



Southwest Area

Secondary Plan

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London
CANADA



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Amendments included in this Consolidation	Date in Force	By-law Number
OPA 607	August 2, 2016	C.P.-1284(rf)-107
OPA 633	February 29, 2016	C.P.-1284(sf)-51
OPA 652	June 8, 2016	C.P.-1284(sw)-129
OPA 656	July 25, 2017	C.P.-1284(ta)-206
OPA 697	July 25, 2019	C.P.-1284(uo)-180
OPA 705	September 2, 2019	C.P.-1284(uw)-229
OPA 709	November 1, 2019	C.P.-1284(va)-272
OPA 3	July 12, 2019	C.P.-1512(c)-151
OPA10	September 4, 2019	C.P.-1512(j)-210
OPA 14	November 1, 2019	C.P.-1512(n)-273
OPA 15	December 13, 2019	C.P.-1512(m)-310
OPA 23	October 30, 2020	C.P.-1512(w)-207
OPA 64	August 4, 2022	C.P.-1512(bl)-201
OPA 69	September 1, 2022	C.P.-1512(bq)-231
OPA 73	November 17, 2022	C.P.-1512(bu)-260
OPA 75	January 12, 2023	C.P.-1512(bw)-8
OPA 95	March 13, 2024	C.P.-1512(cq)-41
OPA 102	April 5, 2024	C.P.-1512(cx)-60
OPA 103	April 5, 2024	C.P.-1512(cy)-61



1.0 Introduction

The Southwest Area Secondary Plan applies to lands in the southwest part of the City of London, generally bounded by Southdale Road West, White Oak Road, Exeter Road, Wellington Road South, Green Valley Road and the Urban Growth Boundary identified on Map 1 of *The London Plan*. Comprising approximately 2,700 hectares of land, this Secondary Plan is the result of a City-led process intended to guide the long-term management and approval of growth in one of the city's last and largest reserves of land, where a significant portion of growth will be absorbed over the next 50+ years. The Plan was developed through a comprehensive public and agency consultation process, current policy direction, and an analysis of opportunities and constraints. (OPA 64)

1.1 Purpose and Use of the Plan

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

This Secondary Plan provides a greater level of detail than the general policies in *The London Plan*, the City of London Official Plan. The Southwest Area Secondary Plan is organized around identified Neighbourhoods. In addition to general and implementation policies related to future development, specific Southwest Planning Area-based land use designations and policies are defined for each Neighbourhood in Parts 6.0 through 15.0. The Secondary Plan

serves as a basis for the review of planning and development applications which will be used in conjunction with other policies of **The London Plan**. While this Plan contains cross-reference to other parts of the Plan for convenience purposes, the Plan is to be read and applied in its entirety.

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

All of the text and schedules of the Southwest Area Secondary Plan constitute part of **The London Plan**. The Schedules form part of the Secondary Plan and have policy status, whereas other maps, tables, illustrations and photographs included in this Secondary Plan or its appendices are provided for graphic reference, illustration and information. For ease of reference, a projected population and employment growth table and a residential density and height table are included as appendices to this Plan. (OPA 64)

1.2 Vision

The Southwest Area Secondary Plan provides a new frontier of opportunities for the southwest quadrant of the city. This Plan is innovative and progressive, and places an emphasis on promoting sustainable growth patterns, attractive urbanism, strong neighbourhoods, the protection of significant natural heritage features and built and cultural heritage, and the qualities that are unique to the southwest quadrant of the city.

Wonderland Road South is a significant gateway to London, and will serve as the primary north/south connection between the 400 series Highways and central London through the southwest of the city. It is intended through this Plan that this gateway will serve as a stunning approach to the city. The Plan proposes a design for Wonderland Road South that introduces a high quality visual character for the corridor, provides the flexibility to support a wide range of adjacent



land uses, and creates opportunities for redevelopment and future road connections over the life of the Secondary Plan. This Plan introduces a new land use designation for the lands in the Wonderland Corridor which allows for a complete mix of land uses, including commercial, residential, institutional and office use. A high level of design for the adjacent built form and enhanced landscaping, tree planting and boulevard treatment along Wonderland Road South is intended to create a high quality visual presence for this vital gateway.

Lambeth, the cornerstone of the community, has a historical presence and quaint village main street core. The picturesque tree-lined streetscapes of Lambeth serve as a backdrop for new residential neighbourhoods in the southwest part of the city.

The Southwest Area Secondary Plan proposes the creation of new distinct neighbourhoods that promote:

- A mix of uses, and diverse mix of residential housing;
- Emphasis on design parameters with placemaking features;
- Walkability within and between neighbourhoods;
- The integration of the Natural Heritage System as an opportunity for residents to enjoy; and;
- Neighbourhood Central Activity Nodes as destination places in the neighbourhood.

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

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

Enhancements are proposed to the Natural Heritage System and open space features in the southwest designing them as neighbourhood features interwoven in the urban landscape. Subject to further natural heritage studies, enhanced corridors serve to protect, maintain, enhance and rehabilitate the corridors.



An approach to servicing and phasing for the southwest is proposed which recognizes growth already planning for urban uses within the North Talbot Community Area and the Bostwick East Area. Servicing for the southwest will be consistent with the servicing strategy for the city as a whole. The staging of development will be determined through the City's review of the Growth Management Improvement Strategy (GMIS). The objective is to ensure that planned infrastructure is effectively utilized. *(OPA 64)*

1.3 Principles of the Secondary Plan

The preparation of this Secondary Plan has been guided by a series of principles and objectives, as described below. Any amendments to this Secondary Plan shall be consistent with these principles.

i) Principle 1: Creation of a Diverse and Connected Community

Create inclusive, diverse and unique neighbourhoods that have a mix of uses and have an high level of connectivity for multi-modal transportation opportunities.

Objectives to achieve this principle are:

- a) Provide for a range of land uses including residential, open space, public, commercial, office and mixed-use and community facilities.
- b) Foster a sense of community interaction by connecting diverse land uses within and between neighbourhoods using the linear park and open space systems and a system of connected streets and blocks.
- c) Provide for the extension of necessary public services and facilities to support the community.
- d) Provide for daily needs without reliance on a car.
- e) Enhance recreational opportunities throughout the neighbourhoods.
- f) Identify opportunities for places that foster community identity, and areas for a potential heritage conservation district.
- g) Enhance the public realm, including streetscapes, public spaces and infrastructure.
- h) Recognize and enhance the function and appearance of existing

communities and cultural heritage resources.

- i) Integrate the new community with surrounding neighbourhoods.
- j) Design the community street pattern to create or enhance view corridors.

ii) Principle 2: Provide a Range of Housing Choices

Provide for a mix of housing types, densities and designs throughout each neighbourhood.

Objectives to achieve this principle are:

- a) Ensure that a range and mix of housing types is provided within developments to achieve a balanced and inclusive residential community.
- b) Ensure that housing developments and designs achieve compact residential development.
- c) Achieve an urban form which makes effective use of land, services, community facilities and related infrastructure.
- d) Ensure that the community caters to the needs of all ages, stages of life and income groups.
- e) Provide opportunities for live-work opportunities to reduce the need for commuting.
- f) Provide affordable housing opportunities.
- g) Promote the retention of existing identified heritage residential buildings as a contribution to the community identity.

iii) Principle 3: A Competitive Place to Work and Invest

Provide for the growth of employment lands opportunities.





Objectives to achieve this principle are:

- a) Attract modern manufacturing and light industrial uses in logically organized and attractive campus settings.
- b) Protect an ample, highly accessible land base that will provide a long term supply of strategically positioned employment land.
- c) Provide for the extension of public facilities and services to support employment lands.
- d) Maintain and enhance the unique attributes of Lambeth Main Street as a walkable mixed-use area.
- e) Provide opportunities for the extension of existing commercial areas to meet anticipated population growth based needs.

iv) Principle 4: A Green and Attractive Environment

Integrate the natural and built setting to distinguish the Southwest Planning Area as a high quality, master planned and protected environment. Achieve ecological sustainability in new development and re-development, with built forms having a minimal impact on the features and systems of the natural environment.

Objectives to achieve this principle are:

- a) Protect and enhance natural heritage features such as woodlands, wetlands, river and creek systems.
- b) Develop publicly owned open spaces into linear parks with generous buffers to built areas.

- c) Enhance livable neighbourhood ideals using public green spaces and urban squares/parkettes as significant design features and by designing walkable neighbourhoods.
- d) Encourage development patterns that provide extensive visual and physical public access to natural features, provided there is minimal impact to the Natural Heritage System.
- e) Encourage the planting of native vegetation to improve air quality.
- f) Provide for landscape features in significant public rights-of-way.
- g) Provide connections of the open spaces along Dingman Creek and tributaries to the city's broader linear park systems.
- h) Encourage a built form and site design that is attractive and supportive of alternative modes of transportations.

v) Principle 5: A Model of Sustainable Growth Management

Build sustainability into all aspects of the Southwest Planning Area's growth in an efficient and financially responsible manner.

Objectives to achieve this principle are:

- a) Extend infrastructure in a logical and cost-effective manner.
- b) Implement a development phasing strategy consistent with the approved Growth Management Implementation Strategy.
- c) Design a road network of walkable connected streets and neighbourhoods.
- d) Provide for local road connections to Wonderland Road South in a safe and efficient manner.
- e) Establish a high degree of connectivity between residential, open space, commercial and institutional uses within and between existing and new neighbourhoods.
- f) Ensure the use of housing densities and efficient development patterns that minimize land consumption and servicing costs. (OPA 64)

1.4 Specific Policy Areas

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

64)





2.0 Community Structure Plan

The Community Structure Plan is illustrated in Schedule 1 of this Plan and sets out the overall structural elements that are the building blocks for the Southwest Planning Area. The elements identified in this Section of the Plan are intended to assist with implementing the vision for the built form, public realm and neighbourhood street pattern. Development proposed through planning applications for the Southwest Planning Area shall implement the following community structure objectives, where appropriate or applicable:

- i) Development patterns shall generally reflect a fine urban grid street network with a high level of connectivity;
- ii) Wonderland Road South shall be designed, constructed, landscaped and maintained as a multi-lane divided street that serves as an appealing gateway into the city and supports, through non-standard access provisions, mixed-use development that anchors the Secondary Plan Area and the broader southwestern area of the city;
- iii) Lands at, and near the "triangle" formed by Wonderland Road South, Wharnccliffe Road South and Exeter Road shall be developed as an intensive, transit-oriented, mixed-use focal area for the Community;
- iv) Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets shall serve as key organizing elements and shall generally experience a higher intensity of development than the interior portions of the Planning Area;



- v) Bradley Avenue shall be completed to join with Pack Road;
- vi) Kilbourne Road shall be constructed between Colonel Talbot Road and Wonderland Road South;
- vii) The function and feel of Main Street Lambeth as a pedestrian-oriented mixed-use village shall be maintained and enhanced as a focal area for the Community;
- viii) Open space areas such as woodlands, river and creek systems and utility corridors may be used to provide pedestrian and cycling linkages between places within and outside the community, that complement the transportation opportunities offered by the street network. *(OPA 64)*





3.0 General Policies

3.1 Housing

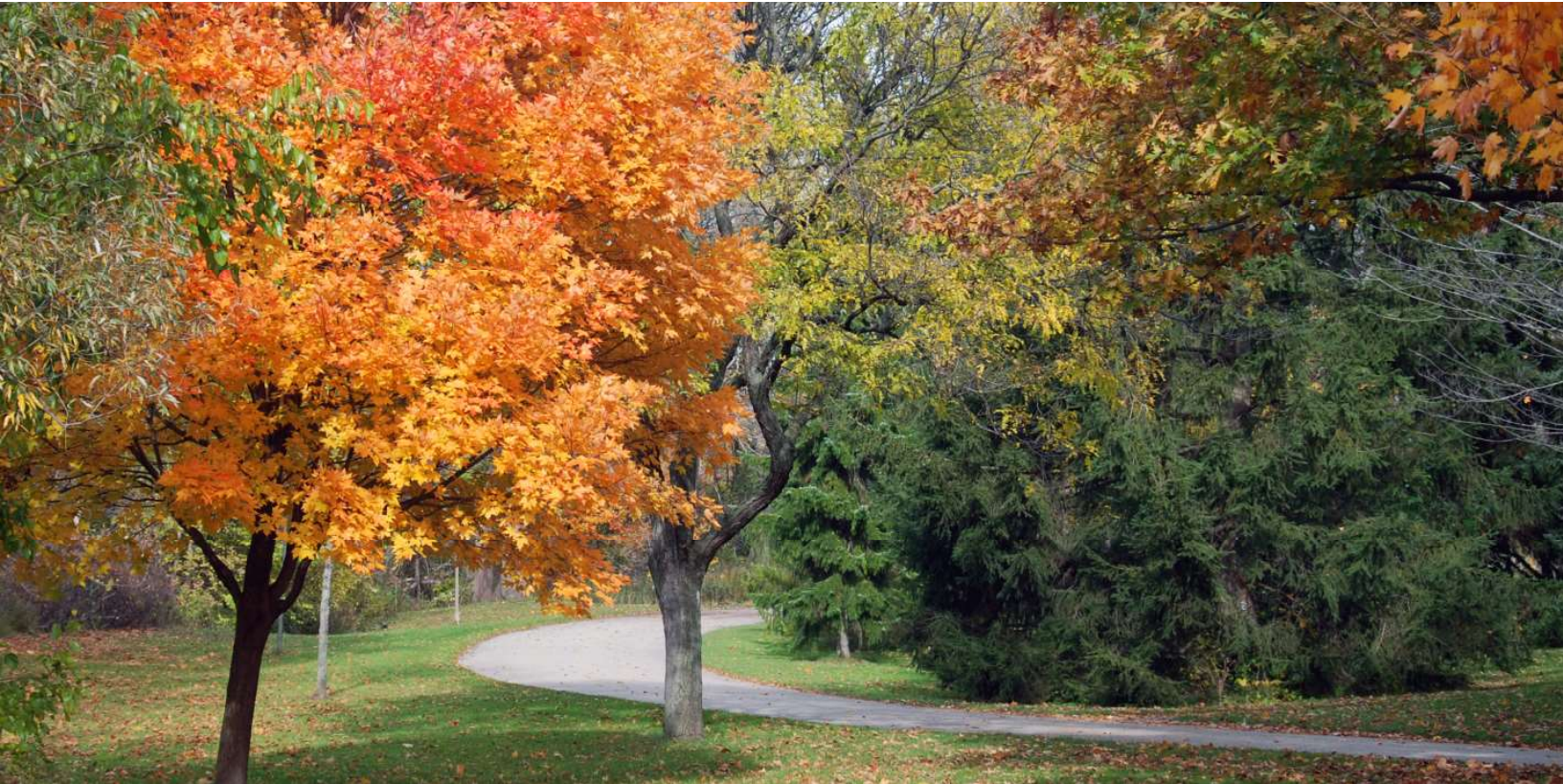
i) Affordable Housing

The development of the Southwest Planning Area will provide an opportunity to contribute to the supply of affordable housing and may assist the City in meeting its target for the provision of affordable housing. The following policies shall also apply to the SWAP lands:

- a) *Deleted* (OPA 64)
- b) A wide range of unit sizes within multiple-unit buildings will be encouraged.

ii) Seniors and Special Populations Housing

The City may pre-zone specific areas of the Medium Density Residential designation to permit small-scale nursing homes, homes for the aged, rest homes, and continuum-of-care facilities. These zones should be located within, or in close proximity, to the Wonderland Boulevard Neighbourhood or the areas of intensive residential development set out in policy 4.1 iv) of this Plan. Permitted uses in such areas may be restricted to ensure the development of such facilities within the Southwest Planning Area. (OPA 64)



3.2 Sustainable/Green Development Principles

The Southwest Area Secondary Plan is based on a design in which one of the key goals is to maximize the potential for sustainable development. In a City Planning context, this is achieved through such features as enhanced connectivity to transit, mixed-use development, a modified grid road system, and a connected open space system.

Further, sustainable design elements shall be incorporated into municipal facilities located within the Southwest Planning Area. Through planning applications, including subdivision design and layout, proponents are encouraged to design and construct development to meet the following criteria for sustainable development:

- a) Reduce the consumption of energy, land and other non-renewable resources;
- b) Minimize the waste of materials, water and other limited resources;

- c) Create liveable, healthy, accessible and inclusive environments; and,
- d) Reduce greenhouse gases.

i) Policies

As part of a complete application for development within the Southwest Planning Area, a report may be required to identify how the applicant has endeavoured to incorporate any or all of the following, as deemed appropriate and applicable through the pre-consultation process:

- a) In new buildings and in draft plans of subdivision, green technologies to address the criteria for sustainable development set out in policy 3.2 i);
- b) In new buildings, Leadership in Energy and Environmental Design (LEED) principles;
- c) For new draft plans of subdivision, LEED Neighbourhood Development principles;
- d) Alternative energy sources, including solar and appropriately sized rooftop mounted wind collectors. Such



technologies should be sensitively incorporated into buildings and community design;

- e) Orientation of buildings, where appropriate to maximize opportunities for passive solar gain;
- f) A range of residential dwelling types that support life-cycle housing and provide opportunities to age-in -place. This may include seniors housing;
- g) Maximized landscaped areas and planting on the municipal right-of-way, on private development sites, and on the west, east and south sides of buildings and structures to reduce the urban heat-island effect, improve air quality, moderate sun and wind, and improve ground water recharge;
- h) Urban agriculture into parks, buildings and landscapes;
- i) Food production opportunities throughout the site. This includes but is not limited to community gardens, private gardens, greenhouses, roof-top gardens and edible landscaping programs;
- j) For new developments, the retention of existing mature trees, including appropriate measures to maintain the health and integrity of these trees in conformance with a Tree Management Strategy completed by a certified arborist;
- k) Quality materials for buildings that are durable and have high levels of energy conservation;
- l) The employment of building technologies such as "greenroofs". Alternately, the use of reflective roof surface materials with high solar and thermal reflectivity to reduce the "heat island" effect is also desired; and,
- m) The retention of identified heritage properties as a resource and to promote community identity. (OPA 64)



3.3 Neighbourhood Central Activity Nodes Intent

Neighbourhood Central Activity Nodes are intended to provide a neighbourhood-scale activity and gathering place for residents of the surrounding neighbourhood. They are located generally in the center of each neighbourhood area, at a significant intersection, and within walking distance of most residents. While predominantly residential character, activity nodes will also permit a range of community based commercial and institutional uses.

i) Permitted Uses

Neighbourhood Central Activity Nodes have a higher intensity of activity-generated uses than other parts of the neighbourhood, but are predominantly pedestrian-scale, and, in addition to residential development, are encouraged to include a limited range of convenience and personal service commercial uses; small-scale eat-in restaurants, such as coffee or tea shops, or small-scale eat-in bakeries; civic and institutional uses such as parks, schools and churches; and live-work functions.

ii) Location

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

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

iii) Built Form and Intensity

- a) Activity Nodes shall be located in buildings and with a scale and design appropriate to the neighbourhood.

3.4 Community Parkland and Trail Network

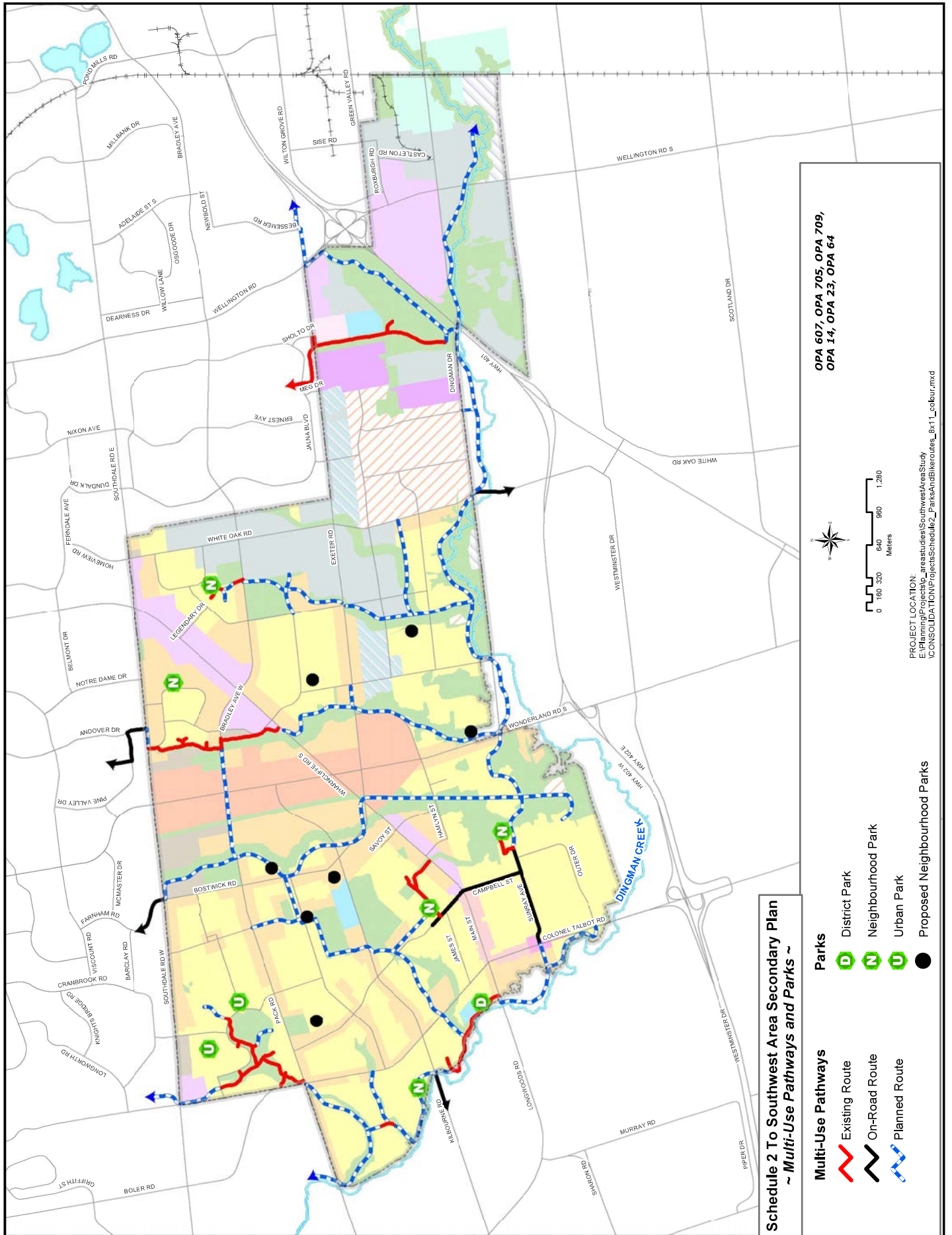
- b) Buildings shall be street-oriented on a public rights-of-way in the Central Activity Nodes, with buildings located at or near the property line and front entrance oriented to the street. Buildings shall be set back an adequate distance from the municipal right-of-way to accommodate underground infrastructure, including but not limited to sewers, inspection manholes, water service, hydro, cable, and gas lines, as well as above-ground infrastructure including but not limited to sight lines, trees and junction boxes. Adequate setback shall be provided to allow for future infrastructure maintenance within the right-of-way. Maximum setback requirement may be established in the Zoning by-law.
- c) In areas where higher intensity built form is to be located near single detached dwellings the higher intensity built form is to be designated with massing and articulation that transitions between the lower-rise form and the higher-rise form.
- d) Buildings and structures located at the termination of vistas/view corridors shall incorporate architectural design elements and massing that enhances the terminal view. Garage entrances shall be oriented such that they do not terminate a vistas/view corridor.
- e) Buildings and structures located adjacent to natural heritage features may incorporate architectural elements and massing that is compatible with the feature, and may be oriented to take advantage of their location adjacent to the natural heritage feature. To minimize private property interfaces with significant natural heritage features, window streets, public parkland and/or public access adjacent to natural heritage features are encouraged, where appropriate. (OPA64)

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

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

i) Pathways and Trails

- a) Pedestrian pathways and trail development will be focused along the central corridor through the community extending from Dingman Creek to Southdale Road West (and beyond), and include the Sandra McInnis Woods, Thornicroft Drain, Pincombe Drain and hydro corridor. These corridors are intended to provide major pedestrian and cycling linkages within the overall community parkland network.
- b) The City will seek to enter into an agreement with Hydro One and private landowners for the possible integration and construction of a multi-use pathway within parts of the hydro-electricity corridor for a north/south pedestrian connection through the entire Southwest Planning Area. In the





event the pathway connection through these lands cannot be secured, then a linear multi-use pathway adjacent to the corridor shall be established as an alternative location through the subdivision process.

- c) The multi-use pathway network shown on Schedule 2 is intended to function as recreational pathways for pedestrians and cyclists. Lands required for this recreational pathway network may 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 law.
- d) Subdivision design shall incorporate and provide connections of linear pathway/trail and park systems within residential neighbourhoods and between neighbourhoods where possible, and provide significant exposure of the open space feature to the residential community.
- e) The alignment of pathways and trails within Environmentally Significant Areas shall be consistent with the City's ***Planning and Design Standards for Trails in Environmentally Significant Areas***.

ii) Parks

- a) The general location of neighbourhood and district parks is illustrated on Schedule 2. Further refinement of the location, size and configuration of these parks will be undertaken at the subdivision approval stage.
- b) An adequate distribution and balance of active parkland and play equipment shall be provided within an 800 meter radius of new residential development, without crossing major barriers such as railways, rivers or major roads.
- c) The locations of urban parks will be determined at the time of subdivision and/or site plan approval and may include areas for passive recreation, pathways and extensive hardscaping with the inclusion of public art. These parks may be in the form of urban squares, parkettes and/or village greens. They will be acquired at the time of development through outstanding parkland dedication. Urban parks will generally have a minimum area of 2,500 square meters. The size of urban parks will be determined through the development review process and shall consider street frontage and integration with the neighbourhood.

d) **Deleted**

- e) Through the subdivision design and approval process, efforts will be made to incorporate neighbourhood and district parks in proximity/adjacent to natural heritage features, and provide appropriate linkages to protect and enhance the natural heritage features. (OPA 64)

3.5 Parkland Dedication

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

i) **Conveyance of Parkland**

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

ii) **Property Management**

To address the ongoing property management of the parkland components listed in Section 3.4, an analysis of funding sources shall be undertaken by Council to identify such measures as condominium 'common element' fees, and other suitable mechanisms to ensure a viable and sustainable source of funding. (OPA 64)

3.6 Natural Heritage

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

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

i) **Components of the Natural Heritage System**

a) **Dingman Creek Significant River Corridor**

The Dingman Creek is a significant river and ravine corridor which represents a continuous wildlife linkage and water resources system connecting significant core natural heritage features that extend beyond the limits of the city. The corridor remains in a largely natural state, except as affected by existing agricultural practices, industrial development and the urban area of Lambeth. There are areas of distinctive and unique natural communities and species along this system, which include physical characteristics that are susceptible to erosion. The corridor is a visual amenity for the surrounding areas and provides a physical, ecological and cultural land use feature.

b) **Width of Dingman Creek Corridor**

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

c) **Other Natural Heritage Features**

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

Ecological buffers will be established for Natural Heritage Features based upon the recommendations of an approved Environmental Impacts Study (EIS)

in accordance with the Environmental Policies of *The London Plan*.

d) Development Limit

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

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

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

e) Implementation/Acquisition of Ecological Buffers.

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

ii) Enhanced Open Space Corridors

In order to enhance open space opportunities within the Southwest Area, the City will seek to locate open space corridors adjacent to key natural heritage features. These corridors are intended to provide for uses such as trails, active and passive parkland and stewardship opportunities

These enhanced open space corridors are intended to build upon the natural heritage



systems in the Southwest area and will help to create unique communities and neighbourhoods linked by an integrated open space system. Where there are no natural features to build upon, these corridors may, over time, provide open space connections between natural features. It is intended that these corridors will provide both active and passive recreation opportunities and will form a component of the Southwest area park system.

The City may acquire these enhanced open space corridor lands in accordance with the municipal land dedication requirements of the *Planning Act* or through purchase, donation, bequest, expropriation or other lawful means.

iii) Tree Planting Standards and Stewardship Practices

- a) All landscape plans for new development and the redevelopment of existing sites within the Southwest Area Secondary Plan shall comply with tree planting standards and other tree canopy cover targets established for each land use as identified in the Urban Forest Strategy.
- b) Wherever possible, enhanced tree planting will be encouraged in exterior side yards along neighbourhood streets.
- c) Where an ecological buffer width overlaps with existing developed areas, stewardship programs should be introduced to educate property owners about the benefits of ecological management practices compatible with living or operating businesses adjacent to the buffer.
- d) Planting of native species, consistent with the Dingman Creek environment, is encouraged on both private and public lands where native riparian vegetation does not exist in identified buffer areas.
- e) Encourage the use of large stock tree-planting for development adjacent to Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets. The use of planting technologies and standards to provide for long term and sustainable growth is encouraged.

iv) Municipal Environmental Assessment - Stormwater Management

- a) Recommendations arising out of a Municipal Environmental Assessment Study for lands within the Secondary Plan shall be incorporated into development plans, and will be subject to more detailed review in compliance with the Environmental Policies part of *The London Plan* if the facilities are proposed to be located within or adjacent to components of the natural heritage system. Development of the SWAP lands shall also be consistent with the Civic Infrastructure chapter of *The London Plan*. The following site specific policies shall also apply for on-site design:
 1. To reduce the extent of impervious cover, storm drainage and stormwater management techniques such as alternative roadside drainage techniques, pervious paving, enhanced use of vegetation cover, and/or the adoption of other practices to decrease the extent of impervious cover will be encouraged, wherever feasible and appropriate; and



2. Any proposed channel or watercourse restoration, rehabilitation or enhancement work within the defined Dingman Creek corridor will be subject to the Environmental Policies of *The London Plan* to demonstrate no negative impact on ecosystem features and ecological functions, and for management and rehabilitation priorities to achieve an environmental benefit, and the regulations of the Conservation Authority. (OPA 64)

3.7 Community Facilities

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

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

for a school site within the development plan, or indicating a specific need for a possible school site within the development area with as much information supporting that need as reasonably possible.

Places of worship and other small-scale community facilities are a permitted use within the residential land use designations. (OPA 64)

3.8 Transportation

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

i) General Policies

- a) The street patterns shall support pedestrian-oriented development patterns, with strong relationships to the natural heritage features in the Southwest Planning Area.
- b) The Neighbourhood area street pattern shall support transit, cycling and walking.
- c) At the subdivision and/or site plan application stage, traffic controls, including the provision of signalized intersections and turning movements, and street frontages that may be subject to full or partial restrictions on individual driveway access, shall be identified as part of the appropriate traffic studies required as part of a complete application.
- d) The use of Common Elements Condominiums should be considered for the ownership, use and maintenance of common laneways and driveways.
- e) Special design treatments shall be implemented in appropriate locations, on Neighbourhood Connectors and Neighbourhood Streets, to slow or restrict traffic movements and place a priority on pedestrian movements.
- f) At the subdivision and/or site plan application stage, where applicable, the owner shall convey and construct the Neighbourhood Connectors, identified on Map 3 of *The London Plan*, to ensure future opportunities for connectivity between neighbourhoods.
- g) In addition to engineering guidelines for technical design criteria, design guidelines, including right-of-way cross sections, urban street infrastructure and facilities, plantings, surface treatments, parking and

service and utility placement, may be prepared to provide further guidance for the development of public rights-of-ways to support pedestrian and cyclist friendly environments. In the absence of these specifically prepared design guidelines, the City's Urban Design Guidelines shall be utilized.

- h) Long stretches of on-street parking on local roads shall be broken-up with landscaped "bump-outs" sufficiently sized to support boulevard trees.
- i) Mitigation and replacement of any natural heritage features that may be impacted or lost as a result of roads shall be required.
- j) In order to establish an organizing structure for the present and future development for lands within the "Wonderland Road Community Enterprise Corridor" land use designation, local street connections may be established perpendicular to Wonderland Road South for the full width of the blocks adjacent to both the east and west sides of Wonderland Road South as part of the development or redevelopment of any lands within the Wonderland Road Community Enterprise Corridor.

