

Modifications to Schedule “A” (Environmental and Miscellaneous)

1. Schedule “A”, Land Use, to the Official Plan for the City of London Planning Area, is amended:

- (1) by designating those lands located north of Sunningdale Road West and west of Wonderland Road North, as indicated on Schedule “1”, Sheet “1” attached hereto, from “Agriculture” (AG) to “Environmental Review” (ER);
- (2) by designating those lands located north of Sunningdale Road East, between Highbury Avenue and Clarke Road, as indicated on Schedule “1”, Sheet “3” attached hereto, from “Environmental Review” (ER) to “Open Space” (OS);
- (3) by designating those lands located east of Hyde Park Road, between Sunningdale Road West and Fanshawe Park Road West, as indicated on Schedule “1”, Sheet “1” attached hereto, from “Low Density Residential” (LDR) to “Open Space” (OS);
- (4) by designating those lands that comprise the stream corridor located south of Fanshawe Park Road West and west of Hyde Park Road, as indicated on Schedule “1”, Sheets “1” and “4” attached hereto, from “Environmental Review” (ER) to “Open Space” (OS);
- (5) by designating those lands located north of Kipps Lane and east of Arbour Glen Crescent, as indicated on Schedule “1”, Sheet “2” attached hereto, from “Multi-Family, Medium Density Residential” (MFMDR) to “Open Space” (OS);
- (6) by designating those lands located on the north side of Ridgeview Drive, west of Forest Creek Place, as indicated on Schedule “1”, Sheet “2” attached hereto, from “Multi-Family, High Density Residential” (MFHDR) to “Multi-Family, Medium Density Residential” (MFMDR);
- (7) by designating those lands comprising Beaverbrook Woods Park - located at 1511 Beaverbrook Avenue, on the north side of Beaverbrook Avenue between Oak Crossing Road and Capulet Lane, as indicated on Schedule “1”, Sheet “4” attached hereto, from “Low Density Residential” (LDR) to “Open Space” (OS);
- (8) by designating those lands located on the west side of Arvilla Boulevard, north of Dundas Street, as indicated on Schedule “1”, Sheet “6” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Low Density Residential” (LDR);
- (9) by designating those lands comprising 585 and 613 Sovereign Road, north of Admiral Drive and east of Veterans Memorial Parkway, as indicated on Schedule “1”, Sheet “6” attached hereto, from “Light Industrial” (LI) to “Open Space” (OS);
- (10) by designating those lands comprising Forest View Park – located at 323 Hudson Drive, as indicated on Schedule “1”, Sheets “6” and “9” attached hereto, from “Low Density Residential” (LDR) to “Open Space” (OS);
- (11) by designating those lands comprising Trafalgar Woods Park – located at 842 Railton Avenue, as indicated on Schedule “1”, Sheet “6” attached hereto, from “Low Density Residential” (LDR) to “Open Space” (OS);
- (12) by designating those lands located east of Crumlin Road and south of Dundas Street, as indicated on Schedule “1”, Sheets “6” and “9” attached hereto, from “Environmental Review” (ER), “Urban Reserve Industrial Growth” (URIG) and “Rural Settlement” (RS) to “Open Space” (OS);
- (13) by designating those lands located at 1829 Woodhull Road, east of Woodhull Road and north of Gideon Drive, as indicated on Schedule “1”, Sheet “4” attached hereto, from “Agriculture” (AG) to “Open Space” (OS);
- (14) by designating those lands located at 1826 Oxford Street West, south of Oxford Street West and east of Westdel Bourne, as indicated on Schedule “1”, Sheet “4” attached hereto, from “Urban Reserve Community Growth” (URCG) to “Environmental Review” (ER);

- (15) by designating those lands located south of Elviage Drive and west of Westdel Bourne, as indicated on Schedule "1", Sheets "4" and "7" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);
- (16) by designating those lands located north of Southdale Road and east of Colonel Talbot Road, as indicated on Schedule "1", Sheet "7" attached hereto, from "Low Density Residential" (LDR) and "Multi-Family, Medium Density Residential" (MFMDR) to Open Space (OS);
- (17) by designating those lands located at 1680 Bradley Avenue, north side of Bradley Avenue, west of Jackson Road, as indicated on Schedule "1", Sheet "9" attached hereto, from "Multi-Family, High Density Residential" (MFHDR) to "Multi-Family, Medium Density Residential" (MFMDR);
- (18) by designating those lands located south of Pack Road and east of Longwoods Road, as indicated on Schedule "1", Sheet "7" hereto, from "Agriculture" (AG) and "Environmental Review" (ER) to "Open Space" (OS);
- (19) by designating those lands located south of Southdale Road, between Bostwick Road and Wonderland Road South, as indicated on Schedule "1", Sheet "7" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);
- (20) by designating those lands located east of Wonderland Road South, between Wharncliffe Road South and Exeter Road, as indicated on Schedule "1", Sheet "7" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);
- (21) by designating those lands located south of Exeter Road, north of Dingman Drive and west of White Oak Road, as indicated on Schedule "1", Sheets "8" and "11" attached hereto, from "Environmental Review" (ER) and "Light Industrial" (LI) to "Open Space" (OS);
- (22) by designating those lands located south of Exeter Road, east of Shamrock Road, as indicated on Schedule "1", Sheet "11" attached hereto, from "Regional Facility" (RF) and "Office Area" (OA) to "Open Space" (OS);
- (23) by designating those lands located north of Highway 401, south of Bradley Avenue and west of Pond Mills Road, as indicated on Schedule "1", Sheet "11" attached hereto, from "Light Industrial" (LI) and "Regional Facility" (RF) to "Open Space" (OS);
- (24) by designating those lands located south of Highway 401 and west of Highbury Avenue, as indicated on Schedule "1", Sheet "11" attached hereto, from "Environmental Review" (ER) and "Light Industrial" (LI) to "Open Space" (OS);
- (25) by designating those lands located at 1416 Wilton Grove Road, at the northwest corner of Highbury Avenue, as indicated on Schedule "1", Sheet "11" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);
- (26) by designating those lands located east of Highbury Avenue, south of Bradley Avenue and north of Dingman Drive, as indicated on Schedule "1", Sheet "12" attached hereto, from "Environmental Review" (ER) and "Agriculture" (AG) to "Open Space" (OS);
- (27) by designating those lands located east of Old Victoria Road and north of Dingman Drive, as indicated on Schedule "1", Sheet "12" attached hereto, from "Environmental Review" (ER) to "Agriculture" (AG);
- (28) by designating those lands located north and south of Highway 402 at Wonderland Road, as indicated on Schedule "1", Sheet "10" attached hereto, from "Environmental Review" (ER) to "Agriculture" (AG);
- (29) by designating those lands located north and south of Westminster Drive at Highway 401, as indicated on Schedule "1", Sheet "11" attached hereto, from "Agriculture" (AG) and "Environmental Review" (ER) to "Open Space" (OS);
- (30) by designating those lands located east of Wonderland Road South at Decker Drive, as indicated on Schedule "1", Sheet "10" attached hereto, from "Agriculture" (AG) to "Open Space" (OS);

