commercial” (HSC) to “Neighbourhood Commercial Node” (NCN)

by designating those lands fronting the east and west sides of Adelaide Street North from the Canadian Pacific Railway to Dundas Street as indicated on Schedule “2”, Sheet “5” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Main Street Commercial Corridor” (MSCC);

by designating those lands fronting the north side of Dundas Street, from Maitland Street to Adelaide Street North and on the south side of Dundas Street from Colborne Street to the Police Station, as indicated on Schedule “2”, Sheet “5” attached hereto, from “Business District” (BD) to “Main Street Commercial Corridor” (MSCC);

by designating those lands fronting the north side of Dundas Street from Adelaide Street North to Burbrook Place as indicated on Schedule “2”, Sheet “5” attached hereto, from “Business District” (BD) to “Main Street Commercial Corridor” (MSCC);

by designating those lands fronting the south side of Dundas Street between Adelaide Street North and Ontario Street as indicated on Schedule “2”, Sheet “5” attached hereto, from “Business District” (BD) to “Main Street Commercial Corridor” (MSCC);

by designating those lands north of the Canadian National Railway, east of Oakand Ave and those lands fronting the north side of Florence Street to Highbury Ave. North as indicated on Schedule “2”, Sheets “5” and “6” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Convenience Commercial” (AOCC);
(77) by designating those lands fronting the south side of Dundas Street between Egerton Street and Kellogg Lane as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);

(78) by designating those lands on the west side of Highbury Ave. North, south of Dundas Street and north of Florence Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Highway Service Commercial" (HSC) to "Low Density Residential" (LDR);

(79) by designating those lands fronting the south side of Dundas Street from west of Ashland Ave. and continuing east beyond Oakland Ave. as indicated on Schedule "2", Sheets "5" and "6" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Main Street Commercial Corridor" (MSCC);

(80) by designating those lands at the southeast corner of Springbank Drive and Berkshire Drive as indicated on Schedule "2", Sheets "5" and "4" attached hereto, from "Highway Service Commercial" (HSC) to "Neighbourhood Commercial Node" (NCN);

(81) by designating those lands fronting the south side of Springbank Drive opposite the southeast corner of the Woodland Cemetery continuing west, as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Auto-Oriented Commercial Corridor" (AOCC);

(82) by designating those lands at the south of Springbank Drive and west of Kernohan Parkway as indicated on Schedule "2", Sheet "5" attached hereto, from "Community Shopping Area" (CSA) to "Neighbourhood Commercial Node" (NCN);

(83) by designating those lands south of Springbank Drive and east of Kernohan Parkway fronting the south side of Springbank Drive and continuing to the west pond of the Coves as indicated on Schedule "2", Sheet "5" attached hereto, from "Community Shopping Area" (CSA) and "Arterial Mixed Use District" (AMUD) to "Auto-Oriented Commercial Corridor" (AOCC);

(84) by designating those lands fronting the north side of Springbank Drive, west of Chelsea Ave. to east of Forest Hill Ave. as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Auto-Oriented Commercial Corridor" (AOCC);

(85) by designating those lands south of Horton Street, fronting the east and west sides of Wharncliffe Road South as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Main Street Commercial Corridor" (MSCC);

(86) by designating those lands fronting Wharncliffe Road South on the west side, from Horton Street to Briscoe St. West and on the east side from Horton Street to Emery Street East as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Main Street Commercial Corridor" (MSCC);

(87) by designating those lands fronting the west side of Wharncliffe Road South from Briscoe St. West to Emery Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Auto-Oriented Convenience Commercial" (AOCC);

(88) by designating those lands fronting the east and west sides of Wortley Road from Askin / Craig Street to Elmwood Ave. East as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);
(89) by designating those lands bounded by the Canadian National Railway, Thames Street, Horton Street East and Ridout Street, as indicated on Schedule “2”, Sheet “5” attached hereto, from “Restricted Service Commercial” (RSC) to “Open Space” (OS) on the western portion and “Light Industrial” (LI) on the eastern portion;

(90) by designating those lands fronting the north and south sides of Horton Street East between Richmond Street and Wellington Street as indicated on Schedule “2”, Sheet “5” attached hereto, from “Arterial Mixed Use District” (AMUD) and “Restricted Service Commercial” (RSC) to “Main Street Commercial Corridor” (MSCC);

(91) by designating those lands fronting the east and west sides of Wellington Street between Bathurst Street and the Thames River, as indicated on Schedule “2”, Sheet “5” attached hereto, from “Business District” (BD), “Arterial Mixed Use District” (AMUD) and “Restricted Service Commercial” (RSC) to “Main Street Commercial Corridor” (MSCC);

(92) by designating those lands fronting the north and south sides of Bathurst Street, east of Wellington Street to Colborne Street as indicated on Schedule “2”, Sheet “5” attached hereto, from “Restricted Service Commercial” (RSC) to “Light Industrial” (LI);

(93) by designating those lands fronting the north side of Horton Street East from east of Wellington Street to Colborne Street, as indicated on Schedule “2”, Sheet “5” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Auto-Oriented Convenience Commercial” (AOCC);

(94) by designating those lands fronting the south side of Horton Street East from Wellington Street to the intersection of Horton Street and Hamilton Road, as indicated on Schedule “2”, Sheet “5” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Main Street Commercial Corridor” (MSCC);

(95) by designating those lands north of Bathurst Street and west of Wellington Street as indicated on Schedule “2”, Sheet “5” attached hereto, from “Business District” (BD) to “Light Industrial” (LI);

(96) by designating those lands fronting the north side of Horton Street East from Colborne Street to the railway track as indicated on Schedule “2”, Sheet “5” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Main Street Commercial Corridor” (MSCC);

(97) by designating those lands north of Dundas Street between Colborne and Maitland Streets as indicated on Schedule “2”, Sheet “5” attached hereto, from “Business District” (BD) to “Multi-Family High Density Residential” (MFHDR);

(98) by designating those lands fronting Horton Street East, from west of William Street to Adelaide Street North as indicated on Schedule “2”, Sheet “5” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Light Industrial” (LI);

(99) by designating those lands fronting the north side of York Street from William Street to Rectory Street and fronting the south side of York Street from Maitland Street to Rectory Street as indicated on Schedule “2”, Sheet “5” attached hereto, from “Restricted Service Commercial” (RSC) and “Community Shopping Area” (CSA) to “Auto-Oriented Commercial Corridor” (AOCC);

(100) by designating those lands on the east and west sides of Adelaide Street North, south of Grey Street as indicated on Schedule “2”, Sheet “5” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Low Density Residential” (LDR);
(101) by designating those lands east of Adelaide Street North and north of Nelson Street as indicated on Schedule “2”, Sheet “5” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Light Industrial” (LI);

(102) by designating those lands west of Adelaide Street North south of Nelson Street and north of the Thames River, as indicated on Schedule “2”, Sheet “5” attached hereto, from “Restricted Service Commercial” (RSC) to “Light Industrial” (LI);

(103) by designating those lands fronting the north and south sides of Hamilton Road from the intersection of Hamilton Road and Horton Street East to Glenwood Ave. on the north side of Hamilton Road and Pine Lawn Ave. on the south side of Hamilton Road, as indicated on Schedule “2”, Sheet “5” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Main Street Commercial Corridor” (MSCC);

