

# Draft SECONDARY PLAN 20.8

November 2015



**McCormick Area**  
City of London



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# Background

The McCormick Area Secondary Plan area is one of the few remaining areas within the urbanized area of the City of London that permits industrial uses. Over the years there has been a general decline in industrial presence in this area, both through vacancies and through the rezoning of properties to permit alternative uses. It was evident that these lands were no longer functioning as they had in the past and were generally less desirable for new industrial businesses. The presence of offices and other non-industrial uses over the past decade indicate a general transition away from heavy industrial uses. This transition of uses is more prevalent in the southern half of the Secondary Plan Area, where industrial activity dates back to the early 1900s and includes the former McCormick Manufacturing Company (more recently Beta Brands) property that has stood vacant for a number of years.

This incremental and organic transition of uses over the past decade is desirable as it aids in the revitalization of the area and better complements the adjacent neighbourhood. The intention of the McCormick Area Secondary Plan is to support this transition through a comprehensive update of the planned function and intent for permitted land uses within the area to better support local business development and revitalization efforts.



Draft  
McCormick Area  
Secondary Plan

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## Introduction

### 20.8.1.1 Location

The McCormick Area Secondary Plan covers approximately 35.2 hectares (87 acres) of land within the urban growth boundary of the City of London. The lands are bordered by the Canadian Pacific (CP) Railway to the north, Quebec Street and Burbrook Place to the west, the north side of Dundas Street to the south and Ashland Avenue and McCormick Boulevard along the east as identified in Figure 1. This study area features over 500 metres of Dundas Street frontage, a major city transportation corridor.

Figure 1:  
McCormick  
Area  
Secondary  
Plan Area



— — Study Boundary



### 20.8.1.2 Purpose, Use and Interpretation

The purpose of the McCormick Area Secondary Plan is to establish a more specific land use policy framework to guide the evolution of the former McCormick's Factory and adjacent lands, into a vibrant mixed-use neighbourhood which permits specified new uses within the industrial heritage, creates open space linkages, integrates with the surrounding neighbourhood and supports emerging businesses. This Secondary Plan provides a greater level of detail than the general policies in the City of London *Official Plan* and is guided by the policies of the 2014 Provincial Policy Statement.

This Secondary Plan shall be used for the review of planning. This Secondary Plan is further intended to be used in conjunction with other policies of the *Official Plan*. In particular, any amendments made to Chapter 10, Policies for Specific Areas, of the *Official Plan* should be read in conjunction with this Secondary Plan. In instances where the overall *Official Plan* and Secondary Plan are inconsistent, with the exception of Chapter 10 policies of the *Official Plan*, the Secondary Plan shall prevail.

The text and schedules of the McCormick Area Secondary Plan will be included in Section 20 of the City of London *Official Plan*. The schedules form part of this Secondary Plan and have policy status whereas other figures and photographs included in this Secondary Plan are provided for graphic reference, illustration, and information.

### 20.8.1.3 Vision

The vision for the McCormick Area Secondary Plan is as follows:

The McCormick community will be a connected, green, mixed-use neighborhood with a unique industrial heritage character.



Existing established neighbourhood.



McCormick Park, located north of the Secondary Plan Area.



#### 20.8.1.4 Principles

The McCormick Area Secondary Plan is based on achieving urban regeneration of an under-used industrial area through sustainable and cost-effective development and land use patterns that strive to conserve cultural heritage resources. The preparation of this Secondary Plan has been guided by a series of principles that are described below. Any amendments to this Secondary Plan or implementing zoning by-law shall be consistent with these principles.

The following principles form the basis of this Secondary Plan:

##### i) **Principle 1: Connection to the Open Space System**

Establish connections to McCormick Park and the surrounding open space system.

##### **Objectives:**

- a) Link the Secondary Plan Area, and subsequently the adjacent neighbourhood, to the surrounding open space;
- b) Establish a safe pedestrian connection across the CP rail corridor to improve connectivity to the trail and McCormick Park, the large open space system to the north; and,
- c) Integrate an industrial heritage character in the pedestrian bridge design to signify the history of the neighbourhood at this entry point.

