



# Draft Byron Gravel Pits Secondary Plan

July 2023







# Contents

1.0	Introduction	1
1.1	Background	1
1.2	Location	3
1.3	Purpose, Use and Interpretation	5
1.4	Vision, Principles and Objectives	6
1.4.1	Vision	6
1.4.2	Principles	6
1.4.2.1	Promote Unique Opportunities for Recreation	7
1.4.2.2	Create a Unique Community that Supports a Mix of Uses and Housing Types	8
1.4.2.3	Create an Exceptional Community	8
1.4.2.4	Create a Diverse and Resilient Natural Environment	9
1.4.2.5	Sustainable Growth Management	10
2.0	Community Structure	12
2.1	Introduction	12
2.2	Policy Areas	14
2.2.1	Byron Baseline Policy Area	14
2.2.2	Crestwood Policy Area	15
2.2.3	Longworth Policy Area	15
2.2.4	Central Pond and Open Space Policy Area	15
2.3	Views and Connectivity	16

<b>3.0</b>	<b>General Policies</b>	<b>18</b>
3.1	Mobility and Public Realm	18
3.1.1	Linkages and Connections	18
3.1.1.2	Corridor Width	19
3.1.2	Promenade	20
3.1.3	View Corridors and View Screening	21
3.2	Natural Heritage	22
3.2.1	Natural Heritage System	22
3.2.2	Protection of Significant Natural Features	24
3.3	Green Development	23
3.3.1	Green Development Requirements for New Development Applications	25
3.4	Habitat for Endangered and Threatened Species	26
3.5	Built Form	27
3.6	Affordable Housing	28
3.7	Servicing	29
3.7.1	General	29
3.7.2	Stormwater Management	29
3.7.3	Utilities and Telecommunications	31
<b>4.0</b>	<b>Policy Areas</b>	<b>33</b>
4.1	All Policy Areas	33
4.1.1	Permitted Uses	35
4.1.2	Extent of Policy Area	35
4.2	Byron Baseline Policy Area	35
4.2.1	Intent	35
4.2.2	Character	36
4.2.3	Permitted Uses	37
4.2.3.1	Residential Uses	37
4.2.3.2	Commercial and Community Uses	37
4.2.4	Built Form and Intensity	38

4.3	Crestwood Policy Area	42
4.3.1	Intent	42
4.3.2	Character	42
4.3.3	Permitted Uses	42
4.3.4	Built Form and Intensity	43
4.4	Longworth Policy Area	46
4.4.1	Intent	46
4.4.2	Character	46
4.4.3	Permitted Uses	46
4.4.4	Built Form and Intensity	47
4.5	Central Pond and Open Space Policy Area	50
4.5.1	Intent	50
4.5.2	Character	50
4.5.3	Permitted Uses	51
4.5.4	Policies	52
5.0	Implementation	54
5.1	Implementation of the Plan	54
5.2	Interpretation	55
5.3	Municipal Works	56
5.4	Official Plan	56
5.5	Plans of Subdivision, Plans of Condominium and Consent to Sever (local streets, zoning by-law, required studies, Etc.)	56
5.6	Zoning By-law	56
5.7	Street Creation	57
5.8	Required Studies	58
5.9	Site Plan Approval	58
5.10	Guideline Documents	58

6.0 Schedules	60
Schedule 1 - Boundary of Plan Area	61
Schedule 2 - Community Structure Plan	62
Schedule 3 - Natural Heritage	63
Schedule 4 - Mobility Network	64
Schedule 5 - Character Policy Areas	65
Schedule 6 - <i>The London Plan</i> Place Types	66





# 1.0 Introduction

## 1.1 Background

The Byron Gravel Pits is a unique area within the City of London. The site contains an unusually deep glacial deposit which has been used to produce sand and gravel products to supply the London construction market for over 75 years. At a depth of over 60 metres, this deposit was one of the most productive aggregate resource areas in Ontario. Decades of gravel extraction have created the area's dramatic topography and central pond.

The City of London began the process of exploring the long-term planning for the gravel pits and future use of this area in the early 1990's. This work led to the development of the South-East Byron Area Plan which was approved in 1992.

As the aggregate reserves have been depleted and the extractive industrial operations are winding down, there is a renewed focus of the future use of the gravel pit lands. In addition to the large scale, coordinated aggregate rehabilitation project, there is an opportunity to develop a unique community that integrates both the large open space and recreational lands with the surrounding potential future residential and mixed-use lands.

Consideration of potential future uses while progressive pit rehabilitation is underway allows for a coordination of restoration efforts to achieve a specific purpose, including: making the shape of the lake more suitable for certain water sports; and introducing certain design elements and planting regimes for better habitat creation.

The process of developing a secondary plan for this area was initiated in 2016 and was in part prompted by a development proposal. At the same time, work was underway to complete an Environmental Assessment (EA) for the Commissioners Road Realignment. The EA was completed in 2019 which identified the approved realignment of Commissioners Road through the *Secondary Plan*. Following the completion of the EA, the City continued work on the *Secondary Plan*.





## 1.2 Location

The Byron Gravel Pits are located on the east side of Colonel Talbot Road, south of Byron Baseline Road and Commissioners Road. The property lies within the Westmount Neighbourhood, immediately adjacent to the Byron Neighbourhood. The study area is comprised of 14 separate parcels, with some of the properties under similar ownership. There is one parcel, located in the northwest corner of the Study Area that is owned by the City of London. The remainder of the lands within the Secondary Plan area are privately owned.



Figure 1: Plan Boundary



The majority of this area has been licensed under the *Aggregate Resources Act* for sand and gravel extraction. In total, there were six (6) separate licenses within the area, each with a set of Site Plans which direct the operations and rehabilitation of the gravel pits. The aggregate licenses are under the jurisdiction of the Ministry of Natural Resources and Forestry, and the Ministry oversees compliance with operating conditions and rehabilitation of the sites.

In some cases, the land holdings have been leased by an operator to undertake the extraction of the aggregate. The complexity of ownerships and interests in the area requires a significant level of cooperation and coordination as the individual licensed areas are mined and rehabilitated. Over the years, considerable time and effort has gone into a variety of studies and development proposals prepared by the private and public sectors dealing with the extraction, rehabilitation and after-use of the pits and the development of adjacent lands in this area.

## 1.3 Purpose, Use and Interpretation

The purpose of this *Secondary Plan* is to establish a vision, principles, and detailed policies for the unique area of the *Byron Gravel Pits Secondary Plan* that provide a consistent framework to evaluate future development, that could occur along the perimeter of the former gravel pit operations, and public realm creation within the center, open space area. The intent of the policies is to provide direction and guidance to ensure the *Secondary Plan* area evolves into a vibrant, connected, and mixed-use community that incorporates elements of sustainability, natural heritage, mixed-use development, walkability, passive and active recreation and high-quality urban design.

The policies in this *Secondary Plan* apply to all properties in the boundary of the *Byron Gravel Pits Secondary Plan*. The development limits for the *Secondary Plan* are defined by the gravity servicing elevations, which vary across the site. In general, only the perimeter of the Area is suitable for residential and mixed-used development. As the ongoing rehabilitation of the site will determine the final grading, exact development limits will be subject to refinement at the time of any *Planning Act* applications.

The policies of this *Secondary Plan* provide a greater level of detail than the policies of the Official Plan. Where the policies of the Official Plan provide sufficient guidance to implement the vision of this *Secondary Plan*, these policies are not repeated. As such, the policies of this *Secondary Plan* should be read in conjunction with the Official Plan and any other applicable policy documents. If an instance arises where the Official Plan and this *Secondary Plan* appear to be inconsistent, consideration will be given to the additional specificity of the *Secondary Plan*, and the *Secondary Plan* shall prevail.

The schedules that form part of this *Secondary Plan* and have policy status whereas other figures and photographs included in the *Secondary Plan* are provided for graphic reference, illustration, and information. The policies of this *Secondary Plan* that use the words “will” or “shall” express a mandatory course of action. Where the word “should” is used, suitable alternative approaches that meet the intent of the policy may be considered.

The policies of this *Secondary Plan* will be implemented through mechanisms set out in this *Secondary Plan*, public investments in infrastructure and public realm improvements, as well as other tools available to the City including the Zoning By-law and Site Plan Control By-law. Planning and development applications will be evaluated based on the Planning and Development Application policies in the Our Tools section of *The London Plan* and this *Secondary Plan* to ensure that the permitted range of uses and intensities is appropriate within the surrounding context.





## 1.4 Vision, Principles and Objectives

### 1.4.1 Vision

The *Byron Gravel Pits Secondary Plan* area will be an exceptionally designed, high-density, mixed-use urban neighbourhood which takes advantage of the unique physical characteristics of the site to provide for: a range of different recreational activities, both active and passive; an opportunity to maintain and grow our natural heritage system; and, create new and unique housing forms. This area will be an exciting complete community balanced with places to live, shop and recreate while complimenting, and linking, existing and proposed facilities and amenities in the area.

### 1.4.2 Principles

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





#### 1.4.2.1 Promote Unique Opportunities for Recreation

The Byron Gravel Pits area is unlike any other area in the City of London, shaped by years of aggregate extraction. The area is characterized by unique topography that features a central pond, tablelands, and steep side slopes.

The majority of the area fronts on Civic Boulevards Byron Baseline Road, Colonel Talbot Road and Commissioners Road. This area will focus on creating a central space for a range of unique recreational uses of regional significance, together with a range of residential uses complemented by a range of residential uses. The predominant open space and recreational uses should be augmented and balanced with residential, and cultural uses, promote season-long and year-round enjoyment and appreciation of the natural heritage features in and around the area. A Master Park Plan will be prepared and adopted to guide the future design and investment of recreational activities and facilities within the Central Pond and Open Space Policy Area.

Connections to Springbank Park, the Arboretum and Reservoir Park and other nearby trail systems and natural features and area, are to be encouraged and supported.

#### Objectives:

- i) Promote the use of the site for public and/or private recreational uses that are unique in London and the Region;
- ii) Optimize use of the unique features of the area including the central pond, high side slopes, viewsheds and topography;
- iii) Organize development and locate buildings and landscape to maintain and enhance public access to important views. Development will not obstruct significant views and vistas from the public right-of-way;
- iv) Maintain a balance of active and passive recreational uses;
- v) Provide opportunities for public access for trails and recreational uses;
- vi) Consider opportunities for public acquisition of park and open space lands;
- vii) Enhance and compliment other recreational opportunities in the vicinity and it the broader region; and,
- viii) Design parks and recreational facilities to promote a strong sense of identity and place and to serve as a meeting place with appropriate infrastructure to attract and support neighbourhood residents of all ages and demographics.



#### 1.4.2.2 Create a Unique Community that Supports a Mix of Uses and Housing Types

The Byron Gravel Pits area is intended to be an inclusive, attractive, mixed-use and connected community with a range of housing and services for local residents integrating with a unique recreational area in the City.

##### Objectives:

- i) Ensure that a range and mix of housing types is provided within developments to achieve a balanced and inclusive residential community;
- ii) Achieve an urban form which makes effective use of land, services, recreational facilities, and related infrastructure;
- iii) Provide a mix of high-quality residential buildings that cater to the needs of all ages, stages of life and income groups;
- iv) Provide small-scale convenience commercial, community and commercial recreation uses within mixed-use buildings which are appropriate in a residential environment to serve the needs of local residents; and,
- v) Create a built form that takes advantage of the unique topography and physical landscape.

#### 1.4.2.3 Create an Exceptional Community

The Byron Gravel Pits area is intended to be an inclusive, attractive and connected community with a range of uses supporting urban development, the extension of the natural heritage system, and unique active and passive recreational opportunities.

##### Objectives:

- i) Provide for a range of land uses including residential, small-scale commercial, open space, and recreational and leisure facilities;
- ii) Connect and integrate the new community to surrounding neighbourhoods through parks and natural areas, multi-use trails, pedestrian connections and the street network;
- iii) Enhance recreational opportunities throughout the neighbourhoods by identifying opportunities for places that foster community identity and highlight the unique topography and habitats of this area; and,
- iv) Take advantage of the existing views and vistas throughout the gravel pit and further enhancement through building placement, street pattern, and location of trails and lookouts.





