





# CITY BUILDING POLICIES

# City Building Policies

## WHAT ARE CITY BUILDING POLICIES?

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

## WHY ARE CITY BUILDING POLICIES IMPORTANT TO OUR FUTURE?

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

## WHAT ARE WE TRYING TO ACHIEVE?

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

## HOW ARE WE GOING TO ACHIEVE THIS?

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

188\_ The city building policies that follow address:

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







 Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)



# City Design

## WHAT IS CITY DESIGN?

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

## WHY IS CITY DESIGN IMPORTANT TO OUR FUTURE?

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

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

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

## WHAT ARE WE TRYING TO ACHIEVE?

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

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



## HOW ARE WE GOING TO ACHIEVE THIS?

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

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

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

196\_ *Policy Deleted.*

### CHARACTER

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

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

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

200\_ Heritage designated properties should be integrated into the design of new neighbourhoods to contribute to their character.

201\_ New neighbourhoods should be designed with consideration for the character of existing landscapes and topography. The street network and civic infrastructure will be established in consideration of this goal.

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

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

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

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

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

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

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

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

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





## STREET NETWORK

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

212\_ The configuration of streets planned for new neighbourhoods will be of a grid, or a modified grid, pattern. Cul-de-sacs, deadends, and other street patterns which inhibit such street networks should be minimized. To ensure connectivity and integration with existing and planned neighbourhoods, new neighbourhood street networks will generally be designed to have connections to existing and future neighbourhoods.

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

214\_ Municipal walkways will not be considered an alternative means for establishing necessary street connections when designing new neighbourhoods. Municipal walkways may be considered in neighbourhoods to provide for additional connections for active forms of mobility.

215\_ Rear laneways may be permitted in new neighbourhood design to allow for building frontages that contribute to quality pedestrian oriented streetscapes.

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

217\_ Neighbourhood street networks and block sizes will be designed to ensure connectivity and support transit and active mobility. Infrastructure and amenities to support transit and active mobility will be incorporated.

218\_ Street networks should be designed to support connections to transit and other neighbourhood amenities within a ten minute walk.

219\_ Neighbourhood street networks will support the delivery of emergency services.

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





## STREETSCAPES

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

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

**222A\_** The proportion of building and street frontages used for garages and driveways should be minimized to allow for street trees, provide for on-street parking and support pedestrian and cycling-oriented streetscapes.

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

**224\_** The paved portion of streets within neighbourhoods should be as narrow as possible, while meeting required design standards, to

calm traffic and emphasize the priority of the pedestrian environment. Street rights-of-way should be of adequate size to accommodate all services within an efficient space and allow sufficient room for street tree planting and the long-term growth of mature trees.

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

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

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

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

229\_ Except in exceptional circumstances, rear-lotting will not be permitted onto public streets and side-lotting will be discouraged on Civic Boulevards and Urban Thoroughfares.

230\_ Retaining walls will only be permitted along street frontages where it can be demonstrated that they will not have a negative impact on the public realm.

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

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

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

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

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

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

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

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

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

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

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

## PUBLIC SPACE

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

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

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

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

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

247\_ Public spaces should be located and designed within neighbourhoods to ensure access, visibility, safety, and connectivity to the adjacent street network. To accomplish these objectives, public spaces within neighbourhoods should have wide exposure to public streets.

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



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

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

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

## SITE LAYOUT

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

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

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

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

256\_ Buildings should be sited so that they maintain and reinforce the prevailing street wall or street line of existing buildings. Where a streetscape has not been built out, buildings should be sited with regard for the planned street wall or street line.

257\_ The siting of buildings and layout of sites should preserve or create views of landmarks and natural features from public spaces.

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

259\_ Buildings should be sited with minimal setbacks from public streets and public spaces to create an inviting, active and comfortable pedestrian environment.

260\_ Projecting garages will be discouraged.

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

262\_ Where high-rise buildings may block or impair emergency radio system signals, radio infrastructure may be required to be installed to ensure proper signal strength.

263\_ *Policy Deleted.*

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

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

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

267\_ *Policy Deleted*

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

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

## > PARKING

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

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

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

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

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

**275\_** To reduce the visual impact of parking, make efficient use of land, to provide for outdoor amenity space, and promote active uses on street-facing facades, parking for large buildings, such as high-rise residential buildings, office





buildings, and mixed-use buildings should be located underground or integrated within the building design.

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

**277\_** Surface parking lots should be designed to include a sustainable tree canopy at 20 years of anticipated tree growth.

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

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

**280\_** Adequate bicycle parking facilities will be required for all development to encourage cycling as a viable form of transportation. Covered and secure forms of bicycle parking should be incorporated into multi-unit residential, large-scale commercial or retail, institutional, and recreational developments.

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

**282\_** Surface parking areas will be designed to incorporate landscape areas for visual amenity, to assist with stormwater management, and reduce the heat island effect.

**283\_** Surface parking areas should be designed to incorporate low impact development measures to address stormwater management.

## BUILDINGS

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

**285\_** To support pedestrian activity and safety, large expanses of blank wall will not be permitted along the street edge.

**286\_** Buildings should be designed to achieve human-scale relationships that are comfortable for pedestrians.

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

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

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

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

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

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

**292\_** High-rise buildings will incorporate a podium at the building base, or other design solutions to reduce the apparent height and mass of the building on the pedestrian environment, allow sunlight to penetrate into the right-of-way, and reduce wind impacts.

**293\_** High-rise buildings should be designed to minimize massing, shadowing, visual impact, and the obstruction of views from the street, public spaces, and neighbouring properties. To achieve these objectives, high rise buildings should take the form of slender towers. High rise buildings should not be designed with long axes where they create an overwhelming building mass.

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

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

**296\_** Rooftop utility equipment should be screened from view and integrated into the overall building design.

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

**298\_** Design measures relating to building height, scale and massing should be used to provide a transition between development of significantly different intensities, considering the existing and planned context.

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





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

#### > MATERIALS

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

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

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

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

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

#### URBAN DESIGN PEER REVIEW PANEL

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



Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)



# Mobility

## WHAT IS MOBILITY?

**307\_** Mobility is the movement of people and goods through, and beyond, the city from one location to another in a safe, accessible, convenient, and affordable manner. Mobility, typically referred to as transportation, can be classified into five main types: walking, cycling, transit, movement with mobility devices, and motorized vehicle movement. Our fixed mobility infrastructure includes such things as streets, sidewalks, cycling lanes, rapid transit lanes and/or rails, stations, pathways, parking facilities, and the many physical features that are supplementary to, and supportive of, this infrastructure.

**308\_** For the purposes of this Plan, the term “street” has been used to describe what the Planning Act would refer to as a “highway” and what is often referred to as a road. A street includes the entire right-of-way and may contain, in addition to the roadway, sidewalks, bicycle lanes, bicycle and pedestrian pathways and public transit rights of way.

## WHY IS MOBILITY IMPORTANT TO OUR FUTURE?

**309\_** Throughout this Plan we have recognized that mobility and land use are inextricably linked. The design of a street and its associated public right-of-way will have a large impact on the use, intensity and form of development that can be supported along any corridor. In this way, how we plan our streets will dictate the quality of our neighbourhoods, our ability to facilitate positive infill and intensification along rapid transit corridors, and our success in promoting and supporting a viable transit system. It will also establish our ability to move people, goods, and services efficiently from one location to another within the city and to other parts of the world.

