

# SECONDARY PLAN

20.7

February 2015

## **Beaufort / Irwin / Gunn / Saunby (BIGS) Neighbourhood Secondary Plan**

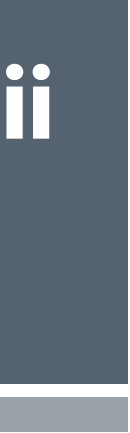
**DRAFT**

City of London



# Contents

<b>20.7.1</b>	<b>Introduction</b>	<b>1</b>
	This Plan's Role	
	Structure	
	Plan Area	
	Vision	
	Principles of a Secondary Plan	
<b>20.7.2</b>	<b>General Policies</b>	<b>7</b>
	General Policies	
	Intensification	
	Form	
	Priority Sites	
	Parking	
	Urban Design	
	Noise	
	Vibration	
<b>20.7.3</b>	<b>Area 1 - Central Neighbourhood Node</b>	<b>15</b>
<b>20.7.4</b>	<b>Area 2 - Civic Corridor</b>	<b>19</b>
<b>20.7.5</b>	<b>Area 3 - Heritage Corridor</b>	<b>23</b>
<b>20.7.6</b>	<b>Area 4 - Neighbourhood Area</b>	<b>27</b>
<b>20.7.7</b>	<b>Area 5 - Parks and Open Space</b>	<b>31</b>
<b>20.7.8</b>	<b>Implementation</b>	<b>34</b>



# BIGS Neighbourhood Secondary Plan



## Introduction

### 20.7.1 Introduction

#### 20.7.1.1 This Plan's Role

As a secondary planning document, this plan provides more specific guidance regarding the uses, intensity and form for the Beaufort/Irwin/Gunn/Saunby (BIGS) neighbourhood. Where the requirements of this Secondary Plan differ from those set out in the policies of the Official Plan, the policies of this Plan shall take precedence. Where no policy in this plan is in place to address or alter a policy of the Official Plan, the respective policy of the Official Plan is to be understood to apply to the BIGS Secondary Plan Area.

#### 20.7.1.2 Structure

This Secondary Plan is structured around five areas which together comprise the BIGS neighbourhood. The Central Neighbourhood Node and Civic Corridor would accommodate the most intensive form of development. Within the Neighbourhood Area, the level of residential intensity would vary from no anticipated intensification to opportunities for fourplex development.

#### 20.7.1.3 Plan Area

The BIGS Secondary Plan Area is defined by the Canadian Pacific Rail Tracks to the South, Platt's Lane to the West, the south edge of the Western University lands to the North, and the Thames River to the North and East. This area is hereafter referred to as the BIGS Secondary Plan Area.

##### i) Urban Context

Located southeast of Western University and northwest of downtown London along the Thames River, the neighbourhood is in a prominent and strategic location within the City. Bordered by a commercial node on Oxford Street, the neighbourhood is also proximate to other

neighbourhoods influenced by the University. A primary feature of the neighbourhood is that it is traversed by Western Road/Wharncliffe Road N., a major arterial road carrying approximately 20,000 vehicles per day. This is particularly important because this road is planned for widening to a four lane road in the London 2020 Transportation Master Plan. The Environmental Assessment is currently underway to be completed near the end of 2015.

### **ii) Near- Campus Neighbourhood**

Near-Campus Neighbourhood Policies apply to the BIGS Secondary Plan Area. These policies outline a vision and land use planning goals for the Near-Campus Neighbourhoods as well as policies to encourage appropriate intensification and direct preferred intensification to appropriate locations. This Secondary Plan goes beyond the scope of the Near-Campus Neighbourhoods amendments by creating a vision for the future development specific to this neighbourhood.

### **iii) Historic Context**

The history of the Beaufort / Irwin / Gunn / Saunby / Essex Street Neighbourhood is of a community in transition. Since development began in 1848 it has been through three major shifts: from village, to suburb, to student housing.

Originally part of a reserve set aside at the Forks by Lt. Gov. Simcoe, the area developed slowly, attributed to the swampland and frequency of floods. Original holdings were subdivided to provide building lots for market farmers and workers who worked in London proper. The impact of this development pattern on built heritage is that there were fewer “palatial” type homes that would be retained over the years. An exception is the Grosvenor Lodge and Coach House, the central existing historic feature in the neighbourhood. These building and the majority of the Secondary Plan Area was first developed by Samuel Peters as a farmstead.<sup>1</sup>

Incorporated in 1874 as the village of Petersville, the area to the South of the BIGS Secondary Plan Area, was a functioning community, separate from London but tied economically and socially. The village generally consisted of two neighbourhoods, one surrounding Blackfriars Street

<sup>1</sup> Blackfriars/Petersville Heritage Conservation District Study Report. January 2014.



and the other around the Kensington Bridge, each of which had its own commercial district along Wharncliffe Road. The village was named 'Petersville' after Colonel John Peters who promised to provide land for a school and a town hall. In 1881 the village was renamed London West, after land promises were not upheld.<sup>2</sup> In what is now the BIGS Study Area the central employer was the Mill built by John Saunby at the end of what is now Beaufort Street.