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

ii) Access to Bradley Avenue



- a) Public road access to Bradley Avenue and Pack Road shall be restricted to one road connection approximately id-block between each set of intersecting Urban Thoroughfares and Civic Boulevards, provided a minimum separation distance between intersections of 200 metres can be reasonably achieved. Access to Neighbourhood Streets or Neighbourhood Connectors at these locations shall have restricted turning movements.
- b) Private driveway access to Bradley Avenue and Pack Road shall be in accordance with the City of London ***Access Management Guidelines***.
- c) Public pedestrian access from the internal parts of the neighbourhood to Bradley Avenue that is safe, accessible, and integrated into public streets or individual developments shall be provided at intervals of approximately 75 to 100 meters.

iii) On-Street Parking in the Lambeth Village Core

The utilization of on-street parking opportunities, shall be incorporated into the design of the public right-of-way in the Lambeth Village Core to provide opportunities for vehicular parking, and to provide an alternative to large surface parking areas.

iv) Design for Wonderland Road South

a) Intent

As the primary gateway to Central London from the 400 series Highways, Wonderland Road South will be developed to fulfill the two functions of this major transportation corridor: an Urban Thoroughfare designed to carry high volumes of traffic in a safe and efficient manner, and as a major gateway and arrival corridor into the city. Wonderland Road South will serve as the spine the Southwest Area, and will link both the existing and newly developing neighbourhoods within the area to one another and to the rest of the city. For these reasons, a high design standard, including landscaping, medians, opportunities for on-street parking and bicycle lands, and local street connections may be provided within a widened road allowance. A Municipal Class Environmental Assessment shall be conducted to determine the Urban Thoroughfare cross section for the Wonderland Road South corridor. Recommendations and design requirements arising out of the Municipal Class Environmental Assessment will be incorporated into road development. Building setbacks and design elements, as set out in Section 3.9 of this Plan, may relate to this design to provide an effective interface between the public and private realms. (OPA 64)



3.9 Urban Design

Throughout the Southwest Area Plan the public realm, which includes public rights-of-way and public space, will play a pivotal role in determining the urban design outcomes within the planning area and the Neighbourhood Areas. The buildings and public spaces constructed within the study area will directly respond to the design of the public right-of-way. This is why there is a strong reliance on a high quality public realm. By ensuring there is integration between the private and public realm, neighbourhoods can be created that are vibrant and dynamic with a character that encourages social interaction. This area is also the first contact that visitors from Highways 402 and 401 will have with the City of London. Therefore, it is important that this gateway showcases the city and creates a sense of civic pride. The following are general policies that apply to the entire study area:

i) Development Design Policies

- a) All development, particularly in the Wonderland Boulevard, Lambeth Village Core, Neighbourhood Central Activity Nodes and residential areas, shall be designed in a form that is to be compact, pedestrian-oriented and transit-friendly. Mixed-use development will be encouraged in the areas of Wonderland Boulevard, Lambeth Village Core and the Neighbourhood Central Activity Nodes.
- b) A hierarchy of civic, institutional and commercial uses shall be established in locations which form part of mixed-use areas (rather than isolated in single-use complexes) which allow them to serve as focal points for the Planning Area as a whole.
- c) Development shall be based on a modified grid system with interconnected networks of roads designed to disperse and reduce the length of vehicular and pedestrian strips and support the integration and long term viability of transit services. For local roads, the modified grid road system will respond to topography, the Open Space System and the nodal areas identified in

the Plan. Cul-de-sacs will generally be permitted only when warranted by natural site conditions.

- d) The Open Space Systems forms a central feature of the Planning Area and the development form should reflect this fact. In addition, an interconnected system of trails will be developed that supports recreation, transit and transportation and connects the Wonderland Boulevard, Lambeth Village Core and the Neighbourhood Central Activity Nodes.
- e) Public safety, views and accessibility, both physically and visually to the Open Space System, as well as to parks, schools and other natural and civic features, will be an important consideration in community design. This will be accomplished through a range of different approaches including, but not limited to, the use of single loaded roads, combining public open space with other public or institutional facilities (e.g. school/park campuses, easements, stormwater management ponds adjacent to the Open Space System) and the location of high density residential and employment buildings.

Priority will be given to maintaining views and accessibility at key trail access points of the Open Space System. In addition, views to other public facilities, such as schools and parks, shall be ensured through the provision of a minimum of a combination of a public right-of-way and/or open space immediately adjacent to a minimum of 50 percent of the perimeter of the property.

- f) Parks, neighbourhood Central Activity Nodes, and other civic areas will serve as central "meeting places" for residents, particularly within neighbourhoods.
- g) Building densities and land uses located along identified transit routes are to be designed to support transit and the users of those services.
- h) The incorporation of cultural heritage resources into the community, including their use and adaptive reuse, shall be encouraged.
- i) The length of the block contributes significantly to creating a pedestrian-friendly environment. Blocks should be short and regular in length to make walking efficient and allow for variation in routes. Where it is impossible or undesirable to provide short blocks, wide public mid-block corridors should be provided to shorten walking distances. Development adjacent to such connections shall be designed to provide an active building facade for a minimum of 50 percent of the length of the pedestrian connection.
- j) Views of the following features shall be created at appropriate locations:
 - 1. Civic buildings;
 - 2. Natural features and open spaces; and
 - 3. Significant heritage properties.
- k) Civic buildings, other institutional buildings and other major buildings



and structures shall be encouraged to locate:

1. At the termination of a street or view corridor;
2. At street intersections; and
3. On Wonderland Road South in the Wonderland Boulevard Neighbourhood.

l) Safe Community Design it to promote safety, security and accessibility in public spaces through urban design including the design and siting of buildings and structures that:

1. Encourages continuous occupancy of public spaces;
2. Provides for opportunities for visual connections and ease of public access to adjacent streets, parks and other public areas;
3. Results in clear, unobstructed views of parks, school grounds, and open spaces from adjacent streets;
4. Ensures appropriate lighting, visibility and opportunities for informal surveillance and provided for walkways, parking lots, parking garages and open space areas;
5. Results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;
6. Encourages the provision of views into, out of and through publicly accessible interior spaces;
7. Precludes entrapment of the perception of entrapment through properly identified exists and signage; and *(OPA 652) (OPA 64)*
8. Results in accessibility for the disabled and elderly.

m) Community linkages will be established to connect other parts of the

city where possible through road, transit, pedestrian and bicycle links, to ensure that the entire city functions in an integrated manner.

ii) Public Realm

The public realm consists of streets and public frontages. The streets provide the traffic and parking capacity. The public frontages provide for pedestrian circulation and contribute to the character of the public right-of-way. The design of the public realm is defined by the type of sidewalk, curbing, planters, street furniture and street trees. Section 3.8 of this Plan provides detailed direction with respect to the design of typical streets, while Urban Design Guidelines may be prepared to give direction for public frontages and other design treatments.

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

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

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



design treatment, including wide sidewalks, special tree and feature planting, paving, lighting and signage design.

2. Neighbourhood Connectors

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

3. Neighbourhood Streets

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

4. Lanes/Window Streets

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

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

- b) Sidewalks shall generally be required on both sides of all streets with the exception of:
1. Residential streets with less than ten dwelling units or cul-de-sacs, where sidewalks shall be required on only one side of the street; and
 2. Lanes, where no sidewalks shall be required.
- c) Street furniture such as lighting, signage, parking metres, bicycle parking facilities, newspaper boxes, utilities, and garbage facilities



shall be designed and placed within a consistent and integrated system of form, pattern, shape, colour, and texture to avoid clutter. Utilities will be grouped or clustered wherever possible and shall not compromise the overall intended character and design response for the street as identified in this section and associated Neighbourhood policies.

- d) Pedestrian/cyclist comfort and safety shall be considered in the streetscape design for roads under the control of the City of London. In commercial, office, and mixed-use areas and Neighbourhood Central Activity Nodes, the design will provide for an enhanced streetscape and sidewalk environment for pedestrians. In these same areas, bicycle routes shall be appropriately placed to avoid conflict between on-street parking and the intended character of the public right-of-way.
- e) Rear lotting is not permitted along Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets in the Southwest Area Plan. In instances where the City is satisfied that there is no other alternative due to topography or other site constraints, a range of alternatives such as lanes, service roads, and "window" streets will be used to ensure a high quality of streetscape design. If there is no alternative to rear lotting, landscaping, as well as site and building design, will be used to mitigate the impact of the streetscape.
- f) Properties subject to noise impacts shall be buffered through mechanisms such as restrictions on the type of use, building design and location, siting of outdoor living areas and through the provision of landscaping including street trees. Buffering such as noise walls or fences, berms and rear lotting, which restrict visual and physical access to the street, shall be prohibited.
- g) Provision shall be made for street trees and

an appropriate planting environment along all streets within this plan.

- h) Where permitted, utilities shall co-locate under the sidewalk to provide optimal growing space for trees. In addition, above grade utility boxes/features are to be minimized and/or clustered. The preference is for these services to be placed below grade.
- i) Landscape walls or features for the purposes of identifying or delineating community/subdivision entrances shall not be permitted.
- j) Public Realm Design Guidelines, including Rights-of-Way cross-sections, may be prepared to provide further guidance for the development of public rights-of-ways in all designations of this plan.

iii) Buildings and Site Design

- a) Buildings, structures and landscaping shall be designed to provide visual interest to pedestrians, as well as a "sense of enclosure" to the street. Generally, heights of buildings shall also be related to road widths to create a more comfortable pedestrian environment, so that the wider the road width, the higher the building height.
- b) Where commercial development is permitted it will be encouraged in a "main street" format where retail and service commercial uses are oriented to the street creating a pleasant, pedestrian shopping environment, whether in stand-alone stores or in the ground floor of mixed-use buildings. In these areas:
 - The principal public entrance shall provide direct access onto the public sidewalk.
 - The primary windows and signage shall face the street.
 - Buildings facing the street shall be encouraged to have awnings, canopies, arcades or front porches to provide weather protection.
 - No parking, driveways, lanes or aisles shall be permitted between the buildings and public sidewalks.
 - Buildings shall have a consistent setback and parking lots abutting the street shall be limited and designed in accordance with the parking provisions in subsection g) below.
 - The location and design of any large-format retail stores shall consider the design alternatives set out in subsection g) below.
 - Any commercial nodes including large-format retail stores shall be integrated into the pattern of streets and blocks of which they are a part. The pattern of blocks and the physical design of the buildings in relation to the street shall encourage pedestrian circulation to form and within this commercial area. Streets, sidewalks and the orientation of buildings shall be designed to create comfortable, enjoyable pedestrian movement in the vibrant public realm.
- c) Buildings on corner lots at the intersection of Urban Thoroughfares, Civic

Boulevards, Rapid Transit Boulevards, Main Streets, and Neighbourhood Connectors shall be sited and massed towards the intersection.

- d) The rear and side building elevations of all buildings on corner lots shall be designed to take advantage of their extra visibility.
- e) In residential areas, garages shall be designated so that they are not the dominant feature in the streetscape. In particular, attached garages shall not:
 - Project beyond the facade or the dwelling or the facade (front face) of any porch; or
 - Contain garage doors that occupy more than 50% of the frontage of a lot unless the City is satisfied through the submission of detailed plans by the applicant that the garage doors can be appropriately integrated with the streetscape.
- f) Where is a significant transition in height between, it is preferable that this transition occurs over a street; meaning that one side of the street has one height and the opposite side is the other height. Where this is not possible there should be a gradual transition of height across the block. In some instances landscaping or other design mitigation measures may be used where, but not limited to, issues such as changes in topography or patterns of land assembly, mitigation measures shall be to the satisfaction of the City.
- g) Off-street parking areas shall be designed to reduce their visual impact on both the adjoining streetscape and on people using the site and/or facility by:
 1. Screening of the parking lot at the public right-of-way through the use of features such as low fences, walls and landscaping and in a manner which reflects the safe community design policies of this Section;
 2. Locating the parking lot, within





commercial or mixed-use developments, to the side or rear of the main building and permitting no or only minimal parking in front of the main building. Where large-format retail stores are proposed, design alternatives that contribute to the creation of a vibrant and active streetscape, may include, but not be limited to, locating large-format retail structures in the interior or at the rear of commercial or mixed-use development blocks with smaller stores and buildings oriented to the surrounding public rights-of-way to create a strong street presence. Alternatively, the frontage of the large-format retail store facing the public right-of-way should be lined with smaller stores with entrances oriented to the streetscape. Parking areas will be integrated with development associated with large-format retail stores, in a manner designed to contribute to the objective of a vibrant and active streetscape;

3. For all commercial, office, mixed-use and apartment building development proposals, appropriate buffering shall be provided between parking areas and "back-of-building" functions, such as loading/receiving areas and garbage/storage areas and adjacent land uses;
4. Parking should be located underground for large buildings, such as high-rise residential buildings, office buildings, and mixed-use buildings;
5. The use of landscaping or decorative paving to reduce the visual expanse of large parking areas;
6. Joint access to parking lots on adjoining properties where feasible;
7. Provision of pedestrian walkways adjacent to stores, between building clusters, and to provide pedestrian access to transit stops, public sidewalks and adjacent developments. These

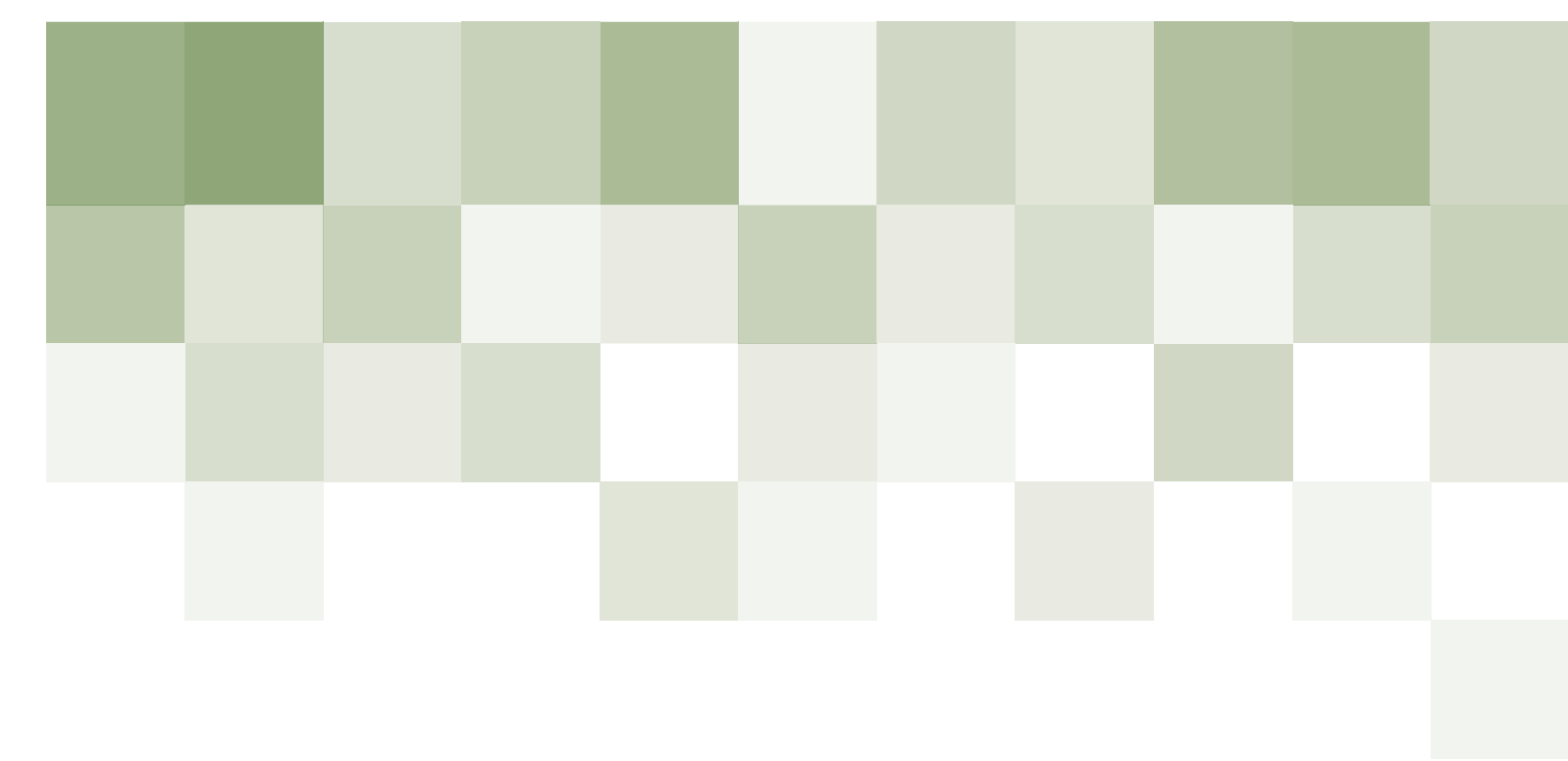


walkways may need to cross parking lots to provide the required access; and,

8. The interior of the site be designed to give pedestrian connections from the public right-of-way priority through the site/parking field, while enhancing the pedestrian environment and ensuring the site is easily navigable.
- h) All commercial and office development proposals shall demonstrate safe, effective and accessible pedestrian-, bicycle- and transit-oriented transportation linkages from residential areas, and between and within these developments.
- i) Landscaping requirements shall ensure:
 1. The creation of a human scale within new development.
 2. The enhancement of pedestrian comfort.
 3. The provision of features which contribute to the definition of public open space, framing of views and focal points, direction of pedestrian movement and demarcation of areas with different functions.
 4. Landscape design that promotes the use of native species and enhancement of ecological stability and integrity to reduce the heat island effect.
- j) Where industrial development is permitted it shall contribute to the public realm in the following ways:
 1. Development is to be integrated in the streetscape utilizing quality and varied built forms and by minimizing parking facilities and other hardstand areas along the street frontage.
 2. Parking within the front yard is discouraged. Preferably, parking should be located behind and/or at the side of the building.

3. Garbage holding areas, and loading and servicing areas shall be designed as an integral part of the development on each site. It is preferred that loading bays be entirely contained within buildings. Where it is not possible to internalize loading and servicing areas, external loading and servicing areas will be fully screened from view. The garbage holding area facility is to be fully screened from public view and is to be located clear of all landscaped areas, driveways, turning areas, truck standing areas and car parking spaces.
4. The siting of buildings is to spatially define the street, provide high quality active frontages and provide opportunities for landscape planting in order to improve the visual quality of the streetscape.
5. All major rooftop or exposed structures including lift motor rooms, plant rooms etc., together with air conditioning, satellite dishes, ventilation and exhaust systems, should be suitably screened and integrated with the building. Parapets can help in screening such services.
6. Building facades are to be of a simple modern architectural style and include a variety of material types that reflect the industrial character of the street.
7. Where large areas of car parking are proposed (in excess of 20 spaces) at the side or rear of the building, 'garden bays' comprising vegetated landscaped areas and/or landscape trees with grass areas, are encouraged at regular intervals in order to soften the appearance of these areas and to provide shade during summer. *(OPA 64)*





4.0 General Land Use Policies

4.1 Residential

i) Function and Purpose

It is intended that the Low, Medium and High Density Residential designations will support an urban housing stock, with residential intensity generally decreasing with greater distance from the Wonderland Road South corridor. Residential areas are to accommodate a diversity of dwelling types, building forms and heights, and densities in order to use land efficiently, provide for a variety of housing prices, and to allow for members of the community to "age-in-place". The maintenance and enhancement of existing residential areas, and the development of new residential areas at higher than current densities, will provide a population base to help to support neighbourhood community facilities, the stores and services offered in the Village Core of Wonderland Road South Commercial Area, and the provision of transit routes along the higher order roads serving the area. Planning applications to reduce the specified minimum residential density of these areas may be considered in accordance with policy 16.4 v). General policies which follow apply to the Low, Medium and High Density Residential designations within the following Neighbourhood Areas of this Secondary Plan. Individual policies that apply to the residential designations

within specific Neighbourhood Areas are detailed within the relevant Neighbourhood Area policies of this Plan:

- a) Wonderland Boulevard
- b) Lambeth
- c) Lambeth Village Core
- d) Bostwick Residential
- e) North Lambeth Residential
- f) Central Longwoods Residential
- g) South Longwoods Residential
- h) North Talbot Residential
- i) North Longwoods Residential

ii) Character

Primarily, the residential areas will develop as traditional suburban neighbourhoods with characteristics similar to those found in the older areas of the City of London, reflecting compact development, a diversity of building massing and types, and walkable amenities to enhance the day-to-day living experience. This designation will have a variety of setbacks, depending on the built form and level of intensity. Medium Density Residential designations and Transitional Industrial designations along parts of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street network, and the Residential designation within the Wonderland Boulevard Neighbourhood, will provide for higher than the traditional densities found in traditional suburban neighbourhoods.

iii) All Residential Designations in all Neighbourhoods

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

The primary transit network is expected to be provided on Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets. For all Draft Plan of Subdivision, Consent and Site Plan applications that include land within 400 metres of an Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street, the requirements for a complete

application shall include the submission of a plan that demonstrates the provision of viable, safe and effective pedestrian linkages to the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street, to provide pedestrian access to potential future transit services. Public streets are preferred, however, pathway connections may be considered on a case-specific basis.

b) Access to Bradley Avenue

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

c) Mix of Residential Forms

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

iv) Residential Development Intensity Adjacent to Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets

a) Function and Purpose

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



This policy applies in the Medium Density Residential, and the Transitional Industrial designations in the following specific areas:

- i) The south side of Southdale Road West between Colonel Talbot Road and Wharncliffe Road South;
- ii) Bostwick Road between Southdale Road West and Wharncliffe Road South;
- iii) The east side of Colonel Talbot Road within the North Lambeth Residential Neighbourhood;
- iv) Exeter Road between Wonderland Road South and White Oak Road; and,
- v) Pack Road/Bradley Avenue between Colonel Talbot Road and Wonderland Road South.

It is important that residential development along Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets provide opportunities that are designed to create linkages between the Community's interior and the Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets to provide access to the major transportation corridors and to be active, attractive and safe for pedestrian users. Rear lotting of free-hold lots, and building orientation within multi-family blocks that presents the backs of buildings to the Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets shall be avoided along Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street streetscapes. High quality

landscaping in combination with street-orientated built form, are the key elements required to ensure functionality and appearance of Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street streetscapes as pedestrian-friendly transit-oriented corridors.

b) Character

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

c) Intent

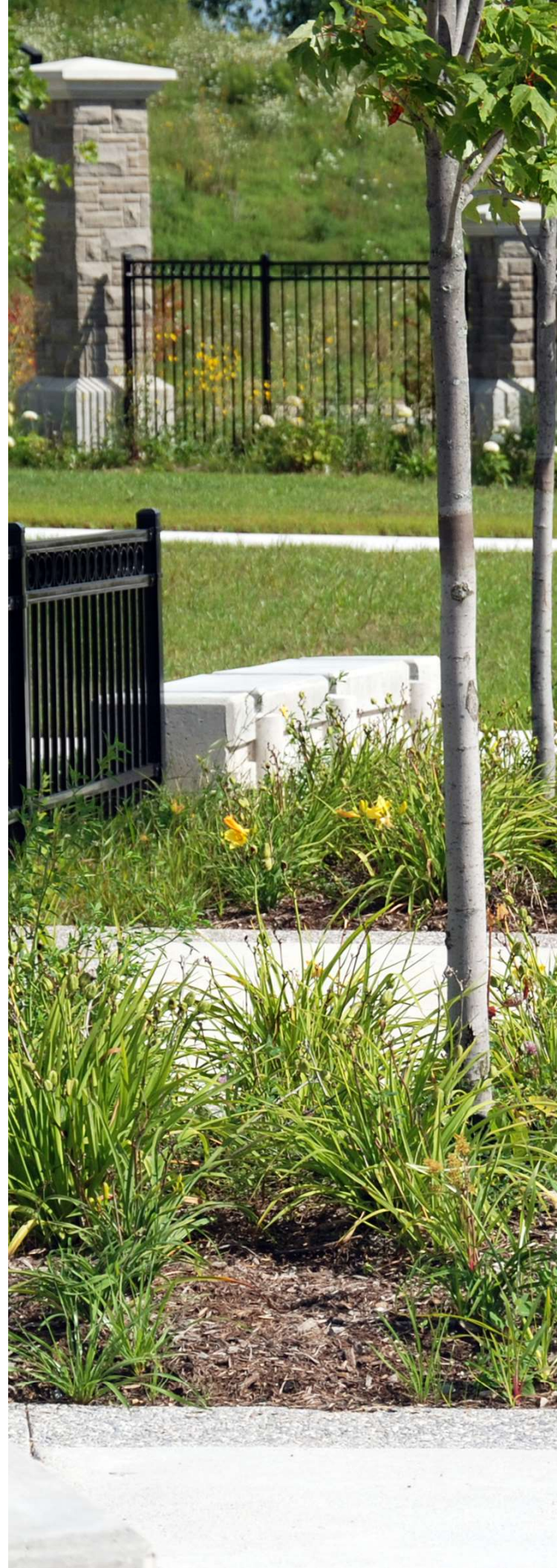
This policy area is intended to provide for transit-oriented, low-rise to mid-rise residential development at a slightly higher intensity than is typical for medium density development, providing for development at suitable densities to support transit along the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard and Main Street network.

d) Permitted Uses

Permitted uses in this area shall be as permitted in the Residential policies for the applicable Neighbourhood.

e) Built Form and Intensity

1. Development shall occur at a minimum density of 30 units per hectare and a maximum density of 100 units per hectare. Building heights shall be a minimum of two storeys and a maximum of nine storeys.





2. A residential density exceeding 100 units per hectare (up to 120 units per hectare) may be permitted through a site-specific zoning by-law amendment, site plan application, and associated urban design review.

- Conformity with the City Design chapter of *The London Plan* and this Secondary Plan shall be demonstrated through the preparation of a concept plan of the site that exceeds the prevailing densities for the planning area.
- Parking facilities shall be designed to minimize the visual impact from adjacent properties and the public realm and provide for enhanced amenity and recreation areas for the residents of the development.
- Buildings shall be located close to the street and designed to be street oriented such that the functional front and main entrances to the building face the street.
- Subdivisions and site plans shall provide for safe and accessible pedestrian connections for the public between the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street and the interior of the adjacent neighbourhoods, which are integrated into the design and function of the site.
- Subdivisions and site plan shall provide for an enhanced pedestrian environment adjacent to the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street.

v) **Application To Expand or Add**
Applications to expand the Medium Density Residential designation applicable



to portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street network will be evaluated using all of the policies of this Secondary Plan. It is not intended that this policy will be applied within the internal portions of the Neighbourhoods, and any expansions or additions to the areas affected by this policy shall be adjacent to, and have exposure to, an Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard or Main Street on which transit service is to be provided. (OPA 64)

4.2 Institutional

The policies of *The London Plan* shall apply to all Institutional designations. (OPA 64)

4.3 Open Space

i) Function and Purpose

The Open Space designation will apply to lands within the Southwest Planning Area that are intended for active and passive recreation, and that are components of the city's natural heritage system. Visible connections and linkages to the Open Space designation will serve as prominent features and amenities to residential neighbourhoods. Open Space lands will also serve as a buffer for the residential neighbourhoods adjacent to the high intensity land uses of the Wonderland Boulevard Neighbourhood. Enhanced, visible connections to the open space areas will be incorporated into all Neighbourhood Areas, and will promote appropriate linkages within and between neighbourhoods.



The Open Space designation is made of four sub-areas:

- Public Parkland - Active Recreation;
- Public Parkland - Urban Parks;
- Natural Heritage/Environmental; and,
- Stormwater Management.

ii) Character

Four distinct types of open space are identified in this Plan:

- a) Public Parkland - Active Recreation - This area will have an active recreation character. The primary design focus will be to accommodate neighbourhood recreational needs such as multi-use and recreational pathways, play structures, basketball, skateboarding and playing fields. Opportunities for passive recreation are also to be integrated into active recreation park spaces.
- b) Public Parkland - Urban Parks - These smaller parks, will generally have a minimum area of 2,500 square metres and will be situated at key neighbourhood locations and provide a higher standard of design and amenity and Active Recreation parks. Features such as sitting areas, arbours, plazas, pedestrian pathways and enhanced planting shall be encouraged. Urban parks will be designed as an integral and natural extension of the public right-of-way.
- c) Natural Heritage/Environmental - This open space area is intended to protect the features and functions of the Natural Heritage System. In addition to providing opportunities to enhance the natural heritage system through naturalization and restoration of environmental buffers and linkages, it may allow for pedestrian trails and other forms of passive recreation, where appropriate.