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

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

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

## WHAT ARE WE TRYING TO ACHIEVE?

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

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



## HOW ARE WE GOING TO ACHIEVE THIS?

### REGIONAL CONNECTIONS

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

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

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

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

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

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

### > HIGH SPEED RAIL

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

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

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

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

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

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



## CITY-WIDE NETWORK

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

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

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

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

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

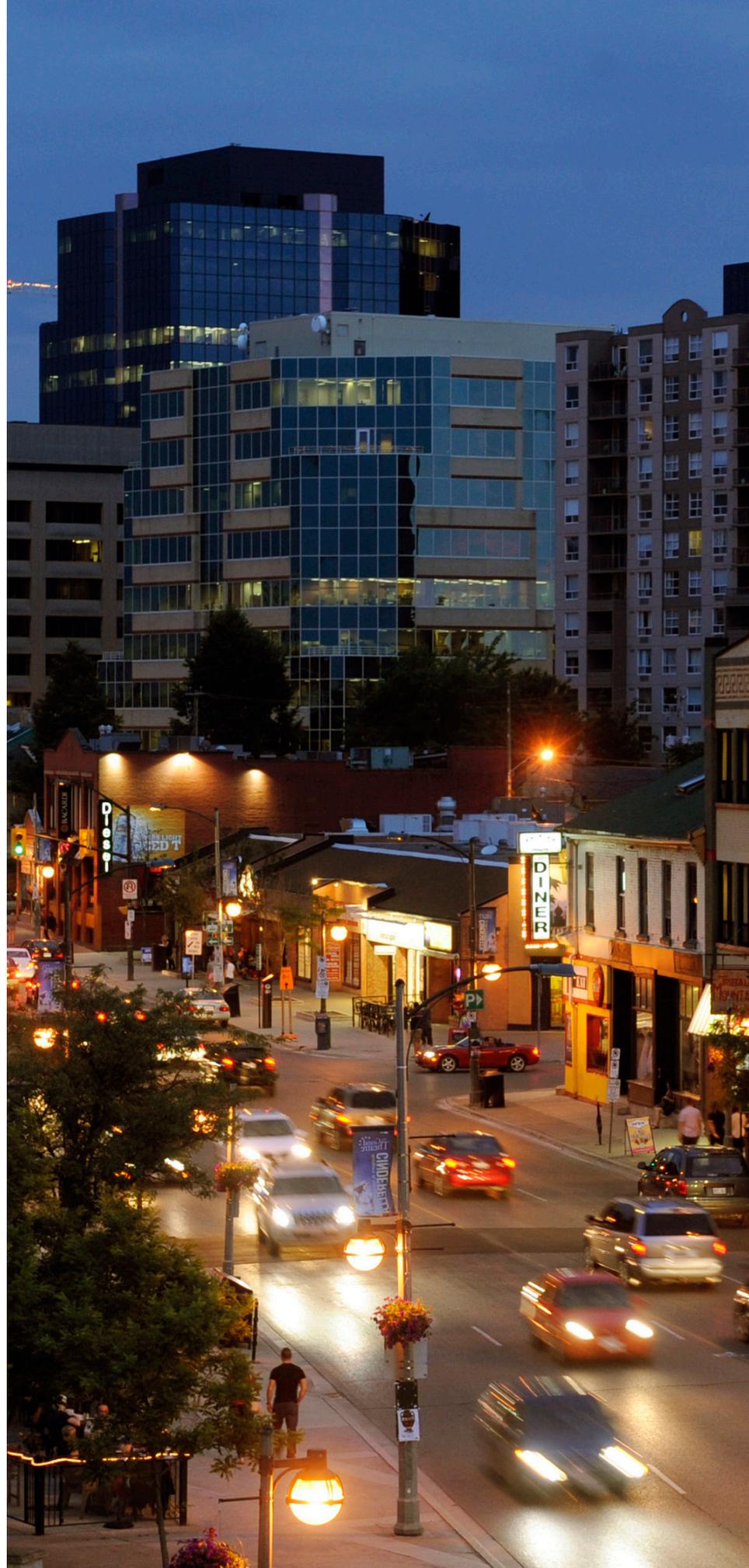
331\_ Connectivity ratio refers to the degree to which a street network is well connected, allowing for easy mobility in every direction. This ratio is calculated by dividing the number of street segments in a neighbourhood by the number of intersections, dead ends, and cul-de-sacs in that neighbourhood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

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

333\_ Neighbourhoods should be designed to use public spaces and parks to serve as mobility linkages through and between neighbourhoods.

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

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





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

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

## TRANSIT

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

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

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

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

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

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

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

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



## ACTIVE MOBILITY

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

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

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

349\_ To support walkability, sidewalks shall be located on both sides of all streets, with possible exceptions in the following instances. In most of these instances a sidewalk will be required on one side of the street.

1. Cul-de-sacs, dead-end streets, or crescent-shaped streets that extend less than 250 metres, do not make connections between streets, and do not connect to neighbourhood features or amenities.
2. Portions of streets flanking natural heritage features or areas.
3. Portions of streets flanking a Green Space that includes alternative active mobility infrastructure parallel to the street.
4. Window streets adjacent to arterial roadways where sidewalk extensions join a boulevard sidewalk on the arterial road.
5. Portions of streets that have a designated multi-use pathway within the boulevard on one side.
6. Streets classified as Expressways or Rural Thoroughfares.
7. Street reconstruction or retrofit projects, where the existing conditions such as mature trees, right-of-way widths, or infrastructure would impede sidewalks on both sides of the street.



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

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

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

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

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

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

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

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

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

359\_ The City may prepare a winter maintenance program for all forms of active mobility to ensure safe access and usage of the active mobility network.

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

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

## TRANSPORTATION DEMAND MANAGEMENT

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

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

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

365\_ A Transportation Demand Management Program may be provided as part of a complete planning and development application in support of lowered parking requirements or a Bonus Zone. The Transportation Demand Management Program may:

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





## PARKING

366\_ Parking strategies may be prepared to:

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

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

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

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

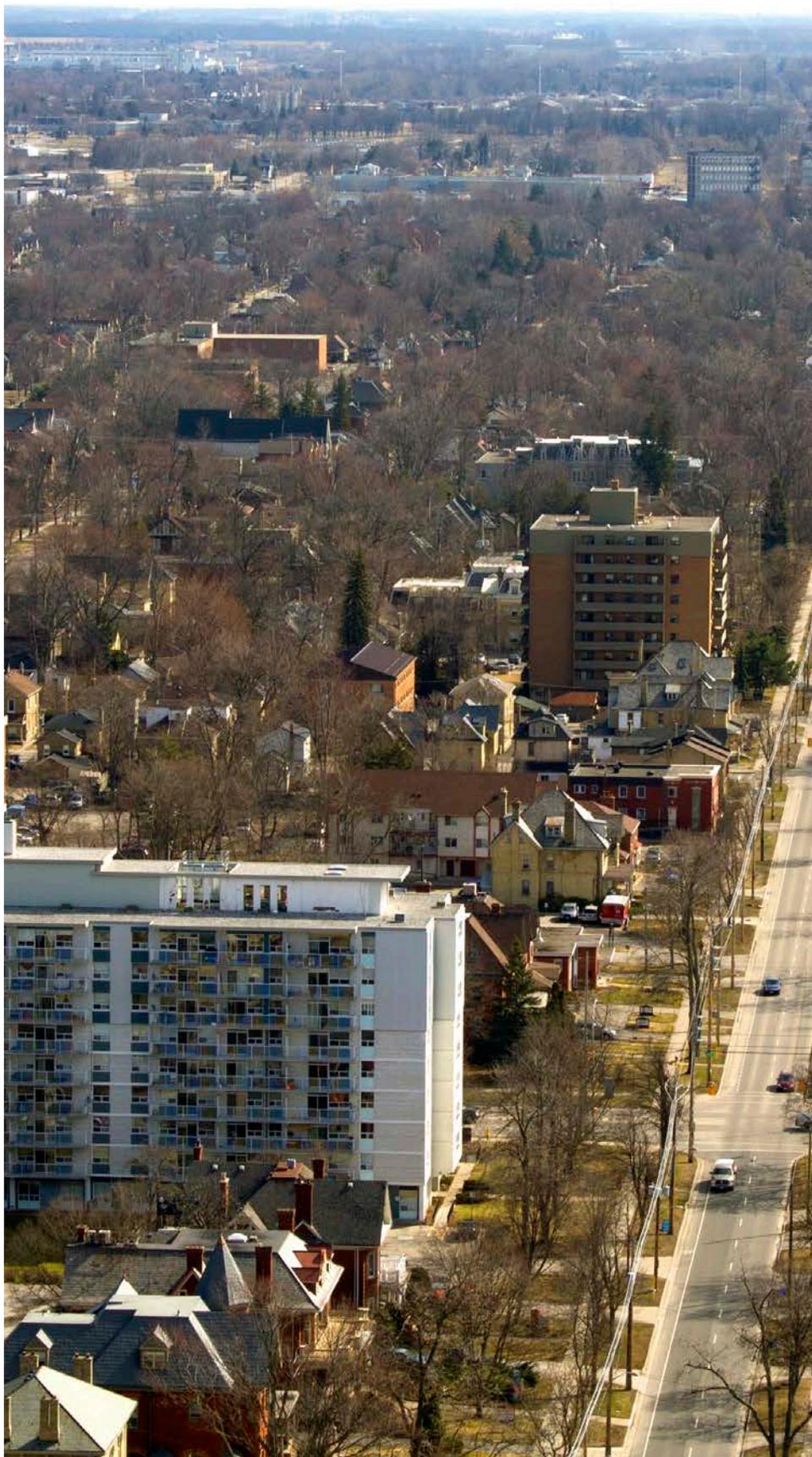
## STREETS

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

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

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

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





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

**372\_** Table 6 - Street Classification Design Features provides the planned street width and other design features for each street classification. These design features will ensure that the goals, function, and character identified for each street classification are achieved.

**372A\_** While all of the criteria relating to the Street Design Zones listed on Table 6 and shown in Figure 21 should be met, there may be instances where they are not achievable based upon the specific context.

**372B\_** The Our Tools section of this plan contains policies for the consideration of an alternative width from the planned street width shown on Table 6.

TABLE 6 - STREET CLASSIFICATION DESIGN FEATURES

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

**UTILITY ZONE**

See policies in the Civic Infrastructure and City Design Chapters

**DEVELOPMENT ZONE**

See applicable place type

x - MTO will set standards for the street classification.