In 1898 London West was annexed by the City of London. The suburb functioned as home to farmers and working class residents.<sup>3</sup> Infill development in the area was gradual until the 1950s when the development of "victory" housing began spreading north from the corner of Oxford Street and Wharncliffe Road N.<sup>4</sup>

Throughout these two periods, the Thames River was a major part of the community and was a recreational feature for residents. The River was also a natural hazard as the area was victim to several major floods prior to the construction of the Fanshawe Dam in 1953.

In recent years the major influence in the area has become Western University. Within the past 20 years the area has seen growing pressure to develop housing for University students. The Essex Street Area Study (1996) examined much of the BIGS area and determined that intensification, particularly conversions to student-oriented units was occurring in the area. The housing in the BIGS Secondary Plan Area has continue to change from single family to single family rental conversions and more recently to new rental housing.

#### **20.7.1.4 Vision**

A complete community focused on a central neighbourhood node surrounded by residential community, the BIGS Secondary Plan Area offers an active and comfortable experience in support of the University and as part of the City.

<sup>2</sup> The Petersville Neighbourhood Project. 1994.

<sup>3</sup> West London Area Improvement Plan. Department of Planning and Development Community Improvement Division. March 1993.

<sup>4</sup> The Petersville Neighbourhood Project. 1994.

### 20.7.1.5 Principles of the Secondary Plan

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

#### i) Promote Appropriate Intensification and Redevelopment

Principle: Ensure a complete community that functions as a neighbourhood with access to a variety of amenities.

##### Objectives

- a) Provide a variety of housing opportunities that accommodate both long term and short term residents of all ages and incomes.
- b) Promote mixed-use and higher density development along the major corridor within the neighbourhood supplying neighbourhood scale commercial services to residents
- c) Foster safe and comfortable linkages for multi-modal transportation opportunities.
- d) Create an open space network within the neighbourhood that ties the community together and to the Thames River and Gibbons Park
- e) Enhance connections to the Downtown and other surrounding communities.

#### ii) Enhance Character and Identity

Principle: Enhance the existing character and identity of the neighbourhood through new development.

##### Objectives

- a) Develop a sense of community pride that fosters responsibility and respect.
- b) Create a neighbourhood centre as development occurs.
- c) Promote quality design standards for all development in the neighbourhood.
- d) Highlight the neighbourhood's heritage in order to build on the existing character and tell the story of the community.
- e) Assist in the formation of a community association to conduct community-wide events and festivals.
- f) Provide space for community gatherings and social events.
- g) Preservation of view corridors to the Thames River.

### **iii) Support Sustainability & Healthy Lifestyles**

Principle: Support sustainability and healthy lifestyles by fostering the development of a walkable community that protects the environmental integrity of the neighbourhood.

#### **Objectives**

- a) Promote appropriate intensification that supports transit oriented development.
- b) Encourage walking and bicycling within and through the neighbourhood
- c) Preserve and support the environmental integrity of the Thames River and surrounding features.
- d) Advance sustainable neighbourhood practices.

### **iv) A Great Near Campus Neighbourhood**

Principle: Encourage intensification and the more efficient use of land, infrastructure/services and transportation systems proximate to the primary institutional land use in the City. Connect to the University and the educational community by embracing students and residents as part of a shared community.

#### **Objectives**

- a) Apply design guidelines to ensure a compatible built form and enhanced public realm
- b) Promote appropriate forms of intensification including mid-rise apartments, duplex, fourplex and townhouse development.
- c) Promote the physical connections to Western University.



# 20.7.2

## General Policies

### 20.7.2 General Policies

The policies contained within this section are to apply to the entirety of the BIGS Secondary Plan Area. Where more specific policies are available for a specific area the specific policy supersedes the general policy.

#### 20.7.2.1 Intensification

Intensification is anticipated and desired to make better use of infrastructure in the already developed area of the City. This plan manages growth by directing intensification to appropriate areas within the neighbourhood. Areas in order of planned intensification from greatest to least are: the Central Neighbourhood Node; the Civic Corridor; the Neighbourhood Area and the Heritage Corridor. To maintain housing diversity buildings should offer a variety of unit sizes to allow for the full variety of households and a variety of rental accommodation at the full range of price-points.

#### i) Near-Campus Neighbourhoods

In accordance with the Official Plan, housing in the BIGS Secondary Plan Area will:

- a) Be limited to three bedrooms per unit for apartment buildings, converted dwellings, duplex dwellings, triplex dwellings, fourplex dwellings, semi-detached dwellings and all forms of townhouse dwellings;
- b) Maintain minimum interior side-yard setbacks in order to prevent, except where necessary, the establishment of mutual driveways;
- c) Maintain parking and landscaped open space requirements which prevent the over-development of sites.

