

Amendments Table

1. Table of SWAP policies to be merged with TLP

Current Policy (SWAP)	Merged Policy (The London Plan)	Changes	Purpose
General Policies, 3.2, i, j)	City Building, Forest City, Urban Forest Strategy, 395A_	<u>A report may be required for new developments detailing 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;</u>	Mature trees consideration to enhance resource management. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>
General Policies, 3.3, iv, d)	City Design, Site Layout, 257A_	<u>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 vista/view corridor.</u>	Enhanced view corridor requirement to support neighbourhood image. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>
General Policies, 3.4, i, d)	City Design, Street Network, 217A_	<u>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.</u>	Linear park requirement to foster family-oriented neighbourhoods. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>
General Policies, 3.8, iii)	Place Type Policies, Main Street, 915A_1	<u>In the Lambeth Main Street Place Type, the following policies will apply:</u>	On-street parking requirement in

		1. <u>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.</u>	Lambeth to support small local businesses and improve access for the community. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>
General Policies, 3.9, i, i)	City Building Policies, City Design, Street Network, 217B_	<u>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.</u>	Consideration for short blocks to enhance pedestrian connections and family-friendly neighbourhoods. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>
General Policies, 3.9 i, l)	City Design, Streetscapes, 247A_	<u>Safe Community Design is to promote safety, security and accessibility in public spaces through urban design including the design and siting of buildings and structures that:</u> <u>1. Encourages continuous occupancy of public spaces;</u> <u>2. Provides for opportunities for visual connections and ease of public access to adjacent</u>	Consideration to enhance public safety in neighbourhoods. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>

		<u>streets, parks and other public areas;</u> <u>3. Results in clear, unobstructed views of parks, school grounds, and open spaces from adjacent streets;</u> <u>4. Ensures appropriate lighting, visibility and opportunities for informal surveillance are provided for walkways, parking lots, parking garages and open space areas;</u> <u>5. Results in the selection and siting of landscape elements in a manner which maintains views for safety and surveillance;</u> <u>6. Encourages the provision of views into, out of and through publicly accessible interior spaces;</u> <u>7. Precludes entrapment or the perception of entrapment through properly identified exits and signage; and,</u> <u>8. Results in accessibility for the disabled and elderly.</u>	
3.9 ii, a, 2)	Place Type Policies, Urban Place Types – Neighbourhoods, Specific Policies for the Neighbourhoods Place Type, 1077H_	<u>The following policies apply to Activity Nodes identified on Map 7- Specific Policy Areas.</u> 1. <u>In addition to residential development, Activity Nodes are encouraged to include a range of convenience and personal service commercial uses;</u>	Commercial uses and additional features to support neighbourhood businesses. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>

		<u>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.</u> 2. <u>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 their design shall include on-street parking, wider sidewalks, and street furniture such as benches.</u>	
3.9 ii, a, 4)	City Design, Street Network, 215A_	<u>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 may be utilized and window streets adjacent to</u>	Road consideration to improve traffic flow and increase safety. <i>This policy was carried over from the Southwest</i>

		<u>higher-order streets are discouraged.</u>	<i>Area Secondary Plan.</i>
General Policies, 3.9, ii, d)	Shopping Area, Form, 879_9	<u>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, 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.</u>	Pedestrian and cyclist considerations to improve safety and attract visitors. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>
General Policies, 3.9 iii,g, 6)	City Building Policies, City Design, Site Layout, 272_	<u>272 continued ...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 encouraging joint access to parking lots on adjoining properties where feasible;</u>	On-site parking consideration to preserve community character and function. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>
General Land Use Policies, 4.1, iii, a)	City Building Policies, City Design, Site Layout, 255A_	<u>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</u>	Pedestrian connection requirement to optimize transit infrastructure. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>

