





OUR CITY

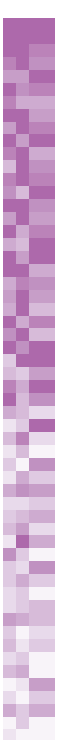
PLANNING FOR GROWTH AND CHANGE

64_ Our city is forecast to grow by more than 77,000 people and 41,000 housing units over the life of this Plan. In addition, our commercial uses, offices, institutions, and industries will all grow over the next 20 years. Our economy will expand and the number of people employed in our city will increase significantly. (OPA 21)

65_ The following policies are designed to encourage robust growth in London over the next 20 years and to direct this growth to strategic locations. They plan for infrastructure designed to service and support growth in a way that is sustainable from a financial, environmental, and social perspective. By acting strategically, we will encourage and support growth that is in keeping with our key directions and our overall vision for London.

66_ The following policies are intended to support a compact form of development over the next 20 years that can help us achieve our vision. These policies establish a strategy for growth management that the remainder of the Plan will build upon and implement in greater detail.





OUR CITY



GROWTH FORECASTS

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

TABLE 1 - POPULATION GROWTH FORECAST

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

TABLE 2 - HOUSING GROWTH FORECAST

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

TABLE 3 - COMMERCIAL/RETAIL/OTHER GROWTH FORECAST

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

*Baseline reference year based on 2010 MPAC data

TABLE 4 - INSTITUTIONAL GROWTH FORECAST

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

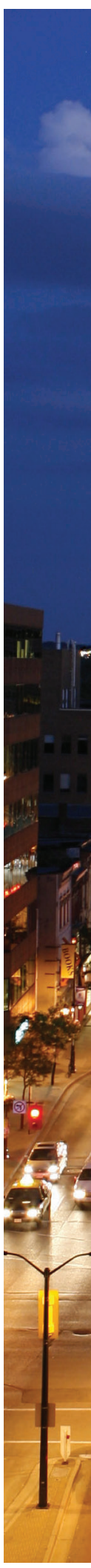
*Baseline reference year based on 2010 MPAC data

TABLE 5 - INDUSTRIAL GROWTH FORECAST

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

*Baseline reference year based on 2010 MPAC data

Note: Numbers are rounded to the nearest tenth.





CITY STRUCTURE PLAN

68_ The City Structure Plan consists of all the policies and figures within this section of the Plan. Figures have been drawn at a scale which reflects the intention for them to be interpreted at a high level in support of the Structure Plan policies.

69_ The City Structure Plan gives a framework for London's growth and change over the next 20 years. It will inform the other policies of this Plan by illustrating the desired future shape of our city within five frameworks:

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

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

THE GROWTH FRAMEWORK

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

FIGURE 1 - URBAN GROWTH BOUNDARY



FIGURE 4 - CENTRAL LONDON



FIGURE 2 - BUILT-AREA BOUNDARY



FIGURE 5 - DOWNTOWN, TRANSIT VILLAGES AND RAPID TRANSIT CORRIDORS



FIGURE 3 - PRIMARY TRANSIT AREA

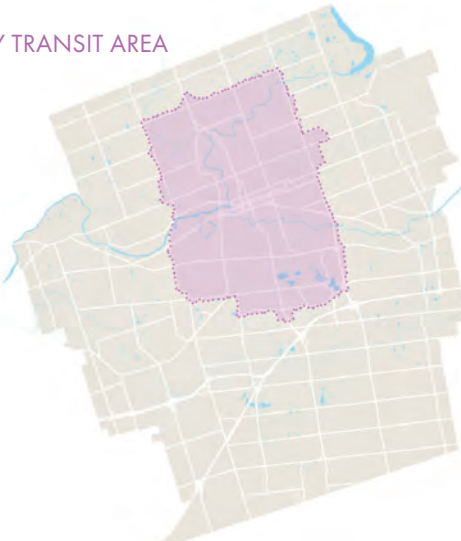
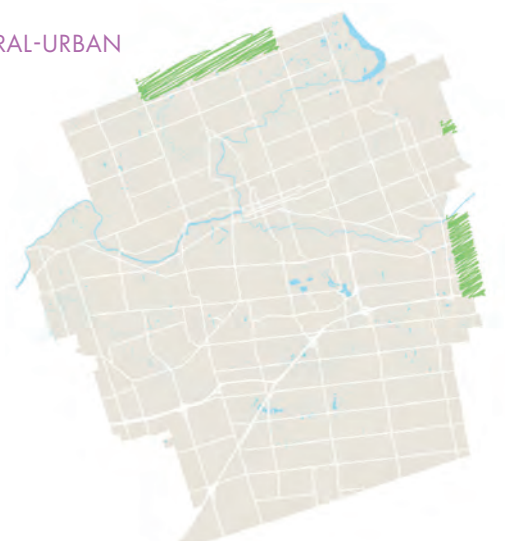
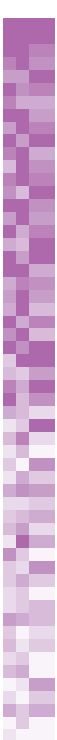


FIGURE 6 - RURAL-URBAN INTERFACE





> URBAN GROWTH BOUNDARY

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

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

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

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

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

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

5. The use of existing and planned infrastructure will be optimized, demonstrating a logical integration with the *Growth Management Implementation Strategy*.