##### ii) **Principle 2: Integration with Adjacent Neighbourhoods**

Transition uses, building heights, and densities to be compatible with those in the surrounding established neighbourhoods and create street and pedestrian linkages that improve east-west and north-south connections.

**Objectives:**

- a) Extend public rights-of-way to create a more connected street network;
- b) Create a publicly accessible network of sidewalks and pathways to serve the new residents and the surrounding neighbourhood;
- c) Transition heavy industrial uses to those more compatible with sensitive land uses;
- d) Transition building height and form to integrate with the established neighbourhood; and,
- e) Ensure new development is compatible with cultural heritage resources.

**iii) Principle 3: Support Local Business**

Ensure that the established businesses are successfully integrated within the community as other parts of the community transition to more sensitive land uses. Support new compatible business development at appropriate locations.

**Objectives:**

- a) Remediate brownfield sites to encourage the redevelopment of existing contaminated lands and adaptive re-use of buildings;
- b) Work with existing industry owners as sensitive uses develop to ensure compatibility between uses and establish mitigation measures that benefit both parties;
- c) Permit a wide range of less-intensive uses to encourage business creation; and
- d) Encourage artisanal production, in the form of small-scale businesses that both manufacture and sell products on site; and,
- e) Provide live-work opportunities where appropriate to support varying business needs.



View of the Secondary Plan Area.



View of the Secondary Plan Area from Dundas Street.



#### iv) Principle 4: Redefine Dundas Street

Create an active street frontage along Dundas Street that is pedestrian-oriented and transit-supportive.

##### Objectives:

- Promote transit-oriented and mixed-use development along Dundas Street through form and use;
- Direct the highest development intensity within the Secondary Plan Area toward Dundas Street to focus activity and support transit; and,
- Increase pedestrian activity on Dundas Street to create a mainstreet environment by promoting active ground-floor uses.

#### v) Principle 5: Cultural Heritage Conservation

Conserve and protect cultural heritage resources.

##### Objectives:

- Identify properties and resources that are of cultural heritage value or interest;
- Conserve cultural heritage resources;
- Encourage adaptive re-use of cultural heritage resources; and,
- Ensure the industrial heritage character within the McCormick Area Secondary Plan area is reinforced through the sensitive and compatible design of new development.

#### vi) Principle 6: Green and Growing Area

Achieve high standards of environmental sustainability.

##### Objectives:

- Provide opportunities for urban agriculture and the development of a food production hub to promote local food cultivation and production; and,
- Encourage green buildings and infrastructure.