- d) Stormwater Management - Subject to the Infrastructure policies in the Natural Heritage and the Storm Drainage and Stormwater Management policies in the Civic Infrastructure chapter of *The London Plan*, stormwater management facilities may be located adjacent to, or within the natural heritage system and shall be integrated into their environment. Stormwater management facilities may also form part of an integrated trail system. (OPA 64)





5.0 Neighbourhoods and Land Use

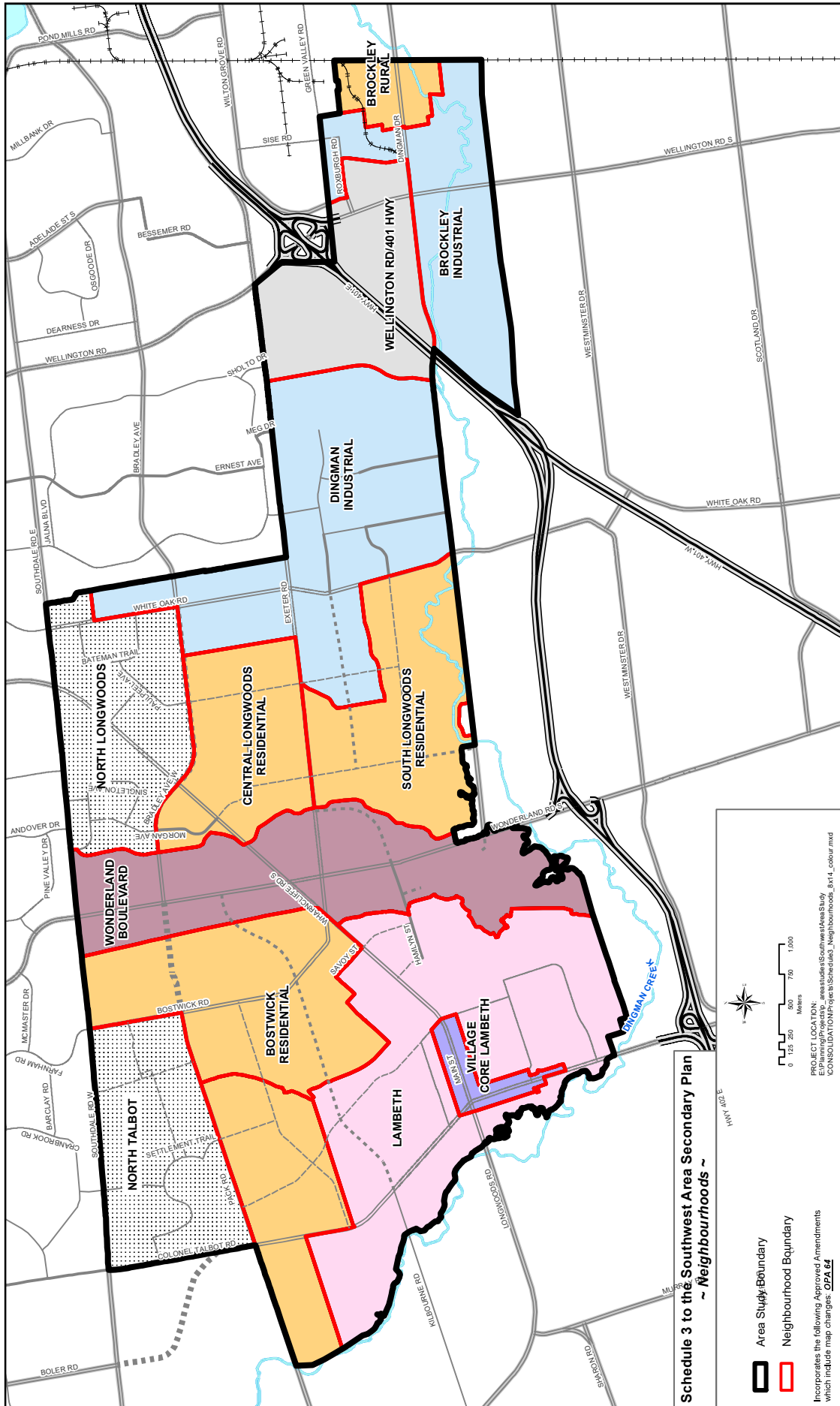
This Secondary Plan is organized on the basis of Neighbourhood Areas which have specific functions and characteristics. The Neighbourhoods are delineated on Schedule 3 of this Plan. Parts 6.0 through 15.0 of this Plan contain Schedules showing the Secondary Plan Land Use Designations for the applicable Neighbourhoods, along with special policies pertaining specifically to the Land Use Designations within that Neighbourhood. Neighbourhoods that are similar in nature and have similar special policies, have been grouped together in one Part. These Parts are to be read in conjunction with the remainder of this Secondary Plan and with the relevant policies of *The London Plan*. The Neighbourhoods within the Southwest Planning Area are as follows:

- i) Wonderland Boulevard
- ii) Lambeth Residential
- iii) Lambeth Village Core
- iv) Bostwick Residential
- v) North Lambeth Residential
- vi) Central Longwoods Residential
- vii) South Longwoods Residential
- viii) North Talbot Residential
- ix) North Longwoods Residential



- x) Brockley Rural Neighbourhood
- xi) Dingman Industrial
- xii) Brockley Industrial
- xiii) Wellington Road/Highway 401

For ease of reference, a compiled Land Use Designation Plan is included in this part as Schedule 4. Should there be any discrepancy between Schedule 4 and Schedules 5 through 17 shall prevail. *(OPA 64)*



**Schedule 3 to the Southwest Area Secondary Plan
~ Neighbourhoods ~**




















Area Study Boundary
 Neighbourhood Boundary

Incorporates the following Approved Amendments
 which include map changes: **OPA #4**

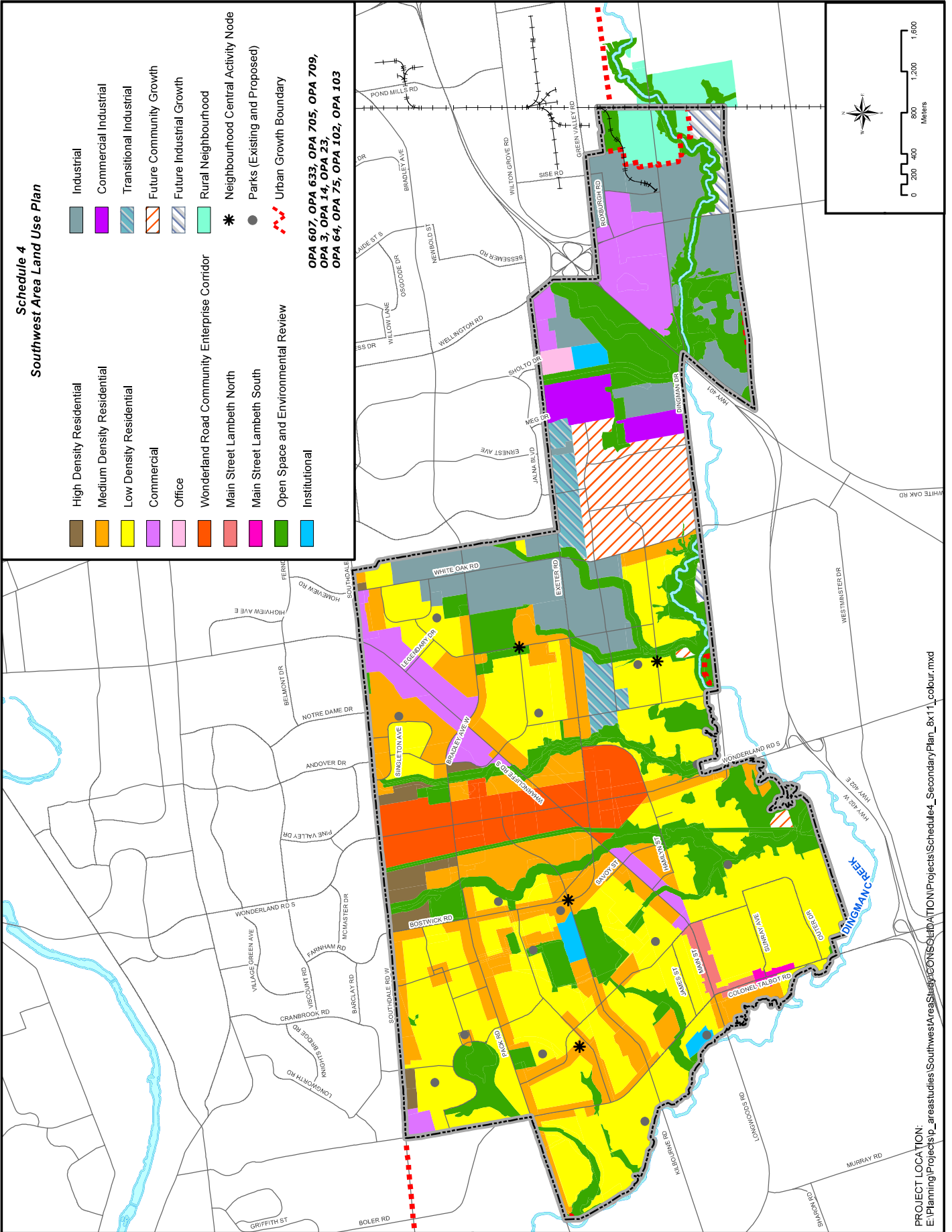
0 125 250 500 750 1000
 Meters

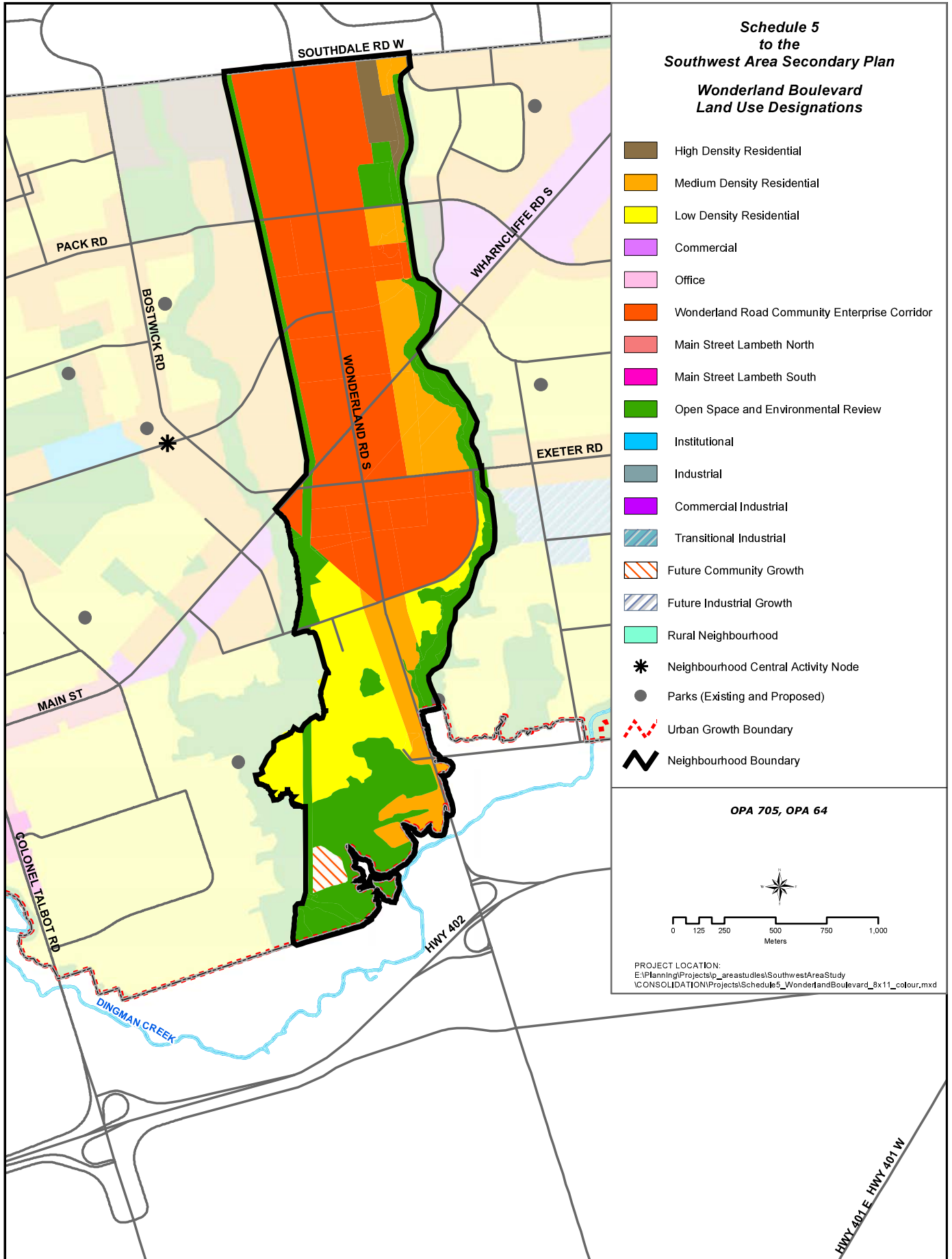
PROJECT: OCA 1701 -
 E-Plan and Project ID: areas-studies\Southwest Area Study
 CONSOLIDATION Project to Schedule 3, Neighbourhoods_8414_cobour.mxd

**Schedule 4
Southwest Area Land Use Plan**

- | | | | |
|---|---|---|-------------------------------------|
|  | High Density Residential |  | Industrial |
|  | Medium Density Residential |  | Commercial Industrial |
|  | Low Density Residential |  | Transitional Industrial |
|  | Commercial |  | Future Community Growth |
|  | Office |  | Future Industrial Growth |
|  | Wonderland Road Community Enterprise Corridor |  | Rural Neighbourhood |
|  | Main Street Lambeth North |  | Neighbourhood Central Activity Node |
|  | Main Street Lambeth South |  | Parks (Existing and Proposed) |
|  | Open Space and Environmental Review |  | Urban Growth Boundary |
|  | Institutional | | |

**OPA 607, OPA 633, OPA 705, OPA 709,
OPA 3, OPA 14, OPA 23,
OPA 64, OPA 75, OPA 102, OPA 103**









6.0 Wonderland Boulevard Neighbourhood

The Land Use Designations for the neighbourhood are shown on Schedule 5.

i) **Function and Purpose**

The centrepiece of the Wonderland Boulevard Neighbourhood is Wonderland Road South, which is the primary north/south corridor functioning as a gateway into the city from Highways 401 and 402, and as a focal area which will create the identity for the broader Southwest Secondary Planning Area. Wonderland Road South will be designed to allow for unique and convenient access between land uses that may be developed on the lands adjacent to Wonderland Road South to the adjacent neighbourhoods east and west of the corridor. The Wonderland Boulevard Neighbourhood is planned to be a diverse community that provides the highest degree of amenities and employment opportunities for its residents and those of the neighbouring areas. The Wonderland Road Community Enterprise Corridor land use designation and policies for the Wonderland Road South corridor between Southdale Road West and Hamlyn Street create opportunities for a broad mix of commercial, office, residential and institutional uses. The Plan also provides for a mix of medium and low density housing forms at a higher than usual level of intensity in this Neighbourhood Area. Together, the range and intensity of permitted uses

support a higher order transportation corridor along Wonderland Road South, consistent with the Province of Ontario **Transit Supportive Guidelines**. The corridor also emphasizes walking and bicycling as an alternative means of transportation.

The Wonderland Boulevard Neighbourhood, as shown in Schedule 5, is subject to the general policies and the following Neighbourhood Area policies of this Secondary Plan, for the following land use designations:

- a) Low Density Residential
- b) Medium Density Residential
- c) High Density Residential
- d) Wonderland Road Community Enterprise Corridor

ii) Character

The Wonderland Boulevard Neighbourhood will develop as a mixed-use community characterized by a high intensity of built form to support transit services. Wonderland Road South may be designed to facilitate the efficient movement of through traffic, provide enhanced landscaping, on-street parking, bicycle lanes and sidewalks to provide easy and safe access to the adjacent land uses and contribute to a high degree of pedestrian amenity. Where appropriate, specific building setbacks and site design strategies adjacent to Wonderland Road South will be encouraged to facilitate a visually pleasing, tree lined gateway into the Forest City.

Portions of this Neighbourhood may develop with a very "urban" character within a suburban setting. The corridor design provides opportunities for pedestrian-scale, street-oriented land use development along a suburban transit corridor.

A key element of this corridor is the Wonderland Road Community Enterprise Corridor land use designation. This designation is intended to provide for a

mix of commercial, office, residential and institutional land uses within the corridor without allocating those uses to a specific location within the corridor. (OPA 64)

6.1 Wonderland Road Community Enterprise Corridor

i) Intent

The Wonderland Road Community Enterprise Corridor designation is intended to provide for a wide range of commercial, office, residential, and institutional uses in low to mid-rise built forms. Both stand-alone and mixed-use developments are permitted.

It is anticipated that the area may redevelop over time, such that new mixed-use developments or reformatted commercial development may occur. In order to provide for these redevelopment opportunities, a grid pattern of development shall be encouraged through the provision and dedication of local roads and/or rights-of-way aligned perpendicular to Wonderland Road South for the lands designated as Wonderland Road Community Enterprise Corridor. In advance of redevelopment, this grid pattern will establish an organizing structure for the land uses permitted within the designation.

Commercial uses within this designation are intended to complement the more traditional commercial uses and forms in the Lambeth Village Core, and serve local, neighbourhood and city needs. It is not intended that the specific location of commercial uses be identified within this designation, however, such uses shall be encouraged to locate in mixed-use developments over time with the opportunity to incorporate office and/or residential uses.

ii) Permitted Uses

A broad range of retail, service, office, entertainment, recreational, educational, institutional, and residential uses may be permitted within the Wonderland Road Community Enterprise Corridor.



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

A mix of any of these permitted uses within a single building is also permitted and shall be encouraged.

Uses with large amounts of outdoor storage, large warehouse components, storage of heavy vehicles, and/or emitting noise, vibration, or dust, will not be permitted. Uses that are not compatible with residential and retail uses will not be permitted.

iii) Development Pattern/Local Street Connections

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

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

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

iv) Compatibility Between Land Uses

Lands within the Wonderland Road Community Enterprise Corridor may develop over a period of time, and the location of the various permitted land uses is not prescribed. In order to ensure compatibility between developments, design guidelines shall be developed to ensure appropriate relationships between different forms of development and different land uses. Minimum landscape requirements, shared parking areas, and integrated site access shall be required. Development proposals on lands within the Wonderland Road Community Enterprise Corridor shall demonstrate how they are integrated, and compatible with adjacent development.

v) Intensity

- a) Commercial development for the entire Wonderland Road Community Enterprise Corridor designation shall not exceed 100,000 square metres gross floor area. For the purposes of this limit, this shall not include those lands generally located north of the Bradley Avenue extension that are currently developed or are approved/under construction as of October, 2012.
- b) Standard maximum heights shall not exceed four storeys. Upper maximum height of six storeys may be permitted through a site-specific zoning by-law amendment.
- c) Residential development shall occur at a minimum density of 30 units per hectare and a maximum density of 75 units per hectare. A residential density exceeding 75 units per hectare (up to 100 units per hectare) may be permitted through a site-specific zoning by-law amendment.
- d) Office development for the entire Wonderland Road Community Enterprise Corridor shall not exceed 20,000m², excluding small scale service offices and medical/dental offices, and each building shall not exceed a maximum gross floor area of 2,000m².
- e) The Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites.

vi) Built Form

- a) Built form may be of a low to mid-rise height, however minimum height and setbacks may be established in the Zoning By-law to ensure that development will result in a strong, street-related built edge and achieve other design objectives for this area. In particular, development will be encouraged in a "main street" format where buildings are oriented to a public street. Permitted uses are encouraged in mixed-use developments or buildings.
- b) Developments shall be planned on the basis that future intensification will occur, either by intensification or redevelopment or through a

combination of approaches. Nevertheless, except for minor buildings and structures, development will be viewed a permanent (i.e. potentially remaining for the long term). Accordingly, development shall be located at appropriate locations so that future phases of intensification are not inhibited. Over time, the redevelopment of lands within this designation will be encouraged to include residential or office uses in a mixed-use format.

- c) Development shall be designed to be pedestrian and transit friendly from the outset. In particular, development shall be generally oriented to the street where possible and designed to promote a vital and safe street life and to support early provision of transit. However, where large-scale stores are permitted, given that they are often not conducive to a pedestrian oriented street setting, design alternative to address this issue will be utilized. These may include locating these stores in the interior of a commercial or mixed-use development block with small-scale stores and other buildings oriented to the surrounding major roads to create a strong street presence. Alternatively, the frontage of the building facing a major road could be lined with small-scale stores and/or have multiple entrances.
- d) The Urban Design policies of Section 3.9 of this Plan shall apply.

vii) Parking - Office and Residential Development

- a) Parking will be located underground, in a structure integrated into the building or at the rear of the property behind the building or in a surface parking field to the rear of the building. Surface parking may be considered in the interior side yard, provided design measures are used to mitigate the view of the parking field from the public realm. Parking is not permitted along the property frontage between the building and the public right-of-way.





- b) Appropriate buffering shall be provided between parking areas and "back of building" functions, such as loading/receiving areas and garbage/storage areas, and adjacent land uses of the public realm. (*OPA 656, OPA 64*)

6.2 Low Density Residential

- i) **Intent**

The Low Density Residential designation is intended to provide for a higher intensity of low density residential development than typically occurs in suburban low density areas. These lands are located south of Exeter Road east and west of Wonderland Road South. These areas are adjacent to natural areas, and opportunities for innovative development that takes advantage of these natural heritage features shall be encouraged.

- ii) **Permitted Uses**

Permitted Uses in the Low Density Residential designation shall include single detached, semi-detached, duplex, townhouse and stacked townhouse dwellings.

- iii) **Built Form and Intensity**

- a) Development shall occur at a minimum density of 15 units per hectare. A residential density exceeding 30 units per hectare may be permitted through a site specific zoning by-law amendment, site plan application, and urban design review.
- b) Development shall be subject to height limitations in the Zoning By-law which are sensitive to the scale of development in the



surrounding neighbourhood. Building heights shall be a maximum of four storeys.

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

(OPA 64)

6.3 Medium Density Residential

i) Intent

The Medium Density Residential designation is intended to provide for a higher intensity of medium density residential development than typically occurs in medium density areas. This is to be achieved by requiring a minimum density of development and encouraging the integration of the permitted range of housing types within individual developments and with the adjacent developments within the Neighbourhood Area.

ii) Permitted Uses

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

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

iii) Built Form and Intensity

- a) Development shall occur at a minimum density of 35 units per hectare.

- b) Building heights shall generally not be permitted to exceed six storeys.
- c) The Urban Design policies of Section 3.9 and the General Residential policies of Section 4.1 of this Plan shall apply.
- d) A residential density exceeding 75 units per hectare (up to 100 units per hectare) may be permitted through a site-specific zoning by-law amendment and site plan application. Urban design review shall be required. A request for an increase in density shall also be subject to the following criteria:
 - 1. The development is to be designed and occupied for seniors housing, or shall include provision for unique attributes and/or amenities that may not normally be provided for medium density projects having a public benefit, such as, but not limited to, enhanced open space and recreational facilities, innovative forms of housing and architectural design features;
 - 2. Parking facilities shall be designed to minimize the visual impact off-site and provide for enhanced amenity and recreation areas for the residents of the development;
 - 3. Conformity with the City Design chapter of *The London Plan* and this Plan shall be demonstrated through the preparation of a concept plan of the site that is consistent with the standards for the planning area; and,
 - 4. The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City. (OPA 64)

6.4 High Density Residential for Lands North of Exeter Road

i) Intent

The High Density Residential Designation provides for transit-oriented, mid- to high-rise, residential development that is not mixed-use in nature.

ii) Permitted Uses

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

iii) Built Form and Intensity

- a) Development shall be subject to height limitations in the Zoning By-law which are sensitive to the scale of development in the surrounding neighbourhood.



- b) The Urban Design policies of Section 3.9 and the General Residential policies of Section 4.1 of this Plan shall apply. (OPA 64)

6.5 17 and 31 Exeter Road

The following policies will apply to the lands identified in Land Use Schedule 5A and municipally known as 17 and 31 Exeter Road.

i) **Applicable Policies**

All the policies of the Wonderland Road Community Enterprise Corridor apply except where modified by these site specific policies.

ii) **Function and Purpose**

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

to the uses located within the Wonderland Road Community Enterprise Corridor while supporting the Wonderland Road Community Enterprise Corridor uses.

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

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

iii) Character

Development should provide for a walkable urban main street experience on a pedestrian scale. Buildings along Exeter and Wonderland Road should be street-oriented, with the public right-of-way designed to support pedestrian activity and street-oriented retail or other active uses. Boulevards may include wider sidewalks and may include outdoor patio areas, and hard and soft surface landscaping treatments, including street trees and furniture; all to create a vibrant street context.

iv) Permitted Uses

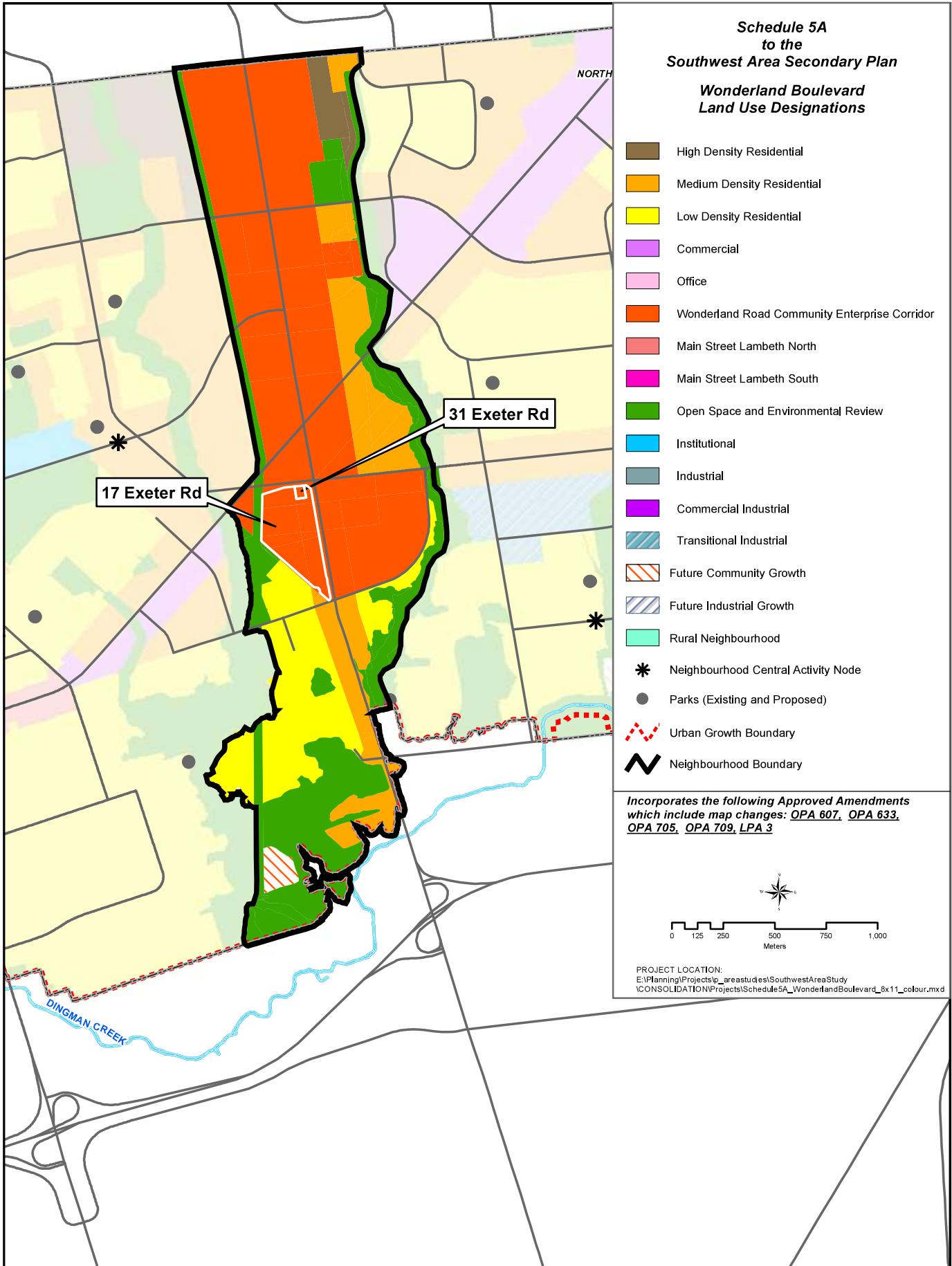
- a) Commercial/Institutional land uses including but not limited to retail commercial uses; service and repair establishments, food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; professional and personal service offices; entertainment uses; galleries; studios; automobile-oriented commercial use; community facilities such as libraries and day care centres.
- b) Office Uses
- c) High Density Residential Uses
- d) Mixed-Use Building that include two or more of the following uses:
Office Uses, Residential Uses, Commercial Uses and/or Institutional Uses

v) Special Use Provisions

- a) No individual commercial use on these lands is to exceed 2,800 square metres gross floor area (30,139 square feet).
- b) Mixed-Use commercial/office/residential buildings shall not exceed 75 residential units per hectare and a maximum height of 4 storeys.
- c) High density residential buildings shall not exceed 150 residential units per hectare and 10 to 12 storeys in height. *(OPA 64)*

6.6 3334 and 3354 Wonderland Road South

In the Wonderland Road Community Enterprise Corridor at 3334 and 3354 Wonderland Road South the following site specific polices apply. Notwithstanding the Urban Design Policies of subsection 3.9, where associated with a Casino and comprising part of a forecourt design, parking, driveways, lanes, and aisles shall be permitted between buildings and the public sidewalks. *(OPA 705)*



**Schedule 6
to the
Southwest Area Secondary Plan**

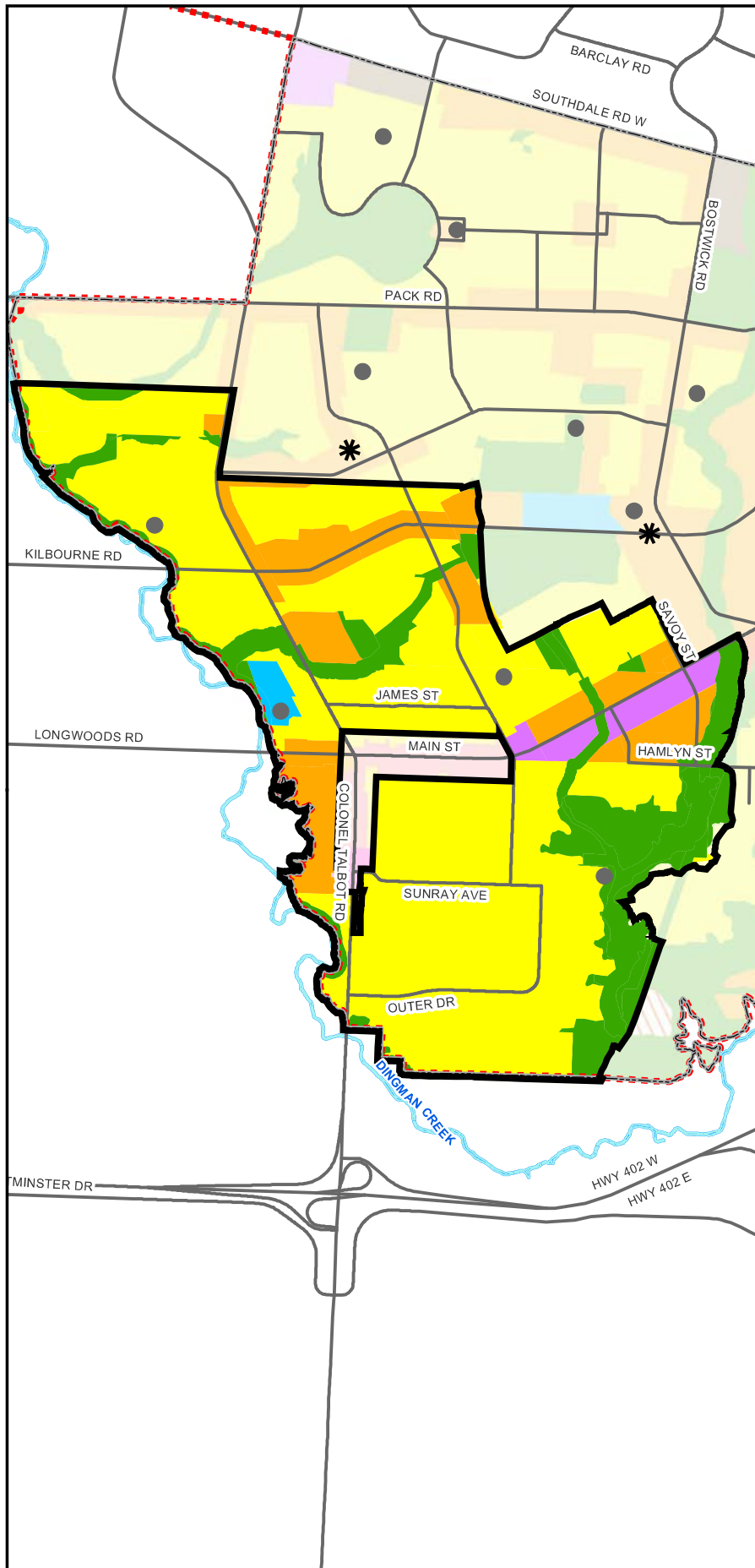
***Lambeth Residential
Neighbourhood Land Use
Designations***

-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Commercial
-  Office
-  Wonderland Road Community Enterprise Corridor
-  Main Street Lambeth North
-  Main Street Lambeth South
-  Open Space and Environmental Review
-  Institutional
-  Industrial
-  Commercial Industrial
-  Transitional Industrial
-  Future Community Growth
-  Future Industrial Growth
-  Rural Neighbourhood
-  Neighbourhood Central Activity Node
-  Parks (Existing and Proposed)
-  Urban Growth Boundary
-  Neighbourhood Boundary

OPA 633, OPA 23, OPA 64



PROJECT LOCATION:
E:\Planning\Projects\p_areasudies\SouthwestAreaStudy
CONSOLIDATION\Projects\Schedule6_Lambeth_8x11_colour.mxd







7.0 Lambeth Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 6.

i) **Function and Purpose**

The Lambeth Neighbourhood has a close relationship to the Lambeth Village Core. It includes an existing/future commercial strip fronting Wharncliffe Road South to support and complement the Village Core, provide the opportunity for mixed-use development and create a major gateway into the community. Existing office conversions on the north side of Wharncliffe Road South immediately north of the Village Core are recognized, and further opportunities for dwelling conversions for office or retail purposes are provided. The longer term redevelopment of these properties for mixed-use residential building at a higher residential intensity, with office or commercial uses at grade is encouraged. Policies also provide for the existing and future development of commercial uses on the south side of Wharncliffe Road South between Campbell Street North and the open space corridor immediately north of Savory Street.

The Neighbourhood is primarily residential. The maintenance and enhancement of existing residential areas, and the development of new residential areas will provide a nearby population base to support the stores and services that make up a healthy and sustainable village core.

New residential development north of Longwoods Road will be of an intensity that is generally higher than achieved in other areas of the city, but is less than the intensity of the Bostwick Neighbourhood. The focus for new development is to be on a mix of low to mid-rise housing forms,



ranging from single detached dwellings to low rise apartment buildings within individual subdivisions and throughout the neighbourhood. This is to be achieved by requiring a minimum density of development and encouraging the integration of the permitted range of housing types within individual developments.

South of Longwoods Road, redevelopment and new development will primarily occur at low intensities in keeping with existing development. New medium density residential development will occur between existing development and Dingman Creek.

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

ii) Character

The redevelopment and new development in Lambeth, south of Longwoods Road, will reflect the existing character of the Lambeth neighbourhood and will provide a walkable environment with a pedestrian scales. Sites internal to the neighbourhood will continue to be of a low rise height that builds upon the

traditional "mainstreet" character in proximity to the Village Core. While most of the built form within established neighbourhoods is already in place, there is an ongoing opportunity to enhance the neighbourhood's valuable characteristics. In the future, opportunities to strengthen public transit and the use of alternative transportation methods, conserve the aging building stock, and increase housing choices, while maintaining existing neighbourhood character and enhancing the design of the public realm may exist through appropriate redevelopment.

Office and retail conversions and new mixed-use, medium density residential development along the north side of Wharncliffe Road South, and new commercial development and medium density residential development on the south side of Wharncliffe Road South will support and complement the character of the Village Core, forming part of the major gateway into the community.