6. The Province's Minimum Distance Separation requirements will be met.

7. Expansions of the Urban Growth Boundary onto prime agricultural lands will be avoided unless there are no alternatives. Where there are no alternatives to expanding onto prime agricultural land, expansion should be directed to lower class lands within the prime agricultural land category.

8. The impact of an expansion on agricultural lands and practices will be mitigated to the extent possible.

9. Expansions onto lands that comprise specialty crop will be prohibited.

10. Components of the Natural Heritage System will be protected.

11. Market demands will be considered for certain types or locations of housing, commercial and industrial uses that are not well met by the available land supply.

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

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

> INTENSIFICATION

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

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

1. Addition of an additional residential unit.
2. Expansion of existing buildings to accommodate greater residential intensity.
3. Adaptive re-use of existing, non-residential buildings, for residential use.
4. Infill development of vacant and underutilized lots.
5. Severance of existing lots.
6. Redevelopment, at a higher than existing density, on developed lands.
(OPA 78)

81_ It is a target of this Plan that a minimum of 45% of all new residential development will be achieved within the Built-Area Boundary of the city, as defined by Figure 2. For the purposes of this Plan, this will be referred to as the “intensification target”. The Built-Area Boundary is defined generally as the line circumscribing all lands that were substantively built out as of 2016. This boundary will be used on an on-going basis to monitor intensification and will not change over time.

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

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

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

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

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

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

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



> PRIMARY TRANSIT AREA

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

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

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

90_ The Primary Transit Area will be a focus of residential intensification and transit investment within London. It includes the Transit Villages and the Rapid Transit Corridors. The nature and scale of intensification will vary depending on the Place Type within the Primary Transit Area and will be a good fit within existing neighbourhoods. The Primary Transit Area will also have a heightened level of pedestrian and cycling infrastructure to service and support active mobility and strong connections within these urban neighbourhoods.

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

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

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

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





> CENTRAL LONDON

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

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

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

> DOWNTOWN, TRANSIT VILLAGES AND RAPID TRANSIT CORRIDORS

95_ Figure 5 illustrates five major centres that include the Downtown and Transit Villages. While the Downtown is unique and will allow for the greatest level of intensity and broadest range of uses, all of these centres are intended to allow for intense, mixed-use neighbourhoods and business areas with centrally located Rapid Transit Stations. These centres will help to make rapid transit viable in the London we envision for 2035 and will also be planned with a high degree of pedestrian amenity making them great places in which to live, shop, work, and play.

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



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

97A_ The Downtown, Transit Villages, and Rapid Transit Corridors are identified as Protected Major Transit Station Areas due to their proximity to rapid transit stations, and are shown on Figure 5. The Downtown, Transit Village, and Rapid Transit Corridor Place Type chapters of this Plan provide more detailed policy direction to plan for Protected Major Transit Station Areas. (OPA 30)

