

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Housing and Community Growth

Subject: Official Plan Review of The London Plan: Draft Urban Growth
Boundary Review (Community Growth)
File Number: O-9595
Public Participation Meeting

Date: June 23, 2025

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the Section 26 Official Plan Review of The London Plan and Urban Growth Boundary Review:

- (a) That the Draft Urban Growth Boundary Review (Community Growth) attached hereto as “Appendix A” **BE RECEIVED**.
- (b) That Civic Administration **BE DIRECTED** to continue consultation on the Draft Urban Growth Boundary Review (Community Growth) with the community, development industry, and local indigenous communities.
- (c) That this report **BE RECEIVED** for information.

IT BEING NOTED that the findings of the Industrial Land Needs Assessment for Employment Areas will be presented to a future meeting of Council and incorporated into the Urban Growth Boundary Review.

IT BEING FURTHER NOTED that following additional consultations, the Urban Growth Boundary Review will be presented to a future meeting of Council and forwarded to the Ministry of Municipal Affairs and Housing for approval.

Executive Summary

The purpose of this report is to present the findings of the draft Urban Growth Boundary Review (Community Growth). This draft is for continued consultation with the community, indigenous communities, and development industry, noting that preliminary locations for growth are based on a council-approved expansion of approximately 1,476 developable hectares for community growth (i.e., non-industrial land use). Lands outside of the existing urban area were assessed based on criteria consistent with the 2024 *Provincial Planning Statement* (PPS) and policies regarding Urban Growth Boundary (UGB) expansion within *The London Plan*.

On December 17, 2024, Council approved the final Land Needs Assessment (Community Growth) and directed an expansion of the current Urban Growth Boundary (UGB) to designate additional lands for urban uses. As per January 2025 direction from the Minister of Municipal Affairs and Housing, the UGB expansion scenario contemplates a 30-year planning horizon, consistent with the maximum amount permitted under the *PPS*.

This draft UGB Review includes an evaluation of sites requested by landowners for potential inclusion within the UGB. In addition to the sites submitted by landowners, candidate blocks of land representing logical extensions of requested lands or existing neighbourhoods were identified and evaluated for potential inclusion. The criteria for evaluation were consistently applied to all candidate sites.

The draft UGB expansion represents proposed locations based on logical extensions of the current urban area and infrastructure. Key factors for proposed expansion were identified, including but not limited to servicing capacity and relative cost of new or expanded wastewater treatment plants and pumping stations; indigenous engagement; and assessment of agricultural impact, including minimum distance separation from livestock facilities and soil classification. Further key considerations are presented in section 4.0 of this report.

To date 98 submissions have been received and evaluated for Community Growth (i.e., non-industrial land use). These submissions represent approximately 3,948 hectares (39 km²) of land evaluated through the UGB Review process. Draft mapping related to the proposed UGB expansion for Community Growth was made publicly available on May 14, 2025.

The draft expansion area is 2,494 hectares. After excluding Green Space and Environmental Review lands, the expansion area is 1,732 hectares. Then, following buffering of the natural features, the expansion area has an estimated range from 1,431 ha to 1,529 hectares of developable land, pending the buffer width from natural heritage features and potential environmental areas requiring further environmental review.

Preliminary public, development industry, and Indigenous engagement has been held to identify issues and receive comments on the draft UGB area. The draft UGB is for the purposes of continued consultation. Civic Administration will return to Council with the final recommended UGB expansion sites for Council's consideration. The final UGB Review (Community Growth and Employment Areas), targeted Q4 2025, will include the final proposed UGB expansion for Council's adoption and circulation to the Ministry of Municipal Affairs and Housing for Ministerial approval under section 26 of the *Planning Act*.

Linkage to the Corporate Strategic Plan

This recommendation will contribute to the advancement of Municipal Council's 2023-2027 Strategic Plan in the following ways:

- **Strategic Plan Area of Focus: Housing and Homelessness**, by ensuring London's growth and development is well-planned and considers use, intensity, and form.
- **Strategic Plan Area of Focus: Climate Action and Sustainable Growth** by ensuring infrastructure is built, maintained, and secured to support future growth and protect the environment.

A Climate Change Emergency was declared by City Council on April 23, 2019. The subsequent Climate Emergency Action Plan (April 2022) states several goals being undertaken simultaneously. The Official Plan Review, in association with related Housing Accelerator Fund (HAF) projects address several Areas of Focus for climate change mitigation and adaptation, including:

- Transforming Buildings and Development;
- Reducing emissions from new and existing buildings and building London towards a low-carbon, equitable and inclusive future;
- Transforming Transportation and Mobility;
- Reducing emissions associated with the movement of people and goods;
- Adapting and Making London More Resilient; and
- Improving the physical and social resilience of existing community in the face of climate change.

Through consultation with the City of London Climate Change, Environment, and Waste Management Division, it was determined that the relevant major climate change considerations for the Land Needs Assessment include land use changes and natural

heritage loss / disconnection. In evaluating candidate locations for urban expansion, minimization of impacts to natural heritage features will be considered. Many of the other climate change considerations that are relevant to land development, such as carbon sequestration potential, embedded carbon, biodiversity loss, waste creation, etc. may be considered at the site plan phase.

1.0 Background Information

1.1 Previous Reports Related to this Matter

- April 11, 2023, Comprehensive Review of The London Plan: Terms of Reference, File Number O-9595, Public Participation Meeting, Staff Report to Planning and Environment Committee.
- July 17, 2023, Update on Comprehensive Review of The London Plan, File Number: O-9595, Staff Report to Planning and Environment Committee.
- March 19, 2024, Official Plan Review of The London Plan and Land Needs Assessment Update, File Number: O-9595, Public Participation Meeting, Staff Report to Planning and Environment Committee.
- June 11, 2024, Draft Land Needs Assessment of The London Plan, File Number: O-9595, Public Participation Meeting, Staff Report to Planning and Environment Committee.
- December 3, 2024, Final Land Needs Assessment (Community Growth), File Number: O-9595, Public Participation Meeting, Staff Report to Planning and Environment Committee.
- April 8, 2025, Official Plan Review of The London Plan: Draft Industrial Land Needs Assessment (Employment Areas) and Process Update, File Number: O-9595, Staff Report to Planning and Environment Committee.

1.2 Planning History

On December 17, 2024, Council approved the final Land Needs Assessment (Community Growth) and directed an expansion of the current UGB to designate additional lands for urban use. Council endorsed two UGB expansion scenarios. First, a scenario of approximately 1,476 ha of developable land, corresponding to a 30-year planning horizon in conformity with the maximum time horizon permitted in the *PPS*. Second, direction to prepare a scenario of 2,000 ha of developable land based on the findings of the Housing Supply Marketplace Analysis, if Provincial support was received.

On January 28, 2025, a letter was received from the Minister of Municipal Affairs and Housing regarding the request to support the expansion identified in the Housing Supply Marketplace Analysis. The Minister's letter noted that the decisions of the City are to be consistent with the *PPS*. Specifically, the Minister recommended that "the City of London consider all the available information, including adjustments for matters like the local market contingency factor, and make a determination that is in accordance with the policies in *PPS 2024*". Civic Administration has identified a draft UGB expansion of approximately 1,476 ha of new developable lands, consistent with the *PPS* and Ministry direction.

As part of the draft UGB Review (Community Growth), landowner requests have been received and evaluated against the evaluation criteria identified in Appendix "B" to this report. A finalized list of landowner requests for expansion will be presented with the final Urban Growth Boundary Review report.

Civic administration has undertaken preliminary consultations regarding the UGB Review with the development and homebuilding industries), in addition to Indigenous and community engagement. Forthcoming engagements will continue with Indigenous, Community, and Development Industry, as part of the ongoing UGB Review.

The following report is presented as a draft for the purposes of continued consultation. The findings of the draft Urban Growth Boundary Review (Community Growth) will be subject to feedback received through consultations, final UGB report targeted Q4 2025.

1.3 Financial Impact

The UGB Review and associated expansion are expected to have financial impacts to the City. The order of magnitude of wastewater treatment costs to service various blocks of land added to the city's urban area are included in this report and consider full build-out based on 2024 Ministry of Finance projections. Costs may vary significantly due to development pacing and market demand associated with actual population growth. Costs and feasibility of servicing and infrastructure are part of the UGB Review evaluation criteria, which are appended to this report.

2.0 Methodology

2.1 Evaluation Criteria

A comprehensive evaluation process was undertaken to identify preferred locations for expansion. Staff have identified areas for growth based on the council-approved 1,476 ha expansion for community growth (i.e., non-industrial land use). Lands outside of the existing urban area were assessed based on criteria consistent with PPS (ss. 2.3.2.1) and policies related to Urban Growth Boundary expansion in *The London Plan* (policy 76). The evaluation criteria were applied to all candidate properties submitted by landowners / developers and to surrounding blocks of lands outside of the existing UGB, and includes the following criteria:

- Addressing the need to designate and plan for land to accommodate an appropriate range and mix of land uses.
- Parcel shapes, size, configuration, topography, and potential for planned urban uses.
- Existing and planned infrastructure will be optimized: a logical integration with master servicing strategies.
- Logical and financial viability of servicing new parcels or areas.
- Impact on agricultural operations will be minimized, including directing expansions to lower classes of prime agricultural land categories to the extent possible, or mitigation where avoidance is not possible.
- Meets the Province's Minimum Distance Separation requirements (for separation between existing livestock operations and new sensitive land uses).
- Logical extension of an existing neighbourhood and/or will be large enough area to accommodate a complete new neighbourhood (Future Community Growth) through phased progression of urban development
- Protection of components of the Natural Heritage System and built heritage.

Detailed evaluation results are included in Appendix "B" of this report.

2.1.1 Servicing Considerations

Infrastructure to support growth was a key consideration for the evaluation of lands to be brought forward for proposed expansion. *PPS* policy 2.3.2.1b states that planning authorities shall consider sufficient capacity in existing or planned infrastructure and public services for settlement area expansion. Consistent with provincial direction, staff determined a hierarchy of servicing infrastructure and identified appropriate extensions for servicing based on current Master Servicing Plans and full build out of candidate expansion areas. Given the large scale of the expansion, significant infrastructure works would be required to meet the demands of the projected population including transportation, water, wastewater, and stormwater services.

The downstream impact on wastewater treatment plant (WTP) capacity was identified as a major cost and constraint related to the serviceability of lands. While both plants and pumping station capacity demonstrate constraints in different urban areas, the WTP upgrades at full build-out demonstrate the largest cost and constraint. Key servicing considerations include the speed and certainty of process timing (e.g. Environmental Assessment, land acquisition, intergovernmental agreements); minimizing costs and WTP upgrades; minimizing environmental impact; minimizing impact on Indigenous communities; minimizing impact on neighbouring municipalities; ensuring a servicing solution is addressed in the sewer shed and not leapfrogging to a further sewer shed; and recognizing both intensification and greenfield development with some plants primarily treating growth in the form of intensification and infill.

A magnitude of costs associated with full build-out of the candidate UGB areas was calculated to determine the ranking of servicing costs by sewer shed (see Figure 1).

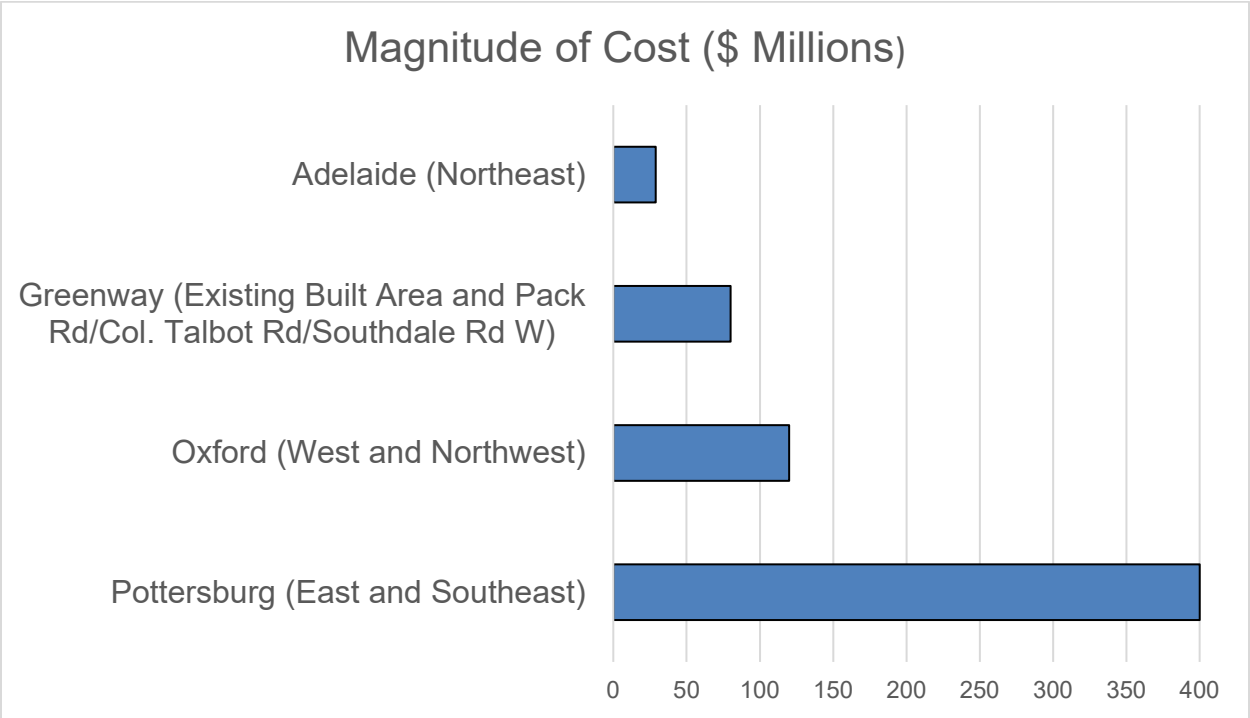


Figure 1: Wastewater Treatment Plant Expansion Costs (per \$ Million)

The financial impact associated with urban expansion is dependent on the location growth within the City’s boundaries. Notably, urban expansion in East and Southeast London carries the highest financial impact due to the costs associated with capacity upgrades for Pottersburg WTP.

It should be noted that the Pottersburg WTP upgrade estimate includes the decommissioning of the Vauxhaull WTP; however, approximately half of the Pottersburg upgrade cost is anticipated to be a growth cost (i.e. roughly \$200 Million of the \$400 Million). As a result, servicing the East and Southeast areas is roughly twice as expensive as upgrades to Oxford and Greenway WTPs which service the West and Northwest. The Northeast sewer shed attributed to Adelaide WTP is the most cost-effective area for servicing growth cost.

In addition to upgrades at existing plants, there was also consideration of the previous “Southside” wastewater treatment plant. This plant was previously refused by Council as the servicing solution for the southern and westernmost areas of the municipality south of Dingman Creek. It continues to not be supported for reasons that include:

- The requirement for a 5.5 km pipe outlet from the proposed plant site to an outlet in the Thames River, which would be located outside of the municipality;
 - Requirement for the City to enter agreements with external municipalities;
- Possible land acquisitions or expropriations with uncertainty of timing;
- A significant Environmental Assessment (EA) and predesign process (for a new plant) not consistent with City objectives of acceleration of housing development;

- Significant Indigenous consultation required through the EA;
- Significant impacts on Indigenous communities with location of the sewer/effluent outlets in proximity to Indigenous communities on the Thames River (Oneida, Chippewas and Munsee-Delaware).
 - Unresolved concerns of Indigenous groups regarding the “Southside” WTP and location, particularly related to effluent outlets, environmental impact, and health associated with drinking water (certain communities are not on municipal water).

These considerations were factored into the draft UGB and determination of appropriate locations and quantity of growth by area of the city.

Beyond the noted financial considerations, factors such as: environmental impacts, indigenous concerns, certainty of process timing, and appropriateness of servicing strategy were also included within the evaluation. Staff have made recommendations which attempt to provide opportunities for growth throughout the candidate block areas while limiting negative impacts associated with the allocation of growth-related infrastructure and capacity.

2.1.2 Agricultural Impact Assessment

An assessment of agricultural impact related to UGB expansion was undertaken to ensure lands planned for farmland can maintain their viability as agricultural areas. Where new urban areas are proposed, urban uses are directed to areas that avoid prime agricultural soils and livestock facilities, where possible. Where avoidance is not possible, mitigation measures are to be undertaken.

The London Plan identifies the vision for the farmland place types as landscapes characterized by viable agricultural fields which support general farming, livestock farming, cash crop farming, market gardening, specialty crops, nurseries, forestry, aquaculture, and agricultural research. Furthermore, policy 1179 in *The London Plan* recognizes the farmland place type as the prime agricultural area of London, consisting of prime agricultural (Canada Land Inventory Classes 1, 2, and 3 soils, which are the highest ranking soils) and then associated class 4 through 7 soils.

In order to remove agricultural land for urban expansions, municipalities are to evaluate alternative locations which avoid prime agricultural areas and, when avoidance is not possible, consider reasonable alternatives in lower priority agricultural lands (PPS s. 2.3.2d). Consistent with provincial direction, the draft proposal for expansion contemplates the avoidance of fragmented farmland patterns and loss of prime agricultural land, where possible.

As identified on the OMAFA (Ministry of Agriculture, Food and Agribusiness) Soil Survey Map in Appendix “D” to this report, the urban area of London is surrounded primarily by soil Classes, 1, 2 and 3 (i.e. prime agricultural soil classes). Soil classification is, therefore, not a determining factor in evaluating the direction for growth for the UGB expansion. Where feasible, lower-class soils are identified in the draft expansion areas, but avoidance of prime agricultural soil classes is not possible.

In addition to soil classification, setbacks from livestock barns are also a means to ensure protection and compatibility with existing farm operations. These setbacks are known as “Minimum Distance Separation” (MDS). For the purposes of expanding an urban boundary, *PPS* subsection 2.3.2 (e) directs that municipalities are to consider whether the expanded settlement area complies with the minimum distance separation formulae. Guidelines for calculating MDS formulae are provided by OMAFA. Consistent with Provincial requirements, policy 1773 in *The London Plan* directs that proposed planning and development applications for lands outside the UGB, and proposals to expand the UGB, shall meet the required odour setbacks in accordance with MDS (I) Implementation Guidelines and Formulae. Moreover, policy 1775 provides application criteria regarding MDS I compliance.

An MDS study has been completed for barns located on or in proximity to the landowner requested sites, and other candidate expansion blocks (See Appendix “C” for MDS). The calculations have been prepared based on the OMAFA Implementation Guidelines and are made available for further consultation purposes. MDS Policies of *The London Plan* and OMAFA’s Implementation Guidelines will be applicable for lands entering future development application processes.

Provincial agricultural impact assessment guidance also identifies that if avoidance is not possible, a number of measures can be taken to mitigate impacts. Mitigation measures include phasing of development to prevent premature loss of agricultural land, maintaining of farm parcels, and expanding the UGB in a manner that minimizes fragmentation of agricultural land.

The purpose of the draft UGB and future planning initiatives to phase growth is to align with the goals of minimizing fragmentation, including maintaining a cohesive, planned rural area of the municipality (Rural London) south of Dingman Creek.

2.1.3 Natural Heritage

The Environmental Policies in *The London Plan* provide clear guidance on how the natural heritage system should be protected, conserved, and enhanced. Natural Heritage policies outlined in *PPS* subsection 4.1.1 state that natural features and areas shall be protected for the long term. Consistent with the above noted policies, submissions were evaluated based on features identified on Map 5 (Natural Heritage) and Map 6 (Hazards and Natural Resources) of *The London Plan*. Evaluation criteria considered the presence of natural and human-made hazards related to the feasibility of development. The evaluation results are representative of both presence and scale of natural features. Where avoidance is not possible, it is expected that mitigation efforts will be undertaken through the complete application requirements through planning application process.

Consistent with December 17, 2024, Council Direction, staff have identified approximately 1,476 ha of developable land to accommodate planned growth. The developable area is approximately 1,431 to 1,530 hectares, if applying a buffer range of 20 to 30 metres from natural features. Developability was determined based on minimum buffer widths for protected natural heritage components. Consistent with the determination process outlined in the Environmental Management Guidelines (EMG), ultimate buffer widths can only be confirmed at the site-specific Environmental Impact Study (EIS) stage. As such, realized buffers will vary depending on the presence of significant natural features.

Both Green Space and Environmental Review lands have been discounted from the developable land supply. Buffers were then applied to lands immediately surrounding these natural heritage features. As noted above, future development application processes may require an EIS. The EIS may determine that certain Environmental Review lands do not include an environmental feature and therefore are developable lands. Additional developable lands may be found through such studies, which in turn have the potential to increase the size of developable area in the lands identified in draft UGB expansion.

Maps showing Natural Heritage Systems within the proposed areas for expansion are included in Appendix “E” of this report.

2.2 Urban Growth Boundary Review for Employment Areas

On April 22, 2025, the draft Industrial Land Needs Assessment (ILNA) was presented to Council, identifying a need for an additional 88 hectares of land to be added to the municipality’s urban area for new industrial uses. The findings of the draft ILNA will be subject to continued consultation and a final ILNA will be presented to Council,

anticipating a meeting in Q3 2025, and incorporating any feedback received through the forthcoming consultations.

Industrial landowner submissions have been received and a finalized list for expansion will be presented to Council with the final ILNA, in addition to the draft UGB review (Employment Areas). Evaluation results will be presented as part of the final Urban Growth Boundary Review report, targeted Q4 2025.

3.0 Consultation

3.1 Agency Comments

The application and [associated materials](#) were circulated for public agencies to review. Four (4) responses were received and included the following topics:

- Request for continued circulation of materials related to the Official Plan Review and Urban Growth Boundary Review
- Requirements of the Public Transportation and Highway Improvement Act for lands located within the MTO permit control area
- Considerations related to requiring Secondary Plans for greenfield development, revision of city design policies to clarify guidelines for building materials, and revision of Planning and Design Report criteria to include “materiality”.
- Guidelines for New Development in Proximity to Railway Operations prepared by the Federation of Canadian Municipalities and the Railway Association of Canada
- Requirements related to minimum distance separation from railway right-of-ways, safety barriers, sensitive land use setbacks, and mitigation measures related to noise and vibration

Detailed agency comments are included in Appendix “F” of this report.

3.2 Public Engagement

The City of London is undertaking ongoing consultations on the Official Plan Review with the development and homebuilding industries, including the most recent meeting on held on May 23, 2025.

Public Community Information Meetings have also been held on November 7, 2024, and May 20, 2025.

Themes of consultation on the draft UGB (Community Growth) relate to the following topics:

- Servicing capacity within the UGB expansion and land possible to be considered, including community growth and employment area.
- Approach related to Official Plan designation and the requirement of Secondary Plans for areas to be included within the UGB expansion.
- Evaluation methodology and process related to the proposed areas for the UGB expansion.
- Clarification of notification process for impacted property owners where expansion is proposed, but no request for inclusion was submitted.
- Approach related to evaluation of livestock facilities, existing agricultural operations, and presence of prime agricultural soils.
- Identification of natural heritage systems and hazards, and associated buffering for future development.
- Servicing strategies and phasing for lands subject to expansion where no supportive infrastructure is currently available.
- Clarification of “developable land” and the approach taken to determine the developability of lands evaluated through this process.
- Interpretation of the MMAH Minister’s letter responding to Council’s request for expansion of 2,000 ha.

- Interpretation of PPS guidance related to maximum permitted expansion.

To date 98 submissions have been received for evaluation related to Community Growth. These submissions represent approximately 3,948 ha of land to be evaluated through the UGB Review. Draft mapping related to the proposed UGB expansion for Community Growth was made publicly available on May 14, 2025. Civic Administration has circulated notice to 213 landowners where expansion has been proposed without an associated request. At the time of this report, two (2) submissions requesting exclusion from the UGB Review has been received and one (1) submission noting support for inclusion in the UGB Review has been received. Further opportunities for engagement will be made available prior to the final recommendations related to the UGB Review. A complete list of submissions is included in Appendix “H” of this report.

Detailed notes from Community Information Meetings and public comments are included in Appendix “G” of this report. Engagement will be ongoing with landowners through Q2 and Q3 2025.

3.3 Indigenous Engagement

Meaningful Indigenous engagement is a fundamental principle of the *PPS* and the City of London will continue to collaborate with indigenous community partners. On May 13, 2025, Council approved the 2025-2035 ReconciliAction Plan and Civic Administration will ensure that the Official Plan Review and UGB Review are aligned with the strategies and actions.

The City has circulated notifications to eight (8) local indigenous communities and have met with groups that have indicated interest. Two (2) meetings have been held with the Chippewas of the Thames First Nation, on October 30, 2024, and April 1, 2025. One meeting was held with the Oneida Nation of the Thames on May 1, 2025. Themes of discussion have included:

- Significant concerns related to sewage and effluent outlets near indigenous communities and downstream impacts along Thames River.
- Significant concerns related to potential urban growth in Southwest London and any reinitiation of the former “southside” wastewater treatment plant (as noted in section 2.1.1 of this report).
- Significant concerns related to health and environmental impact of Thames River and drinking water sources.
- Significant concerns associated with landfill expansion.
- Concerns with broad urbanization across the London region and southwestern Ontario.
- Opportunities for relationship building between the City and Indigenous groups on matters of land use planning and environmental policy.

Opportunities for continued engagement will be ongoing through Q2 and Q3 2025, prior to the finalization of the UGB Review.

4.0 Candidate Expansion Area Evaluation

The draft proposal represents an urban area expansion comprised of 2,494.6 ha of land to be included within the UGB boundary. Based on the criteria presented in section 2.2 of this report, approximately 1,732.1 ha of land has been identified to accommodate demand related to Community Growth, excluding lands within Green Space and Environmental Review place type designations. Consistent with Council Direction, of this Community Growth area, an estimated range from **1,431 ha to 1,529 ha** of developable land is included within the proposed expansion, based on buffering from the environmental features.

The draft expansion represents proposed locations based on logical extensions of the existing urban area and infrastructure. Following evaluation of lands outside the UGB, Dingman Creek and Highway 401 were identified as appropriate boundary features for

urban area expansion. Both features represent logical transitions between London’s urban and rural fabric and would avoid substantive loss of prime agricultural lands which are largely associated with Rural London’s southern extent, thus minimizing agricultural fragmentation and agricultural impact. Dingman Creek is an environmental constraint for urban expansion and the servicing strategy required to cross the watercourse would have a substantial financial and environmental impacts, as well as time for required environmental studies and consultations. The Highway 401 is a major goods movement corridor as defined in the *PPS* and adjacent lands are identified as prime strategic locations in the City’s Industrial Land Development Strategy (ILDS). The extension of urban areas south of the Highway 401 industrial corridor would result in isolated communities separated from the rest of the urban area. These areas would require broad-based servicing and represent a planning approach inconsistent with policies 55 and 59 of *The London Plan* related to cost efficient growth and compact, contiguous pattern of growth.