### 20.7.2.3 Form

Within the BIGS Secondary Plan Area buildings are to be developed in accordance with the height limitations set out in the specific area policies.

Where a building is situated on more than one street, the building's main entrance shall be oriented to the highest order street.

Built form shall be street-oriented on all streets with front entrances oriented to the street. A diversity of material types, with texture, applied to the base, middle and top of the building(s) is encouraged.

Buildings shall be oriented so that their amenity spaces do not require sound attenuation walls and that noise impacts on adjacent buildings are minimized. Buildings with a height over 4 storeys shall incorporate architectural massing that avoids the use of pitched roofs.

Tall buildings shall provide articulation and massing in a coherent architectural manner to delineate the building's base, middle and top. Buildings shall be no greater than 8 storeys in the BIGS Secondary Plan Area.

### 20.7.2.4 Priority Sites

There are two primary gateways to the BIGS Secondary Plan Area.

- i) Intersection of Western Road at Platt's Lane
- ii) The railway bridge crossing of Wharncliffe Road North.

These locations should be developed in accordance with the character of the neighbourhood and include the following design elements and schemes:

- i) **Intersection of Western Road at Platt's Lane**
  - The site on the south corner of the intersection should be treated as a priority based on its visual prominence as a view terminus when approaching from the north on Western Road.
  - Future built form should address the intersection of Western Road and Platt's Lane, and frame the streetscape along Western Road to the Grosvenor Lodge site.
  - Landscape treatment should emphasize the transition to the Heritage Corridor at the Grosvenor Lodge site.

#### ii) **The railway bridge crossing of Wharncliffe Road North**

- The design of the bridge should include elements that reference the heritage character of the neighbourhood and important history of the rail bridge.
- The underpass should place a priority on the comfort of pedestrians, including wide sidewalks and attractive physical buffers.
- Planter beds and enhanced landscaping are to be incorporated around the rail bridge to add interest and create an attractive pedestrian environment.
- Design of the underpass should highlight the entrance into the neighbourhood.

#### **20.7.2.5 Parking**

Within the BIGS area parking is to be in accordance with the following policies.

- iii) On-street parking should be allowed on neighbourhood area streets only.
- iv) Underground parking entrances should be located in the rear or side yard.
- v) New curb cuts will be minimized.
- vi) Off-street parking for all uses other than single detached, semi-detached, duplex and townhouse dwellings, shall be located underground or to the rear of the site (behind the building), in a structure or surface parking field. If these options are not possible, then surface parking can be considered in the interior side yard, provided design measures are used to mitigate the visual impact of the parking field on the public realm. Parking is not permitted between the building line and the public street.
- vii) Appropriate buffering shall be provided between parking areas, service and loading type functions, and adjacent land uses.
- viii) Off-street parking for single detached, semi-detached, duplex and townhouse dwellings, may include parking in rear yards, side yards; or parking in an enclosed attached garage located at the front of the dwelling or to the rear of the dwelling in an enclosed attached or detached garage or surface space. Garages located at the front of the dwelling are not to project beyond the front wall of the dwelling (porches do not form an extension of the front wall).

### 20.7.2.6 Urban Design

Design of the urban environment involves developing physical elements, including location and size of streets, blocks, open spaces and built form, into an attractive, organized, functional and understandable system. It also involves developing the design details of streets, buildings and parks to express and enhance the character of the place. Urban design can enhance the quality of the public realm, natural environment and define community identity, sense of pride and sense of place. The following urban design policies promote appropriate urban design within the neighbourhood.

#### i) Relationship to Street

- a) Building fronts should be parallel to the street.
- b) Buildings should have primary entrance facing the street.
- c) Buildings should have a sidewalk connecting primary entrance to the street.
- d) Buildings should have a front setback the average of adjacent buildings in Neighbourhood Areas, and at or close to the property line along the Civic Corridor and Central Neighbourhood Node.

#### ii) Quality of Facade

- a) Buildings should have high quality building materials that wrap around all facades.
- b) Windows should all be vision glass and not utilise spandrel or reflective glass or lifestyle panels.
- c) Architectural style and rooflines should be appropriate for the use and scale of buildings.
- d) Primary building entrances are to be announced with architectural features and/or site enhancement, such as porches, articulation, placement of windows and lighting, patios, verandahs, etc.

#### iii) Amenity Space

- a) Buildings shall provide private amenity space. This amenity space shall be located to maximize opportunities for access by the building residents.
- b) Where patios and decks are provided, they shall be separated with a screen at a maximum height of 2.2m from ground level.



**iv) Landscaped Open Space**

- a) Lots in the Neighbourhood Areas should have a minimum of one tree in the front yard.
- b) Open space in front and exterior side yards should have a minimum of 30% landscaped area.
- c) Trees and plant species should be native to the London region.