- (31) by designating those lands bounded by Glanworth Drive on the north, the City boundary on the south, Bradish Road on the east and Highway 401 on the west, as indicated on Schedule "1", Sheets "13" and "14" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS);
- (32) by designating those lands bounded by Scotland Drive on the north, the City boundary on the south, Old Victoria Road on the east and the CN Rail corridor on the west, as indicated on Schedule "1", Sheets "14" and "15" attached hereto, from "Environmental Review" (ER) to "Open Space" (OS); and
- (33) by designating those lands comprising Fairmont Park, located between Tweedsmuir Avenue and Manitoulin Drive, as indicated on Schedule "1", Sheet "9" attached hereto, from "Low Density Residential" (LDR) to "Open Space" (OS);
- (34) by designating those lands located east of Cheese Factory Road, between Highway 401 and Wilton Grove Road, as indicated on Schedule "1", Sheet "12" attached hereto, from "Agriculture" (AG) to "Environmental Review" (ER); and
- (35) by designating those lands located at 3502 Scotland Drive, north side, between White Oak Road and Wellington Road, as indicated on Schedule "1", Sheet "11" attached hereto, from "Agriculture" (AG) to "Environmental Review" (ER).

2. Schedule "A", Land Use, to the Official Plan for the City of London Planning Area, is amended:

SHEET 1

- (1) by designating those lands fronting the north side of Fanshawe Park Road West, between Hyde Park Road and the Former rail line as indicated on Schedule "2", Sheet "1" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);
- (2) by designating those lands on the south side of Fanshawe Park Road West, between Hyde Park Road and the former rail line, and fronting the west side of Hyde Park Road running south to the future western extension of North Routledge Park as indicated on Schedule "2", Sheet "1" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);
- (3) by designating those lands on the north side of Fanshawe Park Road West, between Hyde Park Road and the future Dalmagary Rd. to the east as indicated on Schedule "2", Sheet "1" attached hereto, from "Commercial Policy Area" (CPA) to "New Format Regional Commercial Node" (NFRCN);
- (4) by designating those lands south of Fanshawe Park Road West and east of Hyde Park Road bounded by Dalmagary Road on the east and the woodland to the south as indicated on Schedule "2", Sheet "1" attached hereto, from "Commercial Policy Area" (CPA) to "New Format Regional Commercial Node" (NFRCN);
- (5) by designating those lands fronting the north side of Gainsborough Road between Hyde Park Road and the former rail line and fronting the west side of Hyde Park Road north to the future western extension of North Routledge Park as indicated on Schedule "2", Sheet "1" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);
- (6) by designating those lands fronting the north side of Gainsborough Road between Hyde Park Road and the western portion of Coronation Drive and the east side of Hyde Park Road running north as indicated on Schedule "2", Sheet "1" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);

- (7) by designating those lands on the south side of Gainsborough Road east of the former rail line as indicated on Schedule "2", Sheet "1" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);
- (8) by designating those lands southwest of the intersection of Hyde Park Road and Gainsborough Road as indicated on Schedule "2", Sheet "1" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);
- (9) by designating those lands southeast of the intersection of Hyde Park Road and Gainsborough Road and continuing south fronting the east side of Hyde Park Road beyond South Carriage Road and continuing east fronting the south side of Gainsborough Road to the western portion of the future Coronation Drive, as indicated on Schedule "2", Sheet "1" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);
- (10) by designating those lands west of Hyde Park Road, south of the Canadian Pacific Railway and north of the Canadian National Railway, east of Kelly Stanton Park as indicated on Schedule "2", Sheets "1" and "4" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);
- (11) by designating those lands east of Hyde Park Road, south of the Canadian Pacific Railway and north of the Canadian National Railway as indicated on Schedule "2", Sheets "1" and "4" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);

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- (12) by designating those lands on the northwest corner of Fanshawe Park Road West and Wonderland Road North as indicated on Schedule "2", Sheet "2" attached hereto, from "Restricted Service Commercial / Highway Service Commercial" (RSC/HSC) to "Neighbourhood Commercial Node" (NCN);
- (13) by designating those lands south of Fanshawe Park Road West, west of Wonderland Road North and north of Aldersbrook Road, as indicated on Schedule "2", Sheet "2" attached hereto, from "Restricted Service Commercial / Highway Service Commercial" (RSC/HSC) to "Neighbourhood Commercial Node" (NCN);
- (14) by designating those lands located at the north of Fanshawe Park Road West and east of Wonderland Road North as indicated on Schedule "2", Sheet "2" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);
- (15) by designating those lands located west of Wonderland Road North, south of Gainsborough Road and north of Sherwood Forest Square as indicated on Schedule "2", Sheet "2" attached hereto, from "Commercial Shopping Area" (CSA) to "Community Commercial Node" (CCN);
- (16) by designating those lands located at the north of Sunningdale Road West and west of Richmond Street as indicated on Schedule "2", Sheet "2" attached hereto, from "Business District" (BD) to "Community Commercial Node" (CCN);
- (17) by designating those lands west of Richmond Street and south of Sunningdale Road West as indicated on Schedule "2", Sheet "2" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Community Commercial Node" (CCN);
- (18) by designating those lands bounded by Fanshawe Park Road West to the south, Richmond Street to the east and North Centre Road to the north and west as indicated on Schedule "2", Sheet "2" attached hereto, from "Associated