(104) by designating those lands on the north side of Hamilton Road from Glenwood Ave. to Highbury Ave. North and on the south side of Hamilton Road from Pine Lawn Ave. to East Street and from Sanders Street to Highbury Ave. North as indicated on Schedule “2”, Sheets “5”, “8” and “9” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Low Density Residential” (LDR);

(105) by designating those lands south of Elmwood Ave. East and west of Wortley Road, as indicated on Schedule “2”, Sheet “5” attached hereto, from “Business District” (BD) to “Low Density Residential” (LDR);

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(106) by designating those lands east of Highbury Ave. North and south of Huron Street, as indicated on Schedule “2”, Sheet “6” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);

(107) by designating those lands fronting the west side of Highbury Ave. North from the western projection of Godfrey Drive, south to Landor Street as indicated on Schedule “2”, Sheet “6” attached hereto, from “Highway Service Commercial” (HSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(108) by designating those lands on the west side of Clarke Road between Huron Street and Cheapside Street as indicated on Schedule “2”, Sheet “6” attached hereto, from “Restricted Service Commercial” (RSC) to “Light Industrial” (LI);

(109) by designating those lands northeast, southeast and southwest of the intersection of Oxford Street East and Clarke Road as indicated on Schedule “2”, Sheet “6” attached hereto, from “Restricted Service Commercial” (RSC) and “Low Density Residential” (LDR) to “Auto-Oriented Commercial Corridor” (AOCC);

(110) by designating those lands on the east side of Clarke Road, north of the Open Space and Canadian Pacific Railway, as indicated on Schedule “2”, Sheet “6” attached hereto, from “ Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(111) by designating those lands south of Oxford Street East between Mornington Ave. and Highbury Ave. North as indicated on Schedule “2”, Sheets “6” and “5” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);

(112) by designating those lands southeast of the intersection of Oxford Street East and First Street as indicated on Schedule “2”, Sheet “6” attached hereto, from “Multi-Family High Density Residential” (MFHDR) and “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
(113) by designating those lands on the southwest corner of Dundas Street and Highbury Ave. North and those lands east of Highbury Ave. North between Dundas Street and the Canadian National Railway, as indicated on Schedule “2”, Sheet “6” attached hereto, from “Highway Service Commercial” (HSC) and from “Commercial Policy Area” (CPA) to “Auto-Oriented Commercial Corridor” (AOCC);

(114) by designating those lands on the north and south sides of Dundas Street between the Canadian National Railway and the Open Space (Pottersburg Creek) as indicated on Schedule “2”, Sheet “6” attached hereto, from “Commercial Policy Area” (CPA), “Community Shopping Area” (CSA), “Highway Service Commercial” (HSC) and “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(115) by designating those lands fronting the north and south sides of Dundas Street between the Open Space (Pottersburg Creek) and Clarke Road as indicated on Schedule “2”, Sheet “6” attached hereto, from “Commercial Policy Area” (CPA), “Community Shopping Area” (CSA) to “Auto-Oriented Commercial Corridor” (AOCC);

(116) by designating those lands on the north side of Dundas Street between Clarke Road and Arvilla Boulevard and those lands on the south side of Dundas Street between Clarke Road and Wavell Street as indicated on Schedule “2”, Sheet “6” attached hereto, from “Associated Shopping Area Commercial” (ASAC), “Community Facility” (CF), “Community Shopping Area” (CSA), “Highway Service Commercial” (HSC) and “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(117) by designating those lands on the north side of Dundas Street from Arvilla Boulevard to the west of Crumlin Road and on the south side of Dundas Street from Bonaventure Drive to west of Crumlin Road as indicated on Schedule “2”, Sheet “6” attached hereto, from “Associated Shopping Area Commercial” (ASAC), “Community Facility” (CF), “Community Shopping Area” (CSA), “Highway Service Commercial” (HSC) and “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(118) by designating those lands northwest, southwest and southeast of the intersection of Highbury Ave. North and Trafalgar Street as indicated on Schedule “2”, Sheets “6” and “5” attached hereto, from “Community Shopping Area” (CSA) and “Low Density Residential (LDR) to “Neighbourhood Commercial Node” (NCN);

(119) by designating those lands northeast, southeast southwest and northwest of the intersection of Clarke Road and Trafalgar Street as indicated on Schedule “2”, Sheet “6” attached hereto, from “Community Shopping Area” (CSA), “Restricted Service Commercial” (RSC) and “Low Density Residential (LDR) to “Community Commercial Node” (CCN);

(120) by designating those lands on the west side of Clarke Road from south of Trafalgar Street as indicated on Schedule “2”, Sheets “6” and “9” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(121) by designating those lands on the east side of Clarke Road, from south of Trafalgar Street to the Canadian National Railway as indicated on Schedule “2”, Sheets “6” and “9” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

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(122) by designating those lands southeast of the intersection of Wonderland Road South and Commissioners Road West as indicated on Schedule “2”, Sheets “7”
and "8" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Community Commercial Node" (CCN);

(123) by designating those lands north of Viscount Road, west of Wonderland Road South and east of Woodgreen Boulevard, as indicated on Schedule "2", Sheet "7" attached hereto, from "Regional Shopping Area" (RSA) to "Community Commercial Node" (CCN);

(124) by designating those lands west of Wonderland Road South and south of Viscount Road as indicated on Schedule "2", Sheet "7" attached hereto, from "Associated Shopping Area Commercial" (ASAC) and "Multi-Family High Density Residential (MFHDR) to "Community Commercial Node" (CCN) and "Low Density Residential" (LDR);

(125) by designating those lands north of Southdale Road West and west of Boler Road as indicated on Schedule "2", Sheet "7" attached hereto, from "Neighbourhood Shopping Area" (NSA) to Low Density Residential (LDR);

(126) by designating those lands south of Southdale Road West and east of Colonel Talbot Road as indicated on Schedule "2", Sheet "7" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);

(127) by designating those lands north of Southdale Road West fronting both sides of Pine Valley Boulevard and the west side of Wonderland Road South and those lands east of Wonderland Road South and north of Southdale Road West, as indicated on Schedule "2", Sheets "7" and "8" attached hereto, from "Commercial Policy Area" (CPA) to "Auto-Oriented Commercial Corridor" (AOCC);

(128) by designating those lands on the east and west sides of Wonderland Road South between Southdale Road W and the future Bradley Ave. extension as indicated on Schedule "2", Sheets "7" and "8" attached hereto, from "Commercial Policy Area" (CPA) to "New Format Regional Commercial Node" (NFRCN);

(129) by designating those lands west of Colonel Talbot Road, north and south of Longwoods Road and east of the Open Space area, as indicated on Schedule "2", Sheets "7" and "10" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Multi-Family Medium Density Residential" (MFMDR);

(130) by designating those lands fronting the north and south sides of Main Street between Colonel Talbot Road and Campbell Street as indicated on Schedule "2", Sheet "7" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);

(131) by designating those lands fronting the north side of Wharncliffe Road South at Campbell Street North and fronting the south side of Wharncliffe Road South between Campbell Street and the Thornicroft drain as indicated on Schedule "2", Sheet "7" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Auto-Oriented Commercial Corridor" (AOCC);

(132) by designating those lands fronting the south side of Wharncliffe Road South between the Thornicroft drain and old Bostwick Road as indicated on Schedule "2", Sheet "7" attached hereto, from "Arterial Mixed Use District" (AMUD) and "Urban Reserve Community Growth" (URCG) to "Auto-Oriented Commercial Corridor" (AOCC);