**20.7.2.7 Noise**

The BIGS Secondary Plan Area is bordered to the south by the Canadian Pacific rail corridor. Rail lines may negatively impact residential land uses. Residential development expected to be exposed to noise levels which are above acceptable provincial standards will be required to incorporate noise attenuation measure into the development. To mitigate the rail noise in a way that is visually compatible with the surrounding community:

- i) Development proposals for lands which may be affected by rail noise will be circulated to the Canadian Pacific for comment. Where a guideline document is not adopted the City will rely on provincial and agency input, and input from a qualified consultant for the applicant, to determine potential noise impacts and appropriate attenuation measures.
- ii) Buildings should be oriented to reduce the need for mitigation measures. Appropriate mitigation measures and their usage will be set out in any produced guideline document on noise for the BIGS Secondary Plan area.
- iii) Low density housing forms such as, single detached, semi-detached, duplex dwellings, triplex dwellings, fourplex dwellings, and townhouses should be oriented so that outdoor amenity space is located away from the rail line where possible.
- iv) The construction of necessary buffers, berms and/or noise walls shall be landscaped and/or treated in creative and artistic ways that result in visually appealing mitigation solutions.
- v) A noise study shall be required as part of a complete application for any development within the BIGS Secondary Plan Area to confirm compliance with provincial regulations prior to final approval.

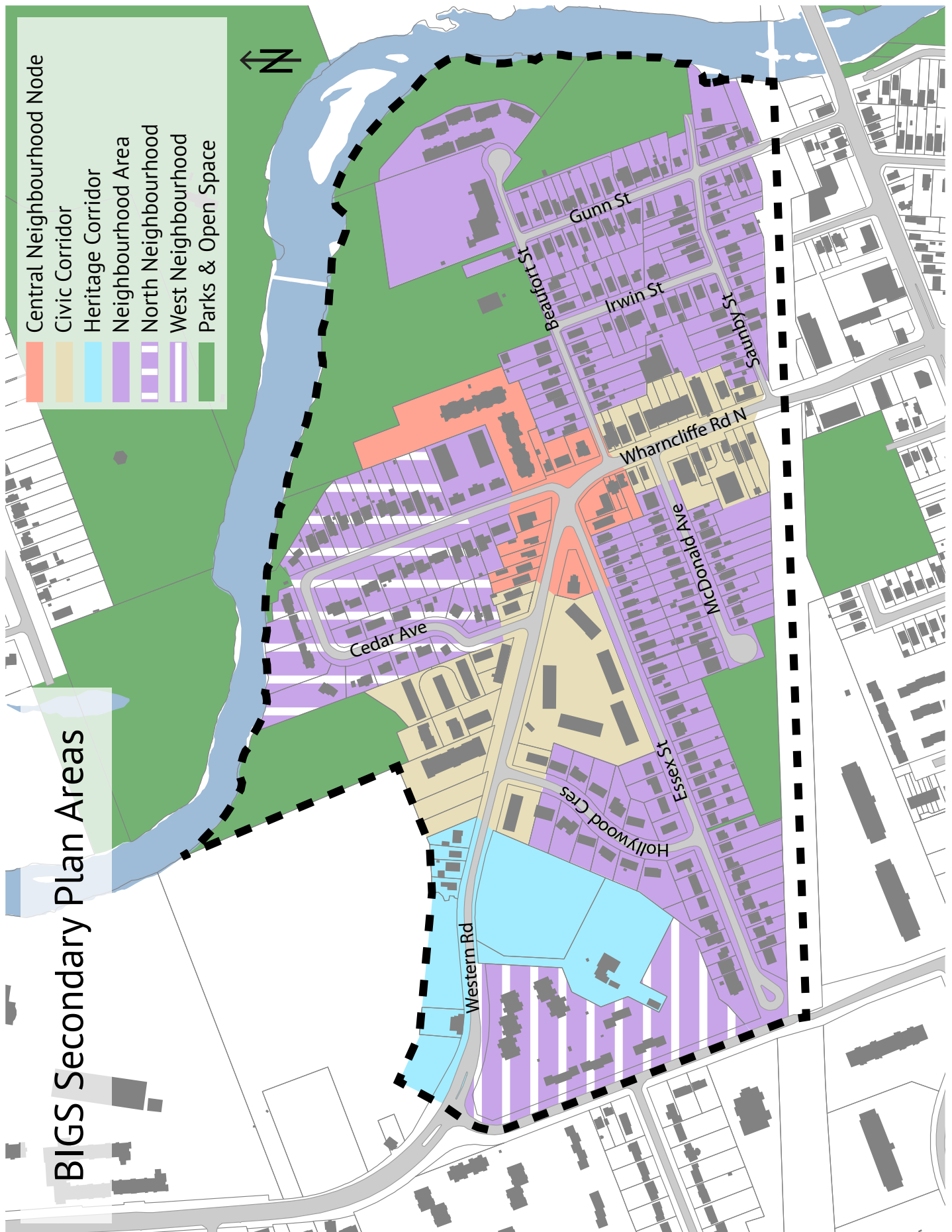
- vi) The City's Zoning By-law may place a holding provision on lands which could be affected by excessive noise levels. The holding provision will be removed when the landowner has satisfied the City, in consultation with the relevant agencies, that adequate noise attenuation measures have been provided for by the proposed development.
- vii) Where a development proponent undertakes a noise impact study by a recognized acoustical consultant to determine noise levels and attenuation measures to reduce noise levels to acceptable standards, the City in consultation with the affected agencies, will have regard for these studies.
- viii) All proposed development adjacent to railways shall provide appropriate safety measures such as setbacks, berms and security fencing, to the satisfaction of the City in consultation with the Canadian Pacific.