		<u>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</u>	
Wonderland Boulevard Neighbourhood, 6.1, v, a) d)	Place Type Policies, Urban Place Types – Shopping Area, Specific Policies for the Shopping Area Place Type, 902E_	<u>In the Shopping Area Place Type within the Wonderland Enterprise Corridor, south of Southdale Rd W and north of Hamlyn St, the following policy applies along with the Shopping Area Place Type policies.</u> 1. <u>Commercial development for the entire Wonderland 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</u>	Site-specific commercial requirements. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>

		<u>approved/under construction as of October, 2012</u> 2. <u>Office development for the entire Wonderland 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</u> 3. <u>Office uses within the Wonderland 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</u>	
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		<u>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.</u>	
Wonderland Boulevard Neighbourhood, 6.5	Place Type Policies, Urban Place Types – Shopping Area, Specific Policies for the Shopping Area Place Type, 902B_	<u>In the Shopping Area Place Type, the property known as 17 and 31 Exeter Road be subject to the following provisions:</u> <u>The lands will develop as a mixed-use area through a comprehensive planned approach. Development on the lands may include a range of land uses including mixed-use buildings with ground floor retail commercial, free-standing high density residential buildings, free-standing office buildings, free-standing institutional buildings and some smaller scale free-standing commercial buildings including automobile-oriented commercial buildings.</u> <u>Buildings are to be focused to the street with parking areas to be located predominantly in side or</u>	Site-specific OPA decision. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>

		rear yards and/or within structured parking facilities. New internal public and/or private streets may be created with a view to limiting direct access to Urban Thoroughfares and Civic Boulevards. Emphasis shall be placed on architectural quality and urban design to create an urban main street character. <u>Character</u> 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. <u>Permitted Uses</u> a) Commercial/institutional land uses including but not limited to retail commercial uses; service and repair establishments, food stores; convenience commercial uses; personal	
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		and business services; <u>pharmacies; restaurants;</u> <u>financial institutions;</u> <u>professional and personal</u> <u>service offices;</u> <u>entertainment uses;</u> <u>galleries; studios;</u> <u>automobile-oriented</u> <u>commercial uses;</u> <u>community facilities such</u> <u>as libraries and day care</u> <u>centres.</u> <u>b) Office Uses</u> <u>c) High Density Residential</u> <u>Uses</u> <u>d) Mixed Use Buildings that</u> <u>include two or more of the</u> <u>following uses: Office</u> <u>Uses, Residential Uses,</u> <u>Commercial Uses,</u> <u>Institutional Uses</u> <u>Special Use Provisions</u> <u>a) No individual</u> <u>commercial use on these</u> <u>lands is to exceed 2,800</u> <u>square metres gross floor</u> <u>area. (30,139 square feet).</u> <u>~~b) Mixed-use~~</u> <u>~~commercial/office/~~</u> <u>~~residential buildings shall~~</u> <u>~~not exceed 75 residential~~</u> <u>~~units per hectare and a~~</u> <u>~~maximum height of 4~~</u> <u>~~storeys.~~</u> <u>c) High density residential</u> <u>buildings shall not exceed</u> <u>~~150 residential units per~~</u> <u>~~hectare and~~ 10 to 12</u> <u>storeys in height.</u>	
Wonderland Boulevard Neighbourhood, 6.6	Place Type Policies, Urban Place Types – Shopping Area, Specific Policies for	In the Shopping Area Place Type at 3334 and 3354 Wonderland Road South the following site specific polices apply.	Site-specific OPA decision. <i>This policy was carried over from</i>