- Shopping Area Commercial” (ASAC) to “Enclosed Regional Commercial Node” (ERCN);
- (19) by designating those lands north of Fanshawe Park Road East, east of Richmond Street and west of North Centre Road as indicated on Schedule “2”, Sheet “2” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Enclosed Regional Commercial Node” (ERCN);
 - (20) by designating those lands south of Fanshawe Park Road West and west of Richmond Street as indicated on Schedule “2”, Sheet “2” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Enclosed Regional Commercial Node” (ERCN);
 - (21) by designating those lands bounded by Fanshawe Park Road East, North Centre Road, Sunnyside Drive, Jacksway Crescent and Richmond Street as indicated on Schedule “2”, Sheet “2” attached hereto, from “Regional Shopping Area” (RSA) to “Enclosed Regional Commercial Node” (ERCN);
 - (22) by designating those lands south of Fanshawe Park Road East and east of North Centre Road as indicated on Schedule “2”, Sheet “2” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Enclosed Regional Commercial Node” (ERCN);
 - (23) by designating those lands west of Adelaide Street North and south of Sunningdale Road East as indicated on Schedule “2”, Sheet “2” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
 - (24) by designating those lands east of Adelaide Street North and north of Sunningdale Road East as indicated on Schedule “2”, Sheet “2” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
 - (25) by designating those lands east of Adelaide Street North and south Sunningdale Road East as indicated on Schedule “2”, Sheet “2” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
 - (26) by designating those lands west of Adelaide Street North and north of Fanshawe Park Road East as indicated on Schedule “2”, Sheet “2” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);
 - (27) by designating those lands at the south of Fanshawe Park Road East and east of Adelaide Street North as indicated on Schedule “2”, Sheet “2” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Multi Family High Density Residential” (MFHDR);
 - (28) by designating those lands at the north of Fanshawe Park Road East and west of Highbury Ave North as indicated on Schedule “2”, Sheets “2” and “3” attached hereto, from “Community Shopping Area” (CSA) and “Associated Shopping Area Commercial” (ASAC) to “Community Commercial Node” (CCN);
 - (29) by designating those lands east of Glenora Drive south of Mclean Drive as indicated on Schedule “2”, Sheet “2” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
 - (30) by designating those lands on the northwest corner of Broughdale Ave. and Richmond Street as indicated on Schedule “2”, Sheet “2” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);

- (31) by designating those lands on the northwest corner of Kipps Lane and Arbour Glen Crescent as indicated on Schedule “2”, Sheet “2” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);

SHEET 3

- (32) by designating those lands west of Highbury Ave. North, on the north and south sides of Sunningdale Road East as indicated on Schedule “2”, Sheet “3” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
- (33) by designating those lands east of Highbury Ave. North, south of the future Blackwell Boulevard and north of Fanshawe Park Road East as indicated on Schedule “2”, Sheet “3” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);
- (34) by designating those lands on the northwest corner of Highbury Ave. North and Kilally Road as indicated on Schedule “2”, Sheets “3” and “2” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (35) by designating those lands fronting the east side of Highbury Ave. North, north of Kilally Road as indicated on Schedule “2”, Sheet “3” attached hereto, from “Restricted Service Commercial / Highway Service Commercial” (RSC/HSC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (36) by designating those lands on the northwest corner of Highbury Ave. North and Huron Street as indicated on Schedule “2”, Sheets “3” and “6” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);
- (37) by designating those lands east of Highbury Ave. North and north of Huron Street as indicated on Schedule “2”, Sheets “3” and “6” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Community Commercial Node” (CCN);
- (38) by designating the northern portion of those lands east of Highbury Ave. North fronting the south side of Fanshawe Park Road East from “Associated Shopping Area Commercial” (ASAC) to “Convenience Commercial Node” (CCN), and the southern portion of those lands east of Highbury Ave. North and south of Fanshawe Park Road East as indicated on Schedule “2”, Sheet “3” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Multi-Family Medium Density Residential” (MFMDR);

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- (39) by designating those lands north of Oxford Street West and east of Westdel Bourne as indicated on Schedule “2”, Sheet “4” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);
- (40) by designating those lands to the northwest, southwest and southeast of the intersection Oxford Street West and Westdel Bourne and fronting the south side of Oxford Street West to the future southern extension of Riverbend Road as indicated on Schedule “2”, Sheet “4” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Community Commercial Node” (CCN);
- (41) by designating those lands northwest of the intersection of Kains Road and Somerville Drive as indicated on Schedule “2”, Sheet “4” attached hereto, from

“Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);

- (42) by designating those lands west of Hyde Park Road and north of Oxford Street West as indicated on Schedule “2”, Sheet “4” attached hereto, from “Community Shopping Area” (CSA) and “Associated Shopping Area Commercial” (ASAC) to “Community Commercial Node” (CCN);
- (43) by designating those lands at the southwest corner of Hyde Park Road and Oxford Street West as indicated on Schedule “2”, Sheet “4” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Community Commercial Node” (CCN);
- (44) by designating those lands at the intersection of Commissioners Road West and Boler Road and continuing northwest to Halls Mill Road, as indicated on Schedule “2”, Sheet “4” attached hereto, from “Business District” (BD) to “Main Street Commercial Corridor” (MSCC);
- (45) by designating those lands southeast of the intersection of Commissioners Road West and Boler Road as indicated on Schedule “2”, Sheet “4” attached hereto, from “Business District” (BD) to “Neighbourhood Commercial Node” (NCN);
- (46) by designating those lands south of Byron Baseline Road and west of Boler Road as indicated on Schedule “2”, Sheet “4” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
- (47) by designating those lands fronting the east side of Wonderland Road South, south of Teeple Terrace as indicated on Schedule “2”, Sheet “4” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Community Commercial Node” (CCN);
- (48) by designating those lands north of Commissioners Road West and east of Wonderland Road South as indicated on Schedule “2”, Sheets “4”, “5”, “7” and “8” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);

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- (49) by designating those lands west of Wonderland Road North, fronting the north and south sides of Sarnia Road as indicated on Schedule “2”, Sheet “5” attached hereto, from “Neighbourhood Shopping Area” (NSA), “Low Density Residential” (LDR) and “Multi-Family High Density Residential” (MFHDR) to “Neighbourhood Commercial Node” (NCN);
- (50) by designating those lands south of the Canadian Pacific Railway, west of Wonderland Road North, north of Beaverbrook Ave and east of Blythwood Road, as indicated on Schedule “2”, Sheet “5” attached hereto, from “Commercial Policy Area” (CPA) to “Auto-Oriented Commercial Corridor” (AOCC);
- (51) by designating those lands east of Wonderland Road North and north of Beaverbrook Ave. as indicated on Schedule “2”, Sheet “5” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (52) by designating those lands east of Wonderland Road North, south of Beaverbrook Ave. and north of Oxford Street West as indicated on Schedule “2”, Sheet “5” attached hereto, from “Commercial Policy Area” (CPA) to “Auto-Oriented Commercial Corridor” (AOCC);