The following are summary evaluations by various candidate growth areas of the city. Figure 2 shows mapping of the candidate blocks referred to below. Detailed evaluations by property are included in Appendix “B”.

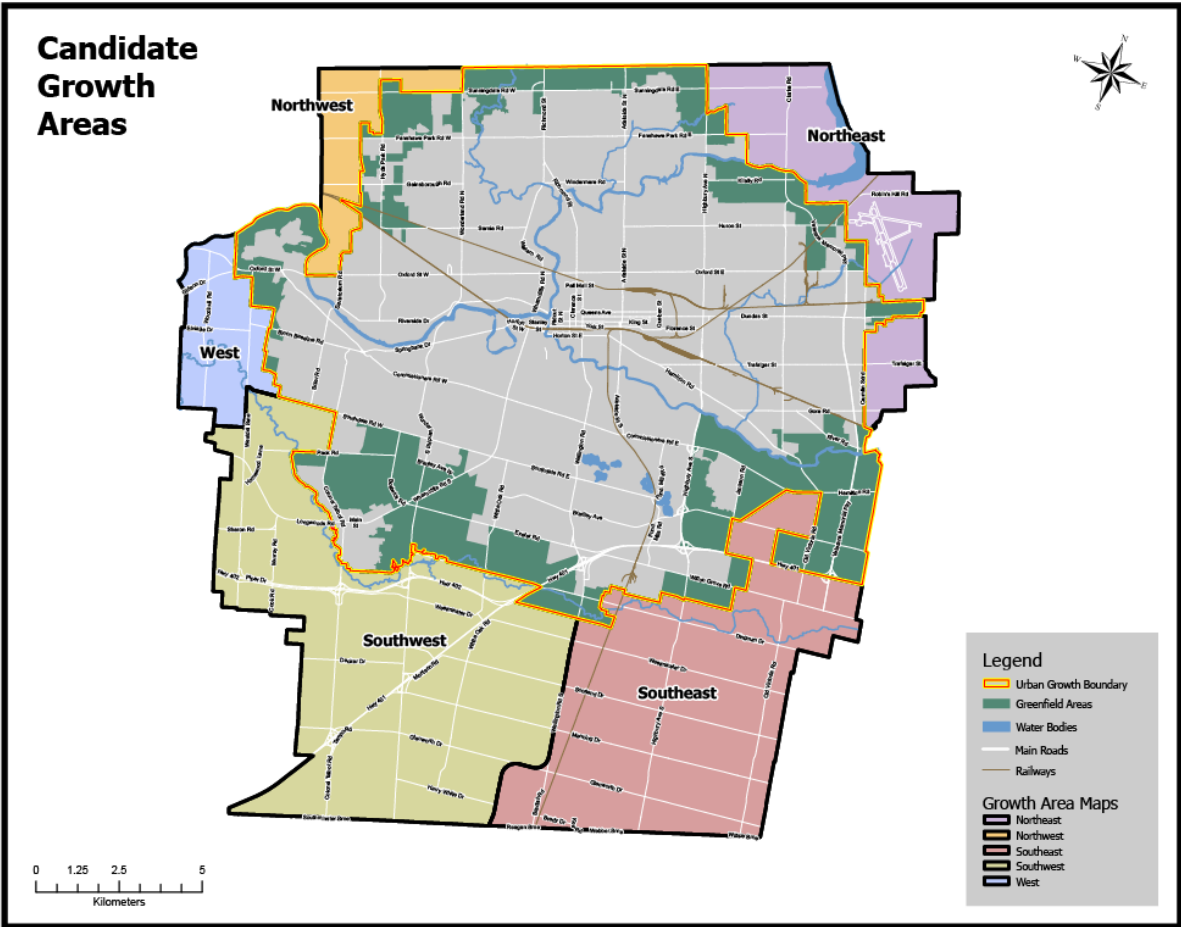


Figure 2: Candidate Growth Areas for Urban Growth Boundary Expansion

4.1 North

The current North Greenfield Area is bounded by the municipal boundary to the north, the Northwest Candidate Area to the west, Northeast Candidate Area to the east, and Built Area Boundary to the south. Further expansion of existing North Greenfield Area would require annexation of County lands outside the municipality. Annexation is part of Provincial jurisdiction and therefore outside of the scope for this UGB review.

4.2 Northwest

The Northwest area received 18 submissions comprised of 25 properties for evaluation, totalling an estimated 439 ha of developable land and representing most of the remaining lands outside of the UGB extending to the municipal boundary. Staff are supportive of 23 requested properties in the candidate growth area.

Development within the growth area is anticipated to have limited impact on agricultural operations and existing components of natural heritage systems. The growth area is comprised of Class 1-3 soils which are deemed prime agricultural lands; however, prime agriculture soils are found within all candidate areas of the city. Five (5) livestock facilities were identified; however, three (3) are subject to a landowner submission for inclusion, indicating intention for future development for non-agricultural land uses. Expansion to the municipal boundary would not impede active livestock operations identified in Middlesex County and only one (1) MDS buffer intersects with a portion of the proposed expansion. The proposed expansion would represent an optimal extension of existing infrastructure and potential opportunities for “end of pipe” connections; however, the viability of these connections would be determined through the planning application process.

Staff have made proposals for expansion in the growth area noting significant market demand and opportunities for logical extension of growth. In addition to the requested sites, further expansion has been recommended in order to facilitate contiguous growth, logical extension of existing urban areas, and to avoid leapfrog development. Northwest expansion represents an opportunity to preserve prime agricultural lands located in other areas of Rural London south of Dingman Creek where a contiguous rural fabric is maintained, and residential development is less favourable. This approach is consistent with *PPS* policy 2.3.2 noting that where avoidance of prime agricultural lands are not possible reasonable alternatives to lower priority lands can be considered.

Staff have made proposals for inclusion of the majority of the Northwest area; however, property requests P049 and P109, located at the western municipal boundary south of Gainsborough Road and south of railway main lines of both Canadian National (CN) and Canadian Pacific (CP) Rail, are not recommended for inclusion. Construction of two vehicle bridges are anticipated to be required to access the lands for urban development and provide emergency access. The developable area of the parcels is estimated between 21 and 23 hectares. The remainder of the area is Green Space Place Type bounded by Kelly Stanton Environmentally Significant Area and Significant Valleylands. The main lines of the railways are a physical barrier, and the requirement for bridge construction plus servicing costs are the infrastructure feasibility rationale for not including the lands within the draft UGB expansion map. The landowner has indicated they are seeking further review of the site before Civic Administration finalizes recommendations in Q4 of this year.

4.3 Northeast

The Northeast area received 14 submissions comprised of 17 properties for evaluation, totalling an estimated 333 ha of developable land. Staff are supportive of ten (10) requested properties within the candidate growth area. The area is divided into two blocks separated by London International Airport and a segment of the furthest eastern extent of the current UGB. These blocks have distinct and differing land use characteristics which were accounted for in the evaluation process.

The block south of London International Airport has notable constraints related to existing land uses and within the context servicing capacity. A portion of the lands are located within the Noise Exposure Forecast (NEF) contours associated with airport operations and therefore trigger prohibition of new incompatible land uses (i.e. residential uses) as outlined in policy 3.4.2 of the *PPS*. The block is largely comprised of prime agricultural land including Class 1 and Class 2 soils, as noted in the OMAFA Soil Survey. Seven (7) livestock facilities were identified through the MDS Study with one (1) facility subject to a landowner submission for inclusion. The area is serviced by the Pottersburg WTP which has competing interests tied to reserving plant capacity for prime industrial locations identified within the ILDS along Veterans Memorial Parkway and the Highway 401 corridor. As noted in section 2.1.1 of this report, the magnitude of costs associated with expansion of capacity for Pottersburg WTP is substantial at \$200 Million growth cost or roughly twice the cost of other treatment plant upgrades, and large-scale residential expansion within this sewer shed would not be deemed optimal use of planned or future infrastructure. The lack of planned infrastructure east of

Crumlin Sdrd also creates conditions which are less ideal for expansion; however, viable servicing solutions could be identified through a master servicing study.

The north block of the Northeast candidate growth area is located above the London International Airport. The north block is comprised of a mix of soil classifications; however, the timing of redevelopment of certain lands may be constrained due to the presence of active aggregate operations. It should be noted that one (1) aggregate pit was subject to a landowner submission and expressed intention to expedite remediation to facilitate residential development. The MDS Study identified four (4) livestock facilities with one (1) facility subject to a landowner request for inclusion. Unlike the southern block of the Northeast Candidate Growth Area, this northern block is serviced by the Adelaide WTP. This distinction results in a substantially lower magnitude of costs associated with the provision sanitary capacity and represents a financially viable sanitary servicing strategy. The Adelaide WTP has the lowest estimated cost at full build out, at approximately \$28 million. Furthermore, there are significant opportunities for “end of pipe” connections related to the proposed expansion which may accelerate the creation of residential supply for the area.

Staff have made recommendations for limited expansion in the south block to avoid the introduction of incompatible land uses and alleviate constraints related to sanitary capacity. The recommendations preserve opportunities for continued agricultural use and minimize impact on prime agricultural land including Class 1 soils. The proposed location of expansion represents a logical extension of community and addresses the need to designate residential supply within the growth area.

Staff have made proposals for significant expansion within the northern block noting excellent viability for future servicing solutions and the logical extension of existing neighbourhoods along Sunningdale Rd E and Fanshawe Park Rd E. In addition to the requested sites, further expansion has been recommended to avail of optimal servicing solutions and to avoid prime agricultural lands located in Rural London.

4.4 Southeast

The Southeast area received 24 submissions comprised of 37 properties for evaluation, totalling an estimated 637 ha of developable land. Staff are supportive of six (6) requested properties within the candidate growth area noting significant land use conflicts throughout Rural London.

The Southeast area contains prime industrial land along the Veterans Memorial Parkway and Highway 401 corridors. Lands south of Highway 401 are comprised of prime agricultural land with Class 1 to Class 3 soils and a significant presence of livestock facilities and active agricultural operations. Rural London is disconnected from London’s urban area by Dingman Creek, and Highway 401 and its associated industrial corridor acting as barriers for further residential development. Urban expansion would be inconsistent with Rural Neighbourhood policies 1179 and 1180 in *The London Plan* pertaining to the protection of farmland and mitigation of negative impacts to agricultural operations where feasible.

The expansion of the rural settlements of Brockley and Shaver is not supported and would not represent logical extension of existing neighbourhoods. Policy 1240 in *The London Plan* states that rural neighbourhoods should not be regarded as centres for growth. Furthermore, policy 1241 states that no extensions of existing rural neighbourhood areas for residential purposes will be permitted to minimize potential land use conflicts. Unlike other rural settlements included in the proposed expansion, the extensions of Brockley and Shaver would result in significant land use conflicts with existing agricultural operations. Expansion of broad-based servicing would be required due to the disconnection from other residential neighbourhoods in Southeast London based on separation caused by Highway 401 and the Industrial corridor.

Staff have made proposals for limited expansion in the growth area to avoid the introduction of incompatible land uses and preserve established agricultural land use.

The proposed location of expansion represents logical extensions of existing residential neighbourhoods and avoids conflict with the adjacent industrial corridors and large-scale livestock operation.

It is anticipated that the Southeast area in proximity to Highway 401 and Veterans Memorial Parkway will present a transitional area between future Community Growth and future Industrial Growth land uses, for any areas included within the UGB.

4.5 Southwest

The Southwest area received 26 submissions comprised of 51 properties for evaluation, totalling an estimated 1000 ha of developable land. Staff are supportive of twelve (12) requested properties within the candidate growth area noting challenges related to sanitary capacity and the accommodation of substantial urban area expansion. Significant concerns were also expressed during engagements with indigenous communities related to negative downstream impacts along the Thames River associated with the wastewater treatment plants and urbanization of Rural London south of Dingman Creek.

The Southwest area is comprised of prime agricultural land with a mix of soil classifications primarily ranging from Class 1 to Class 3 soils. The MDS Study identified a significant presence of livestock facilities, and several active agricultural operations were also noted during evaluation. Dingman Creek and its associated floodplain represents a logical boundary for urban expansion due to its significance as a natural heritage system and constraints for the extension of servicing across the watercourse. The W12A landfill also represents a significant barrier to residential development in southwest London. Consistent with policy 1273 in *The London Plan*, the introduction of sensitive uses within 1,500 metres of the Waste Management Resource Recovery Area would be discouraged.

The Southwest candidate UGB area is subject to existing infrastructure constraints related to an appropriate sanitary servicing strategy for further residential development. Oxford WTP serves the western portion of the City and does not have sufficient capacity to accommodate cumulative growth expected from full build-out of the Southwest, West, and Northwest areas. The construction of a new wastewater treatment plant to service the southwest area was previously refused by Council as the appropriate servicing solution because of financial costs, and related environmental concerns and concerns expressed by indigenous communities associated with the effluent outlets along the Thames River. An alternate strategy to divert flows to other wastewater treatment plants would constitute leapfrogging of sewer sheds and would not be supported as a viable strategy.

Staff have made proposals for limited expansion in this candidate area to preserve the continued agricultural land use associated with Rural London and to mitigate impacts on contiguous blocks of prime agricultural land. The proposed location for expansion represents a logical extension of existing residential neighbourhoods and is within the Greenway WTP sewershed north of Dingman Creek. The proposed expansion area avoids the requirements for an inappropriate servicing solution. Furthermore, the proposal aligns with Themes 3 and 4 of the City of London's ReconciliAction Plan related to the establishment of collaborative partnerships and meaningful engagement. The proposed expansion reflects the concerns expressed during engagement meetings with Indigenous communities, and mitigates the negative impacts associated with continued urban expansion in the southwest.

4.6 West

The West area received 19 submissions comprised of 21 properties for evaluation, totalling an estimated 261 ha developable land. Staff are supportive of 17 requested properties within the candidate growth area representing most lands north of Dingman Creek and extending to the municipal boundary.

The area is comprised of prime agricultural lands with a mix of soil classifications primarily ranging from Class 2 to Class 7 soils with a swath of Class 1 soils south of Dingman Creek. Significant natural features are present throughout the area primarily associated with Dingman Creek, Thames River, and Komoka Provincial Park. The MDS Study identified eight (8) livestock facilities however four (4) are subject to landowner submissions for inclusion. The evaluation identified active agricultural operations however the majority of the lands east of Woodhull Rd were subject to landowner requests which is indicative of landowner interest in future urban development.

An engineering evaluation has indicated an extended western boundary would provide more favourable topography for servicing solutions and potential for lower financial costs in the West growth area. Staff are supportive of an extended UGB noting that infrastructure along a right-of-way would provide servicing to properties on both side of the road. As noted, Dingman Creek and its associated floodplain represents a logical boundary for urban expansion due to its significance as a natural heritage system and constraints for the extension of servicing across the watercourse.

Staff have made proposals for expansion to the municipal boundary north of Dingman Creek. The recommendations include further expansion based on preliminary servicing strategies and avoid fragmented development patterns. Komoka Provincial Park is not included within the proposed UGB expansion.

Through preliminary consultations, Staff have also received two requests for reconsideration of draft UGB sites within the West area. One request is from a landowner to remove property identified as part of the draft UGB expansion area south of Elviage Drive (see Appendix G). The second request is to include the Rural Neighbourhoods Place Type lands on Woodhull Road but exclude the lands within developable land area calculations based on recency of existing development. Staff will continue to review these requests as part of continued consultations and include recommended changes as part of the final UGB targeted for Q4 2025.

5.0 Next Steps

The following is a summary of next steps that will be taken related to the Official Plan Review and Urban Growth Boundary Review:

- Continue Indigenous, Community, and Development Industry consultations as part of the UGB Review, ongoing Q2 and Q3 2025.
- Evaluate landowner requests related to industrial land use for inclusion within the Urban Growth Boundary, targeted Q3 2025.
- Final Industrial Land Needs Assessment (Employment Areas) report and Draft Urban Growth Boundary Review (Employment Areas) presented for continued consultation, targeted Q3 2025.
- Private Urban Growth Boundary Expansion Amendments report, targeted Q3 2025.
- Final Urban Growth Boundary Review (Community Growth and Employment Areas) report, targeted Q4 2025.
- Subsequent phases of the Official Plan Review are anticipated to include policy conformity exercise under the *Provincial Planning Statement*. Subsequent phases to include review of ineligible and unsuitable industrial lands and identify appropriate redesignation opportunities, if available.

Conclusion

This report presents the draft UGB Review, which identifies the proposed locations for an **urban growth boundary expansion of approximately 1,476 developable hectares** for community growth uses (i.e., non-industrial land use). This report recommends additional consultation on the draft UGB Review noting that the draft expansion incorporates results of the council-approved Land Needs Assessment (Community Growth).

The draft UGB is for continued consultation purposes. Staff will continue to engage with Indigenous groups, landowners, development industry, and the public.

A final UGB Review will be presented to council, anticipating a meeting in Q4 2025, and will include recommendations for employment area expansion based on the forthcoming Final Industrial Land Needs Assessment. Any feedback received through the forthcoming consultations will be consolidated into the Final UGB Review for both land use categories.

Additional policy reviews will also be included within subsequent phases of the Section 26 Official Plan Review.

Prepared by:	Felipe Parra Hein Planner, Planning Policy (Growth Management)
	Brandon Coveney Senior Planner, Planning Policy (Growth Management)
Reviewed by:	Travis Macbeth, MCIP, RPP Manager, Planning Policy (Growth Management)
Recommended by:	Heather McNeely, MCIP, RPP Director, Planning and Development
Submitted by:	Scott Mathers, MPA, P.Eng. Deputy City Manager, Housing and Community Growth

Appendices:

Appendix A – Draft Urban Growth Boundary (Community Growth)
Appendix B – Landowner Requests and Evaluations
Appendix C – Minimum Distance Separation Study
Appendix D – Soil Classification Survey
Appendix E – Natural Heritage System
Appendix F – Agency Comments
Appendix G – Public Engagement
Appendix H – List of Landowner Requests

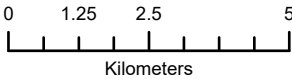
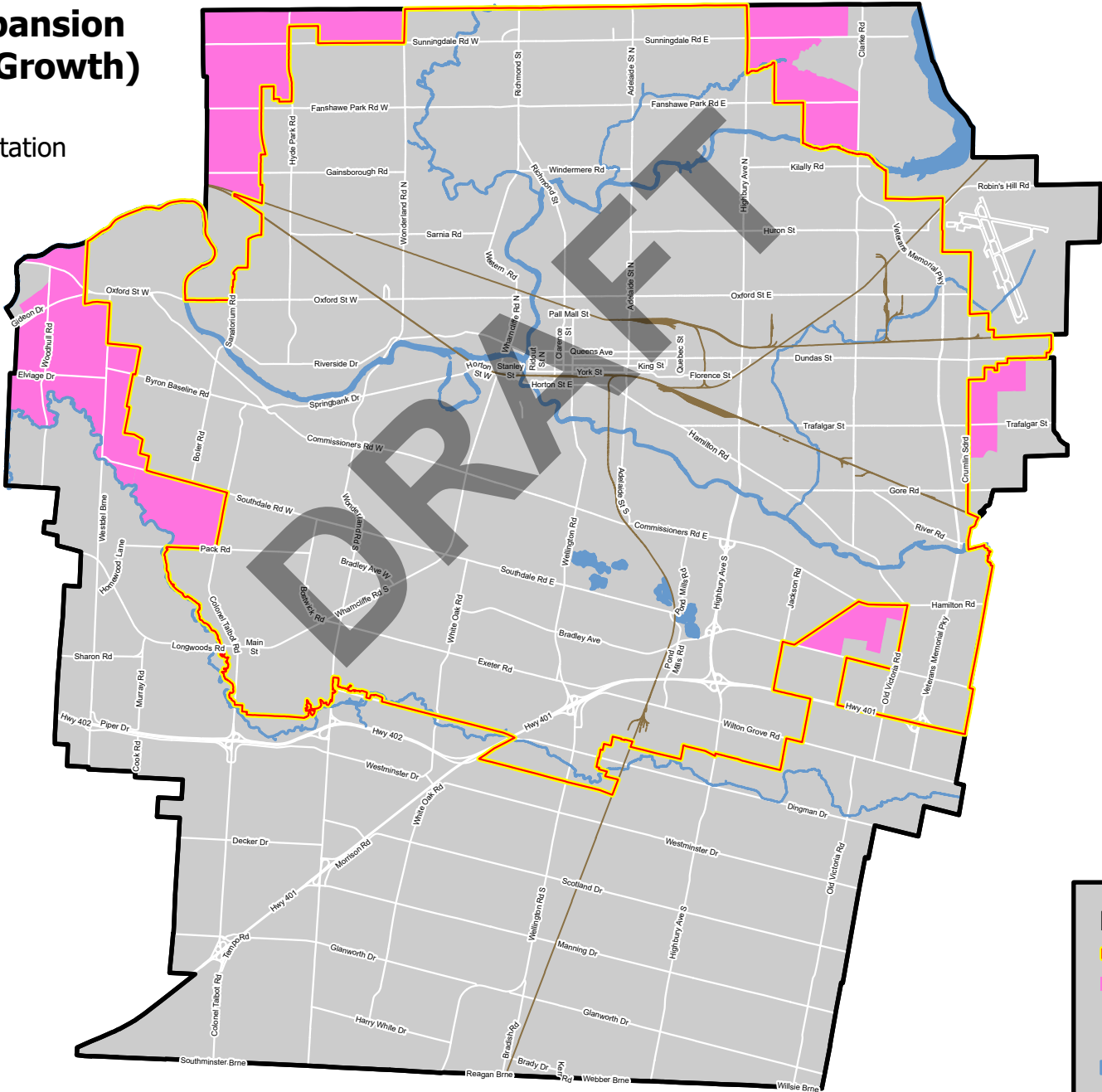
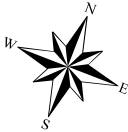
Copy:

Justin Adema, Manager, Long Range Planning
Nancy Pasato, Manager, Planning Policy (Research)
Jeff Shaughnessy, Manager, Planning Policy (GIS Planning and Communication Supports)
Matt Feldberg, Director, Municipal Housing and Industrial Development
Michael Tomazincic, Manager, Strategic Land Development

Appendix A – Draft Urban Growth Boundary (Community Growth)

Proposed Urban Growth Boundary Expansion (Community Growth)

for continued consultation



Legend

 Urban Growth Boundary

 Proposed Urban Growth Boundary Expansion (Community Growth)