The built form of all development will be primarily street-oriented on all public rights-of-way. (OPA 64)

7.1 Low Density Residential

i) Intent

The intent of this designation is to provide for low-intensity residential uses consistent with existing and planned development.

ii) Permitted Uses

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

iii) Build Form and Intensity

- a) Development shall occur at a minimum density of 6.4 units per hectare, less than the mini 15 units per hectare and a maximum density of 30 units per hectare. Building heights shall not exceed four storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.
- b) Build form is to be street-oriented on all public rights-of-way. Specific building setbacks may be considered where a larger setback will support the preservation of existing character and the retention of aging building stock.
- c) As part of a complete application, the owner shall clearly demonstrate that the proposed development is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments.
- d) The Urban Design policies of Section 3.9 of this Plan shall apply. *(OPA 64)*

iv) 7098-7118 Kilbourn Road

For the single detached dwellings within the





vacant land condominium development, notwithstanding policy 7.1.iii.a), for minimum density, a minimum density of 6.4 units per hectare will be permitted on site. (OPA 73)

7.2 Medium Density Residential

i) Intent

Medium Density Residential development within the Lambeth Neighbourhood is intended to provide for medium intensity residential uses that are consistent with existing and planned development, and complement and support the commercial and service-oriented uses of the Lambeth Village Core Neighbourhood. Three areas located to the immediate west of the Village Core, fronting and to the north of Hamlyn Street, and north of the open space corridor along Kilbourne Road, the east side of Colonel Talbot Road, and Campbell Street North, are intended for a mix of multiple-family residential types and forms at slightly higher intensities than is found in more recent suburban neighbourhoods. This is to be achieved by requiring a minimum density of development and encouraging the integration of the permitted range of housing types within individual developments.

On the north-west side of Wharncliffe Road South between the Village Core and Savoy Street, the intent is to provide opportunities to recognize existing single detached dwellings, re-purpose existing housing stock through office and retail conversion, and to transition over a longer period, to intensive forms of residential uses or residential mixed-use forms that contribute to the urban "mainstreet" to the south.

ii) Permitted Uses

With the exception of the lands northwest of Wharncliffe Road South between Campbell Street North and Savoy Street, the primary permitted uses in the Medium Density Residential designation include multiple-attached dwellings, such as townhouses or cluster houses, low-rise apartment buildings,

rooming and boarding houses, emergency care facilities, small-scale nursing homes, rest homes, homes for the aged, low density forms such as semi-detached and duplex dwellings, triplexes and fourplexes, and the conversion of existing single detached homes. Single detached dwellings shall not be permitted within plans of subdivision or cluster development. New convenience commercial uses, group homes, home occupations, community facilities, funeral homes, commercial recreation facilities, small-scale office developments, and office conversions shall not be permitted.

On the lands on the northwest side of Wharncliffe Road South between Campbell Street North and Savoy Street, permitted uses in the Medium Density Residential designation include townhouses, stacked townhouses, low-rise apartments, emergency care facilities, low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes, and the conversion of existing single detached homes. Development of mixed-use forms with small-scale commercial or retail uses on the main floor and residential development above, is encouraged. Such uses may include, but shall not be limited to: convenience commercial uses, eat-in restaurants, day care centres, financial institutions, professional and service offices, medical and dental offices and clinics, personal services, pharmacies, a limited amount and range of retail uses, studios and galleries, specialty food stores, and fitness and wellness establishments.

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

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

iii) Built Form and Intensity

- a) Development shall occur at a minimum density of 30 units per hectare and a maximum density of 75 units per hectare. Building heights shall not exceed four storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.
- b) A residential density exceeding 75 units per hectare (up to 100 units per hectare) may be permitted through a site-specific zoning by-law amendment.
- c) New residential development along the north side of Wharncliffe Road South, between Campbell Street North and the Wonderland Boulevard neighbourhood:
 1. Is encouraged to have building floorplates that are designed and constructed in a manner that ensures flexibility and adaptability for potential office or commercial use at grade with residential uses located at, or above, grade. Purpose designed residential buildings will be permitted to have at-grade commercial or retail uses;
 2. Shall have a built form with a low-rise height, and with a setback and roof line consistent with or complementary to the "village" streetscape character of the Lambeth Village Core;



3. Consistent with the relevant policies of *The London Plan* and policy 7.2 ii) of this Plan, office and retail conversions may involve minor additions to the existing building where these facilitate the use of the building for office or retail purposes. Retention of the general form and character of converted buildings will be required.
- d) The conversion of existing dwellings retail uses along the north-west side of Wharncliffe Road South, between Campbell Street North and 3967 Savoy Street:
1. Shall be defined as the total or partial conversion of a residential building for retail use. Retail conversions may involve minor additions to the existing building where these facilitate the use of the building for retail uses. Retention of the general form and character of the buildings converted for retail use will be required.
 2. Will require site plan approval which will be evaluated on the basis of the following criteria:
 - Provisions have been made for landscaping, privacy, screening or any other appropriate measures necessary to protect the amenity of adjacent residential properties;
 - The residential appearance of the existing building is maintained and external evidence of the retail use is minimized. Minor additions that are compatible with the external design and appearance of the existing building may be permitted, where necessary, to facilitate the use of the building for retail purposes;
 - The use of common driveways and parking areas to serve adjacent office or retail conversions shall be encouraged. Where access is proposed to be provided through a side yard to a local street, an assessment will be made on the possible negative impacts on adjacent residential uses, and whether access would be more appropriately directed to the main street;
 - Provision is made for the on-site maneuverability of vehicles so that egress from the site does not require vehicle reversals onto the street; and,
 - Conformity with all other applicable provisions of the City's Site Plan Control By-law.

3. Permission for retail use shall be retained only as long as the life of the building, and shall not be used as the basis for a redesignation or rezoning of the property for retail use.

e) The Urban Design policies of Section 3.9 and the General Residential policies of Section 4.1 of this Plan shall apply. *(OPA 64)*

vi) 3810-3814 Colonel Talbot Road

A maximum height of 6-storeys shall be permitted for one apartment building on site. *(OPA 95)*

7.3 Commercial

i) Intent

This designation is intended to allow for a range of small-scale highway commercial type uses within a stand-alone or mixed-use form. A street-oriented built form with a high level of design and enhanced landscaping will be required to support the Village Core character and to act as a gateway into the community.

ii) Permitted Uses





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

iii) Built Form and Intensity

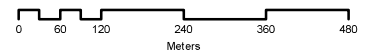
- a) The maximum total gross floor area for specific uses within each building shall be 300 square metres. Consideration of individual uses up to 500 square metres may be considered as part of a Zoning By-law Amendment.
- b) The built form shall be of a low-rise height, and have roof lines consistent with or complementary to the "village" streetscape character of Lambeth.
- c) Buildings within the designated area shall be designed to form a well defined and continuous street edge with high quality architectural features.
- d) The Urban Design Policies of Section 3.9 of this Plan shall apply. *(OPA 64)*

**Schedule 7
to the
Southwest Area Secondary Plan**

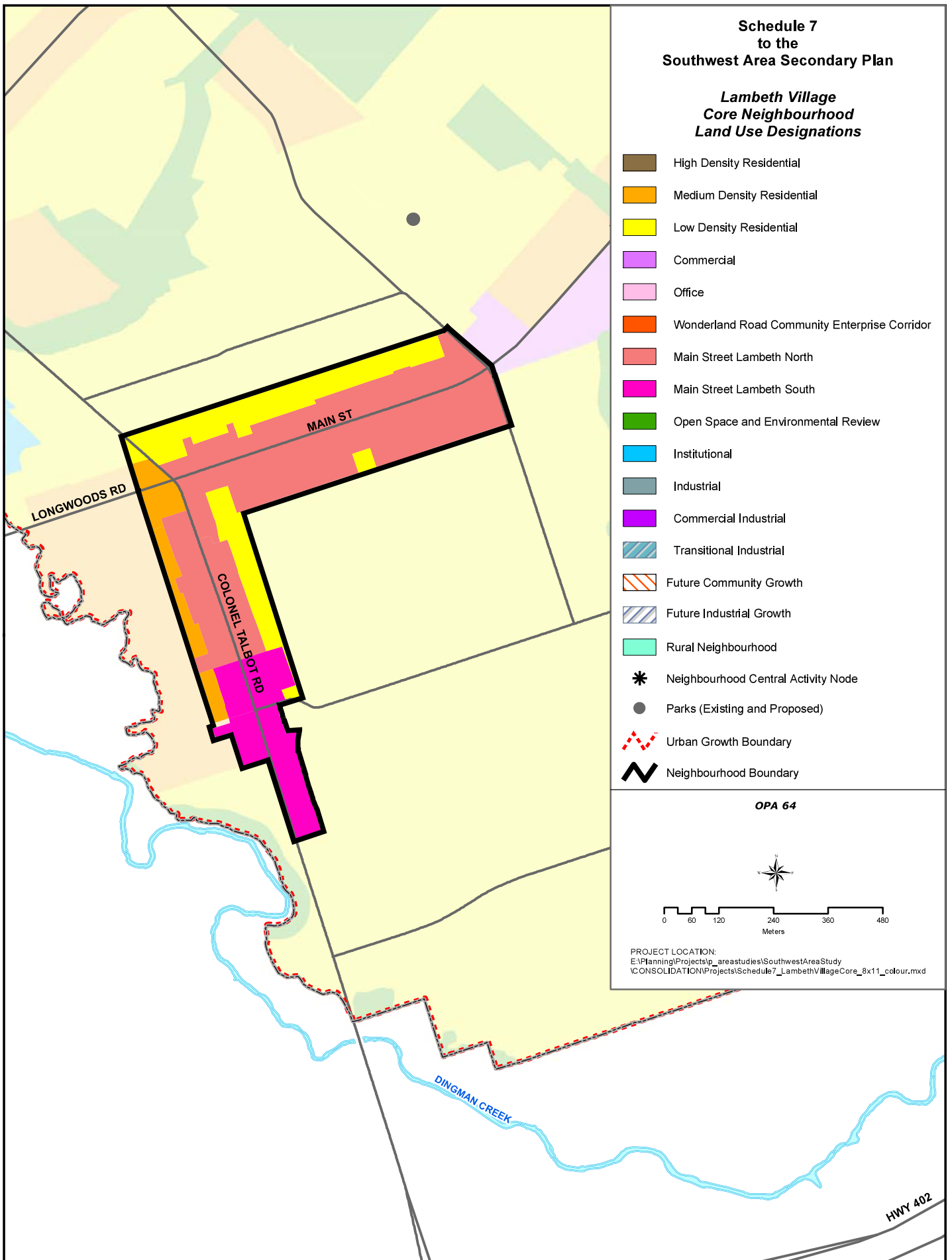
**Lambeth Village
Core Neighbourhood
Land Use Designations**

-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Commercial
-  Office
-  Wonderland Road Community Enterprise Corridor
-  Main Street Lambeth North
-  Main Street Lambeth South
-  Open Space and Environmental Review
-  Institutional
-  Industrial
-  Commercial Industrial
-  Transitional Industrial
-  Future Community Growth
-  Future Industrial Growth
-  Rural Neighbourhood
-  Neighbourhood Central Activity Node
-  Parks (Existing and Proposed)
-  Urban Growth Boundary
-  Neighbourhood Boundary

OPA 64



PROJECT LOCATION:
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VCONSOLIDATION\Projects\Schedule7_LambethVillageCore_8x11_colour.mxd







8.0 Lambeth Village Core Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 7.

i) **Function and Purpose**

The Village Core is located in Lambeth, along a major traffic route through the community. It comprises lands with frontage on either side of Main Street between Campbell Street and Colonel Talbot Road, and on either side of Colonel Talbot Road between Main Street extending south beyond Sunray Avenue. This area serves as a central community focal point, and will provide a neighbourhood level of service within comfortable walking distance of most residents of Lambeth and other nearby Neighbourhoods. This area will allow for the development of live-work residential uses, and promote a pedestrian-oriented main street environment. In addition, this area will provide for a mix of uses and civic functions, such as public/private gathering spaces, and act as a focus for the community. Within the Village Core Neighbourhood, an emphasis shall be placed on maintaining and enhancing high quality architectural design to provide an identifiable character. The Village Core Neighbourhood is identified as an area to be recognized as a potential Heritage Conservation District.

The Village Core Designation is made up of two sub-areas, as follows:

- a) Main Street Lambeth North; and,
- b) Main Street Lambeth South

ii) **Character**

The Village Core Neighbourhood is to be a walkable urban mixed-use "mainstreet" with a pedestrian scale. Structures along Main Street and



Colonel Talbot Road will be street oriented and of a low to mid-rise height. Public rights-of-way in the Village Core Area will be of a traditional village character, primarily designed to support walking and street-oriented retail. Boulevards will consist primarily of hard surface treatment and provide opportunities for landscaping, such as street trees and furniture, to create a vibrant village main street context.

iii) Applications to Expand, Add or Modify

Applications to add or to expand the Village Core designation will be evaluated based on the following criteria, in addition to all other policies included in this Secondary Plan:

- a) A demonstrated demand/need to extend or add to the designation, considering the supply of land within the designation that is not currently developed;
- b) A location that is contiguous with the existing Main Street Lambeth designations;
- c) A location that will benefit the natural heritage features as the major focal point for the community; and,
- d) The Evaluation Criteria for Planning and Development Applications policies in the Our Tools part of *The London Plan* shall apply. (OPA 64)

8.1 Main Street Lambeth North

i) Intent

This designation is intended to allow for the continuation of the existing "mainstreet" development pattern, while allowing for a transition from Main Street and part of Colonel Talbot Road to the internal portions of the community. Mixed-use building will be encouraged, but stand-alone residential uses will be permitted. A street-oriented building form

will be required to support the Village Core Neighbourhood. This designation applies to lands that have frontage on Main Street or Colonel Talbot Road within the Neighbourhood. It is not the intent that new "mainstreet" development extend significantly beyond the existing commercial boundaries, regardless of the existing depth of the development lands. Lands designated Low Density Residential and Medium Density Residential on either side of the Main Street Lambeth North and South designations, well be subject to the relevant policies of the Lambeth and North Lambeth Residential Neighbourhoods.

ii) Permitted Uses

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

iii) Built Form and Intensity

- a) New residential development shall not exceed a maximum density of 75 units per hectare. Building heights shall not exceed three storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.
- b) New residential developments shall have building floorplates that are designed and constructed in a manner that ensures flexibility and adaptability for potential office or commercial use at grade with residential uses located at, or above, grade.
- c) The built form shall have a setback and roof line consistent with the "village" streetscape character of the Lambeth Village Core.

iv) Transportation

- a) It is intended that the primary mode of transportation with the Community will

be by walking or cycling. Residential parking will not be allowed within the front yard of any buildings within the Main Street designation. A limited amount of residential parking should be provided in the rear yard of mixed-use developments for the associated residential component of these uses. Business parking will be directed to on-street locations. (OPA 64)

8.2 Main Street Lambeth South

i) Intent

The intent of this designation is to provide for residential and non-residential uses that are not in a mixed-use format and are generally developed at a smaller scale than within the Main Street Lambeth North designation.

ii) Permitted Uses

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

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

The range of small-scale commercial and office uses permitted for those lands located within



the Main Street Lambeth South designation, may include such uses as:

- a) Professional and Service Offices;
- b) Medical/Dental Offices;
- c) Personal Service Establishments;
- d) Retail Stores;
- e) Convenience Stores;
- f) Studios and Galleries;
- g) Day Care Centres;
- h) Small-scale Restaurants;
- i) Specialty Food Stores; and,
- j) Fitness and Wellness Establishments.

iii) Built Form and Intensity

- a) New residential development shall not exceed a maximum density of 75 units per hectare. Building heights shall not exceed three storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.
- b) The built form shall have a setback and roof line consistent with the "village" streetscape character of the Lambeth Village Core.

iv) Transportation

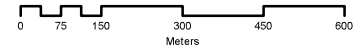
- a) It is intended that the primary mode of transportation within the Village Core Neighbourhood Community will be by walking or cycling. Residential parking will not be allowed within the front yard of any buildings within the Main Street designation. Parking should be provided in the rear yard of residential developments. Business parking will be permitted in the rear yard, and will be directed to on-street locations, where possible. *(OPA 64)*

**Schedule 8
to the
Southwest Area Secondary Plan**

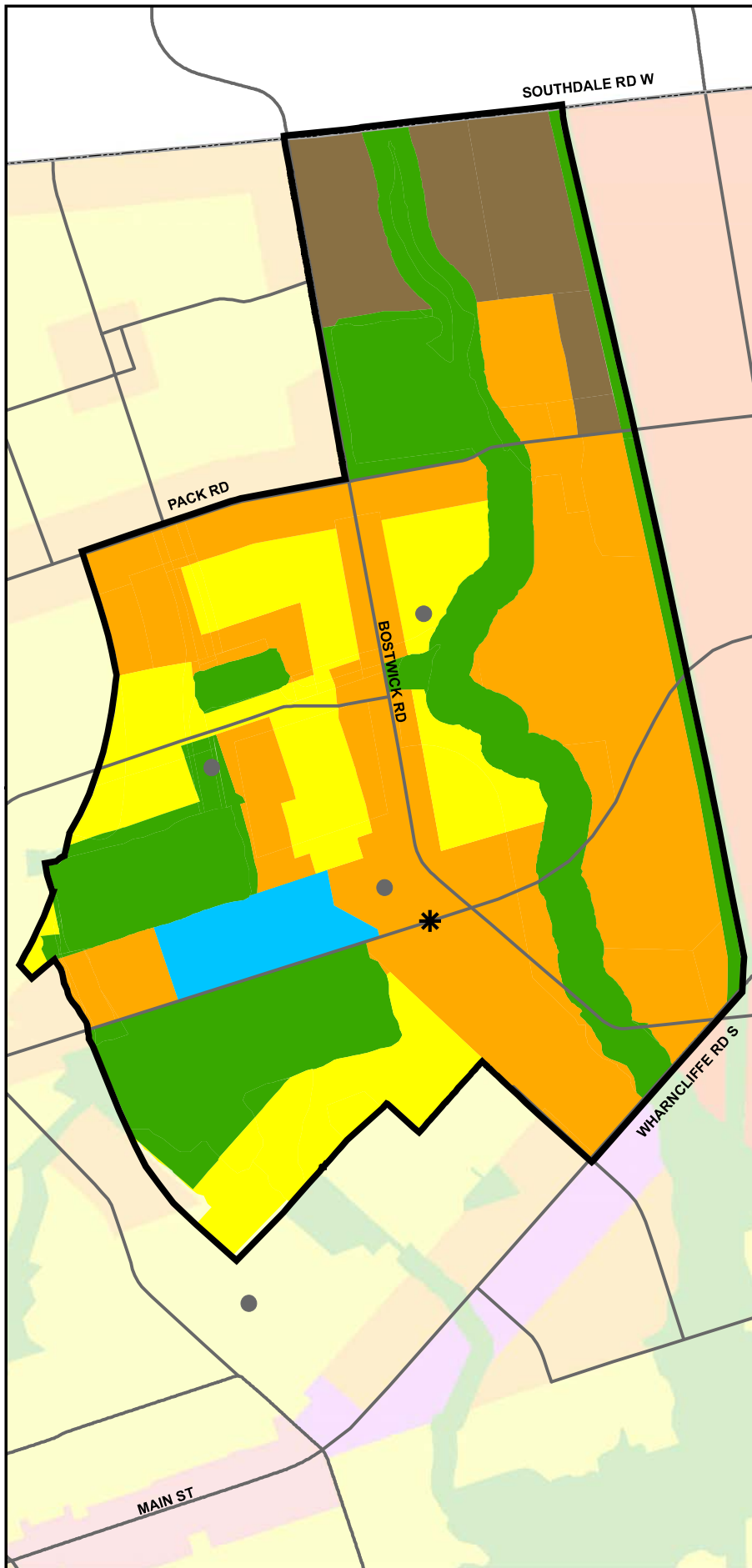
***Bostwick
Residential Neighbourhood
Land Use Designations***

-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Commercial
-  Office
-  Wonderland Road Community Enterprise Corridor
-  Main Street Lambeth North
-  Main Street Lambeth South
-  Open Space and Environmental Review
-  Institutional
-  Industrial
-  Commercial Industrial
-  Transitional Industrial
-  Future Community Growth
-  Future Industrial Growth
-  Rural Neighbourhood
-  Neighbourhood Central Activity Node
-  Parks (Existing and Proposed)
-  Urban Growth Boundary
-  Neighbourhood Boundary

OPA 709, OPA 14, OPA 64



PROJECT LOCATION:
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CONSOLIDATION\Projects\Schedule8_Bostwick_8x11_colour.mxd







9.0 Bostwick Residential Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 8.

i) **Function and Purpose**

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

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

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

ii) **Character**

The residential areas will develop as traditional suburban neighbourhoods, with characteristics similar to those found in the older areas of the city, reflecting a compact development, a diversity of building types, and



walkable amenities to enhance the day to day living experiences. Access to Medium Density Residential areas between Open Space and Hydro corridors and the Wonderland Boulevard Neighbourhood area will be via local road connections to Wonderland Road South, or from new Neighbourhood Connectors and Neighbourhood Streets to be developed within the Bostwick Neighbourhood.

9.1 Low and Medium Density Residential

i) Intent

The intent of the Low and Medium Density Residential designations is to encourage a mix of housing types, forms and intensities throughout the Bostwick Neighbourhood and within individual developments, at an intensity that is higher than is found in more recent suburban neighbourhoods, and also higher than the other Neighbourhood Areas within the Southwest Secondary Planning Area. This is to be achieved by requiring a minimum density of development and encouraging the integration of the permitted range of housing types within individual developments.

ii) Permitted Uses

Low density forms such as single detached, semi-detached and duplex dwellings, triplexes and fourplexes, townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged

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

iii) Built Form and Intensity

- a) Within the Low Density Residential designation, residential development shall have a minimum density of 25 units per hectare and a maximum density of 40 units per hectare. Building heights shall not exceed four storeys.
- b) Within the Medium Density Residential designation, new residential development shall have a minimum density of 35 units per hectare and a maximum density of 75 units per hectare. Building heights shall not exceed six storeys and shall be sensitive to the sale of development in the surrounding neighbourhood.
- c) A residential density exceeding 75 units per hectare (up to 100 units per hectare) may be permitted up to 100 units per hectare through a site-specific zoning by-law amendment.
- d) Policy 4.1 iv) of this Plan shall apply to development adjacent to portions of the Civic Boulevard network within this Neighbourhood.
- e) To support a mixed-use community centre facility, the Medium Density Residential

designation will allow for increased residential density and a high-rise height without an Official Plan Amendment provide that the building allows for a mix if residential and limited retail uses integrated with the development of a public community facility, and shall be located at the intersection of two Civic Boulevards. High quality design, including setbacks, building orientation, landscaping, and pedestrian scale and orientation shall also be required.

f) The Urban Design policies of Section 3.9 of this Plan shall apply. *(OPA 64)*

9.2 High Density Residential

i) Intent

The High Density Residential designation provides for transit-oriented, mid-to high-rise, residential development that may be mixed-use in nature.

ii) Permitted Uses

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

iii) Built Form and Intensity

- a) New development may be permitted to a maximum density of 150 units per hectare and a maximum building height of 12 storeys, subject to further urban design review at the site plan approval stage.
- b) The Urban Design policies of Section 3.9 and the General Residential policies of Section 4.1 of this Plan shall apply.
- c) Notwithstanding Section 9.2 iii) a), higher densities of heights may be permitted through a site-specific zoning by-law amendment.

iv) 3080 Bostwick Road

The property municipally known as 3080 Bostwick Road is subject to the Urban Design Guidelines for 3080 Bostwick Road. *(OPA 10) (OPA 64)*

9.3 1875 Wharncliffe Road South

In addition to the uses permitted in the Medium Density Residential designation, existing industrial uses may be permitted. *(OPA 15)*

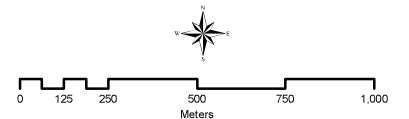
9.4 2009 Wharncliffe Road South

At 2009 Wharncliffe Road South, a mixed commercial/office and residential apartment building may be permitted within the Medium Density Residential designation, at a maximum mixed-use density of 176 units per hectare, through Bonusing. *(OPA 69)*

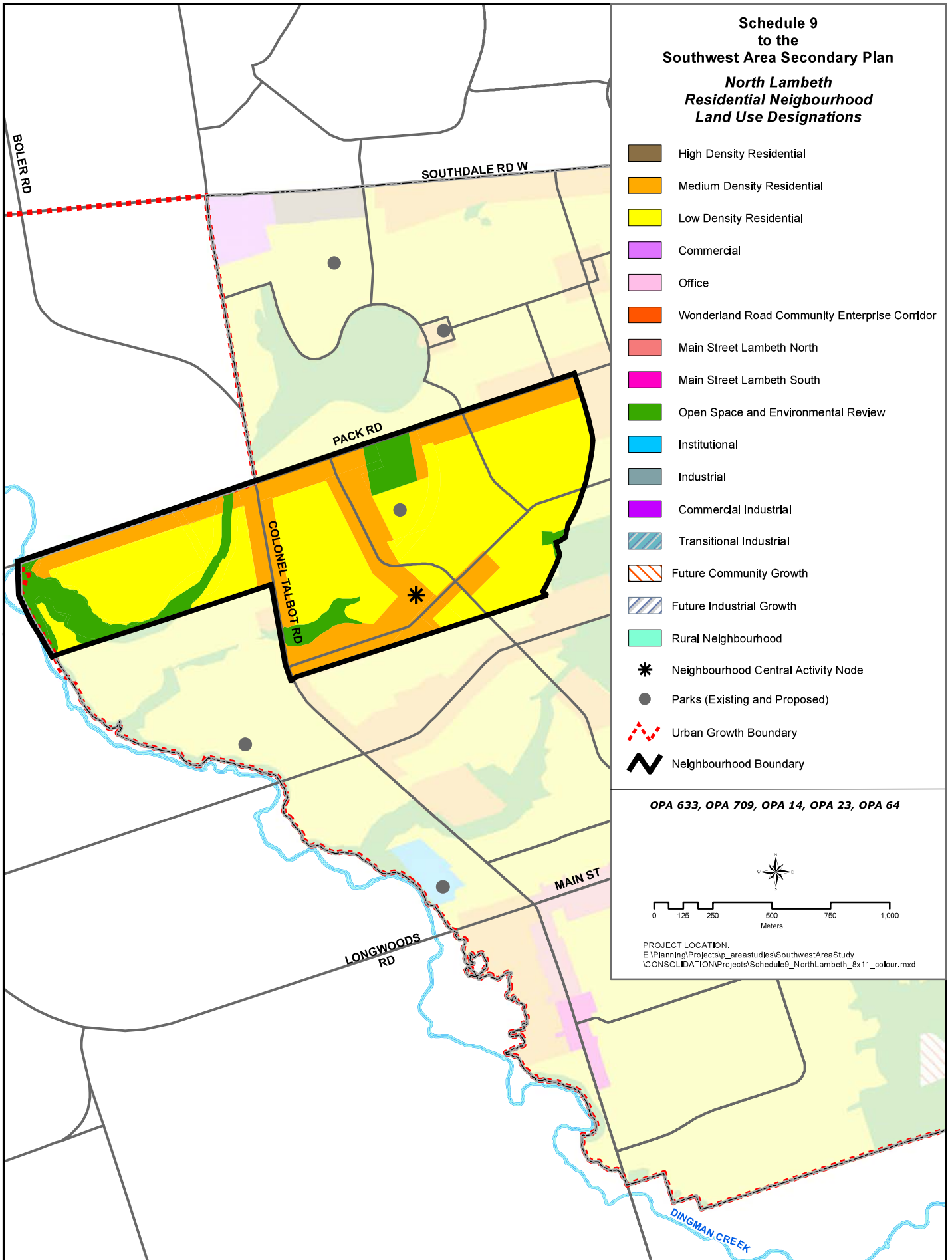
**Schedule 9
to the
Southwest Area Secondary Plan
North Lambeth
Residential Neighbourhood
Land Use Designations**

-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Commercial
-  Office
-  Wonderland Road Community Enterprise Corridor
-  Main Street Lambeth North
-  Main Street Lambeth South
-  Open Space and Environmental Review
-  Institutional
-  Industrial
-  Commercial Industrial
-  Transitional Industrial
-  Future Community Growth
-  Future Industrial Growth
-  Rural Neighbourhood
-  Neighbourhood Central Activity Node
-  Parks (Existing and Proposed)
-  Urban Growth Boundary
-  Neighbourhood Boundary

OPA 633, OPA 709, OPA 14, OPA 23, OPA 64



PROJECT LOCATION:
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10.0 North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedules 9, 10 and 11, respectively.

i) Function and Purpose

The North Lambeth, Central Longwoods and South Longwoods Neighbourhoods will provide for residential development of an intensity that is generally higher than achieved in other areas of the city, but is less than the intensity of the Bostwick Neighbourhood. The focus for new development is to be on a mix of low to mid-rise housing forms, ranging from single detached dwellings to low-rise apartment buildings within individual subdivisions and throughout the neighbourhood.

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

Within the South Longwoods and Central Longwoods Residential Neighbourhoods, it is anticipated that the existing industrial park and other industrial lands fronting on Exeter Road will transition over time to

residential uses. Existing industrial uses are permitted.

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

ii) Character

The residential areas will develop as traditional suburban neighbourhoods, with characteristics similar to those found in the older areas of the City of London, reflecting a compact development, a diversity of building types, and walkable amenities to enhance the day-to-day living experience.