	the Shopping Area, 902C_	~~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)	the Southwest Area Secondary Plan.
Lambeth Neighbourhood, 7.2, 7.3	Place Type Policies, Urban Place Types – Neighbourhoods, Specific Policies for the Neighbourhoods Place Type, 1077D_	In the Neighbourhoods Place Type, the following policies apply to the lands located along Wharncliffe Road South, specifically between Campbell Street North and Savoy Street on the north side of Wharncliffe Road South, and between Hamlyn Street and Bostwick Road on the south side of Wharncliffe Road South. 1. Commercial uses on the main floor within mixed-use or stand-alone buildings may be permitted. Uses that are not compatible with residential and retail uses shall not be permitted. 2. The maximum total gross floor area for specific uses within each building shall be 500 square metres.	Consideration for commercial uses to extend the Lambeth commercial core along Wharncliffe. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>
Bostwick Residential Neighbourhood, 9.3	Place Type Policy, Urban Place Types – Neighbourhoods, Specific Policies for the Neighbourhoods Place Type, 1077E_	In the Neighbourhoods Place Type for the lands at 1875 Wharncliffe Rd S. ~~In addition to the uses permitted in the Medium Density Residential designation,~~ existing	Site-specific OPA decision. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>

		industrial uses may be permitted. (OPA 15)	
Bostwick Residential Neighbourhood, 9.4	Place Type Policy, Urban Place Types – Neighbourhoods, Specific Policies for the Neighbourhoods Place Type, 1077F_	In the Neighbourhoods Place Type for the lands 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)	Site-specific OPA decision. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>
North Lambeth, Central Longwoods and South Longwoods Residential Neighbourhood, 10.4	Place Type Policy, Urban Place Types – Neighbourhoods, Specific Policies for the Neighbourhoods Place Type, 1077G_	At 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)	Site-specific OPA decision. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>
Brockley Industrial Neighbourhood 14.1, ii, c, d)	Industrial Place Type. Light Industrial Specific Policies, 1140B_	<u>BROCKLEY INDUSTRIAL</u> The lands in the Light Industrial place type located east of Wellington Rd S, north of Westminster Dr, west of CN railway, south of Roxburgh Rd and Green Valley Rd, west of	Buffer zone requirements between industrial uses and adjacent rural neighbourhood.

		<u>Wellington Rd South, and north of Westminster Dr will be subject to the following provisions:</u> <u>1. 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.</u> <u>2. Enhanced plantings shall be provided within the 40 metre setback to provide a visual screen between industrial and sensitive land uses.</u>	<i>This policy was carried over from the Southwest Area Secondary Plan.</i>
Wellington Road/Highway 401 Neighbourhood, 15.0, ii & v)	Place Type Policies, Urban Place Types – Industrial, Commercial Industrial Specific Policies, 1152A_	<u>Commercial Industrial parcels abutting Wellington Rd and Highway 401 between Exeter Rd and Dingman Dr will be subject to the following policies:</u> <u>1. enhanced landscaping along the gateway corridors shall be required as new development or redevelopment occurs in this area.</u> <u>2. The number of direct private driveway accesses to Wellington Road shall be limited and may be subject to restricted turning movements. Sites within this 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</u>	Requirement for landscaping along Highway 401 and pedestrian access between sites to enhance safety. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>

		<u>identifiable surface treatments used to clearly indicate pedestrian areas.</u> <u>3. 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.</u>	
Wellington Road/Highway 401 Neighbourhood, 15.0, ii & v)	Place Type Policies, Urban Place Types – Shopping Area, Specific Policies for the Shopping Area Place Type 902D_	<u>Shopping Area parcels abutting Wellington Rd and Highway 401 between Exeter Road and Dingman Drive will be subject to the following policies:</u> <u>1. enhanced landscaping along the gateway corridors shall be required as new development or redevelopment occurs in this area.</u> <u>2. The number of direct private driveway accesses to Wellington Road shall be limited and may be subject to restricted turning movements. Sites within this 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.</u> <u>3. Site frontages along Wellington Road and Highway 401 shall include</u>	Requirement for landscaping along Highway 401 and pedestrian access between sites to enhance safety. <i>This policy was carried over from the Southwest Area Secondary Plan.</i>

		a minimum 10 metre landscaped area with significant tree planting to enhance the gateway function and the “Forest City” image.	
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2. Table of Additional Amendments