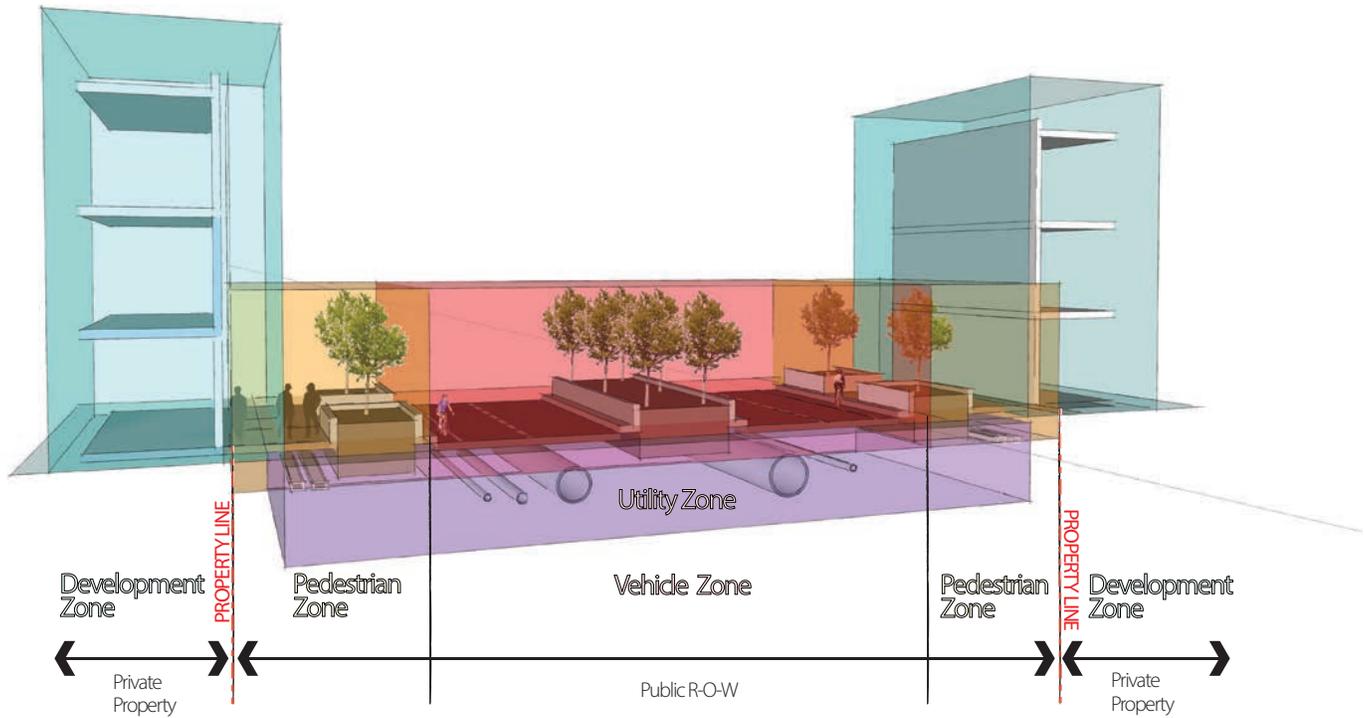
- - Design features are to be applied and refined through the planning and design process. Not all design features may be applicable in every situation.



STREET CLASSIFICATION

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

FIGURE 21 - STREET DESIGN ZONES



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

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

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

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

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

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

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

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



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

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

## PROTECTION AND ACQUISITION OF LANDS FOR MOBILITY INFRASTRUCTURE

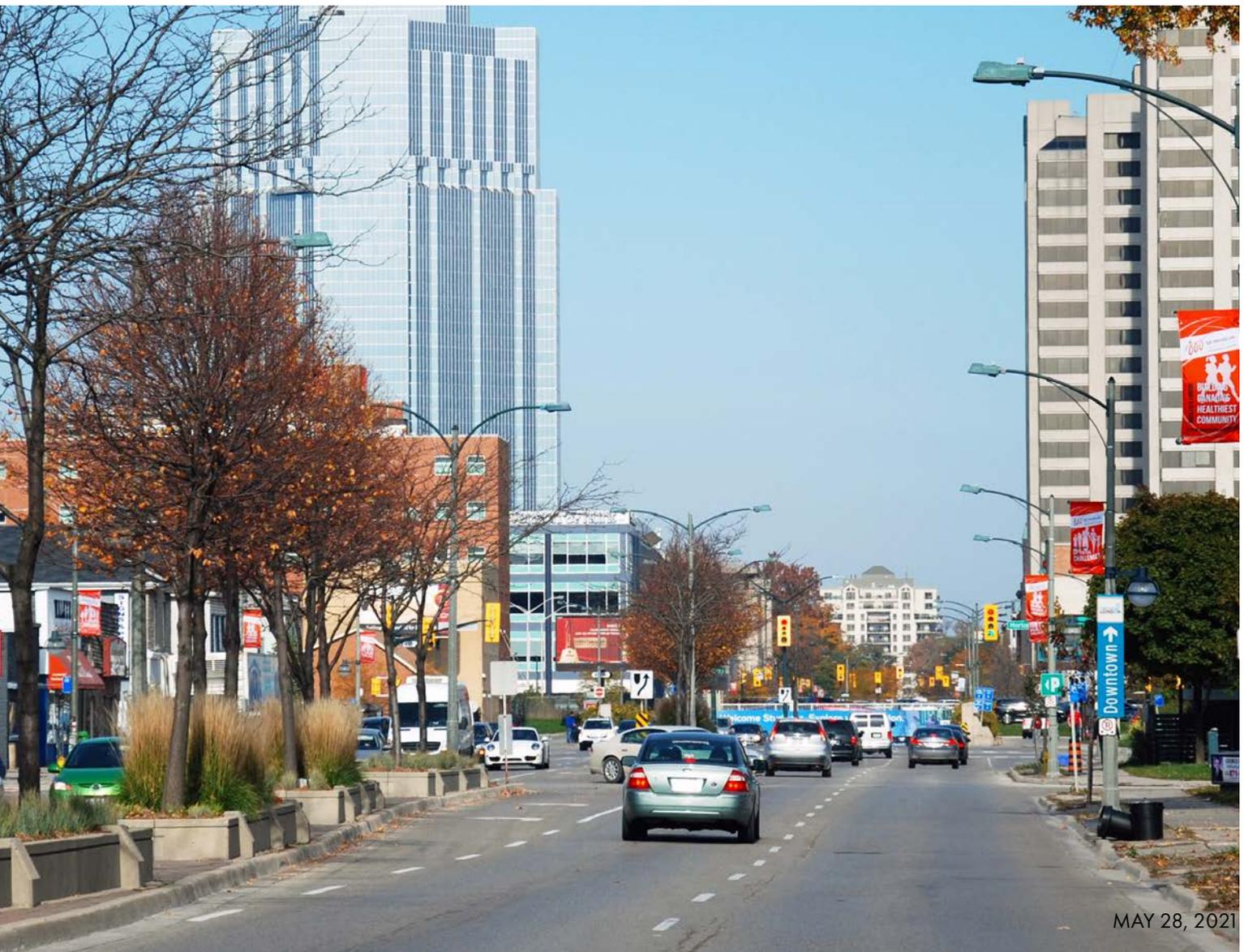
379\_ The City will protect streets, transit rights-of-way, and other components of the mobility network in the review of planning and development applications. Where the alignment or location of proposed mobility infrastructure has been determined, required lands shall be protected from development.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

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

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

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

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





Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)



# Forest City

## WHAT IS THE FOREST CITY?

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

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

384\_ All of the trees and associated vegetation within London's boundary contribute to our Urban Forest. This includes trees within the Urban Growth Boundary and within Rural London.

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

## WHY IS THE FOREST CITY IMPORTANT TO OUR FUTURE?

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

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

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

## WHAT ARE WE TRYING TO ACHIEVE?

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

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



Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)

## HOW ARE WE GOING TO ACHIEVE THIS?

### URBAN FOREST STRATEGY

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

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

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

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

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

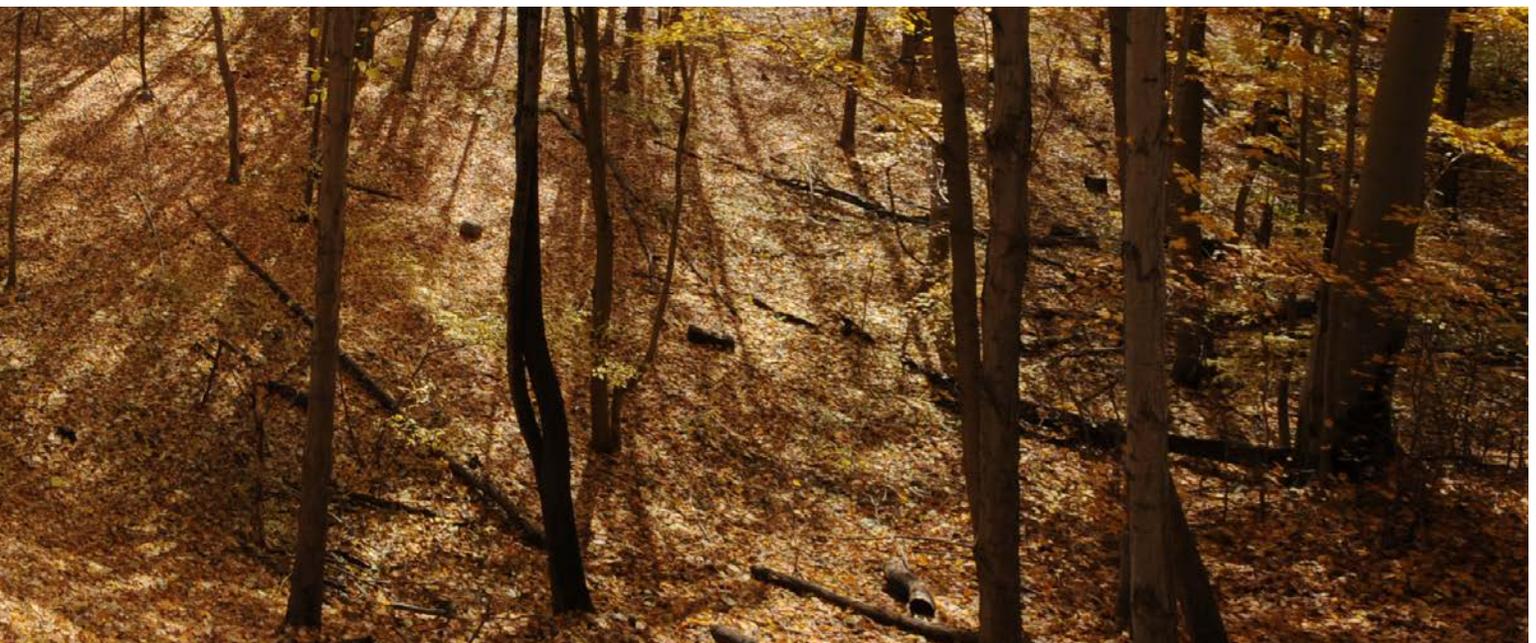
394\_ The 20-year target identified above is intended help us to achieve a long-term tree canopy cover of 34% within the Urban Growth Boundary by 2065.