(133) by designating those lands on the north side of Wharncliffe Road South, east and west of the Environmental Review area as indicated on Schedule "2", Sheet "7" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Low Density Residential" (LDR);

(134) by designating those lands on the north side of Wharncliffe Road South, west of Savoy Street as indicated on Schedule "2", Sheet "7" attached hereto, from
"Neighbourhood Shopping Area" (NSA) to "Multi-Family Medium Density Residential" (MFMDR);

(135) by designating those lands north of Wharncliffe Road South and east of Bostwick Road as indicated on Schedule "2", Sheet "7" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);

(136) by designating those lands bound by Wonderland Road South, Wharncliffe Road South and Exeter Road, and those lands northeast and southeast of the intersection of Wonderland Road South and Wharncliffe Road South as indicated on Schedule "2", Sheet "7" attached hereto, from "Restricted Service Commercial" (RSC) and "Highway Service Commercial" (HSC) to "Auto-Oriented Commercial Corridor" (AOCC);

(137) by designating those lands north of Exeter Road, south of Wharncliffe Road South and east of Wonderland Road South as indicated on Schedule "2", Sheets "7" and "8" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);

(138) by designating those lands east of Wonderland Road North and north of Wharncliffe Road South as indicated on Schedule "2", Sheets "7" and "8" attached hereto, from "Restricted Service Commercial" (RSC) and "Highway Service Commercial" (HSC) to "Light Industrial" (LI);

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(139) by designating those lands south of Commissioners Road West and west of Andover Drive as indicated on Schedule "2", Sheet "8" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

(140) by designating those lands south of Viscount Road and west of Notre Dame Drive as indicated on Schedule "2", Sheet "8" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

(141) by designating those lands south of Viscount Road and west of Notre Dame Drive as indicated on Schedule "2", Sheet "8" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Low Density Residential" (LDR);

(142) by designating those lands south of Emery Street, fronting the east and west sides of Wharncliffe Road South as indicated on Schedule "2", Sheet "8" attached hereto, from "Arterial Mixed Use District" (AMUD) and "Highway Service Commercial" (HSC) to "Auto-Oriented Commercial Corridor" (AOCC);

(143) by designating those lands north of Baseline Road West and west of Wharncliffe Road South as indicated on Schedule "2", Sheet "8" attached hereto, from "Highway Service Commercial" (HSC) to "Neighbourhood Commercial Node" (NCN);

(144) by designating those lands north of Baseline Road West and west of Wharncliffe Road South as indicated on Schedule "2", Sheet "8" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Neighbourhood Commercial Node" (NCN);

(145) by designating those lands south of Baseline Road West and north of Commissioners Road West as indicated on Schedule "2", Sheet "8" attached hereto, from "Restricted Service Commercial" (RSC) to "Office Area" (OA);

(146) by designating those lands south of Baseline Road West, west of Wharncliffe Road South, north of Commissioners Road West and east of McGregor Ave. as
indicated on Schedule "2", Sheet "8" attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(147) by designating those lands bounded by Wharncliffe Road South, Baseline Road East, Commissioners Road East and Highland Ave. as indicated on Schedule "2", Sheet "8" attached hereto, from “Community Shopping Area” (CSA) to “Auto-Oriented Commercial Corridor” (AOCC);

(148) by designating those lands east of Wharncliffe Road South and south of Commissioners Road East as indicated on Schedule "2", Sheet "8" attached hereto, from “Office Area” (OA) to “Auto-Oriented Commercial Corridor” (AOCC);

(149) by designating those lands fronting the east side of Wharncliffe Road South from south of Commissioners Road East to south of Highview Ave. as indicated on Schedule "2", Sheet "8" attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(150) by designating those lands east of Ridout Street South and south of Chester Street as indicated on Schedule "2", Sheet "8" attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Low Density Residential” (LDR);

(151) by designating those lands on the east side of Wellington Road and south of Chester Street as indicated on Schedule "2", Sheet "8" attached hereto, from “Community Shopping Area” (CSA) to “Low Density Residential” (LDR);

(152) by designating those lands on the south side of Hamilton Road east of East Street and West of Sanders Street as indicated on Schedule "2", Sheet "8" attached hereto, from “Arterial Mixed Use District” (AMUD) to “Neighbourhood Commercial Node” (NCN);

(153) by designating those lands south of Thompson Road and east of King Edward Ave. as indicated on Schedule "2", Sheet "8" attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);

(154) by designating those lands on the west side of Wellington Road between Baseline Road East and Commissioners Road East as indicated on Schedule "2", Sheet "8" attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);

(155) by designating those lands north of Baseline Road East, east and west of Wellington Road as indicated on Schedule "2", Sheet "8" attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);

(156) by designating those lands west of Wellington Road and south of Commissioners Road East, as indicated on Schedule "2", Sheet "8" attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Community Commercial Node” (CCN);

(157) by designating those lands east and west of Adelaide Street South, north of Commissioners Road East as indicated on Schedule "2", Sheet "8" attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(158) by designating those lands south of Commissioners Road East west of the Canadian National Railway and Open Space area as indicated on Schedule "2", Sheet "8" attached hereto, from “Restricted Service Commercial” (RSC) and “Light Industrial” (LI) to “Multi-Family High Density Residential” (MFHDR);

(159) by designating those lands north of Commissioners Road East and east of Adelaide Street South as indicated on Schedule "2", Sheet "8" attached hereto, from “Restricted Service Commercial” (RSC) to “Light Industrial” (LI);
(160) by designating those lands south of Commissioners Road East and west of Adelaide Street South as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(161) by designating those lands south of Commissioners Road East and west of Frontenac Road as indicated on Schedule “2”, Sheet “8” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);

(162) by designating those lands north of Commissioners Road East, east and west of King Edward Ave. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);

(163) by designating those lands on the north side of Commissioners Road East between Pond Mills Road and Deveron Cres. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Community Commercial Node” (CCN);

(164) by designating those lands on the north side of Commissioners Road East between Deveron Cres. and Highbury Ave. South as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);

(165) by designating those lands on the south side of Commissioners Road East, west of Pond Mills Road as indicated on Schedule “2”, Sheet “8” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Multi-Family Medium Density Residential” (MFMDR);

(166) by designating those lands on the south side of Commissioners Road East, west of Deveron Cres. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Multi-Family Medium Density Residential” (MFMDR);

(167) by designating those lands south of Commissioners Road East and east of Highbury Ave. South as indicated on Schedule “2”, Sheets “8” and “9” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);

(168) by designating those lands on the west side of Wharncliffe Road South, north of Belmont Drive, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Multi-Family High Density Residential” (MFHDR);

(169) by designating those lands on the west side of Wharncliffe Road South, north of Belmont Drive, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Multi-Family Medium Density Residential” (MFMDR);

(170) by designating those lands fronting the west side of Wharncliffe Road South, north and south of Belmont Drive as indicated on Schedule “2”, Sheet “8” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Auto-Oriented Commercial Corridor” (AOCC);

(171) by designating those lands fronting the east side of Wharncliffe Road South, north and south of Ferndale Ave. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);
(172) by designating those lands east of Wharncliffe Road South and north of Southdale Road East as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) and “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(173) by designating those lands fronting the west side of Wellington Road South, north and south of Wilkins Street, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Associated Shopping Area Commercial” and “Highway Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(174) by designating those lands south of Wilkins Street and west of Sandringham Cres. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);