# 20.8.2

## Community Structure

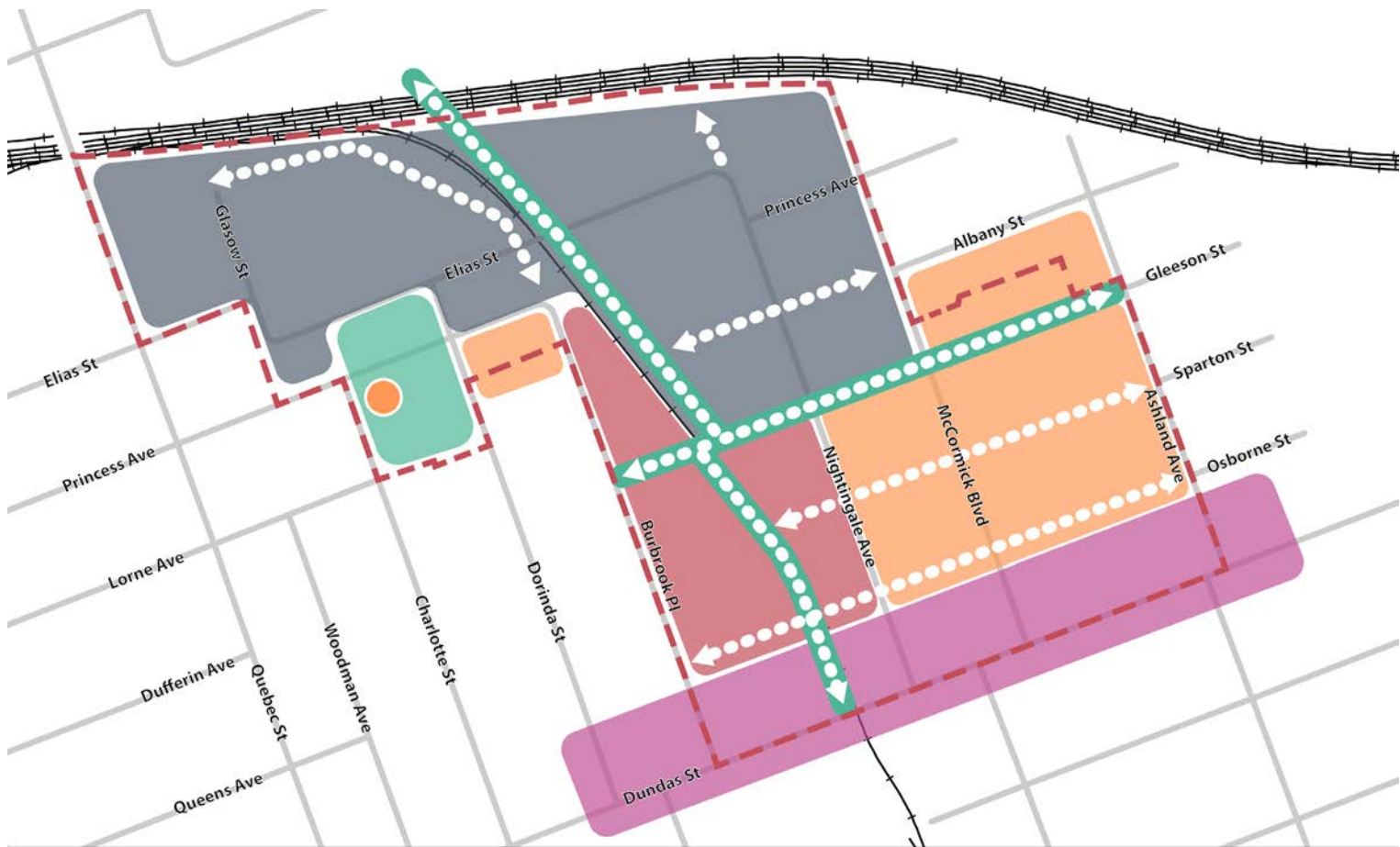


The former McCormick's  
Factory building, 2014.

### 20.8.2.1 Community Structure Plan

The Community Structure Plan, illustrated in Schedule 1 of this Secondary Plan and described in the policies below, focusses on establishing connectivity, retaining neighbourhood assets and retaining the general character of the Secondary Plan Area. Development proposed through planning applications for the lands within the McCormick Area Secondary Plan area shall implement the following elements:

- a) Create new street and pedestrian connections to improve neighbourhood walkability and linkages with the surrounding open space;
- b) Integrate with the surrounding neighbourhood and expand the housing options available in Old East Village;
- c) Strengthen activity along Dundas Street to support its role as an urban mainstreet and a major city corridor;
- d) Support local business growth and innovation;
- e) Conserve cultural heritage resources.



- Study Boundary
- Community Node
- Residential
- Mainstreet
- Potential Connection
- Open Space
- Mixed-Use
- Industrial/Commercial
- Green Link



Schedule 1: Community Structure Plan





CP rail corridor.



A view down Ashland Avenue, just outside of the Secondary Planning Area.