- (53) by designating those lands west of Wonderland Road North and north of the Canadian National Railway as indicated on Schedule "2", Sheet "5" attached hereto, from "Commercial Policy Area" (CPA) to "Auto-Oriented Commercial Corridor" (AOCC);
- (54) by designating those lands east of Wonderland Road North, south of Oxford Street West and north of the Canadian National Railway as indicated on Schedule "2", Sheet "5" attached hereto, from "Commercial Policy Area" (CPA) to "Community Commercial Node" (CCN);
- (55) by designating those lands north of Oxford Street West and east of Proudfoot Lane as indicated on Schedule "2", Sheet "5" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);
- (56) by designating those lands south of Sarnia Road and west of Western Road as indicated on Schedule "2", Sheet "5" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);
- (57) by designating those lands north of Oxford Street West and west of Cherryhill Blvd. as indicated on Schedule "2", Sheet "5" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Office Area" (OA);
- (58) by designating those lands north of Oxford Street West and east of Cherryhill Blvd. as indicated on Schedule "2", Sheet "5" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);
- (59) by designating those lands north of Oxford Street West, south of the Canadian Pacific Railway and west of the Thames River north branch, as indicated on Schedule "2", Sheet "5" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);
- (60) by designating those lands fronting the east side of Adelaide Street North between Huron and Cheapside Streets, as indicated on Schedule "2", Sheet "5" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);
- (61) by designating those lands east of Adelaide Street North and north of Huron Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Community Commercial Node" (CCN);
- (62) by designating those lands south of Huron Street and west of Highbury Ave. North as indicated on Schedule "2", Sheets "5" and "6" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);
- (63) by designating those lands west of Richmond Street between Oxford Street West and Kent Street and those lands east of Richmond Street between Oxford Street East and the eastern projection of Albert Street, as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) and "Office Area" (OA) to "Main Street Commercial Corridor" (MSCC);
- (64) by designating those lands east of Richmond Street and north of Oxford Street East as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);
- (65) by designating those lands north of Oxford Street East and west of Adelaide Street North as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Main Street Commercial Corridor" (MSCC);

- (66) by designating those lands south of Oxford Street East fronting the east and west sides of Adelaide Street North as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Main Street Commercial Corridor" (MSCC);
- (67) by designating those lands south of Oxford Street East and west of Quebec Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Community Shopping Area" (CSA) and "Arterial Mixed Use District" (AMUD) to "Auto-Oriented Commercial Corridor" (AOCC);
- (68) by designating those lands fronting the north side of Oxford Street East from Gammage Street to Wistow Street as indicated on Schedule "2", Sheets "5" and "6" attached hereto, from "Arterial Mixed Use District" (AMUD), "Multi-Family Medium Density Residential" (MFMDR) and "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);
- (69) by designating those lands fronting the south side of Oxford Street East from High Holborne Street to Mornington Ave. as indicated on Schedule "2", Sheets "5" and "6" attached hereto, from "Low Density Residential" (LDR) and "Associated Shopping Area Commercial" (ASAC) to "Auto-Oriented Commercial Corridor" (AOCC);
- (70) by designating those lands west of Wharnccliffe Road North between Charles Street and Mount Pleasant Ave. as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Low Density Residential" (LDR)
- (71) by designating those lands on the west side of Wharnccliffe Road between Mount Pleasant Ave. and Wyatt Street, and those lands fronting the east side of Wharnccliffe Road North between Mount Pleasant Ave. and Riverside Drive as indicated on Schedule "2", Sheet "5" attached hereto, from "Highway Service Commercial" (HSC) to "Neighbourhood Commercial Node" (NCN)
- (72) by designating those lands fronting the east and west sides of Adelaide Street North from the Canadian Pacific Railway to Dundas Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Main Street Commercial Corridor" (MSCC);
- (73) by designating those lands fronting the north side of Dundas Street, from Maitland Street to Adelaide Street North and on the south side of Dundas Street from Colborne Street to the Police Station, as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);
- (74) by designating those lands fronting the north side of Dundas Street from Adelaide Street North to Burbrook Place as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);
- (75) by designating those lands fronting the south side of Dundas Street between Adelaide Street North and Ontario Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);
- (76) by designating those lands north of the Canadian National Railway, east of Oakland Ave and those lands fronting the north side of Florence Street to Highbury Ave. North as indicated on Schedule "2", Sheets "5" and "6" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Convenience Commercial" (AOCC);

- (77) by designating those lands fronting the south side of Dundas Street between Egerton Street and Kellogg Lane as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);
- (78) by designating those lands on the west side of Highbury Ave. North, south of Dundas Street and north of Florence Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Highway Service Commercial" (HSC) to "Low Density Residential" (LDR);
- (79) by designating those lands fronting the south side of Dundas Street from west of Ashland Ave. and continuing east beyond Oakland Ave. as indicated on Schedule "2", Sheets "5" and "6" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Main Street Commercial Corridor" (MSCC);
- (80) by designating those lands at the southeast corner of Springbank Drive and Berkshire Drive as indicated on Schedule "2", Sheets "5" and "4" attached hereto, from "Highway Service Commercial" (HSC) to "Neighbourhood Commercial Node" (NCN);
- (81) by designating those lands fronting the south side of Springbank Drive opposite the southeast corner of the Woodland Cemetery continuing west, as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Auto-Oriented Commercial Corridor" (AOCC);
- (82) by designating those lands at the south of Springbank Drive and west of Kernohan Parkway as indicated on Schedule "2", Sheet "5" attached hereto, from "Community Shopping Area" (CSA) to "Neighbourhood Commercial Node" (NCN);
- (83) by designating those lands south of Springbank Drive and east of Kernohan Parkway fronting the south side of Springbank Drive and continuing to the west pond of the Coves as indicated on Schedule "2", Sheet "5" attached hereto, from "Community Shopping Area" (CSA) and "Arterial Mixed Use District" (AMUD) to "Auto-Oriented Commercial Corridor" (AOCC);
- (84) by designating those lands fronting the north side of Springbank Drive, west of Chelsea Ave. to east of Forest Hill Ave. as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Auto-Oriented Commercial Corridor" (AOCC);
- (85) by designating those lands south of Horton Street, fronting the east and west sides of Wharncliffe Road South as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Main Street Commercial Corridor" (MSCC);
- (86) by designating those lands fronting Wharncliffe Road South on the west side, from Horton Street to Briscoe St. West and on the east side from Horton Street to Emery Street East as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Main Street Commercial Corridor" (MSCC);
- (87) by designating those lands fronting the west side of Wharncliffe Road South from Briscoe St. West to Emery Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Auto-Oriented Convenience Commercial" (AOCC);
- (88) by designating those lands fronting the east and west sides of Wortley Road from Askin / Craig Street to Elmwood Ave. East as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) to "Main Street Commercial Corridor" (MSCC);