#### **20.7.2.8 Vibration**

Excessive vibration levels from the rail line may negatively affect residential development or vibration sensitive non-residential development. New residential development which is expected to be exposed to ground-borne vibration levels which exceed maximum acceptable provincial standards will be required, where practical, to incorporate attenuation measures into the development. To mitigate excessive vibration levels, the following policies shall apply.

- i) Development proposals within 200 metres (600 feet) of the rail line will be circulated to the Ministry of the Environment and any other applicable agency, Canadian Pacific, or the public to identify appropriate attenuation measures, if any.
- ii) Areas which are subject to excessive ground borne vibration may be identified in a guideline document. This guideline document will be developed in consultation with the Province, affected agencies, Canadian Pacific, and the public. Until a guideline document is completed, the City will rely on provincial and agency input to determine attenuation measures for development which could be affected by the excessive ground-borne vibration levels.
- iii) The City's Zoning By-law may place a holding provision on lands which have been identified as being subject to excessive ground-borne vibration levels. The holding provision will be removed when the landowner has satisfied the City and the Ministry of the Environment, in consultation with any other applicable agencies, that adequate attenuation measures have been incorporated into the development.

- iv) Where a development proponent undertakes a vibration impact study by a recognized ground borne vibration consultant to determine vibration levels and attenuation measures to reduce vibration levels to acceptable standards, the City and the Ministry of the Environment, in consultation with any applicable agencies, will have regard for these studies in establishing development conditions.



# 20.7.3

## Area 1 - Central Neighbourhood Node

### 20.7.3 Area 1 – Central Neighbourhood Node

The Central Neighbourhood Node at the centre of the BIGS Secondary Plan Area consists of the properties which border the intersection of Wharncliffe Road North, Western Road and Essex Street, and are designated Multi-Family Medium Density Residential in the current Official Plan.

#### i) Role

The Central Neighbourhood Node is to be the centre of the neighbourhood geographically, functionally and architecturally. It is to be of the greatest intensity and have the broadest range of uses.

#### ii) Character

The Central Neighbourhood Node is to function as a gathering space and provide the most intensive residential and commercial components within the BIGS Secondary Plan Area.

##### a) Neighbourhood Square

It is intended that a neighbourhood square or plaza be located on one corner of the intersection.

- This space is to serve as a site for local gathering and community activities.
- Transit stops will be located for easy access to the square.
- The location of the square on the corner will be in accordance with the results of the Western Road EA.

**iii) Uses**

This area will permit:

- Low-rise apartments with commercial at grade.
  - Mixed-use buildings with commercial at grade.
- a) Non-residential uses will be required on the ground floor of all new buildings.
  - b) Commercial uses permitted at grade are to be provided at a neighbourhood scale with a focus on convenience uses and services. Permitted commercial uses include:
    - professional and services offices;
    - medical/dental offices;
    - personal service establishments;
    - retail stores (including all related sub-categories thereof);
    - convenience stores;
    - studios and galleries;
    - day care centres;
    - small-scale restaurants;
    - food stores; and,
    - fitness and wellness establishments.
  - c) Offices on the second and third storey may be considered.
  - d) Surface parking lots shall not be permitted. On-street parking in close proximity to these areas may be permitted in the adjacent Neighbourhood Area.

**iv) Form**

- a) Within this area the buildings are to be between 3 and 6 storeys and no more than 8 with bonusing.
- b) The ground floor of the residential units within the Central Neighbourhood Node shall be designed and constructed in a manner which ensures flexibility and adaptability over time. No entire building shall be used exclusively for non-residential uses.
- c) Large windows, patio space and canopies are encouraged at ground level. Rooftop patios and balconies are encouraged and shall be considered as amenity areas for mixed use buildings.
- d) Buildings should be designed with defined locations for signage in accordance with a building's scale, architectural features and the established streetscape design objectives.
- e) Office uses will not exceed 200 m<sup>2</sup> per building.
- f) Enhanced street tree planting will be undertaken to provide for a comfortable pedestrian environment.