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

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

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

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



## STRATEGIC APPROACH

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

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

### > PROTECT MORE

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

1. Tree inventories and tree preservation plans will be required for planning and development applications and infrastructure projects where trees exist on the applicable lands.
2. Tree inventories will be prepared to identify the trees on a site that may be impacted by the proposed development. Tree inventories may not be required for those treed areas that are to be retained. Tree preservation plans are to identify trees to be retained, removed, mitigated, and replaced by new tree planting.
3. Distinctive trees that are deemed healthy or structurally sound should be retained.
4. Where, having considered all options, there are no reasonable alternatives to tree removal, the following shall apply to allow for development that conforms with the policies of this Plan:
  - a. A tree inventory will be prepared to record all trees over ten centimetres in diameter, measured at a height of 1.4 metres above the ground. All trees that are identified as species at risk shall be inventoried regardless of their size.
- b. Trees will generally be replaced at a ratio of one replacement tree for every ten centimetres of tree diameter that is removed. Guidelines, municipal standards, or by-laws may be prepared to assist in implementation of this policy.
- c. Trees should be replaced on the same site, however, if inadequate land is available on the site from which the trees are removed to accommodate the replacement trees, a cash-in-lieu fee by-law may be established by the City.
- d. The City will use funds from fees identified in policy 4.c. above, for programs and projects that support the *Urban Forest Strategy*.
- e. Street trees required as part of the planning and development approvals process may be counted as replacement trees as required by these policies.
5. Trees that are removed as a result of new municipal development or infrastructure works, will be replaced using the approach identified in 4.a. and 4.b. above and where space permits. Where sufficient land does not exist, the City may plant the required trees on other lands, or contribute cash-in-lieu as described in 4.c. above. Trees will only be removed for such works based on good forestry practices.
6. Individual municipal trees that are removed in connection with City maintenance operations shall be replaced on a one-to-one basis.
7. Trees that are identified as species at risk will be protected, in accordance with federal and provincial legislation.



8. A tree conservation by-law for private property will be established to prohibit the destruction of trees, unless and until such time as a tree cutting permit is obtained, where required.
9. A municipal tree protection by-law will be established to protect trees on municipal rights-of-way and other City-owned properties.

10. Building height and densities may be increased, in appropriate circumstances and in conformity with the Bonus Zoning policies in the Our Tools part of this Plan, to support the safe and long-term preservation of existing healthy trees, rare species, and wildlife trees.

11. *Policy Deleted*

> MAINTAIN BETTER AND MONITOR

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

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

Public access and recreation may not always have priority.

4. New park acquisitions that contain woodlands, or parks that are intended to be planted or otherwise managed as woodland, will be serviced with an operational and inspection access point and an accessible landing area for woodland operations.
5. Appropriate trim cycles will be established for trees on rights-of way and other City property, recognizing that the trim cycle may vary with species, size, age, health, or location of the trees.
6. An Integrated Pest Management Plan may be required and implemented to manage pests in accordance with all applicable federal, provincial, and municipal laws.
7. The City may develop a program to collect and store seed from rare, endangered, and other suitable tree species or special individual trees for future planting initiatives in accordance with federal and provincial requirements.
8. Medians and boulevards will be designed to protect trees and support their establishment, long-term health, growth and development.

## &gt; PLANT MORE

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

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



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





Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)



# Parks and Recreation

## WHAT IS PARKS AND RECREATION?

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

## WHY IS PARKS AND RECREATION IMPORTANT TO OUR FUTURE?

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

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

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

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



## WHAT ARE WE TRYING TO ACHIEVE?

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

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

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





## HOW ARE WE GOING TO ACHIEVE THIS?

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

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

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

6. Wherever possible, the creation of a continuous linked open space system utilizing linear parks in addition to more traditional block-shaped parks will be achieved by linking parks and public spaces in new subdivisions, establishing linkages through acquisition as opportunities arise, and pursuing the potential use of utility corridors, abandoned or unused rights-of-way, and abandoned railway lines as opportunities emerge.
7. Where applicable, pedestrian pathways and bicycle pathways will be acquired by the City in accordance with the municipal land dedication requirements of the Planning Act or through purchase, donation, bequest, and/or expropriation, or any other means authorized by by-law.
8. Where appropriate, opportunities will be sought to create shared park/school complexes and campuses with local school boards and other institutions to maximize the use of these facilities and to coordinate the design for mutual benefit.
9. Where a school site is declared surplus by a school board the City may undertake an analysis to determine neighbourhood need and explore opportunities for acquiring the site for park and/or community facility purposes if required.
10. In keeping with the Mobility policies of this Plan, a *Cycling Master Plan* may be prepared to establish a plan that connects key origins and destinations through a complete network of cycling infrastructure.
11. Linear open space parks will serve to provide a cycling infrastructure that is primarily recreational in nature, but will also allow for lower speed cycling that will accommodate commuting.
12. Maintenance programs and associated budgets will be prepared to ensure that the parks and open space system is safe, accessible, well maintained, and usable by Londoners for as many days of each year as possible.
13. Parks and open spaces shall be utilized to increase tree canopy and woodland cover in the city and assist in mitigating and adapting to climate change.
14. Where possible and as appropriate, parks and open spaces will be used to support our food system – creating opportunities for food production and distribution and helping to support pollinators.
15. In the development or redevelopment of parks and recreation facilities, the City will engage residents in a discussion about their needs.
16. City standards for the design and development of parks and open spaces shall be prepared and updated as needed to ensure that new park spaces and the redevelopment of older parks meet current technical requirements.
17. The *Corporate Asset Management Plan* will incorporate consideration of parks so that this important municipal asset is managed for sustainability. (LPA 21)