- (89) by designating those lands bounded by the Canadian National Railway, Thames Street, Horton Street East and Ridout Street, as indicated on Schedule "2", Sheet "5" attached hereto, from "Restricted Service Commercial" (RSC) to "Open Space" (OS) on the western portion and "Light Industrial" (LI) on the eastern portion;
- (90) by designating those lands fronting the north and south sides of Horton Street East between Richmond Street and Wellington Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) and "Restricted Service Commercial" (RSC) to "Main Street Commercial Corridor" (MSCC);
- (91) by designating those lands fronting the east and west sides of Wellington Street between Bathurst Street and the Thames River, as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD), "Arterial Mixed Use District" (AMUD) and "Restricted Service Commercial" (RSC) to "Main Street Commercial Corridor" (MSCC);
- (92) by designating those lands fronting the north and south sides of Bathurst Street, east of Wellington Street to Colborne Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Restricted Service Commercial" (RSC) to "Light Industrial" (LI);
- (93) by designating those lands fronting the north side of Horton Street East from east of Wellington Street to Colborne Street, as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Auto-Oriented Convenience Commercial" (AOCC);
- (94) by designating those lands fronting the south side of Horton Street East from Wellington Street to the intersection of Horton Street and Hamilton Road, as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Main Street Commercial Corridor" (MSCC);
- (95) by designating those lands north of Bathurst Street and west of Wellington Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) to "Light Industrial" (LI);
- (96) by designating those lands fronting the north side of Horton Street East from Colborne Street to the railway track as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Main Street Commercial Corridor" (MSCC);
- (97) by designating those lands north of Dundas Street between Colborne and Maitland Streets as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) to "Multi-Family High Density Residential" (MFHDR);
- (98) by designating those lands fronting Horton Street East, from west of William Street to Adelaide Street North as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Light Industrial" (LI);
- (99) by designating those lands fronting the north side of York Street from William Street to Rectory Street and fronting the south side of York Street from Maitland Street to Rectory Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Restricted Service Commercial" (RSC) and "Community Shopping Area" (CSA) to "Auto-Oriented Commercial Corridor" (AOCC);
- (100) by designating those lands on the east and west sides of Adelaide Street North, south of Grey Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Low Density Residential" (LDR);

- (101) by designating those lands east of Adelaide Street North and north of Nelson Street as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Light Industrial" (LI);
- (102) by designating those lands west of Adelaide Street North south of Nelson Street and north of the Thames River, as indicated on Schedule "2", Sheet "5" attached hereto, from "Restricted Service Commercial" (RSC) to "Light Industrial" (LI);
- (103) by designating those lands fronting the north and south sides of Hamilton Road from the intersection of Hamilton Road and Horton Street East to Glenwood Ave. on the north side of Hamilton Road and Pine Lawn Ave. on the south side of Hamilton Road, as indicated on Schedule "2", Sheet "5" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Main Street Commercial Corridor" (MSCC);
- (104) by designating those lands on the north side of Hamilton Road from Glenwood Ave. to Highbury Ave. North and on the south side of Hamilton Road from Pine Lawn Ave. to East Street and from Sanders Street to Highbury Ave. North as indicated on Schedule "2", Sheets "5", "8" and "9" attached hereto, from "Arterial Mixed Use District" (AMUD) to "Low Density Residential" (LDR);
- (105) by designating those lands south of Elmwood Ave. East and west of Wortley Road, as indicated on Schedule "2", Sheet "5" attached hereto, from "Business District" (BD) to "Low Density Residential" (LDR);

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- (106) by designating those lands east of Highbury Ave. North and south of Huron Street, as indicated on Schedule "2", Sheet "6" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);
- (107) by designating those lands fronting the west side of Highbury Ave. North from the western projection of Godfrey Drive, south to Landor Street as indicated on Schedule "2", Sheet "6" attached hereto, from "Highway Service Commercial" (HSC) to "Auto-Oriented Commercial Corridor" (AOCC);
- (108) by designating those lands on the west side of Clarke Road between Huron Street and Cheapside Street as indicated on Schedule "2", Sheet "6" attached hereto, from "Restricted Service Commercial" (RSC) to "Light Industrial" (LI);
- (109) by designating those lands northeast, southeast and southwest of the intersection of Oxford Street East and Clarke Road as indicated on Schedule "2", Sheet "6" attached hereto, from "Restricted Service Commercial" (RSC) and "Low Density Residential" (LDR) to "Auto-Oriented Commercial Corridor" (AOCC);
- (110) by designating those lands on the east side of Clarke Road, north of the Open Space and Canadian Pacific Railway, as indicated on Schedule "2", Sheet "6" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);
- (111) by designating those lands south of Oxford Street East between Mornington Ave. and Highbury Ave. North as indicated on Schedule "2", Sheets "6" and "5" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);
- (112) by designating those lands southeast of the intersection of Oxford Street East and First Street as indicated on Schedule "2", Sheet "6" attached hereto, from "Multi-Family High Density Residential" (MFHDR) and "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);

- (113) by designating those lands on the southwest corner of Dundas Street and Highbury Ave. North and those lands east of Highbury Ave. North between Dundas Street and the Canadian National Railway, as indicated on Schedule "2", Sheet "6" attached hereto, from "Highway Service Commercial" (HSC) and from "Commercial Policy Area" (CPA) to "Auto-Oriented Commercial Corridor" (AOCC);
- (114) by designating those lands on the north and south sides of Dundas Street between the Canadian National Railway and the Open Space (Pottersburg Creek) as indicated on Schedule "2", Sheet "6" attached hereto, from "Commercial Policy Area" (CPA), "Community Shopping Area" (CSA), "Highway Service Commercial" (HSC) and "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);
- (115) by designating those lands fronting the north and south sides of Dundas Street between the Open Space (Pottersburg Creek) and Clarke Road as indicated on Schedule "2", Sheet "6" attached hereto, from "Commercial Policy Area" (CPA), "Community Shopping Area" (CSA) to "Auto-Oriented Commercial Corridor" (AOCC);
- (116) by designating those lands on the north side of Dundas Street between Clarke Road and Arvilla Boulevard and those lands on the south side of Dundas Street between Clarke Road and Wavell Street as indicated on Schedule "2", Sheet "6" attached hereto, from "Associated Shopping Area Commercial" (ASAC) and "Regional Shopping Area" (RSA) to "New Format Regional Commercial Node" (NFRCN);
- (117) by designating those lands on the north side of Dundas Street from Arvilla Boulevard to the west of Crumlin Road and on the south side of Dundas Street from Bonaventure Drive to west of Crumlin Road as indicated on Schedule "2", Sheet "6" attached hereto, from "Associated Shopping Area Commercial" (ASAC), "Community Facility" (CF), "Community Shopping Area" (CSA), "Highway Service Commercial" (HSC) and "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);
- (118) by designating those lands northwest, southwest and southeast of the intersection of Highbury Ave. North and Trafalgar Street as indicated on Schedule "2", Sheets "6" and "5" attached hereto, from "Community Shopping Area" (CSA) and "Low Density Residential (LDR) to "Neighbourhood Commercial Node" (NCN);
- (119) by designating those lands northeast, southeast southwest and northwest of the intersection of Clarke Road and Trafalgar Street as indicated on Schedule "2", Sheet "6" attached hereto, from "Community Shopping Area" (CSA), "Restricted Service Commercial" (RSC) and "Low Density Residential (LDR) to "Community Commercial Node" (CCN);
- (120) by designating those lands on the west side of Clarke Road from south of Trafalgar Street as indicated on Schedule "2", Sheets "6" and "9" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);
- (121) by designating those lands on the east side of Clarke Road, from south of Trafalgar Street to the Canadian National Railway as indicated on Schedule "2", Sheets "6" and "9" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);