10.1 Low and Medium Density Residential

i) Intent


The intent of the Low and Medium Density Residential designations is to encourage a mix of housing types, forms and intensities throughout the North Lambeth, Central Longwoods and South Longwoods Neighbourhoods and within individual developments, at an intensity that is higher than is found in more recent suburban neighbourhoods. This is to be achieved by requiring a minimum density of development and encouraging the integration of a range of housing types within individual developments.

ii) Permitted Uses

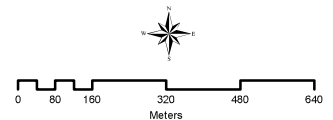
Uses that are generally permitted within Medium Density Residential areas will be permitted in both the Low and Medium Density Residential designations. Permitted uses include single detached, semi-detached and duplex dwellings, triplexes, fourplexes, townhouses or cluster houses, low-rise apartment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



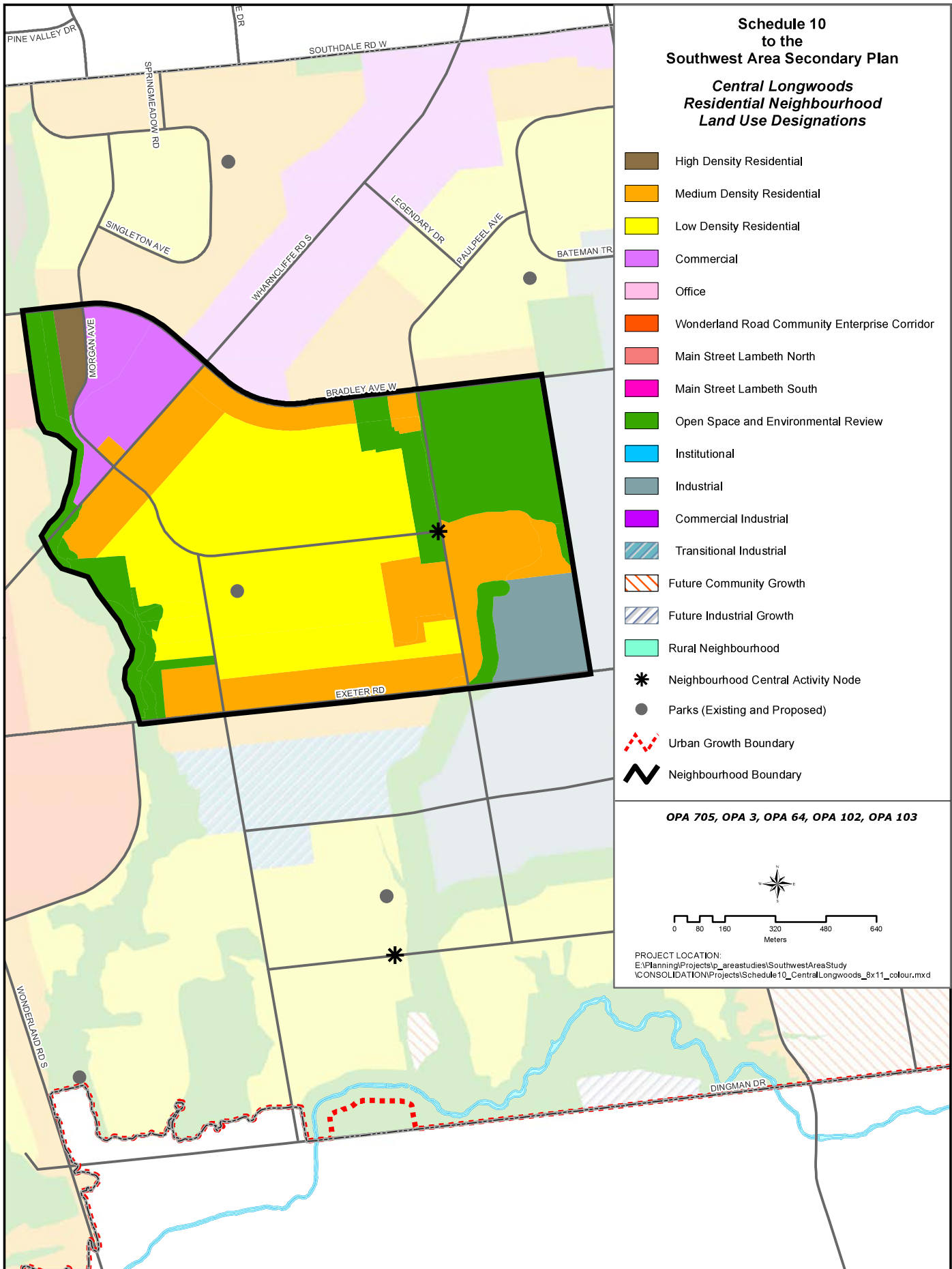
**Schedule 10
to the
Southwest Area Secondary Plan
Central Longwoods
Residential Neighbourhood
Land Use Designations**

-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Commercial
-  Office
-  Wonderland Road Community Enterprise Corridor
-  Main Street Lambeth North
-  Main Street Lambeth South
-  Open Space and Environmental Review
-  Institutional
-  Industrial
-  Commercial Industrial
-  Transitional Industrial
-  Future Community Growth
-  Future Industrial Growth
-  Rural Neighbourhood
-  Neighbourhood Central Activity Node
-  Parks (Existing and Proposed)
-  Urban Growth Boundary
-  Neighbourhood Boundary

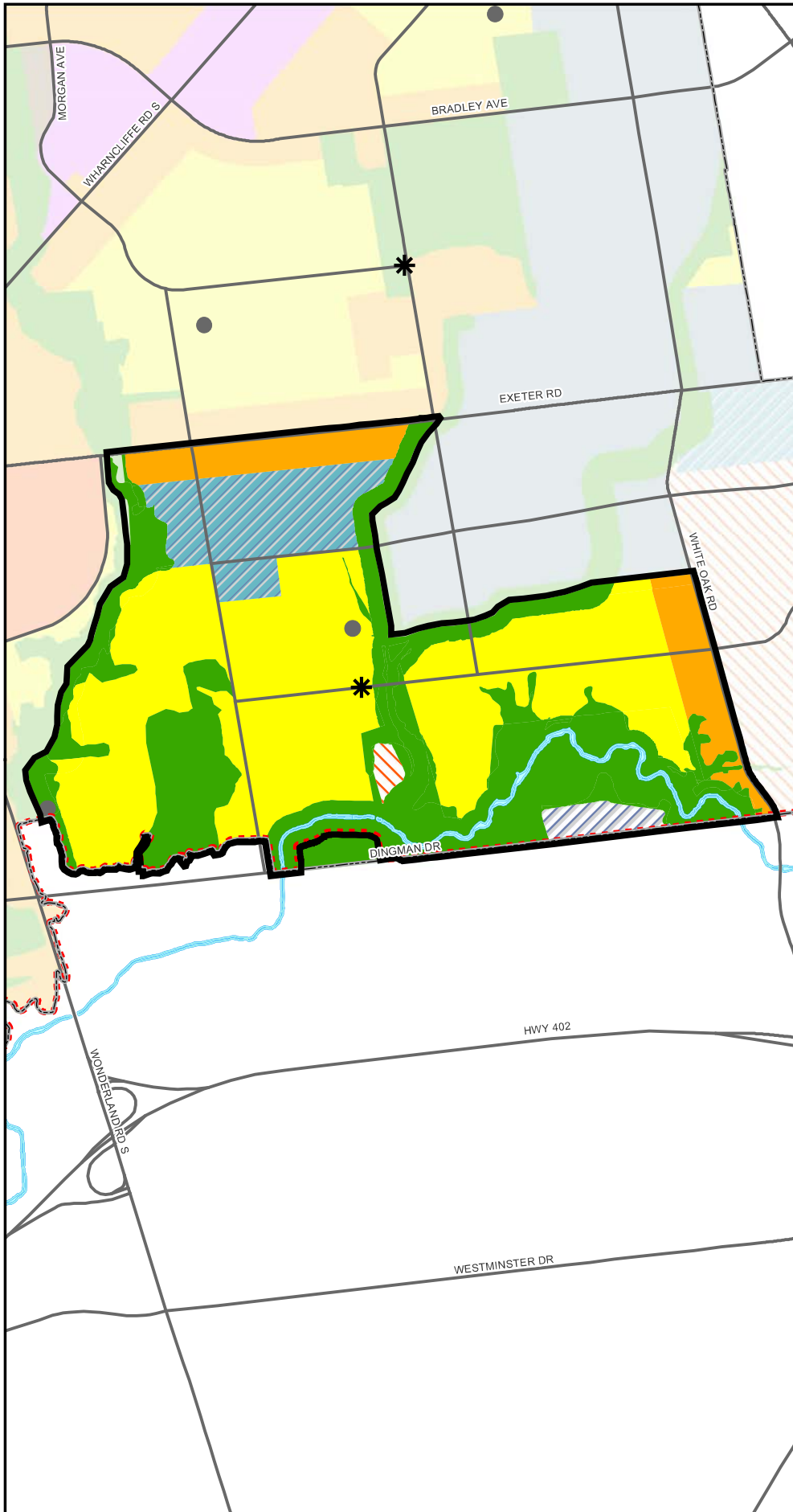
OPA 705, OPA 3, OPA 64, OPA 102, OPA 103



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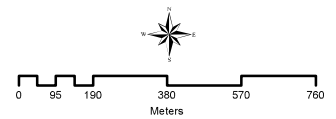


**Schedule 11
to the
Southwest Area Secondary Plan
South Longwoods
Residential Neighbourhood
Land Use Designations**



- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Enterprise Corridor
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space and Environmental Review
- Institutional
- Industrial
- Commercial Industrial
- Transitional Industrial
- Future Community Growth
- Future Industrial Growth
- Rural Neighbourhood
- * Neighbourhood Central Activity Node
- Parks (Existing and Proposed)
- Urban Growth Boundary
- Neighbourhood Boundary

OPA 607, OPA 64



PROJECT LOCATION:
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CONSOLIDATION\Projects\Schedule11_SouthLongwoods_8x11_colour.mxd



institutional uses, such as parks, schools and places of worship, and live-work uses may be permitted within the Medium Density Residential Designation.

iii) Built Form and Intensity

- a) Within the Low Density Residential Designation, residential development shall have a minimum density of 18 units per hectare and a maximum density of 35 units per hectare. Where appropriate densities lower than 18 units per hectare may be permitted without an amendment to this Plan where the proposed densities have been adequately justified. Building heights shall not exceed four storeys and shall be sensitive to the scale of development in the surrounding neighbourhood.
- b) Within the Medium Density Residential Designation, residential development shall have a minimum density of 30 units per hectare and a maximum density of 75 units per hectare.
- c) Policy 4.1 iv) of this Plan shall apply to development adjacent to portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard and Main Street network within these Neighbourhoods.
- d) To support a mixed-use community centre facility, the Medium Density Residential Designation will allow for increased residential density and a high-rise height without an Official Plan Amendment provided that the building allows for a mix of residential and limited retail uses integrated with the development of a public community facility, and shall be located at the intersection of streets classified as either Civic Boulevard(s) and/or Urban Thoroughfare(s). High quality design, including setbacks, building orientation, landscaping, and pedestrian scale and orientation shall also be required.
- e) The Urban Design policies of Section 3.9 of this Plan shall apply. *(OPA 64)*

10.2 High Density Residential

Permitted uses in the High Density Residential designation shall include low-rise and high-rise apartment buildings, apartment hotels, multiple-attached dwellings, rooming and boarding houses, emergency care facilities, nursing homes, rest homes, and homes for the aged. Development shall have a maximum density of 150 units per hectare. (OPA 64)

10.3 Transitional Industrial

i) Intent

The Transitional Industrial designation is intended to accommodate a potential shift in market demand from industrial to residential uses over the long term, while allowing the existing uses and properties in this area to develop and evolve for Light Industrial uses over the shorter term. These lands are not considered to be employment lands under the Provincial Policy Statement.

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

ii) Permitted Uses

- a) The primary permitted uses in the Light industrial Place Type of *The London Plan* shall be limited to light industrial uses that are located within enclosed buildings, require no outdoor storage; and are unlikely to cause adverse effects with respect to such matters as air, odour or water pollution, dust or excessive vibration and noise levels. These include such uses as warehousing, research and communications facilities; laboratories; printing and publishing establishments; warehouse and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractor's shops that do not involve open storage. Office uses and retail outlets subject to policy 1140 of *The London Plan*, which are ancillary to any of the above uses, are also permitted.
- b) All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval from the Ministry of the Environment, Conservation and Parks as required by the Environmental Protection Act and associated Regulations are discouraged. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London's Waste Discharge By-law.
- c) Applications for new industrial development will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the Planning and Development Applications policies in the Our Tools part of *The London Plan*.



- d) Where lands are transitioning from industrial to residential use, the permitted uses in the Medium Density Residential designation, as set out in Section 10.1, are permitted.

iii) Built Form and Intensity

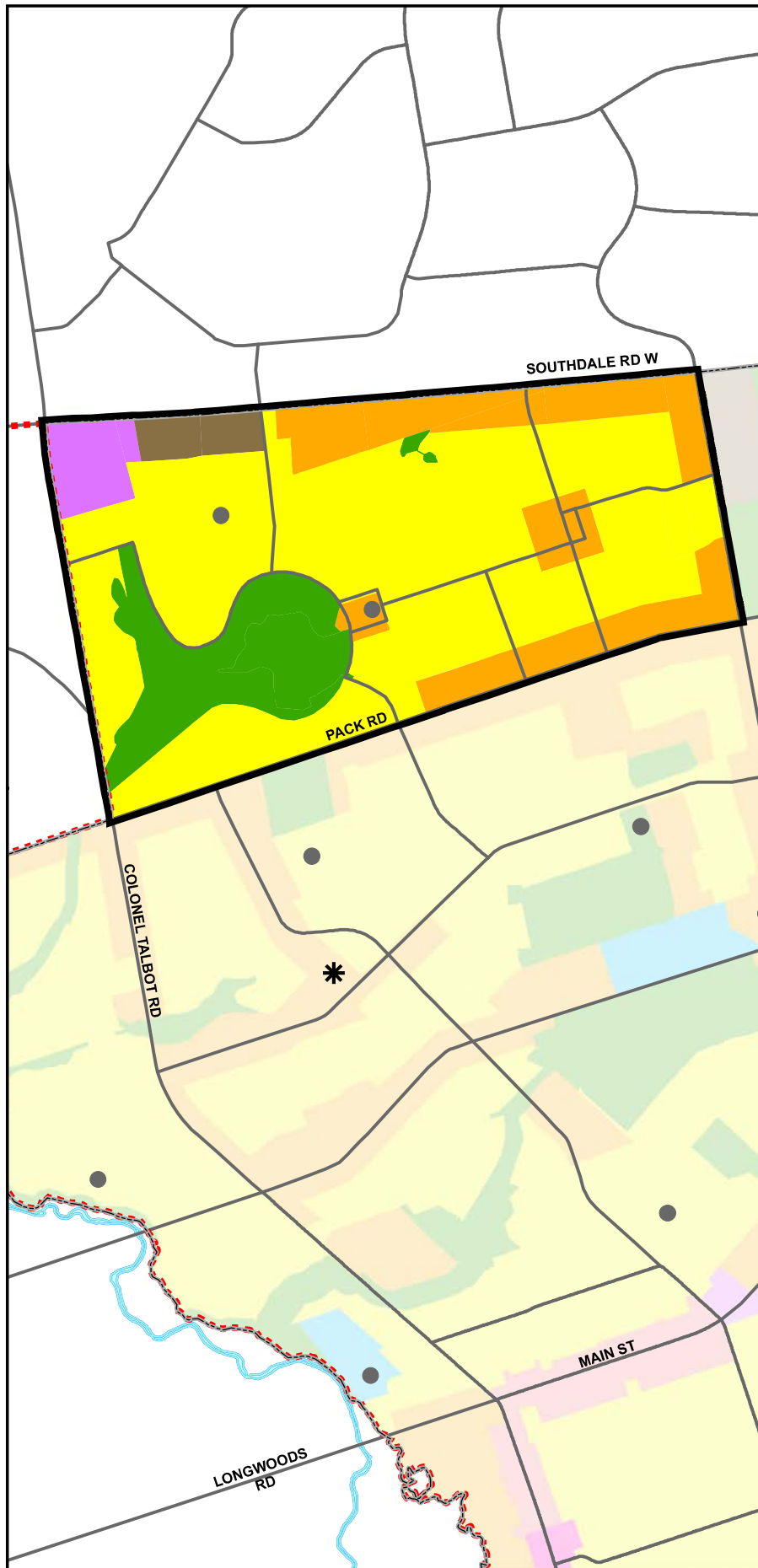
- a) The built form and intensity policies of Section 10.1 shall apply to residential development.
- b) The following policies shall apply to industrial development:
 - 1) The Urban Design Policies of Section 3.9 of this Plan shall apply; and,
 - 2) Setback and mitigation measures as per the Ministry of the Environment, Conservation and Parks' ***Compatibility Between Industrial Facilities and Sensitive Land Uses*** (D Series Guidelines) shall apply. (OPA 64)

10.4 3493 Colonel Talbot Road

For not more than 30% of the single detached dwelling lots within the Silverleaf Subdivision Phase 2 and registered plan 33M-742, notwithstanding policy 3.9 iii) e), for courtyard dwellings, garages may project beyond the facade of the dwelling, or the facade (front face) of any porch, where the interior garage facade that includes the garage door(s) is located at not more than 90 degrees to the main building and principal entrance. (OPA 697) (OPA 4) (OPA 64)

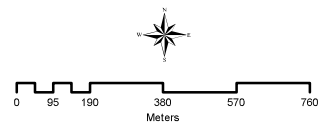
**Schedule 12
to the
Southwest Area Secondary Plan**

**North Talbot
Residential Neighbourhood
Land Use Designations**



- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Community Enterprise Corridor
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space and Environmental Review
- Institutional
- Industrial
- Commercial Industrial
- Transitional Industrial
- Future Community Growth
- Future Industrial Growth
- Rural Neighbourhood
- * Neighbourhood Central Activity Node
- Parks (Existing and Proposed)
- Urban Growth Boundary
- Neighbourhood Boundary

OPA 633, OPA 23, OPA 64



PROJECT LOCATION:
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CONSOLIDATION\Projects\Schedule12_NorthTalbot_8x11_cdour.mxd



11.0 North Talbot and North Longwoods Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedules 12 and 13, respectively.

i) Function and Purpose

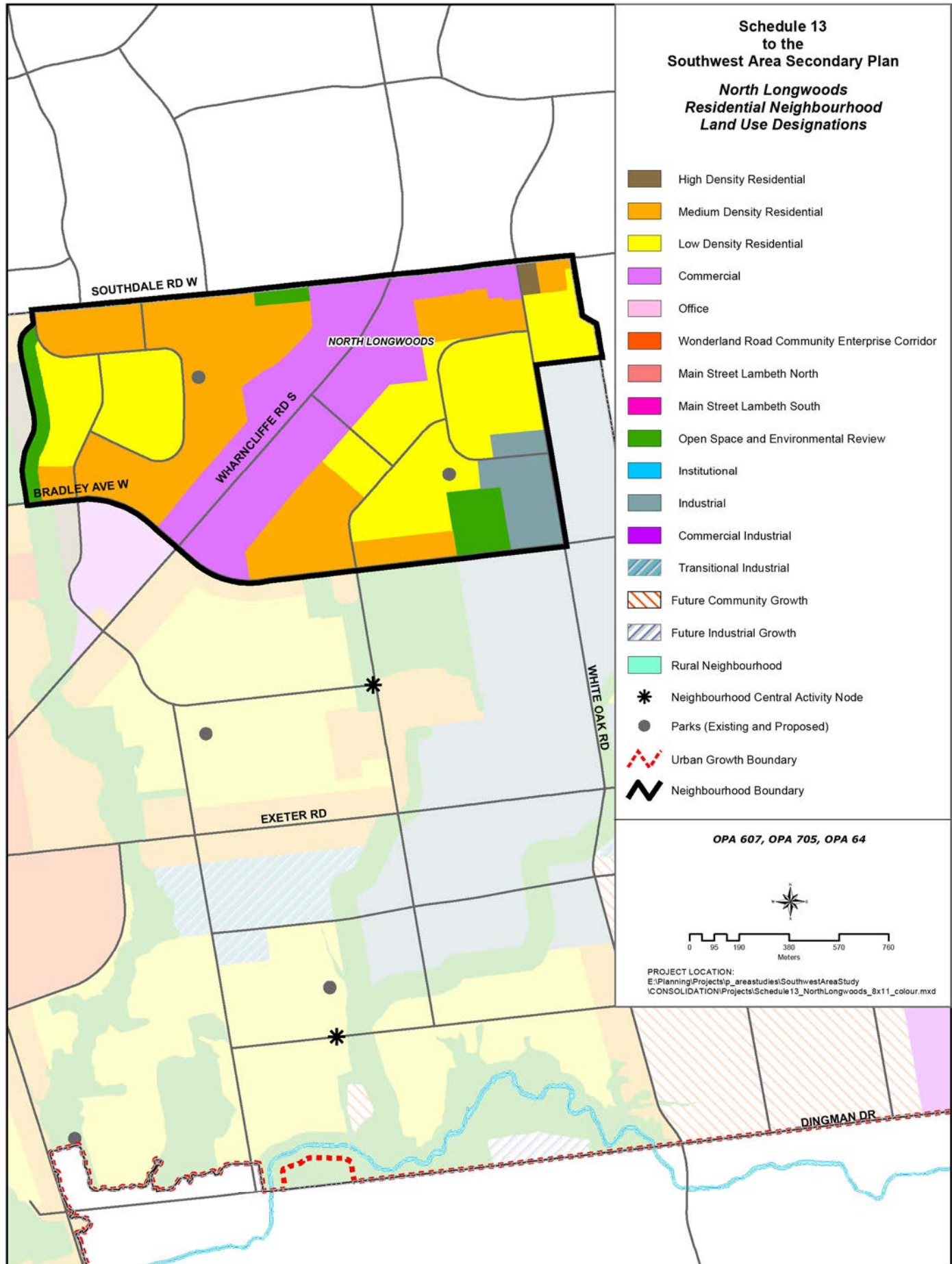
The North Talbot and North Longwoods Neighbourhoods are areas which have already experienced a significant number of planning approvals and are currently under development. No Neighbourhood-specific policies apply to the Commercial designations within these Neighbourhoods. The Low, Medium and High Density Residential designations are subject to special provisions regarding land use. The policies of Part 1, 2, 3 and 16 of this Plan shall also apply.

ii) Character

It is expected that redevelopment and new development in these neighbourhoods will reflect the existing character of the neighbourhood and will provide a walkable environment with a pedestrian scale. The built form will be primarily street-oriented on all public rights-of-way. While most of the built form within established neighbourhoods is already in place, there is an ongoing opportunity to enhance the neighbourhood's valuable characteristics. In the future, opportunities should be provided for and sought to strengthen public transit and the use of alternative transportation methods and increase housing choices, while maintaining existing neighbourhood character and enhancing the design of the public realm.

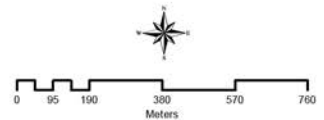
**Schedule 13
to the
Southwest Area Secondary Plan**

**North Longwoods
Residential Neighbourhood
Land Use Designations**



- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Community Enterprise Corridor
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space and Environmental Review
- Institutional
- Industrial
- Commercial Industrial
- Transitional Industrial
- Future Community Growth
- Future Industrial Growth
- Rural Neighbourhood
- Neighbourhood Central Activity Node
- Parks (Existing and Proposed)
- Urban Growth Boundary
- Neighbourhood Boundary

OPA 607, OPA 705, OPA 64



PROJECT LOCATION:
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CONSOLIDATION\Projects\Schedule13_NorthLongwoods_8x11_colour.mxd

11.1 Low Density and Medium Density Residential

i) Intent

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

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

ii) Permitted Uses

- a) Permitted uses in the Low Density Residential designation include single detached, semi-detached and duplex dwellings.
- b) Permitted uses in the Medium Density Residential designation including multiple-attached dwellings, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes, and homes for the aged.

iii) Built Form and Intensity

- a) Within the Low Density Residential designation, new development shall have a maximum density of 30 units per hectare. Within the Medium Density Residential designation, new development shall have a maximum density of 75 units per hectare and building height shall not exceed four storeys. In some instances, building density may be increased to 100 units per hectare in the Medium Density Residential designation through a site-specific zoning by-law amendment.





- b) As part of a complete application, the applicant shall submit an adequately detailed statement of streetscape compatibility, that has been reviewed and accepted by the City, where it is clearly demonstrated that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments.
- c) Policy 4.1 iv) of the Plan shall apply to development adjacent to portions of the Urban Thoroughfare, Civic Boulevard, Rapid Transit Boulevard, and Main Street network in these neighbourhoods.
- d) To support a mixed-use community centre facility, the Medium Density Residential Designation will allow for increased residential density without an Official Plan Amendment provided that the building allows for a mix of residential and limited retail uses integrated with the development of a public community facility, and shall be located at the intersection of two streets classified as either Urban Thoroughfare(s), Civic Boulevard(s), Rapid Transit Boulevard(s) and/or Main Street(s). High quality design, including setbacks, building orientation, landscaping, and pedestrian scale and orientation shall also be required.
- e) The Urban Design Policies of Section 3.9 of this Plan shall apply. *(OPA 64)*

11.2 High Density Residential

i) Intent

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

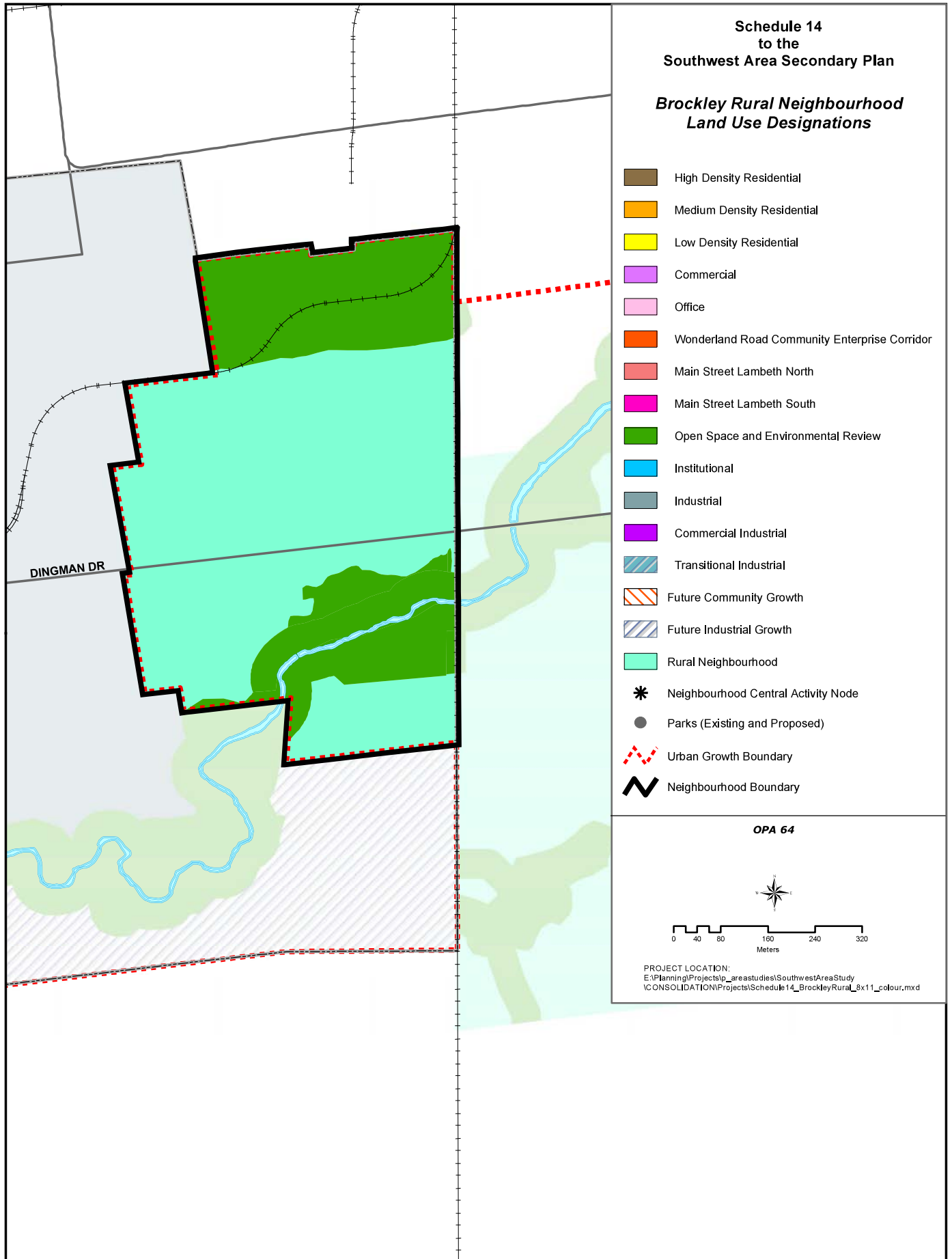


ii) Permitted Uses

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

iii) Built Form and Intensity

- a) New development within the High Density Residential designation shall have a maximum density of 150 units per hectare.
- b) As part of a complete application, the applicant shall submit an adequately detailed statement of streetscape compatibility, that has been reviewed and accepted by the City, where it is clearly demonstrated that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments.
- c) The Urban Design Policies of Section 3.9 of this Plan shall apply.
- d) Where/if the subject lands are within the boundaries of a Specific Policy Area, the policies of Section 1.4 of the Plan shall also apply. *(OPA 64)*





12.0 Brockley Rural Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 14.

12.1 Rural Neighbourhood

i) Intent

The Rural Neighbourhood designation will provide for low-intensity residential uses consistent with the existing neighbourhood of Brockley and the policies of the Rural Neighbourhoods Place Type of *The London Plan*.

ii) Permitted Uses

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

iii) Built Form and Intensity

- a) New development shall be consistent with the intensity policies in the Rural Neighbourhoods Place Type chapter of *The London Plan*.
- b) Build form is to be street-oriented on all public rights-of-way in this sub-area, with buildings located at a comparable setback distance from the

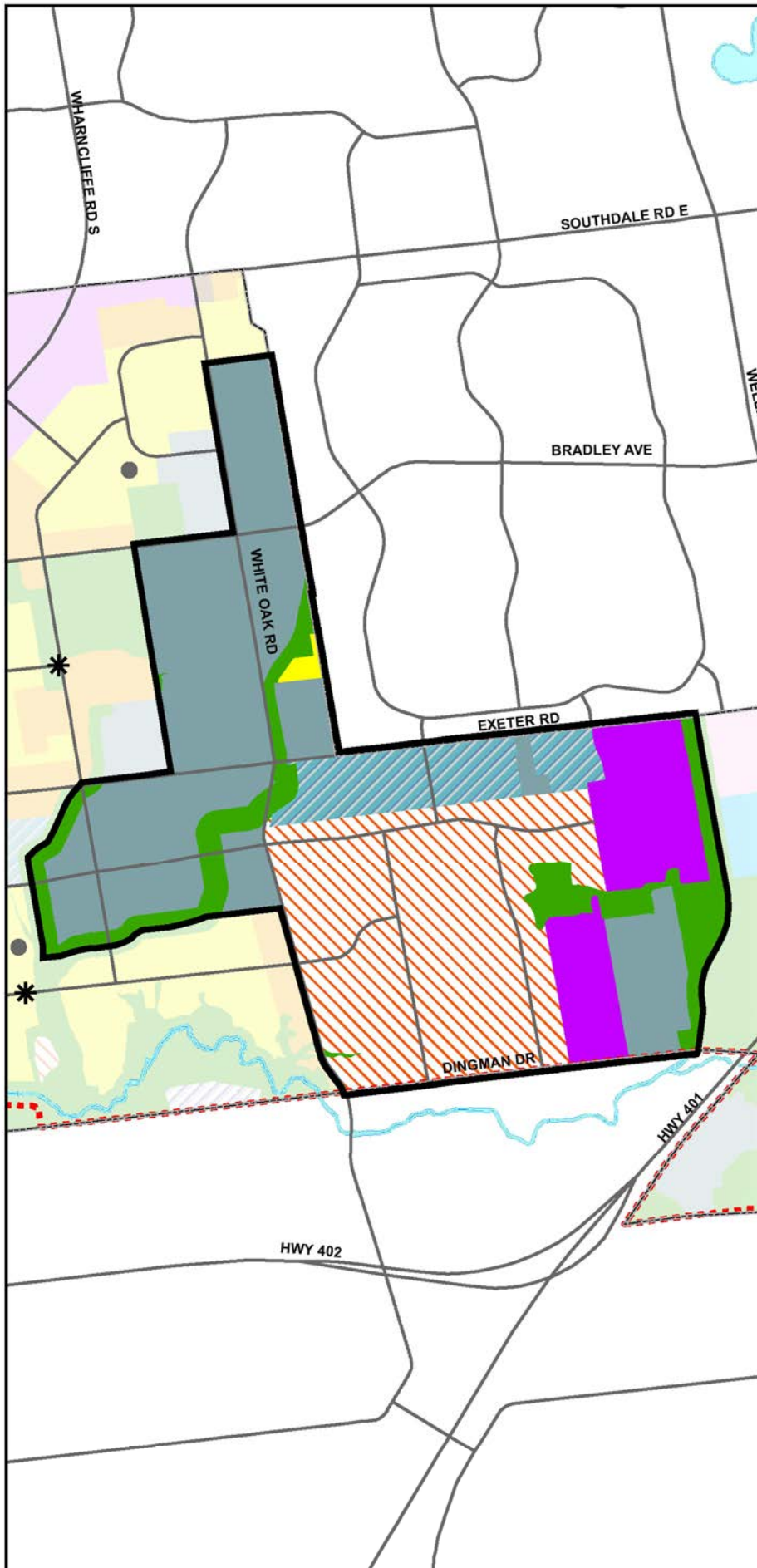


public right-of-way consistent with the existing streetscape and front entrances oriented to the street.

- c) For non-residential development, the owner shall demonstrate that the proposed project is sensitive to, compatible with, and a good fit within, the existing surrounding neighbourhood based on, but not limited to, a review of both the existing and proposed built form, building height, massing and architectural treatments. *(OPA 64)*

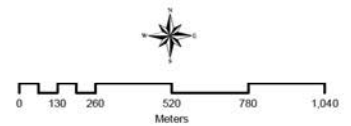
**Schedule 15
to the
Southwest Area Secondary Plan**

***Dingman Industrial Neighbourhood
Land Use Designations***



-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Commercial
-  Office
-  Wonderland Road Community Enterprise Corridor
-  Main Street Lambeth North
-  Main Street Lambeth South
-  Open Space and Environmental Review
-  Institutional
-  Industrial
-  Commercial Industrial
-  Transitional Industrial
-  Future Community Growth
-  Future Industrial Growth
-  Rural Neighbourhood
-  Neighbourhood Central Activity Node
-  Parks (Existing and Proposed)
-  Urban Growth Boundary
-  Neighbourhood Boundary

OPA 607, OPA 64



PROJECT LOCATION:
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(CONSOLIDATION)\Projects\Schedule15_DingmanIndustrial_8x11_colour.mxd



13.0 Dingman Industrial Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 15.

i) Function and Purpose

It is intended that the Dingman Industrial Neighbourhood will promote opportunities for a limited range of compatible industrial land uses that support the City's long-term industrial strategy, promote the development of employment lands, and capitalize on the importance of the proximity of Highway 401 and the Canadian National Railway. The Dingman Industrial Areas is to accommodate a range of light industrial uses that have a high standard of site design that take advantage of the areas in proximity to Highway 401.

ii) Character

The Dingman Industrial Neighbourhood will be characterized by an integrated streetscape that had high quality and varied built forms and which have minimal parking facilities and other hard surface and loading areas along the street frontage. The overall site design and built form of commercial and industrial buildings will have high design standard. Extensive landscaping shall be required to screen hard surface parking and loading areas. Outside storage shall be limited.