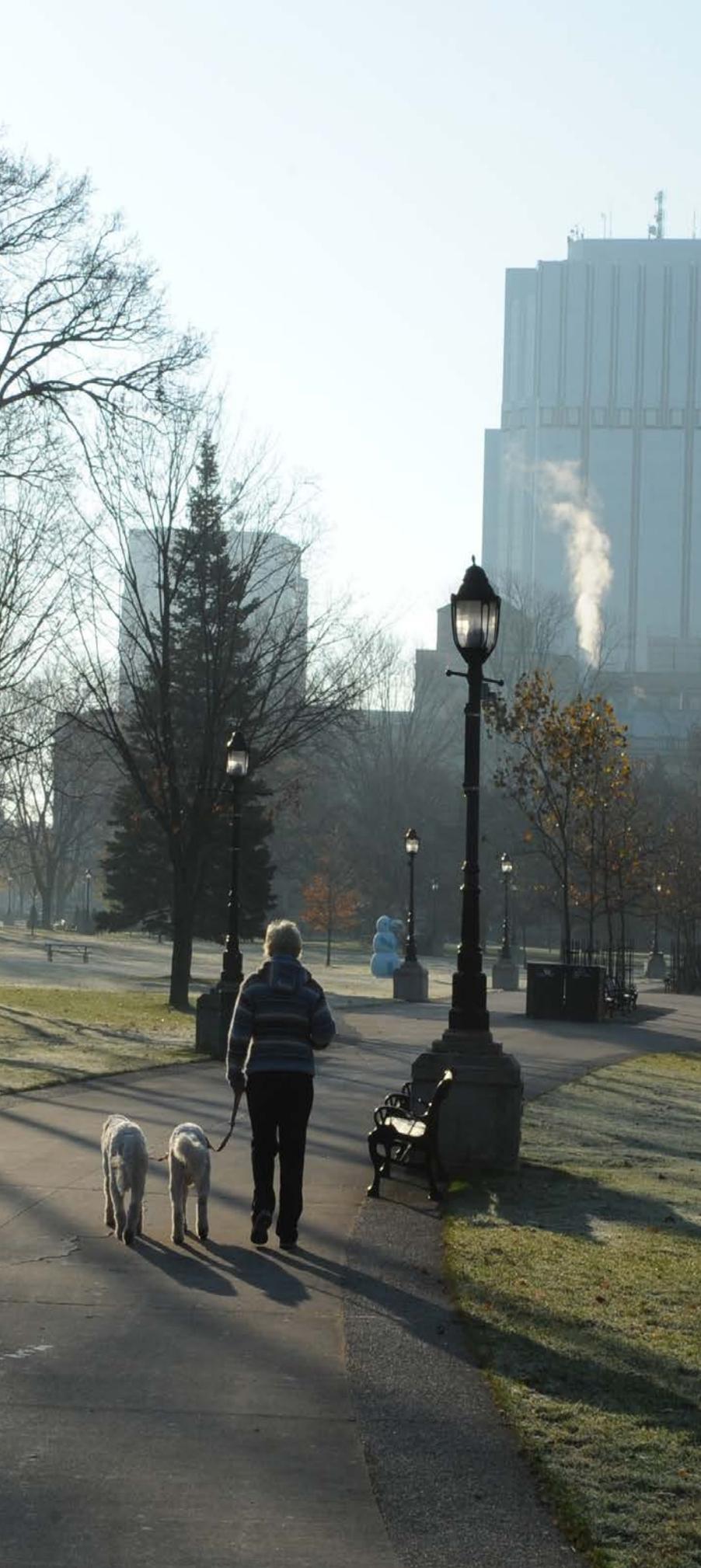


## PARK CLASSIFICATIONS

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

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





## > NEIGHBOURHOOD PARKS

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

## > DISTRICT PARKS

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

## > SPORTS PARKS

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



## > URBAN PARKS

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

## > CITY-WIDE PARKS

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

## > CIVIC SPACES

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

## > WOODLANDS

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

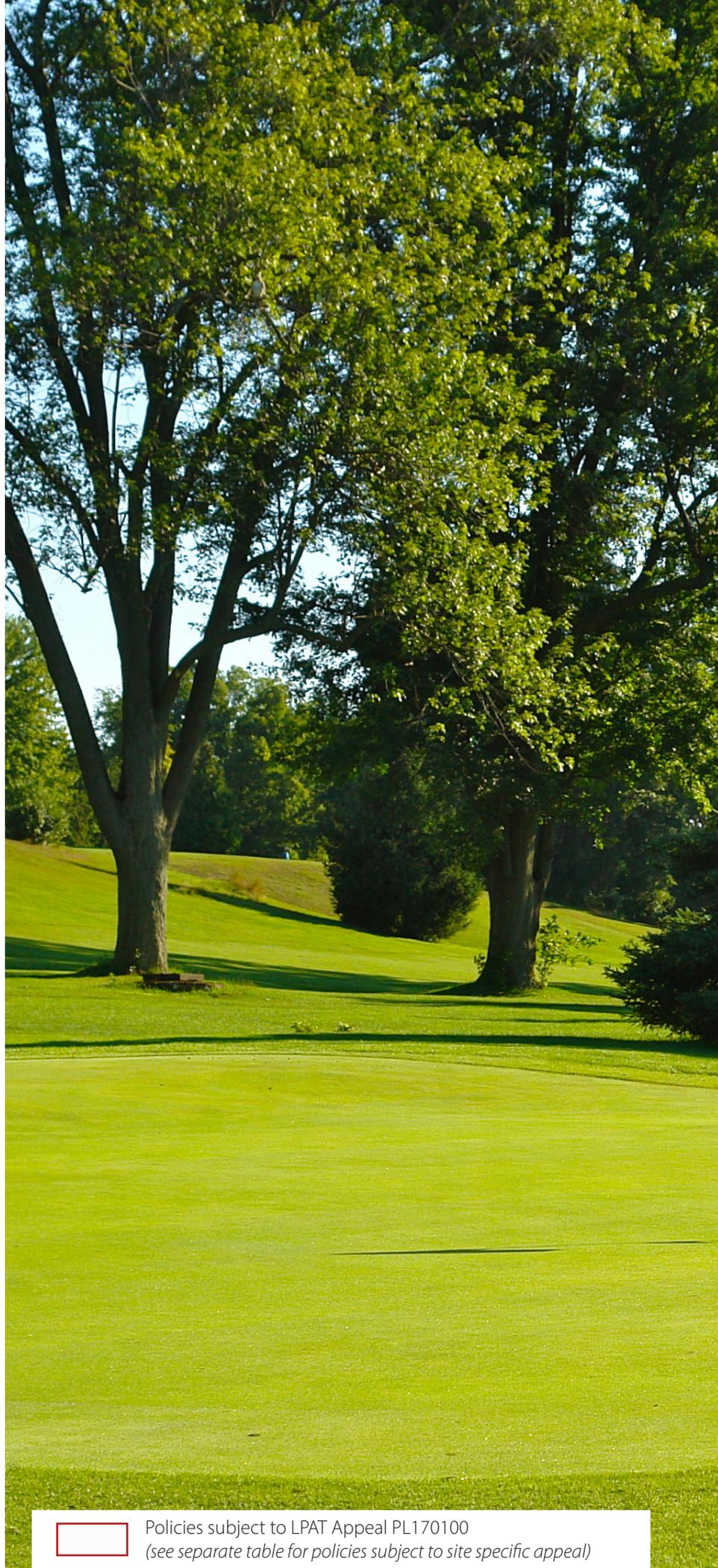
## > OPEN SPACES

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

### CITY-OWNED LANDS IN THE GREEN SPACE PLACE TYPE

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

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





## PARKS AND RECREATION AMENITY DESIGN

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

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



Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)



# Public Facilities and Services

## WHAT ARE PUBLIC FACILITIES AND SERVICES?

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

## WHY ARE PUBLIC FACILITIES AND SERVICES IMPORTANT TO OUR FUTURE?

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

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

## WHAT ARE WE TRYING TO ACHIEVE?

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

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



## HOW ARE WE GOING TO ACHIEVE THIS?

427\_ *Policy Deleted (LPA 21)*

### CIVIC IMAGE AND DESIGN

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

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

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

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

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

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

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



## LOCATION AND PARTNERSHIP

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

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

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

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

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

## CLOSING OF PUBLIC FACILITIES

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

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

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

## EMERGENCY SERVICES

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

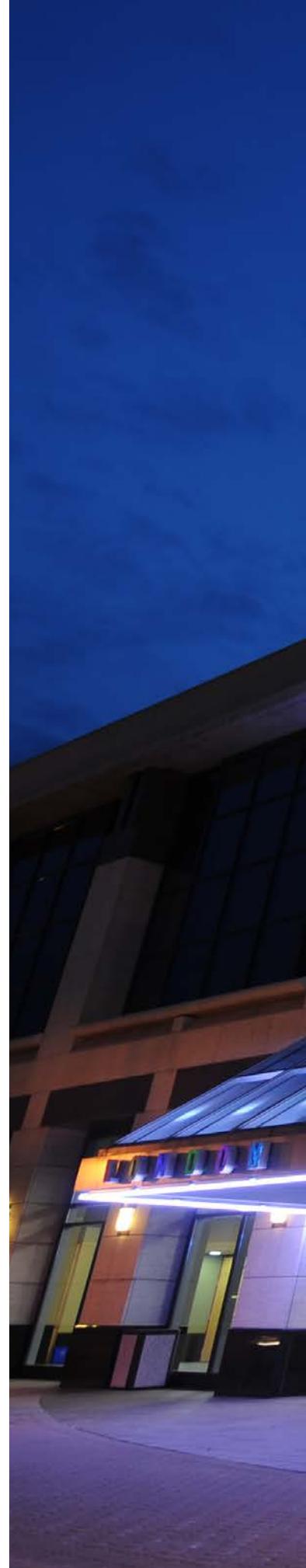
444\_ Emergency services facilities will be located to meet key locational criteria that satisfy service standards.

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

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

## SUPERVISED CORRECTIONAL RESIDENCES

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







 Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)



# Civic Infrastructure

## WHAT IS CIVIC INFRASTRUCTURE?

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

1. Sanitary sewerage – sewers, pumping stations, and wastewater treatment plants.
2. Stormwater sewerage – drainage systems, flood control systems, sewers, and stormwater management facilities.
3. Drinking water treatment and distribution.
4. Electrical services and other utilities.
5. Landfill sites and other solid waste treatment facilities. *(LPA 21)*

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

## WHY IS CIVIC INFRASTRUCTURE IMPORTANT TO OUR FUTURE?

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

## WHAT ARE WE TRYING TO ACHIEVE?

451\_ We will plan our civic infrastructure to:

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





## HOW ARE WE GOING TO ACHIEVE THIS?

### POLICIES FOR ALL INFRASTRUCTURE

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

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

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

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

456\_ Appropriate consultation and approvals will be obtained from agencies such as the conservation authorities and the Ministry of the Environment and Climate Change, according to requirements of the *Environmental Protection Act*, *Environmental Assessment Act*, *Ontario Water Resources Act*, *Safe Drinking Water Act*, *Conservation Authorities Act*, *Water Opportunities and Water Conservation Act*, and other provincial legislation and regulations. Appropriate pre-consultation and engagement with First Nations will be a part of this process.