#### 1.4.2.4 Create a Diverse and Resilient Natural Environment

Integrate the unique topography and natural features and areas in a sensitively designed built setting to distinguish the Byron Gravel Pits area as a high quality, master planned community and recreational destination in a unique and enhanced natural setting.

##### Objectives:

- i) Ensure appropriate environmental protection and mitigation through environmental studies to assess and confirm the status and significance of natural heritage features and areas as part of development applications;
- ii) Integrate parks, walking trails and multi-use trails appropriately with the natural environment to create a network of recreational and active transportation opportunities;
- iii) Enhance livable neighbourhood values using public green spaces and urban squares/parkettes as significant design features and by designing walkable neighbourhoods;
- iv) Support development patterns that provide visual and physical public access to natural features areas, within and around the Secondary Plan area, in ways that are compatible with protection of the Natural Heritage System;
- v) Integrate protection, naturalization and restoration of a diversity of habitats suited to the areas;
- vi) Integrate strategic plantings of large statured non-invasive trees to provide cooling, improve air quality and support outdoor activities in a context of climate change;
- vii) Support integration of appropriate on-site infiltration measures to achieve water balances and as part of stormwater management strategies in a context of climate change;
- viii) Provide Park Entry Nodes designed as gathering places for residents of the surrounding neighbourhood and visitors alike, located at key access points between the multi-use pathway system at central and accessible locations connecting existing and growing neighbourhoods; and,
- ix) Encourage a built form and site design that is attractive and supportive of alternative modes of transportation.



#### 1.4.2.5 Sustainable Growth Management

Build sustainability into all aspects of the Byron Gravel Pits Area's growth in an efficient and financially responsible manner.

Objectives:

- i) Establish a high degree of connectivity between residential, open space, commercial and institutional uses within and between existing and new neighbourhoods. Promote a high standard of design, construction, and landscaping;
- ii) Encourage green infrastructure and green building standards. Provide sustainable design strategies and optimum conditions for the use of passive and solar strategies;
- iii) Integrate publicly accessible networks of sidewalks, trails and multi-use paths with the surrounding trail system, and in particular, encourage connections to Springbank Park and nearby Open Green Spaces;
- iv) Plant native trees and non-native trees and vegetation to enhance biodiversity and resilience to climate change;
- v) Work with the Province to ensure compliance with the Endangered Species Act as it relates to confirmed habitat for Species at Risk in the Study Area; and,
- vi) Ensure the use of housing densities and efficient development patterns that minimize land consumption and servicing costs.









# 2.0 Community Structure

## 2.1 Introduction

The Community Structure Plan is illustrated in Schedule 2 of this Plan and sets out the overall framework for the physical and structural elements of the Byron Gravel Pits Planning Area. The elements described in this section are intended to assist with implementing the Vision and Principles relating to built form, the public realm, open space and recreation.

All Planning Applications proposing development in this area shall address the following key community structure objectives:

- i) Provide a range of housing types that meet the needs of current and future residents;
- ii) Allow for medium and high-density residential uses adjacent to Byron Baseline Road;
- iii) Accommodate an interconnected multi-use pathway system as a defining feature of the Byron Gravel Pits Planning Area, linking natural heritage features and areas, parks, lookout points, stormwater management areas (including low impact development measures) and key destinations;
- iv) Provide opportunities for focal points, such as lookout areas, seating areas, public art, and landscape features;
- v) Integrate access and visibility to privately-owned open spaces from adjacent streets and parks;
- vi) Integrate significant natural heritage features and areas with linkages to the broader open space system; and,
- vii) Provide residents with physical and visual opportunities to enjoy nature in proximity to where they live, work and play.



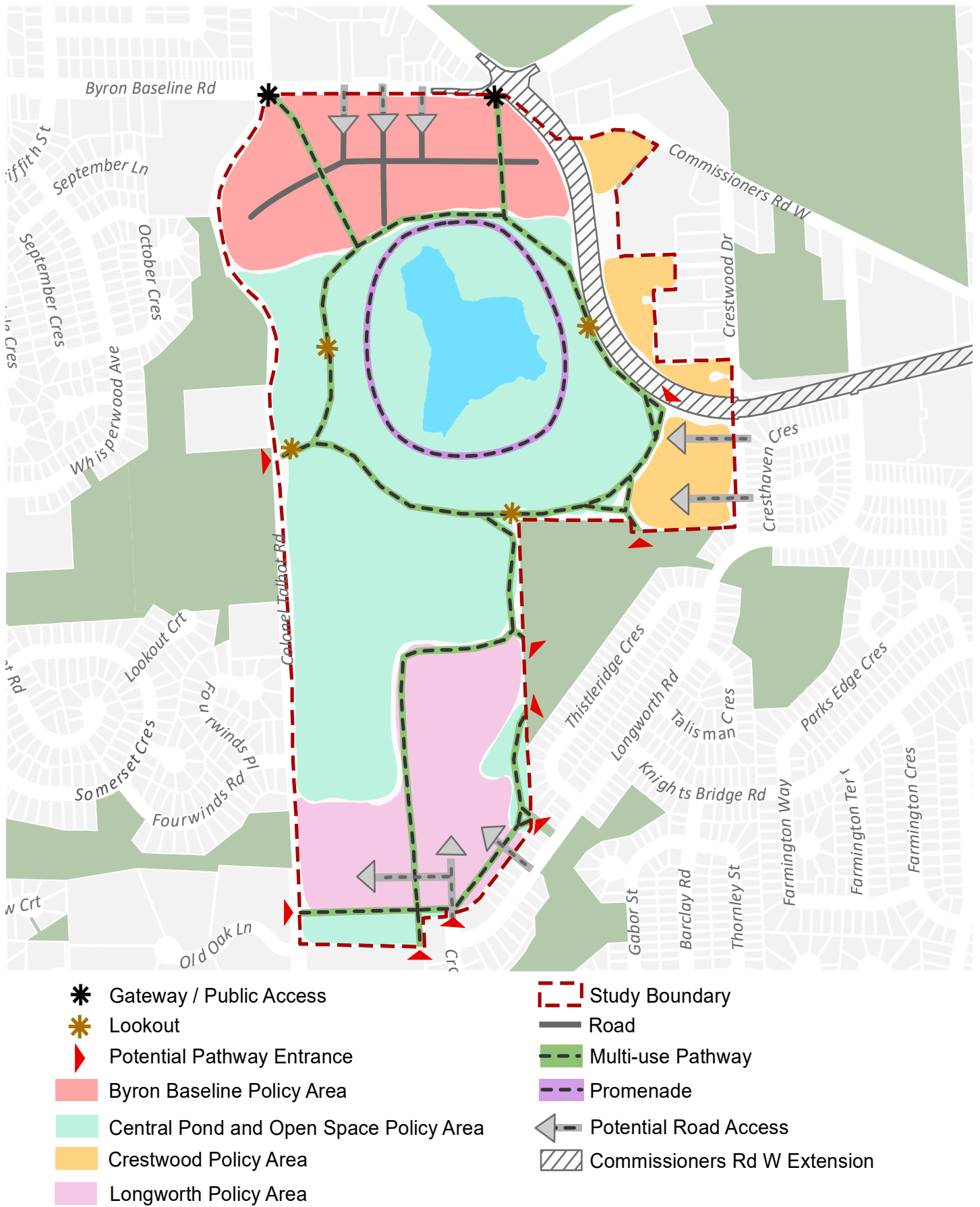


Figure 2: Community Structure Plan

## 2.2 Policy Areas

The area subject to the *Byron Gravel Pits Secondary Plan* has been divided into four Policy Areas. Some of the policies in the *Secondary Plan* apply to the entire area, while others are specific to the individual Policy Areas.

The *Secondary Plan* includes the following Place Types as shown on Schedule 6:

- i) Neighbourhood: includes the Byron Baseline, Crestwood, and Longworth Policy Areas;
- ii) Green Space: includes the central pond and natural heritage features, and areas in the adjacent lands (including Somerset Woods and Cresthaven Woods); and,
- iii) Environmental Review: includes wooded and successional natural areas remaining in the Study Area after the completion of the aggregate extraction activities (including the area west of Cresthaven Woods), consistent with the Place Type Schedule in *The London Plan*.

The boundaries and unique characteristics of each Policy Area are described in the following sections.

### 2.2.1 Byron Baseline Policy Area

The Byron Baseline Policy Area is located in the northern portion of the *Secondary Plan* area, and includes the frontage along Byron Baseline together with a portion of the existing Commissioners Road and Colonel Talbot. This Area is intended to provide for the development of a mid- to high-rise, mixed-used district that is pedestrian-oriented; a focal point for the neighbourhood level services and civic functions; and, a gateway to the Byron Gravel Pit neighbourhood and natural areas.







### 2.2.2 Crestwood Policy Area

The Crestwood Policy Area is located in the eastern portion of the Secondary Plan area. The adjacent areas are characterized by single detached residential developments, as well as a senior's residence. This Area is adjacent to Cresthaven Woods, a significant woodland, and in proximity to the Cresthaven Park. Realignment of Commissioners Road, planned for 2035, constrains development within this Policy Area.

### 2.2.3 Longworth Policy Area

The Longworth Policy Area is located in the southern portion of the Secondary Plan area. This Area is bounded by the top of the steep slopes created by the former aggregate extraction activities, some of which support habitat for Species at Risk.

Single detached residential development surrounds this Policy Area to the east, south and west. The Buttonbush Wetland, a Provincially Significant Wetland, is located nearby this

Policy Area in the Longworth Neighbourhood, north of Southdale Road. This policy area is constrained by the steep slopes around the central pond and it is anticipated that this Policy Area will be integrated with the existing residential neighbourhood to the southeast of the Secondary Plan area.

### 2.2.4 Central Pond and Open Space Policy Area

The Central Pond and Open Space Policy Area includes the side slopes and pond in the central portion of the site, also by-products of the former aggregate extraction activities, and natural area not appropriate for development.

At the date of this Plan, the majority of this area remains privately owned. However, the City plans to explore opportunities to bring some or all of these central lands into public ownership to support the provision of passive and active recreational opportunities that take advantage of the area's unique topography and location.



## 2.3 Views and Connectivity

The *Byron Gravel Pits Secondary Plan* is located within the Westmount Neighbourhood, immediately adjacent to the Byron Neighbourhood. Within these established neighbourhoods, the residential street pattern consists of cul-de-sacs, dead-end streets, or crescent-shaped streets which impacts the ability of the future development within the Secondary Plan area to connect with the existing street network. The limited developable lands and topography present an additional challenge for connectivity between the site and surrounding neighbourhoods. However, landowners are encouraged to create opportunities for connectivity within and outside the site, where possible, in a manner consistent with the adjacent developments.

Decades of aggregate extraction have created a unique topography with dynamic viewpoints and vistas. These visual and physical connections serve to link, or frame, significant elements of the natural, built and open space environments to each other, and are seen as critical organizing community structure elements. Creating a pedestrian and active transportation network will enhance these organizing elements and connect areas of residential development within the Gravel Pit. The Community Structure Plan identifies opportunities for the preservation, enhancement and creation of these visual and physical linkages. These opportunities are identified on the Community Structure Plan as Views and Vistas, Potential Connections and Potential Pedestrian/Bicycle Connections.









## 3.0 General Policies

The intent of this *Secondary Plan* is to provide a policy framework to guide future development and public projects in the *Byron Gravel Pits Secondary Plan* area. Policies in this *Secondary Plan* support the vision by providing guidance on land use, open space and recreation, view corridors, connections, public realm design and natural heritage.

### 3.1 Mobility and Public Realm

#### 3.1.1 Linkages and Connections

Connections between the Central Pond and Open Space Policy Area and the surrounding pathway system, together with a strong multi-use pathway link to Springbank Park and the Arboretum, are priorities for the future development within the Secondary Plan area. Recreational multi-use pathways with well-designed areas for viewing, gathering and resting will provide unique recreational amenities and connectivity to surrounding neighbourhoods and the City-wide recreational pathway and park system.