13.1 Industrial

i) Permitted Uses

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

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

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

ii) Built Form and Intensity

- a) The Urban Design Policies of Section 3.9 of this Plan shall apply.
- b) The *Dingman Drive Industrial Area Urban Design Guidelines* shall apply.
- c) Setback and mitigation measures as per the Ministry of the Environment, Conservation and Parks' *Compatibility Between Industrial Facilities and Sensitive Land Uses* (D-Series Guidelines) shall apply. (OPA 64)

13.2 Transitional Industrial

i) Intent

The Transitional Industrial designation is intended to accommodate a potential shift in market demand from industrial to non-industrial uses over the long term, while allowing the existing uses and properties in this area to develop and evolve for Light Industrial uses over the shorter term. These lands are not considered to be employment lands under the Provincial Policy Statement. The longer term intent for these lands may be considered during the preparation of a Secondary Plan for the area.

ii) Permitted Uses

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

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

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

iii) Built Form and Intensity

The following policies shall apply to industrial development:

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

(OPA 607) (OPA 64)





13.3 Commercial Industrial

i) Intent

The Commercial Industrial designation will accommodate commercial uses that do not fit well within the context of our commercial land use designations. These commercial uses will tend to be quasi-industrial, whereby they may be designed with large outdoors storage areas, impound areas with high fences, heavy equipment on-site, or large warehouse components that do not integrate well within streetscapes and neighbourhoods. They may also generate noise, vibration, emissions and other planning impacts beyond those that would be expected within a commercial context. The Commercial Industrial designation will be located in automobile and truck dominated environments along arterial roads. These lands will not constitute employment areas for the purposes of the Provincial Policy Statement, and are not included in the City's inventory of industrial lands. (OPA 607)

ii) Permitted Uses

- a) Commercial uses that do not fit will within the context of our commercial land use designations, due to their planning impacts, may be permitted. Such impacts may stem from:
- Large outdoor storage areas.
 - Impound areas.
 - Large warehouse or components.
 - Storage, display, or parking of heavy equipment.
 - Noise, vibration or emission impacts that exceed those that are expected within a commercial context.
 - Large volumes of regular truck traffic.
 - Large structures that may have a negative visual impact, such as domes or large out-buildings.
- b) Commercial recreation, places of assembly and places of worship may be permitted where appropriate.

- c) Commercial uses intended for the commercial land use designations will not be permitted.
- d) Commercial uses that are sensitive to noise, vibration, emissions, the visual impact of outdoor storage, and the other potential impacts that may be generated by uses in this designation will not be permitted.
- e) A very limited amount of small-scale retail and service uses may be permitted in these areas to serve those that work in this designation or surrounding employment areas. Such uses will be located on the periphery of the designation, adjacent to a Civic Boulevard.
- f) A limited range of light industrial uses may be permitted that are compatible with the commercial uses permitted in this designation. Applications for new industrial development will be evaluated on the basis of the potential for an increase in any adverse impacts on adjacent and nearby sensitive land uses, and the Planning and Development Applications policies in the Our Tools part of *The London Plan*.
- g) All uses adding, emitting, or discharging a contaminant into the natural environment that are required to obtain a Certificate of Approval from the Ministry of the Environment, Conservation and Parks as required by the Environmental Protection Act and associated Regulations are discouraged. Uses permitted in this category will also be required to comply with additional requirements as set out in this Section of the Plan and in the City of London's Waste Discharge By-law.
- h) The full range of uses described above will not necessarily be permitted on all sites with the Commercial Industrial designation.

iii) Built Form and Intensity

The Following policies shall apply to industrial development:

- a) The Urban Design Policies of Section 3.9 of this Plan shall apply; and,
- b) Setback and mitigation measures as per the Ministry of the Environment, Conservation and Parks' *Compatibility Between Industrial Facilities and Sensitive Land Uses* (D-Series Guidelines) shall apply. (OPA 64)

13.4 Future Community Growth

i) Intent

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

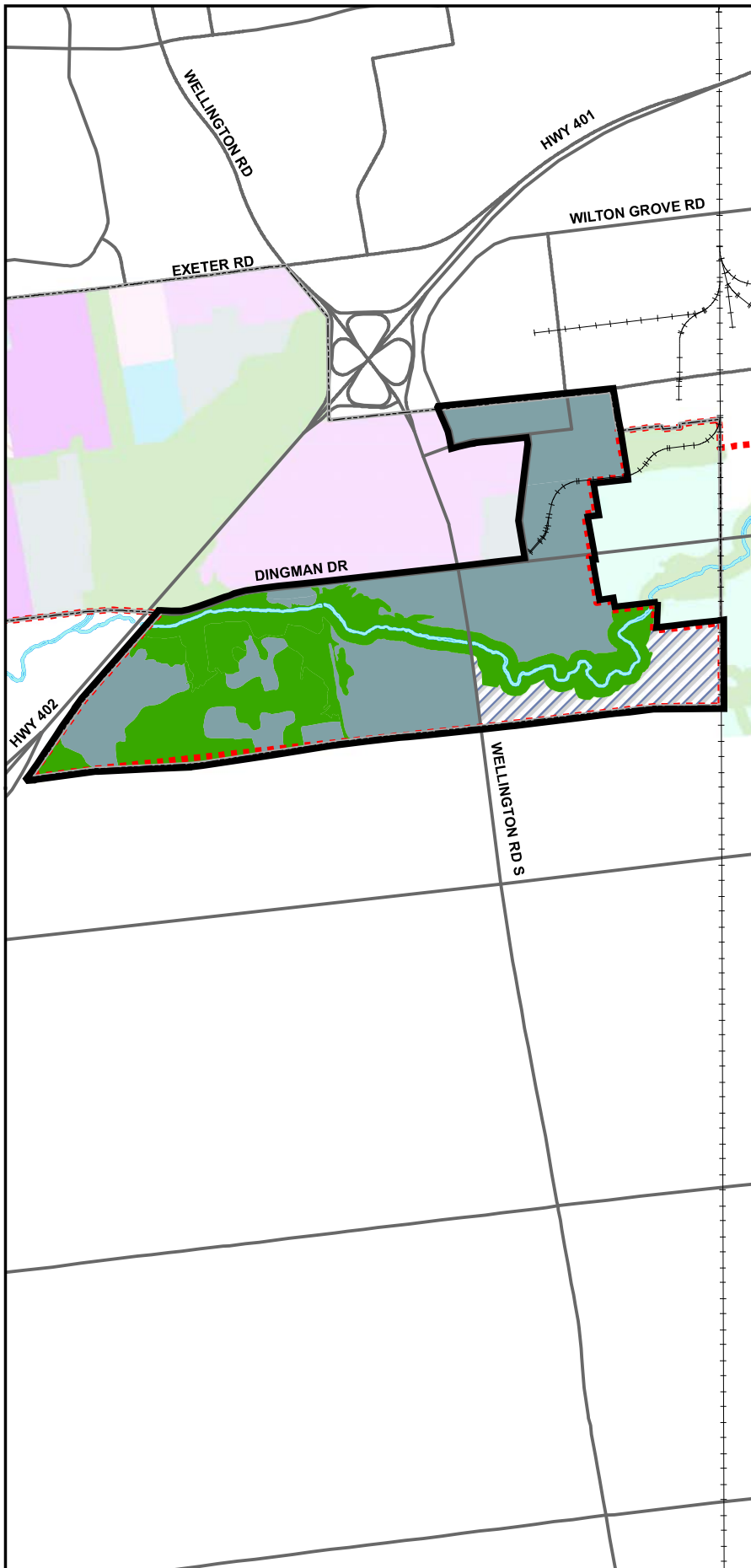






















ii) Permitted Uses

Because of concerns regarding premature development, Future Community Growth Areas will be zoned to allow for a very limited range of uses. Uses that exist at the time of the adoption of this plan may be permitted to continue. Subject to all the policies in this section, a very limited range of new uses that are similar to existing uses and would not have an impact on the future comprehensive planning and development of these lands may be permitted. *(OPA 607) (OPA 64)*

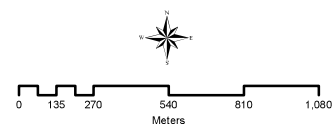
**Schedule 16
to the
Southwest Area Secondary Plan**

***Brockley Industrial Neighbourhood
Land Use Designations***



-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Commercial
-  Office
-  Wonderland Road Community Enterprise Corridor
-  Main Street Lambeth North
-  Main Street Lambeth South
-  Open Space and Environmental Review
-  Institutional
-  Industrial
-  Commercial Industrial
-  Transitional Industrial
-  Future Community Growth
-  Future Industrial Growth
-  Rural Neighbourhood
-  Neighbourhood Central Activity Node
-  Parks (Existing and Proposed)
-  Urban Growth Boundary
-  Neighbourhood Boundary

OPA 607, OPA 64



PROJECT LOCATION:
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14.0 Brockley Industrial Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 16.

i) Function and Purpose

It is intended that the Brockley Industrial Neighbourhood will promote opportunities for a limited range of compatible industrial land uses that support the City's long-term industrial strategy, promote the development of employment lands, and capitalize on the importance of the proximity of Highway 401 and the Canadian National Railway. The Brockley Industrial Area is to accommodate a range of light industrial uses that have a high standard of site design that take advantage of the areas in proximity to Highway 401.

The west portion of the Brockley Industrial Area is to accommodate a broad range of light industrial uses. Light industrial uses that emit noise, dust or odour are discouraged.

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

light industrial uses with a focus on logistics type of industrial uses that involve the movement and transfer of goods.

ii) Character

The Brockley Industrial Neighbourhood will be characterized by an integrated streetscape that has high quality and varied built forms and which have minimal parking facilities and other hard surface and loading areas along the street frontage. The overall site design and built form of commercial and industrial buildings will have a high design standard. Extensive landscaping shall be required to screen hard surface parking and loading areas outside storage shall be limited. Uses in the area east of Wellington Road South that have outdoor storage, or to produce potential odour, emissions, dust, noise and vibration shall not be permitted.

14.1 Industrial

i) Permitted Uses

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

On lands east of Wellington Road, light industrial uses that are located within enclosed buildings, require no outdoor storage; and are unlikely to cause adverse effects with respect to such matters as air, odour or water pollution, dust, or excessive vibration and noise levels





may be permitted. These include such uses as warehousing, research and communication facilities; laboratories; printing and publishing establishments; warehouses and wholesale outlets; technical, professional and business services such as architectural, engineering, survey or business machine companies; commercial recreation establishments; private clubs; private parks; restaurants; hotels and motels; service trades; and contractor's shops that do not involve open storage. Office uses and retail outlets subject to policy 1140 of *The London Plan*, which are ancillary to any of the above uses, are also permitted.

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

ii) Built Form and Intensity

- a) The Zoning, Site Plan, and Sign Control By-laws may specify higher standards for setbacks, the location of parking and loading areas, landscaping, lighting, and signage for industries adjacent to the Brockley Rural Neighbourhood area.
- b) Regulations in the Zoning By-law shall include provisions to prohibit any outside storage for industries located east of Wellington Road.
- c) Regulations in the Zoning By-law shall include provisions requiring buildings and structures to be located a minimum of 40 metres from the Brockley Rural Neighbourhood boundary.
- d) Enhanced plantings shall be provided within the 40 metre setback to provide a visual screen between industrial and sensitive land uses.
- e) Setback and mitigation measures as per

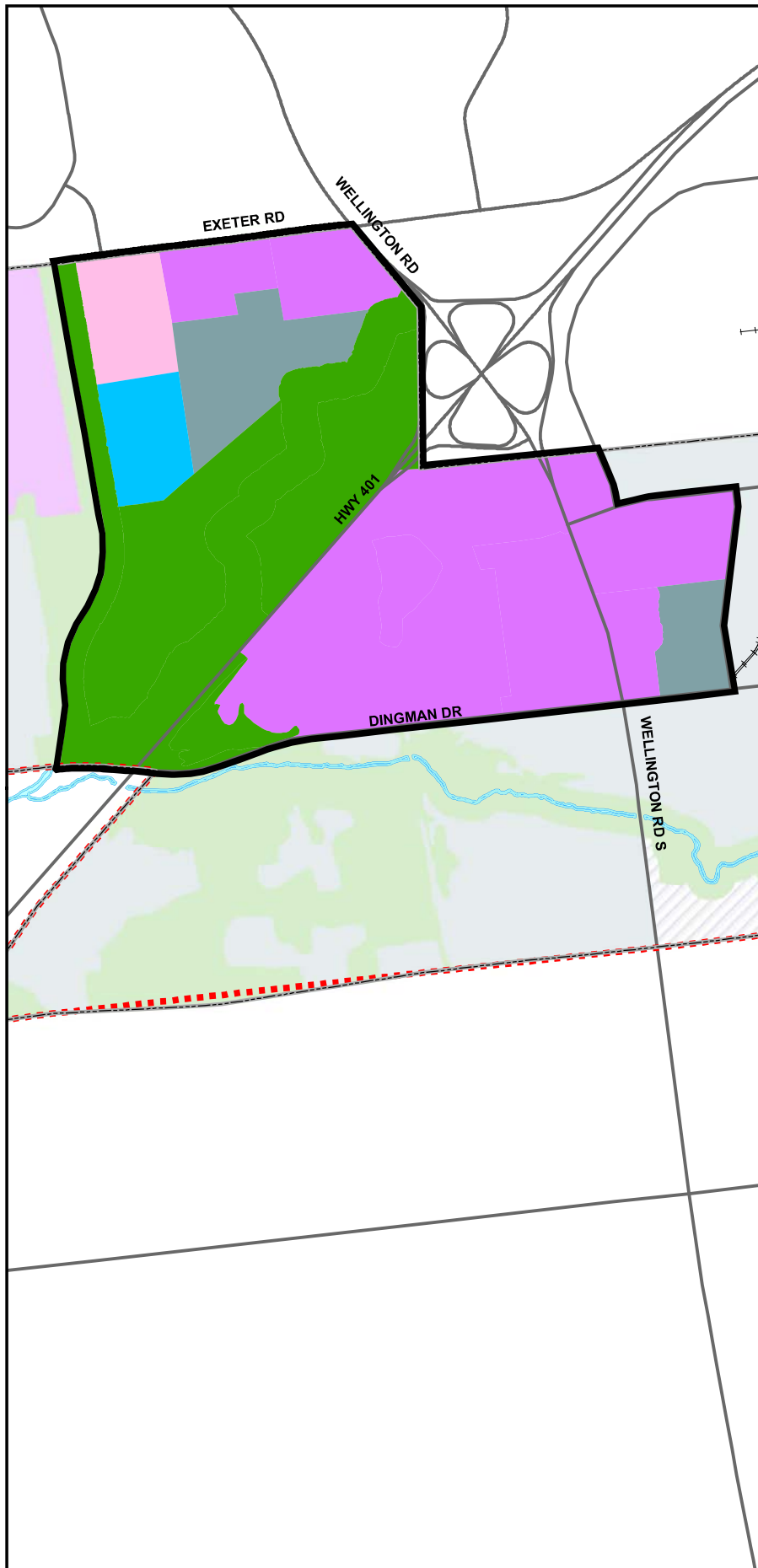


the Ministry of the Environment, Conservation and Parks' *Compatibility Between Industrial Facilities and Sensitive Land Uses* (D-Series Guidelines) may apply.

- f) Greater side yard and rear yard setbacks for new development within this area shall be specified in the Zoning By-law, and both landscaping and fencing shall be required. Lighting shall be directed to the site. Lit signage and high intensity lighting shall be limited.
- g) The Urban Design Policies of Section 3.9 of this Plan shall apply. (OPA 64)

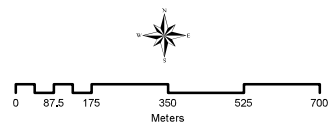
**Schedule 17
to the
Southwest Area Secondary Plan**

**Wellington Rd/Hwy 401 Neighbourhood
Land Use Designations**



- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Community Enterprise Corridor
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space and Environmental Review
- Institutional
- Industrial
- Commercial Industrial
- Transitional Industrial
- Future Community Growth
- Future Industrial Growth
- Rural Neighbourhood
- * Neighbourhood Central Activity Node
- Parks (Existing and Proposed)
- Urban Growth Boundary
- Neighbourhood Boundary

OPA 64, OPA 75



PROJECT LOCATION:
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CONSOLIDATION\Projects\Schedule17_WellingtonRoad_8x11_colour.mxd



15.0 Wellington Road/ Highway 401 Neighbourhood

The Land Use Designations for this neighbourhood are shown on Schedule 17.

i) Function and Purpose

It is intended that the lands adjacent to Wellington Road South and Highway 401 interchange will continue to provide a range and mix of commercial and office uses, and continue to support and promote employment lands.

ii) Character

The Wellington Road South and Highway 401 area will be characterized by an integrated streetscape having quality and varied built forms. Parking facilities will be screened by small floorplate buildings adjacent to Wellington Road South and Highway 401. Other hard surface and loading areas along these road frontages are discouraged. The overall site design and built form of commercial and industrial buildings along the road edge of Wellington Road South and Highway 401 will support a high quality gateway image. Enhanced landscaping along the gateway corridors shall be required as new development or redevelopment occurs in this area.

iii) Permitted Uses

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



iv) Built Form and Intensity

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

v) Transportation and Parking

- a) The number of direct private driveway accesses to Wellington Road shall be limited and may be subject to restricted turning movements. Sites within this Neighbourhood Area shall have an integrated internal access system. Pedestrian connections between buildings on large sites and between sites shall be clearly established with landscaping and identifiable surface treatments used to clearly indicate pedestrian areas.
- b) Site frontages along Wellington Road and Highway 401 shall include a minimum 10 metre landscaped area with significant tree planting to enhance the gateway function and the "Forest City" image. (OPA 64)





16.0 Implementation

16.1 Implementation of the Plan

The Southwest Area Secondary Plan shall be implemented utilizing the following implementation mechanisms:

- i) All municipal works shall be consistent with the policies of this Plan; and,
- ii) All planning applications shall be consistent with the policies of this Plan.

(OPA 64)

16.2 Municipal Works

The Southwest Area Secondary Plan shall be implemented utilizing the following implementation mechanisms:

- i) Road development;
- ii) Sewer, water and wastewater infrastructure;
- iii) Stormwater management facilities in accordance with any recommendations arising from a Municipal Class EA;
- iv) Parks; and,
- v) Public facilities. *(OPA 64)*

16.3 Official Plan Amendments

- i) Any amendment to the text or Schedules of this Secondary Plan represents an Official Plan amendment. Furthermore, amendments to the Schedules

of this Plan may require amendments to the associated maps of *The London Plan*.

- ii) Where lands are designated "Environmental Review" on Map 1 - Place Types of *The London Plan*, Map 1 shall prevail over the Open Space designation on Schedule 4 of the Southwest Area Land Use Designations of the Secondary Plan.
- iii) Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of *The London Plan*.
- iv) Updates to this Secondary Plan are to reflect applicable changes to *The London Plan*, Provincial Policy Statement, Planning Act and Regulations, as required.
- v) Where the minimum density described for a neighbourhood is not able to be achieved on an individual application, the City may consider a lower minimum density without amendment to this Plan. The consideration of a lower density than the minimum density described for a neighbourhood shall include the following matters:
 - a) The size of the parcel.
 - b) The amount of land not designated for low density residential development that could develop to meet the overall intensity of development contemplated for the neighbourhood.
 - c) The pattern of development, including roads and parks.
 - d) Opportunities to provide a range and mix of housing types and/or a range and mix of lot sizes that meet the intent of the neighbourhood housing mix. (OPA 64)

16.4 Zoning

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

policies as described in the applicable place type of *The London Plan*. (OPA 64)

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

Any applications for subdivision, condominium, or consent to sever shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*. (OPA 64)

16.6 Site Plan Approval

Any applications for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*. (OPA 64)

16.7 Fair Distribution of Responsibilities and Resources

The successful completion of the Southwest Planning Area depends on the co-operation of the owners and land developers to share in the equitable and fair distribution of commercial uses, residential density, affordable housing, unit types, community parkland, community facilities, affordable housing, open space, tree canopy cover, municipal infrastructure, etc., as required by this Plan. All Official Plan, subdivision, Zoning By-law amendment and site plan applications shall be required to include a statement of conformity with the requirements of this Plan, as part of a complete application. (OPA 64)

16.8 Achieving Minimum Residential Density

Minimum residential density shall be calculated on the basis of Section 16.7, above, and as the total area of the land designated and proposed for residential development, including of lands dedicated for the purpose of widening existing roads, less any parcels of land to be used for non-residential uses. (OPA 64)

16.9 Proposed Future Road Corridors

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

- a) Completion of a Municipal Class Environmental Assessment.
- b) A corridor study or functional transportation planning study as described in the Protection and Acquisition of Lands for Mobility Infrastructure policies in the Mobility chapter of *The London Plan*.
- c) Consideration of a draft plan of subdivision. Map 3 may be amended to reflect the determined alignment of a proposed future road corridor without the need for an Official Plan amendment. (OPA 64)

16.10 Complete Applications

- i) All Planning applications may require the submission of the following reports and studies in accordance with the relevant requirements of this Secondary Plan:
 - a) Statement of conformity with Requirements of the Plan;
 - b) Statement of the Streetscape Compatibility;
 - c) Sustainability/Green Development Report;
 - d) Tree Management Strategy;
 - e) Confirmation of Target for Tree Canopy Cover;
 - f) Transportation Design Concept Plan, including pedestrian linkages to Urban Thoroughfares, Civic Boulevards, Rapid Transit Boulevards, and Main Streets;
 - g) Traffic Studies;
 - h) Confirmation of School Board needs;
 - i) Subject Land Status Report, or Environmental Impact Study, accepted by the City;
 - j) Approved Environmental Assessments, or confirmation by the consulting engineer that an Environmental Assessment is not required;
 - k) Cultural Heritage Report;
 - l) Urban Design Brief;
 - m) Landowner/ Stakeholder Group Collaboration Report, or City-led Sub-area Secondary Plan approved by the City;
 - n) Justification Report for all amendments to the Plan.
- ii) Other reports and studies may be required in accordance with the Complete Applications and Pre-Application Consultation Requirements section in the Our Tools part of *The London Plan*.
- iii) Where a land holding includes lands designated as Open Space or Parkland in this Plan, the draft Plan submission shall include these lands within the boundaries of the draft plan. (OPA 64)

16.11 Urban Design Policies

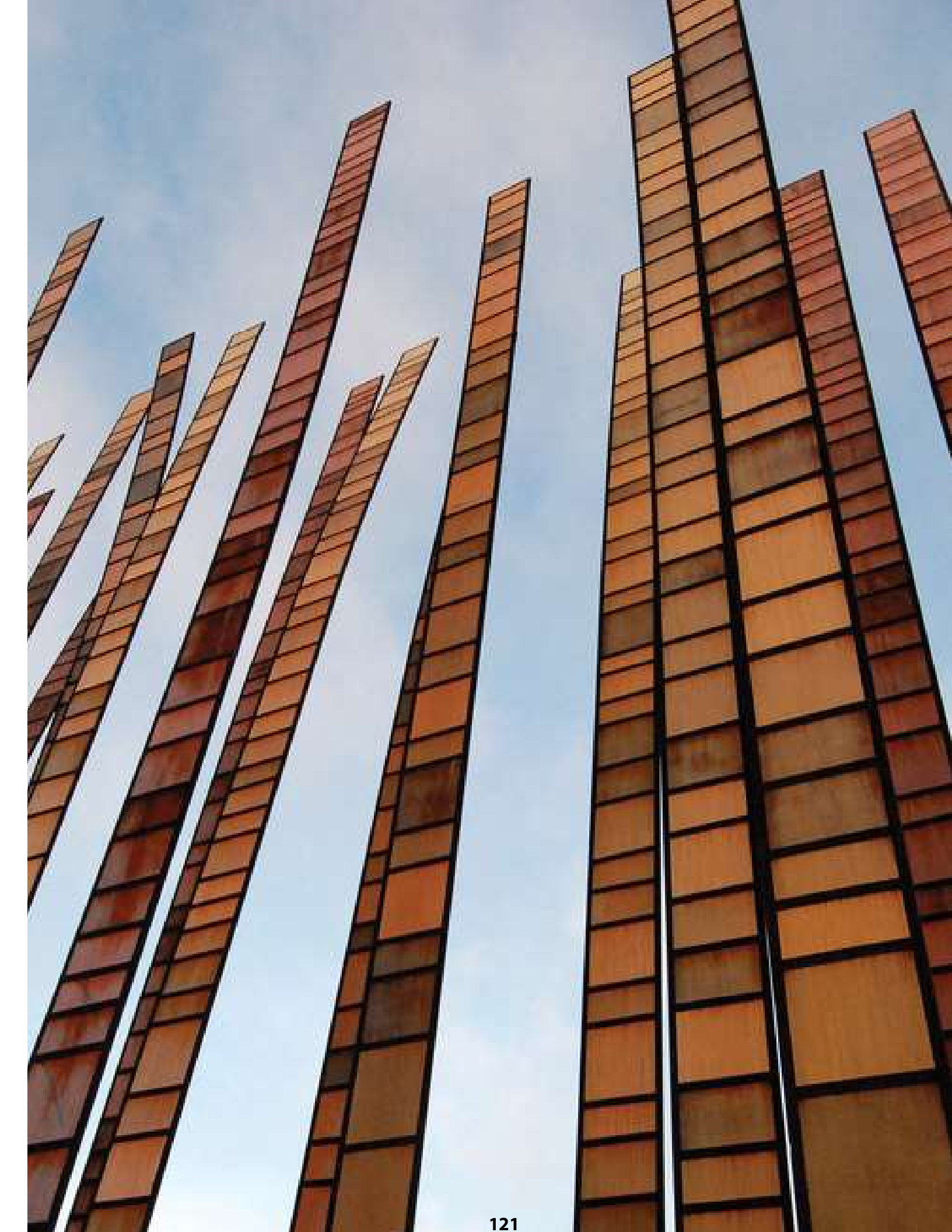
All development within the Southwest Area Secondary Plan boundaries shall be subject to the urban design policies contained in this Plan, in addition to applicable policies in *The London Plan*. (OPA 64)

16.12 Guidelines Documents

Guideline documents may be adopted by Council to provide greater detail and guidance for development and the public realm elements of the Secondary Plan area. (OPA 64)

16.13 Interpretation

The How To Use The London Plan section in the Our Challenge part of *The London Plan* shall apply to this Secondary Plan. (OPA 64)





17.0 Appendices - Supplementary Information

Appendix 1 - Growth Estimate

Appendix 2 - Residential Density and Height Table *(OPA 64)*

Appendix 1 - Growth Estimate

SOUTHWEST AREA PLAN: POPULATION, EMPLOYMENT, RESIDENTIAL UNITS AND NON-RESIDENTIAL SPACE AT BUILD-OUT		
POPULATION	SWAP Population	53,500
UNITS	Built/Approved Units	8800
	New Low Density Units	5300
	New Medium Density Units	6900
	New High Density Units	1100
	Total SWAP Units	22,100
OFFICE GROSS FLOOR AREA	New Office Gross Floor Area	20,000 m2
COMMERCIAL GROSS FLOOR AREA	New Commercial Gross Floor Area	288,200 m2
	Existing Commercial Gross Floor Area	20,400 m2
	Total Commercial Gross Floor Area	308,600 m2
INDUSTRIAL GROSS FLOOR AREA	New Industrial Gross Floor Area	218,100 m2
EMPLOYMENT	New Commercial Jobs	8600
	New Office Jobs	1100
	New Industrial Jobs	2600
	Total New Jobs	12,300

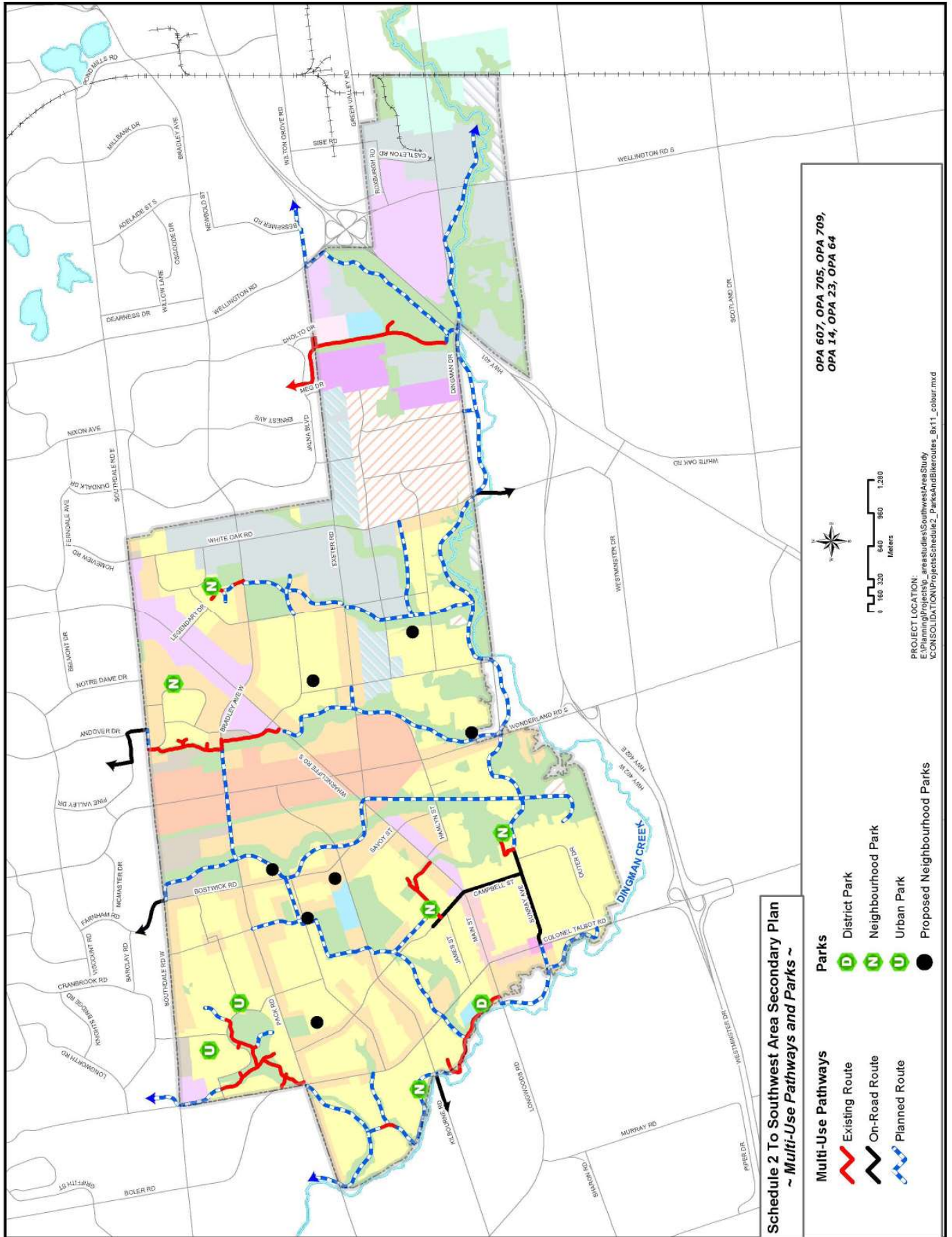
Appendix 2 - Residential Density and Height Table