### 20.8.2.2 Connectivity

The McCormick Area Secondary Plan area is located between two well-established residential neighbourhoods. Their residential street patterns are considerably finer than that existing in the Secondary Plan Area; their street network should generally be extended to decrease the block sizes, which in turn increases the walkability of the area.

The extension of Gleeson Street presents the best opportunity for creating a new public street connection, as there are currently no structures that would prevent the construction of this street extension. The extension of other east-west local streets as public connections, either in the form of public streets or public pathways, are also ideal opportunities to provide new linkages when the sites redevelop.

Better access to the northern extent of the Secondary Plan Area can be gained by creating a publicly accessible connection from Dundas Street over the CP Rail corridor. This connection would create the opportunity to link to McCormick Park, the green space to the north. A pedestrian linkage would require an overpass to cross the rail corridor to create a safe connection.

The intent of these connections should be maintained, however the exact location may be modified to accommodate new development as needed. Additional connections can be included even if not identified on Schedule 1.

### 20.8.2.3 Neighbourhood Integration

The neighbourhoods to the east and west are primarily one and two storey single-detached dwellings, many of which were constructed in the early 1900s. To better integrate the Secondary Plan Area with these well-established residential neighbourhoods, the residential uses should be extended and the built form carefully planned to create a seamless transition to higher density housing options that do not currently exist. These higher density housing

options will help to create a “complete community” that provides opportunities for different lifestyles and household compositions and for residents to stay in the neighbourhood as their housing needs change.

#### 20.8.2.4 Dundas Street Mainstreet

The southern boundary of the Secondary Plan Area is defined by the north side of Dundas Street. Dundas Street is a major east-west transportation corridor within the city and Old East Village’s mainstreet. Dundas Street has been identified as one of the preliminary rapid transit network routes that will serve major city destinations including transportation hubs, retail centres, post-secondary institutions and hospitals. Development along Dundas Street should support ground-level activity and continue the mainstreet character that can be found to the west. Uses that support the surrounding neighbourhood are ideally located along Dundas Street to promote active transportation and a sense of community.

#### 20.8.2.5 Established Business

The northern extent of the Secondary Plan Area, in particular, has several active industrial and office uses that form a part of the community’s unique character and are intended to remain. This portion of the Secondary Plan Area presents a unique opportunity to integrate employment opportunities into a mixed-use neighbourhood. A general transition from heavy industrial to less-intensive uses has been occurring in recent years and this trend should be supported and encouraged for the revitalization of the area.

These uses also provide a buffer between the rail corridor and the area intended for more sensitive land uses in the long term. This industrial area is intended to contain light industrial and associated office uses that have a low impact on the surrounding neighbourhood and future sensitive uses, while providing jobs within the neighbourhood.



The former Reid Bros. & Co. Paper Box Manufacturing 2014.





Office uses within the Secondary Plan Area.



The Empire Manufacturing Co. Brass Foundry, 2014.

### 20.8.2.6 Cultural Heritage Conservation

The McCormick Area Secondary Plan area has a long history of industrial activity, with many built heritage resources that contribute to this understanding. These properties are assets in the redevelopment of this neighbourhood and contribute to its industrial heritage character.

The former McCormick's Factory at 1156 Dundas Street property is unique to the Secondary Plan Area as it is the only property currently designated under Part IV of the *Ontario Heritage Act*. This property was designated in 2014 by By-law No. L.S.P.-3441-366 for heritage attributes which include the building's rectangular massing, its white cladding and cladding pattern, window openings, and main entrance canopy. The Statement of Cultural Heritage Value and Interest notes its early modern industrial style architecture is one of the few remaining examples in London. Its outside walls were faced with white glazed terra cotta, a building material which is particularly rare in London.

The property below, located within the McCormick Area Secondary Plan area, is listed to London's Inventory of Heritage Resources:

- a) 1020 Elias Street (former Bell Telephone Building), Listed, Priority 1.