The multi-use pathway network is shown on Schedule 4, and these multi-use pathways are intended as recreational facilities for a variety of users, including but not limited to pedestrians, in-line skating, and cyclists with speed limitations, located within a park environment. They are typically asphalt surfaced and designed in accordance with City standards. Lands required for this recreational pathway network may be acquired by the City in accordance with the municipal land dedication requirements of the *Planning Act* or through purchase, donation, bequest and/or expropriation, or any other means authorized by law.



- i) Subdivision design shall incorporate and provide connections of linear pathway/trail and park systems within residential neighbourhoods and between neighbourhoods where possible, and provide significant exposure of the open space feature to the residential community;
- ii) Multi-use pathway development will be focused along the top of stable slopes between the existing street network, new development, and the lower areas of the rehabilitated pit for optimal recreational experience and delineation of public and private spaces;
- iii) Multi-use pathways are to be designed with generous safety and operational buffer areas to slopes, adjacent properties, streets, and other uses in accordance with City standards and good design practices including clear sight lines, generous turning radii, and operational considerations such as grading, drainage, and materials;
- iv) The alignment of multi-use pathways and trails within or adjacent to natural heritage features shall be consistent with the Trails in ESA Design Standards - City of London; and,
- v) Natural heritage linkage will be established through the planning approvals process relating to applications for subdivision, severance, site plan, and condominium.

### 3.1.1.2 Corridor Width

The width of the multi-use pathway corridor will vary, but in all cases will be adequate to meet the following functions:

- i) To serve as natural heritage corridor linking natural heritage features on both sides of the municipal boundary;
- ii) Gateway features along Byron Baseline Road will have a minimum frontage of 30 metres; and,
- iii) To allow for a landscaped recreational pathway facility, with a minimum corridor width of 15 metres, designed in accordance with City standards.





### 3.1.2 Promenade

A promenade is to surround the pond feature as shown on Schedule 4. The promenade is intended to function as an enhanced multi-use facility that is designed to serve the needs of emergency, residential, and commercial access, and achieve a high standard of urban design for the pedestrian realm to foster a shared space.

The development of the promenade and adjacent lands shall:

- i) Include an enhanced pedestrian promenade surrounding the pond feature as a multi-use pathway with landscaping, tree planting and site furnishings;
- ii) Adjacent development shall respond to the context of achieving an animated, activated and pedestrian-oriented amenity that is envisioned for the promenade;
- iii) Develop the portion of the promenade abutting the residential development as a shared use space that provides opportunities for small scale commercial uses that support the recreational use of the pond and to provide for access to both private development as well as the promenade;
- iv) Develop the promenade as a transition from the balance of the recreational and natural areas surrounding the pond to the neighbourhood; and,
- v) Develop the promenade to include a series of small vista parks and/or platforms located along the pond to allow viewing and gathering opportunities.





### 3.1.3 View Corridors and View Screening

This area has an important history of aggregate extraction. The required visual screening of the sand and gravel operations resulted in the creation of berms and tree screens around the perimeter of the site. In some cases, the topography of the site also creates a visual screen, as is the case along Colonel Talbot Road. As the gravel pit area is restored and transformed, the views into the gravel pit should be reopened to invite the public into the central part of the site.

The creation of view corridors to establish a connection between the Central Pond and Open Space area, and surrounding neighbourhoods, is encouraged:

- i) View corridors from Byron Baseline Road to the Gravel Pit area will be established;
- ii) View corridors and lookouts from the Crestwood and Longworth Policy Areas will be established;
- iii) An attempt should be made to maintain the existing view corridor on Colonel Talbot Road;
- iv) Any application for Site Plan, Zoning By-law and/or Official Plan Amendments within the Secondary Plan area will be required to explore the potential for adding new view corridors along Byron Baseline and Commissioners Roads;
- v) Medium and high density residential and mixed-use development within the Secondary Plan area will be screened to the extent possible from the residential area located west of Colonel Talbot Road; and,
- vi) An Urban Design Brief will be required as part of any *Planning Act* application, and will be required to demonstrate how view corridors will be established or maintained.

## 3.2 Natural Heritage

### 3.2.1 Natural Heritage System

In accordance with the Environmental Policies of *The London Plan*, the diversity and connectivity of natural features and areas, and the long-term ecological function and biodiversity of the Natural Heritage System within the Secondary Plan area will be identified, protected, enhanced and managed, including recognizing linkages between and among natural heritage features and areas, surface water features and groundwater features.

It is important to recognize that there has been extensive alteration of the landscape within the Secondary Plan area, through decades of aggregate extraction. For example, the Central Pond and dramatic slopes in the area have been created through the extraction and rehabilitation process.

There are also some wooded and successional areas around the perimeter of the former aggregate extraction areas, some of which are associated with the steep slopes which have also been recently documented as supporting habitat for Species at Risk. The Unevaluated Wetland and Unevaluated Vegetation Patches identified in Schedule 3 are to be subject to environmental review in accordance with the applicable environmental policies *The London Plan* prior to any proposed re-development of the area.

- i) New development or site alteration will require Subject Lands Status Report (SLSR) and an Environmental Impact Study (EIS), as set out in *The London Plan*, to:
  - a) Assess the extent and significance of the remnant natural features and areas in the Study Area;
  - b) Identify linkages within and between these features and areas;
  - c) Confirm or refine the boundaries of components of the local Natural Heritage System with regards for the natural features and areas as well as open spaces in the adjacent lands;
  - d) Evaluate the anticipated impacts of any proposed development or site alteration on the Natural Heritage System in the Study Area or in the adjacent lands; and,
  - e) Identify mechanisms to avoid impacts or, where impacts are unavoidable, measures to mitigate these impacts in accordance with the applicable policies and regulations.

- ii) Where non-provincially significant wetlands are identified, there shall be no net loss of the wetlands' features or functions. For these features, the City (in consultation with the local conservation authority, if applicable), may consider the replacement of wetlands rather than in situ protection in accordance with the applicable policies in *The London Plan*.
  - a) Wetland naturalization and/or creation around the margins of the Central Pond may be considered where appropriate.
- iii) Recognizing the long history of disturbance in the Study Area and the importance of sustaining and enhancing the local urban forest for its ecological functions as well as its contributions to building community resilience to climate change, there shall be a no net loss natural wooded areas, including successional treed and/or thicket habitats, and opportunities to enhance and expand these features in the Study Area shall be explored through the development process.
  - a) Development and site alteration shall not be permitted in significant woodlands, and appropriate buffers to these features are to be identified; and,
  - b) For significant woodlands that are relatively small and/or very disturbed and in poor condition, replacement rather than in situ protection may be considered where the feature(s) and function(s) can be provided elsewhere in the Secondary Plan area and are demonstrated, through an EIS, to provide a net gain to the Natural Heritage System, including consideration of buffers to adjacent land uses.
- iv) Recognizing the long history of disturbance in the Study Area has created some types of significant wildlife habitat not previously documented, opportunities to protect and enhance these features in the Study Area shall be identified through the development process.
  - a) For significant wildlife habitat, replacement rather than in situ protection may be considered where the feature(s) and function(s) can be provided elsewhere in the Secondary Plan area and are demonstrated, through an EIS, to provide a net gain to the Natural Heritage System, including consideration of buffers to adjacent land uses.
  - b) Significant wildlife habitat protection and/or creation may overlap with other protected and/or created natural heritage features and areas (e.g., wetlands and/or woodlands).
  - c) Assessments shall also consider local scale upland corridors that support plant and wildlife movement within the Study Area and to natural features and areas outside the Study Area





- v) Opportunities to enhance, restore and, where appropriate, expand the Natural Heritage System through Potential Naturalization Areas in locations aligned with the City's objectives for this Secondary Plan area have been identified on Schedule 2. These opportunities may overlap and/or align with required replacement of wetlands, significant woodlands, woodlands and/or significant wildlife habitat elsewhere in the Secondary Plan area.
- vi) The City is supportive of exploring opportunities to protect existing and / or create new habitat for extant endangered and/or threatened species in the context of this *Secondary Plan* area, in accordance with any applicable the Endangered Species Act and Aggregate Resources Act policies, and in consultation with the appropriate provincial agency(ies).

### 3.2.2 Protection of Significant Natural Features

Portions of the Secondary Plan area meet the City's criteria for significant woodlands.

- i) Any development or site alteration proposal located adjacent to natural heritage features will be subject to all of the Environmental Policies of *The London Plan* and the Provincial Policy Statement 2020.
- ii) Naturalization, restoration and /or habitat creation is to integrate native and non-invasive species appropriate for the site and the target habitat(s).
- iii) Protection and enhancement of natural features should be detailed as part of any future landscape and park plans associated with future development applications.

## 3.3 Green Development

The *Byron Gravel Pits Secondary Plan* is based on a design in which one of the goals is to maximize the potential for sustainable development. This is achieved through such features as enhanced connectivity, mixed-use development, and a connected open space system. Sustainable design elements shall be incorporated into municipal facilities and private developments.

Through planning applications, including subdivision design and layout, proponents are encouraged to design and construct development to:

- i) Reduce the consumption of energy, land and other non-renewable resources;
- ii) Minimize the waste of materials, water and other limited resources;
- iii) Create livable, healthy and inclusive environments; and,
- iv) Reduce greenhouse gases.

### 3.3.1 Green Development Requirements for New Development Applications

As part of a complete application for development within the Byron Gravel Pits Planning Area, the applicant will demonstrate how the following are incorporated into the design of the proposed development:

- i) Green technologies consistent with the policies and objectives in the Green and Healthy City section of *The London Plan*;
- ii) LEED Neighbourhood Development principles;
- iii) A range of residential dwelling types that support life-cycle housing and provide opportunities to age-in-place;
- iv) Maximize landscaped and planting areas on private development sites, and on the west, east and south sides of buildings and structures to reduce the urban heat-island effect, improve air quality, moderate sun and wind, and improve ground water recharge;
- v) Retention of existing mature trees, including appropriate measures to maintain the health and integrity of these trees in conformance with a Tree Management Strategy completed by a certified arborist; and,
- vi) Quality materials for buildings that are durable and have high levels of energy conservation.





### 3.4 Habitat for Endangered and Threatened Species

Habitat for a provincially threatened bird species has been confirmed within the Secondary Plan area. It is possible habitat for other species may be identified or confirmed through further environmental studies. Due to the Study Area's status as a gravel pit undergoing rehabilitation, application of both the Province's Endangered Species Act and Aggregate Resources Act must be considered together as long as the aggregate license remains active. As such, the following special policies apply:

- i) Studies to screen for, confirm and delineate habitat for endangered and / or threatened species shall be completed prior to any proposed re-development of the Study Area;
- ii) Where habitat for a provincially endangered or threatened species is confirmed, the proponent (whether it be a private landowner, the City, or other) shall work with the Province of Ontario to ensure compliance with the Endangered Species Act and Aggregate Resources Act, if applicable;
- iii) The City is supportive of exploring opportunities to protect existing and/or create new habitat for extant endangered and/or threatened species in the context of this *Secondary Plan* areas;
- iv) The City is willing to work with other landowners in the Study Area to help protect existing and/or create new habitat for extant endangered and/or threatened species on lands under its ownership within the Study area where opportunities exist, in consultation with the Province and in accordance with the applicable legislation; and,
- v) The City is willing to partner with other landowners and other interested parties to help protect and monitor existing and/or created habitat for endangered and/or threatened species in the Study Area, in consultation with the Province and in accordance with the applicable legislation.



### 3.5 Built Form

The Secondary Plan area will contain a mix of low- to high-rise development. The vision contemplates a variety of building typologies, including singles, townhouses, apartments, and multi-storey mixed-use buildings.

The following general policies apply:

- i) Adequate setback shall be provided to allow for future infrastructure maintenance within the right-of-way. Maximum setback requirement may be established in the Zoning by-law;
- ii) Buildings and structures located at the termination of vistas/ view corridors shall incorporate architectural design elements and massing that enhances the terminal view;
- iii) Garage entrances shall be oriented such that they do not terminate a vista/view corridor;
- iv) Buildings and structures located adjacent to natural heritage features may incorporate architectural element and massing that is compatible with the feature, and may be oriented to take advantage of their location adjacent to the natural heritage feature; and,
- v) To minimize private property interfaces with significant natural heritage features, window streets, public parkland and/ or public access adjacent to natural heritage features are encouraged, where appropriate.