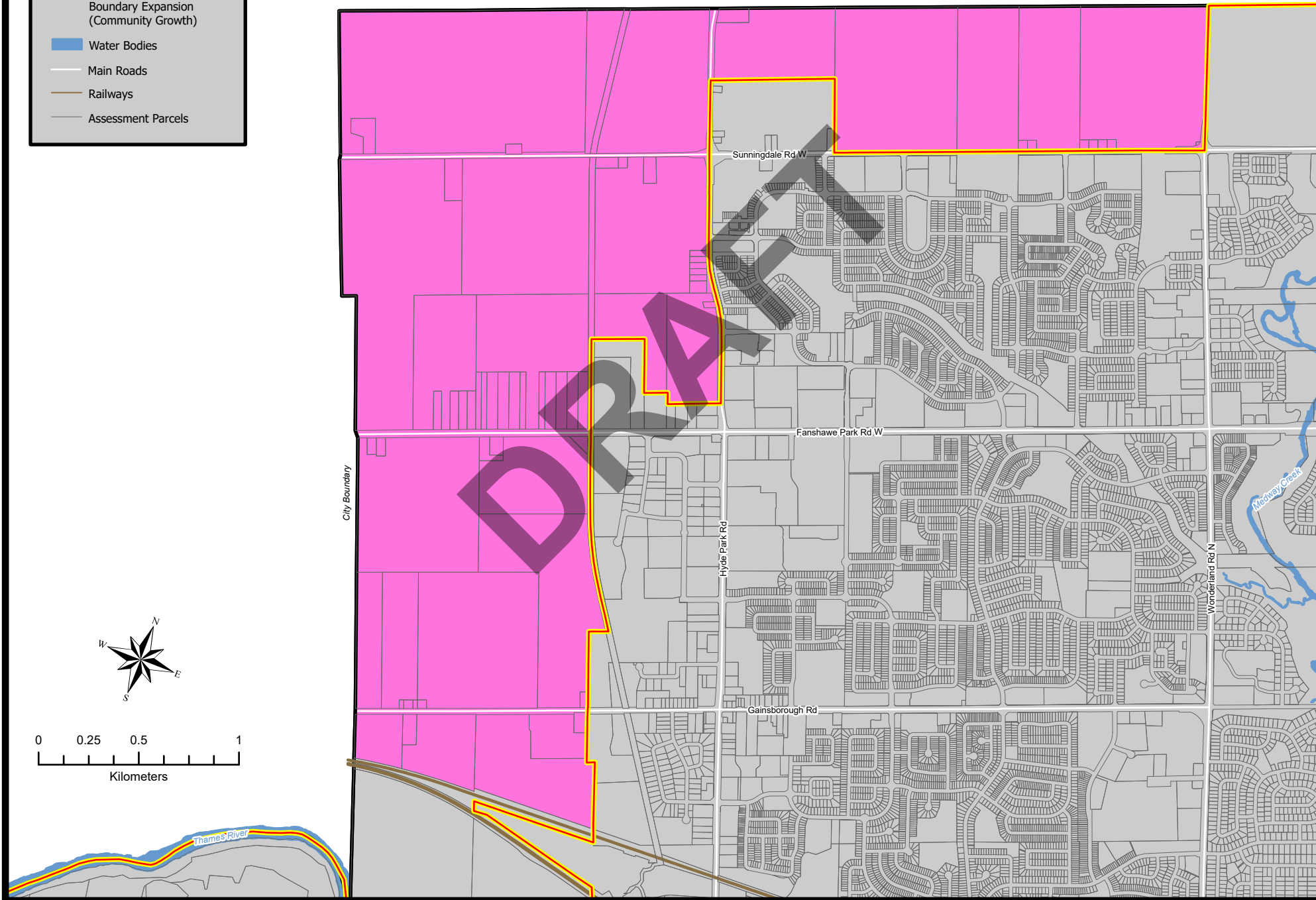
 Water Bodies

 Main Roads

 Railways

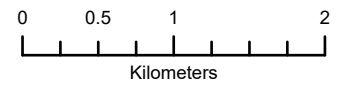
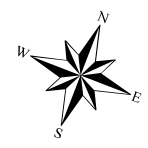
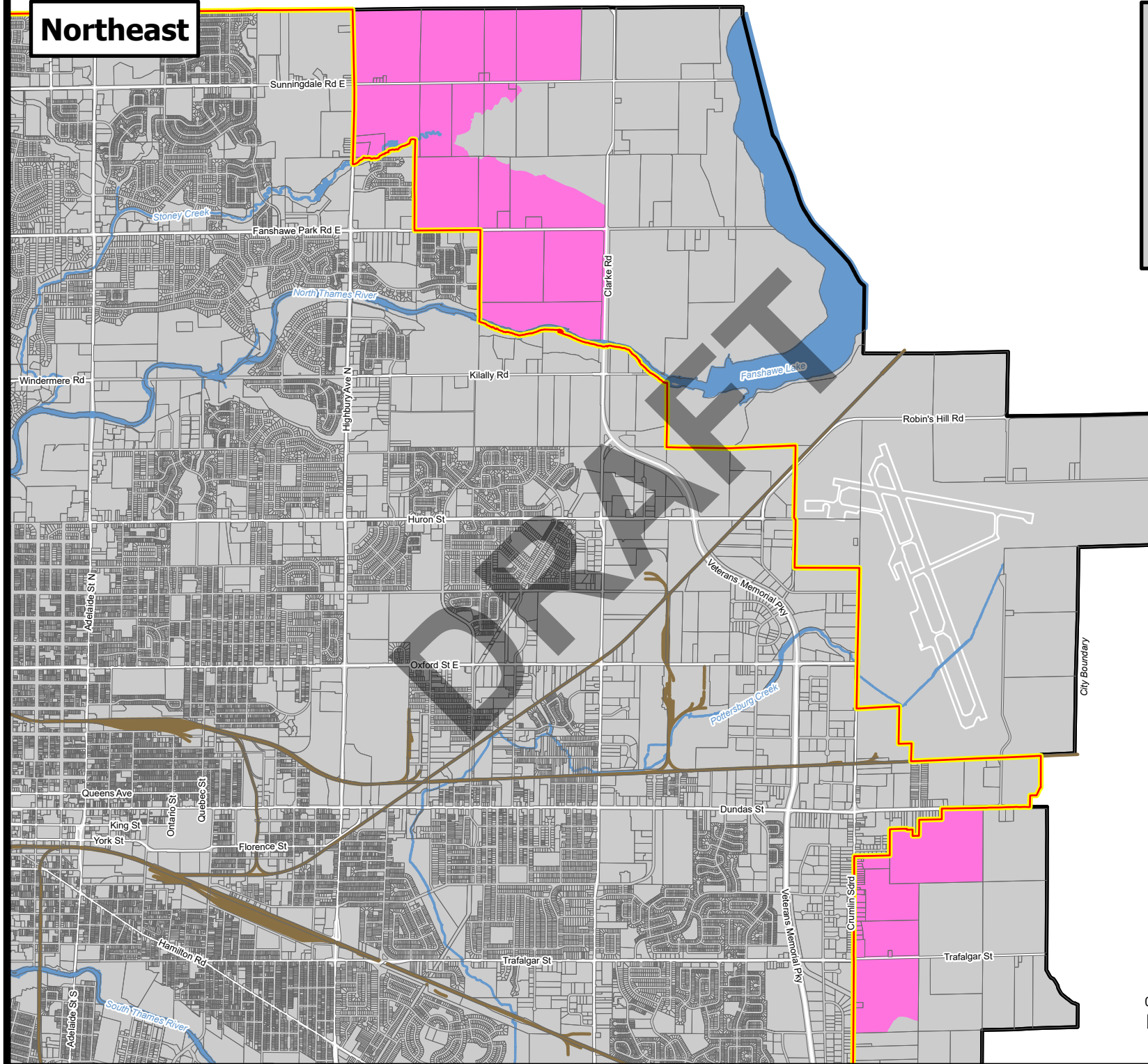
Legend

- Urban Growth Boundary
- Proposed Urban Growth Boundary Expansion (Community Growth)
- Water Bodies
- Main Roads
- Railways
- Assessment Parcels



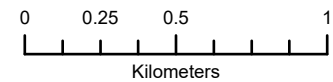
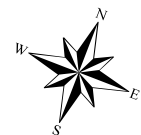
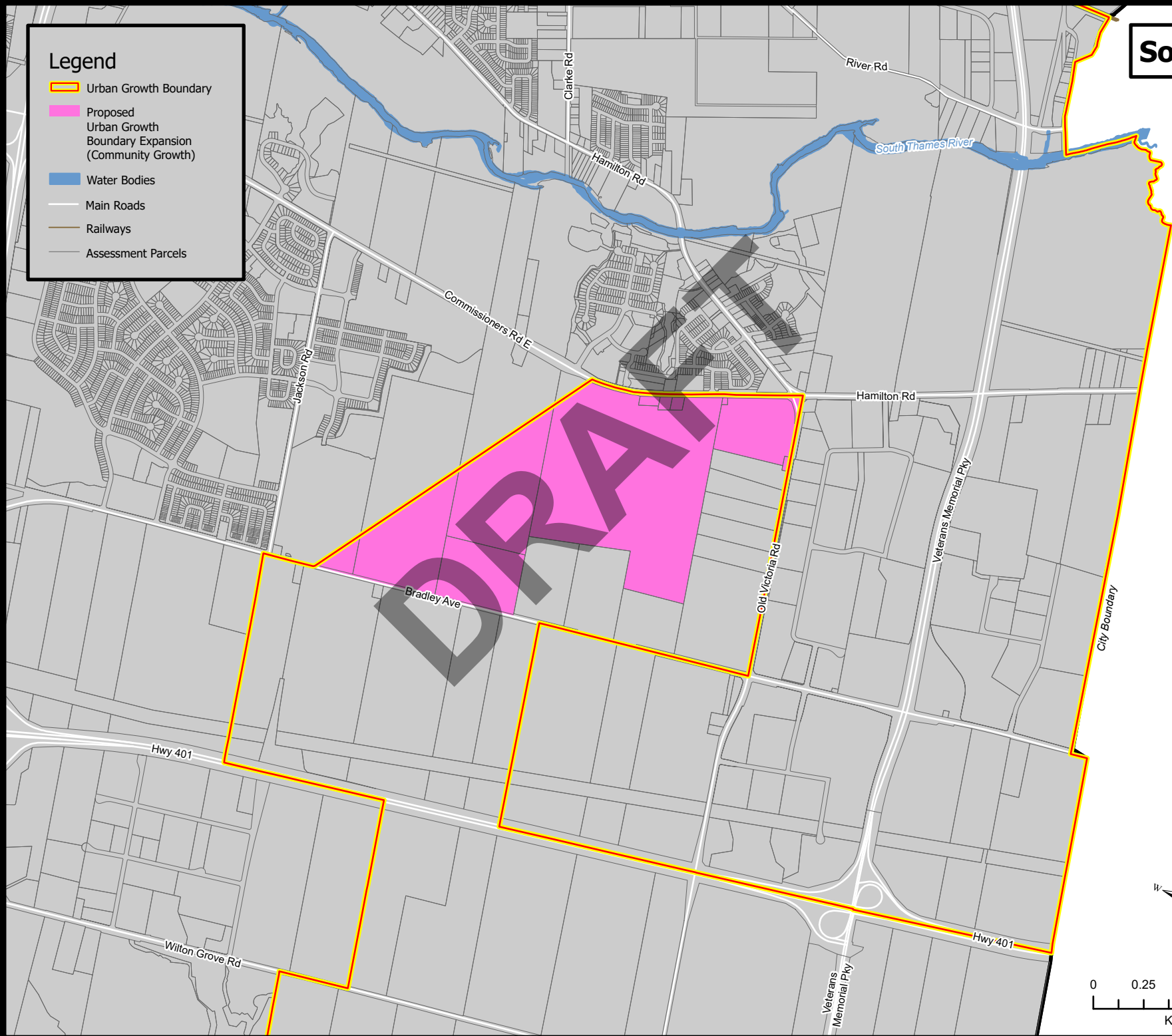
Northeast

- Legend**
- Urban Growth Boundary
 - Proposed Urban Growth Boundary Expansion (Community Growth)
 - Water Bodies
 - Main Roads
 - Railways
 - Assessment Parcels



Legend

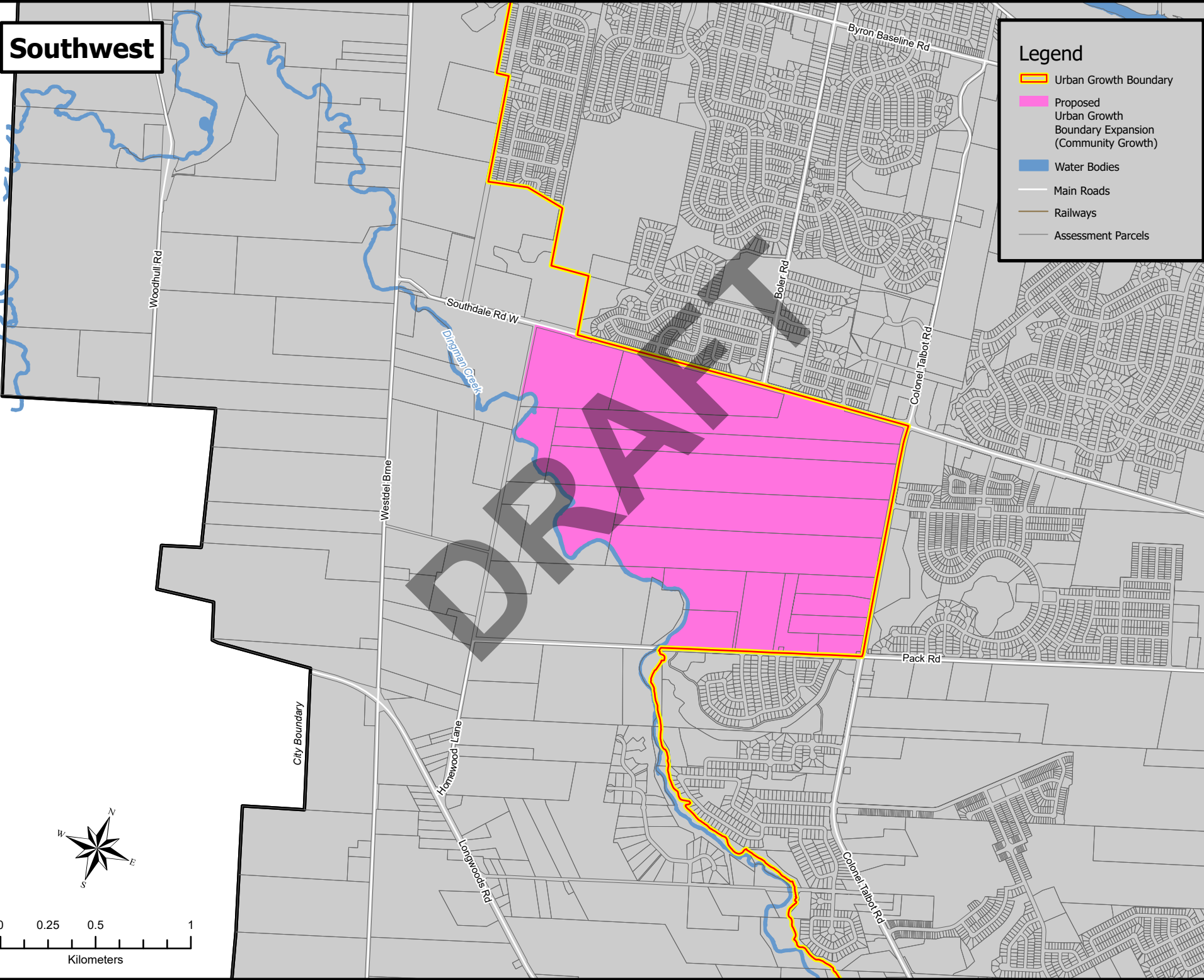
- Urban Growth Boundary
- Proposed Urban Growth Boundary Expansion (Community Growth)
- Water Bodies
- Main Roads
- Railways
- Assessment Parcels



Southwest

Legend

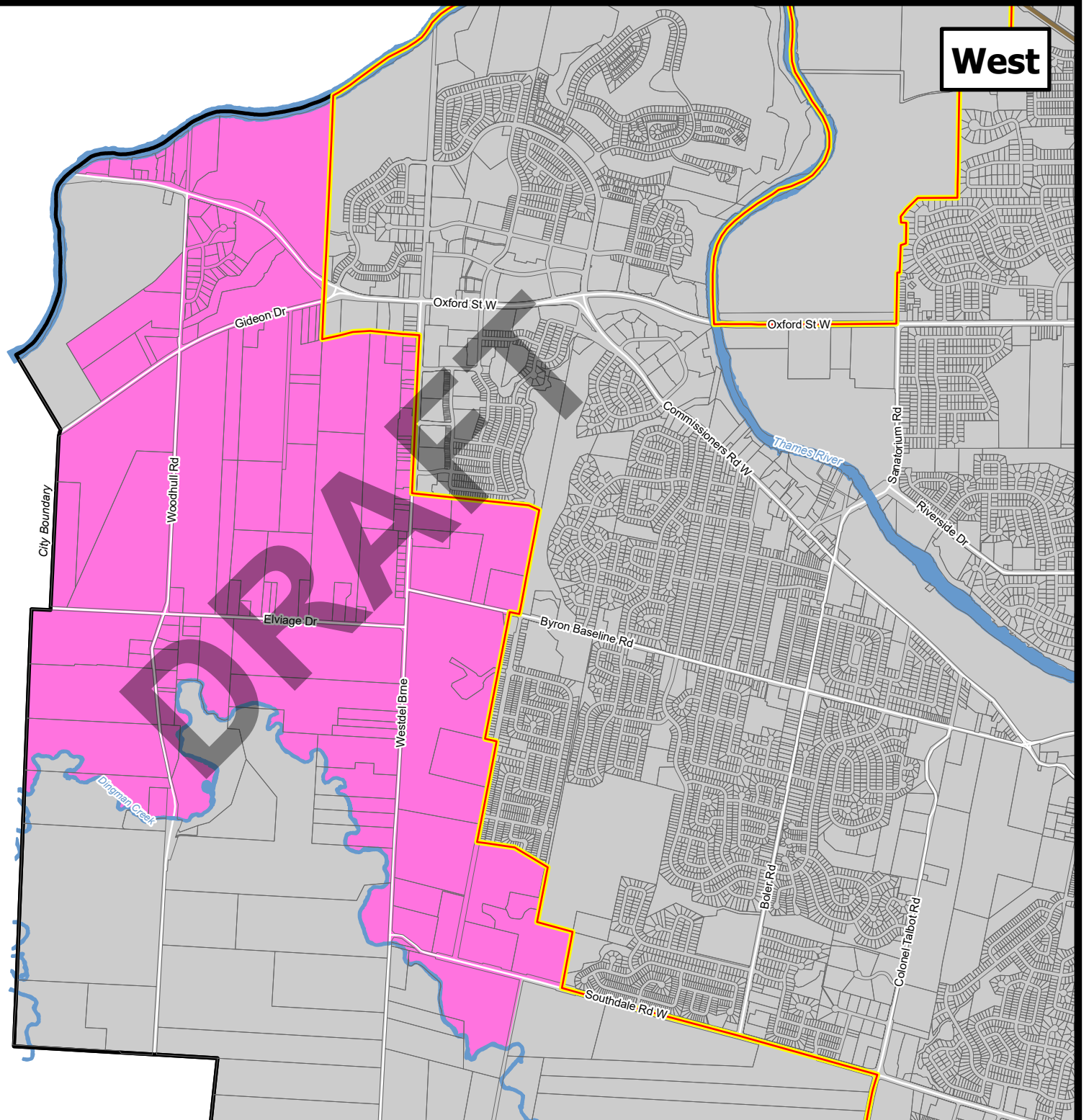
- Urban Growth Boundary
- Proposed Urban Growth Boundary Expansion (Community Growth)
- Water Bodies
- Main Roads
- Railways
- Assessment Parcels



Legend

- Urban Growth Boundary
- Proposed Urban Growth Boundary Expansion (Community Growth)
- Water Bodies
- Main Roads
- Railways
- Assessment Parcels

West

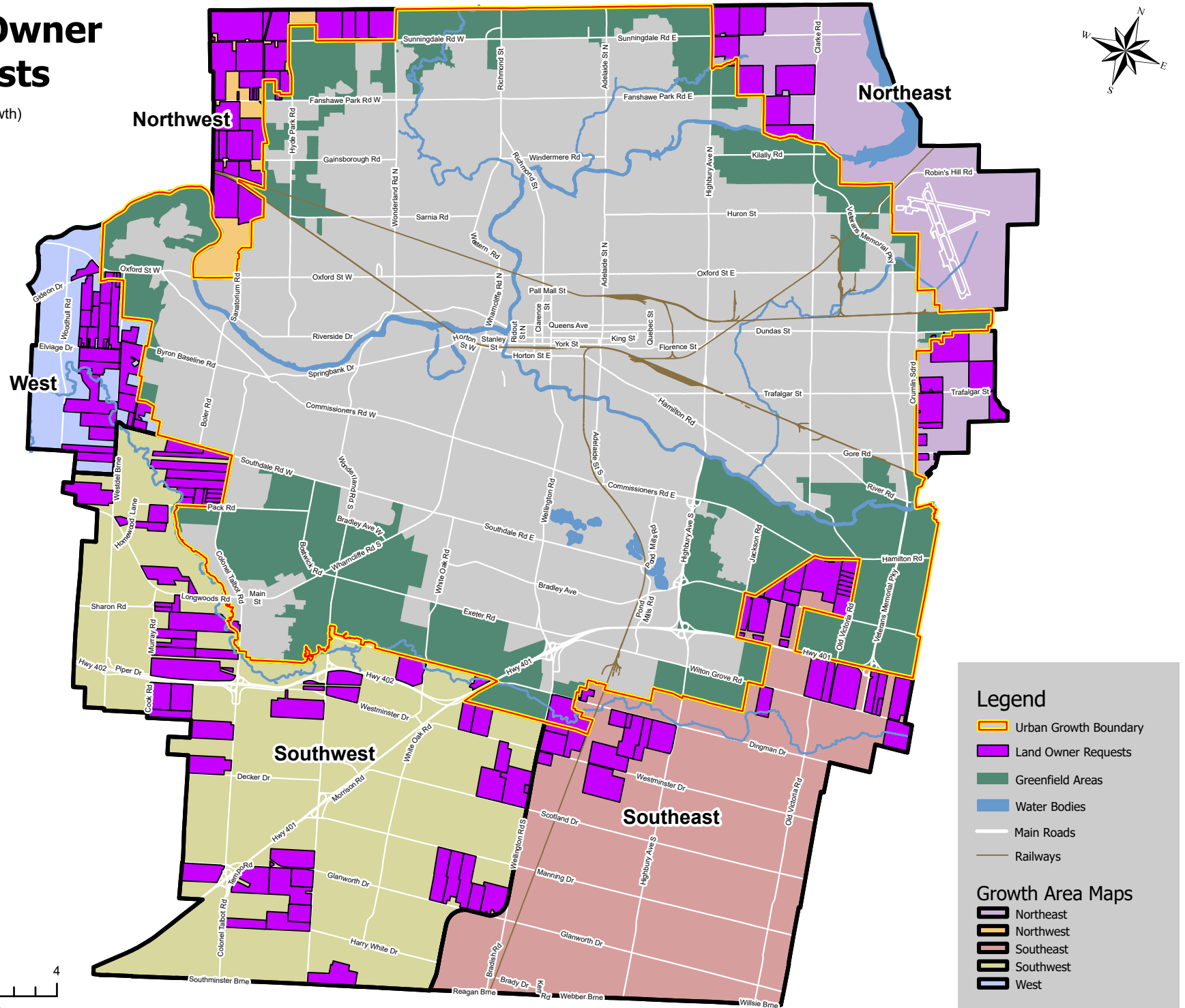
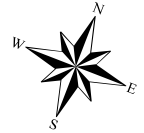


0 0.3 0.6 1.2
Kilometers

Appendix B – Landowner Requests and Evaluations

Land Owner Requests

(Community Growth)



Criteria Number	Evaluation Criteria
1	Meets the Province's Minimum Distance Separation requirements (for separation between existing livestock operations and new sensitive land uses).
2	Logical extension of an existing neighbourhood and/or will be large enough area to accommodate a complete new neighbourhood (Future Community Growth) through phased progression of urban development.
3	Addressing the need to designate and plan for land to accommodate an appropriate range and mix of land uses.
4	Parcel shapes, size, configuration, topography, and potential for planned urban uses.
5	Existing and planned infrastructure will be optimized: a logical integration with master servicing strategies.
6	Logical and financial viability of servicing new parcels or areas.
7	Impact on agricultural operations will be minimized, including directing expansions to lower classes of prime agricultural land categories to the extent possible, or mitigation where avoidance is not possible.
8	Protection of components of the Natural Heritage System and built heritage.

- ☐ Criteria not met
- ☐ Criteria conditionally met
- ☒ Criteria met

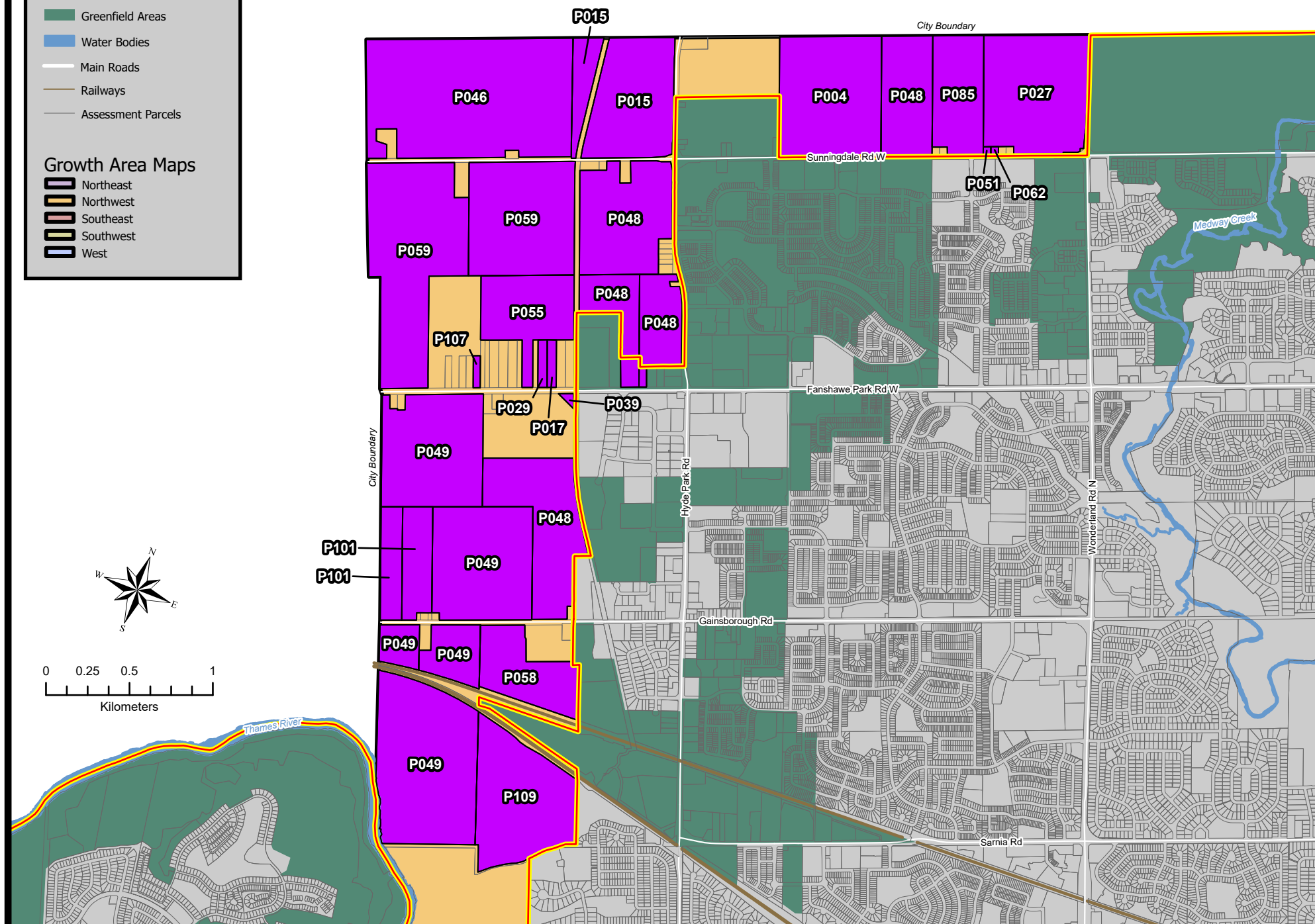
Northwest

Legend

-  Urban Growth Boundary
-  Land Owner Requests
-  Greenfield Areas
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