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- (122) by designating those lands southeast of the intersection of Wonderland Road South and Commissioners Road West as indicated on Schedule "2", Sheets "7"

and “8” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Community Commercial Node (CCN);

- (123) by designating those lands north of Viscount Road, west of Wonderland Road South and east of Woodgreen Boulevard, as indicated on Schedule “2”, Sheet “7” attached hereto, from “Regional Shopping Area” (RSA) to “Community Commercial Node” (CCN);
- (124) by designating those lands west of Wonderland Road South and south of Viscount Road as indicated on Schedule “2”, Sheet “7” attached hereto, from “Associated Shopping Area Commercial” (ASAC) and “Multi-Family High Density Residential (MFHDR) to “Community Commercial Node” (CCN) and “Low Density Residential” (LDR);
- (125) by designating those lands north of Southdale Road West and west of Boler Road as indicated on Schedule “2”, Sheet “7” attached hereto, from “Neighbourhood Shopping Area” (NSA) to Low Density Residential (LDR);
- (126) by designating those lands south of Southdale Road West and east of Colonel Talbot Road as indicated on Schedule “2”, Sheet “7” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);
- (127) by designating those lands north of Southdale Road West fronting both sides of Pine Valley Boulevard and the west side of Wonderland Road South and those lands east of Wonderland Road South and north of Southdale Road West, as indicated on Schedule “2”, Sheets “7” and “8” attached hereto, from “Commercial Policy Area” (CPA) to “Auto-Oriented Commercial Corridor” (AOCC);
- (128) by designating those lands on the east and west sides of Wonderland Road South between Southdale Road W and the future Bradley Ave. extension as indicated on Schedule “2”, Sheets “7” and “8” attached hereto, from “Commercial Policy Area” (CPA) to “New Format Regional Commercial Node” (NFRCN);
- (129) by designating those lands west of Colonel Talbot Road, north and south of Longwoods Road and east of the Open Space area, as indicated on Schedule “2”, Sheets “7” and “10” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Multi-Family Medium Density Residential” (MFMDR);
- (130) by designating those lands fronting the north and south sides of Main Street between Colonel Talbot Road and Campbell Street as indicated on Schedule “2”, Sheet “7” attached hereto, from “Business District” (BD) to “Main Street Commercial Corridor” (MSCC);
- (131) by designating those lands fronting the north side of Wharncliffe Road South at Campbell Street North and fronting the south side of Wharncliffe Road South between Campbell Street and the Thornicroft drain as indicated on Schedule “2”, Sheet “7” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Auto-Oriented Commercial Corridor” (AOCC);
- (132) by designating those lands fronting the south side of Wharncliffe Road South between the Thornicroft drain and old Bostwick Road as indicated on Schedule “2”, Sheet “7” attached hereto, from “Arterial Mixed Use District” (AMUD) and “Urban Reserve Community Growth” (URCG) to “Auto-Oriented Commercial Corridor” (AOCC);
- (133) by designating those lands on the north side of Wharncliffe Road South, east of the Environmental Review area as indicated on Schedule “2”, Sheet “7” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Low Density Residential” (LDR);
- (134) by designating those lands on the north side of Wharncliffe Road South, west of Savoy Street as indicated on Schedule “2”, Sheet “7” attached hereto, from

“Neighbourhood Shopping Area” (NSA) to “Multi-Family Medium Density Residential” (MFMDR);

- (135) by designating those lands north of Wharncliffe Road South and east of Bostwick Road as indicated on Schedule “2”, Sheet “7” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (136) by designating those lands bound by Wonderland Road South, Wharncliffe Road South and Exeter Road, and those lands northeast and southeast of the intersection of Wonderland Road South and Wharncliffe Road South as indicated on Schedule “2”, Sheet “7” attached hereto, from “Restricted Service Commercial” (RSC) and “Highway Service Commercial” (HSC) to Auto-Oriented Commercial Corridor” (AOCC);
- (137) by designating those lands north of Exeter Road, south of Wharncliffe Road South and east of Wonderland Road South as indicated on Schedule “2”, Sheets “7” and “8” attached hereto, from “Restricted Service Commercial” (RSC) to Auto-Oriented Commercial Corridor” (AOCC);
- (138) by designating those lands east of Wonderland Road North and north of Wharncliffe Road South as indicated on Schedule “2”, Sheets “7” and “8” attached hereto, from “Restricted Service Commercial” (RSC) and “Highway Service Commercial” (HSC) to “Light Industrial” (LI);

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- (139) by designating those lands south of Commissioners Road West and west of Andover Drive as indicated on Schedule “2”, Sheet “8” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
- (140) by designating those lands south of Viscount Road and west of Notre Dame Drive as indicated on Schedule “2”, Sheet “8” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
- (141) by designating those lands south of Viscount Road and west of Notre Dame Drive as indicated on Schedule “2”, Sheet “8” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Low Density Residential” (LDR);
- (142) by designating those lands south of Emery Street, fronting the east and west sides of Wharncliffe Road South as indicated on Schedule “2”, Sheet “8” attached hereto, from “Arterial Mixed Use District” (AMUD) and “Highway Service Commercial” (HSC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (143) by designating those lands north of Baseline Road West and west of Wharncliffe Road South as indicated on Schedule “2”, Sheet “8” attached hereto, from “Highway Service Commercial” (HSC) to “Neighbourhood Commercial Node” (NCN);
- (144) by designating those lands north of Baseline Road West and west of Wharncliffe Road South as indicated on Schedule “2”, Sheet “8” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Neighbourhood Commercial Node” (NCN);
- (145) by designating those lands south of Baseline Road West and north of Commissioners Road West as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Office Area” (OA);
- (146) by designating those lands south of Baseline Road West, west of Wharncliffe Road South, north of Commissioners Road West and east of McGregor Ave. as

indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

- (147) by designating those lands bounded by Wharncliffe Road South, Baseline Road East, Commissioners Road East and Highland Ave. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) to “Auto-Oriented Commercial Corridor” (AOCC);
- (148) by designating those lands east of Wharncliffe Road South and south of Commissioners Road East as indicated on Schedule “2”, Sheet “8” attached hereto, from “Office Area” (OA) to “Auto-Oriented Commercial Corridor” (AOCC);
- (149) by designating those lands fronting the east side of Wharncliffe Road South from south of Commissioners Road East to south of Highview Ave. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (150) by designating those lands east of Ridout Street South and south of Chester Street as indicated on Schedule “2”, Sheet “8” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Low Density Residential” (LDR);
- (151) by designating those lands on the east side of Wellington Road and south of Chester Street as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) to “Low Density Residential” (LDR);
- (152) by designating those lands on the south side of Hamilton Road east of East Street and West of Sanders Street as indicated on Schedule “2”, Sheet “8” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Neighbourhood Commercial Node” (NCN);
- (153) by designating those lands south of Thompson Road and east of King Edward Ave. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
- (154) by designating those lands on the west side of Wellington Road between Baseline Road East and Commissioners Road East as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);
- (155) by designating those lands north of Baseline Road East, east and west of Wellington Road as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);
- (156) by designating those lands west of Wellington Road and south of Commissioners Road East, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Community Commercial Node” (CCN);
- (157) by designating those lands east and west of Adelaide Street South, north of Commissioners Road East as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (158) by designating those lands south of Commissioners Road East west of the Canadian National Railway and Open Space area as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) and “Light Industrial” (LI) to “Multi-Family High Density Residential” (MFHDR);

- (159) by designating those lands north of Commissioners Road East and east of Adelaide Street South as indicated on Schedule "2", Sheet "8" attached hereto, from "Restricted Service Commercial" (RSC) to "Light Industrial" (LI);
- (160) by designating those lands south of Commissioners Road East and west of Adelaide Street South as indicated on Schedule "2", Sheet "8" attached hereto, from "Restricted Service Commercial" (RSC) to "Auto-Oriented Commercial Corridor" (AOCC);
- (161) by designating those lands south of Commissioners Road East and west of Frontenac Road as indicated on Schedule "2", Sheet "8" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);
- (162) by designating those lands north of Commissioners Road East, east and west of King Edward Ave. as indicated on Schedule "2", Sheet "8" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Neighbourhood Commercial Node" (NCN);
- (163) by designating those lands on the north side of Commissioners Road East between Pond Mills Road and Deveron Cres. as indicated on Schedule "2", Sheet "8" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Community Commercial Node" (CCN);
- (164) by designating those lands on the north side of Commissioners Road East between Deveron Cres. and Highbury Ave. South as indicated on Schedule "2", Sheet "8" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);
- (165) by designating those lands on the south side of Commissioners Road East, west of Pond Mills Road as indicated on Schedule "2", Sheet "8" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Multi-Family Medium Density Residential" (MFMDR);
- (166) by designating those lands on the south side of Commissioners Road East, west of Deveron Cres. as indicated on Schedule "2", Sheet "8" attached hereto, from "Associated Shopping Area Commercial" (ASAC) to "Multi-Family Medium Density Residential" (MFMDR);
- (167) by designating those lands south of Commissioners Road east and east of Highbury Ave. South as indicated on Schedule "2", Sheets "8" and "9" attached hereto, from "Community Shopping Area" (CSA) to "Community Commercial Node" (CCN);
- (168) by designating those lands on the west side of Wharnccliffe Road South, north of Belmont Drive, as indicated on Schedule "2", Sheet "8" attached hereto, from "Restricted Service Commercial" (RSC) to "Multi-Family High Density Residential" (MFHDR);
- (169) by designating those lands on the west side of Wharnccliffe Road South, north of Belmont Drive, as indicated on Schedule "2", Sheet "8" attached hereto, from "Restricted Service Commercial" (RSC) to "Multi-Family Medium Density Residential" (MFMDR);
- (170) by designating those lands fronting the west side of Wharnccliffe Road South, north and south of Belmont Drive as indicated on Schedule "2", Sheet "8" attached hereto, from "Neighbourhood Shopping Area" (NSA) to "Auto-Oriented Commercial Corridor" (AOCC);
- (171) by designating those lands fronting the east side of Wharnccliffe Road South, north and south of Ferndale Ave. as indicated on Schedule "2", Sheet "8"

attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

- (172) by designating those lands east of Wharnccliffe Road South and north of Southdale Road East as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) and “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (173) by designating those lands fronting the west side of Wellington Road South, north and south of Wilkins Street, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Associated Shopping Area Commercial” and “Highway Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (174) by designating those lands south of Wilkins Street and west of Sandringham Cres. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
- (175) by designating those lands fronting the northwest side of Wharnccliffe Road South northeast of the future Bradley Avenue extension as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) and “Office Area” (OA) to “Auto-Oriented Commercial Corridor” (AOCC);
- (176) by designating those lands fronting the northwest side of Wharnccliffe Road South, southwest of the Future Bradley Avenue extension as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (177) by designating those lands fronting Wharnccliffe Road South on both sides between Southdale Road the future Bradley Avenue extension, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (178) by designating those lands fronting the south side of Southdale Road East, between Wharnccliffe Road South and White Oak Road as indicated on Schedule “2”, Sheet “8” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (179) by designating those lands south of Southdale Road East and west of Jalna Boulevard and those lands north of Southdale Road East and east of Dundalk Drive, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
- (180) by designating those lands south of Southdale Road East on the east and west sides of Ernest Ave. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) to “Neighbourhood Commercial Node” (NCN);
- (181) by designating those lands south of Southdale Road East, north of Jalna Boulevard and west of Ernest Ave. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) to “Multi-Family Medium Density Residential (MFMDR);
- (182) by designating those lands on the west side of Wellington Road, north of Southdale Road East as indicated on Schedule “2”, Sheet “8” attached hereto, from “Highway Service Commercial” (HSC) to “Multi-Family Medium Density Residential” (MFMDR);
- (183) by designating those lands east of Wellington Road and south of Southdale Road East as indicated on Schedule “2”, Sheet “8” attached hereto, from

“Highway Service Commercial” (HSC) to “Auto-Oriented Commercial Corridor” (AOCC);