### 3.6 Affordable Housing

The development of the *Byron Gravel Pit Secondary Plan* will provide an opportunity to contribute to the supply of affordable housing and may assist the City in meeting its target for the provision of affordable housing. The following policies shall also apply to the Byron Gravel Pit lands:

- i) A 25% affordable housing component should be achieved within the *Secondary Plan* area through a mix of housing types and sizes shall be encouraged;
- ii) Opportunities for affordable housing shall be integrated into neighborhoods and developments that also provide for at-market housing to provide an opportunity for a balanced mix of tenure and housing prices;
- iii) A variety of unit sizes and designs, including bachelor, 1, 2, and/or 3-bedroom units, should be included in new development to allow a diverse range of families to reside in the area while also providing homes that are inherently more affordable;
- iv) Provide people with the opportunity to live and work near present or prospective jobs in the plan area;
- v) Innovative design elements, building techniques, or other tenure arrangements for residential developments shall be encouraged in order to increase the provision of affordable housing;
- vi) Single detached dwellings, semi-detached dwellings and street townhouse dwellings within the secondary plan are encouraged to incorporate Additional Residential Units in accordance with the policies of *The London Plan*; and,
- vii) Each proposal for site-specific development will be assessed on its ability to contribute to a range of housing alternatives and supportive amenities.





## 3.7 Servicing

### 3.7.1 General

- i) The *Byron Gravel Pits Secondary Plan* area is currently serviced with municipal infrastructure, and requirements for upgrades will be assessed through future Draft Plan of Subdivision and Site Plan Applications.

### 3.7.2 Stormwater Management

- i) In considering options for stormwater management (SWM), the following principles will apply:
  - a) Stormwater will be considered as a resource, not a waste product;
  - b) Stormwater Management (SWM) measures or mitigation measures will be designed to provide the required stormwater quality and quantity controls, to ensure environmental and ecological integrity and to ensure functionalities are preserved and maintained;
  - c) Moreover, they will be designed to provide a net benefit to the environment in accordance with provincial and federal Acts;





- d) Low Impact Development (LID) principles and practices will be promoted, including the use of rain gardens, green roof systems, rain barrels and permeable paving; and,
  - e) While stormwater management facilities will be designed to fulfill their functional purpose, their design shall contribute to the aesthetic components of the greenlands system and not negatively impact on natural heritage features or cultural heritage landscapes at any time in the land development process.
- ii) In accordance with established policies, SWM drainage systems will be designed to the satisfaction of the City and all applicable approval agencies having jurisdiction, according to the accepted Stormwater Management Strategy for each Policy Area. Where permitted, Permanent Private Systems (PPS) will provide the water quality and, in some cases, quantity control for storm-drainage. SWM servicing works for the subject lands will be required to be designed to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
  - iii) The implementation of SWM Best Management Practices (BMPs) is encouraged by the City. The approval of these measures will be subject to the presence of adequate geotechnical conditions and land development within the Plan area.
  - iv) Stormwater management strategies shall be incorporated into all parking and other hard surface development.



### 3.7.3 Utilities and Telecommunications

- i) All local power and telephone lines and other cable services serving the Secondary Plan area shall, where possible, be located underground and be grouped into a single utility conduit.
- ii) Utility services shall be permitted in all land use designations.
- iii) The City will support the provision of electronic communications technology involving high-capacity fiber optics to enhance telecommunications services within the Secondary Plan area.
- iv) Cable requirements for telecommunications shall be located underground consistent with the intent of this *Secondary Plan*.
- v) Utilities are to be located to provide for a landscaped growing area that supports tree longevity. Where possible all utilities should be located underground and/or within utility rooms within buildings.
- vi) Recognizing the importance of creating great streetscapes, to which street trees and street furnishings are vital, existing standard utility locations may be revised in order to accommodate these elements.











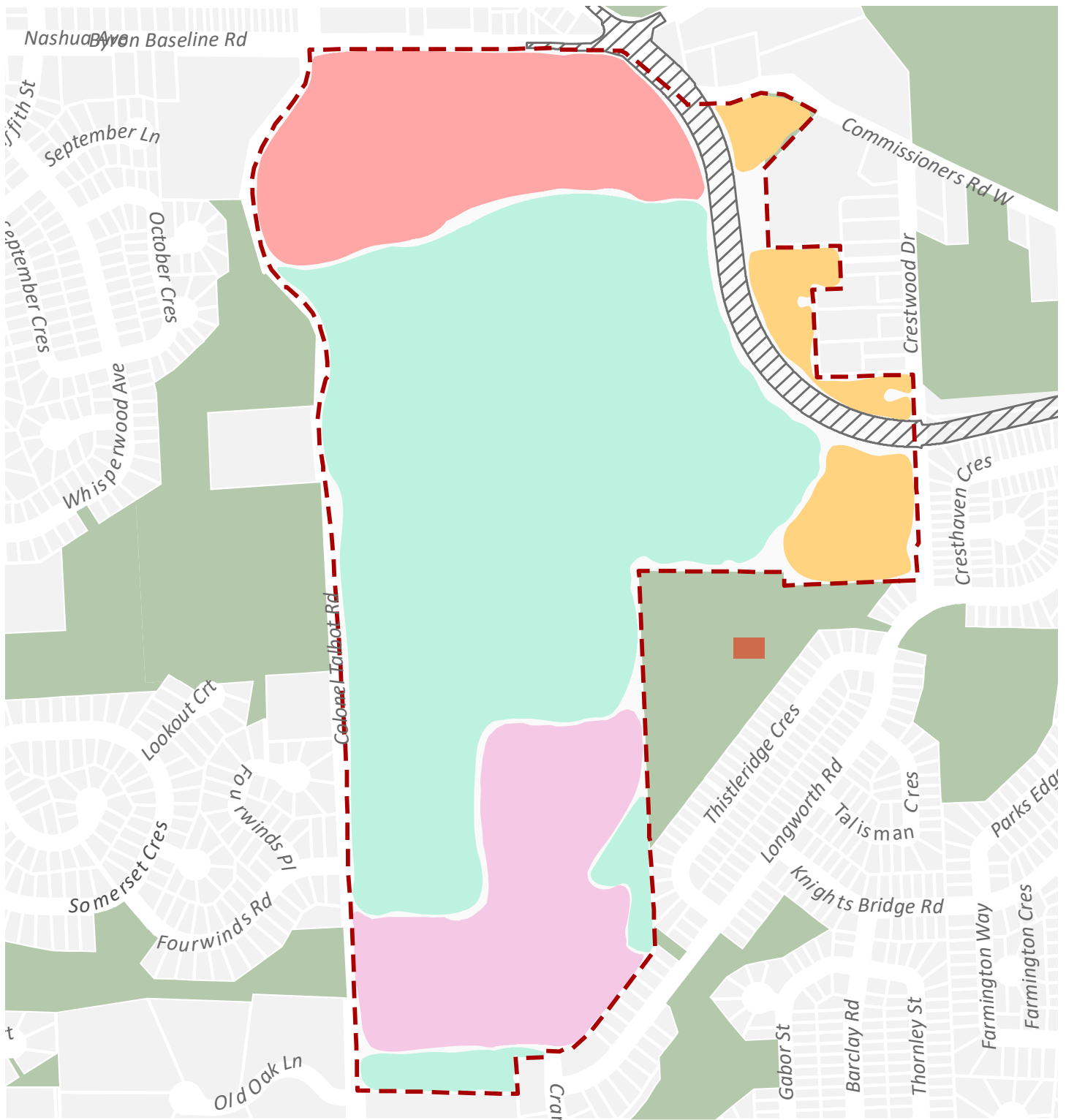
# 4.0 Policy Areas

The following character areas form place types unique to the *Byron Gravel Pits Secondary Plan* as shown on Schedule 5. These areas have separate identified character elements, which are defined in the character area policies. The character area policies and general policies of this Plan work together to fulfill the purposes of this *Secondary Plan*.

## 4.1 All Policy Areas

The *Byron Gravel Pits Secondary Plan* area is envisioned as a dynamic mixed-use community providing for a range of uses and housing forms, centered around the pond and natural features within the Pit. The Intent, Character, Permitted Uses and Built Form and Intensity for each Policy Area are outlined in the following sections. The four policy areas and their general intent are:

- i) The Byron Baseline Policy Area forms the mid- to high-rise, mixed-use portion of the *Secondary Plan* and is to be pedestrian oriented. This area will further serve as a gateway to the community and including the Central Pond and Open Space Area.
- ii) The Crestwood Policy Area will provide a range of residential housing forms along the realignment of Commissioners Road and will be integrated with residential areas to the east of the *Secondary Plan* area.
- iii) The Longworth Policy Area will provide a range of residential housing forms in the southern portion of the *Secondary Plan* area which will be integrated with the residential neighbourhood to the south-east of the *Secondary Plan* area.
- iv) Central Pond and Open Space Policy Area is to provide passive recreational opportunities within the neighbourhood.



- Byron Baseline Policy Area
- Central Pond & Open Space Policy Area
- Longworth Policy Area
- Crestwood Policy Area
- Study Boundary
- Commissioners Rd W Extension

Figure 3: Character Policy Areas





#### 4.1.1 Permitted Uses

Permitted uses in this *Secondary Plan* are specific to the Policy Area and will be outlined below.

#### 4.1.2 Extent of Policy Area

The exact limit of the developable area within the Byron Baseline, Crestwood and Longworth Policy Areas shall be determined through future development applications. Development applications will be required to submit the appropriate technical reports, including a Geotechnical Report, outlining the stability of the slope and the feasibility of providing access and municipal services.

### 4.2 Byron Baseline Policy Area

#### 4.2.1 Intent

The Byron Baseline Policy Area fronts onto Byron Baseline Road between Colonel Talbot Road and Commissioners Road as shown on Schedule 5. Multi-use pathways connect the Gravel Pit to the intersections of Byron Baseline Road with Colonel Talbot Road and Commissioners Road and to the parks and pathway system to the north, cross this Policy Area. This area is intended to provide for the development of a mid- to high-rise, mixed-used district that is pedestrian-oriented, a focal point for the neighbourhood level services and civic functions, and a gateway to the Byron Gravel Pit neighbourhood and natural areas.

There are limited opportunities for development within this area due to the steep slopes and Commissioners Road Realignment. There are suitable areas for mid- to high-rise development in the northwest, near the intersection of Byron Baseline Road and Colonel Talbot Road, and northeast, near the intersection of Byron Baseline Road and Commissioners Road. No direct access to Colonel Talbot Road or Commissioners Road is available, so future development would utilize the connections to Byron Baseline Road.

#### 4.2.2 Character

The Byron Baseline Policy Area is to be a walkable urban mixed-use “main street” at a pedestrian scale. Buildings will be oriented to the street to create a vibrant human-scale streetscape that supports transit services. Minimum and maximum setbacks, building heights and other regulations may be implemented in the Zoning By-law to achieve the desired built form. Buildings located on corner lots or adjacent to the Central Open Space will be oriented to provide a primary face on both street frontages, and/or the Central Open Space. Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged on all ground-related residential units and garage doors and/or service facilities shall not be allowed to dominate the view of the

streetscape.

#### Development Principles:

- i) Ensure compatibility with existing neighbourhoods.
- ii) Establish human scale using streetscaping that prioritizes pedestrians and active transportation through the provision of wide sidewalks, bicycle paths, street furniture, trees, landscaping, lighting, and other streetscape elements.
- iii) Address the intersection of Byron Baseline Road and Commissioners Road West with animated and active uses. Mixed-use buildings are encouraged.
- iv) Incorporate a variation in heights with point towers and terracing.
- v) Create multi-use pathway connections to the intersections of Byron Baseline Road with Colonel Talbot Road and Commissioners Road.
- vi) Maintain and enhance a viewshed into the site from Byron Baseline Road.
- vii) Develop a Promenade laneway adjacent to pond with barrier-free access points.
- viii) Protect woodland areas, consistent with *The London Plan*.
- ix) Evaluate impact on environmental features for new developments.
- x) Establish green buffers adjacent to identified environmental features.