- g) Large windows, patio space and canopies are encouraged at ground level. Rooftop patios and balconies are encouraged and shall be considered as amenity areas for mixed use buildings.
- h) Buildings should be designed with defined locations for signage in accordance with a building's scale, architectural features and the established urban design objectives.
- i) Development within the Central Neighbourhood Node will be sensitive to adjacent land uses and employ such methods as transitioning building heights and providing sufficient buffers to ensure compatibility.
- j) Lot assembly is encouraged within the area to create comprehensive developments that reduce vehicular accesses and parking conflicts.
- k) Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses.
- l) Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marking pedestrian pathways, widening sidewalks, and general site layout that reinforces pedestrian safety and easy navigation.
- m) Wayfinding signage will be encouraged in the Central Neighbourhood Node which indicates the presence of the Gibbons Park Pedestrian Bridge and other park and pedestrian amenities in the area.





# 20.7.4

## Area 2 – Civic Corridor

### 20.7.4 Area 2 – Civic Corridor

The Civic Corridor consists of the Wharncliffe Road frontage from the Canadian Pacific tracks to the southern limit of Grosvenor Lodge, excluding the Central Neighbourhood Node at the intersection of Wharncliffe Road/Western Road and Essex Street, and are designated Multi-Family Medium Density Residential in the current Official Plan.

#### i) Role

The Civic Corridor provides for the highest intensity residential uses outside the Central Neighbourhood Node.

#### a) South Segment

The South Segment of the corridor connects the Central Neighbourhood Node to the Rapid Transit stop anticipated at Wharncliffe Road and Oxford Road West. Efforts should be made to strengthen the connection between the Central Neighbourhood Node at the North end of this Segment and the Rapid Transit stop to the South. The crossing at the train tracks serves as a gateway to the neighbourhood.

#### b) Northwest Segment

The Northwest Segment of the corridor connects the Central Neighbourhood Node to the University transitioning into the Heritage Corridor.

#### ii) Character

This area is to provide a continuous high-quality residential street frontage throughout the length of the corridor.

**iii) Uses**

This area will permit:

- Stacked townhouses
- Fourplexes
- Low-rise apartments
- Emergency Care Establishments
- Lodging houses
- Supervised Residences

**iv) Form**

- a) Within this area the buildings are to be between 2 and 4 storeys and no more than 6 with bonusing
- b) Buildings will be located at or along the property line in order to create a street wall that sets the context for a comfortable pedestrian environment.
- c) Enhanced street tree planting will be undertaken to provide for a comfortable pedestrian environment.
- d) The ground floor of the residential units within the Civic Corridor area shall be designed and constructed in a manner which ensures flexibility and adaptability over time. No entire building shall be used exclusively for non-residential uses. An entire building may be used for residential purposes.
- e) Buildings should be designed with defined locations for signage in accordance with a building's scale, architectural features and the established streetscape design objectives.
- f) Development within the Civic Corridor will be sensitive to adjacent land uses and employ such methods as transitioning building heights and providing sufficient buffers to ensure compatibility.
- g) Lot assembly is encouraged within the Civic Corridor to create comprehensive developments that reduce vehicular accesses and parking requirements.
- h) Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses. Individual developments should be at a scale to contribute to the role and function of the civic corridor.
- i) Individual projects should be co-ordinated to insure that

the role and function of the civic corridor can be realized.

- j) Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marking pedestrian pathways, widening sidewalks, and general site layout that reinforces pedestrian safety and easy navigation.
- k) While access to development along the Civic Corridor may be provided from “side streets”, traffic impacts associated with such development will be directed away from the internal portions of Neighbourhood Area.
- l) Underground parking and structured parking integrated within the building design is encouraged.
- m) Surface parking in the rear or interior side yard is permitted, but not the preferred option.
- n) Appropriate transition of building scale and use between developments within the Civic Corridor and adjacent areas will be provided.



# 20.7.5

## Area 3 - Heritage Corridor

### 20.7.5 Area 3 - Heritage Corridor

The Heritage Corridor consists of the portion of Western Road from Platt's Lane to the end of the Grosvenor Lodge site, and are designated Multi-Family Medium Density Residential and Open Space in the current Official Plan.

#### i) Role

The Heritage Corridor acts as a thoroughfare connecting the University to the north to the Central Neighbourhood Node at the core of the neighbourhood. The primary focus of this area is on the maintenance of heritage and natural features.

#### a) Grosvenor Lodge

The presence of Grosvenor Lodge along the south side of Western Road is a significant feature of the corridor. Future adjacent development should be sensitive to this significant heritage resource.

To ensure that the setting of Grosvenor Lodge is maintained, the following policies apply:

- Sightlines should be opened through selective pruning of surrounding vegetation.
- Placement of buildings and plantings should maintain the campus-like setting around and adjacent to Grosvenor Lodge.
- Driveway access shall be restricted to the existing access.