Growth Area Maps

-  Northeast
-  Northwest
-  Southeast
-  Southwest
-  West



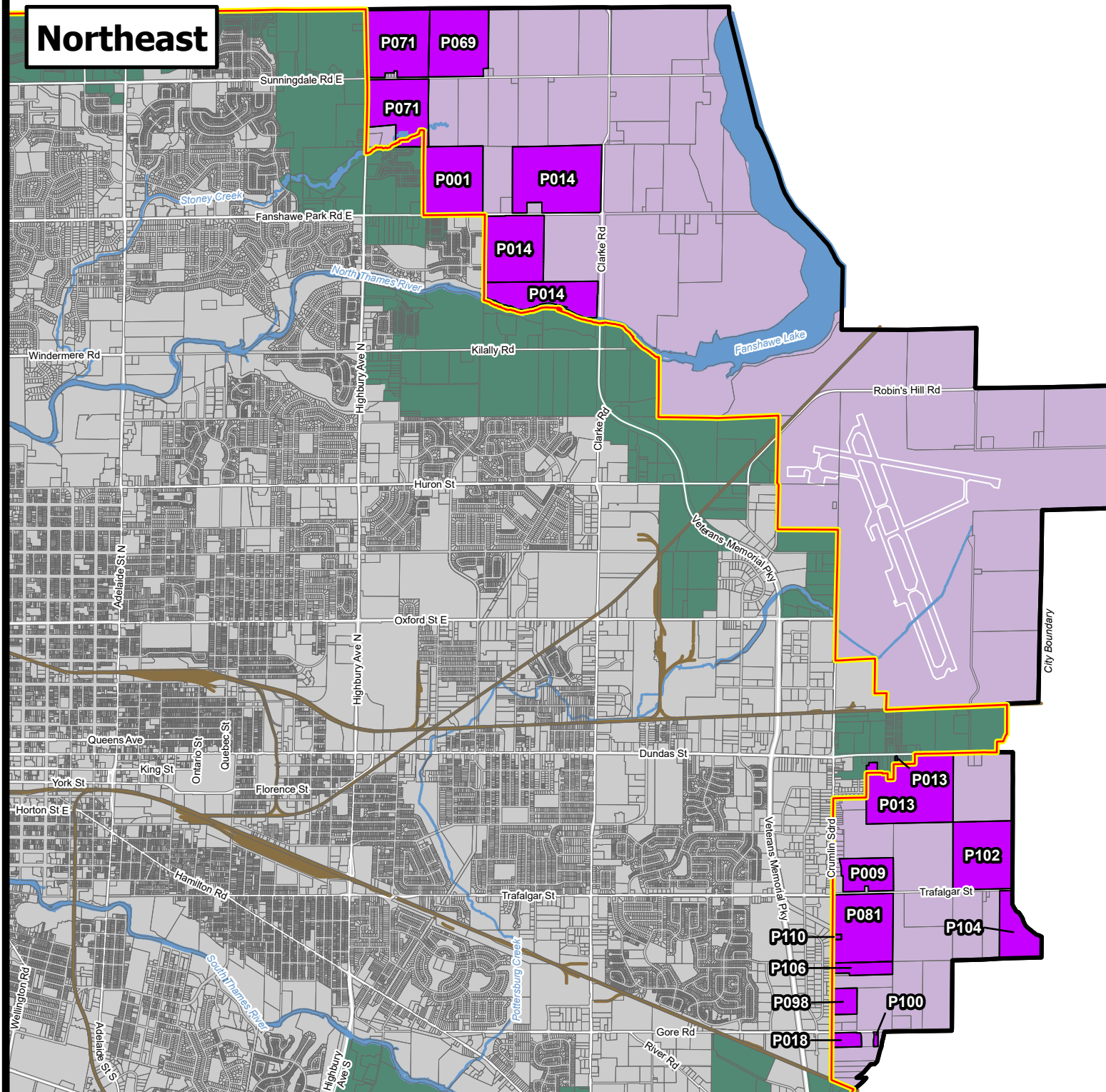
Parcel ID	Address / Location	Criteria 1	Criteria 2	Criteria 3	Criteria 4	Criteria 5	Criteria 6	Criteria 7	Criteria 8
P004	1431 Sunningdale Rd W	●	●	●	●	◐	●	◐	◐
P015	1739 Sunningdale Rd W	●	●	●	●	◐	●	◐	◐
P017	1701 Fanshawe Park Rd W	●	◐	●	◐	◐	◐	●	●
P027	2329 Wonderland Rd N	●	●	●	●	◐	●	●	◐
P029	1731 Fanshawe Park Rd W	●	◐	●	◐	◐	◐	●	●
P039	Parcel east of 1802 Fanshawe Park Rd W	●	◐	○	○	◐	◐	●	●
P046	2001 Sunningdale Rd W	◐	●	●	●	◐	◐	◐	◐
P048	1720 Sunningdale Rd W	●	●	●	◐	◐	◐	◐	◐
P048	1525 and 1557 Fanshawe Park Rd W	●	●	●	◐	◐	●	●	◐
P048	1185 Sunningdale Rd W	●	●	●	◐	◐	●	●	◐
P048	1217 Gainsborough Rd	●	◐	●	●	◐	◐	●	◐
P049	1269 Gainsborough Rd	●	◐	●	●	○	◐	◐	◐
P049	1992 Fanshawe Park Rd W	●	◐	●	●	○	◐	◐	◐
P049	1380 Gainsborough Rd	●	○	●	○	○	○	●	◐
P049	1440 Gainsborough Rd	◐	◐	●	●	○	◐	◐	●
P051	1017 Sunningdale Rd W	●	●	◐	◐	●	●	●	●
P055	1753 Fanshawe Park Rd W	●	◐	●	◐	○	◐	●	◐
P058	1316 Gainsborough Rd	●	◐	●	●	○	◐	●	◐
P059	1950 & 2140 Sunningdale Rd W	◐	◐	●	●	○	◐	◐	●
P062	1007 Sunningdale Rd W	●	●	◐	◐	●	●	●	●
P085	1035 Sunningdale Rd W	●	●	●	●	◐	●	◐	◐
P101	1445 Gainsborough Rd	◐	◐	●	●	○	◐	◐	◐
P101	1431 Gainsborough Rd	◐	◐	●	●	○	◐	◐	◐
P107	1857 Fanshawe Park Rd W	●	◐	◐	◐	◐	◐	●	●
P109	1241 Staffordshire Place	●	○	○	○	○	◐	●	○

○ Criteria not met

◐ Criteria conditionally met

● Criteria met

Northeast

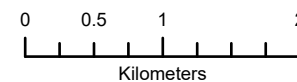
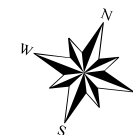


Legend

- Urban Growth Boundary
- Land Owner Requests
- Greenfield Areas
- Water Bodies
- Main Roads
- Railways
- Assessment Parcels

Growth Area Maps

- Northeast
- Northwest
- Southeast
- Southwest
- West

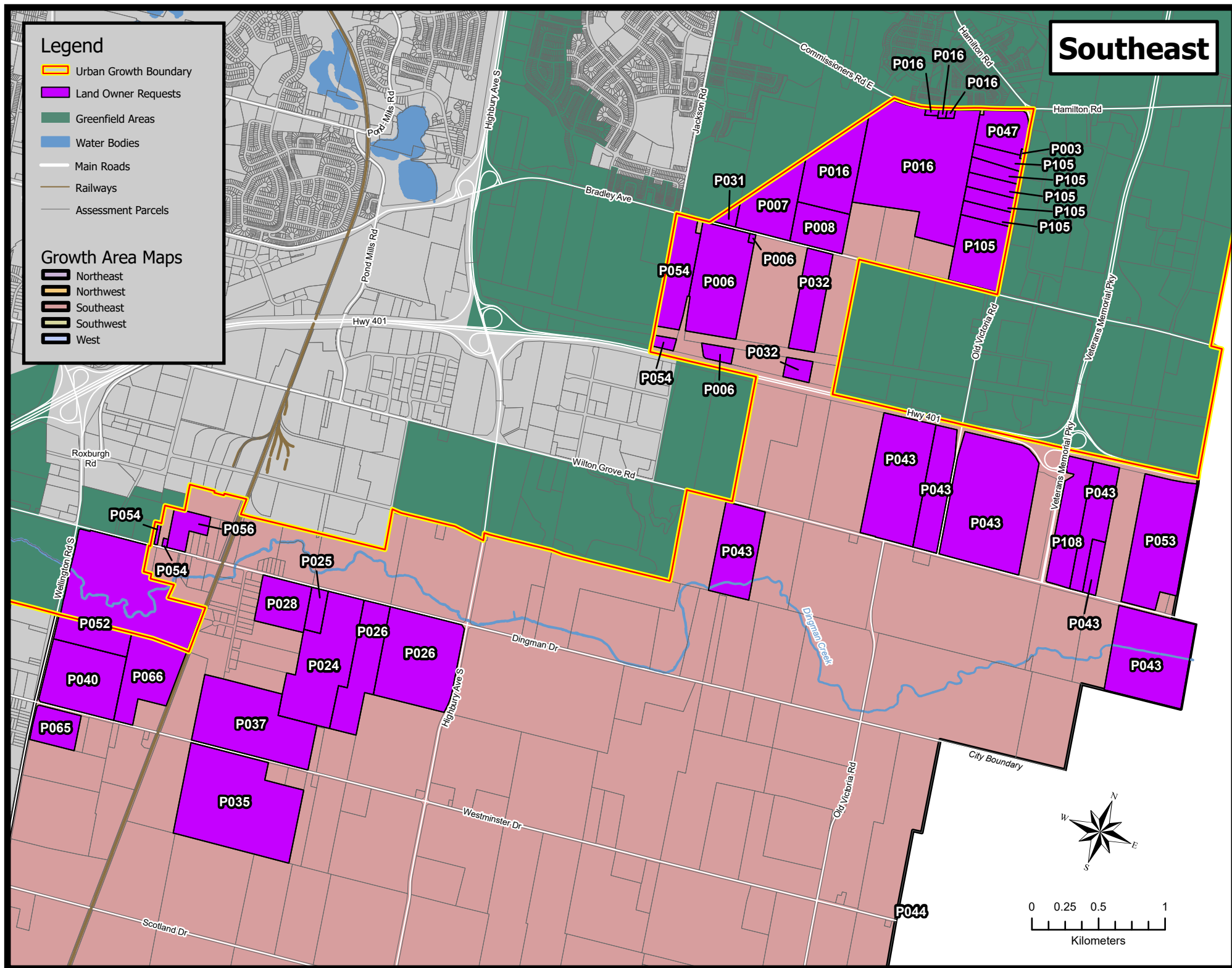


Parcel ID	Address / Location	Criteria 1	Criteria 2	Criteria 3	Criteria 4	Criteria 5	Criteria 6	Criteria 7	Criteria 8
P001	1620 & 1640 Fanshawe Park Rd E	●	●	●	◐	●	●	●	◐
P009	2700 Trafalgar Rd	◐	◐	●	●	○	◐	◐	◐
P013	2613 & 2679 Dundas St	●	◐	●	●	○	◐	◐	◐
P014	2106 Fanshawe Park Rd E	●	◐	●	●	◐	◐	●	◐
P014	1885 Fanshawe Park Rd E	●	●	●	●	◐	◐	●	◐
P014	1795 Clarke Rd	●	◐	◐	◐	◐	◐	●	◐
P018	360 Crumlin Sdrd	●	○	○	●	○	◐	◐	●
P069	1896 Sunningdale Rd E	◐	◐	●	●	○	◐	●	◐
P071	2270 Highbury Ave N	◐	●	●	●	◐	●	●	●
P071	2380 Highbury Ave N	●	●	●	●	◐	●	●	◐
P081	764, 772, 774 Crumlin Sdrd	◐	◐	●	●	○	◐	◐	◐
P098	488 Crumlin Sdrd	●	○	○	◐	○	◐	◐	◐
P100	3345 Gore Rd	◐	○	○	○	○	◐	◐	●
P102	3050 Trafalgar St	●	○	○	●	○	◐	◐	○
P104	3085 Trafalgar St	●	○	○	●	○	◐	◐	○
P106	610 Crumlin Sdrd	●	◐	◐	◐	○	◐	●	◐
P110	706 Crumlin Sdrd	◐	◐	◐	◐	○	◐	●	●

○ Criteria not met

◐ Criteria conditionally met

● Criteria met



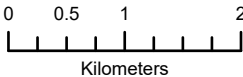
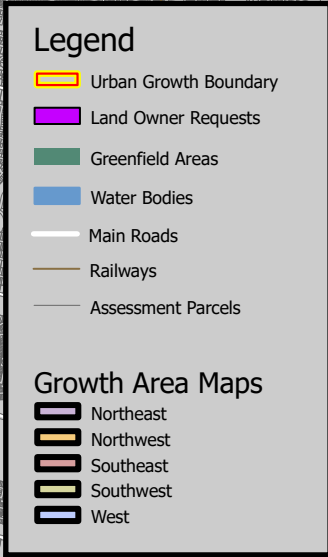
Parcel ID	Address / Location	Criteria 1	Criteria 2	Criteria 3	Criteria 4	Criteria 5	Criteria 6	Criteria 7	Criteria 8
P003	2425 Old Victoria Rd	●	●	●	●	●	●	●	●
P006	1871 and 1913 Bradley Ave	●	●	○	●	●	●	●	●
P007	1944 Bradley Ave	●	●	●	●	●	●	●	●
P008	1996 Bradley Ave	●	●	●	●	●	●	●	●
P016	1811 Commissioners Rd E	●	●	●	●	●	●	●	●
P016	1959, 1983, 2003, 2031 Commissioners Rd E	●	●	●	●	●	●	●	●
P024	2329 Dingman Dr	●	○	○	●	○	●	●	●
P025	2387 Dingman Dr	●	○	○	●	○	●	●	●
P026	2134-2145 Dingman Dr	●	○	○	●	○	●	●	●
P028	2497 Dingman Dr	●	○	○	●	○	●	●	●
P031	2624 Jackson Rd	●	●	●	●	●	●	●	●
P032	2017 Bradley Ave	●	●	○	●	●	●	●	●
P035	2465 Westminster Dr	●	○	○	●	○	○	●	●
P037	2440 Westminster Dr	●	○	○	●	○	○	●	●
P040	4866 Wellington Rd S	●	○	○	●	○	●	●	●
P043	3700 Old Victoria Rd	○	○	○	●	○	●	○	●
P043	2214 Wilton Grove Rd	○	○	○	●	○	●	○	●
P043	1811 Wilton Grove Rd	●	○	○	●	○	●	○	●
P043	2471 Wilton Grove Rd	●	○	○	●	○	○	○	●
P043	2034-2094 Wilton Grove Rd	○	○	○	●	○	●	○	●
P043	2338-2350 Wilton Grove Rd	○	○	○	●	○	○	●	●
P047	2093 Commissioners Rd E	●	●	●	●	●	●	●	●
P052	4680 Wellington Rd S	●	○	○	●	●	●	●	●
P053	2556 Wilton Grove Rd	●	○	○	●	○	○	○	●
P054	1803 Bradley Ave	●	●	●	●	●	●	●	●
P054	2774 Dingman Dr	●	○	○	○	●	●	●	●
P054	2816 Dingman Dr	●	○	○	○	●	●	●	●
P056	2760 Dingman Dr	●	○	○	●	●	●	●	●
P056	2760 Dingman Dr	●	○	○	●	●	●	●	●
P065	5044 Wellington Rd S	●	○	○	●	●	○	●	●
P066	2690 Westminster Dr	●	○	○	●	○	○	●	●
P105	2459 Old Victoria Rd	●	●	●	●	○	●	●	●
P105	2493 Old Victoria Rd	●	●	●	●	○	●	●	●
P105	2539 Old Victoria Rd	●	●	●	●	○	●	●	●
P105	2597 Old Victoria Rd	●	●	●	●	○	●	●	●
P105	2617 Old Victoria Rd	●	●	●	●	○	●	●	●
P105	2643 Old Victoria Rd	●	●	●	●	○	●	●	●
P108	2316 Wilton Grove Rd	○	○	○	●	○	●	●	●

○ Criteria not met

● Criteria conditionally met

● Criteria met

Southwest



Parcel ID	Address / Location	Criteria 1	Criteria 2	Criteria 3	Criteria 4	Criteria 5	Criteria 6	Criteria 7	Criteria 8
P002	3231 Colonel Talbot Rd	●	●	●	●	◐	◐	◐	◐
P002	3293 Colonel Talbot Rd	●	●	●	●	◐	◐	●	◐
P002	3323 Colonel Talbot Rd	●	●	●	●	◐	◐	●	◐
P002	7184 Pack Rd	●	●	●	●	●	◐	●	◐
P002	7220 Pack Rd	●	●	●	●	●	◐	●	◐
P002	7290 Pack Rd	●	●	●	◐	●	◐	●	◐
P010	3681 Homewood Lane	●	○	○	◐	○	○	◐	●
P022	3565 Westdel Brne	●	○	○	◐	○	○	◐	◐
P033	4380 - 4410 Murray Rd	○	○	○	◐	○	◐	○	●
P033	4557 Colonel Talbot Rd	◐	○	○	●	○	◐	○	○
P033	4638 Murray Rd	◐	○	○	●	○	◐	◐	◐
P033	4740 - 4798 Murray Rd	◐	○	○	●	○	◐	◐	◐
P033	4956 Murray Rd	◐	○	○	◐	○	◐	◐	◐
P033	7541 - 7673 Westminster Dr	◐	○	○	○	○	○	◐	◐
P033	5315 Colonel Talbot Rd	●	○	○	○	○	○	◐	◐
P033	5619 Colonel Talbot Rd	◐	○	○	○	○	○	◐	●
P034	7390 & 8156 Longwoods Rd	◐	○	○	◐	○	○	◐	◐
P040	3618 Westminster Dr	●	○	○	◐	○	○	◐	◐
P040	3386 Westminster Dr	●	○	○	◐	○	○	◐	◐
P042	5369-5371 Wellington Rd S	◐	○	○	◐	◐	◐	◐	◐
P042	3287 Westminster Dr	●	○	○	◐	○	○	◐	●
P042	3298 Scotland Dr	●	○	○	◐	○	◐	◐	◐
P054	3575 Dingman Dr	◐	○	○	○	◐	◐	●	○
P057	1185 Southdale Rd W	●	●	◐	●	●	◐	◐	◐
P063	7511 Longwoods Rd	◐	○	○	◐	○	○	◐	◐
P073	4570 Westminster Dr	◐	○	○	○	○	○	◐	○
P074	6134 Westminster Dr	●	○	○	○	○	○	◐	○
P074	6295 Westminster Dr	●	○	○	●	○	○	◐	●
P075	1029 Southdale Rd W	●	●	●	●	◐	●	●	◐
P075	3087 Colonel Talbot Rd	●	●	●	●	◐	●	◐	◐
P075	3133 Colonel Talbot Rd	●	●	●	●	◐	●	◐	◐
P075	7086 Pack Rd	●	●	◐	◐	●	●	●	◐
P075	7056 Pack Rd	●	●	◐	○	●	●	●	◐
P082	4737 & 4763 Colonel Talbot Rd	●	○	◐	●	◐	◐	◐	◐
P083	7451 Pack Rd	●	○	◐	●	○	◐	◐	◐

Parcel ID	Address / Location	Criteria 1	Criteria 2	Criteria 3	Criteria 4	Criteria 5	Criteria 6	Criteria 7	Criteria 8
P083	3708 Homewood Lane	●	○	◐	●	○	○	◐	◐
P086	4563 White Oak Rd	●	○	○	◐	○	◐	◐	◐
P088	6831 Wonderland Rd S	●	○	○	◐	○	○	◐	◐
P089	6304 Glanworth Drive	◐	○	○	◐	○	○	◐	◐
P090	4040 Southminster Brne	●	○	○	◐	○	○	◐	◐
P091	6333 Glanworth Dr	●	○	○	◐	○	○	◐	◐
P092	6421 Wellington Rd S	◐	○	○	◐	◐	○	◐	◐
P093	6567 Wonderland Rd S	◐	○	○	◐	○	○	◐	◐
P093	6249 Glanworth Dr	◐	○	○	◐	○	○	◐	◐
P094	6929 Wonderland Rd S	●	○	○	◐	○	○	◐	◐
P095	6926 Colonel Talbot Rd	◐	○	○	◐	○	○	◐	◐
P096	7031 Littlewoods Dr	●	○	○	◐	○	○	◐	●
P097	6597 Wellington Rd	◐	○	○	◐	○	○	◐	◐
P097	6601 Wellington Rd	◐	○	○	◐	○	○	◐	◐
P097	3540 Glanworth Dr	●	○	○	◐	○	○	◐	◐
P097	3476 Glanworth Dr	◐	○	○	◐	○	○	◐	◐

○ Criteria not met

◐ Criteria conditionally met

● Criteria met

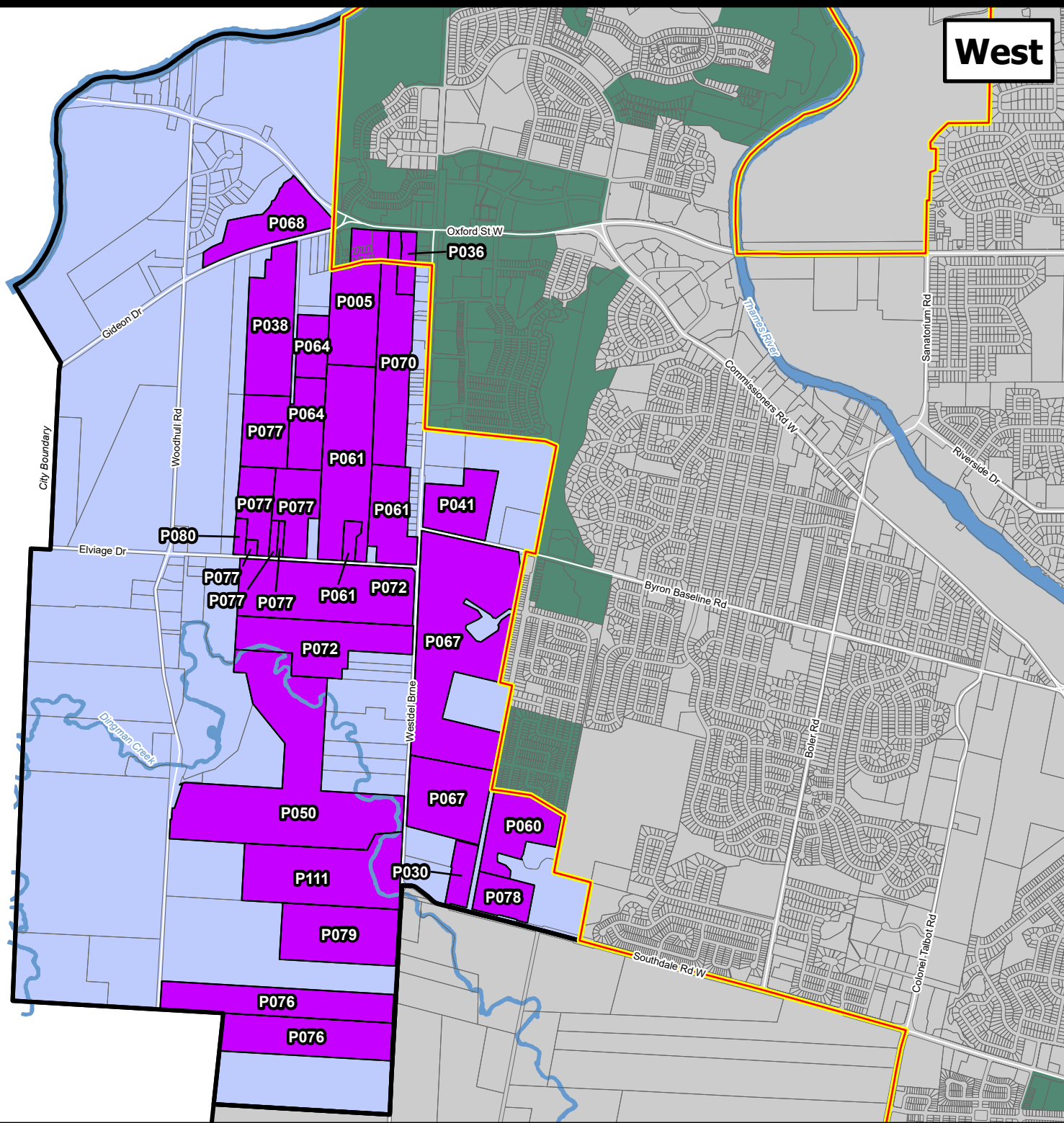
Legend

- Urban Growth Boundary
- Land Owner Requests
- Greenfield Areas
- Water Bodies
- Main Roads
- Railways
- Assessment Parcels

Growth Area Maps

- Northeast
- Northwest
- Southeast
- Southwest
- West

West



Parcel ID	Address / Location	Criteria 1	Criteria 2	Criteria 3	Criteria 4	Criteria 5	Criteria 6	Criteria 7	Criteria 8
P005	2012 Oxford St W	●	●	●	●	●	●	●	◐
P030	2543 Wickerson Rd	●	◐	●	●	◐	◐	◐	●
P036	1962 Oxford St W	●	●	●	◐	◐	●	●	●
P038	120 Gideon Dr	●	◐	●	◐	◐	◐	◐	◐
P041	1697 Byron Baseline Rd	●	●	●	◐	◐	●	◐	●
P050	2535 Westdel Brne	●	○	◐	◐	○	○	◐	◐
P060	2426 Wickerson Rd	●	●	●	◐	●	●	●	◐
P061	9070, 9120 and 9150 Elviage Dr	●	◐	●	◐	◐	◐	◐	◐
P064	1342 & 1420 Tote Rd	●	◐	●	◐	○	◐	◐	◐
P067	1682 Byron Baseline Rd	◐	●	●	●	◐	●	●	◐
P067	2420 Westdel Brne	◐	●	●	●	◐	●	●	◐
P068	2166 Oxford St W	●	◐	●	●	◐	◐	◐	◐
P070	1976 Oxford St W	●	●	●	◐	○	●	◐	◐
P072	2133 & 2197 Westdel Brne	◐	◐	●	●	◐	◐	◐	◐
P076	3219 & 3303 Westdel Brne	●	○	○	◐	○	○	◐	◐
P077	9220-9298 Elviage Dr	◐	◐	◐	◐	◐	◐	●	◐
P077	1435 Tote Rd	●	◐	◐	◐	○	◐	◐	○
P078	1424 Southdale Rd W	●	◐	●	●	○	◐	●	◐
P079	3101 Westdel Brne	●	○	○	◐	○	○	◐	◐
P080	9320 Elviage Rd	○	◐	◐	◐	◐	◐	◐	◐
P111	3023 Westdel Brne	●	○	○	◐	○	○	◐	◐

○ Criteria not met

◐ Criteria conditionally met

● Criteria met

Appendix C – Minimum Distance Separation Study

Below is the preliminary list of livestock facilities / unoccupied barns included for Minimum Distance Separation calculations within the draft UGB expansion. Type B land uses (more sensitive) were determined as part of the settlement area boundary expansion. OMAFA's AgriSuite software was utilized for MDS 1 setbacks calculations.