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

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

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

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

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

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

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

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

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

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

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

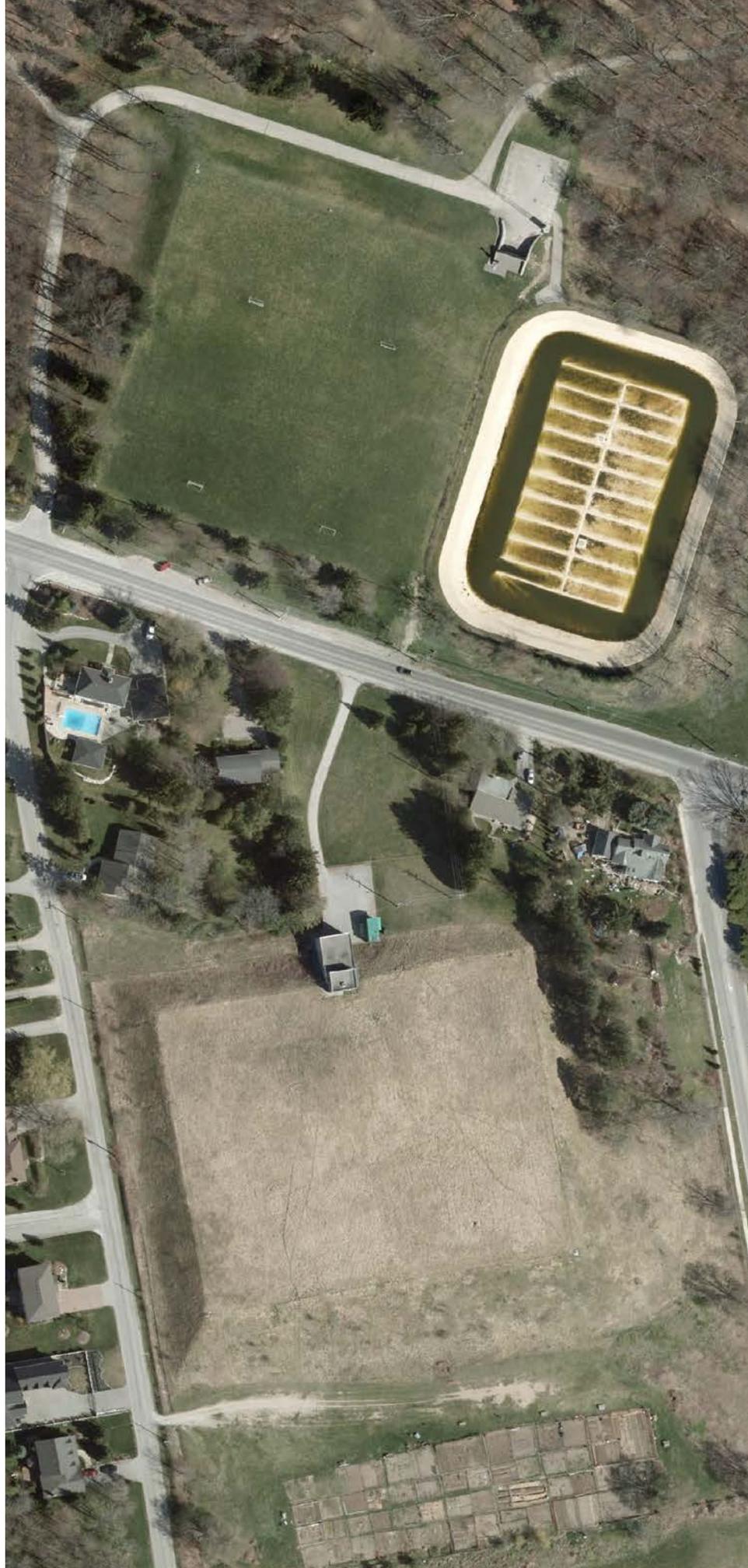
468\_ It will be recognized through all Municipal Class Environmental Assessments that it is a strong policy objective to locate all new civic infrastructure outside of natural hazard lands and outside of the Natural Heritage System in conformity with the policies of this Plan.

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

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

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

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



Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)



## SANITARY SEWAGE INFRASTRUCTURE

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

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

## WATER SERVICES

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

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



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

12. The City of London maintains a small number of stand-by municipal water wells for use during times of emergency. Emergency municipal well locations are identified on Map 6 - Hazards and Natural Resources. Water quantity and quality will be protected in accordance with the *Source Protection Plan*.
13. Where a planning and development application is proposed in the vicinity of an existing well the applicant will be required to demonstrate, to the satisfaction of the City, that the proposed development will not have a negative impact on groundwater quantity and quality. It is the responsibility of the applicant to identify the locations of wells in the vicinity of a development site.

14. As a condition of development approval, the decommissioning of an abandoned water well shall be completed in accordance with provincial regulations.
15. Industries requiring large volumes of water will be located in areas of the city where there is sufficient capacity in the water distribution network to accommodate such uses, and will be required to use water efficiency procedures to reduce the demand for water, and lower the volume of wastewater discharges flowing to sewers, pumping stations, and sewage treatment facilities.
16. The City will provide and maintain water storage facilities, pumping stations, and watermain distribution systems with sufficient capacity to provide for existing and planned development at an acceptable standard and at the lowest cost possible.
17. Development shall be designed and, if staged, implemented so as to not create a regulated system under the *Safe Drinking Water Act*.



## STORM DRAINAGE AND STORMWATER MANAGEMENT

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

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



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



## TEMPORARY SERVICING

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

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

10. The construction of the works is consistent with and does not undermine the long-term plans and staging of infrastructure as identified in the City's *Growth Management Implementation Strategy* and the applicable long-term servicing master plans.
11. The temporary system shall be integrated with the ultimate solution, or decommissioned, at the cost of the developer when the municipal servicing solution becomes available.

## PRIVATE SERVICING POLICIES FOR LANDS OUTSIDE OF THE URBAN GROWTH BOUNDARY

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

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



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

## LIQUID WASTE MANAGEMENT

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

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

## SOLID WASTE MANAGEMENT

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

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

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

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

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



Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)

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

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

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

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

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

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

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

#### > CLOSED LANDFILLS

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

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

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

#### > ACTIVE LANDFILLS

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



Woodfield Commons  
390  
Princess Ave.



Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)



# Homelessness Prevention and Housing

## WHAT IS HOMELESSNESS PREVENTION AND HOUSING?

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

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

## WHY IS HOMELESSNESS PREVENTION AND HOUSING IMPORTANT TO OUR FUTURE?

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

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

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

## WHAT ARE WE TRYING TO ACHIEVE?

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

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





## HOW ARE WE GOING TO ACHIEVE THIS?

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

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

## COMMUNITY HOUSING STRATEGY

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

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

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

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

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

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

## CREATING HOUSING OPPORTUNITIES

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

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

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

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

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

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

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



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

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

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

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

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

## AFFORDABLE HOUSING

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

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

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

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





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

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

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

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

## HOMELESSNESS PREVENTION

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

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





# Culturally Rich and Diverse City

## WHAT IS A CULTURALLY RICH AND DIVERSE CITY?

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

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

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

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

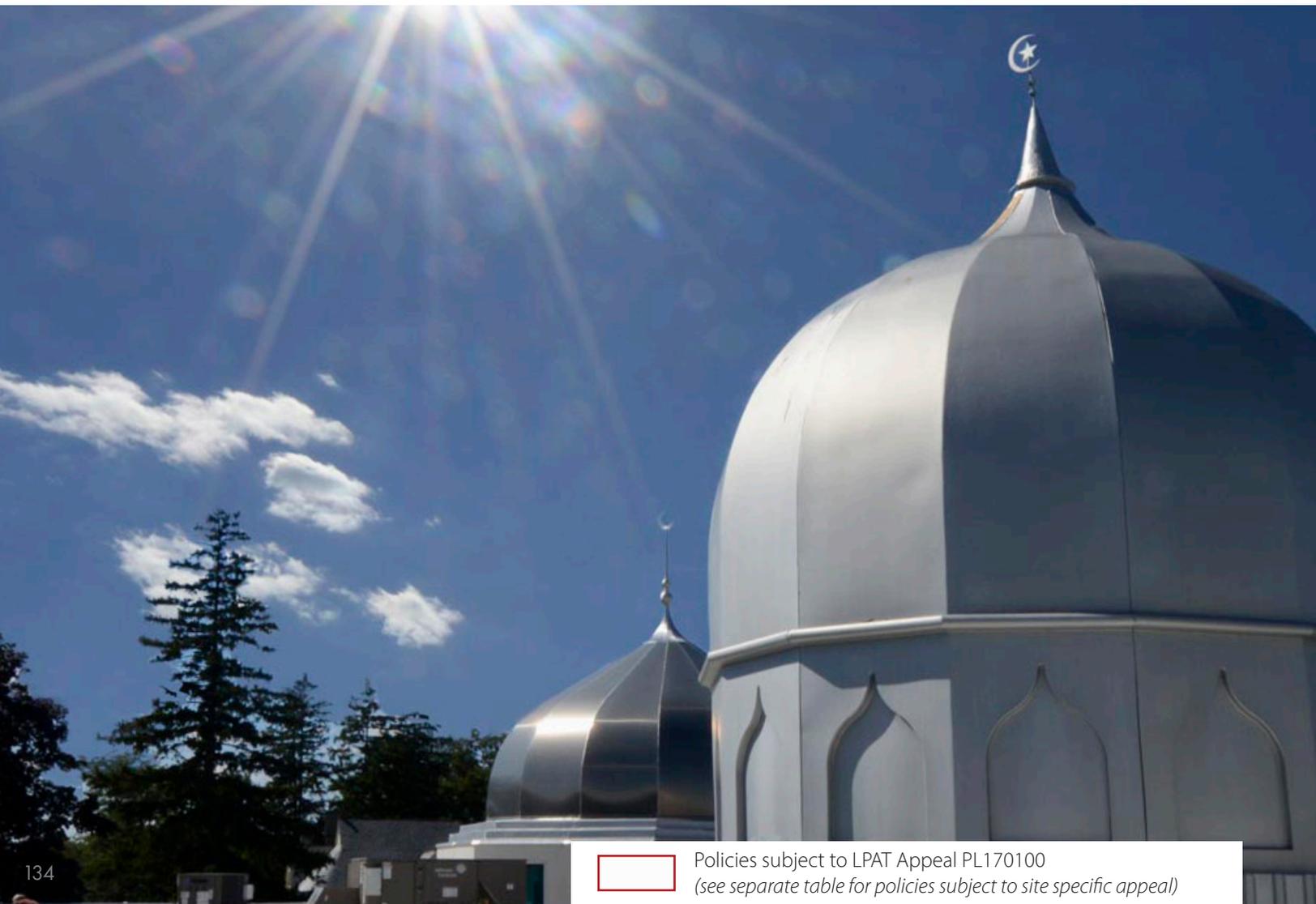
527\_ Prosperity is tied to our quality of life, and our quality of life reflects our culture. Culture is fundamentally intertwined with the success of many local businesses and is integral to London's economy ranging from programs to business enterprises to cultural resources, and also forms part of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