(175) by designating those lands fronting the northwest side of Wharncliffe Road South northeast of the future Bradley Avenue extension as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) and “Office Area” (OA) to “Auto-Oriented Commercial Corridor” (AOCC);

(176) by designating those lands fronting the northeast side of Wharncliffe Road South, southwest of the Future Bradley Avenue extension as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(177) by designating those lands fronting Wharncliffe Road South on both sides between Southdale Road the future Bradley Avenue extension, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(178) by designating those lands fronting the south side of Southdale Road East, between Wharncliffe Road South and White Oak Road as indicated on Schedule “2”, Sheet “8” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Auto-Oriented Commercial Corridor” (AOCC);

(179) by designating those lands south of Southdale Road East and west of Jalna Boulevard and those lands north of Southdale Road East and east of Dundalk Drive, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);

(180) by designating those lands south of Southdale Road East on the east and west sides of Ernest Ave. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) to “Neighbourhood Commercial Node” (NCN);

(181) by designating those lands south of Southdale Road East, north of Jalna Boulevard and west of Ernest Ave. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) to “Multi-Family Medium Density Residential” (MFMDR);

(182) by designating those lands on the west side of Wellington Road, north of Southdale Road East as indicated on Schedule “2”, Sheet “8” attached hereto, from “Highway Service Commercial” (HSC) to “Multi-Family Medium Density Residential” (MFMDR);

(183) by designating those lands east of Wellington Road and south of Southdale Road East as indicated on Schedule “2”, Sheet “8” attached hereto, from “Highway Service Commercial” (HSC) to “Auto-Oriented Commercial Corridor” (AOCC);
by designating those lands fronting the south side of Southdale Road East, west of Wellington Road and those lands bounded by Southdale Road, Montgomery Road, Bradley Avenue and Wellington Road, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Commercial Policy Area” (CPA) to “Auto-Oriented Commercial Corridor” (AOCC);

by designating those lands to the south of Southdale Rd. East, east and west of Adelaide St. South, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) to “Neighbourhood Commercial Node” (NCN);

by designating those lands west of White Oak Road and north of Bateman Trail, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Neighbourhood Commercial Node” (NCN);

by designating those lands south of Bradley Ave. and east of Ernest Ave. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Commercial Policy Area” (CPA) to “Light Industrial” (LI);

by designating those lands south of Bradley Ave. and west of Ernest Ave. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) to “Neighbourhood Commercial Node” (NCN);

by designating those lands west of Wellington Road, south of Bradley Ave. and east of Jalna Blvd. as indicated on Schedule “2”, Sheets “8” and “11” attached hereto, from “Regional Shopping Area” (RSA) and “Commercial Policy Area” (CPA) to “Enclosed Regional Commercial Node” (ERCN);

by designating those lands south of Bradley Ave. and east of Dearness Drive as indicated on Schedule “2”, Sheet “8” attached hereto, from “Commercial Policy Area” (CPA) to “Light Industrial” (LI);

by designating those lands east of Wellington Road, south of Bradley Ave. and north of Exeter Road as indicated on Schedule “2”, Sheets “8” and “11” attached hereto, from “Commercial Policy Area” (CPA) to “New Format Regional Commercial Node” (NFRCN);

by designating those lands south of Jalna Blvd., north of Exeter Road and east of Chalkstone Drive as indicated on Schedule “2”, Sheets “8” and “11” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Multi-Family Medium Density Residential” (MFMDR);

by designating those lands north and south of Hamilton Road, east of Highbury Ave. North and west of Norlan Ave. as indicated on Schedule “2”, Sheet “9” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);

by designating those lands on the south side of Hamilton Road east of Norlan Ave. as indicated on Schedule “2”, Sheet “9” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Low Density Residential” (LDR);

by designating those lands south of Gore Road and northeast of Hamilton Road as indicated on Schedule “2”, Sheet “9” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
by designating those lands north of Gore Road and west of Clarke Road as indicated on Schedule "2", Sheet "9" attached hereto, from "Restricted Service Commercial" (RSC) and "Light Industrial" (LI) to "Auto-Oriented Commercial Corridor" (AOCC);

by designating those lands east of Clarke Road north of Gore Road and south of the Canadian National Railway, as indicated on Schedule "2", Sheet "9" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);

by designating those lands south of Gore Road and west of Clarke Road as indicated on Schedule "2", Sheet "9" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);

by designating those lands south of Gore Road and east of Clarke Road as indicated on Schedule "2", Sheet "9" attached hereto, from "General Industrial" (GI) to "Auto-Oriented Commercial Corridor" (AOCC);

by designating those lands north of Gore Road and west of Marconi Gate as indicated on Schedule "2", Sheet "9" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

by designating those lands south of Commissioners Road East and west of Meadowgate Blvd. as indicated on Schedule "2", Sheet "9" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Community Commercial Node" (CCN);

by designating those lands on the southwest side of Hamilton Road as indicated on Schedule "2", Sheet "9" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

by designating those lands north of Bradley Avenue and west of the future Chelton Road as indicated on Schedule "2", Sheet "9" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Community Commercial Node" (CCN);

by designating those lands north of Bradley Avenue between the future Chelton Road and the future Meadowgate Blvd. as indicated on Schedule "2", Sheet "9" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);

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by designating those lands fronting Colonel Talbot Road south of Longwoods Road on the west side and south of Main Street on the east side, as indicated on Schedule "2", Sheets "10" and "7" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Main Street Commercial Corridor" (MSCC);

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by designating those lands east of Meg Drive, north of Exeter Road and South of Jalna Blvd. as indicated on Schedule "2", Sheet "11" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

by designating those lands fronting the south side of Exeter Road, east of Meg Drive and north of Shamrock Road as indicated on Schedule "2", Sheet "11" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);

by designating those lands south of Exeter Road, west of the southern extension of Greenfield Drive as indicated on Schedule "2", Sheet "11" attached hereto,
from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

(210) by designating those lands on the south side of Exeter Road opposite the intersection of Greenfield Drive and Exeter Road, as indicated on Schedule “2”, Sheet “11” attached hereto, from “Commercial Policy Area” (CPA) to “Auto-Oriented Commercial Corridor” (AOCC);

(211) by designating those lands northwest, southwest and southeast of the intersection of Wellington Road and Exeter Road as indicated on Schedule “2”, Sheet “11” attached hereto, from “Commercial Policy Area” (CPA) to “New Format Regional Commercial Node” (NFRCN);

(212) by designating those lands north of Exeter Road and east of Bessemer Road as indicated on Schedule “2”, Sheet “11” attached hereto, from “Commercial Policy Area” (CPA) to “New Format Regional Commercial Node” (NFRCN);

(213) by designating those lands west of Wellington Road South, south of the 401 and north of Dingman Drive as indicated on Schedule “2”, Sheet “11” attached hereto, from “Restricted Service Commercial” (RSC) to “New Format Regional Commercial Node” (NFRCN);

(214) by designating those lands west to the west and east of Wellington Road South, south of the 401, and north of Roxburgh Road, as indicated on Schedule “2”, Sheet “11” attached hereto, from “Associated Shopping Area Commercial” (ASAC) and “Light Industrial” (LI) to “New Format Regional Commercial Node” (NFRCN);

(215) by designating those lands west of Wellington Road South between Roxburgh Road and Dingman Drive as indicated on Schedule “2”, Sheet “11” attached hereto, from “Community Shopping Area” (CSA) to “New Format Regional Commercial Node” (NFRCN);

(216) by designating those lands east of Wellington Road South between Roxburgh Road and Dingman Drive as indicated on Schedule “2”, Sheet “11” attached hereto, from “Community Shopping Area” (CSA) and "Associated Shopping Area Commercial” (ASAC) to "New Format Regional Commercial Node" (NFRCN);

3. Schedule “B”, Flood Plain and Environmental Features, to the Official Plan for the City of London Planning Area is hereby deleted and replaced with:

a) Schedule “B1” to the City of London Official Plan – Natural Heritage Features, as indicated on Schedule “3”.

b) Schedule “B2” to the City of London Official Plan – Natural Resources and Natural Hazards, as indicated on Schedule “4”.