Municipal Address	Type of Livestock / Material	Estimated Maximum Capacity	Required setback (m) from nearest livestock building MDS 1 Type B
4522 Highbury Ave S	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	38	290
1636 Dingman Dr	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	26	253
1392 Dingman Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	3	162
4231 Westminster Dr	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	165	460
6197 Decker Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	4	165
7673 Westminster Dr	Chickens; Broiler breeder layers (males/females transferred in from grower barn); Cages	10458	346
4598 Murray Rd	Chickens; Broiler breeder layers (males/females transferred in from grower barn); Cages	15938	401
4598 Murray Rd	Chickens; Broiler breeder layers (males/females transferred in from grower barn); Cages	14603	389
9062 Sharon Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	6	175
4154 Woodhull Rd	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	254	535
3072 Brigham Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	49	312
2299 Westdel Bourne	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	18	228
9282 Elviage Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	86	366
1445 Gainsborough Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	34	278
1950 Sunningdale Rd W	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	140	434
21550 Denfield Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	99	385
13058 Medway Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	31	268
13251 Medway Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	6	175
13393 Medway Rd	Unoccupied Livestock Barn	NA	262
21804 Hyde Park Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	78	354

Municipal Address	Type of Livestock / Material	Estimated Maximum Capacity	Required setback (m) from nearest livestock building MDS 1 Type B
13570 Medway Rd, Arva	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	383	618
13638 Medway Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	41	299
21689 Richmond St	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	18	228
14494 Medway Rd, Arva	Unoccupied Livestock Barn	NA	328
14599 Eight Mile Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	9	190
15194 County Rd 28, Arva	Unoccupied Livestock Barn	NA	313
21671 Highbury Ave N, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	15	219
2562 Catherine St, Dorchester	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	61	328
421 Thompson Dr, Belmont	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	29	262
4818 Westchester Bourne, Belmont	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	12	206
252 Westminster Dr, Thames Centre	Unoccupied Livestock Barn	NA	337
252 Westminster Dr, Thames Centre	Unoccupied Livestock Barn	NA	423
832 Westminster Dr	Beef, Backgrounders (7 - 12.5 months), Yard/Barn	105	284
2700 Westminster Dr	Unoccupied Livestock Barn	NA	274
4067 Scotland Dr	Unoccupied Livestock Barn	NA	310
2797 Manning Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	1	162
2182 Manning Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	3	162
2552 Dingman Dr	Unoccupied Livestock Barn	NA	263
5371 Wellington Rd S	Unoccupied Livestock Barn	NA	391
4571 Westminster Dr	Unoccupied Livestock Barn	NA	445
7334 Longwoods Rd	Turkeys, Toms (day olds to over 10.8 to 20 kg; 14.5 kg is typical)	1159	200
3378 Homewood Ln	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	4	165
4454 Highbury Ave S	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	45	306
1255 Dingman Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	46	308
2657 Scotland Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	19	231
4594 White Oak Rd	Unoccupied Livestock Barn	NA	351

Municipal Address	Type of Livestock / Material	Estimated Maximum Capacity	Required setback (m) from nearest livestock building MDS 1 Type B
4498 Scotland Dr	Beef, Backgrounders (7 - 12.5 months), Yard/Barn	210	356
5503 Colonel Talbot Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	12	206
5225 Westdel Bourne	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	73	346
4842 Murray Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	6	175
9521 Longwoods Rd	Unoccupied Livestock Barn	NA	289
8036 Deadmans Rd	Unoccupied Livestock Barn	NA	256
2420 Westdel Bourne	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	31	268
9822 Elviage Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	14	216
2597 Brigham Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	49	312
1941 Woodhull Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	7	180
22551 Jury Rd, Komoka	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	37	287
21272 Denfield Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	12	206
2140 Sunningdale Rd W	Unoccupied Livestock Barn	NA	286
21475 Denfield Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	16	222
12659 Medway Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	59	326
13218 Medway Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	26	253
21456 Hyde Park Rd	Unoccupied Livestock Barn	NA	252
21743 Wonderland Rd N, Arva	Unoccupied Livestock Barn	NA	347
14038 Medway Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	7	180
15117 Medway Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	16	222
2100 Sunningdale Rd E	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	18	228
15686 Medway Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	41	299
2907 Dundas St	Unoccupied Livestock Barn	NA	298
3489 Gore Rd, Dorchester	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	17	225
3401 Gore Rd, Dorchester	Unoccupied Livestock Barn	NA	340
2332 Catherine St, Dorchester	Unoccupied Livestock Barn	NA	280
2735 Trafalgar St	Unoccupied Livestock Barn	NA	267
764 Crumlin Sideroad	Unoccupied Livestock Barn	NA	322

Municipal Address	Type of Livestock / Material	Estimated Maximum Capacity	Required setback (m) from nearest livestock building MDS 1 Type B
443 Donnybrook Dr, Dorchester	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	179	473
327 Crampton Dr, Belmont	Unoccupied Livestock Barn	NA	312
4958 Westchester Bourne	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	9	190
4855 Old Victoria Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	15	219
1063 Westminster Dr	Swine, Sows with litter, dry sows/boars	693	706
1743 Westminster Dr	Unoccupied Livestock Barn	NA	355
5406 Highbury Ave S	Unoccupied Livestock Barn	NA	320
4529 Westminster Dr	Unoccupied Livestock Barn	NA	351
7527 Westminster Dr	Unoccupied Livestock Barn	NA	307
4798 Murray Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	14	216
2145 Dingman Dr	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	52	316
1764 Dingman Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	8	185
1741 Wilton Grove Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	1	162
1806 Wilton Grove Rd	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	76	351
1874 Wilton Grove Rd	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	30	265
1871 Bradley Ave	Unoccupied Livestock Barn	NA	289
1963 Bradley Ave	Unoccupied Livestock Barn	NA	275
2034 Wilton Grove Rd	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	63	331
3700 Old Victoria Rd	Dairy; Milking-age Cows (dry or milking) Large Frame (545 - 636 kg) (eg. Liquid Holsteins)	1800	1152
1944 Bradley Ave	Unoccupied Livestock Barn	NA	312
2090 Bradley Ave	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	54	319
2122 Bradley Ave	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	5	170
2556 Wilton Grove Rd	Unoccupied Livestock Barn	NA	517
3536 Westchester Brne	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	11	201
285 Dingman Dr	Beef; Backgrounders (7 - 12.5 months); Yard/Barn	49	232

Municipal Address	Type of Livestock / Material	Estimated Maximum Capacity	Required setback (m) from nearest livestock building MDS 1 Type B
4303 Westchester Brne	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	10	196
4219 Westchester Brne	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	8	185
4266 Westchester Brne	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	223	511
231 Cromarty Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	5	170
3124 Westchester Brne	Unoccupied Livestock Barn	NA	264
3004 Westchester Brne	Chickens; Broiler breeder layers (males/females transferred in from grower barn); Cages	1977	240
2618 Bradley Ave	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	7	180
2650 Bradley Ave	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	5	170
4811 Highbury Ave South	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	377	614
1848 Westminster Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	43	304
1712 Westminster Dr	Goats; Does & bucks (for meat; includes unweaned offspring & Solid replacements)	79	180
1240 Westminster Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	9	190
646 Dingman Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	14	216
2017 Wilton Grove Rd	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	40	296
4811 Highbury Ave South	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	377	624
4303 Dingman Dr	Unoccupied Livestock Barn	NA	390
4570 Westminster Dr	Unoccupied Livestock Barn	NA	329
1190 Dingman Dr	Unoccupied Livestock Barn	NA	339
6536 Decker Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	42	302
5224 Colonel Talbot Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	10	196
6501 Westminster Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	12	206
7673 Westminster Dr	Chickens; Broiler breeder layers (males/females transferred in from grower barn); Cages	10357	345
7673 Westminster Dr	Chickens; Broiler breeder layers (males/females transferred in from grower barn); Cages	9614	337
4931 Murray Rd	Unoccupied Livestock Barn	NA	252

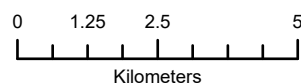
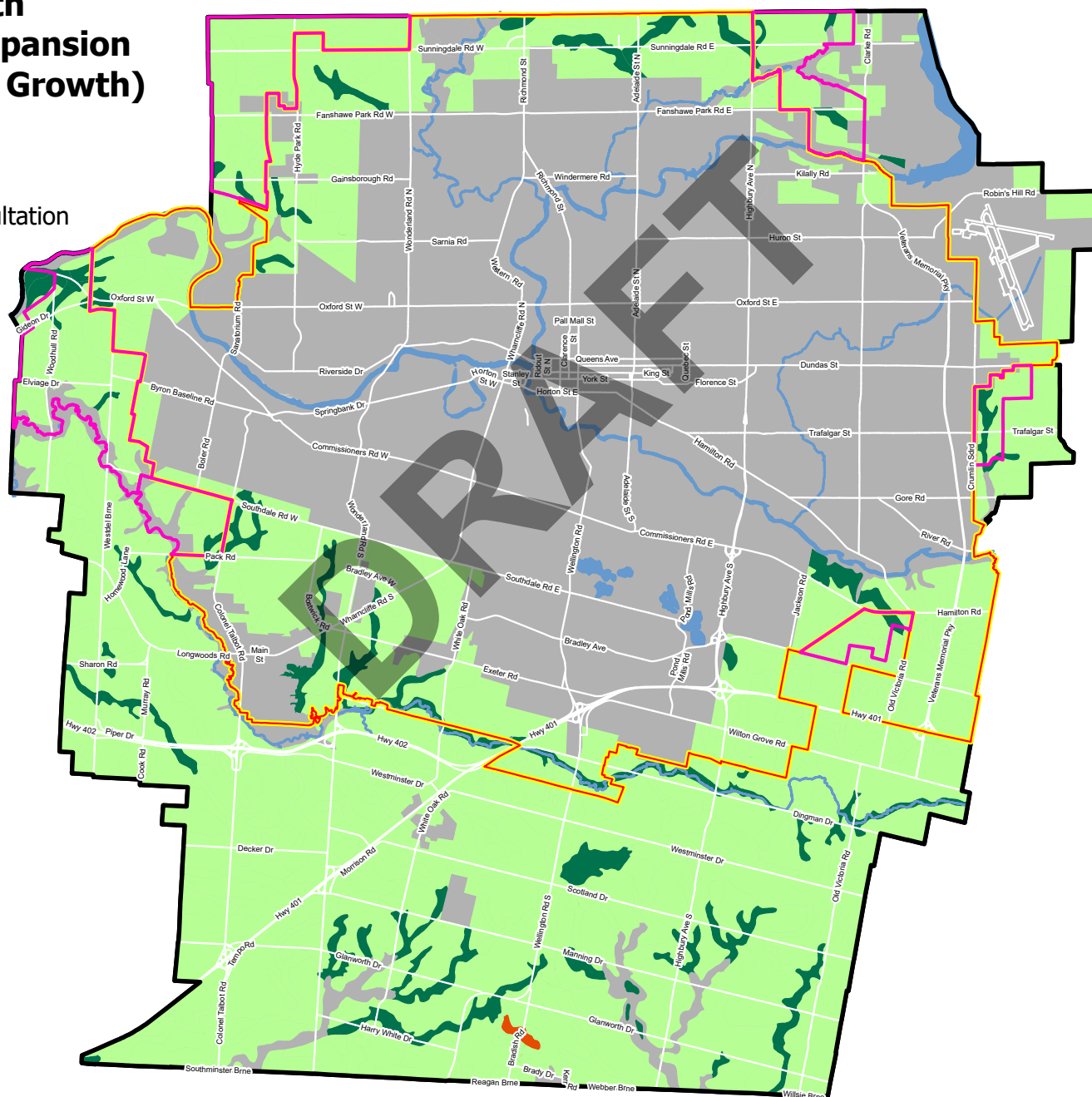
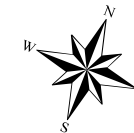
Municipal Address	Type of Livestock / Material	Estimated Maximum Capacity	Required setback (m) from nearest livestock building MDS 1 Type B
4956 Murray Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	19	231
4775 Westdel Bourne	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	835	811
2895 Woodhull Rd	Unoccupied Livestock Barn	NA	292
3273 Homewood Lane	Unoccupied Livestock Barn	NA	287
3162 Westdel Bourne	Unoccupied Livestock Barn	NA	259
9188 Elviage Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	10	196
10037 Elviage Dr	Beef; Backgrounders (7 - 12.5 months); Yard/Barn	323	400
20311 Vanneck Rd, Komoka	Beef; Backgrounders (7 - 12.5 months); Yard/Barn	67	253
2112 Fanshawe Park Rd W	Unoccupied Livestock Barn	NA	310
2001 Sunningdale Rd W	Unoccupied Livestock Barn	NA	392
12817 Medway Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	108	397
13157 Medway Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	9	190
21743 Denfield Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	47	309
21631 County Rd 20	Unoccupied Livestock Barn	NA	287
13570 Medway Rd, Arva	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	93	376
13683 Medway Rd, Arva	Beef; Backgrounders (7 - 12.5 months); Yard/Barn	256	373
13938 Medway Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	56	322
14142 Medway Rd, Arva	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	47	309
15597 Eight Mile Rd, Arva	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	481	669
16131 Eight Mile Rd, Arva	Beef; Backgrounders (7 - 12.5 months); Yard/Barn	88	270
21534 Olalondo Rd, Arva	Unoccupied Livestock Barn	NA	298
1084 Crumlin Sideroad	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	14	216
2806 Trafalgar St	Unoccupied Livestock Barn	NA	355
2711 Hamilton Rd, Dorchester	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	3	162
470 Thompson Dr, Belmont	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	405	630
420 Westminster Dr	Unoccupied Livestock Barn	NA	326

Municipal Address	Type of Livestock / Material	Estimated Maximum Capacity	Required setback (m) from nearest livestock building MDS 1 Type B
754 Westminster Dr	Unoccupied Livestock Barn	NA	260
2759 Westminster Dr	Unoccupied Livestock Barn	NA	295
4261 Scotland Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	33	275
3243 Manning Dr	Unoccupied Livestock Barn	NA	437
2656 Manning Dr	Unoccupied Livestock Barn	NA	293
1803 Bradley Avenue	Unoccupied Livestock Barn	NA	258
2539 Old Victoria Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	3	162
3575 Dingman Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	44	305
5461 Colonel Talbot Rd	Unoccupied Livestock Barn	NA	316
7498 Kilbourne Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	8	185
4159 Westdel Bourne	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	7	180
9055 Westminster Dr	Unoccupied Livestock Barn	NA	445
4598 Murray Rd	Chickens; Broiler breeder layers (males/females transferred in from grower barn); Cages	14531	388
4334 Woodhull Rd	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 6 Row Free Stall	350	598
2197 Westdel Bourne	Unoccupied Livestock Barn	NA	295
2573 Sunningdale Rd W	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	34	278
14037 Medway Rd, Arva	Unoccupied Livestock Barn	NA	281
14724 County Rd 28, Arva	Unoccupied Livestock Barn	NA	291
15597 Eight Mile Rd, Arva	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	516	685
2270 Highbury Ave N	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	7	180
1999 Sunningdale Rd E	Dairy, Heifers Large Frame (182 - 545 kg) (eg. Holsteins), Deep Bedded	25	189
2200 Sunningdale Rd E	Dairy, Heifers Large Frame (182 - 545 kg) (eg. Holsteins), Deep Bedded	117	299
15671 Medway Rd, Arva	Unoccupied Livestock Barn	NA	261
1291 Westminster Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	15	219
1291 Westminster Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	25	250
1291 Westminster Dr	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	11	201
6064 Highbury Ave S	Unoccupied Livestock Barn	NA	282

Municipal Address	Type of Livestock / Material	Estimated Maximum Capacity	Required setback (m) from nearest livestock building MDS 1 Type B
2551 Glanworth Dr	Unoccupied Livestock Barn	NA	340
2707 Glanworth Dr	Unoccupied Livestock Barn	NA	279
2730 Glanworth Dr	Unoccupied Livestock Barn	NA	315
6356 Bradish Rd	Beef, Backgrounders (7 - 12.5 months), Yard/Barn	227	363
6601 Wellington Rd S	Unoccupied Livestock Barn	NA	420
3507 Harry White Dr	Dairy, Milking-age Cows (dry or milking) Large Frame (545 - 658 kg) (eg. Holsteins), 3 Row Free Stall	72	344
3507 Harry White Dr	Unoccupied Livestock Barn	NA	281
3346 Reagan Brne	Unoccupied Livestock Barn	NA	295
12382 County Rd 25, St Thomas	Unoccupied Livestock Barn	NA	278
11939 Wellington Rd, St Thomas	Unoccupied Livestock Barn	NA	382
41810 Ferguson Line, St Thomas	Unoccupied Livestock Barn	NA	335
41457 Ferguson Line, St Thomas	Unoccupied Livestock Barn	NA	243
40970 County Rd 48, St Thomas	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	11	201
7158 Wonderland Rd S	Unoccupied Livestock Barn	NA	283
4262 Harry White Dr	Unoccupied Livestock Barn	NA	324
3943 Harry White Dr	Unoccupied Livestock Barn	NA	336
4100 Glanworth Dr	Unoccupied Livestock Barn	NA	270
6602 White Oak Rd	Unoccupied Livestock Barn	NA	287
6398 Orr Dr	Beef, Backgrounders (7 - 12.5 months), Yard/Barn	28	203
7002 Colonel Talbot Rd	Unoccupied Livestock Barn	NA	276
6787 Colonel Talbot Rd	Unoccupied Livestock Barn	NA	326
5760 Colonel Talbot Rd	Horses; Large-framed, mature; > 680 kg (including unweaned offspring)	6	175
6272 Colonel Talbot Rd	Unoccupied Livestock Barn	NA	270
6172 Colonel Talbot Rd	Unoccupied Livestock Barn	NA	323
6304 Glanworth Dr	Unoccupied Livestock Barn	NA	327

Appendix D – Soil Classification Survey

for continued consultation



- ### Legend

- Urban Growth Boundary
Proposed
Urban Growth
Boundary Expansion
(Community Growth)

OMAFA Soil Survey

-  Class 0
 Class 1-3
 Class 4-7
 Class 8
 Water Bodies
 Main Roads
 Railways

Legend

 Urban Growth Boundary

 Proposed
Urban Growth
Boundary Expansion
(Community Growth)

OMAF Soil Survey

 Class 0

 Class 1

 Class 2

 Class 3

 Class 4-7

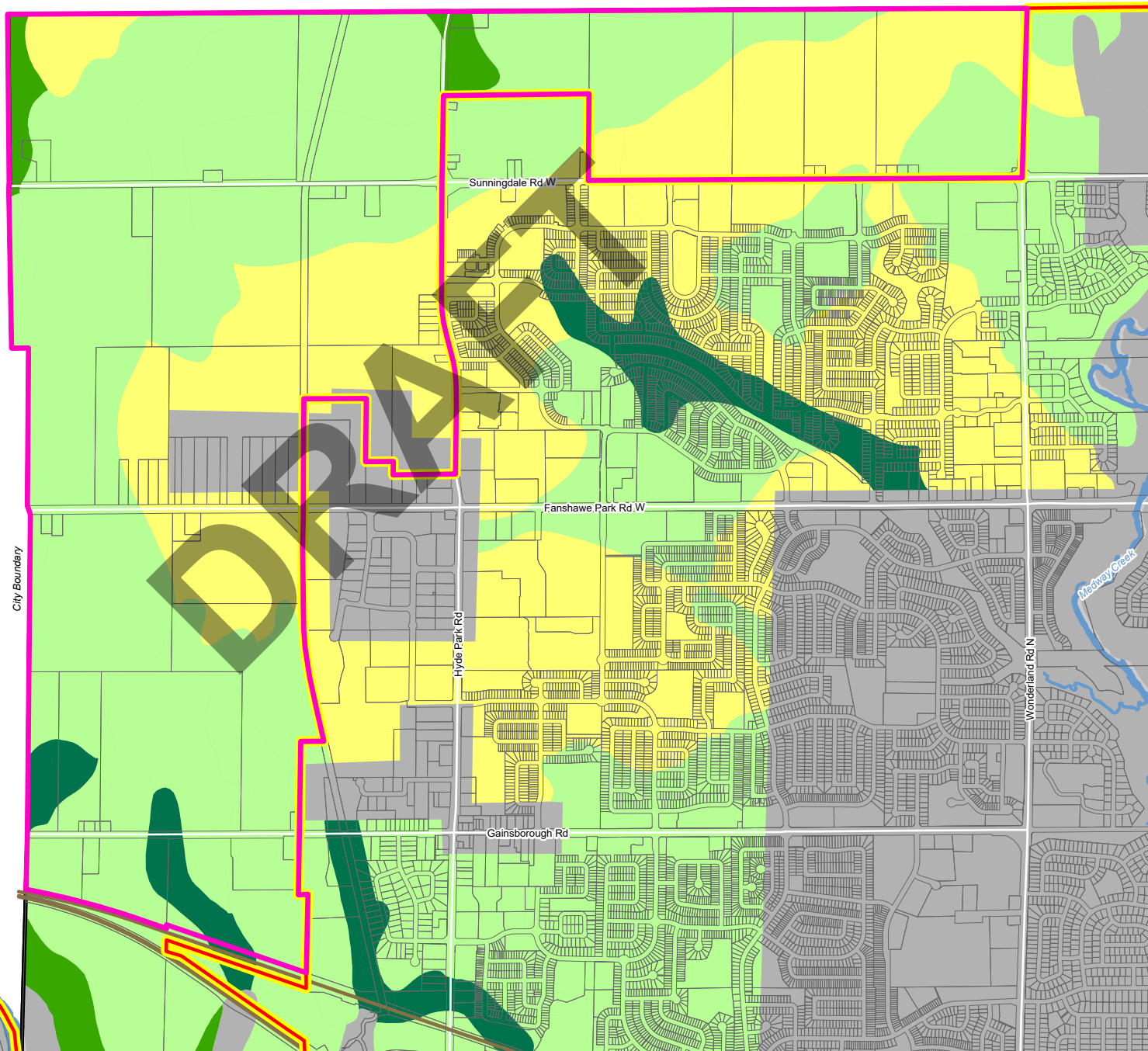
 Class O

 Water Bodies

 Main Roads

 Railways

 Assessment Parcels



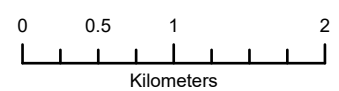
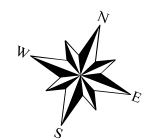
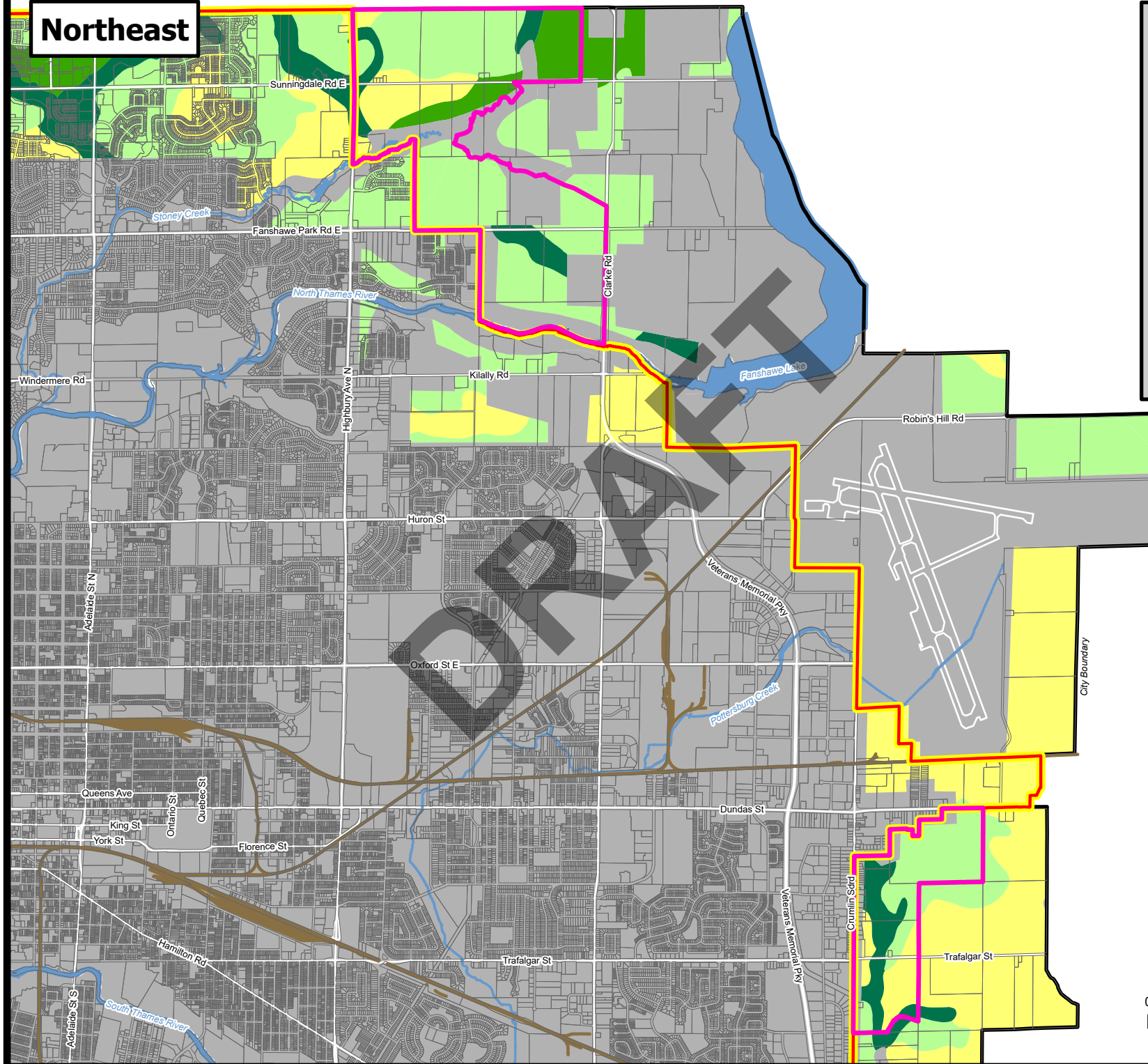
Northeast

Legend

- Urban Growth Boundary
- Proposed Urban Growth Boundary Expansion (Community Growth)

OMAF Soil Survey

- Class 0
- Class 1
- Class 2
- Class 3
- Class 4-7
- Class O
- Water Bodies
- Main Roads
- Railways
- Assessment Parcels