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

## WHAT ARE WE TRYING TO ACHIEVE?

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

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



## HOW ARE WE GOING TO ACHIEVE THIS?

### ELEVATE LONDON'S PROFILE AS A REGIONAL CULTURAL CENTRE

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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tickets here  
for  
Fanshawe  
Pioneer Village



Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)



# Cultural Heritage

## WHAT IS CULTURAL HERITAGE?

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

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

## WHY IS CULTURAL HERITAGE IMPORTANT TO OUR FUTURE?

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



## WHAT ARE WE TRYING TO ACHIEVE?

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

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



## HOW ARE WE GOING TO ACHIEVE THIS?

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

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

## GENERAL CULTURAL HERITAGE POLICIES

### > MUNICIPAL HERITAGE COMMITTEE

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

### > THE REGISTER OF CULTURAL HERITAGE RESOURCES

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

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

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

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

### > SUSTAINABILITY

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

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

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

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

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

## &gt; DESIGN

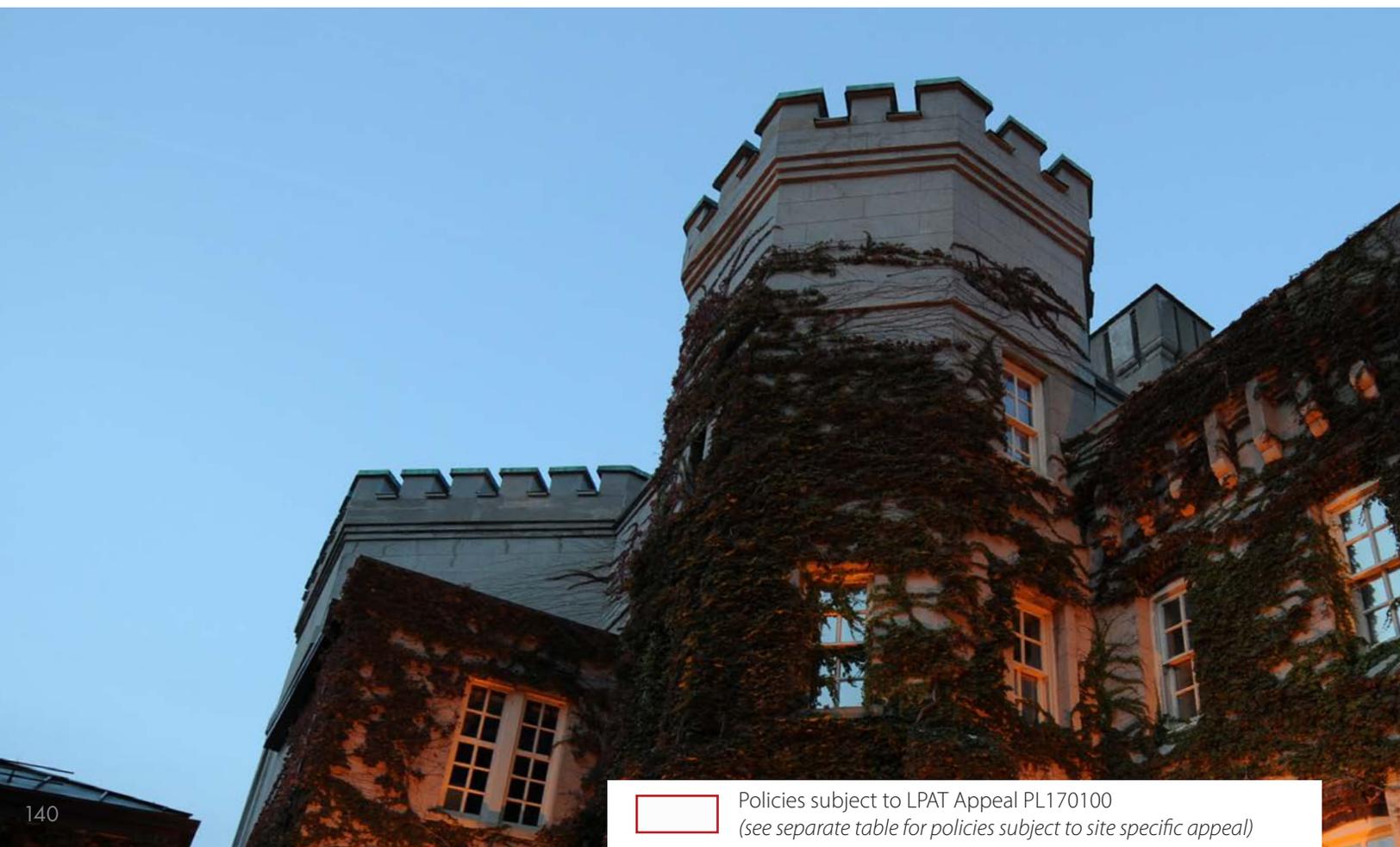
565\_ New development, redevelopment, and all civic works and projects on and adjacent to heritage designated properties and properties listed on the Register will be designed to conserve the heritage attributes and character of those resources and to minimize visual and physical impact on these resources.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

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

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

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

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



## > STRATEGIES/PROGRAMS

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

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

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

## IDENTIFICATION OF CULTURAL HERITAGE RESOURCES

### > INDIVIDUAL HERITAGE PROPERTIES

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

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

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

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





### > HERITAGE CONSERVATION DISTRICTS

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

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

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

### > CULTURAL HERITAGE LANDSCAPES

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

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





## > ARCHAEOLOGICAL RESOURCES

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

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

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

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

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

### > INDIVIDUAL HERITAGE PROPERTIES

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

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

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

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

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

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

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

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

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

## > HERITAGE CONSERVATION DISTRICTS

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

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

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



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

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

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

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

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

598\_ Development and site alteration on adjacent lands to a heritage conservation district may be permitted where the proposed development and site alteration has been evaluated and it has been demonstrated that the heritage attributes of the protected heritage property will be conserved.

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

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

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

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

## > CULTURAL HERITAGE LANDSCAPES

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

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

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

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

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

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

1. Western Counties Health and Occupational Centre Grounds

## ARCHAEOLOGICAL RESOURCES

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

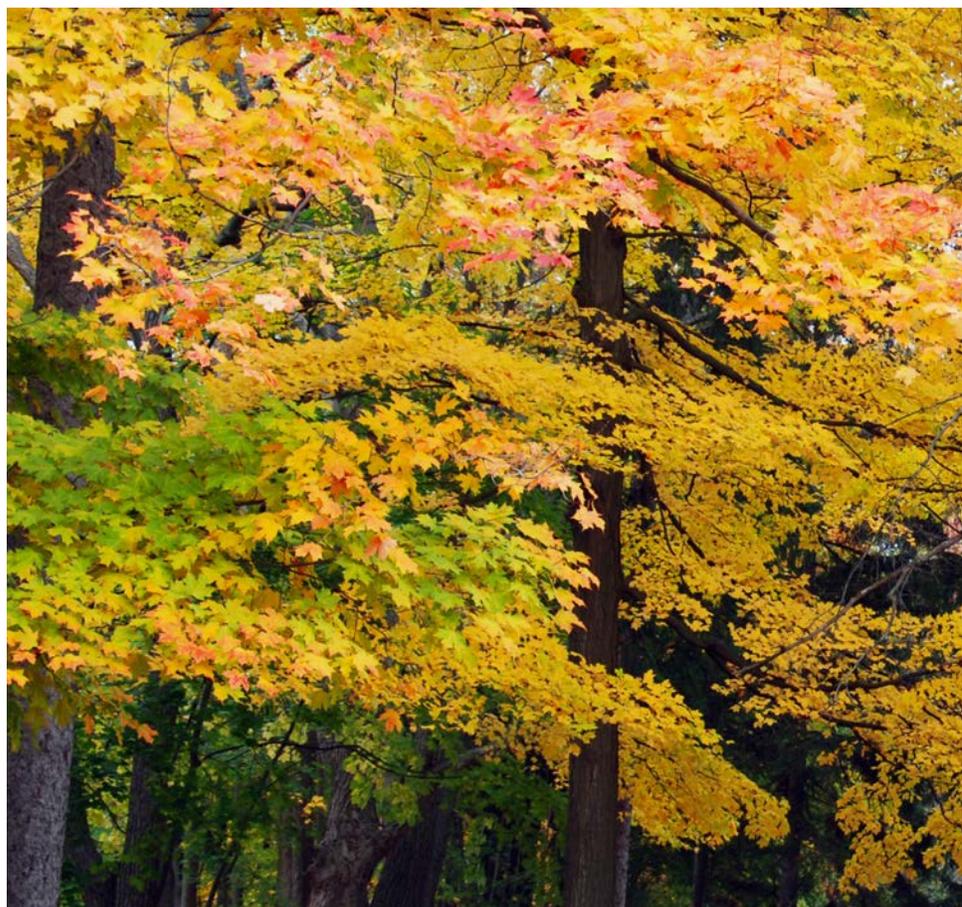
609\_ The City will prepare and maintain an *Archaeological Management Plan* that will identify archaeological resources and areas of archaeological potential and provide direction and requirements for the identification, evaluation, conservation and management of archaeological resources in accordance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

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

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

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

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



Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)

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

615\_ Where a Stage 2 and 3 archaeological assessment is being undertaken on First Nations archaeological resources, the proponent and the consultant archaeologist shall notify the appropriate First Nation in advance of on-site assessment work. Provision shall also be made to include a monitor for the assessment work.