In order to maintain the heritage landscape associated with Grosvenor Lodge:

- Utilities located within and/or adjacent to Grosvenor Lodge shall be placed below-grade so as not to interfere with the cultural heritage landscape.
- On parcels adjacent to Grosvenor Lodge, the preservation of the heritage character of Grosvenor Lodge shall be maintained.
- New development on parcels adjacent to Grosvenor Lodge shall include design elements that maintain and protect the heritage character of Grosvenor Lodge.
- On-site surface or structured parking is not permitted between the building line and the property line adjacent to Grosvenor Lodge.
- Built form adjacent to Grosvenor Lodge shall be designed to be compatible with the character (articulation, massing, landscaping and materials) of the cultural heritage landscape.
- New construction on parcels adjacent to Grosvenor Lodge should be compatible with, but visually distinguishable from the heritage resource. Grosvenor Lodge must be identifiable as a landmark, with new construction distinguishable as the background.
- New development should incorporate materials and finishes that are consistent with the existing building materials. Colours and materials should be selected that enhance or complement the historic buildings.
- Salvaged building materials in landscaping, public art and/or new building construction are encouraged should any existing structures be demolished.
- Municipal Works contemplated for the area should minimize disruption to the Grosvenor Lodge site

**ii) Character**

The north side of Western Road in this area is defined by a significant physical grade change. The vegetation and slopes should be maintained and continue to be the principal feature on the north side of the Road.

The south side of Western Road is the Grosvenor Lodge site. This heritage and landscape feature is to be maintained.

**iii) Uses**

- a) Institutional uses are permitted on the Grosvenor Lodge site.
- b) Existing uses are permitted on the north side. Over time, these uses shall transition to open space.

**iv) Form**

- a) Mature trees will be preserved and new trees will be planted along streetscapes wherever possible and appropriate to support the long-term sustainability of a mature tree-lined streetscape.
- b) Any new development in this area is to be entirely residential on already occupied sites.
- c) Alterations or additions to the designated heritage structure shall be in accordance with the *Ontario Heritage Act* and the City's heritage policies.





# 20.7.6

## Area 4 - Neighbourhood Area

### 20.7.6 Area 4 - Neighbourhood Area

Within the BIGS Secondary Plan Area, a large portion is dedicated to residential uses and does not form part of the corridors described previously. The Neighbourhood Area consists of the residential lands on either side of the Civic Corridor, designated Low Density Residential and Multi-Family Medium Density Residential in the current Official Plan.

#### i) Role

The Neighbourhood Area provides for lower intensity residential development and integrates into the adjacent park space. Although some intensification is contemplated, it will be in forms and at a scale compatible with the existing character. The Neighbourhood Area will provide for small-scale redevelopment opportunities.

This designation is to recognize existing low-density residential in the area as an integral component of attracting a varied and diverse resident base. Neighbourhood areas will maintain their existing character while allowing for low impact forms of intensification.

#### ii) Character

The Neighbourhood Area is characterized by varied residential forms from single-family homes through to low-rise apartments. For this reason, specific sub-area policies exist to address the diverse character of the neighbourhood.

**iii) Uses**

The Neighbourhood Area will permit the following uses (unless otherwise specified in 20.7.6.1 or 20.7.6.2):

- Single Detached
- Semi-detached
- Duplex
- Converted Dwellings (for a maximum of 2 units)
- Home Occupations
- Group Homes
- Three and Four-plexes
- Street Townhouses where properties are adjacent to open space
- Bed and Breakfast uses (provided sufficient parking is available)

**iv) Form**

- a) Within this area the buildings are to be between 2 and 3 storeys (unless otherwise specified in the North and West Neighbourhoods).
- b) Development along Platt's Lane should be street facing.
- c) Any redevelopment or renovations within the designation should maintain the form, intensity and architectural style that currently exist.

**v) Protecting Stable Neighbourhoods**

- a) The purpose of these policies is to maintain the low intensity residential character of the area. Not all of the permitted forms of intensification are appropriate in all locations within the Neighbourhood Area. The Zoning By-law may not permit all uses on all parcels within the Neighbourhood Area.

#### **20.7.6.1 The North Neighbourhood**

The portion of Wharncliffe Road North and Cedar Avenue, north of the Central Neighbourhood Node and the Civic Corridor, designated Low Density Residential in the current Official Plan, defines the North Neighbourhood for the purposes of this plan.

##### **i) Uses**

Within the North Neighbourhood permitted uses are limited to:

- Single Detached
- Converted Dwellings
- Existing Residential Uses
- Home Occupations
- Bed and Breakfast uses (provided sufficient parking is available)

#### **20.7.6.2 The West Neighbourhood**

The portion of the Neighbourhood Area located in the triangle between Grosvenor Lodge, Platt's Lane and Western Road, designated Multi-Family Medium Density Residential in the current Official Plan, defines the West Neighbourhood for the purposes of this plan.