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

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

> RURAL-URBAN INTERFACE

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

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



THE MOBILITY FRAMEWORK

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

FIGURE 7 - RAPID TRANSIT

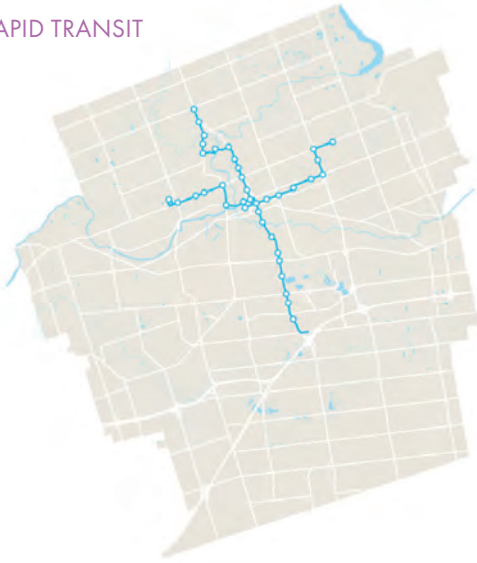


FIGURE 9 - STREET NETWORK



FIGURE 8 - RAIL NETWORK AND AIRPORT



FIGURE 10 - REGIONAL MOBILITY CONNECTIONS



> RAPID TRANSIT

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

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

> RAIL NETWORK AND AIRPORT

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

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

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

> STREET NETWORK

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

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

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

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



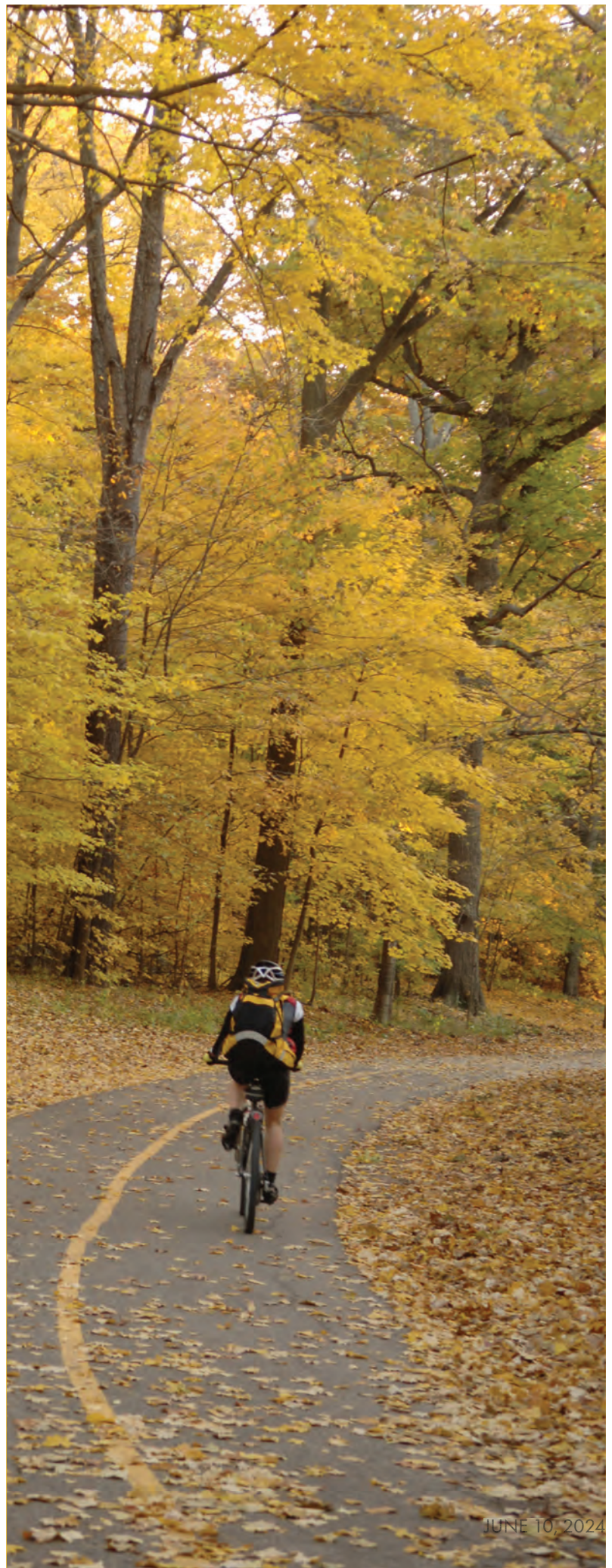
> REGIONAL MOBILITY CONNECTIONS

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

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

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

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





THE GREEN FRAMEWORK

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

FIGURE 11 - SUBWATERSHEDS

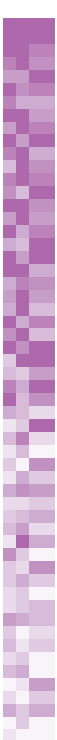


FIGURE 12 - THAMES VALLEY CORRIDOR



FIGURE 13 - PARK SYSTEM





> SUBWATERSHEDS

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

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

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

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

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

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

> NATURAL HERITAGE, HAZARDS, AND NATURAL RESOURCES

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

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

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

> THE THAMES VALLEY CORRIDOR

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

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

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

1. Promote and enhance the Forks of the Thames River and the Thames Valley Corridor as an important natural, cultural, recreational, and aesthetic resource within our city.
2. Protect the corridor and its linkages to tributary subwatersheds.
3. Collaborate with the Upper Thames River and Lower Thames Valley Conservation Authorities to develop and implement shared initiatives for the valley.
4. Protect, enhance, and restore the natural and cultural heritage of the Thames Valley Corridor in all the planning we do.
5. Protect and, where appropriate, enhance the aesthetic beauty of the Thames Valley Corridor.
6. Prepare and regularly update a *Thames River Valley Corridor Plan* to proactively celebrate, protect, manage, and enhance this important London resource and ensure that all planning and development applications have regard for the *Thames River Valley Corridor Plan*.
7. As appropriate, collaborate with the Upper Thames River Conservation Authority to manage river levels to support recreational and cultural activities.
8. Develop a continuous multi-use pathway network connecting parks and natural areas along the Thames Valley Corridor as the outdoor recreational spine of the city.
9. As appropriate, acquire lands along the Thames Valley Corridor to support ecological, cultural and/or recreational objectives of the Plan.