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February 22, 2008

The Corporation of the City of London
300 Dufferin Avenue
P.O. Box 5035
London, Ontario
N6A 4L9

ATTENTION: Mr. Gregg Barrett, Manager,
Land Use Planning, Policy Planning Division

Dear Sir:

Re: Official Plan Review - 2006; Mapping Discrepancies

Throughout our review of the proposed mapping that will form schedules to the OFFICIAL PLAN UPDATE, we have found a number of inaccuracies that will have a direct impact on our developments lands at 450 POND MILLS ROAD. Specifically, Schedule 'A' identifies a land use of medium-density for the western portion of our property and a low-density designation on the easterly portion. This block is zoned and has been designated for townhouse development and as such the entire property should remain "multi-family, medium-density residential".

It would be appreciated if the requested changes were made to Schedule 'A' and any related text prior to adoption of the 2006 Official Plan.

Yours truly,

W.H. Veitch, P.Eng.,
Land Development Manager

Enclosures

cc: Planning Committee Chair (J. Baechler)
    B. Card, Barrister & Solicitor
February 22, 2008

The Corporation of the City of London
300 Dufferin Avenue
P.O. Box 5035
London, Ontario
N6A 4L9

ATTENTION: Mr. Gregg Barrett, Manager,
Land Use Planning, Policy Planning Division

Dear Sir:

Re: Official Plan Review - 2006; Mapping Discrepancies

Through our review of the proposed mapping that will form schedules to the OFFICIAL PLAN UPDATE, we have found a number of inaccuracies that will have a direct impact on our development lands at 890 SOUTHDALE ROAD WEST. Specifically, Schedule 'A' identifies a corridor extending from Knightsbridge Road to Southdale Road as an item (16) with a note "From: MFMDR and LDR to: OS". Additionally, Schedule 'B-1' identifies the same corridor as a "Provincially Significant Wetland" with "unevaluated vegetation patches" adjacent to portions of it. Through an extensive environmental review of the site during the past few years, our consultants have confirmed the following:

1. the "woodland or significant woodlands" patch adjacent to the watercourse and north of Longworth Road does not pertain to our property and as such should be deleted from Schedule 'B1';

2. that the "provincially significant wetland" designation should only pertain to a small patch adjacent to Knightsbridge Road, not the entire linear corridor, and therefore should be changed to "locally significant wetland" as it pertains to our property.
It would be appreciated if the requested changes were made to Schedule 'B1' and any related text prior to adoption of the 2006 OFFICIAL PLAN.

Yours truly,

W.H. Veitch, P.Eng.,
Land Development Manager

Enclosures
REF:060514

cc: Planning Committee Chair (J. Baechler)
    B. Card, Barrister & Solicitor
FROM: MFMDR and LDR

TO: OS

(16)
(15) by designating those lands located south of Elviate Drive and west of Westdel Bourne, as indicated on Schedule "1", Sheets "4" and "7" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);

(16) by designating those lands located north of Southdale Road and east of Colonel Talbot Road, as indicated on Schedule "1", Sheet "7" attached hereto, from "Low Density Residential" (LDR) and "Multi-Family, Medium Density Residential" (MFMDR) to "Open Space" (OS);

(17) by designating those lands located at 1880 Bradley Avenue, north side of Bradley Avenue, west of Jackson Road, as indicated on Schedule "1", Sheet "9" attached hereto, from "Multi-Family, High Density Residential" (MFHDR) to "Multi-Family, Medium Density Residential" (MFMDR);

(18) by designating those lands located south of Pack Road and east of Longwoods Road, as indicated on Schedule "1", Sheet "7" attached hereto, from "Agriculture" (AG) and "Environmental Review" (ER) to "Open Space" (OS);

(19) by designating those lands located south of Southdale Road, between Bostwick Road and Wonderland Road South, as indicated on Schedule "1", Sheet "7" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);

(20) by designating those lands located east of Wonderland Road South, between Wharncliffe Road South and Exeter Road, as indicated on Schedule "1", Sheet "11" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);

(21) by designating those lands located south of Exeter Road, north of Dingman Drive and west of White Oak Road, as indicated on Schedule "1", Sheets "6" and "11" attached hereto, from "Environmental Review" (ER) and "Light Industrial" (LI) to "Open Space" (OS);

(22) by designating those lands located south of Exeter Road, east of Shamrock Road, as indicated on Schedule "1", Sheet "11" attached hereto, from "Regional Facility" (RF) and "Office Area" (OA) to "Open Space" (OS);

(23) by designating those lands located north of Highway 401, south of Bradley Avenue and west of Pond Mills Road, as indicated on Schedule "1", Sheet "11" attached hereto, from "Light Industrial" (LI) and "Regional Facility" (RF) to "Open Space" (OS);

(24) by designating those lands located south of Highway 401 and west of Highbury Avenue, as indicated on Schedule "1", Sheet "11" attached hereto, from "Environmental Review" (ER) and "Light Industrial" (LI) to "Open Space" (OS);

(25) by designating those lands located at 1416 Wilton Grove Road, at the northwest corner of Highbury Avenue, as indicated on Schedule "1", Sheet "11" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);

(26) by designating those lands located east of Highbury Avenue, south of Bradley Avenue and north of Dingman Drive, as indicated on Schedule "1", Sheet "11" attached hereto, from "Environmental Review" (ER) and "Agriculture" (AG) to "Open Space" (OS);

(27) by designating those lands located east of Old Victoria Road and north of Dingman Drive, as indicated on Schedule "1", Sheet "12" attached hereto, from "Environmental Review" (ER) to "Agriculture" (AG);

(28) by designating those lands located north and south of Highway 402 at Wonderland Road, as indicated on Schedule "1", Sheet "10" attached hereto, from "Environmental Review" (ER) to "Agriculture" (AG);

(29) by designating those lands located north and south of Westminster Drive at Highway 401, as indicated on Schedule "1", Sheet "11" attached hereto, from "Agriculture" (AG) and "Environmental Review" (ER) to "Open Space" (OS);

(30) by designating those lands located east of Wonderland Road South at Decker Drive, as indicated on Schedule "1", Sheet "10" attached hereto, from "Agriculture" (AG) to "Open Space" (OS);
February 22, 2008

The Corporation of the City of London
300 Dufferin Avenue
P.O. Box 5035
London, Ontario
N6A 4L9

ATTENTION: Mr. Gregg Barrett, Manager,
Land Use Planning, Policy Planning Division

Dear Sir:

Re: Official Plan Review - 2006; Mapping Discrepancies

Through our review of the proposed mapping that will form schedules to the OFFICIAL PLAN UPDATE, we have found a number of inaccuracies that will have a direct impact on our development of 9 and 11 COMMISSIONERS ROAD EAST. Currently we own and manage three 14-storey apartment buildings at 9 Commissioners Road East and at 80 and 90 Highview Avenue East. Additionally, we own the property at 11 Commissioners Road East, which has been zoned, and site plan approved for a future apartment building.