Document	Section	Change	Purpose
The London Plan	Map 1 – Place Types	Convert Neighbourhoods designation into Commercial Industrial	Place Type change Transitional Industrial designation from SWAP
The London Plan	Map 7 – Specific Area Policies	~~50, Southwest Area Secondary Plan, Secondary Plans~~	Remove reference to SWAP on map
The London Plan	Map 7 – Specific Policy Areas	58, ~~North Talbot Village Community, Neighbourhoods~~	Rename “North Talbot Community” as “Talbot Village”
The London Plan	Map 7 – Specific Policy Areas (Continued)	~~50, Southwest Area Secondary Plan, Secondary Plans~~	Remove reference to SWAP in table
The London Plan	Map 7 – Specific Policy Areas	137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147	Additional specific policy areas on map
The London Plan	Map 7 – Specific Policy Areas (Continued)	137, Lambeth Main Street, Main Street 138, Activity Nodes, Neighbourhoods 139, Wonderland Enterprise Corridor, Shopping Area	Additional specific policy areas to list

		140, 17 and 31 Exeter Road, Shopping Area 141, 3334 and 3354 Wonderland Road South, Shopping Area 142, Lambeth Commercial, Neighbourhoods 143, 1875 Wharncliffe Road South, Neighborhoods 144, 2009 Wharncliffe Road South, Neighbourhoods 145, 3493 Colonel Talbot Road, Neighbourhoods 146, Brockley Industrial, Light Industry 147, Wellington Road & 401, Commercial Industrial and Shopping Area	
The London Plan	Secondary Plans, List of Secondary Plans, 1565_5	~~Southwest Area Secondary Plan~~	Delete reference to Southwest Area Secondary Plan.
The London Plan	Appendix 1 – Maps, Specific Policies	~~Map ID Number 50, Southwest Area Secondary Plan, Secondary Plans~~	Delete reference to Southwest Area Secondary Plan.

The London Plan, Urban Design Guidelines for 3080 Bostwick Road	1.2 Guideline Development Process (pg 2)	To assist in understanding the local design context, field visits and site assessments of 3080 Bostwick Road were conducted. In addition, a number of local background documents and studies were reviewed and considered, including urban design policies and guidelines integrated into the City of London's Official Plan ~~(1989)~~, <u>new Official Plan</u> ('The London Plan'), <u>Southwest Area (Secondary) Plan</u> and Placemaking Guidelines.	Remove references to SWAP and 1989 Official Plan
The London Plan Urban Design Guidelines for 3080 Bostwick Road	3.1 Site Location (pg 6)	The subject lands are located entirely within the City's Urban Growth Boundary and form part of the Southwest Planning Area. <u>Development of these lands is subject to the policies of the approved Secondary Plan for the community; the Southwest Area Plan (SWAP)</u>	Remove reference to SWAP

The London Plan Urban Design Guidelines for 3080 Bostwick Road	3.2 Design Goals and Objectives (pg 7)	4. Provide enhanced treatments for the building designs and landscaping elements, with special attention paid to building facades and streetscape components at the Southdale Road West/Bostwick Road intersection (recognizing this development site represents a key landmark <u>within the broader Southwest Area Plan area</u>)	Remove reference to SWAP
The London Plan Urban Design Guidelines for the Richardson Subdivision	Title	URBAN DESIGN GUIDELINES for the Richardson Subdivision by 1103125 Ontario Inc. located between Wharncliffe Road South and Exeter Road, east of Wonderland Road South, City of London. <u>Part of the Central Longwoods Neighbourhood of the Southwest Area Plan (SWAP)</u>	Remove reference to SWAP
The London Plan Urban Design Guidelines for the Richardson Subdivision	Design Guidelines for Residential Development	<u>The Plan for the CENTRAL LONGWOODS residential neighbourhood</u>	Remove reference to SWAP