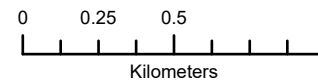
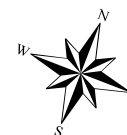
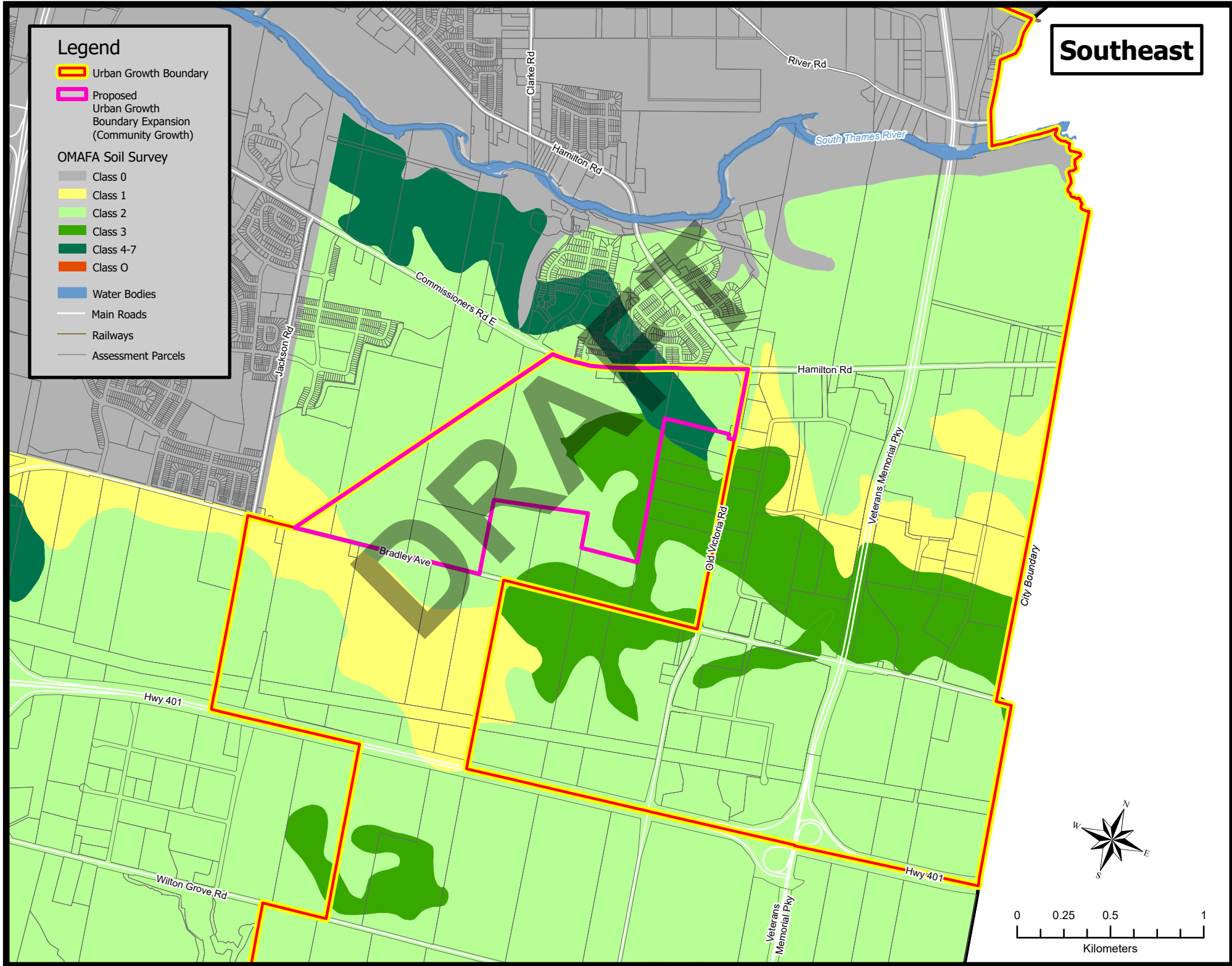


Legend

- Urban Growth Boundary
- Proposed Urban Growth Boundary Expansion (Community Growth)

OMAF Soil Survey

- Class 0
- Class 1
- Class 2
- Class 3
- Class 4-7
- Class O
- Water Bodies
- Main Roads
- Railways
- Assessment Parcels



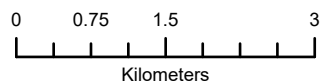
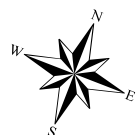
South

Legend

- Urban Growth Boundary
- Proposed Urban Growth Boundary Expansion (Community Growth)

OMAF Soil Survey

- Class 0
- Class 1
- Class 2
- Class 3
- Class 4-7
- Class O
- Water Bodies
- Main Roads
- Railways
- Assessment Parcels



Southwest

Legend

 Urban Growth Boundary

 Proposed Urban Growth Boundary Expansion (Community Growth)

OMAFA Soil Survey

 Class 0

 Class 1

 Class 2

 Class 3

 Class 4-7

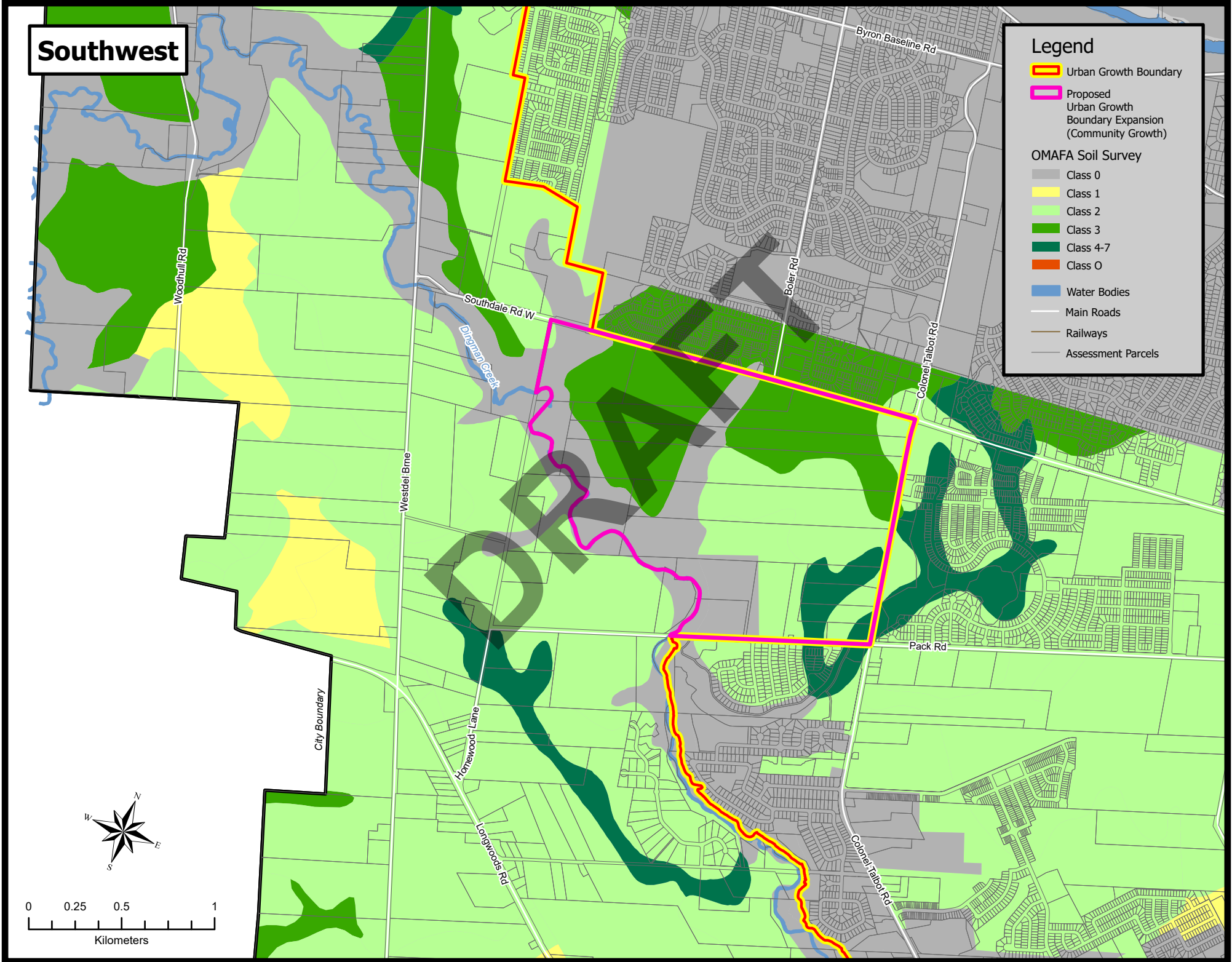
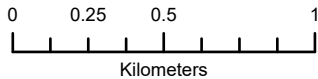
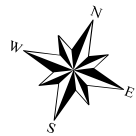
 Class O

 Water Bodies

 Main Roads

 Railways

 Assessment Parcels



Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

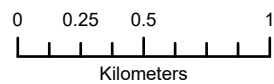
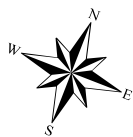
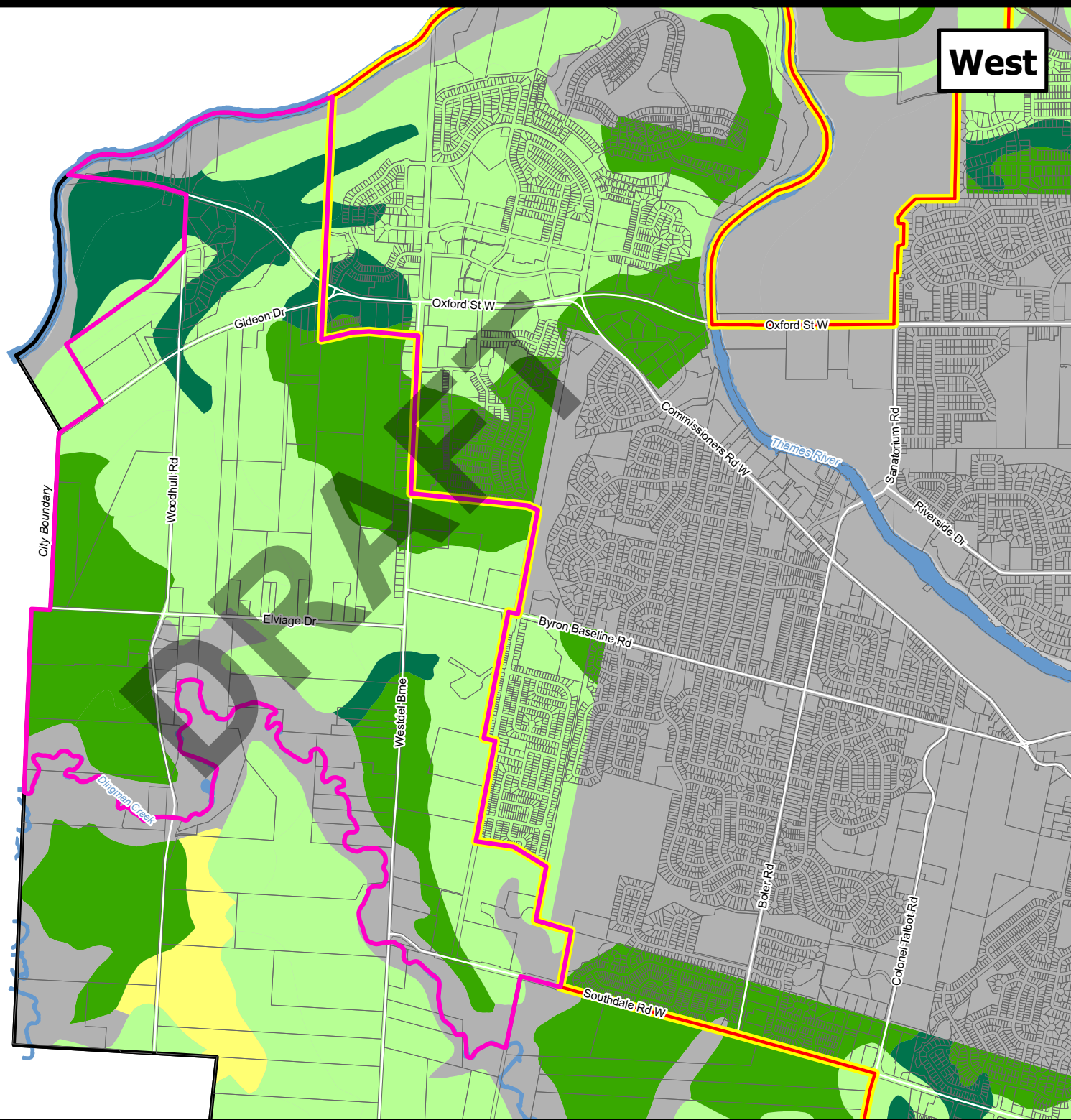
Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

Legend

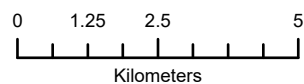
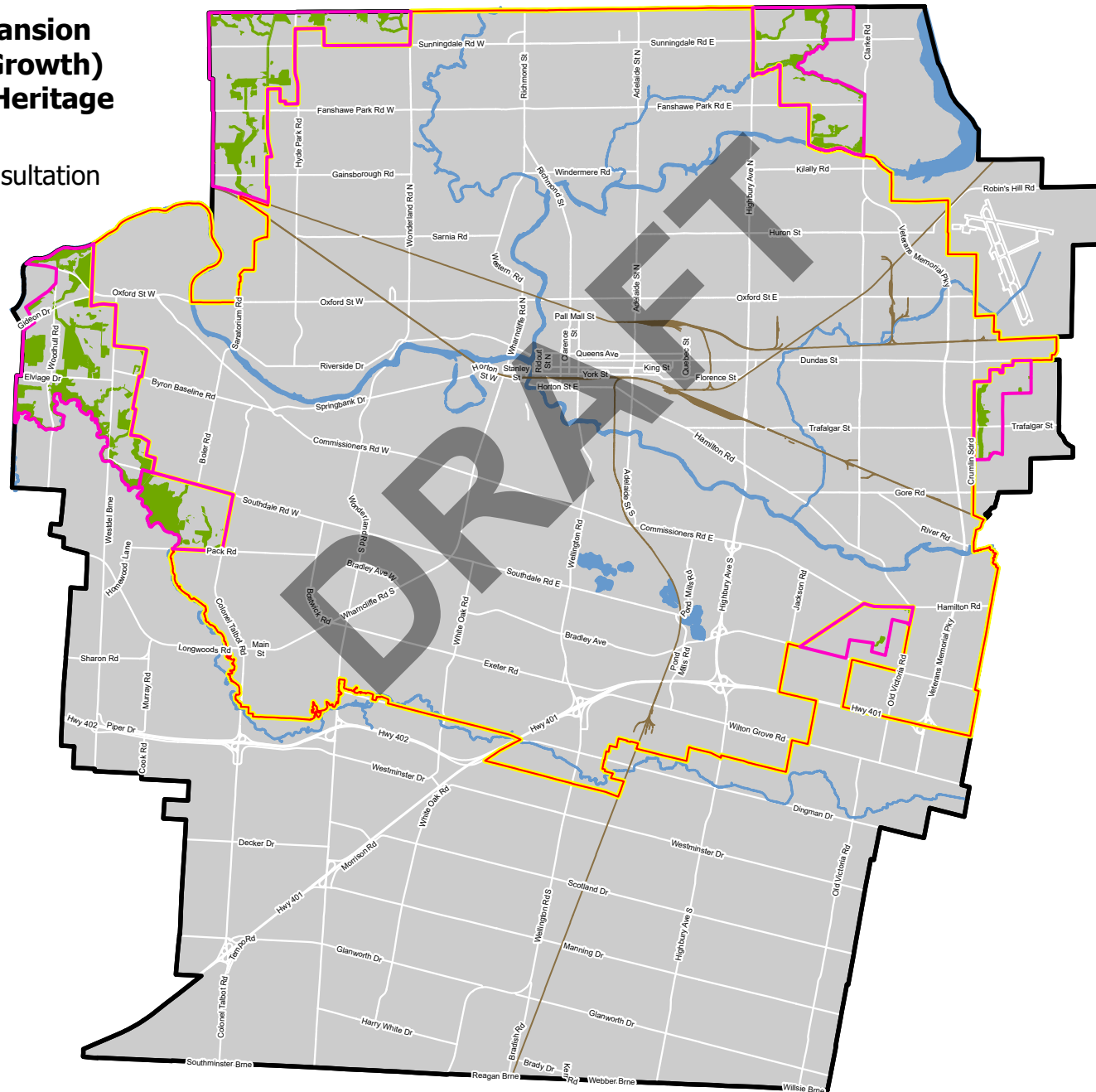
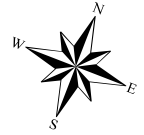
-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Class 0
-  Class 1
-  Class 2
-  Class 3
-  Class 4-7
-  Class 0
-  Water Bodies
-  Main Roads
-  Railways
-  Assessment Parcels

West



Appendix E – Natural Heritage System

for continued consultation

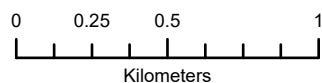
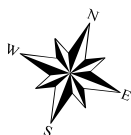
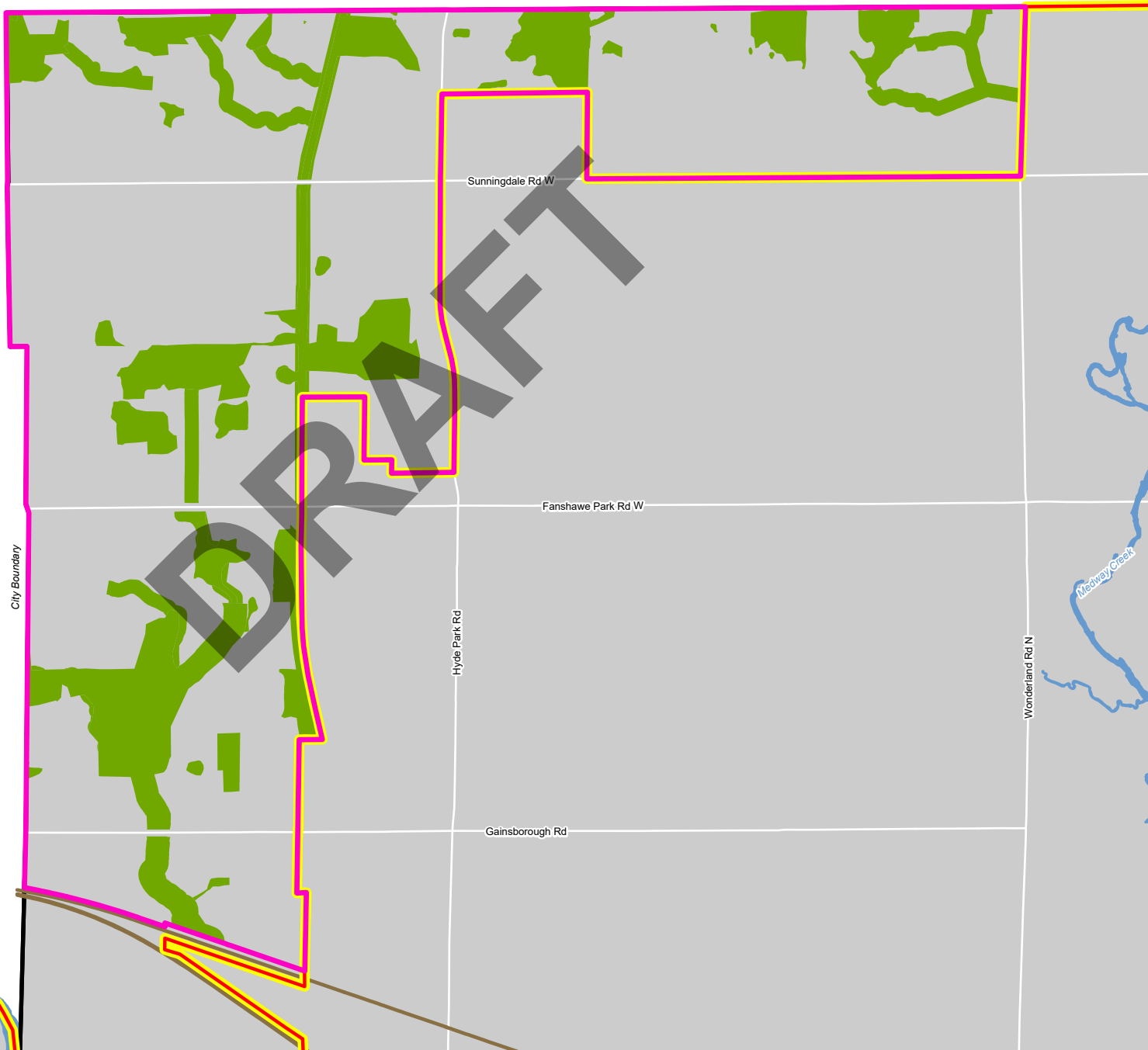


- ### Legend

-  Urban Growth Boundary
-  Proposed Urban Growth Boundary Expansion (Community Growth)
-  Natural Heritage System
-  Water Bodies
-  Main Roads
-  Railways

Legend

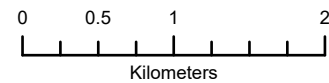
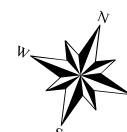
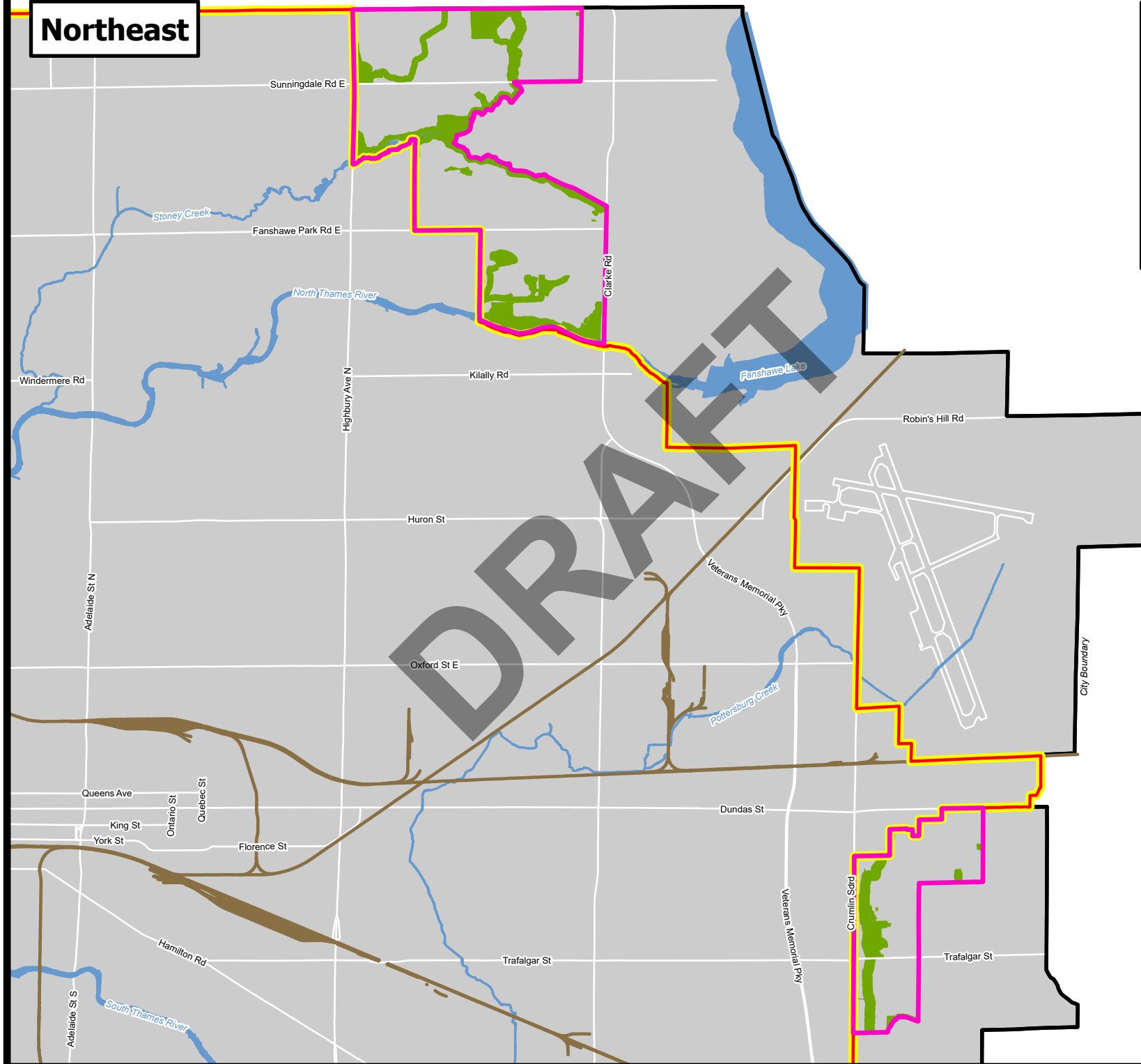
- Urban Growth Boundary
- Proposed Urban Growth Boundary Expansion (Community Growth)
- Natural Heritage System
- Water Bodies
- Main Roads
- Railways



Northeast

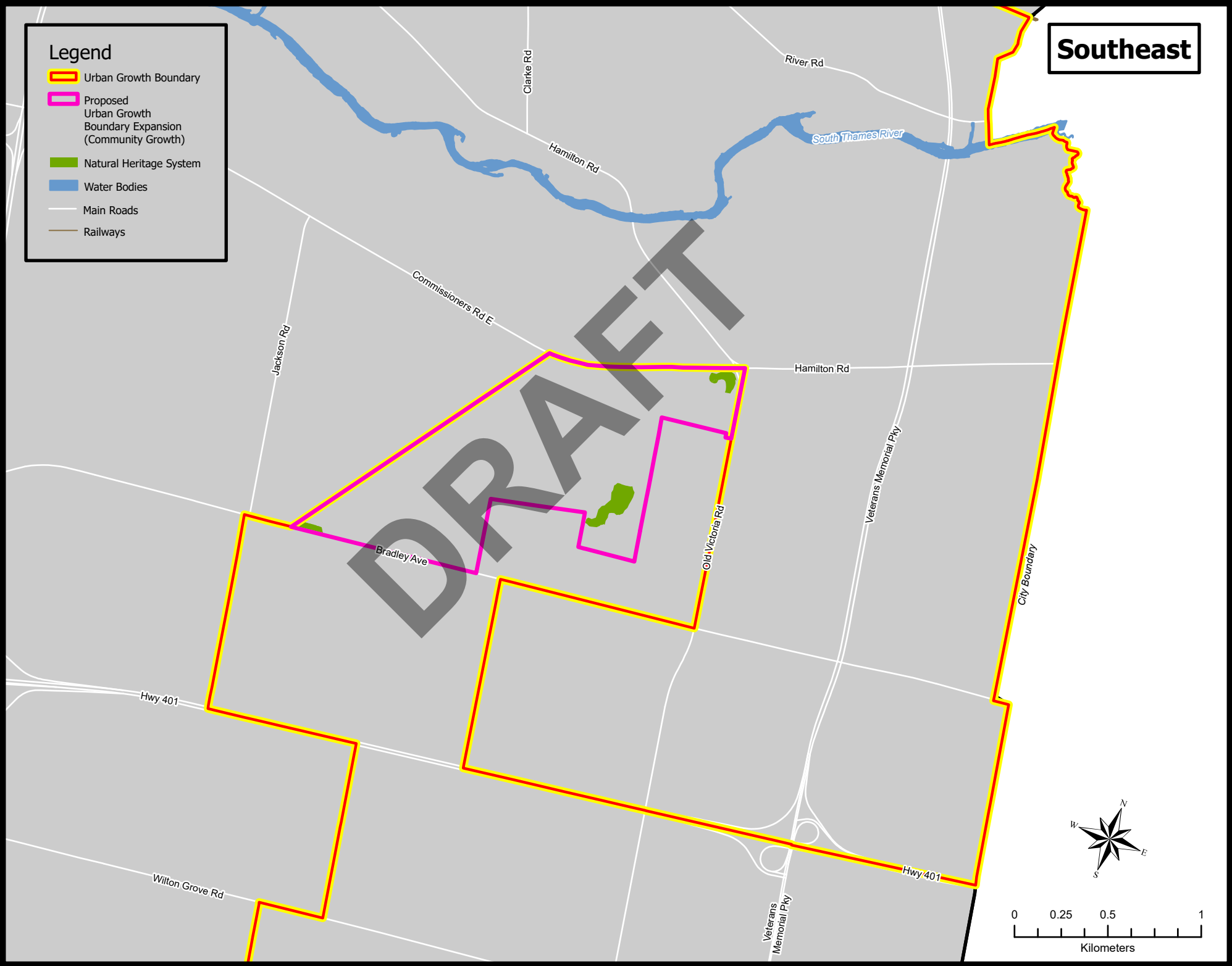
Legend

- Urban Growth Boundary
- Proposed Urban Growth Boundary Expansion (Community Growth)
- Natural Heritage System
- Water Bodies
- Main Roads
- Railways