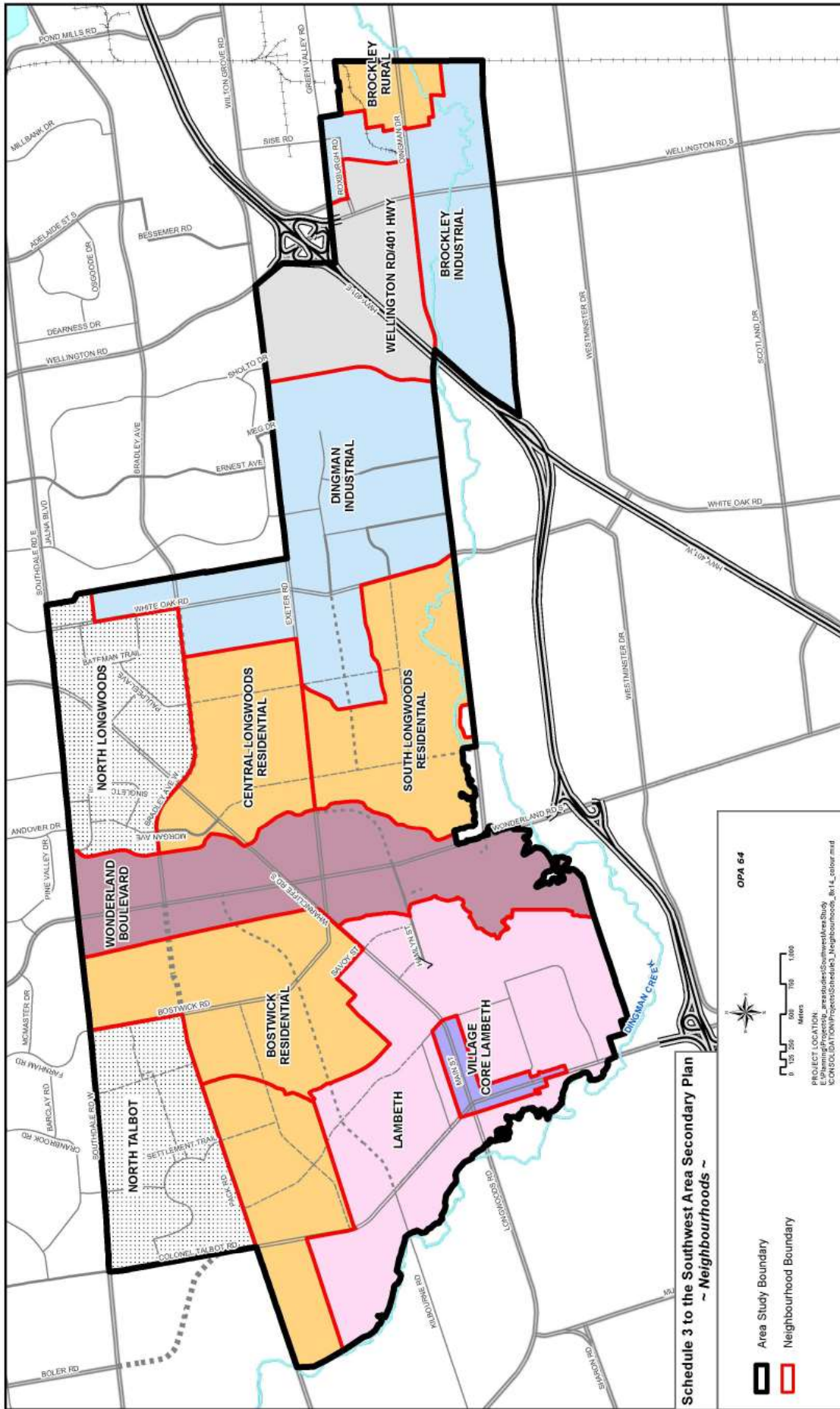
Neighbourhood	Low Density Residential Designation			Medium Density Residential Designation			High Density Residential Designation		
	Min/Max Density (uph)	Increase Permitted?	Min/Max Height (storeys)	Min/Max Density (uph)	Increase Permitted?	Min/Max Height (storeys)	Min/Max Density (uph)	Increase Permitted?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

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












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

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

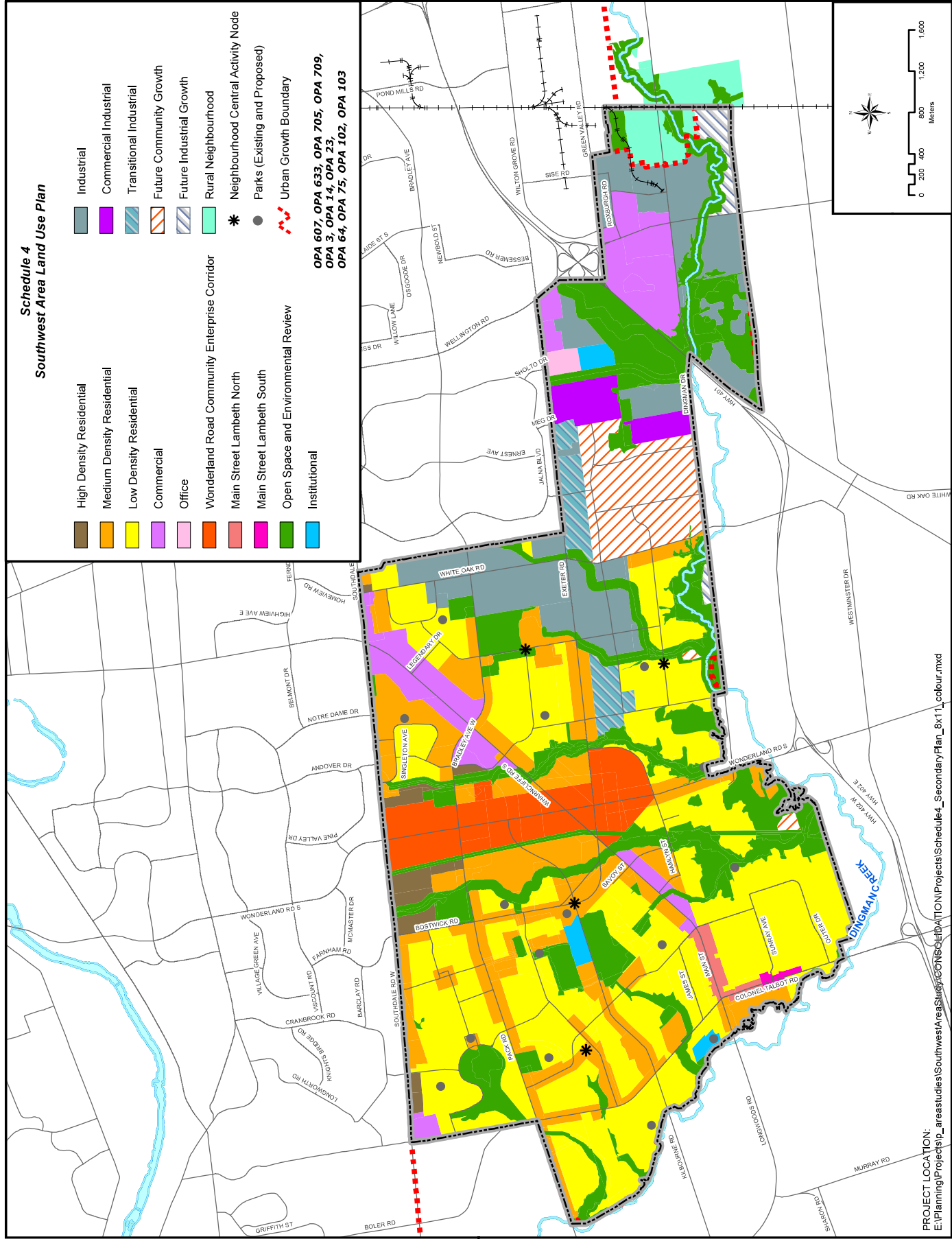


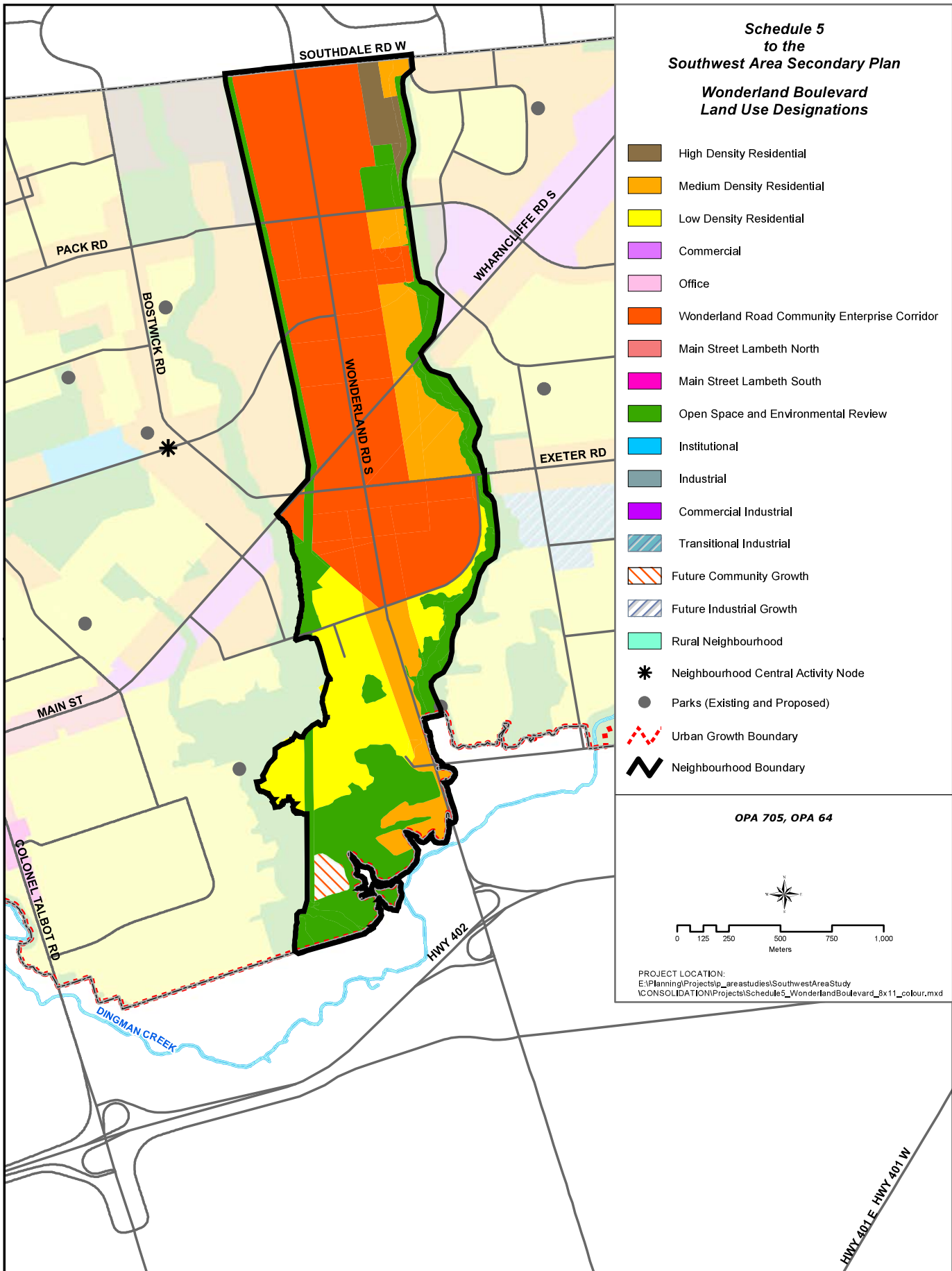


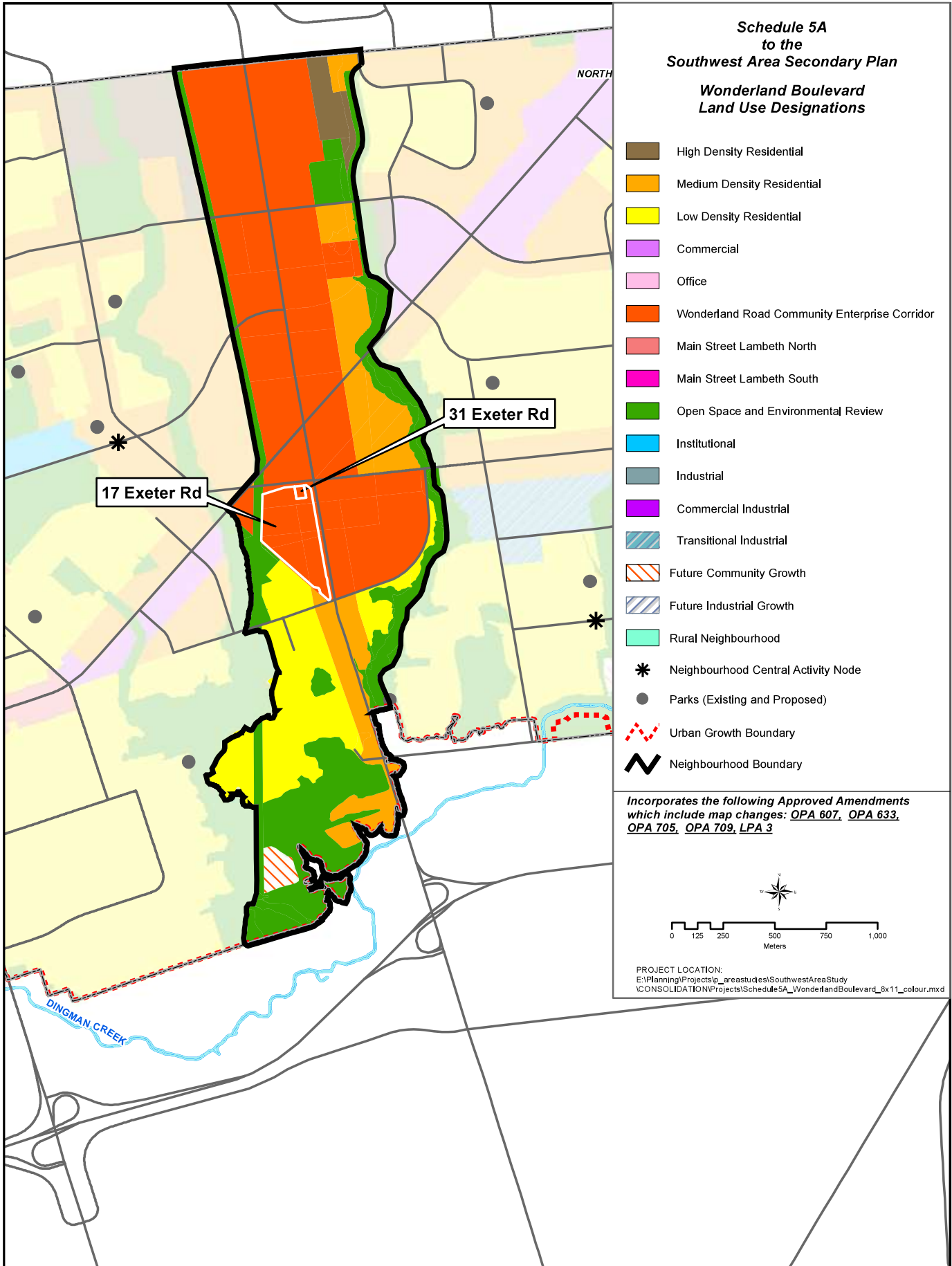
**Schedule 4
Southwest Area Land Use Plan**

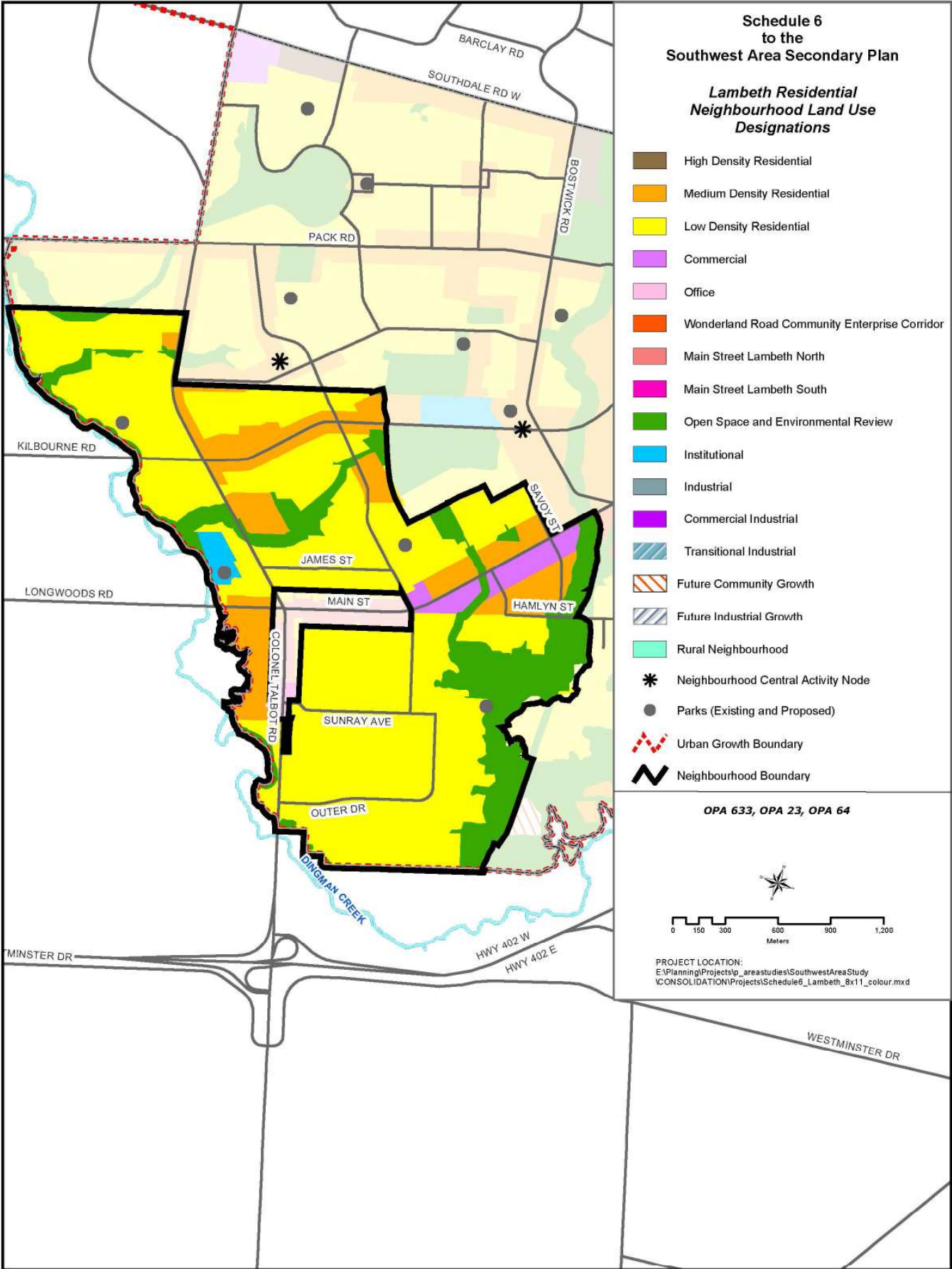
- | | | | |
|---|---|---|-------------------------------------|
|  | High Density Residential |  | Industrial |
|  | Medium Density Residential |  | Commercial Industrial |
|  | Low Density Residential |  | Transitional Industrial |
|  | Commercial |  | Future Community Growth |
|  | Office |  | Future Industrial Growth |
|  | Wonderland Road Community Enterprise Corridor |  | Rural Neighbourhood |
|  | Main Street Lambeth North |  | Neighbourhood Central Activity Node |
|  | Main Street Lambeth South |  | Parks (Existing and Proposed) |
|  | Open Space and Environmental Review |  | Urban Growth Boundary |
|  | Institutional | | |

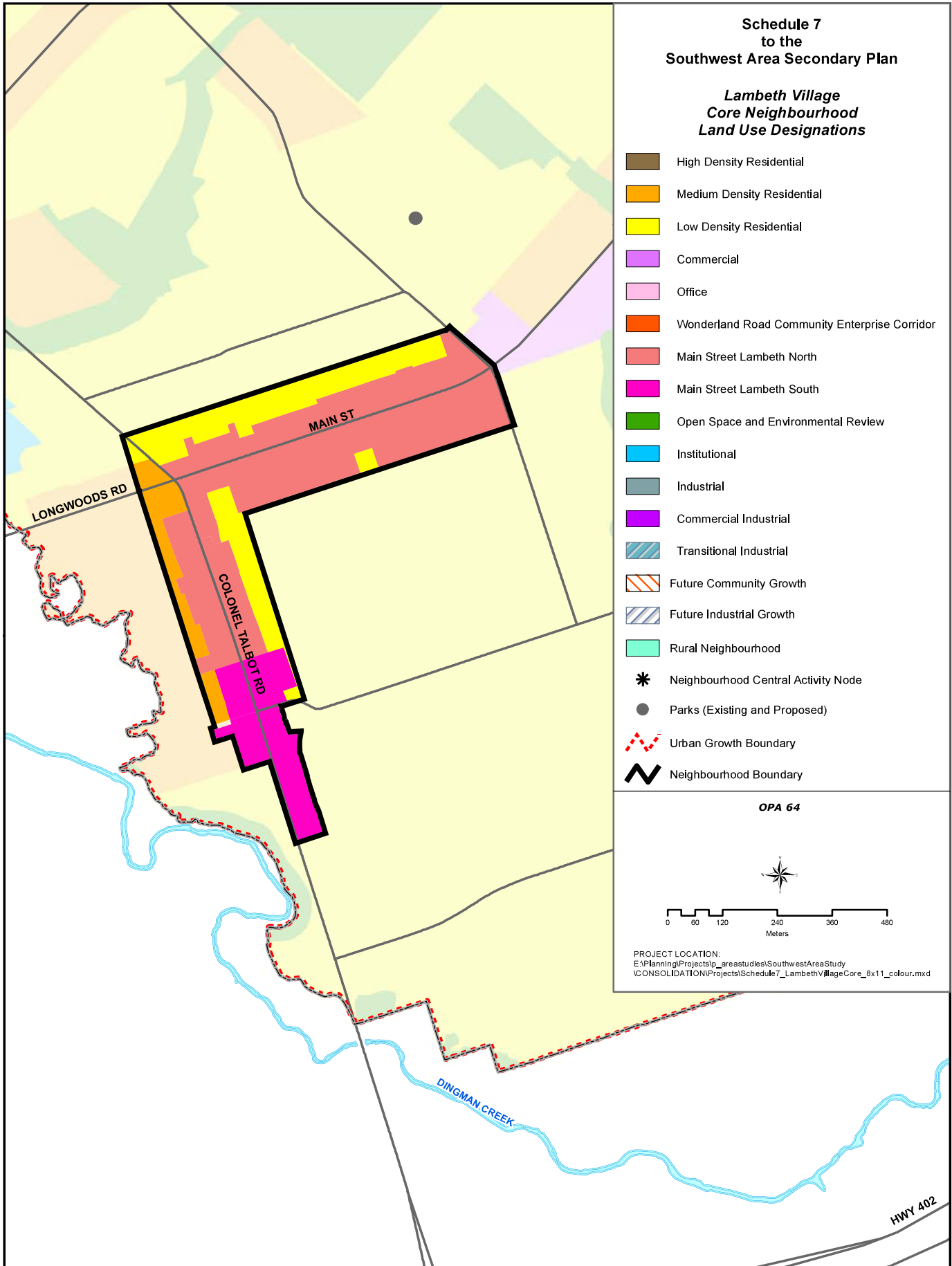
**OPA 607, OPA 633, OPA 705, OPA 709,
OPA 3, OPA 14, OPA 23,
OPA 64, OPA 75, OPA 102, OPA 103**