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

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

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

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

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

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

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







# Smart City

## WHAT IS A SMART CITY?

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

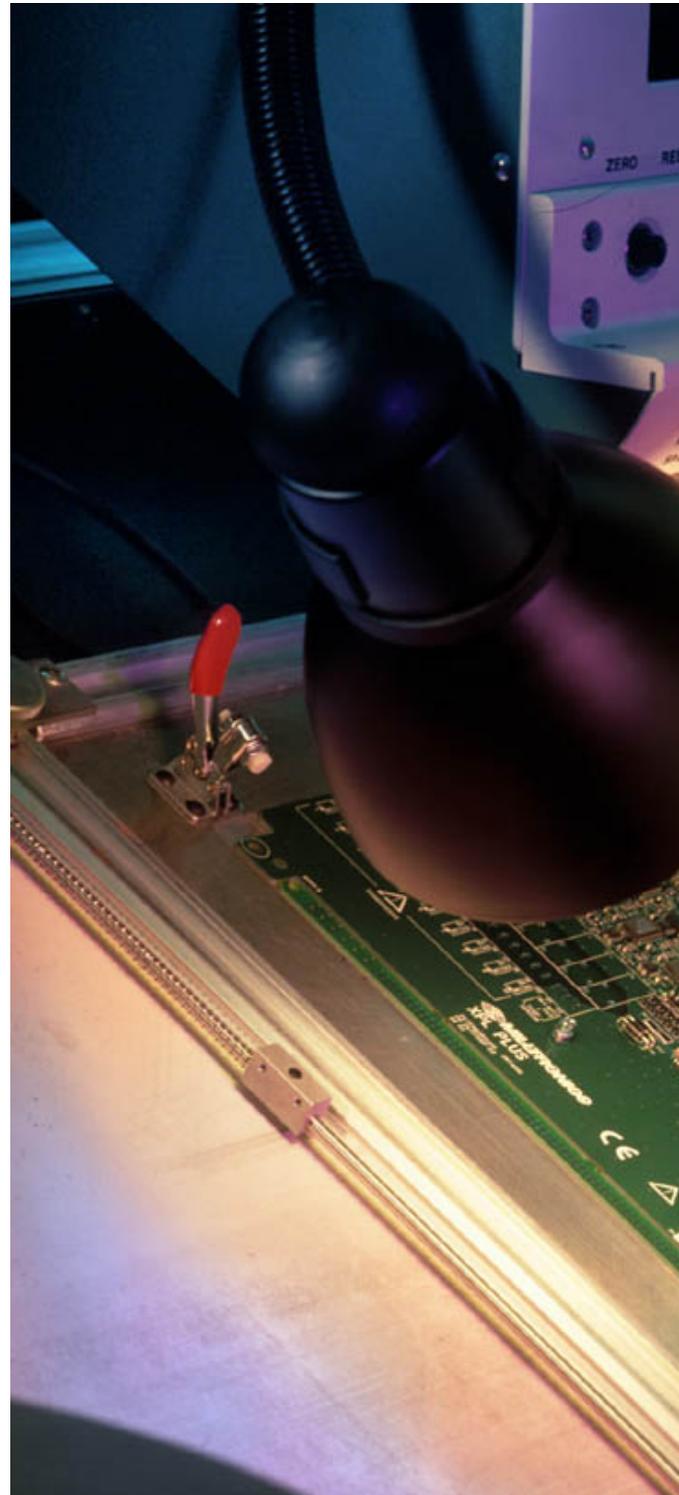
## WHY IS BUILDING A SMART CITY IMPORTANT TO OUR FUTURE?

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

## WHAT ARE WE TRYING TO ACHIEVE?

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

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



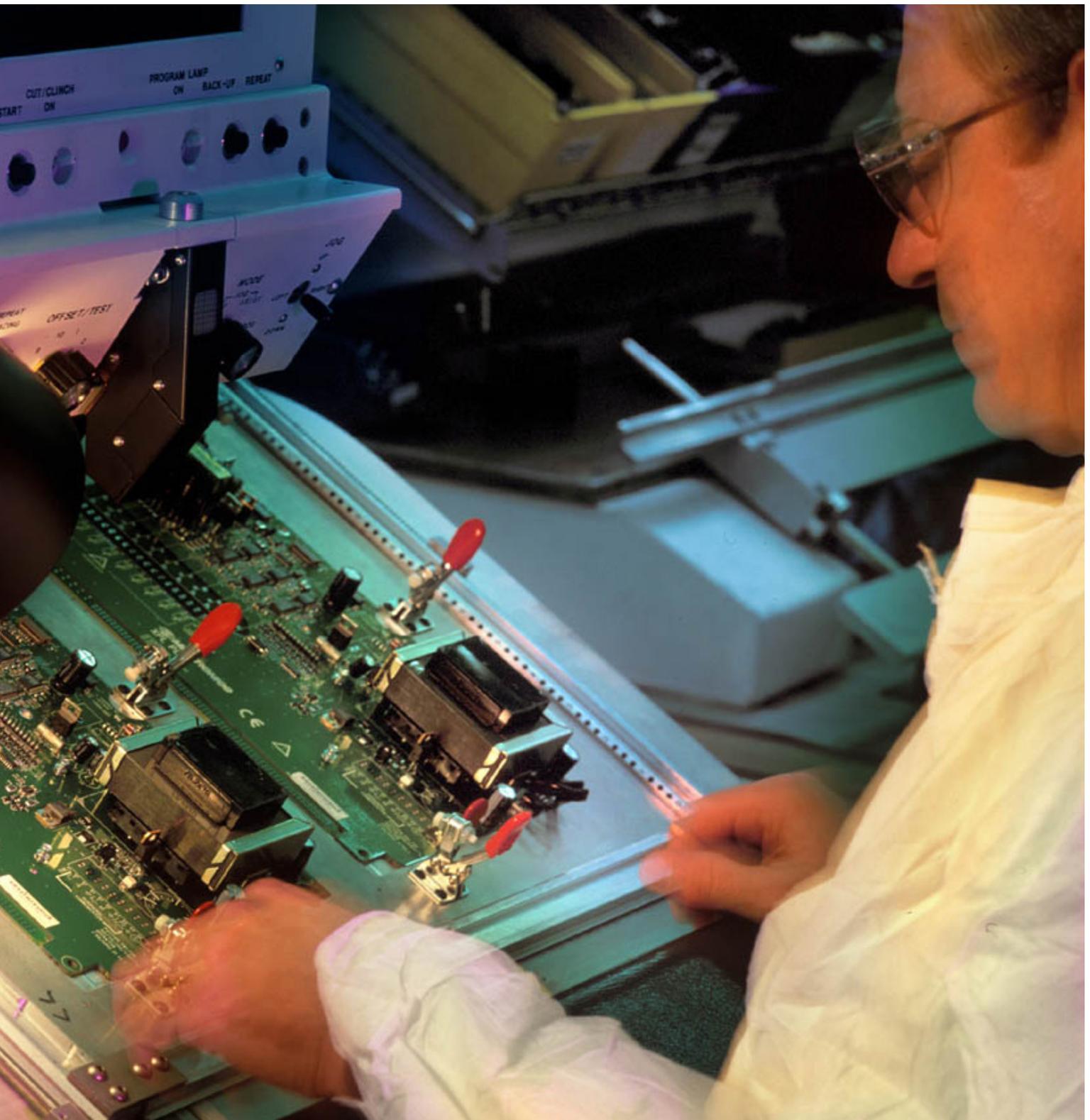
## HOW ARE WE GOING TO ACHIEVE THIS?

### SMART CITY STRATEGY

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

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

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





## SMART CITY INFRASTRUCTURE

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

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

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

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

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

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

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

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

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



## INFORMATION SHARING FOR A SMART CITY

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

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

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

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

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

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

## COLLABORATING FOR A SMART CITY

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

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

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

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

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



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Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)



# Food System

## WHAT IS A FOOD SYSTEM?

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

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

## WHY ARE FOOD SYSTEMS IMPORTANT TO OUR FUTURE?

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

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

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



## WHAT ARE WE TRYING TO ACHIEVE?

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

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



Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)

## HOW ARE WE GOING TO ACHIEVE THIS?

### COMPREHENSIVE FOOD SYSTEM PLANNING

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

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

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

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

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

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

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

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

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

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

### COMMUNITY BENEFIT

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

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

664\_ Prepare and implement a community garden strategy to:

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



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

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

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

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

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

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

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

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

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

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





## PUBLIC/PRIVATE PARTNERSHIPS

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

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

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

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

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

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

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

## CITY INVESTMENT

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

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

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

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

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

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



 Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)



# Green and Healthy City

## WHAT IS A GREEN AND HEALTHY CITY?

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

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

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

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

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

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

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

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

## WHAT ARE WE TRYING TO ACHIEVE?

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

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



Policies subject to LPAT Appeal PL170100  
(see separate table for policies subject to site specific appeal)



## HOW ARE WE GOING TO ACHIEVE THIS?

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

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

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

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

## HEALTHY BUILT FORM

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

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

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

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

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

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

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

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

## ACCESS TO HEALTH CARE SERVICES

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

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

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

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

## FOSTER GROWTH IN THE HEALTH CARE SECTOR

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

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

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

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

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

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

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

## GREEN CITY STRATEGY

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

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

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

### > GREEN JOBS

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

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

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

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

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

### > GREEN MOBILITY

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

### > GREEN DEVELOPMENT

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

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

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

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



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

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

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

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

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

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

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

#### > GREEN INFRASTRUCTURE

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

#### > GREEN ENERGY AND CLEAN AIR

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

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

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

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

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

#### > HEALTHY WATERSHED

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

#### > CLEAN WATER AND WATER CONSERVATION

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

#### > MANAGING OUR WASTE

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

#### DARK SKIES

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