Legend

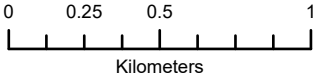
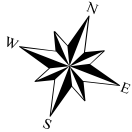
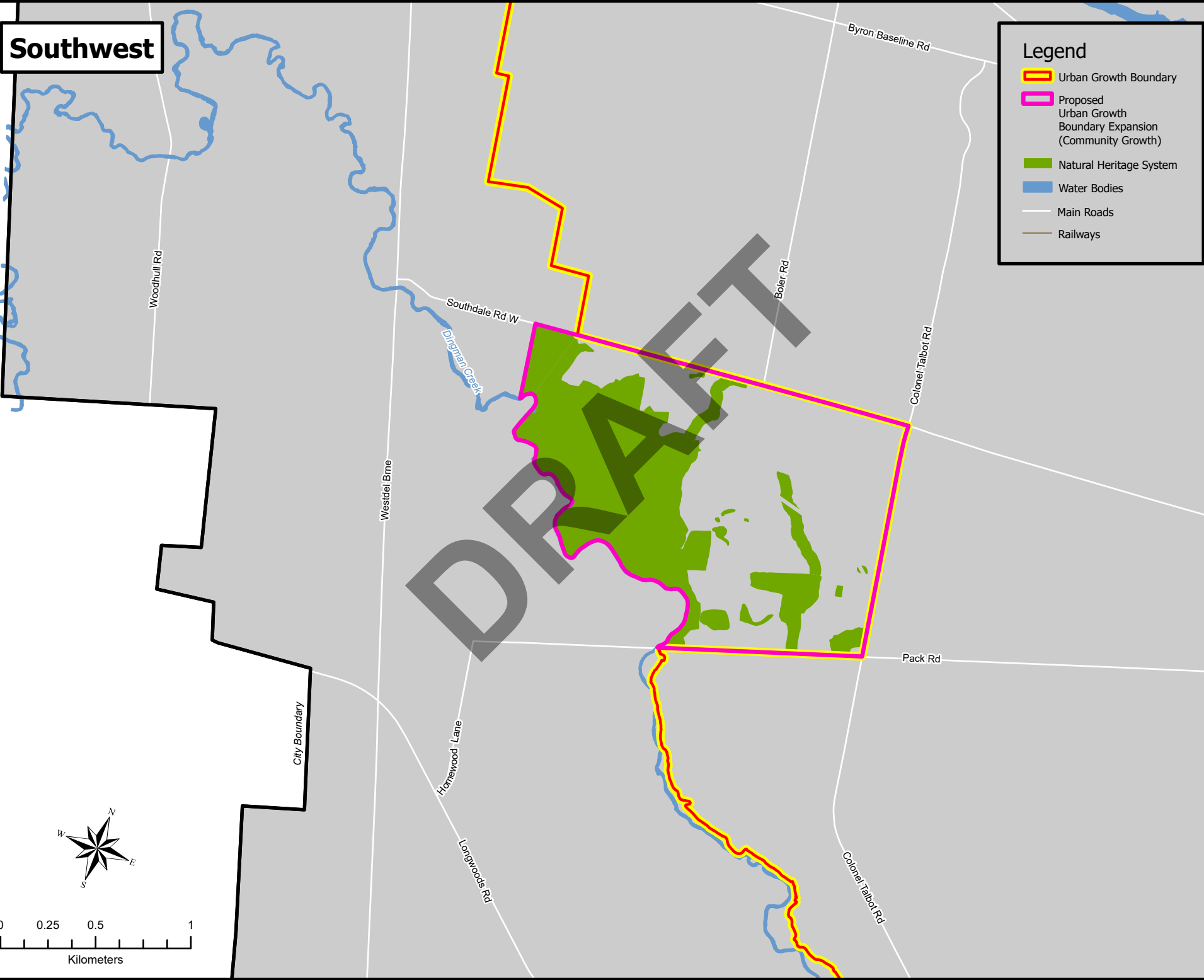
- Urban Growth Boundary
- Proposed Urban Growth Boundary Expansion (Community Growth)
- Natural Heritage System
- Water Bodies
- Main Roads
- Railways



Southwest

Legend

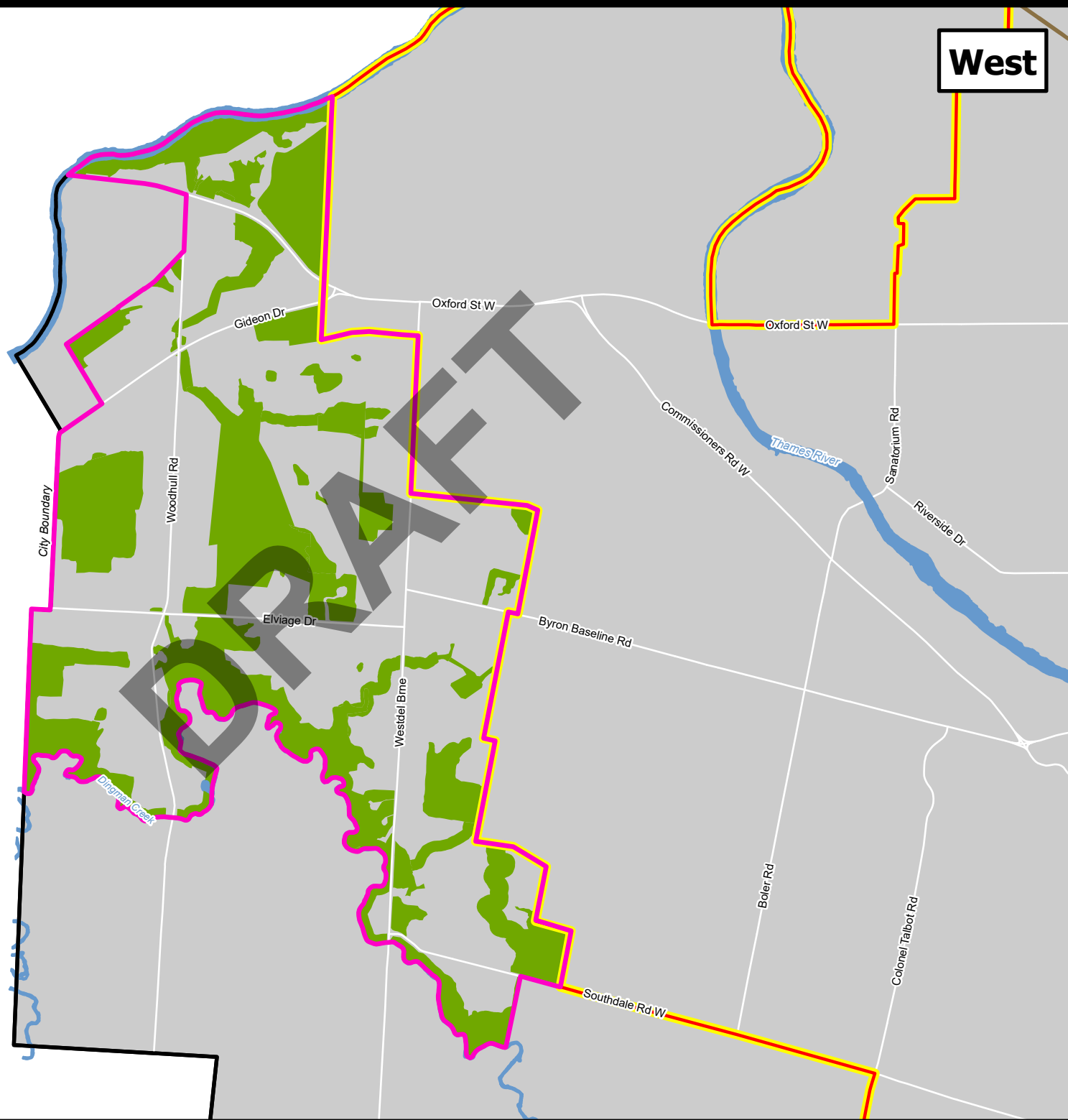
- Urban Growth Boundary
- Proposed Urban Growth Boundary Expansion (Community Growth)
- Natural Heritage System
- Water Bodies
- Main Roads
- Railways



Legend

- Urban Growth Boundary
- Proposed Urban Growth Boundary Expansion (Community Growth)
- Natural Heritage System
- Water Bodies
- Main Roads
- Railways

West



Appendix F – Agency Comments

Bell Canada

Received: October 28, 2024

Thank you for continuing to circulate Bell Canada on the City of London's upcoming opportunity to provide input into the above noted Official Plan review process. Bell appreciates the opportunity to engage in infrastructure and policy initiatives across Ontario.

While we do not have any comments or concerns at this time, we would ask that Bell continue to be circulated on any future materials and/or decisions related to this matter. Please forward all future documents to circulations@wsp.com and should you have any questions, please contact the undersigned.

CN

Received: January 9, 2025

Thank you for circulating and consulting CN on the City of London's "Final Land Needs Assessment: Community Growth". CN's objective regarding developments in proximity to railway operations is to mitigate railway-oriented impacts such as noise, vibration, and safety hazards, to ensure that the quality of life of the future development's residents and users is not negatively affected. CN, in collaboration with Railway Association of Canada and the Federation of Canadian Municipalities, developed the Guidelines for New Development in Proximity to Railway Operations in order to promote proper planning around railway operations. The Guidelines can be found at <https://www.proximityissues.ca>.

Following a review of the Final Land Needs Assessment of the London Plan, CN recommends the inclusion of the following in section 7 "Recommendations" and Appendix C "Evaluation Criteria for UGB Expansion Area" of the plan:
Recommendation: "Sensitive land uses shall not be encouraged adjacent to or in proximity to rail facilities. Development in proximity to rail facilities shall be developed in accordance with the Guidelines for New Development in Proximity to Railway Operations prepared by the Federation of Canadian Municipalities and the Railway Association of Canada (FCM/RAC Guidelines).

Appendix C – Evaluation Criteria:

- Development Meets the FCM/RAC guideline's minimum separation distance from Railway right of way and safety barrier requirements.
- Developments involving sensitive land uses accommodate the appropriate safety, Noise, and Vibration mitigation measures recommended by FCM/RAC guidelines.
- All proposed principal buildings to be occupied by sensitive land uses are setback 300 metres from a Rail Yard facility boundaries;

Furthermore, CN recommends the inclusion of the following criteria as conditions of an eventual application approval for properties listed in Appendix D, and for any future property requested to be included in the Expansion Area, which may be located within 300m of a Railway corridor right of way or within 1000m of a Rail Yard:

Thank you for circulating CN on the application noted in subject. It is noted that the subject site is adjacent to CN's Main Line. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated. CN's objective regarding developments in proximity to railway operations is to mitigate railway-oriented impacts such as noise, vibration, and safety hazards, to ensure that the quality of life of the future development's residents and users is not negatively affected. CN, in collaboration with Railway Association of Canada and the Federation of Canadian Municipalities, developed the Guidelines for New Development in Proximity to Railway Operations in order to promote proper planning around railway operations. The Guidelines can be found at <https://www.proximityissues.ca>.

CN requests for the implementation of the following criteria as conditions of an eventual application approval:

1. Safety setback of principal buildings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 meters above grade at the property line, with side slopes not steeper than 2.5 to 1.
2. The Owner shall install and maintain a chain link fence of minimum 1.83 meter height along the mutual property line.
3. A minimum 30 meter setback is required for vehicular property access points from at-grade railway crossings.
4. The Owner shall engage a consultant to undertake an analysis of noise and vibration.
5. The appropriate Railway warning clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way and within 1000m of a Rail Yard boundaries:
6. The storm water management facility must be designed to control storm water runoff to pre-development conditions including the duration and volume of the flow and accordingly have no impacts on CN right of way, including ditches, culverts and tracks. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from CN and be substantiated by a drainage report to the satisfaction of the Railway.
7. The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved.
8. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favor of CN.

Ministry of Transportation

Received: February 3, 2025

The City should be aware that the following properties 1871 Bradley Ave, 1806 Wilton Grove Rd, 1874 Wilton Grove Rd, 2049 Bradley Ave and 2055 Bradley Ave are located within the Ministry of Transportation's (MTO's) permit control area. The subject lands are located between two (2) major interchanges on Highway 401, within the City of London.

The sites are subject to the requirements of the Public Transportation and Highway Improvement Act and all MTO policies and guidelines associated with such. MTO permits may be required for the future development of these lands, including new construction, grading and demolition.

As a requirement of MTO permits, the proponents shall submit a fulsome Site Plan package including but not limited to Stormwater Management Reports and Traffic Impact Studies to ensure the longterm integrity of the provincial highway infrastructure.

The review and outcome of a Traffic Impact Study will determine the possible need for developer driven highway improvements (DDHI), which will inform timelines for MTO approvals/permits. The DDHI process could take several months to years to complete depending on the warranted improvements, submissions, and project complexity.

If DDHI's are warranted, the following are some of the major requirements that would be needed:

- Creation, submission of TIS
- Review of TIS
- Identification of highway improvements
- Design and approval of highway improvements
- Tender and construction of highway improvements

Should there be multiple developments which require MTO permits within the vicinity of Highway 401, each requiring a TIS in support of MTO's permit application process,

MTO may require the City to lead a Multiple Development TIS. See Part 2 of the General Guidelines for the Preparation of Traffic Impact Studies, attached for reference.

Any site access(s) would be required to meet the requirements of the MTO's Highway Access Management Policy.

The City should also be aware that the above comments are based on the most recent circulation. They may subject to change.

MTO encourages the proponents for these parcels to submit pre-consultation requests, including a description of the work being contemplated, and any draft plans that may be available. MTO is currently adopting an online platform to review and access all land development, planning and permit applications, MTO's Highway Access Management System, and pre-consultation reviews may be requested through the "Land Development Review" function of this system.

You may access the portal here: HCMS - Highway Corridor Management System

Masonry Council of Ontario
Received: March 13, 2025

The Masonry Council of Ontario is pleased to provide input on behalf of the province's brick, stone and block sector on the London Plan.

Over the past decade, the Masonry Council of Ontario – the trade group representing Ontario's producers, retailers and installers of brick, stone and concrete block masonry – has visited upwards of 150 municipalities to support planning policies that deliver beautiful, long-lasting buildings of all types. Municipalities have significant input into character and built form matters, and many communities have pioneered leading-edge means of using that input to focus on development that delivers both excellent sustainability over time and a strong sense of place. The neighbourhoods municipalities plan today are tomorrow's heritage neighbourhoods. MCO urges communities to focus on building both greenfield developments and infill projects that stand the test of time, both in terms of quality and sustainable design features.

Recognizing that the current stage of the London Plan focuses mainly on future land-use needs, MCO is strongly supportive of "alignment on future Built-Form" being considered at this stage of planning. As the City focuses on where intensification should occur, consideration should also be given to the form and cladding quality of new housing developments.

The City's focus on increasing density should also come with attention to the exterior form. Both the 45% of development targeted as intensification and the remainder intended for greenfield development are deserving of attention as it relates to the long term and quality of the exterior design.

These policies should be viewed as a means to streamline development and set a baseline standard for quality. Studies have shown that clear and unambiguous design language is better than general statements – e.g. stating a preference for some exterior cladding and discouraging low-durability cladding types is less ambiguous and easier to interpret than a general policy about "quality design." Ambiguity creates a time sink for developers: When language is unclear, developers can interpret the policy any way they choose, even in direct contradiction to the intent of the municipality. When both sides don't agree on what constitutes "quality design," the resulting dispute can slow down the approval process.

The City should set a clear vision for future land use by ensuring that robust mechanisms are in place to implement a clear and easy-to-follow standard of exterior built form. To that end, we recommend the following policies as the London Plan is updated:

1. Strengthen requirements for Secondary Planning to require that an SP be implemented for new greenfield developments.
2. Strengthen the existing City Design policies within the London Plan (no. 301-305) to better clarify what materials should be preferenced and discouraged.
3. Add “materiality” to the necessary criteria to be articulated in a Planning and Design Report submitted as part of a Complete Application.

Specific rationale is outlined further in this submission.

Municipalities have many tools they can use to influence community quality and exterior cladding. The applicability of council-approved Urban Design Guidelines has been upheld by the Local Planning Appeals Tribunal in various cases over the years. These powers were granted to communities to be used. Implementation pathways have changed in the past decade, but through pathways such as Complete Application policies, Sustainable Design Guidelines and Community Planning Permits, communities maintain discretion and authority to implement architectural policies at various stages of development. These policies are vital to both build more homes faster and preserve the character of communities.

It's our hope these recommendations, based on MCO's extensive policy work throughout Ontario, will help you develop strong, comprehensive design policies and continue to build tomorrow's heritage neighbourhoods, today.

CLADDING AND OBJECTIVE BUILDING DESIGN

Municipalities are the longest-lasting stakeholders in any structure, be it a home, business or institution. The average homeowner will remain in a house for approximately seven years. Once a builder or homeowner sells a property, their interest in it ends. Only the municipality has a multi-generational stake: So long as the building continues to exist, it will continue to have an impact on community sense of place, while also influencing the tax base through property value.

Sound design policy is what makes the difference in how a building stands the test of time. When communities emphasizing durable and natural materials as the preferred exterior cladding, the building will hold its value over time. With short-lived, low-durability cladding, the building will deteriorate and lose value. This holds true irrespective of how the materials are configured or what style or colour they use. Building materials form an important objective aspect of building design. Much like other factors frequently regulated by communities, such as articulation, massing, setbacks and fenestration, exterior cladding contributes to a building's quality in ways that go beyond subjectivity. High-quality, durable building materials, particularly masonry, contribute to:

- Sustainability, especially lifecycle performance;
- Resistance to extreme weather events;
- Noise attenuation;
- Property value over time;
- Emissions reduction through lack of need for replacement;
- Possibility for adaptive reuse;
- Recyclability (e.g. recovered brick can be recovered for reuse as road bedding).

Masonry materials are objectively preferable in these key sustainability metrics. Many communities supplement documents like Official Plans with standalone Urban Design Guidelines and Manuals. It is common for communities to implement language in these documents stating a preference for masonry cladding materials like brick and stone, while discouraging short-lived, low-durability cladding materials like stucco, vinyl siding and EIFS. Outside of heritage neighbourhoods, these policies generally do not impose a specific architectural style, but set a standard for material quality. We strongly recommend pursuing this policy avenue.

MADE-IN-ONTARIO MATERIALS

Locally and regionally sourced materials offer significant advantages for both sustainability and economic benefit. Not only do materials manufactured in Ontario benefit from the provincial power grid being mostly nuclear and hydroelectric, reducing

emissions as much as four times over competing U.S. jurisdictions, they travel a shorter distance to the job site, reducing emissions from trucking.

Ontario has an advantage, as the centre of Canada's masonry industry. More than 90% of Canadian brick is manufactured in southwestern Ontario, largely along the Niagara Escarpment, which is a source of Queenston Shale clay. Most of Ontario's fastest-growing communities are within 500 kilometres of a masonry-producing facility. The majority are even closer, sometimes within a 15-minute drive of a quarry.

Because masonry is local, it only has to be shipped a short distance to reach the construction site. Because it lasts a century or more, it only has to be shipped once. By contrast, short-lived materials may have lifespans as small as 25 years, and each time a replacement is required, the material will have to be transported again to the job site. Communities can reduce the need for replacement by choosing materials such as brick, stone and block, which provide the best life cycle performance and improve with time. This aspect of policymaking has gained urgency in light of trade uncertainties that have emerged beginning in 2025. As communities place new focus on building with Canadian products and finding alternatives to American sourcing, Ontario masonry products are a local, made-in-Canada solution that supports a long-standing and provincially significant sector of the economy.

MORE HOMES, BUILT FASTER (AND WELL)

Exterior design policy should not be viewed as a stumbling block to development. Implemented properly, it should be a tool used alongside streamlined processes to ensure that the expectations for new development are clear. By delineating clear standards at the zoning stage of approval and treating them in the same as-of-right fashion as other zoning policies, design guidelines can be implemented quickly and effectively.

Good and reputable Ontario designers often already meet most common-sense exterior design standards, including using durable, natural materials for the exterior. Exterior design guidelines safeguard against those who don't. Setting standards for the building exterior helps to protect the homebuyer against corner-cutting. When homes are built with less durable materials, or with low-grade cladding that cannot withstand severe weather conditions typical of Ontario, they end up presenting an affordability mirage: A home that looks like a bargain up front, but which hits the homeowner with costly repairs and maintenance expenses down the line.

The costs of poor materials come through in problems like envelope failure, hail and wind damage, flammability, vulnerability to insects and mould, and simple aging of short-lived materials. These problems interfere with sustainable affordability – housing costs of about 30% of your take-home pay. If the home requires frequent repairs due to poor material quality, insurance premiums spike, out-of-pocket costs increase, and affordability disappears, or the housing falls into disrepair negatively affecting not only its own property value but also those of its neighbours, impacting assessments and taxes.

MCO'S RECOMMENDATIONS

We recommend the following policies for the London Plan:

1. Strengthen requirements for Secondary Planning to *require* that an SP be implemented for new greenfield developments.

Presently, item 1557 of the London Plan specifies that Secondary Plans “may” be applied to areas added to the Urban Growth Boundary and within a Future Growth Place Type. This provision should be elevated to a “should” or “shall” – that is, Secondary Planning for new growth areas should be considered an expected feature of new growth area development.

In addition, the current London Plan outlines that a Secondary Plan should incorporate a planning and design report intended to implement the OP's City Design policies. This

is, broadly, a strong policy, but could be modified strongly with the addition of “...and any Council-approved Urban Design Guidelines or relevant design manuals.”

2. Strengthen the existing City Design policies within the London Plan (no. 301-305) to better clarify what materials should be preferred and discouraged.

At present, the London Plan calls for the use of a “diversity of materials” selected for their “texture, quality, durability and consistency with their context.” This policy language is ambiguous in that it does not apply criteria to what constitutes a desirable level of durability, texture or quality. The language leads to more questions than it answers: What level of durability? How is quality defined? What is meant by “texture?” Unclear language leads to disagreement between builders and planners, creating delays in the process.

The City should modify this language to explicitly state a preference for appropriate building materials. A stronger example is this policy from the City of Brantford’s Urban Design Manual:

New buildings and additions and alterations to existing buildings should utilize high quality building materials, such as brick, stone, and wood, chosen for their functional and aesthetic qualities, their compatibility with adjacent development, and their energy and maintenance efficiency. Materials such as synthetic siding, stucco, mirrored or heavily tinted glass panels, and unadorned concrete block are discouraged, especially where visible from streets and public spaces.

Policies such as these may also be implemented as part of external Council-approved Urban Design Manuals and Guidelines, which may then be referenced through the Official Plan by requiring consistency with any applicable Council-approved design policies.

3. Add “materiality” to the necessary criteria to be articulated in a Planning and Design Report submitted as part of a Complete Application.

Communities are increasingly turning to Complete Application requirements to take the place of Site Plan Control as an implementation pathway for character and design policy. The London Plan has an existing framework for this by requiring a Planning and Design Report be submitted. This report must address matters of use, intensity and form. Policies around exterior cladding can be reinforced by extending this language to “use, intensity, form and materiality of the proposal.”

Item 1588, requiring the report to address consistency with Secondary Plans and guidelines adopted by Council, is already strong and serves as an important reinforcing piece for Council-approved design policy.

Appendix G – Public Engagement

Public Comments

Public Comment #1 – L. Blumer

Received: December 1, 2024

1. Can public consultation from this point forward be more extensive and involve more options? There have not been enough opportunity for members of the public to be informed and involved in the process, and this is a process in which the public voice needs to be heard.
2. Where can previous background, discussion and decisions that resulted in the current boundary be found? Thank you!

Public Comment #2 – Anonymous Submission

Received: May 19, 2025

Do any council members take a bus regularly or go downtown regularly (for or bus)? It doesn't feel like it. We need 24/7 busses and to rid the city of Fargo's wasteland of empty buildings.

Public Comment #3 – Anonymous Submission

Received: May 19, 2025

Urban sprawl will make it even harder to get around the city, generate far more traffic, and make the city generally less enjoyable unless we do the things around this (and before this) to make it work. That means better and more frequent public transit (more than the current BRT project), a fully integrated, protected cycling network, and supported affordable housing that matches demand. You want to make London better, start with the above and then talk about growing beyond our boundaries.

Public Comment #4 – Anonymous Submission

Received: May 20, 2025

The amount of extra land in the North-West end of the city seems like too much. This area of the city has very minimal bus service, so more housing here will lead to a lot of traffic congestion (unless substantial bus improvement is planned and most of the new housing is dense)

Public Comment #5 – N. Inculet

Received: May 21, 2025

Good Afternoon Brandon,

Thank you for your prompt email following up from our discussions at last evening's community information meeting on the assessment and proposed changes to the urban growth boundary.