- (184) by designating those lands fronting the south side of Southdale Road East, west of Wellington Road and those lands bounded by Southdale Road, Montgomery Road, Bradley Avenue and Wellington Road, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Commercial Policy Area” (CPA) to “Auto-Oriented Commercial Corridor” (AOCC);
- (185) by designating those lands to the south of Southdale Rd. East, east and west of Adelaide St. South, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) to “Neighbourhood Commercial Node” (NCN);
- (186) by designating those lands west of White Oak Road and north of Bateman Trail as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Low Density Residential” (LDR);
- (187) by designating those lands west of White Oak Road north and south of Bateman Trail, as indicated on Schedule “2”, Sheet “8” attached hereto, from “Restricted Service Commercial” (RSC) to “Light Industrial” (LI);
- (188) by designating those lands south of Bradley Ave. and east of Ernest Ave. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Neighbourhood Commercial Node” (NCN);
- (189) by designating those lands south of Bradley Ave. and west of Ernest Ave. as indicated on Schedule “2”, Sheet “8” attached hereto, from “Community Shopping Area” (CSA) to “Neighbourhood Commercial Node” (NCN);
- (190) by designating those lands west of Wellington Road, south of Bradley Ave. and east of Jalna Blvd. as indicated on Schedule “2”, Sheets “8” and “11” attached hereto, from “Regional Shopping Area” (RSA) and “Commercial Policy Area” (CPA) to “Enclosed Regional Commercial Node” (ERCN);
- (191) by designating those lands south of Bradley Ave. and east of Dearness Drive as indicated on Schedule “2”, Sheet “8” attached hereto, from “Commercial Policy Area” (CPA) to “Light Industrial” (LI);
- (192) by designating those lands east of Wellington Road, south of Bradley Ave. and north of Exeter Road as indicated on Schedule “2”, Sheets “8” and “11” attached hereto, from “Commercial Policy Area” (CPA) to “New Format Regional Commercial Node” (NFRCN);
- (193) by designating those lands south of Jalna Blvd., north of Exeter Road and east of Chalkstone Drive as indicated on Schedule “2”, Sheets “8” and “11” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Multi-Family Medium Density Residential” (MFMDR);

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- (194) by designating those lands north and south of Hamilton Road, east of Highbury Ave. North and west of Norlan Ave. as indicated on Schedule “2”, Sheet “9” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);
- (195) by designating those lands on the south side of Hamilton Road east of Norlan Ave. as indicated on Schedule “2”, Sheet “9” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Low Density Residential” (LDR);

- (196) by designating those lands south of Gore Road and northeast of Hamilton Road as indicated on Schedule “2”, Sheet “9” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
- (197) by designating those lands north of Gore Road and west of Clarke Road as indicated on Schedule “2”, Sheet “9” attached hereto, from “Restricted Service Commercial” (RSC) and “Light Industrial” (LI) to “Auto-Oriented Commercial Corridor” (AOCC);
- (198) by designating those lands east of Clarke Road north of Gore Road and south of the Canadian National Railway, as indicated on Schedule “2”, Sheet “9” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (199) by designating those lands south of Gore Road and west of Clarke Road as indicated on Schedule “2”, Sheet “9” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);
- (200) by designating those lands south of Gore Road and east of Clarke Road as indicated on Schedule “2”, Sheet “9” attached hereto, from “General Industrial” (GI) to “Auto-Oriented Commercial Corridor” (AOCC);
- (201) by designating those lands north of Gore Road and west of Marconi Gate as indicated on Schedule “2”, Sheet “9” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
- (202) by designating those lands south of Commissioners Road East and west of Meadowgate Blvd. as indicated on Schedule “2”, Sheet “9” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Community Commercial Node” (CCN);
- (203) by designating those lands on the southwest side of Hamilton Road as indicated on Schedule “2”, Sheet “9” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
- (204) by designating those lands north of Bradley Avenue and west of the future Chelton Road as indicated on Schedule “2”, Sheet “9” attached hereto, from “Associated Shopping Area Commercial” (ASAC) to “Community Commercial Node” (CCN);
- (205) by designating those lands north of Bradley Avenue between the future Chelton Road and the future Meadowgate Blvd. as indicated on Schedule “2”, Sheet “9” attached hereto, from “Community Shopping Area” (CSA) to “Community Commercial Node” (CCN);

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- (206) by designating those lands fronting Colonel Talbot Road south of Longwoods Road on the west side and south of Main Street on the east side, as indicated on Schedule “2”, Sheets “10” and “7” attached hereto, from “Arterial Mixed Use District” (AMUD) to “Main Street Commercial Corridor” (MSCC);

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- (207) by designating those lands east of Meg Drive, north of Exeter Road and South of Jalna Blvd. as indicated on Schedule “2”, Sheet “11” attached hereto, from “Neighbourhood Shopping Area” (NSA) to “Neighbourhood Commercial Node” (NCN);
- (208) by designating those lands fronting the south side of Exeter Road, east of Meg Drive and north of Shamrock Road as indicated on Schedule “2”, Sheet “11”

attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);

- (209) by designating those lands south of Exeter Road, west of the southern extension of Greenfield Drive as indicated on Schedule “2”, Sheet “11” attached hereto, from “Restricted Service Commercial” (RSC) to “Auto-Oriented Commercial Corridor” (AOCC);
 - (210) by designating those lands on the south side of Exeter Road opposite the intersection of Greenfield Drive and Exeter Road, as indicated on Schedule “2”, Sheet “11” attached hereto, from “Commercial Policy Area” (CPA) to “Auto-Oriented Commercial Corridor” (AOCC);
 - (211) by designating those lands northwest, southwest and southeast of the intersection of Wellington Road and Exeter Road as indicated on Schedule “2”, Sheet “11” attached hereto, from “Commercial Policy Area” (CPA) to “New Format Regional Commercial Node” (NFRCN);
 - (212) by designating those lands north of Exeter Road and east of Bessemer Road as indicated on Schedule “2”, Sheet “11” attached hereto, from “Commercial Policy Area” (CPA) to “New Format Regional Commercial Node” (NFRCN);
 - (213) by designating those lands west of Wellington Road South, south of the 401 and north of Dingman Drive as indicated on Schedule “2”, Sheet “11” attached hereto, from “Restricted Service Commercial” (RSC) to “New Format Regional Commercial Node” (NFRCN);
 - (214) by designating those lands to the west and east of Wellington Road South, south of the 401, and north of Roxburgh Road, as indicated on Schedule “2”, Sheet “11” attached hereto, from “Associated Shopping Area Commercial” (ASAC) and “Light Industrial” (LI) to “New Format Regional Commercial Node” (NFRCN);
 - (215) by designating those lands west of Wellington Road South between Roxburgh Road and Dingman Drive as indicated on Schedule “2”, Sheet “11” attached hereto, from “Community Shopping Area” (CSA) to “New Format Regional Commercial Node” (NFRCN);
 - (216) by designating those lands east of Wellington Road South between Roxburgh Road and Dingman Drive as indicated on Schedule “2”, Sheet “11” attached hereto, from “Community Shopping Area” (CSA) and “Associated Shopping Area Commercial” (ASAC) to “New Format Regional Commercial Node” (NFRCN);
3. Schedule “B”, Flood Plain and Environmental Features, to the Official Plan for the City of London Planning Area is hereby deleted and replaced with:
- a) Schedule “B1” to the City of London Official Plan – Natural Heritage Features, as indicated on Schedule “3”, Sheets “1” to “15” inclusive, attached hereto ; and
 - b) Schedule “B2” to the City of London Official Plan – Natural Resources and Natural Hazards, as indicated on Schedule “4”, Sheets “1” to “15” inclusive, attached hereto.