##### **i) Uses**

Within the West Neighbourhood permitted uses are limited to:

- Street towns up to 3 storeys in height
- A single 6 story apartment at the corner of Platt's Lane and Western Road may be permitted.



# 20.7.7

## Area 5 - Parks and Open Space

### 20.7.7 Parks and Open Space

Park areas should include:

- a) All of the river adjacent lands in public ownership;
- b) The foundation of Saunby's Mill;
- c) The intersection of Western Road and Essex Street upon the development of the public square;
- d) The wetland at the west end of McDonald Ave adjacent to the CPR tracks;
- e) The north side of Western Road north of Grosvenor Lodge;

#### i) Role

The Parks designation is intended to provide for passive and active recreation.

#### a) Views

Views and sightlines to the Thames River should be enhanced at all street ends.

Views and sightlines to Grosvenor Lodge from the surrounding neighbourhoods and Western Road should be enhanced.

#### b) Trails

The Neighbourhood area is adjacent to the Thames River and having existing and potential trail connections that should be developed as a park feature.

Public Realm improvements along Beaufort Street should promote the pedestrian connection provided by the Bridge across the Thames accessible from Beaufort Street. These improvements are to build a connection between the Central Neighbourhood Node and the Thames Valley Parkway.

Trailheads should be developed at all trail connections with seating areas, way finding signage and interpretive signage. Existing pathways, such as the one connecting Western Road to Western University, should be protected.

**c) Riverfront Park Policies**

A Riverfront Park should be provided east of Gunn Street with direct pedestrian connections from Beaufort and Saunby Streets and mid-block from Gunn Street and Wharncliffe Road North.

The riverfront park should be developed to provide recreation space employing ecological design principles.

The foundation of Saunby's Mill should be preserved and enhanced as a unique feature in the riverfront park.

**ii) Character**

The Open Space Area Designation is intended to provide passive and active recreational opportunities to the residents in the surrounding neighbourhood to support a healthy, active lifestyle and encourage community congregation.

**iii) Permitted Uses**

Permitted uses include natural parkland, playgrounds and buildings to support parks uses. Community gardens and their associated parking facilities may be permitted in areas not suitable for other recreational purposes.

**iv) Form**

With the exception of those heritage features already located in parks in the BIGS neighbourhood any new buildings are to be solely for park purposes and designed so as to not detract from the heritage and natural features present.



# Implementation

## 20.7.8. Implementation

### 20.7.8.1 Implementation of the Plan

The BIGS Neighbourhood Secondary Plan will be implemented by ensuring that:

- i) All municipal works (including roads, sewer, water, wastewater, parks and other public facilities) are consistent with the policies of this Plan; and,
- ii) All planning applications are consistent with the policies of this Plan.

### 20.7.8.2 Official Plan Amendments

- i) Any amendment to the text or Schedules of this Secondary Plan constitutes an Official Plan amendment. Furthermore, amendments to the Schedules of this Plan may require amendments to the associated schedules of the Official Plan - Schedules "A" - Land Use, "B1" - Natural Heritage Features, "B2" - Natural Resources and Natural Hazards, "C" - Transportation Corridors and "D" - Planning Areas.
- 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 Official Plan.

### 20.7.8.3 Zoning

- i) Any applications for amendment 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) In addition to the policies of the Secondary Plan, consideration of other land uses through a Zoning By-law amendment shall be subject to the Official Plan policies and criteria for the evaluation of planning and development applications. Zoning on individual sites would normally not allow for the full range of permitted uses.
- iii) Appropriate zoning regulations and standards shall be prepared to conform with and implement the provisions of this Secondary Plan.
- iv) The lands within the area of this Secondary Plan may be zoned with the appropriate holding provision in accordance with the Official Plan to achieve objectives set out within this secondary plan.



**20.7.8.4 Plans of Subdivision/Plans of Condominium/ Consents to Sever**

Any applications for subdivision, condominium, or consent to sever, shall be subject to the policies of this Secondary Plan and applicable policies of the Official Plan.

**20.7.8.5 Site Plan Approval**

Any applications for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of the Official Plan.

**20.7.8.6 Guideline Documents**

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

**20.7.8.7 Amendments to the Areas Delineated in this Plan**

- a) A demonstrated need for the expansion, addition or modification of a designation, given the context of both the site and surrounding area
- b) Area boundaries shall not be permitted to change to a degree which undermines the intended function of the designated areas
- c) The expansion of boundaries shall not have a negative impact on adjacent or nearby properties, including Grosvenor Lodge and the Neighbourhood Area as an area of continued residential use

**20.7.8.8 Phasing, Financing and Monitoring**

The BIGS lands shall be developed with the following objectives:

- i) Public realm improvement in the Central Neighbourhood Node are important to establish the character of the BIGS Neighbourhood and shall be undertaken with municipal infrastructure projects.

**20.7.8.9 Interpretation**

The Official Plan provides for the interpretation of Official Plan designation boundaries and these policies apply to this Secondary Plan.