Please note that we do not want to have our 50 acres of prime agricultural farmed land, inclusive of a prime 10-acre sugar bush woodlot included in this proposed draft of London's UGB.

For over 150 years this property has been farmed with livestock and crops. We purchased this property in 1994 to be outside of the urban growth boundary to farm sustainably and maintain the care of this unique multi-zoned and environmentally protected Dingman creek natural corridor with hazard erosion lands on Woodhull Rd.

This farm has thrived as we have worked with the UTRCA guidelines and participated in the clean water project. The stewardship of the Thames Talbot land trust on Woodhull Rd. is a testimony to protecting this area's environmental value.

Our involvement with protecting this area from developer's profit driven agendas has been a long journey.

The attached pdf. will help summarize the historical, multitude of submissions, presentations and perspectives to protect this significant land on Elviage and now Woodhull Rd.

It is my last written submission of Jan. 23, 2024, to London's City Council in their consideration of ratifying PEC's refusal to rezone the property across the road from our farm gate.

Council did ratify PEC's decision to refuse a rezoning change.

The denied applicants resubmitted again to OLT last fall.

The subsequent trial decision is still outstanding.

Woodhull Rd. has features that would be irretrievable to the species in this area and to our citizens, once destroyed or encroached upon. Such as the nesting eagles across the road and the spotted soft-shelled turtles in Dingman creek.

Two kilometers south of our farm is the Auzin's nature reserve.

Wild turkeys, coyotes, fox, muskrat, snapping turtles, green turtles, rare bird species, rare snake species nest on our farm and on Woodhull & Elviage Roads. As well, we have developed on our farm the largest migratory purple martin colony in this area.

Proper community growth planning includes the preservation of outside living spaces for all citizens to benefit from this unique environment and the option to access nature's diversity and known healing therapies.

Unstudied harmful sprawl and residential infill with high density living in this unique environmental area needs to be reconsidered.

The intangible costs to our protected species and citizens, far outweigh the destructive, highly buffered, negligible housing gain on Woodhull and Elviage Rds.
There must be better alternatives.

Thank you and again to the PEC committee for your time and consideration to these concerns.

[attached PDF]

Jan 23 City of London Council Meeting: Ratification of Jan 9 PEC Application Decision

Dear City Councillors,

My name is Nancy Inculet. We own, farm and maintain the 50-acre parcel directly across the road of the subject lands.

I am grateful for the PEC Committee and Ward 9 Councillor Anna Hopkins' WISDOM & LEADERSHIP demonstrated at the Jan. 9/24 public PEC meeting. The PEC Committee unanimously DENIED the zoning by-law amendment application file # Z-9673, 2598-2624 Woodhull Rd.

These SAME subject lands', severance and variance request as per File # B.008/21 & A.146/21 was also DENIED by the Committee of Adjustment's public meeting on Dec.16/21.

This was the FIRST attempt to sever the undersized 2598 Woodhull Rd. PRIME farmland lot, conveying it to the adjacent smaller undersized PRIME farmland lot at 2624 Woodhull Rd.

Thereby creating the smallest Woodhull Rd. farmland lot ON WHICH to build an out of character, lot consuming, estate sized dwelling, void of municipal services on protected & regulated lands outside the London urban growth boundary.

This file's proposal was to build a farm dwelling, creating a farm cluster, utilizing the previous chicken coop tactic as seen in 2014-19 on Elviage Rd. (around the corner of Woodhull Rd.) with application File H-9056.

The ensuing Sept. 28/2022, OLT decision on the amended File # B.008/21 & A.146/21, recognized the need for a multitude of conditions in its PROVISIONAL CONSENT. INCLUDING a condition that gave the POWER BACK to THE CITY to DECIDE on the NEED for a zoning bylaw amendment. To sever this inherited annexed AGRICULTURAL prime farmland under 40 hectares for an unneeded estate dwelling. This SEVERANCE would be a PRECEDENT.

These annexed protected lands, need the PROPER studies in place, substantiating whether there is a NEED for a potential future urban growth boundary change, guided by the PP2020 & THE LONDON PLAN. London's citizens depend on our City Council's enforcement of this intelligent studied process, ensuring that REGRETTABLE DEVELOPER profit driven LAND MISUSE and SPRAWL, will not continue.

WHAT words could I write in this email that have not already been VOICED by the concerned councillors, public, neighbours/stewards of our lands?

London's concerned citizens have WISELY RECOGNIZED this ONE developer/builder/owner's repeated attempts, to PROFIT FROM flipping an unneeded estate dwelling, now under the guise of Bill 23, at the expense of our London's citizens, RARE environmentally protected lands & city resources,

AFFORDABLE housing is needed, not a postage stamp, squeezed in, out of character estate dwelling on a tiny lot of record void of municipal potable water or sewers. This is PRIME AGRICULTURAL PROTECTED farmland, that was NOT meant for CLIMATE DAMAGING development. Currently this CO2 absorbing land is mitigating climate damage.

Back in the day, tiny lots were created for a farmer's retirement hobby garden, orchard, apiary, greenhouse with a market stand/shed. The recent owners chose not to farm it, NOR consolidate it to their existing adjacent lot, thereby, increasing potential farming efficiencies.

This 1993 ANNEXED Woodhull Road contains established historical, larger turn of the century, viable farms and smaller, yet sizeable farmland lots. These lots are UTRCA REGULATED, MULTI ZONED as, PRIME AGRICULTURAL, OPEN SPACE, ENVIRONMENTALLY SENSITIVE LANDS.

These century old, annexed established lots have the DINGMAN CREEK NATURAL CORRIDOR HAZARD LANDS in their backyards.

Please reference the Intelligent & well researched PEC submissions and videoed presentations that spoke to WHY, this rezoning application, IS NOT A GOOD FIT for this ANNEXED, BUSY Woodhull FARMING Road, OUTSIDE the urban growth boundary, VOID of municipal services.

My PEC submission included 2014 London Free Press historical references to the damaging statements/mindsets driving unneeded development ON PRISTINE Agricultural land around the corner on Elviage Rd.

CONTRARILY, the applicant's submission included

- 1) Questionable deficient reports including the very important NOW EXPIRED geotechnical report containing 3 pgs. Of LIMITATIONS OF REPORT USE.
- 2) Flawed MDS calculations. The developer input of their assumed variables THAT do not accurately reflect the resulting limitations of a new dwelling, to our and the farming operating options of the neighbouring and adjacent farms. These farms need to continue to evolve with sustainable climate mitigating farming practices of concurrent livestock and crop farming.
- 3) A deficient building plan proposal, unable to demonstrate a well location, a properly sized septic bed, the storm water runoff infrastructure needed to prevent further Dingman Creek erosion of their corridor hazard lands.

- 4) Requests for very dangerous set back minimums adversely affecting human health and safety.
- 5) The above are ONLY the major HUMAN concerns. So many other endangered species are at risk here, which were omitted from the EIS report.

THE LACK of proper STUDIES/ASSESSMENTS and the many restrictive conditions put forth in OLT, UTRCA, CITY AND THAMES TALBOT LAND TRUST reports, REINFORCES the intelligent PEC Committee's decision to DECLINE this zoning application.

Perhaps the developer/builder/owner would sell or DONATE this very tiny lot to the Thames Talbot Land Trust adding to their inventory on Woodhull Rd.'s 55-acre Nature reserve JUST 2 km. south of this property.

These nature reserves are for all citizens, to enjoy the beauty of the outdoors and species (some endangered and rare) Science has proven the benefit from these available outdoor exposures to one's mental health and sense of well-being. Come out and hike this beautiful Dingman creek corridor and experience AUZIN'S Woodhull Rd.'s nature reserve.

RE: Jan. 23/2024 Council meeting

We trust that City Council and Mayoral SUPPORT will RATIFY PEC's recommendation to DENY THIS UNNECESSARY ZONING AMENDMENT APPLICATION on these protected annexed lands.

Thank you for your valuable time and consideration to pause and reflect on what is best for all citizens.

Time that really should have been utilized on our current crises at hand, not on one developer/builder/owner's want of increased profits.

[end of attached PDF]

Public Comment #6 – R. Inculet

Received: May 30, 2025

I am writing to reinforce our wish for our farm and preferably the lands on Woodhull Rd North of Dingman creek to Elviage Rd to **not be included in the proposed urban growth boundary.**

You described the proposed new boundary line as the result of a laptop exercise to expand land development.

Our working farm dates back to the 1800's. It is zoned agricultural AG2 and our 10-acre woodlot ER. Our pond drains into Dingman creek and is considered part of the Dingman creek corridor. During our tenure of the land over the last 30 plus years, we have continually strived to maintain the land to be a productive crop farm. Woodlot management has been maintained to promote a healthy environmentally protected area.

Over the years there have been challenges to maintain the status quo. Many years ago, the city approached us to rezone our land to multiple lots under the guise of a Rural Settlement. We rejected this, to maintain farming and land stewardship.

Starting in 2023, we (us and neighbours) have had to deal with several reiterations of a developer trying to sever a portion of an AG/ OS zoned property and amalgamate to a tiny similarly zoned lot to accommodate a large estate home. This has required on our part multiple submissions to, and presentations at, various departments and committees (Planning, COA, PEC, City Council, OLT) to preserve the AG2 lands for productivity and protect the environmentally sensitive OS adjoining land. In addition, building would directly affect our farm's ability to return to its roots with sustainable farming practice by incorporating livestock.

Through the entire journey, COA, PEC and City Council has been most supportive in our cause., Most recently they provided legal counsel, and Agricultural and Environmental expertise at the second OLT hearing. The final decision is outstanding. Should the City move to incorporate these lands into Urban Growth zoning, this about face will result in a complete loss of public time spent, loss of faith in Municipal government processes, and wasted public monies. This will require accountability to the London public.

I am fully acquainted with all the details of the Provincial Plan and the London Plan. There is no doubt that to override / bypass / misinterpret these Plans would reflect a global trend to simply ignore and push past long-standing Rules and Regulations. These are designed to guide municipal development of non-AG lands and protection of AG and OS lands.

The WoodHull Rd lands and Dingman corridor **are one of the last protected gems of the City of London.** To destroy them to merely fulfil a provincial mandate to build more homes, and enhance the pockets of a few, is at odds with what is best in the Long Term, for the citizens of London.

As per the PP and the LP, alternative lesser quality lands (non-AG2, and ER lands) should always be looked to first.

We request that you re-consider your boundaries to exclude our farm and neighbourhood, given the serious impact and consequences for generations to come.

Public Comment #7 – D. Frezall

Phone Call: May 30, 2025

- Landowner did not submit request however they noted support for property's inclusion in the proposed expansion

Summary of Comments - Community Information Meeting, May 20, 2025

Process:

- Is the proposed expansion based solely on landowner request, or does it contemplate additional lands to be included?
- Clarification requested regarding the developable land area calculation and natural heritage feature buffering
- For lands included without landowner request, will impacted property owners be notified of the proposal? Can a property owner request to be excluded from consideration?
- Clarification requested regarding the evaluation process for lands without a landowner request for inclusion
- Were the changes introduced in the Provincial Planning Statement, 2024 included the associated Land Needs Assessments?
- When did the City of London create an "intensification target" and what was this based on?
- Will included lands be "mixed zoning" and how will land designation work?
- Would included lands required Secondary Plans? If so, would these planning processes be City-led?
- Will an expanded urban boundary accelerate the pace of home construction?
- Significant concern related to natural hazard lands being included within the urban growth boundary

Industrial Land Needs:

- Were local / regional economics considered in the evaluation of land required for expansion? Did the St Thomas industrial growth factor into London's Industrial Land Needs Assessment?
- Clarification requested regarding determination of land designation where both Community Growth and Industrial evaluations were requested by a landowner

- How was “market demand” calculated for the purposes of this study?

Agricultural Impacts

- Clarification requested related to the Minimum Distance Separation Study and its approach to classification of livestock
- How were the MDS buffers calculated?
- General concerns raised related to the loss of agricultural land and the negative impact of continued urban sprawl
- Property owner expressed dissatisfaction related to inclusion in draft boundary and requested to be excluded from consideration for expansion

Summary of Comments – Development Interest Group Meeting, May 23, 2025

Process

- Natural heritage features are not shown on the proposed expansion mapping. Request to provide maps in staff report illustrating the presence of these features.
- Can the developable land area calculated for the purpose of this review be made available through an open data portal similar to the VLI?
- How were Rural Neighbourhood place types considered in terms of development potential?

Servicing and Infrastructure

- Are servicing extensions and pollution control plant expansions being considered? Would this include phasing and master servicing strategies?

Urban Growth Boundary Expansion

- Will Council be informed that the total expansion of the Urban Growth Boundary is larger than approved 1,476 ha due to the developable land calculations?
- Is there flexibility in the 1,476 ha or does staff view this as a hard line regarding PPS maximum?
- How does staff interpret the Minister of MMAH response related to an expansion of 2,000 ha?

Appendix H – List of Landowner Requests

Landowner requests for evaluation (including Community Growth and Employment Area), received as of May 30, 2025:

Property ID	Municipal Address	Applicant
P001	1620 Fanshawe Park Rd E	Orange Rock Developments
P002	7290 Pack Rd	INCON
P002	7220 Pack Rd (proposed)	INCON
P002	7184 Pack Rd (proposed)	INCON
P002	3323 Colonel Talbot Rd	INCON
P002	3293 Colonel Talbot Rd	INCON
P002	3231 Colonel Talbot Rd (proposed)	INCON
P003	2425 Old Victoria Rd	Adam Hiemstra
P004	1431 Sunningdale Rd E	Ali Jomaa
P005	2012 Oxford St W	Orange Rock Developments
P006	1871 Bradley Ave (north of hydro corridor)	Alex Sumner
P006	1913 Bradley Ave	Alex Sumner
P006	1871 Bradley Ave (south of hydro corridor)	Alex Sumner
P007	1944 Bradley Ave	Elite Bradley Development Inc
P008	1996 Bradley Ave	Weston Consulting
P009	2700 Trafalgar St	Stantec
P010	3681 Homewood Lane	Angelo and Brenda Fortese
P011	3950 Dundas St (Thames Centre, Middlesex)*	Dale Sports Ltd. (Golf North Properties)
P012	4423 Highbury Ave S	Dancor Consultation Ltd
P013	2679 Dundas St	Farhi Holding Corporation
P013	2613 Dundas St	Farhi Holding Corporation
P014	1795 Clarke Rd	Farhi Holding Corporation
P014	1885 Fanshawe Park Rd E	Farhi Holding Corporation
P014	2106 Fanshawe Park Rd E	Farhi Holding Corporation
P015	1739 Sunningdale Rd W (west of park corridor)	MHBC
P015	1739 Sunningdale Rd W (east of park corridor)	MHBC
P016	1959 Commissioners Rd E	MHBC
P016	1983 Commissioners Rd E	MHBC
P016	1811 Commissioners Rd E	MHBC
P016	2003 Commissioners Rd E	MHBC
P016	2031 Commissioners Rd E	MHBC
P017	1701 Fanshawe Park Rd W	Zelinka Priamo Ltd
P018	360 Crumlin Sdrd	Gray Angel Holdings Inc
P020	2049 Bradley Ave (south of hydro corridor)	2035723 Ontario Limited
P020	2049 Bradley Ave (north of hydro corridor)	2035723 Ontario Limited
P021	1741 Wilton Grove Rd	Amandeep Bajwa
P022	3565 Westdel Brne	Antonio Bagnara
P023	1806 Wilton Grove Rd	Tom Grieve
P023	1874 Wilton Grove Rd	Tom Grieve
P024	2329 Dingman Dr	Gray Angel Holdings Inc
P025	2387 Dingman Dr	Brian and Mel Murray
P026	2135 Dingman Dr	Woodhurst Farm Ltd
P026	2251 Dingman Dr	Woodhurst Farm Ltd

Property ID	Municipal Address	Applicant
P027	2329 Wonderland Rd N	Corlon Properties Inc
P028	2497 Dingman Dr	Barbara Comfort
P029	1731 Fanshawe Park Rd W	1000357055 ONTARIO INC (Mina Abdel Sayed)
P030	2543 Wickerson Rd	Franco and Annette Bortolussi
P031	2624 Jackson Rd	Drewlo Holdings
P032	2017 Bradley Ave	Farhi Holding Corporation
P032	2017 Bradley Ave	Farhi Holding Corporation
P033	4380 Murray Rd	Farhi Holding Corporation
P033	4410 Murray Rd (proposed)	Farhi Holding Corporation
P033	4638 Murray Rd	Farhi Holding Corporation
P033	4557 Colonel Talbot Rd	Farhi Holding Corporation
P033	4740 Murray Rd	Farhi Holding Corporation
P033	4798 Murray Rd	Farhi Holding Corporation
P033	4956 Murray Rd	Farhi Holding Corporation
P033	7673 Westminster Dr	Farhi Holding Corporation
P033	7541 Westminster Dr	Farhi Holding Corporation
P033	5315 Colonel Talbot Rd	Farhi Holding Corporation
P033	5246 Cook Rd (proposed)	Farhi Holding Corporation
P033	5619 Colonel Talbot Rd	Farhi Holding Corporation
P034	8156 Longwoods Rd	Farhi Holding Corporation
P035	2465 Westminster Dr	Westminster Trails Inc
P036	1962 Oxford St W	Westdell Development Corp
P037	2440 Westminster Dr	Franco Ditrollo
P038	120 Gideon Dr	AbdelRahman Lawendy
P039	Roll No - 090460137550000 (Fanshawe Park Rd W)	Mor Holding (London) Corporation
P040	4866 Wellington Rd S	Hisham Badawi
P040	3618 Westminster Dr	Hisham Badawi
P040	3386 Westminster Dr	Hisham Badawi
P041	1697 Byron Baseline Rd	William L. Derks and Henny P. Derks
P042	5369 Wellington Rd S	Nathan Caranci (Farhi Holding Corporation)
P042	3298 Scotland Dr	Nathan Caranci (Farhi Holding Corporation)
P042	5371 Wellington Rd S	Nathan Caranci (Farhi Holding Corporation)
P042	3287 Westminster Dr (proposed)	Nathan Caranci (Farhi Holding Corporation)
P043	1811 Wilton Grove Rd	Tommy Faulkner
P043	2471 Wilton Grove Rd	Tommy Faulkner
P043	2350 Wilton Grove Rd	Tommy Faulkner
P043	2034 Wilton Grove Rd	Tommy Faulkner
P043	2094 Wilton Grove Rd (proposed)	Tommy Faulkner
P043	3700 Old Victoria Rd	Tommy Faulkner
P043	2338 Wilton Grove Rd	Tommy Faulkner
P044	754 Westminster Dr*	Tommy Faulkner
P045	2448 Dundas St E	Westdell Development Corp
P046	2001 Sunningdale Rd W	Westdell Development Corp
P047	2093 Commissioners Rd E	Westdell Development Corp
P048	1217 Gainsborough Rd	Auburn Developments
P048	1557 Fanshawe Park Rd W	Auburn Developments
P048	1525 Fanshawe Park Rd W	Auburn Developments
P048	1720 Sunningdale Rd W	Auburn Developments

Property ID	Municipal Address	Applicant
P048	1185 Sunningdale Rd W	Auburn Developments
P049	1380 Gainsborough Rd (south of rail corridor)	Southside Group of Companies
P049	1440 Gainsborough Rd	Southside Group of Companies
P049	1380 Gainsborough Rd (north of rail corridor)	Southside Group of Companies
P049	1269 Gainsborough Rd	Southside Group of Companies
P049	1992 Fanshawe Park Rd W	Southside Group of Companies
P050	2535 Westdel Brne	Southside Group of Companies
P051	1017 Sunningdale Rd W	Issam Thabit
P052	4680 Wellington Rd S	761030 Ontario Ltd.
P053	2556 Wilton Grove Rd	Nathan Caranci
P054	2774 Dingman Dr	Gurwinder Mangat
P054	2816 Dingman Dr	Gurwinder Mangat
P054	1803 Bradley Ave (north of hydro corridor)	Gurwinder Mangat
P054	1803 Bradley Ave (south of hydro corridor)	Gurwinder Mangat
P054	3575 Dingman Dr	Gurwinder Mangat
P055	1753 Fanshawe Park Rd W	Costantinos Ioannidis
P056	2728 Dingman Dr	SSP Group
P057	1185 Southdale Rd W	Lecram Inc.
P058	1316 Gainsborough Rd	Bellamere Developments Inc
P059	2140 Sunningdale Rd W	West Maple Lynch Farms & 2725237 Ontario Inc.
P059	1950 Sunningdale Rd W	West Maple Lynch Farms & 2725237 Ontario Inc.
P060	2426 Wickerson Rd	Kape Developments Ltd.
P061	9120 Elviage Dr	Bill and Tonya Groenewegen
P061	9070 Elviage Dr	Bill and Tonya Groenewegen
P061	9150 Elviage Dr	Bill and Tonya Groenewegen
P062	1007 Sunningdale Rd W	Karim Kouta
P063	7511 Longwoods Rd	Patzer Homes Inc.
P064	1420 Tote Rd	2158508 Ontario Ltd. & Provo Leasing Inc.
P064	1342 Tote Rd	2158508 Ontario Ltd. & Provo Leasing Inc.
P065	5044 Wellington Rd S	David Chromczak
P066	2690 Westminster Dr	761030 Ontario Ltd.
P067	1682 Byron Baseline Rd	Sifton Properties Limited
P067	2420 Westdel Brne	Sifton Properties Limited
P068	2166 Oxford St W	Sifton Properties Limited
P069	1896 Sunningdale Rd E	Sifton Properties Limited
P070	1976 Oxford St W	Sifton Properties Limited
P071	2270 Highbury Ave N	Sifton Properties Limited
P071	2380 Highbury Ave N	Sifton Properties Limited
P072	2197 Westdel Brne	York Developments
P072	2133 Westdel Brne	York Developments
P073	4570 Westminster Dr	Reid Crinklaw
P073	4570 Westminster Dr	Reid Crinklaw
P074	6295 Westminster Dr	Mark and Carol Crinklaw
P074	6134 Westminster Dr (proposed) (south of hydro corridor)	Mark and Carol Crinklaw
P074	6134 Westminster Dr (proposed) (north of hydro corridor)	Mark and Carol Crinklaw

Property ID	Municipal Address	Applicant
P075	7056 Pack Rd	Old Oak Properties Inc.
P075	7086 Pack Rd	Old Oak Properties Inc.
P075	3133 Colonel Talbot Rd	Old Oak Properties Inc.
P075	3087 Colonel Talbot Rd	Old Oak Properties Inc.
P075	1029 Southdale Rd W	Old Oak Properties Inc.
P076	3303 Westdel Brne	Tricar Properties
P076	3219 Westdel Brne	Tricar Properties
P077	9298 Elviage Dr	Steve Plunkett
P077	9258 Elviage Dr	Steve Plunkett
P077	9246 Elviage Dr	Steve Plunkett
P077	9282 Elviage Dr	Steve Plunkett
P077	9220 Elviage Dr	Steve Plunkett
P077	1435 Tote Rd	Steve Plunkett
P078	1424 Southdale Rd W	Mike Meddaoui
P079	3101 Westdel Brne	Brendan Ryan
P080	9320 Elviage Dr	Dean Soufan
P081	774 Crumlin Sdrd	New London Group
P082	4763 Colonel Talbot Rd	Joe Fortese
P083	3708 Homewood Lane	2445727 Ontario Inc
P083	7451 Pack Rd	Therese Hibbs
P084	21497 Wonderland Rd N (Middlesex Centre)*	Peter Stavrou
P085	1035 Sunningdale Rd W	Irwin Zaifman
P086	4563 White Oak Rd	White Oak Developments Inc.
P087	2396 Wilton Grove Rd	1000003058 ONTARIO INC
P088	6831 Wonderland Rd S	1068788 Ont Ltd
P089	6304 Glanworth Dr	1068788 Ont Ltd
P089	6304 Glanworth Dr	1068788 Ont Ltd
P090	4040 Southminster Brne	Jeff Ferguson / John Ferguson / 1068788 Ont Ltd
P091	6333 Glanworth Dr	1068878 Ont Ltd
P092	6421 Wellington Rd S	Jeff Ferguson/John Ferguson
P093	6249 Glanworth Dr (proposed)	Jeff Ferguson / John Ferguson / Joanne Ferguson /
P093	6567 Wonderland Rd S	Jeff Ferguson / John Ferguson / Joanne Ferguson /
P094	6929 Wonderland Rd S	Jeff Ferguson / John Ferguson / Joanne Ferguson
P095	6926 Colonel Talbot Rd	1068788 Ont Ltd
P096	7031 Littlewoods Dr	Jeff Ferguson / John Ferguson / Joanne Ferguson
P097	6597 Wellington Rd S	Jeff Ferguson / John Ferguson / Joanne Ferguson
P097	6601 Wellington Rd S	Jeff Ferguson / John Ferguson / Joanne Ferguson
P097	3540 Granworth Dr	Jeff Ferguson / John Ferguson / Joanne Ferguson
P097	3476 Granworth Dr	Jeff Ferguson / John Ferguson / Joanne Ferguson
P098	488 Crumlin Sdrd	John Brun
P099	4236 Westminister Dr	Eric Thompson
P100	3345 Gore Rd	Alexandra Lam
P101	1431 Gainsborough Rd	1342964 Ontario Inc. & DeKay Holdings Ltd.
P101	1445 Gainsborough Rd	1342964 Ontario Inc. & DeKay Holdings Ltd.

Property ID	Municipal Address	Applicant
P102	3050 Trafalgar St	Scott McLaren
P103	3405 Dingman Dr	Jug Manocha
P103	3356 Westminster Dr (proposed)	Jug Manocha
P103	3226 Westminster Dr	Jug Manocha
P104	3085 Trafalgar St	Betty Jean O'Reilly & Suzanne McLaren
P105	2643 Old Victoria Rd	Old Victoria Road Community Association
P105	2617 Old Victoria Rd	Old Victoria Road Community Association
P105	2597 Old Victoria Rd	Old Victoria Road Community Association
P105	2539 Old Victoria Rd	Old Victoria Road Community Association
P105	2493 Old Victoria Rd	Old Victoria Road Community Association
P105	2459 Old Victoria Rd	Old Victoria Road Community Association
P106	610 Crumlin Sdrd	Joe and Aldina Demelo
P107	1857 Fanshawe Park Rd W	Robert Hewitt
P108	2316 Wilton Grove Rd	940 On The Park Limited
P109	1241 Staffordshire Pl	2658049 Ontario Inc.
P110	706 Crumlin Sdrd	Victor Da Silva
P111	3023 Westdel Brne	Mike Meddaoui

**Request for annexation*