The shape of the high-density block shown on Schedule 'A' (land use) is not consistent with the zoning maps as it does not include all of our lands. The southwest corner of our lands are shown as commercial versus high-density on Schedule 'A'. Additionally, we would request confirmation that the open space designation on the east side of our property does not extend onto our land.

A final concern we have with the mapping on Schedule 'A' relates to the property at 70 HIGHVIEW AVENUE EAST. This property was the subject of an OMB Hearing and a resolution of Council May 2, 2006. The land use was changed subsequent to the passing of the bylaw from "Restricted Service Commercial" to "Multi-Family High-Density Residential". The proposed Schedule 'A' does not reflect this change.
It would be appreciated if changes were made to Schedule 'A' and any related text in the proposed Official Plan to accommodate these corrections.

Yours truly,

W.H. Veitch, P.Eng.,
Land Development Manager

Enclosures
REF:OBbvl3

cc: Planning Committee Chair (J. Baechler)
    B. Card, Barrister & Solicitor
May 2, 2006

R. Panzer,
General Manager of Planning and Development,

I hereby certify that the Municipal Council, at its session held on May 1, 2006 resolved:

4. That, on the recommendation of the General Manager of Planning and Development, the following actions be taken based on the application of the City of London relating to the property located at 70 Highview Avenue East:

(a) by-law No. C.P.-1284(yg)-208 implementing Official Plan Amendment 40 passed by the Municipal Council on July 9, 1993, relating to the subject property BE REPEALED;

(b) by-law No. C.P.-472(y2)-205 implementing Official Plan Amendment 529 passed by the Municipal Council on July 6, 1995, relating to the subject property BE REPEALED;

(c) the attached Official Plan Amendment BE ENDORSED at the Municipal Council meeting on May 1, 2008 to amend the Official Plan for the subject property FROM a "Restriction Service Commercial" designation TO a "Multi-Family, High Density Residential" designation; and

(d) the City Clerk’s Office BE REQUESTED to forward a certified copy of these resolutions to the Ontario Municipal Board for a hearing on Referral No.1, such referral being an appeal of the Restricted Service Commercial designation;

It being pointed out that at the public participation meeting associated with this matter, the following individual made an oral submission in connection therewith:

- J. Davis, Jack E. Davies Holdings Ltd. — representing the applicant and expressing support for the staff recommendation. (D11-02-06)(A/12/PC)

Kevin Bain
City Clerk

cc: J. Davis, Jack E. Davies Holdings Ltd., 127 Baseline Road East, London, ON N6C 2N9
J. P. Barber, City Solicitor
R. Garimella, Director of Building Controls
D. Alleys, Director of Administration and Development Services
L. Burgess, Division Manager, Development Services
J. M. Fleming, Manager of Implementation
B. Page, Planner II
L. Darin, Documentation Services Representative
R. Verhovac, Documentation Services Representative

CITY OF LONDON
PLANNING DIVISION

MAY 5 2008

The Corporation of the City of London
Office 115-581-5000 ext. 2943
Fax 519-661-4682
www.ldplanning.ca
A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the land use designation of the subject property at 70 Highview Avenue East from a "Restricted Service Commercial" designation to a "Multi-Family, High Density Residential" designation.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 70 Highview Avenue East in the City of London.

C. BASIS OF THE AMENDMENT

The site is located on a secondary collector road between a High Density Residential use and a Restricted Service Commercial use. The site represents an appropriate location for a "Multi-Family, High Density Residential" designation given the topography/vegetation north of the site, its proximity to service commercial use to the west and high density and medium density residential to the east and south.

Secondary uses such as offices, community facilities, and day care centres are also permitted in the designation. Appropriate site plan design having regard for landscaping, access, preservation of significant vegetation and natural features will ensure compatibility with surrounding land use.

D. THE AMENDMENT

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

1. Schedule "A" Land Use, to the Official Plan for the City of London Planning Area is amended by designating the lands located at 70 Highview Avenue East in the City of London, as indicated on Schedule "A", attached hereto, from a "Restricted Service Commercial" designation to a "Multi-Family, High Density Residential" designation.
February 22, 2008

The Corporation of the City of London
300 Dufferin Avenue
P.O. Box 5035
London, Ontario
N6A 4L9

ATTENTION: Mr. Gregg Barrett, Manager,

Dear Sir:

Re: Official Plan Review - 2006; Mapping Discrepancies

Through our review of the proposed mapping that will form schedules to the OFFICIAL PLAN UPDATE, we have found a number of inaccuracies that will directly impact our property at 1515 SHORE ROAD. Specifically, Schedule "B-1" (Natural Heritage Features) identifies "Pot Naturalization areas" on this plan in the middle of this development property that is currently zoned for medium-density development. Since there is no opportunity for naturalization within the condominium units (either than private gardens), we would request that the symbols be removed from this block within our development.

Yours truly,

W.H. Veitch, P.Eng.,
Land Development Manager

Enclosures

Land Use Planning, Policy Planning Division

REF:OBbv12
cc: Planning Committee Chair (J. Baechler)
B. Card, Barrister & Solicitor
A. Harasym
P. McClure
D. Mescia
February 22, 2008

The Corporation of the City of London
300 Dufferin Avenue
P.O. Box 5035
London, Ontario
N6A 4L9

ATTENTION: Mr. Gregg Barrett, Manager,
Land Use Planning, Policy Planning Division

Dear Sir:

Re: Official Plan Review - 2006; Mapping Discrepancies

Through our review of the proposed mapping that will form schedules to the OFFICIAL PLAN UPDATE, we have found a number of inaccuracies that will have a direct impact on our client's property at 2029 OXFORD STREET WEST. Additionally, we have noted that several adjustments to the proposed mapping will be required to update the mapping as a result of current information. Firstly, Schedule 'A' (Land Use) identifies a stream corridor traversing the property from Westdel Bourne (south of Ashgrove Cr.) to the west property limits. Likewise Schedules B1 & B2 identify the same watercourse and a maximum hazard limit. Through numerous field visits and confirmation of the as built plan of subdivision for the Ashgrove Crescent subdivision, it has been confirmed that there is no watercourse south of Ashgrove Court in the vicinity of the existing subdivision lots or on the properties immediately south. The Tributary 'C' watercourse commences just west of the Ashgrove Court lots. The schedules should be corrected to address this.

Next, Schedule 'A' (Land Use) identifies the lands south of Kains Road, west of Westdel Bourne as low density residential. This parcel of land has recently been rezoned to multi-family, medium-density through an application be West Kains Land Corp. This schedule should reflect this change.
Lastly, an open space and ESA designation for the lands north of the future Kains Road extension has been carried over from previous mapping to Schedule 'A' and 'B1'. Through several years of research and monitoring of this woodlot, our consultants have confirmed that the boundary of the ESA is shown incorrectly and as such the vegetation patch south of the Thames River bank will be required to be adjusted. We therefore would request that the designation of these lands as ESA be deferred until the boundary can be finalized.