### 4.2.3 Permitted Uses

A range of residential and commercial uses are permitted and encouraged within the Byron Baseline Policy Area

#### 4.2.3.1 Residential Uses

Residential uses shall be permitted within standalone or mixed-use buildings. A residential component shall be required as part of any mixed-use development in this designation. In order to achieve the focal point function of the Byron Baseline Policy Area, residential uses shall be located primarily on the second floor or above and non-residential secondary permitted uses shall be located primarily to the ground floor of mixed-use buildings. Non-residential secondary uses may also be located on the ground floor of any residential unit within a live-work built form. Residential units located on the ground floor should encourage street level activity through features such as pedestrian entrances and porches. Permitted residential uses include:

- i) Apartments;
- ii) Townhouses; and,
- iii) Stacked Townhouses.

#### 4.2.3.2 Commercial and Community Uses

Permitted small-scale convenience commercial, community and commercial recreation uses include those which are appropriate in a residential environment, provide a service to local residents, and which do not generate impacts on neighbouring residential uses. These uses will only be permitted within mixed-use buildings with a residential component and in a small-scale format, up to a maximum Gross Floor Area of 300 square metres per use. These uses could include, but may not be limited to:

- i) Office uses including medical/dental offices, located on the second floor and above in residential mixed-used buildings;
- ii) Retail stores;
- iii) Restaurants;
- iv) Personal service establishments;
- v) Private and commercial schools;
- vi) Convenience stores;
- vii) Day care centers;
- viii) Specialty food stores;
- ix) Studios and galleries;
- x) Fitness and wellness establishments; and,
- xi) Financial institutions.

#### 4.2.4 Built Form and Intensity

- i) High-rise buildings will be composed of three sections; a base, a middle and a top. The base of high-rise buildings will consist of a 3 to 4 storey podium, the middle will be set back (3-5m) from the edge of the podium, and the top will be distinguished architecturally from the remainder of the building while incorporating all mechanical penthouses into a design that will enhance the city skyline.
- ii) A transition of building height and mass, with the tallest buildings located along Byron Baseline Road transitioning to lower heights to towards the intersections of Commissioners Road and Colonel Talbot Road, is encouraged. Building height will also transition inwards towards the center of the Gravel Pit with the greatest heights being located adjacent to the Central Pond and Open Space Policy Area.
- iii) Buildings in the Byron Baseline Policy Area shall have a minimum height of two storeys.
- iv) The standard maximum building heights in the Byron Baseline Policy Area along the Byron Baseline Road frontage shall be four storeys, with an upper maximum of six storeys. There shall be a transition to the interior of the Policy area where buildings shall have a standard maximum height of nine storeys with an upper maximum of 12 storeys for lands fronting onto the Central Pond and Open Space Policy Area. Applications to exceed the standard maximum will be reviewed according to the Our Tools Section of *The London Plan*. Applications exceeding the upper maximum heights will not be permitted without an amendment to this Plan in accordance with the Our Tools

Section of *The London Plan*.

- v) The middle, or tower, portion of tall buildings shall have a floor plate which reduces the massing of such tall buildings and provides for a slender tower.
- vi) Vertical and horizontal articulation is encouraged to break up the mass of the podium.
- vii) Buildings will be oriented to the street and open space to create a vibrant human-scale streetscape that supports transit services.
- viii) Buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities to overlook into the open space.
- ix) New development shall be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity area.
- x) Building floorplates shall be designed to accommodate for permitted commercial and community uses at grade, office uses on the second floor, with residential uses located above.
- xi) The ground floor height of all buildings shall be greater than the height of any upper storey.
- xii) Large windows and overhead pedestrian sheltering are encouraged to be incorporated into the building ground level, especially facing streets. Ensure the weather protection reflects the building's architecture.





- xiii) Ground level apartments are encouraged to provide design elements that support activity in the front setback. These may include, but are not limited to, front porches, raised terraces.
- xiv) A building located at a corner site shall provide for a building entrance, massing, articulation and height that pronounces the corner.
- xv) Buildings located at corner sites are to incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and roofline height elements.
- xvi) Structured parking located within buildings should be wrapped with active uses for the majority of public street and public pathways frontages and vehicle entrances and service areas should be minimized.
- xvii) All parking, storage and loading areas should be located in the interior and rear yard and shall be appropriately screened, landscaped and buffered from all adjacent land uses and road rights-of-way.
- xviii) The massing, siting and scale of buildings located adjacent to Byron Baseline, or along the edge of the Central Pond and Open Space Policy Area will orient their principal elevations/ entrances to these frontages and be designed to reinforce an animated and pedestrian oriented public space. "Back-of-house" activities such as garbage storage, utilities boxes, etc. are specifically not permitted along the Byron Baseline or the Central Pond and Open space Area.
- xix) Siting and massing of buildings will contribute to the comfort, safety and amenity of the public roads.
- xx) Provide direct lines of sight from windows and balconies to the sidewalk and adjacent public spaces.



- xxi) The ground floor elevation of buildings should step down along sloped frontages to reduce the exposure of foundations and avoid the need for ramps and retaining walls.
- xxii) Development and its associated ground disturbance and grading shall provide for adequate buffer to the existing natural features.
- xxiii) The implementing Zoning By-law shall include details with respect to front and exterior side yards for the various anticipated development forms and types to achieve the desired built form.
- xxiv) Building setbacks adjacent to Byron Baseline Road will be based on defining a pedestrian oriented streetscape, while allowing for the preservation of existing significant trees and the planting of new trees, and will be located close to the property line adjoining the public road.
- xxv) Where a rear or exterior lot line or the rear or side building façade abuts a public road, public open space and/or a residential lot, special landscaping/ building treatments shall be required to ensure that building facades and servicing areas are attractive and/or appropriately screened from view.
- xxvi) Parking structures should be integrated into the design of buildings to ensure the public realm is not negatively affected. Structured parking will be screened.



xxvii) The size and configuration of each development block will:

- a) Be appropriate for its intended use;
- b) Facilitate and promote pedestrian movement;
- c) Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development; and,
- d) Not exceed 200 metres in length, to facilitate pedestrian connectivity.

xxviii) Each development block will:

- a) Have frontage on a public road or Central Pond and Open Space Policy Area; and,
- b) Be of a sufficient size and appropriate configuration to accommodate development that reflects the General Policies of this *Secondary Plan* and the Built Form and Intensity policies of this Policy Area.

xxix) To minimize disruptions to the safety and attractiveness of roads, individual direct access shall be minimized where possible and, in some cases, prohibited in accordance with the policies of the *Secondary Plan*.

xxx) Vehicular access to the Byron Baseline Policy Area from the surrounding street network will only be provided from Byron Baseline Road. No access to the realigned Commissioners Road and Colonel Talbot Road shall be available to the Policy Area.

xxxi) Site design will provide mid-block pedestrian connections, as identified on Schedule 2 to facilitate access and views to the Central Pond and Open Space Area.



## 4.3 Crestwood Policy Area

### 4.3.1 Intent

The Crestwood Policy Area is located on the eastern extent of the Secondary Plan area on the northeast and south sides of the Commissioners Road realignment as shown on Schedule 5. The intent of this area is to support a range of housing types in a low-rise form. Existing single-detached residential development is located adjacent to this Policy Area, and new development should be sensitive to these existing uses. No direct access to Commissioners Road is available, so future development not be permitted unless a connection is provided to the surrounding road network via Crestwood Drive and integrated with development to the east of the *Secondary Plan*.

### 4.3.2 Character

The Crestwood Policy Area will be urban residential in nature and will not allow for the range and size of non-residential uses anticipated in the Byron Baseline Policy Area. Development shall be street-oriented with the principal entrances facing the street. For corner lots, buildings will be oriented to provide a primary face on both street frontages. Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged on all ground-related residential units and garage doors and/or service facilities shall not be allowed to dominate the view of the streetscape. Low- to mid-rise building forms will minimize problems of shadowing, view obstruction and loss of privacy.

Development Principles:

- i) Ensure compatibility and integration with existing neighbourhoods to the east of the Secondary Plan area;
- ii) Protect woodland areas, consistent with *The London Plan*;
- iii) Encourage pedestrian and active transportation links that include cycling pathways;
- iv) Evaluate impact on environmental features for new developments;
- v) Establish green buffers adjacent to identified environmental features; and,
- vi) Provide a lookout along the publicly accessible trail system.





### 4.3.3 Permitted Uses

Permitted uses in the Crestwood Policy Area include single detached, semi-detached, duplex, converted dwellings and cluster housing. Street townhouses, stacked townhouses, low- and mid-rise apartments, triplexes and fourplexes are encouraged where appropriate.

### 4.3.4 Built Form and Intensity

- i) Mid-rise apartment buildings will be composed of three sections; a base, middle and a top. Each section shall be distinguished architecturally.
- ii) Primarily, the residential areas will develop as traditional urban residential neighbourhoods with characteristics similar to those found in the adjacent areas to the east, reflecting compact development, a diversity of building massing and types, and walkable amenities to enhance the day-to-day living experience. This policy area will have a variety of setbacks, depending on the built form and level of intensity.
- iii) Building heights in the Crestwood Policy Area shall be a minimum of two storeys, up to a standard maximum of four storeys, and an upper maximum of six storeys. Applications to exceed the standard maximum will be reviewed according to the Our Tools Section of *The London Plan*. Applications exceeding the upper maximum height will not be permitted without an amendment to this plan in accordance with the Our Tools Section of *The London Plan*.
- iv) All development will address the road, and garage door/service facilities shall not dominate the view of the streetscape.
- v) Front and exterior side yard porches shall be encouraged on all ground-related residential units. Special provisions with respect to porches for the ground-related

residential uses shall also be included future Subdivision Agreements.

- vi) The size and configuration of each development block will:
  - a) Be appropriate for its intended use;
  - b) Facilitate and promote pedestrian movement; and,
  - c) Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development.
- vii) Each development block will:
  - a) Have frontage on a public road; and,
  - b) Be of a sufficient size and appropriate configuration to accommodate development that reflects the General Policies of this *Secondary Plan* and the Built Form and Intensity policies of this Policy Area.
- viii) Notwithstanding the provisions of this *Secondary Plan*, a lot that does not have frontage on a public road may be permitted, provided that the front lot line adjoins public open space fronting a public road, and the rear lot line adjoins, and has access from a public rear lane.
- ix) To support public transit and for reasons of public safety and convenience, primary building entrances shall be clearly visible and located on a public road or onto public spaces. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade.
- x) The implementing Zoning By-law shall include details with respect to build within zones for front and exterior side yards for the various anticipated development forms and types to achieve the desired built form.





- xi) The following measures shall be undertaken to promote safety and security in public places, including roads, parks, trails and open spaces, schools, public transit routes and the public activity areas of buildings:
  - a) The design and siting of new buildings shall provide opportunities for visual overlook and ease of physical access to adjacent roads, parks and open spaces;
  - b) Clear, unobstructed views to parks and open spaces shall be provided from the adjoining buildings; and,
  - c) Appropriate lighting, visibility and opportunities for informal surveillance shall be provided for in all walkways, parking lots, garages and outdoor amenity areas.
- xii) To ensure ease of access for pedestrians and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:
  - a) Public oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public roads;
  - b) Provision of a consistent level of landscaping design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage;
  - c) Avoiding the location of building ventilation systems in or adjacent to pedestrian areas; and,
  - d) Integrate semi-private open spaces with the surrounding streetscape.
- xiii) Garages on townhouses and detached dwellings shall not project beyond the front wall of the dwelling (Front porches do not constitute the front wall) and shall be less than 50% of the unit width.
- xiv) In areas where buildings exceed the standard maximum height, and are located near single detached dwellings, the built form with greater height/intensity is to be designed with massing and articulation that transition between the lower-rise form and the higher-rise form.
- xv) Townhouse units and ground level apartments are encouraged to provide design elements that support activity in the front setback.
- xvi) Built form that is three storeys or greater and is not a townhouse unit located at a corner site shall provide for a building entrance, massing, articulation and height that pronounces the corner.
- xvii) Avoiding the location of building ventilation systems in or adjacent to pedestrian areas.
- xviii) Buildings located at corner sites shall not have blank walls and shall incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and height elements.
- xix) Conceptual road networks are provided on Schedule 3 and will be reviewed through future development applications.
- xx) Development will not be permitted unless it can be demonstrated that vehicular access to the Crestwood Policy Area can be provided from Crestwood Drive. No access to the realigned Commissioners Road shall be available to the Policy Area.
- xxi) Development will not be permitted unless it can be demonstrated that vehicular access to the Crestwood Policy Area can be provided from Crestwood Drive. No access to the realigned Commissioners Road shall be available to the Policy Area.