> THE PARK SYSTEM

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

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

THE ECONOMIC FRAMEWORK

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

FIGURE 14 - DOWNTOWN, TRANSIT CORRIDORS AND SHOPPING AREAS



FIGURE 17 - EMPLOYMENT LANDS

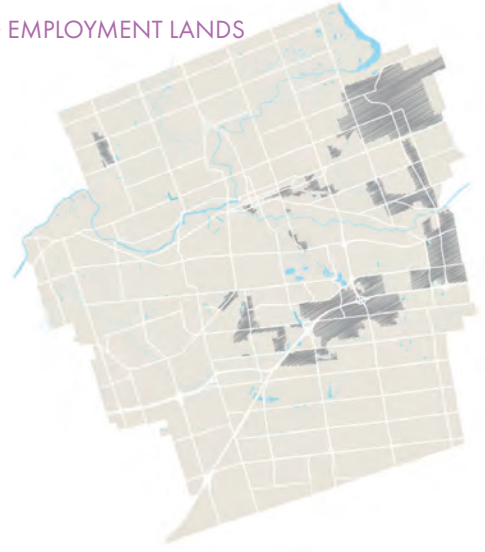


FIGURE 15 - MAIN STREETS



FIGURE 18 - RURAL LONDON



FIGURE 16 - INSTITUTIONS



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

127_ Figure 14 illustrates our Downtown, Transit Villages, and Rapid Transit Corridors which will be economic engines for commerce, employment, and economic growth. These mixed-use centres will be planned to offer a wide array of amenities, services, and experiences. They will offer the highest level of communications infrastructure, smart city services, high-quality walking, cycling and transit environments, and will be serviced by rapid transit. They will be planned to be highly supportive of small, medium and large-scale businesses and will be well connected to our major institutions.

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

129_ Shopping Areas are also shown on Figure 14. These areas serve the regular needs of those who live near them as well as those who travel to them for goods and services. These centres may serve as community hubs to provide for a variety of non-commercial services as well.

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

> MAIN STREETS

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

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

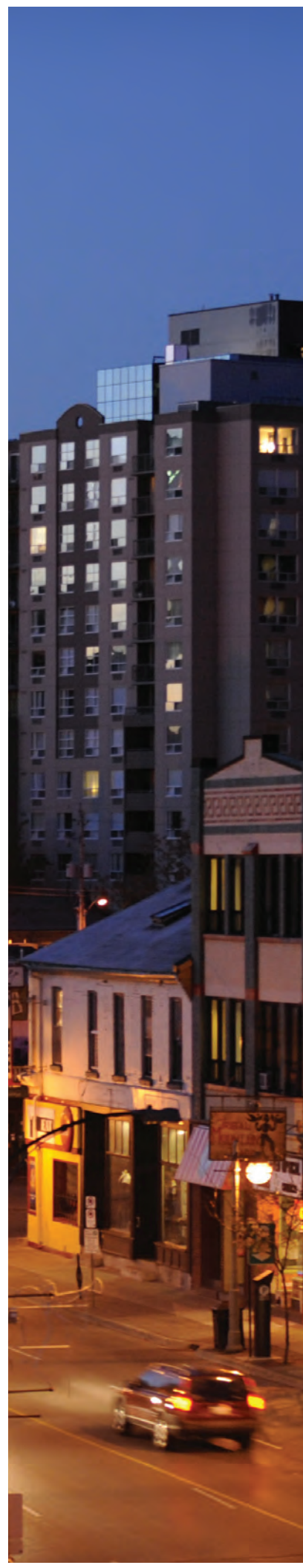
133_ Main Streets include:

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

> INSTITUTIONS

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

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





> EMPLOYMENT LANDS

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

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

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

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

> RURAL LONDON

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

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

THE COMMUNITY FRAMEWORK

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

FIGURE 19 - PLANNING DISTRICTS



> NEIGHBOURHOODS

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

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

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

CITY STRUCTURE PLAN COMPOSITE

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

FIGURE 20 - CITY STRUCTURE COMPOSITE



Legend

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

SECONDARY PLANS

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

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

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

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

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

URBAN REGENERATION

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

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

154_ Through our urban regeneration efforts we will:

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

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

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

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

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

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

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

160_ Existing trees, both public and private, should be retained in accordance with an environmental impact study and/or a tree preservation plan, through the review of redevelopment and intensification projects.

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

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

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

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

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



GROWTH SERVICING AND FINANCING

GROWTH SERVICING

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

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

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

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

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

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

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

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

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



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

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

GROWTH MANAGEMENT FINANCING

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

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

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

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

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

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

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

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