It would be appreciated if the changes and corrections were acknowledged and the identified schedules and related text were corrected prior to the adoption of the 2006 OFFICIAL PLAN.

Yours truly,

W.H. Veitch, P.Eng.,
Land Development Manager

Enclosures
KEP986v15

cc: Planning Committee Chair (J. Baechler)
B. Card, Barrister & Solicitor
Dr. H. Allen
February 25, 2008

Mr. G. Barrett, Manager
Land Use Planning, Policy Planning Division
The Corporation of the City of London
300 Dufferin Street
London, Ontario
N6A 4L9


Dear Mr. Barrett,

Through our review of the proposed mapping that will form Schedules to the Official Plan Update, we have found a number of inaccuracies that will have a direct impact on development of our land at 1300 Fanshawe Park Road, East, London. Specifically, Schedule B1 identifies a large patch on the north side of our property as ESA lands. Although we recognize that this designation is a carry over from the mapping in the current Official Plan, we believe adjustments to the boundary are now warranted.

Through extensive research and field investigations, our consultants have confirmed that the boundary shown on the plan is incorrect. As such, we would request that the designation of these lands as ESA be deferred until the boundary delineation is finalized.

It would be appreciated if the changes were acknowledged and the identified schedules and related text corrected prior to the adoption of the 2006 Official Plan.

Sincerely,

700531 ONTARIO LIMITED

W.H. Veitch,
Land Development Manager

cc Planning Committee – The Corporation of the City of London
Mr. Barry Card
February 22, 2008

The Corporation of the City of London
300 Dufferin Avenue
P.O. Box 5035
London, Ontario
N6A 4L9

ATTENTION: Mr. Gregg Barrett, Manager,
Land Use Planning, Policy Planning Division

Dear Sir:

Re: Official Plan Review - 2006; Mapping Discrepancies

Through our review of the proposed mapping that will form schedules to the OFFICIAL PLAN UPDATE, we have found a number of inaccuracies that will have a direct impact on our development lands at Sunningdale Road in the vicinity of South Wenige Drive. Specifically, Schedule 'A' (Land Use) identifies a quadrant of land in the vicinity of South Wenige Avenue, and Nicole Avenue and Stackhouse Avenue as multi-family, medium-density land use whereas the land is currently zoned and constructed as low-density, single-family homes. The only multi-family blocks are adjacent to Sunningdale Road.

It would be appreciated if this change / correction was acknowledged and the schedules and any related text corrected prior to adoption of the 2006 Official Plan.

Yours truly,

W.H. Veitch, P.Eng.
Land Development Manager

Enclosures

cc: Planning Committee Chair (J. Baechler)
B. Card, Barrister & Solicitor
Mr. Kevin Bain, City Clerk
Corporation of the City of London
City Hall, 3rd Floor
300 Dufferin Avenue
London, Ontario
N6B 1Z2

February 25, 2008

Via Email and Fax - 519-661-4892

Mr. Kevin Bain, City Clerk
Corporation of the City of London
City Hall, 3rd Floor
300 Dufferin Avenue
London, Ontario
N6B 1Z2

Dear Sir:

Re: Official Plan Review
Letter to "the Council"
Planning Act, Section 17(24)
London Development Institute

I am presenting the following "Official Plan Review" comments for the consideration of Planning Committee and City Council on behalf of the London Development Institute.

Growth Management

Growth expectations have been reduced. Section 2.5.2 isn't candid about the extent of this change. "Just under 1%" is actually revealed by Section 2.5.4 to be 0.8%, which is just over half of the previous forecast of 1.5%.

The "Council Strategic Plan" contains policies which will lead London into an era of prolonged mediocrity. Instead of saying that London has failed to live up to its promise and that the Council is committed to correcting this poor showing, the amended policies accept the trend as inevitable. Instead of crafting policies that will make London a more attractive place to invest, live and work, negative statistics are used to justify a tight hold on the reins.
Fiscal Prudence and Growth Management

The driving principle behind many of the new policies is that profligate spending on services will be the ruin of our community. To ensure that London does not run aground on the cost of services which have been constructed prematurely, the Council must ensure that existing services are "fully utilized" before new services are put in the ground. The theory is that the taxpayers of this City can no longer afford to have developers pushing the extension of piped services. The City is in a better position to make decisions in the public interest. The City knows better than developers where and how consumer preferences are to be satisfied. The sin of idle capacity will be eliminated.

A major premise for this theory is that taxpayers are picking up the cost of new services, usually in the form of the "non-growth share" of a project. The non-growth share is not looked at as a cost of running a Municipality, but as a cost of growth that developers are somehow able to avoid.

In theory, taxpayers could be required to finance the cost of services for growth that is expected to occur beyond the planning horizon. In practice, that does not happen because the Background Studies for DC funded capital works usually manage to anticipate full uptake within the forecast period. That uptake does not always happen, of course, and to the extent that it does not, the Reserve Fund has a shortfall that may have to be made up with borrowing. The cost of borrowing can be included as a capital cost for development charge purposes by the Council, so taxpayers don't actually have to pick up these costs.

There needs to be a balance between the drive for fiscal prudence and the drive for growth. These amendments do not strike that balance.

There is also an oversight in the analysis of the City's current fiscal plight. Annual budgets have become heavily dependent upon assessment growth to subsidize increasing expenditures. Instead of applying revenue growth to growth, it is being used to subsidize the cost of running the Municipality and replacing older services. As growth slows down, assessment growth is unable to keep up with increasing costs. There is a temptation to look at the list of Capital Projects on the books and to cut back on further expenditures. This is likely to aggravate the problem, because a shortage of services will further depress growth. The vision behind the amendments does not advert to this danger. Instead, it sees a future where expenditures are managed tightly in the public interest, in a City which "fully utilizes" existing services before building new ones. The approach which is suggested has the virtue of being spuriously consistent with the PPS. It is also largely unrealistic.
The City can require a "financial analysis" as part of the area plan process. It would be more reasonable if this analysis also took into account the assessment revenue which the growth would contribute. I would add to the third last sentence:

... in relation to revenue growth from property assessment and new economic and employment activity.

This policy is a fetter on the ability of Council to make important economic decisions in the public interest. The "balance of revenues and expenditures from its development charges funds" may indeed be a factor in the equation but it is not the only factor. Where are the others?

A "differential" DC sounds easy. This could be a major policy initiative but it could also lead to cherry picking and the undermining of other values. For example, if the land which is the most cost effective to service is not the closest to schools, employment, shopping or other services that the City does not pay for, is such land the best choice for development? If land that is the least expensive to service cannot reasonably accommodate the type of housing that is in demand (due to the impact of neighboring uses or facilities), is it still best choice? The premise for this policy is that there should be a level playing field for both greenfield development and redevelopment; the advantage should not always go to greenfield development. Fair enough, but this policy opens the door to abuse. It needs, at the least, to be followed by the words "... in areas where redevelopment is being encouraged and a satisfactory financial analysis has demonstrated that the cost of providing services to the lands will be significantly lower than the cost of servicing land in other parts of the City".

The City already does have de facto "control" over the extension of services. This has been demonstrated repeatedly.

The proper function of the City is not to "control" growth; it is to manage or direct it. The current word "plan" is more fitting. What the Plan should be saying is that the City will manage and direct growth by undertaking or applying infrastructure initiatives that meet certain objectives as set out in the plan. "Optimization" is a word that is vague and problematic.
2.6.4.1(iii)

"Development approval will only be given where there is existing or planned infrastructure. The word "only" is a red flag at the OP level. When does "planned infrastructure" attain some level of respect?