## 4.4 Longworth Policy Area

### 4.4.1 Intent

The Longworth Policy Area is located on the southern extent of the Secondary Plan Area on the east side of Colonel Talbot Road as shown on Schedule 5. The intent of this area is to support a range of housing types in a low-rise form. Existing single-detached residential development is located adjacent to this Policy Area, and new development should be sensitive to and integrated with these existing uses.

### 4.4.2 Character

The Longworth Policy Area will be urban residential in nature and will not allow for the range and size of non-residential uses anticipated in the Byron Baseline Policy Area. Development shall be street-oriented with the principal entrances facing the street. For corner lots, buildings will be oriented to provide a primary face on both street frontages. Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged on all ground-related residential units and garage doors and/or service facilities shall not be allowed to dominate the view of the streetscape. Low- to mid-rise building forms will minimize problems of shadowing, view obstruction and loss of privacy.

#### Development Principles

- i) Ensure compatibility with existing neighbourhoods;
- ii) Protect woodland areas, consistent with ;
- iii) Encourage pedestrian and active transportation links that include cycling pathways;
- iv) Evaluate impact on environmental features for new developments;
- v) Establish green buffers adjacent to identified environmental features; and,
- vi) Provide a lookout along the publicly accessible trail system

### 4.4.3 Permitted Uses

Permitted uses in the Longworth Policy Area include single detached, semi-detached, duplex, and converted dwellings with the exception of cluster housing. Street townhouses, stacked townhouses and low-rise apartments are encouraged where appropriate.





#### 4.4.4 Built Form and Intensity

- i) Primarily, the residential areas will develop as traditional urban neighbourhoods with characteristics similar to those found in the adjacent areas to the east, reflecting compact development, a diversity of building massing and types, and walkable amenities to enhance the day-to-day living experience. This designation will have a variety of setbacks, depending on the built form and level of intensity.
- ii) Building heights in the Longworth Policy Area shall be a minimum of one storey, a standard maximum of three storeys, and an upper maximum of four storeys. Applications to exceed the standard maximum will be reviewed according to the Our Tools Section of *The London Plan*. Applications exceeding the upper maximum height will not be permitted without an amendment to this plan in accordance with the Our Tools Section of *The London Plan*.
- iii) All development will address the road, and garage door/service facilities shall not dominate the view of the streetscape.
- iv) Front and exterior side yard porches shall be encouraged on all ground-related residential units. Special provisions with respect to porches for the ground-related residential uses shall also be included future Subdivision Agreements.

- v) The size and configuration of each development block will:
  - a) Be appropriate for its intended use;
  - b) Facilitate and promote pedestrian movement; and,
  - c) Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development.
- vi) Each development block will:
  - a) Have frontage on a public road; and,
  - b) Be of a sufficient size and appropriate configuration to accommodate development that reflects the General Policies of this *Secondary Plan* and the Built Form and Intensity policies of this Policy Area.
- vii) Notwithstanding the provisions of this *Secondary Plan*, a lot that does not have frontage on a public road may be permitted, provided that the front lot line adjoins public open space fronting a public road, and the rear lot line adjoins, and has access from a public rear lane.
- viii) To support public transit and for reasons of public safety and convenience, primary building entrances shall be clearly visible and located on a public road or onto public spaces. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade.
- ix) The implementing Zoning By-law shall include details with respect to front and exterior side yards for the various anticipated development forms and types to achieve the desired built form.
- x) The following measures shall be undertaken to promote safety and security in public places, including roads, parks, trails and open spaces, schools, public transit routes and the public activity areas of buildings:
  - a) The design and siting of new buildings shall provide opportunities for visual overlook and ease of physical access to adjacent roads, parks and open spaces;
  - b) Clear, unobstructed views to parks and open spaces shall be provided from the adjoining buildings; and,
  - c) Appropriate lighting, visibility and opportunities for informal surveillance shall be provided for in all walkways, parking lots, garages and outdoor amenity areas.
- xi) To ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:
  - a) Public oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public roads;
  - b) Provision of a consistent level of landscaping design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage; and,
  - c) Avoiding the location of building ventilation systems in or adjacent to pedestrian areas.





- xii) Garages on townhouses shall not project beyond the front wall of the dwelling (Front porches do not constitute the front wall).
- xiii) Townhouse units and ground level apartments are encouraged to provide design elements that support activity in the front setback. These may include, but are not limited to, front porches.
- xiv) Built form that is three storeys or greater and is not a townhouse unit located at a corner site shall provide for a building entrance, massing, articulation and height that pronounces the corner.
- xv) Townhouses located at corner sites are to incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and height elements.
- xvi) Avoiding the location of building ventilation systems in or adjacent to pedestrian areas.
- xvii) Garages on detached dwellings and townhouses shall not project beyond the front wall of the dwelling (front porches do not constitute the front wall). I) Single detached dwellings and townhouses units are encouraged to not have blank walls and to provide design elements that support activity in the front setback. These may include, but are not limited to, front porches.
- xviii) Single detached dwellings, townhouses, triplexes, and fourplexes located at corner sites shall not have blank walls and shall incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and height elements.
- xix) Conceptual road networks are provided on Schedule 3 and will be reviewed through future development applications.
- xx) Vehicular access to the Longworth Policy Area from the surrounding street network must be provided from Cranbrook Road and Longworth Road. No access to Colonel Talbot Road shall be available to the Policy Area.



## 4.5 Central Pond and Open Space Policy Area

### 4.5.1 Intent

The Central Pond and Open Space Policy Area identified in this *Secondary Plan* is meant to provide for high quality, regional-level recreational amenities and facilities at this unique and unprecedented site within the City of London. Lands within this policy area encapsulate opportunities for a wide range of active and passive recreational activities at a regional scale, along with enhancement of ecological features. The Central Pond and Open Space Policy Area will be applied to natural and open space areas throughout the Secondary Plan Area which are recommended for preservation and recreational use. These natural lands will allow for the protection and enhancement of existing ecological features and wildlife habitat integrated with active recreational uses including a multi-use pathway system. No residential or commercial development shall be permitted within the Central Pond and Open Space Policy Area.

### 4.5.2 Character

The Central Pond and Open Space Policy Area is characterized by unique topography within the City of London that features a central pond and steep slopes on all sides as well as connections to surrounding areas. High quality recreational amenities and infrastructure within the Central Pond and Open Space Policy Area will be designed to ensure that the unique features of the pond, topography, natural features, and wildlife habitat will be enhanced and enjoyed by everyone.





### 4.5.3 Permitted Uses

This Policy Area encompasses the following distinct open space functions:

- i) High Quality Regional Recreational Activities and Facilities;
- ii) Open Space Active and Passive Recreational Uses;
- iii) Habitat for Threatened and Endangered Species;
- iv) Significant Natural Heritage Features;
- v) Natural Hazards and Slopes; and,
- vi) Water Resource System

Recreational Activities and Facilities may include, but not be limited to:

- i) Multi-use pathways;
- ii) An enhanced promenade around the central pond;
- iii) Formal and informal gathering places;
- iv) Viewpoints and lookouts;
- v) Connections between the Central Pond and park system outside the *Secondary Plan*; and,
- vi) Other active and passive recreational facilities and uses designed at a regional level.



#### 4.5.4 Policies

The following policies apply:

- i) The City will endeavour to acquire all non-developable lands within the gravel pit through parkland dedication, land acquisition, dedication or compensation provided for under the *Planning Act* and *The London Plan*.
- ii) A Master Park Plan will be prepared and adopted to guide the future design and investment of recreational activities and facilities within the Central Pond and Open Space Policy Area. This Master Park Plan will be founded on public engagement and City-wide needs.
- iii) Natural Heritage Lands are meant to protect existing ecological features and wildlife habitat. The provision of well-designed and sustainable public access to these lands will limit uncontrolled access that would otherwise be detrimental to these ecological features. Carefully designed public access and amenities will also minimize safety concerns near natural hazards.
- iv) Facilities and structures associated with future recreational uses may include kiosks, pavilions, washrooms, cantina, waterside café and accessory buildings.
- v) Multi-use, pedestrian pathways and bicycle pathways will be incorporated into subdivision designs.









# 5.0 Implementation

## 5.1 Implementation of the Plan

The *Byron Gravel Pits Secondary Plan* shall be implemented through the following implementation mechanisms:

- i) This *Secondary Plan* shall be implemented according to the provisions of the *Planning Act*, the Provincial Policy Statement, other applicable Provincial legislation, and the provisions of *The London Plan*, the City of London's Official Plan,.
- ii) All municipal related works shall conform with the policies of this *Secondary Plan*.
- iii) All planning and development applications shall be consistent with the policies of this *Secondary Plan*.
- iv) Where applicable, approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of any required road and transportation facilities. These works will be provided for in site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the City of London.
- v) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required storm water management, sanitary sewer and water supply facilities. These works shall be provided for in site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the City of London.



## 5.2 Interpretation

The following policies are intended to provide guidance in the interpretation and understanding of the policies, objectives, principles and schedules of this *Secondary Plan*.

- i) It is intended that the interpretation of the policies of the *Byron Gavel Pit Secondary Plan* should allow for a limited degree of flexibility according to the following provisions:
  - a) The boundaries between land use areas as shown on the schedules of this *Secondary Plan* are not intended to be rigid, except where they coincide with physical features such as public streets. The exact determination of boundaries that do not coincide with physical features will be the responsibility of Council. Council may permit minor departures from such boundaries if it is of the opinion that the general intent of this *Secondary Plan* is maintained and that departure is advisable and reasonable. Where boundaries between land use designations do not coincide with physical features, any major departure from the boundary will require an Official Plan amendment to this plan;
  - b) Minor variations from numerical requirements in this *Secondary Plan* may be permitted by Council without an amendment to the Official Plan, provided that the general intent and objectives of this *Secondary Plan* and Official Plan are maintained; and,
  - c) Where lists or examples of permitted uses are provided in the policies related to specific land use designations, they are intended to indicate the possible range and types of uses to be considered. Specific uses which are not listed in this *Secondary Plan*, but which are considered by Council to be similar in nature to the listed uses and to conform to the general intent and objectives of the applicable land use designation, may be recognized as permitted uses in the Zoning By-law.

## 5.3 Municipal Works

Municipal works shall be consistent with the policies of the *Byron Gravel Pits Secondary Plan*. Such works include:

- ii) Road development;
- iii) Pedestrian bridges;
- iv) Sewer, water and wastewater infrastructure;
- v) Parks; and,
- vi) Public facilities.

## 5.4 Official Plan

- i) Any amendments to the text or schedules of this *Secondary Plan* represents an Official Plan amendment. Furthermore, amendments to the schedules of this Plan may require amendments to the associated maps of the Official Plan.
- ii) Any applications to amend this *Secondary Plan* shall be subject to all of the applicable policies of this *Secondary Plan*, as well as all of the applicable policies of the City of London Official Plan.

## 5.5 Plans of Subdivision, Plans of Condominium and Consent to Sever

Any applications for subdivision, condominium, or consent to sever shall be subject to the policies of *Byron Gravel Pits Secondary Plan* and applicable policies of the City of London Official Plan.

## 5.6 Zoning By-law

- i) Any applications for amendments to the City of London Zoning By-law shall be subject to the policies of this *Secondary Plan* and applicable policies of the City of London Official Plan.
- ii) Consideration of other land uses through a Zoning By-law Amendment shall be subject to a Planning Impact Analysis as described in the Our Tools section of The City of London Official Plan. The Zoning By-law may restrict the use or size of some uses.
- iii) The Zoning By-law will provide more detail on individual permitted heights which may not include the full range of heights identified in this *Secondary Plan*.
- iv) The lands within the area of this *Secondary Plan* may be zoned with an 'h' holding symbol in accordance with the City of London Official Plan.
- v) A holding symbol may be applied to zoning in all of the lands within the Secondary Plan area, to ensure that the urban design policies of this Plan are implemented to the satisfaction of the City.
- vi) No development shall occur on any lands within the area zoned with an (h) holding symbol until the (h) holding symbol.