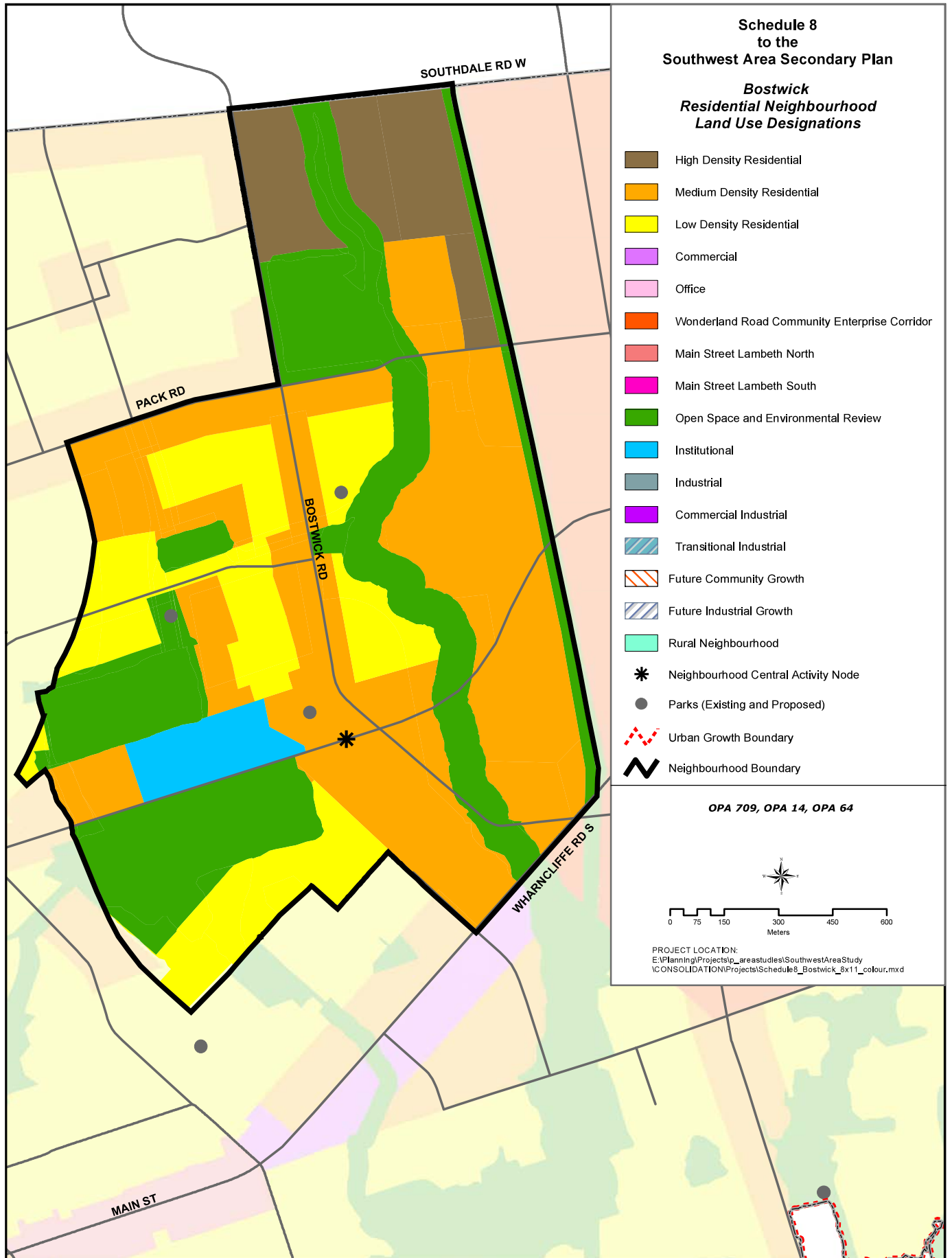


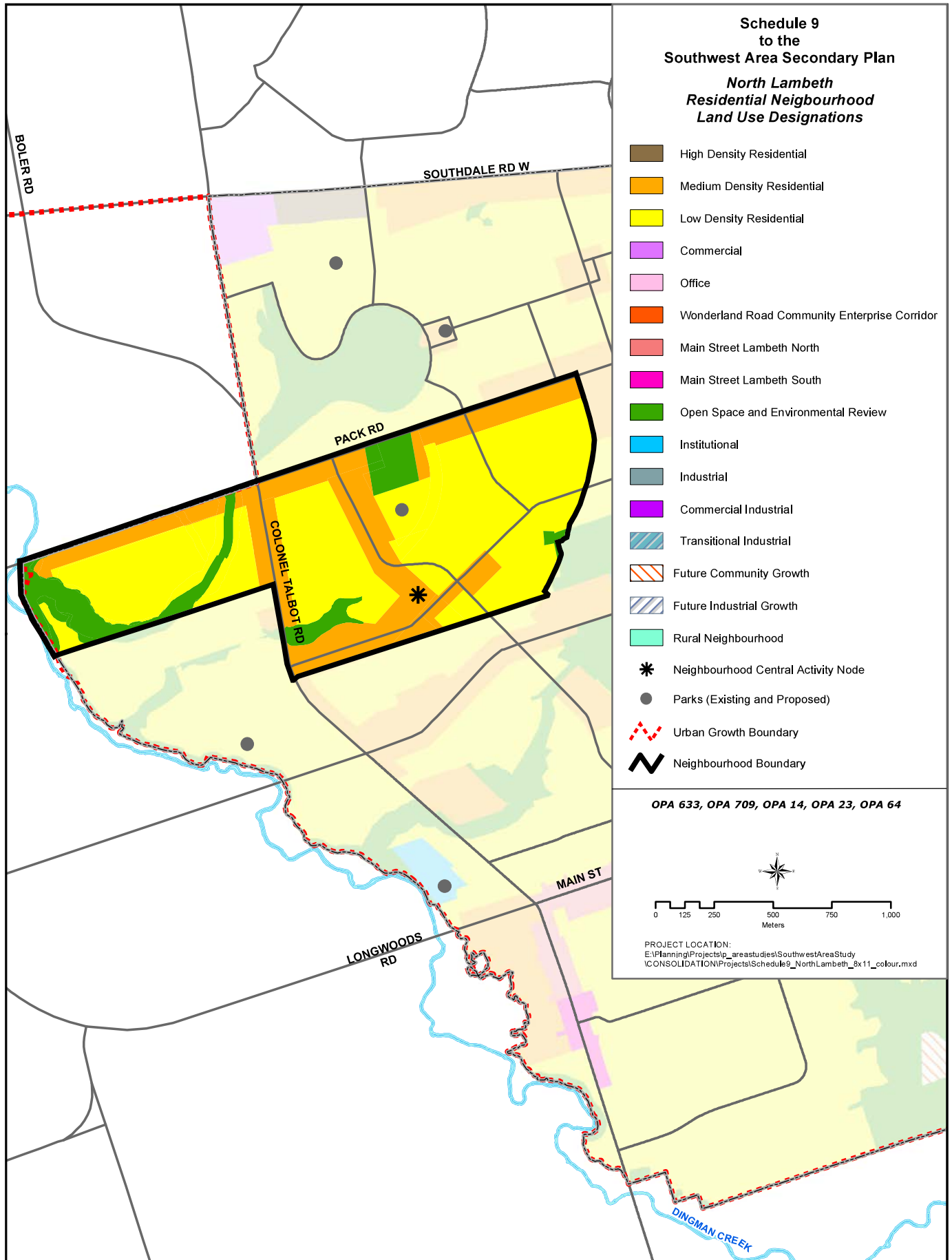


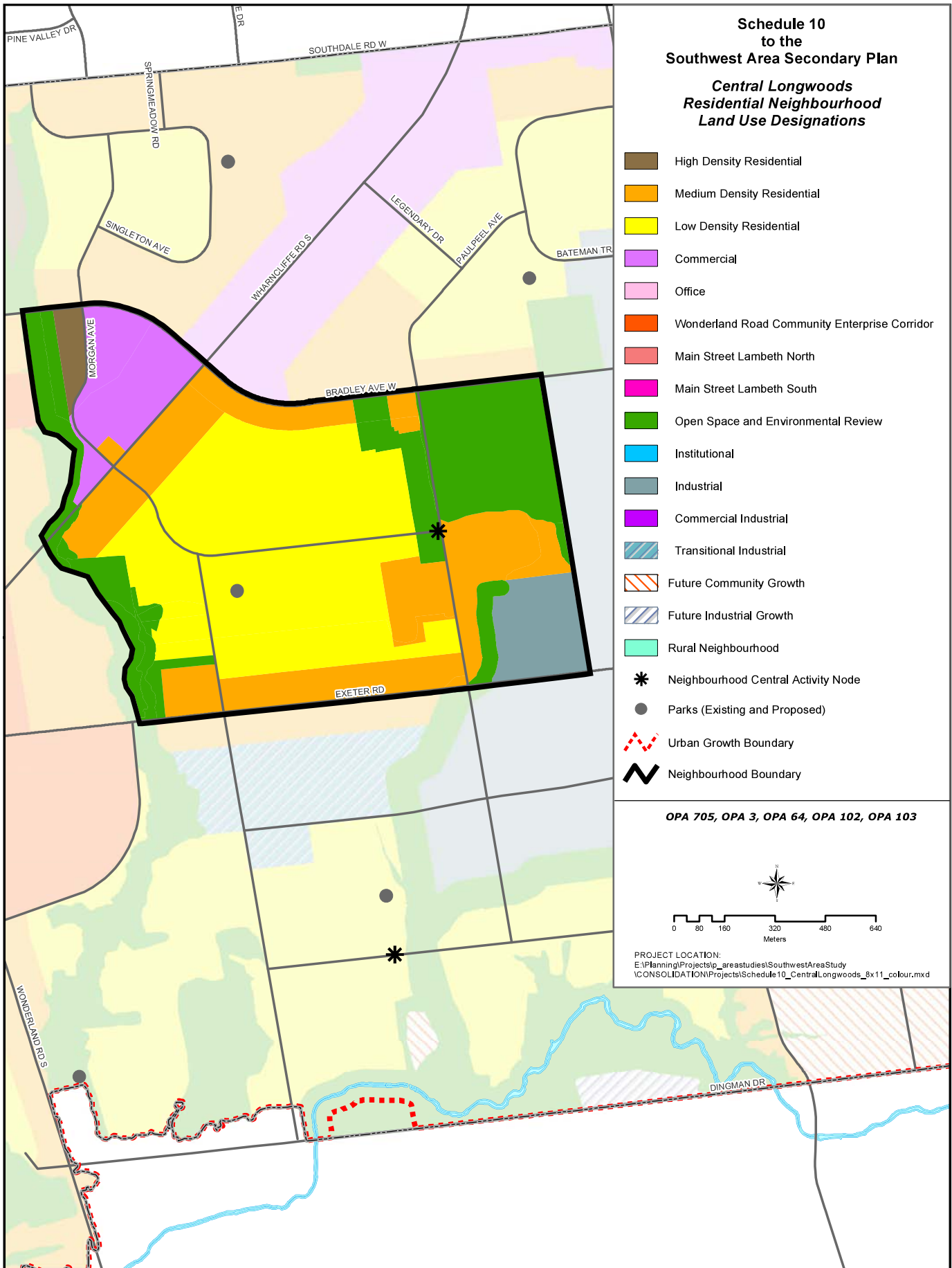








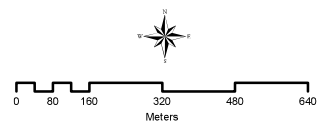




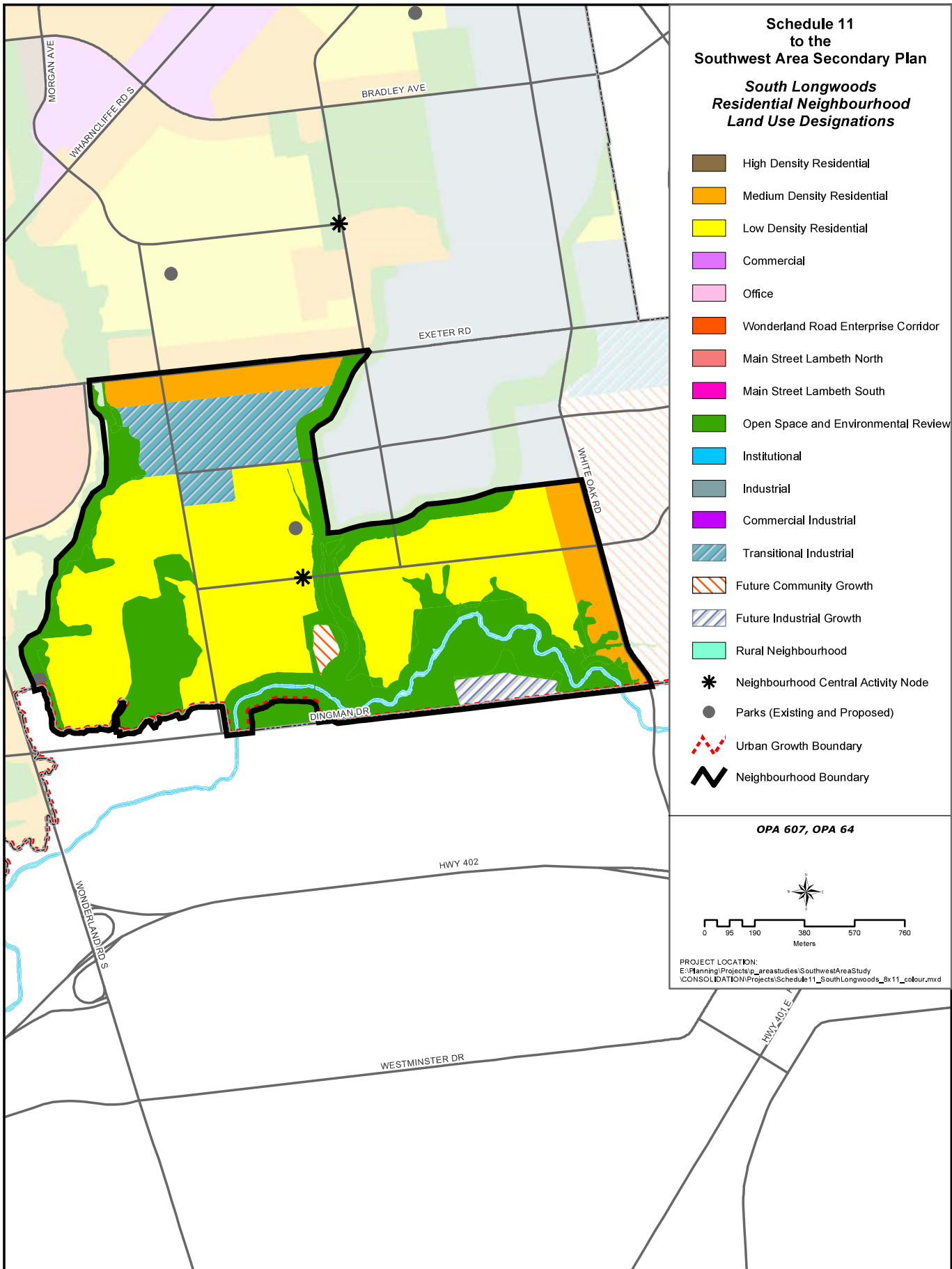
**Schedule 10
to the
Southwest Area Secondary Plan
Central Longwoods
Residential Neighbourhood
Land Use Designations**

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Community Enterprise Corridor
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space and Environmental Review
- Institutional
- Industrial
- Commercial Industrial
- Transitional Industrial
- Future Community Growth
- Future Industrial Growth
- Rural Neighbourhood
- * Neighbourhood Central Activity Node
- Parks (Existing and Proposed)
- Urban Growth Boundary
- Neighbourhood Boundary

OPA 705, OPA 3, OPA 64, OPA 102, OPA 103



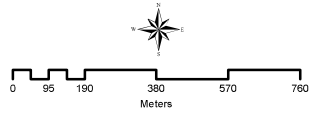
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**Schedule 11
to the
Southwest Area Secondary Plan
South Longwoods
Residential Neighbourhood
Land Use Designations**

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Enterprise Corridor
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space and Environmental Review
- Institutional
- Industrial
- Commercial Industrial
- Transitional Industrial
- Future Community Growth
- Future Industrial Growth
- Rural Neighbourhood
- * Neighbourhood Central Activity Node
- Parks (Existing and Proposed)
- Urban Growth Boundary
- Neighbourhood Boundary

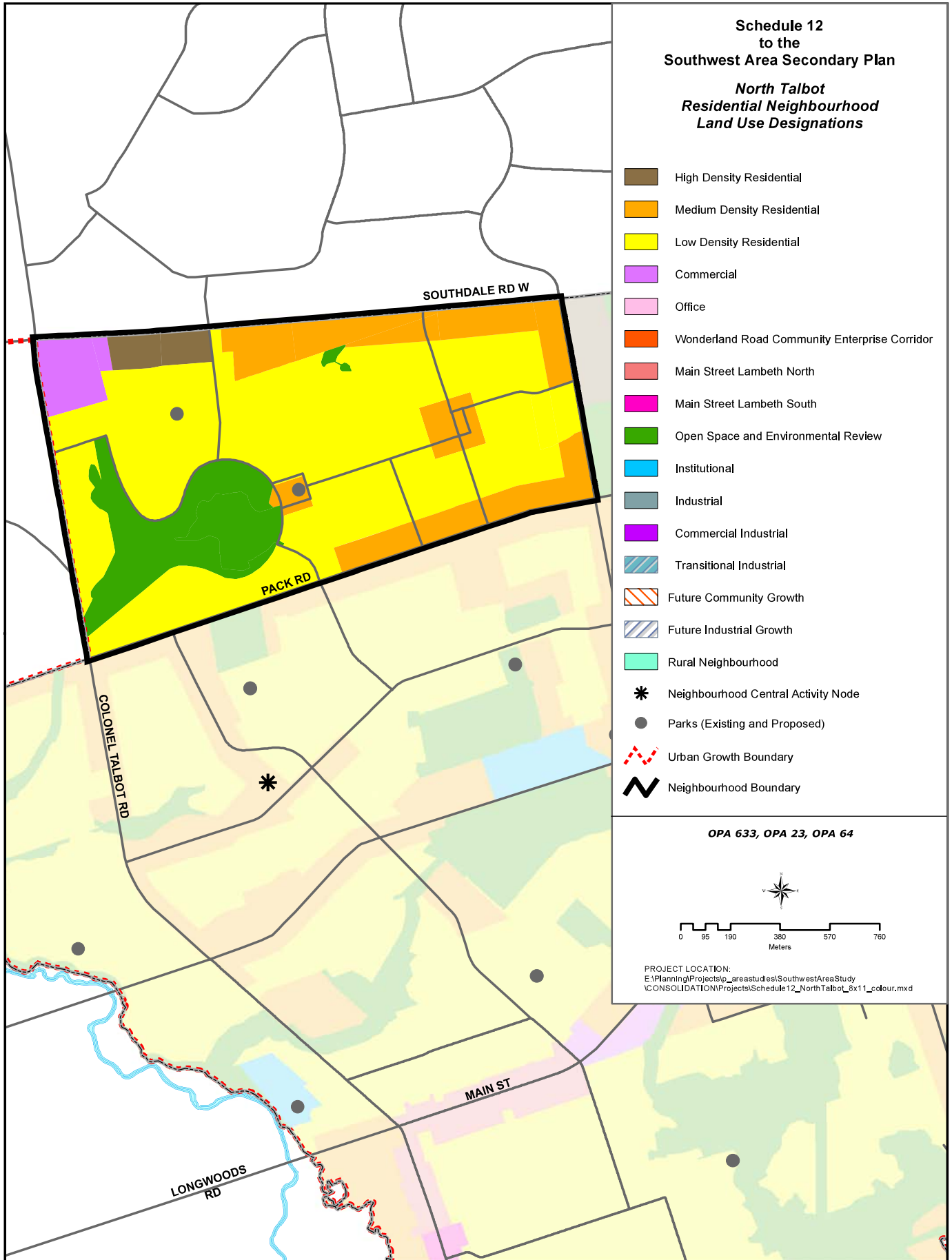
OPA 607, OPA 64



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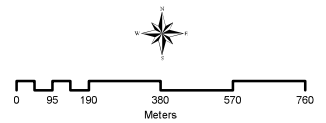
**Schedule 12
to the
Southwest Area Secondary Plan**

**North Talbot
Residential Neighbourhood
Land Use Designations**



-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Commercial
-  Office
-  Wonderland Road Community Enterprise Corridor
-  Main Street Lambeth North
-  Main Street Lambeth South
-  Open Space and Environmental Review
-  Institutional
-  Industrial
-  Commercial Industrial
-  Transitional Industrial
-  Future Community Growth
-  Future Industrial Growth
-  Rural Neighbourhood
-  Neighbourhood Central Activity Node
-  Parks (Existing and Proposed)
-  Urban Growth Boundary
-  Neighbourhood Boundary

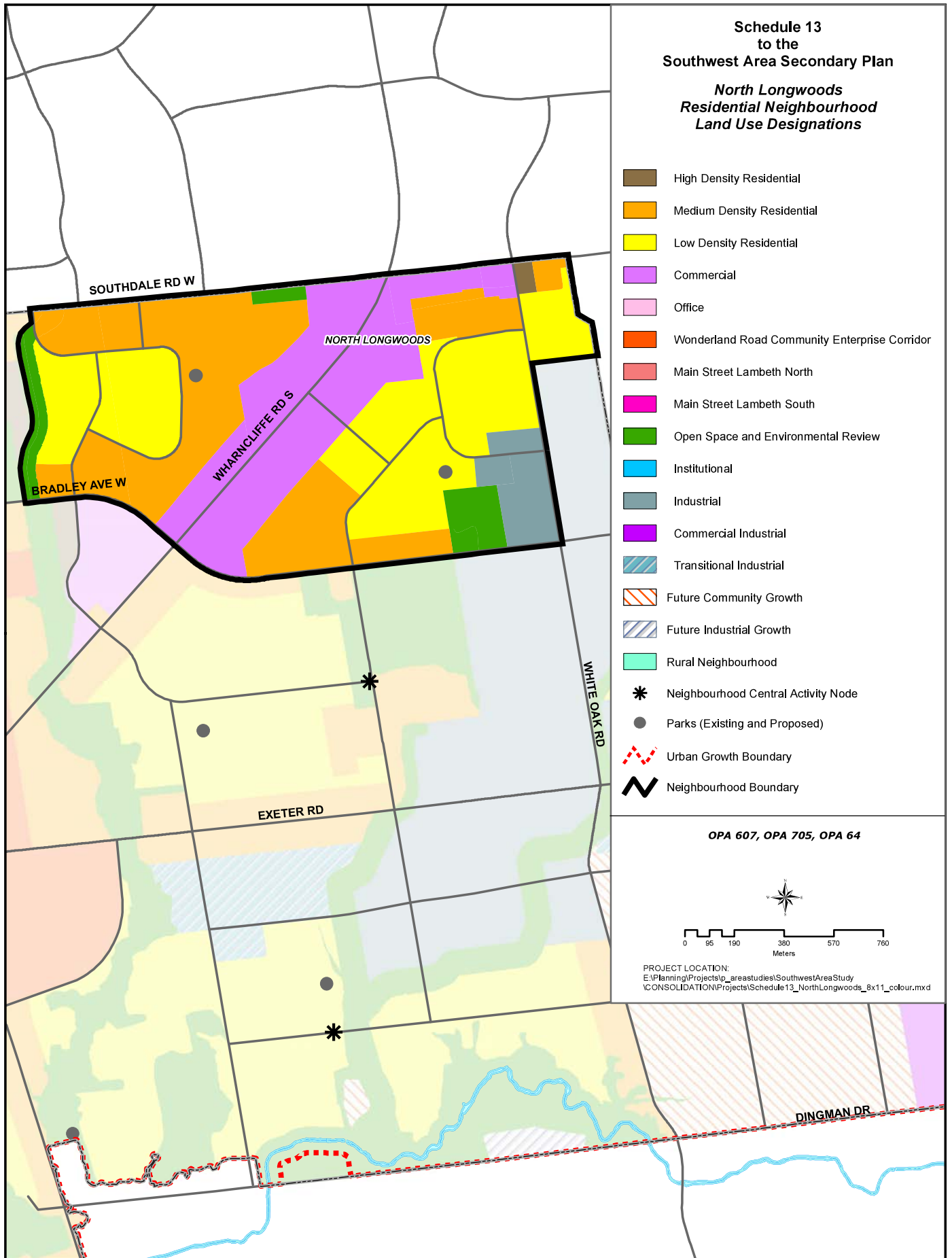
OPA 633, OPA 23, OPA 64



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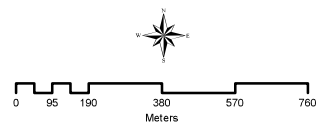
**Schedule 13
to the
Southwest Area Secondary Plan**

**North Longwoods
Residential Neighbourhood
Land Use Designations**

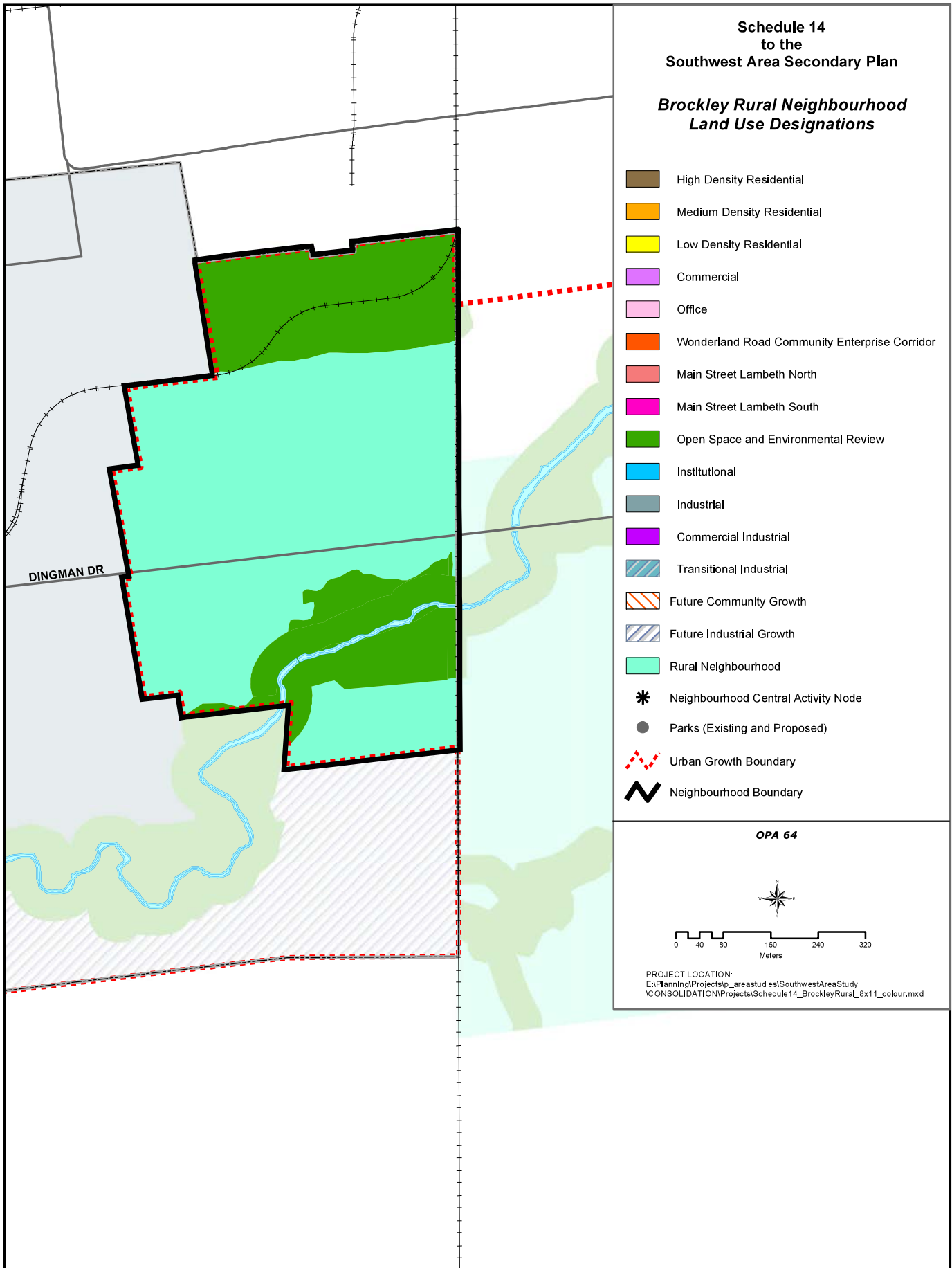


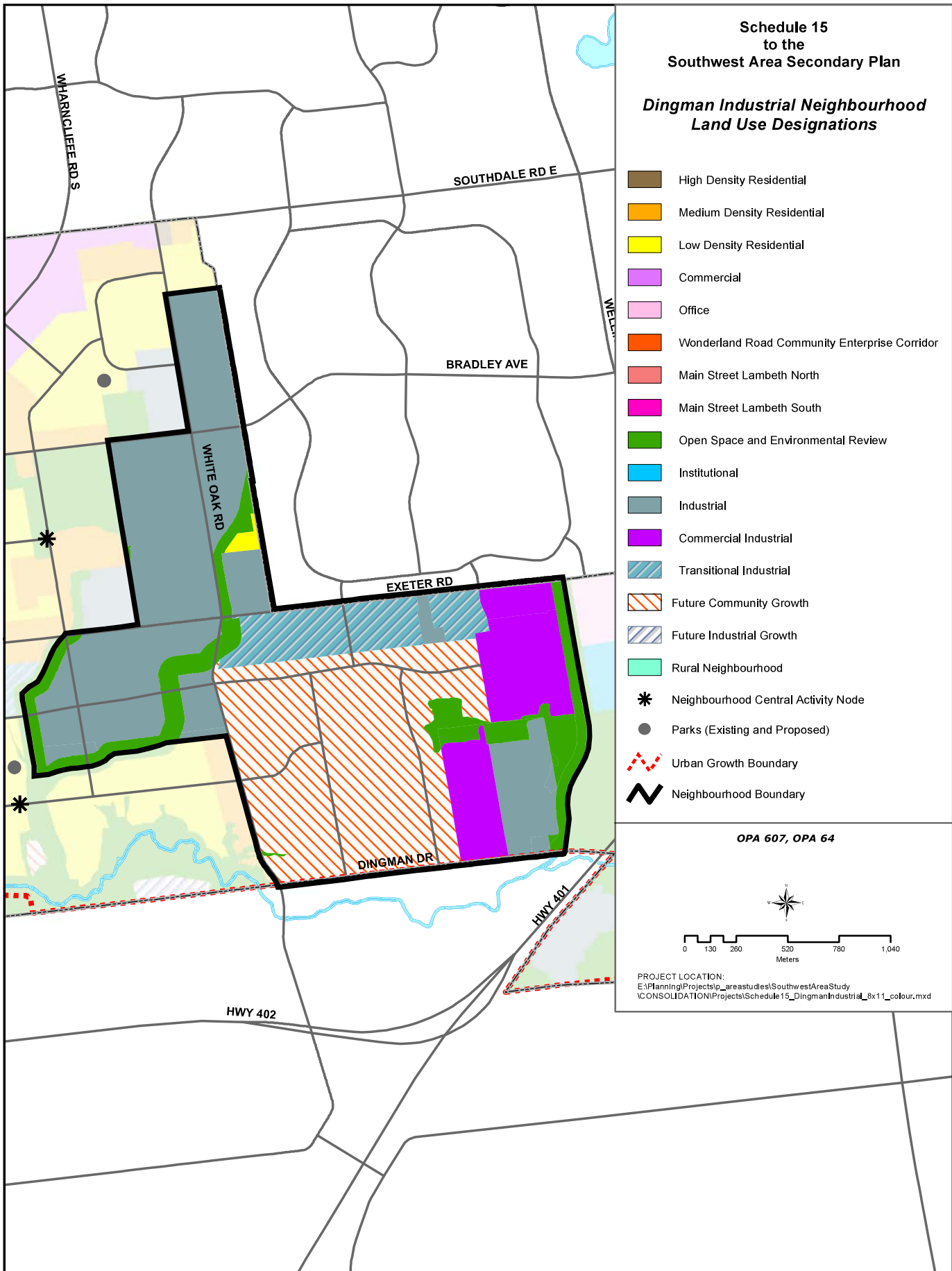
- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Community Enterprise Corridor
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space and Environmental Review
- Institutional
- Industrial
- Commercial Industrial
- Transitional Industrial
- Future Community Growth
- Future Industrial Growth
- Rural Neighbourhood
- * Neighbourhood Central Activity Node
- Parks (Existing and Proposed)
- Urban Growth Boundary
- Neighbourhood Boundary

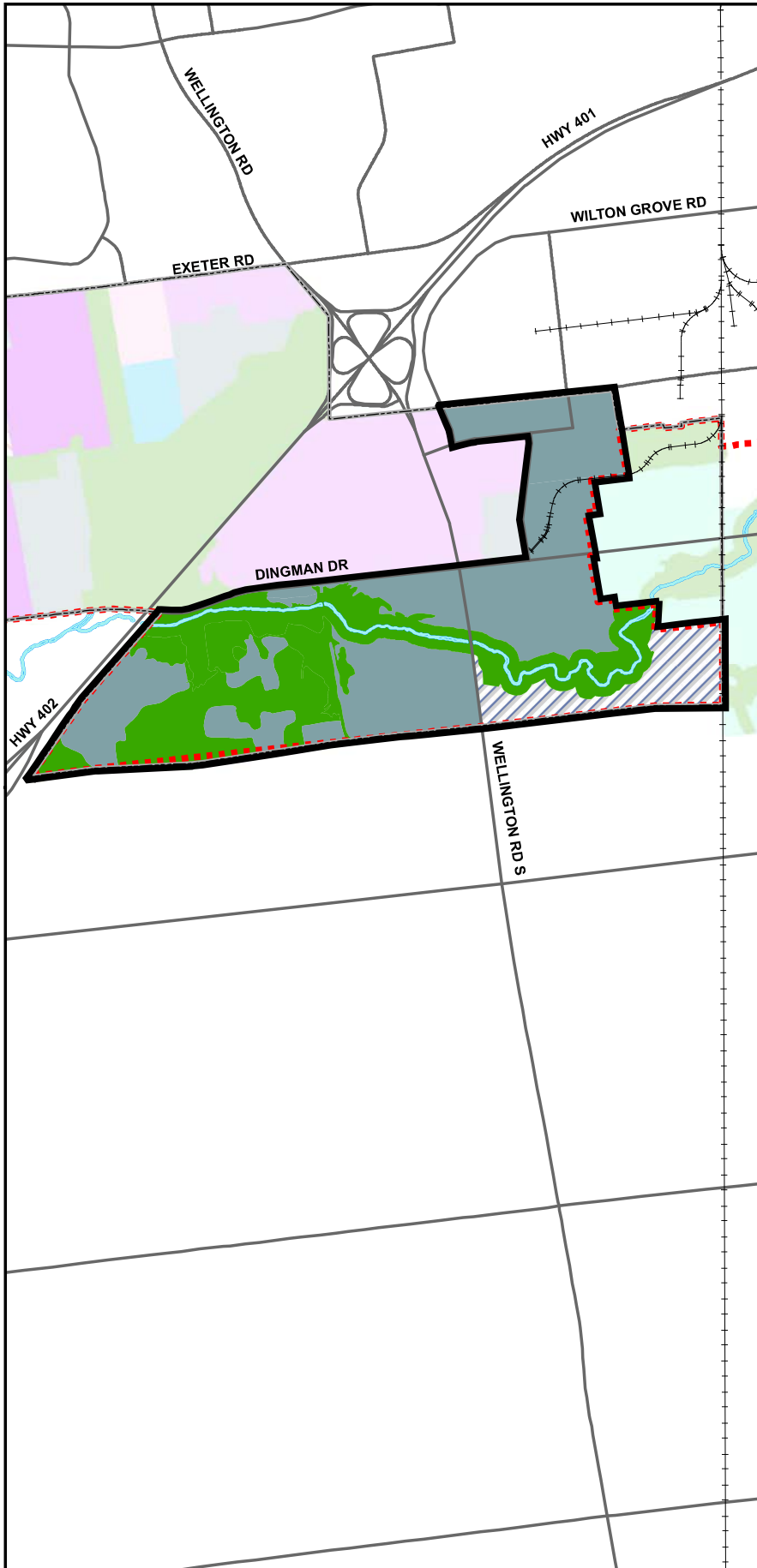
OPA 607, OPA 705, OPA 64



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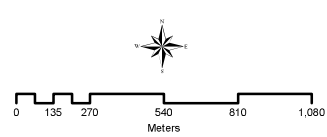


**Schedule 16
to the
Southwest Area Secondary Plan**

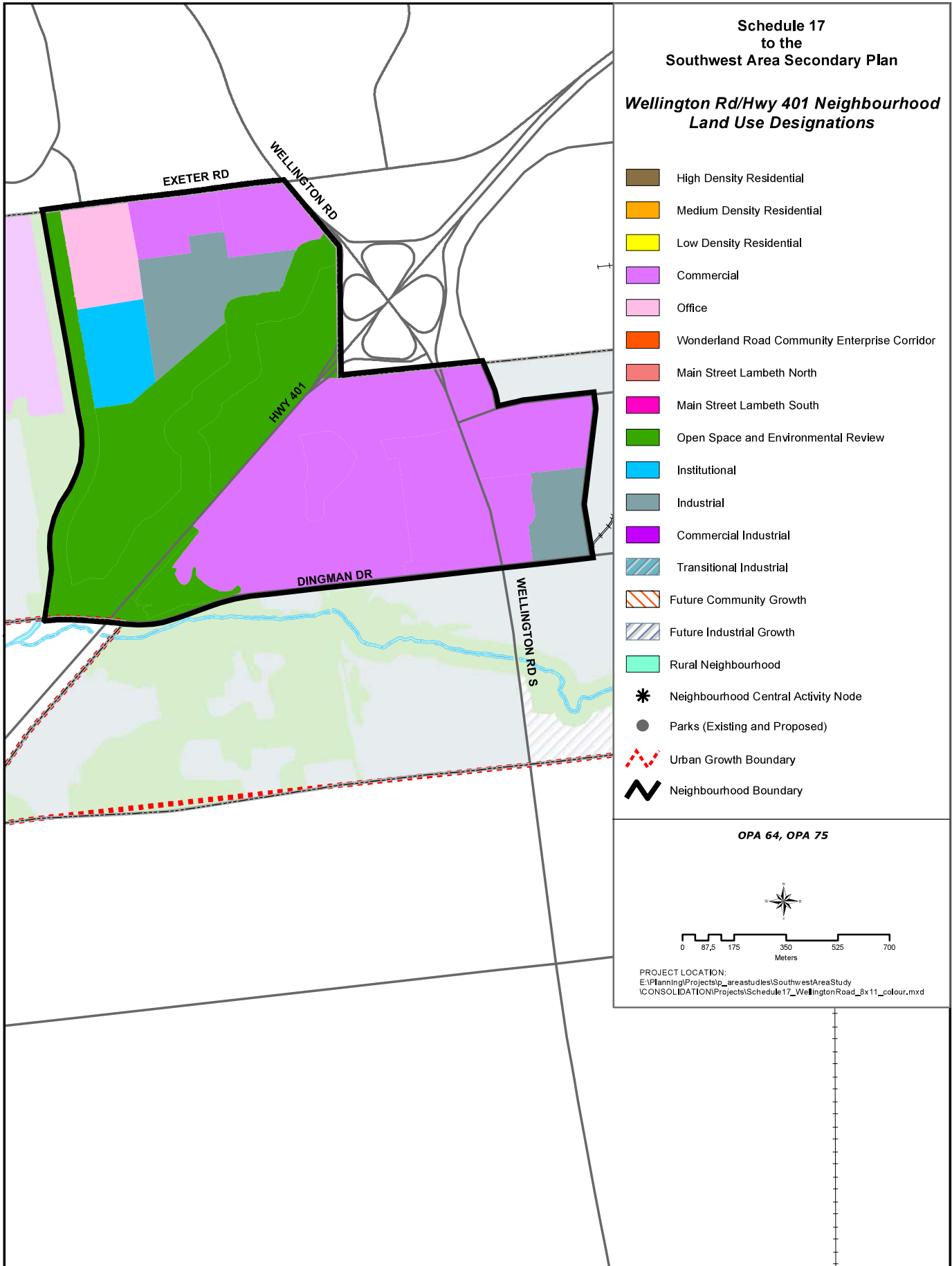
***Brockley Industrial Neighbourhood
Land Use Designations***

-  High Density Residential
-  Medium Density Residential
-  Low Density Residential
-  Commercial
-  Office
-  Wonderland Road Community Enterprise Corridor
-  Main Street Lambeth North
-  Main Street Lambeth South
-  Open Space and Environmental Review
-  Institutional
-  Industrial
-  Commercial Industrial
-  Transitional Industrial
-  Future Community Growth
-  Future Industrial Growth
-  Rural Neighbourhood
-  Neighbourhood Central Activity Node
-  Parks (Existing and Proposed)
-  Urban Growth Boundary
-  Neighbourhood Boundary

OPA 607, OPA 64



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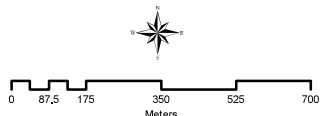


**Schedule 17
to the
Southwest Area Secondary Plan**

**Wellington Rd/Hwy 401 Neighbourhood
Land Use Designations**

- High Density Residential
- Medium Density Residential
- Low Density Residential
- Commercial
- Office
- Wonderland Road Community Enterprise Corridor
- Main Street Lambeth North
- Main Street Lambeth South
- Open Space and Environmental Review
- Institutional
- Industrial
- Commercial Industrial
- Transitional Industrial
- Future Community Growth
- Future Industrial Growth
- Rural Neighbourhood
- * Neighbourhood Central Activity Node
- Parks (Existing and Proposed)
- Urban Growth Boundary
- Neighbourhood Boundary

OPA 64, OPA 75



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September 2024



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