2.6.4.1(iv)

One would think that the considerations that go into making a decision of this nature are much more complicated than this list suggests. Another problem is that the list proposes to tell us the priorities that all other policies of the Plan lead to. Applications that do not meet the City's priorities for the allocation of (servicing) capacities may be refused on the basis of "prematurity".

This wording may have been intended to sponsor "priorities determined in accordance with OP policies", but it seems very possible that a municipal engineer, planner or Councillor could interpret this provision to mean that the "City" can take an ad hoc approach to its priorities, despite what the OP might say.

Clause (c) attempts to convert technical questions into "policy" questions.

2.6.4.1(ix)

This short clause is arbitrary and vague. One cannot even consider new infrastructure unless the use of existing infrastructure has been "optimized".

2.6.4.1(x)

This clause is also vague. Policy issues are involved (employment, the environment, infrastructure costs, agricultural land, etc.), but the ability of developers to gauge and respond to consumer needs and preferences should also be considered.

2.6.3(ii)

The City can require a "financial analysis" as part of the area plan process. It would be more reasonable if this analysis also took into account the assessment revenue which the growth would
February 25, 2008

contribute. I would add, to the final last sentence: "... in relation to expected revenue growth from property assessment and new economic and employment activity".

Other Issues

My client has provided written comments (to staff) with respect to a number of other topics:

- Infill and Intensification (August 23, 2007),
- Environmental Planning and Mapping (August 28, 2007),
- Commercial Policies (January 7, 2008), and
- Affordable Housing (January 16, 2008).

It is respectfully requested that these comments also be considered by Council, before a decision concerning the proposed "Official Plan Review" amendments is made.

Yours very truly,

Barry R. Card

BRC:jmh
25 February, 2008

Corporation of the City of London
300 Dufferin Avenue
P.O. Box 5035
London, Ontario
N6A 4L9

Attention: Planning Committee


Please consider this a request for a change in the requirements governing the creation of lots by consent for the purposes of disposing surplus farm dwellings. The particular requirement in question is set out in Section 9.2.14.7 i) of the current Official Plan and stipulates that:

"The land being severed from the dwelling lot parcel must be registered in the same style and manner as the adjoining parcel and shall be deemed from that date to be one parcel."

This requirement, in effect, essentially limits a farmer intent on serving a dwelling considered surplus to his needs to owning an abutting farm. In so doing, it vastly limits the opportunities to dispose of surplus farm dwellings no longer required in a farm operation.

The requirement for a merger of the remaining lands with an abutting farm parcel is not unique to the City of London Official Plan and, in fact, was at one time common practice in official plans throughout southwestern Ontario which had a significant agricultural land base. It has increasingly been eliminated as a requirement in favour of a stipulation that prohibits any new dwelling being erected on the remaining farmland – a stipulation which is considered to have much the same effect. This is the approach adopted in the Provincial Policy Statement of 2005.

In those municipalities of which we are aware that have adopted the latter approach, there have been positive results in terms of retaining and re-investing in surplus farm dwellings which have outlived their original purpose and in terms of encouraging owner-occupied housing. The approach has been considered much more favourable to the alternative where the dwellings are not severed and either remain vacant or become derelict over an extended period of time or become rental property where the income generated or the nature of occupancy does not lend itself to
necessary repairs and maintenance being undertaken let alone up-grading. Moreover, the rental market for such rural properties is often characterized by a relatively high incidence of undesirable tenants.

It is our submission that the requirement for consolidation with an abutting farm parcel is of little redeeming benefit and, in fact, is detrimental to the orderly disposal of structurally sound and, in some instances, heritage dwellings rendered surplus as a result of the long established and continuing trend of increasing farm size. To be economically viable, typical cash crop farms in the area have to be substantial in size. In most cases, these farms are comprised of a number of individual parcels as opposed to one continuous block for a variety of different reasons. In the process, dwellings become surplus and, in many cases, are justifiably severed from the remainder of the farm. Unreasonable constraints on this process, while perhaps valid in the past, do more harm than good and should be re-considered and replaced with less draconian measures to limit potential planning problems in the future.

Yours very truly,

Ted L. Halwa, MCIP, RPP
Proposed Additions, Amendments, Revisions to the 2008 Draft Official Plan

Propose Addition to 2.3.1: Section (ix)

(ix) Engaging the Public: Land use planning will include mechanisms for substantive, meaningful and respectful input by affected communities before and during plan changes that have or could have impact on enjoyment of property on property valuations, on zoning and/or environmental changes, with full disclosure of all relevant information including but not restricted to identification of proponents and purpose.

2.6.4.2: The City will promote the maintenance and implementation of a of municipally owned and operated sanitary sewage collection and treatment system that will:

(b) maximize the interconnection of networks of municipal sewage treatment facilities, to minimize the costs of system maintenance and the environmental and financial costs of remediating the effects of system failures;

(d) promote the construction of multiple local sewage treatment facilities, designed and matched to meet the needs of local communities, to foster sewage reduction, to facilitate innovative sewage treatment processes and to minimize environmental and financial losses related to system failures.

2.6.4.1: (iv) Replace references to Southside Pollution Plant with wording reflective of “until other sewage treatment options and systems have been developed”.

2.6.4.2. (iv). delete.

2.6.9. (iv) and (v): remove reference to having consultants or landowners lead area studies and/or presentations and/or pay for participation. This is a fundamental conflict-of-interest issue and one that strikes to the heart of governance roles. Planning presentations can only represent the view of the City when they are funded and developed by City of London staff.

15.1.1 (iii) and (v): delete “where possible”. (London is making measurable progress in this regard and the Official should mandate continuation of this progress.)

(vii) Develop targets and a plan for maintenance and creation of woodland cover through the preparation of an Urban Forest Strategic Plan. (The City of London has shown some leadership in this regard and needs to clearly demonstrate its commitment to the Urban Forest Strategic Plan.)

15.1.2. (i) Add: A system of remediation, restitution and compensation will be set in place in the case that the City inadequately restricts uses and activities on such lands.

15.3.3. (i) should be retained in its original wording, respecting the clear direction set out by OMB “decided matters”.
In any case, all references in this section to “preferred location” should be amended to “only possible location”. Additionally amend to: “The City and other... shall include methods of demonstrating necessity when reviewing proposals to construct... or other infrastructure in the Natural Heritage System”.

Replace 17.2.1. (ii), with: The City will promote a system of interconnected, multiple-site sewage treatment facilities, to maximize sewage treatment efficiency while simultaneously providing for the maintenance and emergency shut-down of individual plants.

Replace 17.2.1 (v) with: The City will establish a program to accommodate growth and address problems of existing systems, actively researching the implementation of innovative technology and local solutions.

Amend 17.2.2. (i) (b): The development of innovative and environmentally-sensitive sewage treatment systems and facilities, interconnected to existing infrastructure.

Amend 17.2.2 (iv) (b), to include air quality, wildlife and natural habitat.

Proposals contributed as a collaboration of
the executive of: Lambeth Community Association
Friends of Dingman Creek
Westminster Rural and Urban Association

Contact:
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11 Scottsdale Street, London N6P 1E5
Daytime: 519-680-2696
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