## 5.7 Street Creation

New public and private streets will be created through the following processes:

- i) Plan of Subdivision;
- ii) Plan of Condominium;
- iii) Site Plan;
- iv) Consent;
- v) Land Dedication; and,
- vi) Land Purchase.

Schedule 4 shows the Mobility Network. This *Secondary Plan* establishes a street pattern that represents the foundation for the community and establishes the framework for the layout of land uses. This *Secondary Plan* identifies the general alignment of roads and allows for minor changes to the street alignments to be made without amendments to this *Secondary Plan* provided that the general intent and objectives of this *Secondary Plan* and the Official Plan are maintained. The street network may need to be modestly realigned to address constraints and opportunities identified through future planning and development applications or to allow for enhanced site or building design. Substantive changes or omissions to any road alignments will require an Official Plan Amendment and shall only be permitted where they are consistent with the underlying principles of the Community Structure Plan and this *Secondary Plan*.

At the subdivision and/or site plan application stage traffic controls - including the provision of signalized intersections and turning movements - and frontages that may be subject to full or partial restrictions on individual driveway access, shall be identified within traffic studies required as part of a complete application.

Private Streets may utilize street names to assist with way-finding and establish a sense of place. Speed limit signage, traffic calming techniques such as roundabouts, and other traffic management elements may be considered as part of the street design.

## 5.8 Required Studies

- i) This *Secondary Plan* identifies the following studies, plans, and assessments that are required to be completed to the satisfaction of the City of London and any agency having jurisdiction, prior to the City considering a development application to be complete and prior to the approval of development applications within parts of,

or the entire, Secondary Plan area. The City shall determine on an application by application basis the need for their studies, plans and assessments, and when in the approvals process they may be required:

- a) Archaeological Assessments;
- b) Conceptual Site Design Plan/Building Elevations;
- c) Construction Impact Mitigation Study;
- d) Environmental Impact Studies;
- e) Subject Lands Status Report (SLSR);
- f) Functional Servicing Plans (sewer, water and stormwater);
- g) Green Development Statement demonstrating response to policies in section 3.3;
- h) Stormwater Management Plan;
- i) Traffic Impact Assessment;
- j) Tree Inventory, Preservation, Protection and Edge Management Plans;
- k) Urban Design Brief;
- l) Wind Impact Assessment;
- m) Cultural Heritage Evaluation Report;
- n) Affordable Housing Strategy or Statement demonstrating response to policies in section 3.6;
- o) Geotechnical Report and/or hydrogeological investigations to support Low Impact Development features;
- p) Shadow Study;
- q) Storm/Drainage Servicing Report

demonstrating reasonable measures to include LID and other traditional stormwater control measures;

- r) Financial Impact Study;
- s) Noise Impact and Vibration Study;
- t) Additional study requirements may be identified by the City as development within the Secondary Plan area proceeds; and,
- u) Any study may be subject to a peer review to be carried out by the City, at the full cost to the applicant, and subject to approval by the City and any other authority having jurisdiction.

## 5.9 Site Plan Approval

Any applications for Site Plan Approval shall be subject to the policies of the *Byron Gravel Pits Secondary Plan* and applicable policies of *The London Plan*.

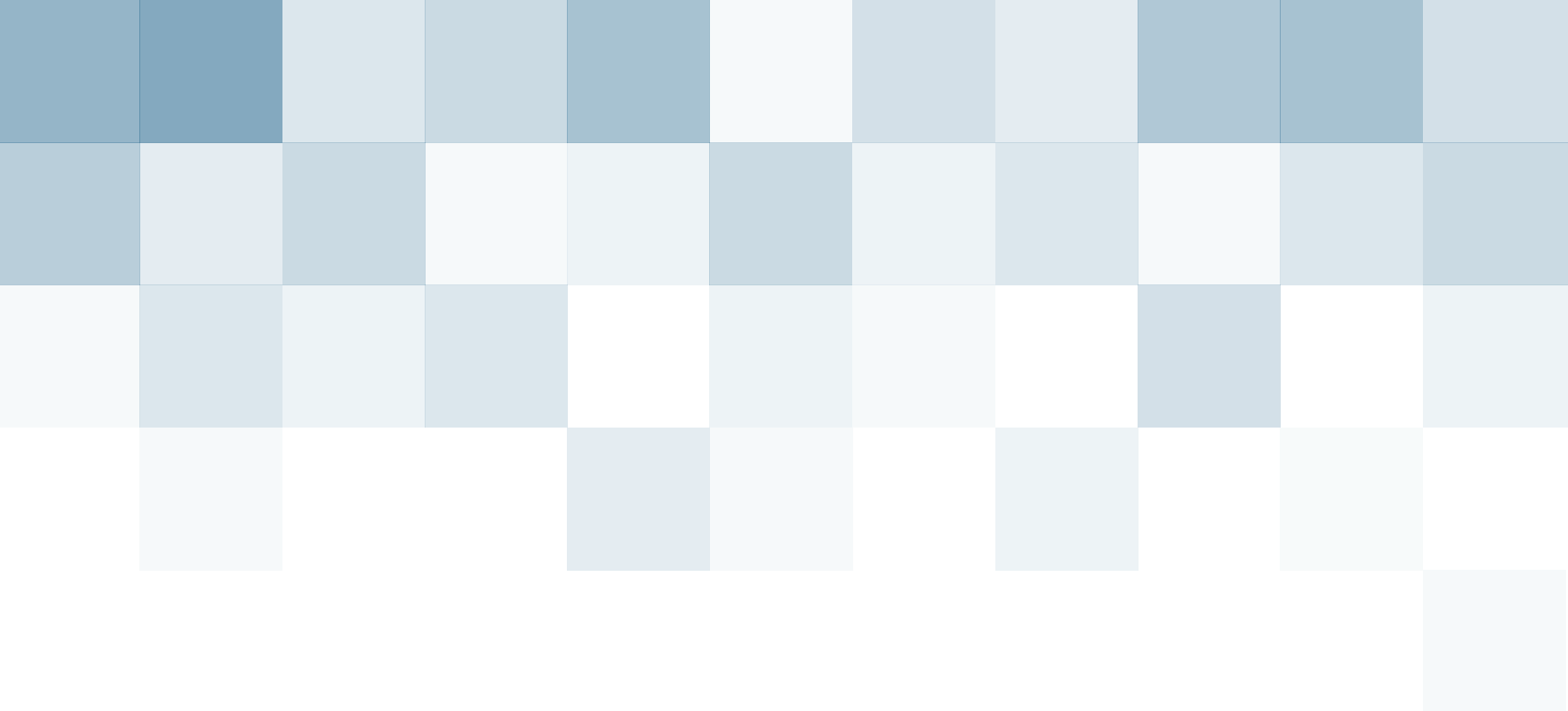
Public Site Plan review will be required for any proposal containing more than 10 units within the *Byron Gravel Pits Secondary Plan* boundary.