		<u>from the SOUTHWEST AREA PLAN (SWAP) comprises the full range of housing types. The portion of the Neighbourhood which comprises the Richardson Subdivision is approximately the westerly half of the Neighbourhood which provides for the same full range of housing types, except mid and high rise apartments. ...</u>	
The London Plan Urban Design Guidelines for the Richardson Subdivision	1.1 Residential Streetscapes, Design Objectives, e)	e) To contribute to defining a distinct character for the <u>Central</u> Longwoods Community.	Remove reference to SWAP
The London Plan Urban Design Guidelines for the Richardson Subdivision	Bibliography	2. <u>Southwest Area Plan – section 20.5.3.9 deleted</u>	Remove reference to SWAP
Lambeth Area Community Improvement Plan	Section 2: Stakeholder Input: Areas for Improvement, Priorities & Key Principles, Key Principles	These Key Principles <u>align with the Principles of the Southwest Area Secondary Plan, and</u> are supported by the proposed Lambeth Area CIP Action Items in Section 6.0 of this CIP.	Remove reference to SWAP
Lambeth Area Community Improvement Plan	Section 4: Vision, Goals & Objectives, Vision	<u>The analysis and policies in the SWAP regarding</u>	Remove reference to SWAP

		purpose/intent, form, function/uses, character, and intensity provide clear direction for Lambeth. The SWAP presents the following vision for the Lambeth area: 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. (City of London: Southwest Area Plan. London, 2014. 4.)	
Lambeth Area Community Improvement Plan	Section 4: Vision, Goals & Objectives, Improved Mobility & Safety	As per the Transportation Master Plan <u>and the SWAP</u>, continue to support strong physical connections with other parts of the City of London <u>and in particular, areas within the Southwest Area Secondary Plan.</u>	Remove reference to SWAP

Lambeth Area Community Improvement Plan	Section 5: Incentive Programs, Incentive Programs	Providing this program can help to address a number of issues identified through research and analysis, ~~and implement key principles of the Southwest Area Secondary Plan~~	Remove reference to SWAP
Lambeth Area Community Improvement Plan	Background Information: Appendix B: Policy Review,	~~Southwest Area Secondary Plan (SWAP) The City of London adopted the Southwest Area Secondary Plan on April 29, 2014 (as amended by OMB PL130020). The SWAP established a vision, principles and policies for the development of the Southwest Planning Area, which includes the Lambeth Area. This Plan provides a greater level of detail than the general policies in the Official Plan and serves as a basis for the review of planning applications which will be used in conjunction with the other policies of the Official Plan. While the Lambeth Area CIP contains~~	Remove reference to SWAP

		<u>references to the SWAP; it does not replace the SWAP; the Southwest Area Secondary Plan is to be read and applied in its entirety</u>	
Lambeth Area Community Improvement Plan	Background Information: Appendix E; Analysis, General Approach	<u>using the Visions and Principles contained in the Southwest Areas Secondary Plan to analyze how they can shape and guide redevelopment activities;</u>	Remove reference to SWAP
Lambeth Area Community Improvement Plan	Background Information: Appendix E; Getting Started	The analysis of community improvement needs started with City staff undertaking a review of the relevant planning and policy documents including the 1989 Official Plan, The London Plan, <u>and the Zoning By-law, and the Southwest Area Secondary Plan (SWAP) which establishes the function, purpose, character and design goals for the Lambeth Area.</u> In addition, aerial photographs of the Study Area were examined and walking tours were	Remove reference to SWAP

		conducted on a regular basis.	
Lambeth Area Community Improvement Plan	Background Information: Appendix E; Existing Condition and Characteristics of the Lambeth Area CIP Study Area	The Lambeth Area CIP Project Area has been divided into three (3) Project Sub-Areas based on the distinguishable characteristics of each area-~~and identified through the Southwest Area Secondary Plan (SWAP).~~ The Sub-areas include: Lambeth Village Core, Wharncliffe Road Corridor, and Lambeth Residential Neighbourhood.	Removed reference to SWAP