## 5.10 Guideline Documents

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



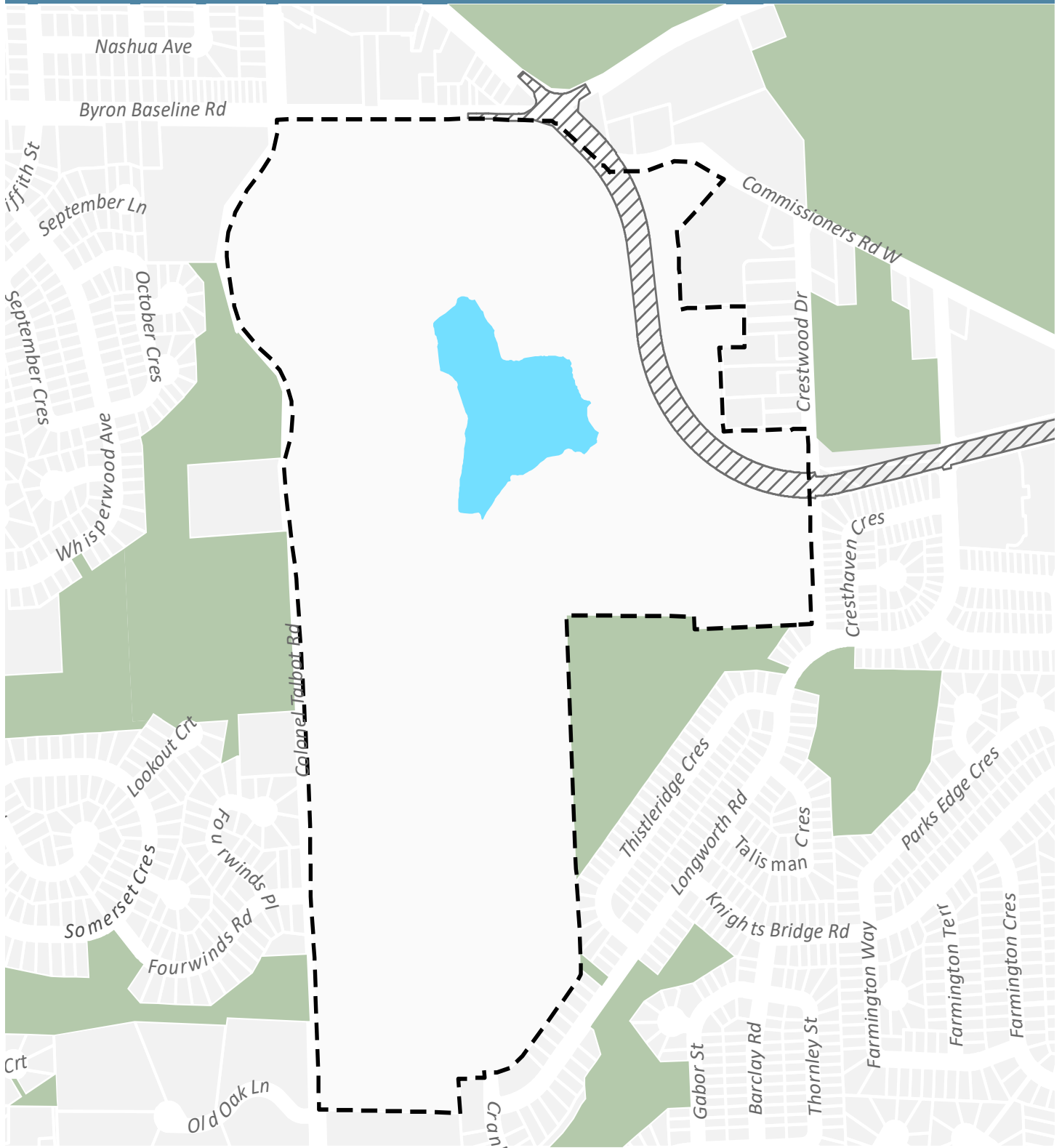






# 6.0 Schedules

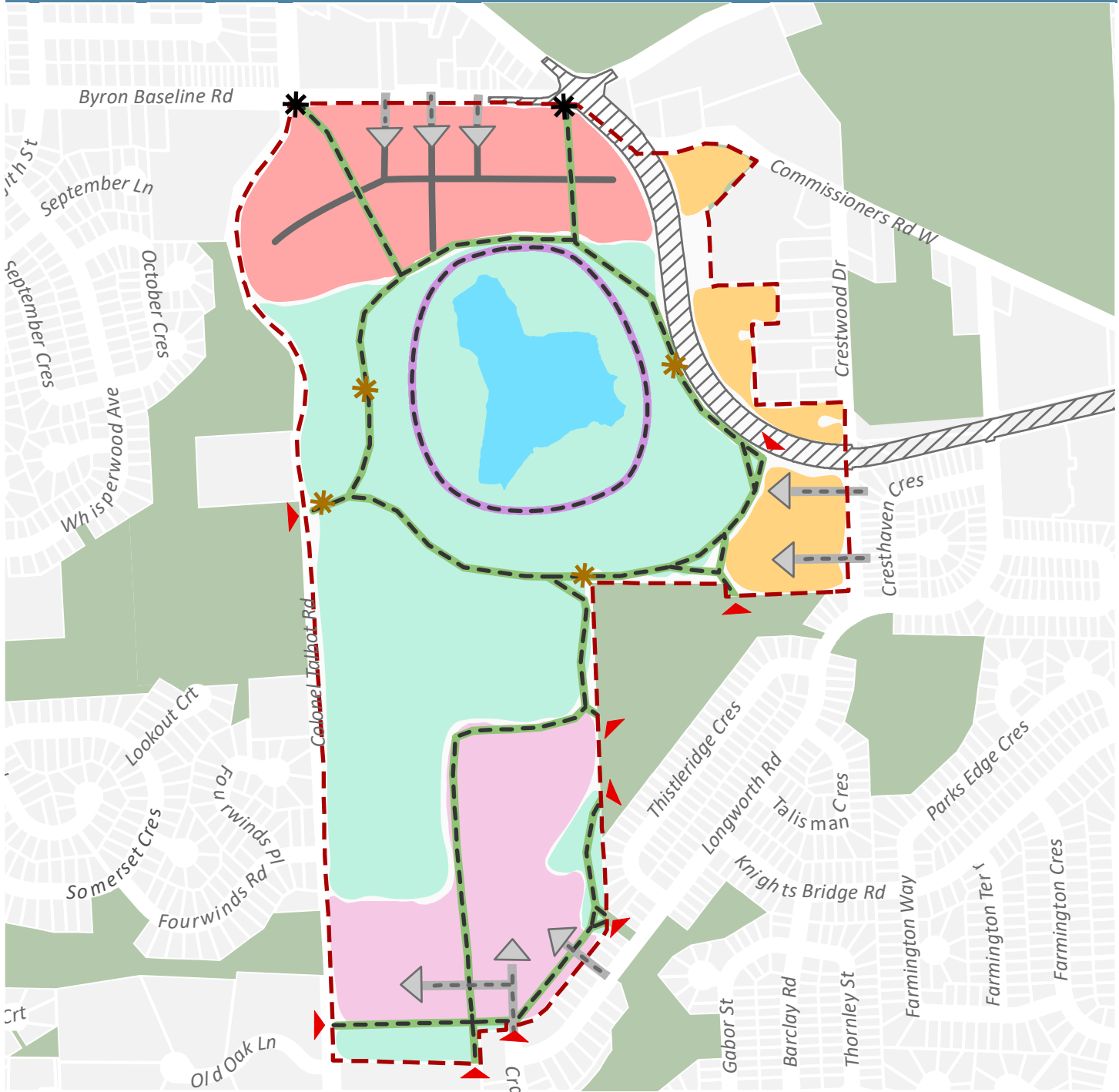













# SCHEDULE 1 - BOUNDARY OF PLAN AREA



-  Plan Boundary
-  Commissioners Rd W Extension

# SCHEDULE 2 - COMMUNITY STRUCTURE PLAN



-  Gateway / Public Access
-  Lookout
-  Potential Pathway Entrance
-  Byron Baseline Policy Area
-  Central Pond and Open Space Policy Area
-  Crestwood Policy Area
-  Longworth Policy Area
-  Study Boundary
-  Road
-  Multi-use Pathway
-  Promenade
-  Potential Road Access
-  Commissioners Rd W Extension



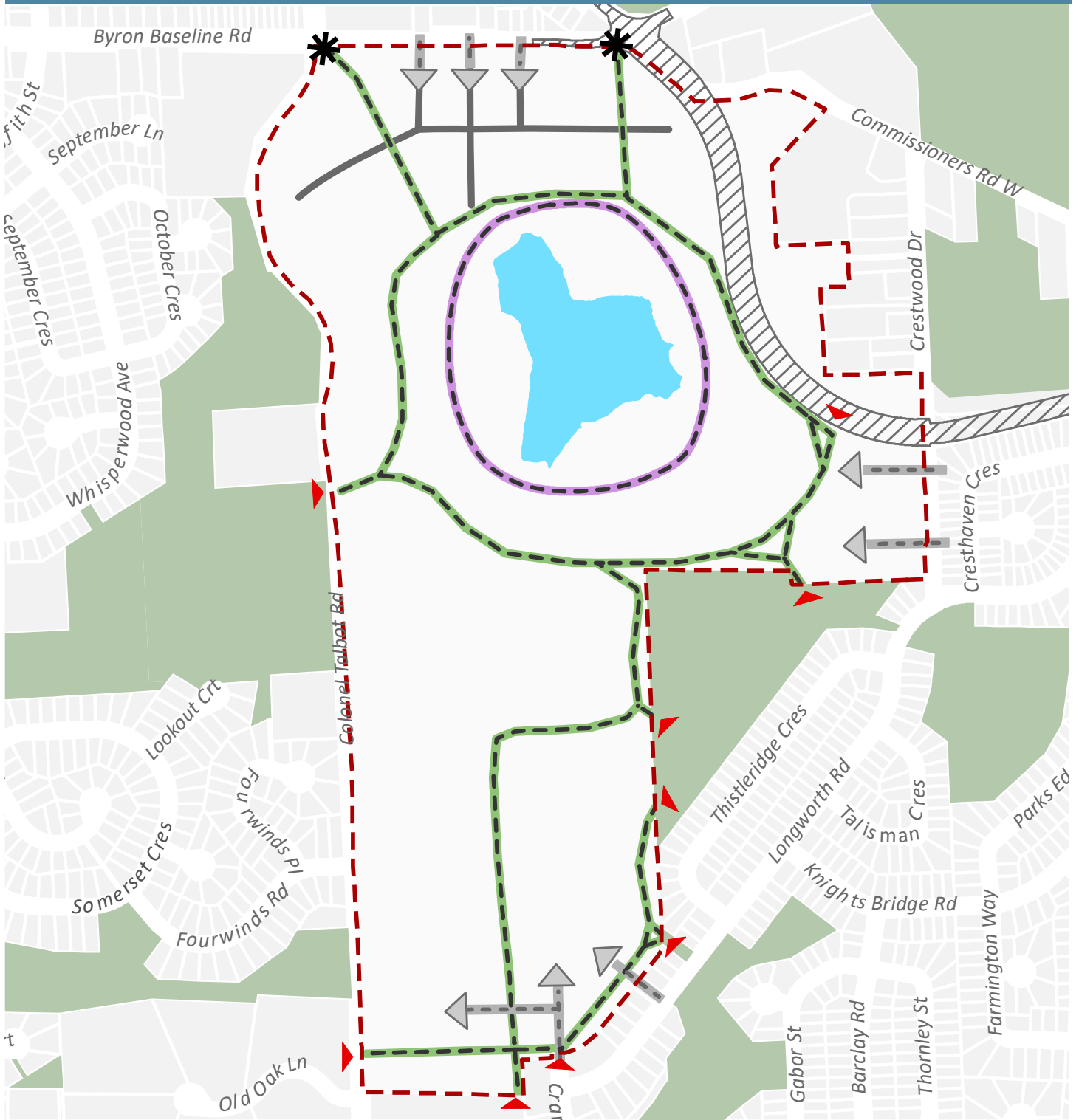
# SCHEDULE 3 - NATURAL HERITAGE



-  Study Boundary
-  Potential Naturalization Areas
-  Water Body
-  Natural Features and Areas Outside Study Area
-  Unevaluated Vegetation Patch
-  Unevaluated Wetland

\*Note: Habitat for Provincially threatened birds is known to occur in the study area. The City and landowners are to work with the Province to ensure compliance with the Endangered Species Act

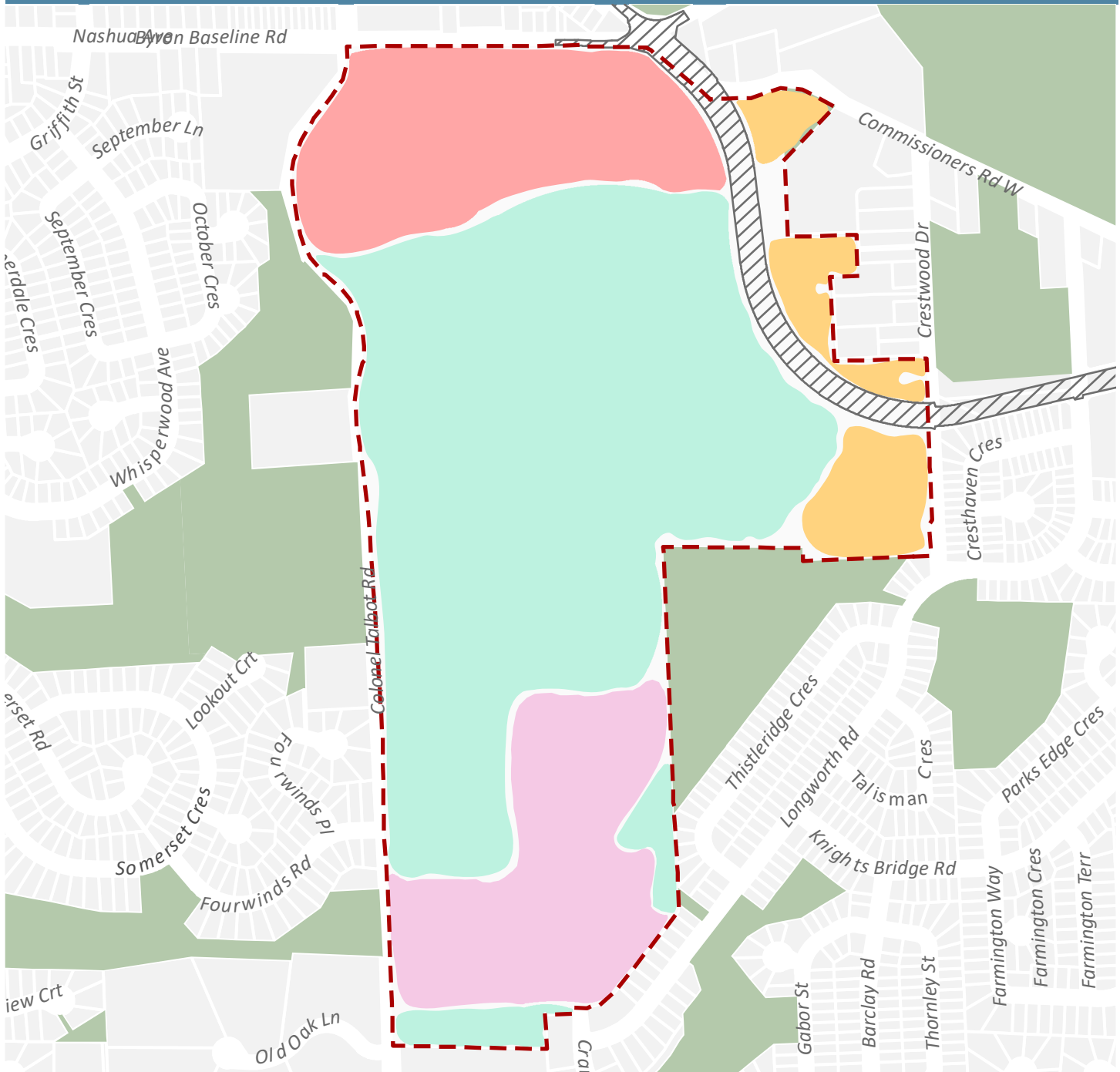
# SCHEDULE 4 - MOBILITY NETWORK



- ✱ Gateway / Public Access
  - ▶ Potential Pathway Entrance
  - Multi-use Pathway
  - Promenade
- Study Boundary
  - Commissioners Rd W Extension
  - Road
  - ◀ Potential Road Access



# SCHEDULE 5 - CHARACTER POLICY AREAS



- Byron Baseline Policy Area
- Central Pond & Open Space Policy Area
- Longworth Policy Area
- Crestwood Policy Area
- Study Boundary
- Commissioners Rd W Extension

# SCHEDULE 6 - THE LONDON PLAN PLACE TYPES



- Neighbourhoods
- Green Space
- Environmental Review
- Study Boundary
- Commissioners Rd W Extension





**Planning and Development**  
**July 2023**