The properties below, located within the McCormick Area Secondary Plan area, are properties under consideration for identification of potential cultural heritage value or interest:

- a) 1108 Dundas Street (former The Empire Manufacturing Co. Brass Foundry);
- b) 1120 Dundas Street (former Supertest Petroleum Co. Service Station);
- c) 1140 Dundas Street (former Coca-Cola bottling plant);
- d) 1152 Dundas Street (former Ruggles Truck Manufacturing);
- e) 445 Nightingale Avenue (former Reid Bros. & Co. Paper Box Manufacturing);

- f) 465 Nightingale Avenue;
- g) 471 Nightingale Avenue (former Hunt Brothers Flour Mill);
- h) 501 Nightingale Avenue (former Taylor Electric);
- i) 568 Glasgow Street (former Clatworthy Lumber);
- j) 982 Princess Avenue/1005 Elias Street (former Orange Crush Ltd.);
- k) 990 Princess Street (former Perry Sales Co.);
- l) 560 Quebec Street (former Dominion Stores Bakery);  
and
- m) 580 Quebec Street (former Supertest Petroleum warehouse).

Schedule 2 identifies the location of the above listed properties.



The former Ruggles Truck Manufacturing building, 2014.



- Designated Heritage Property
- Listed Heritage Property
- Property Under Consideration for Identification of Potential Cultural Heritage Value or Interest
- - - Study Boundary



Schedule 2: Cultural Heritage Resources



Integrating the Secondary Plan Area with the surrounding neighbourhoods is the primary goal of this Secondary Plan. This view down Burbrook Place shows the abutting neighbourhood on the left and the Secondary Plan Area on the right.

# 20.8.3

## General Policies



### 20.8.3.1 Mobility and Public Realm

The transportation network within the McCormick Area Secondary Plan area consists of Arterial Roads, Primary Collectors, Secondary Collectors and Local Streets, as established in the City of London *Official Plan*. The transportation network in this Secondary Plan also includes Future Streets and Future Publicly Accessible Connections, illustrated in Schedule 3.

The street pattern is intended to establish the framework for the community structure with the goal of providing access and connections to the existing transit routes along Quebec Street and Dundas Street, the future rapid transit connections along Dundas Street, and vehicular and pedestrian access to adjacent neighbourhoods. The transportation network will also establish pedestrian connections to the existing open space system north of the CP rail corridor. Street and public realm design, development, and upgrades shall be in accordance with the following general policies.

#### i) Street Typologies

Four street typologies exist within this Secondary Plan – Arterial Roads, Primary Collectors, Secondary Collectors, Local Streets, and a Green Link overlay. The following policies establish the general design intent of these typologies. Variations may be considered by the City of London based on circumstances such as topography, proposed abutting land use(s), and opportunities to implement other objectives from the Transportation Master Plan, the Rapid Transit Environmental Assessment, and the Bicycle Master Plan.

### Arterial Roads and Future Rapid Transit Corridor

Arterial Roads are high-capacity roads, in many cases accommodating both vehicles and transit, which serve the city as a whole and act as major north-south and east-west connections. Depending on the location of transit services, Arterial Roads may also serve as Rapid Transit Corridors, as is the case in this Secondary Plan. A balance must be achieved between their transportation function, including accommodation for transit and access to adjacent land uses, and to act as socially vibrant public space.

The design of the rights-of-way associated with Rapid Transit Corridors should provide for a streetscape and sidewalk environment designed for pedestrians, with features that may include wide sidewalks, street trees and feature plantings, decorative paving, lighting and signage. Bicycle routes shall be appropriately placed to avoid conflict between on-street parking and the intended character of the public right-of-way.

### Primary Collectors

Primary Collectors serve moderate volumes of inter-neighbourhood traffic at moderate speeds. These roads may require a higher level of pedestrian amenity than Local Streets through the extended use of tree and feature planting, paving, lighting and signage design. Their design should complement the planned adjacent land uses with features such as on-street parking, benches and wider sidewalks provided adjacent to commercial and mixed-use properties.

### Secondary Collectors

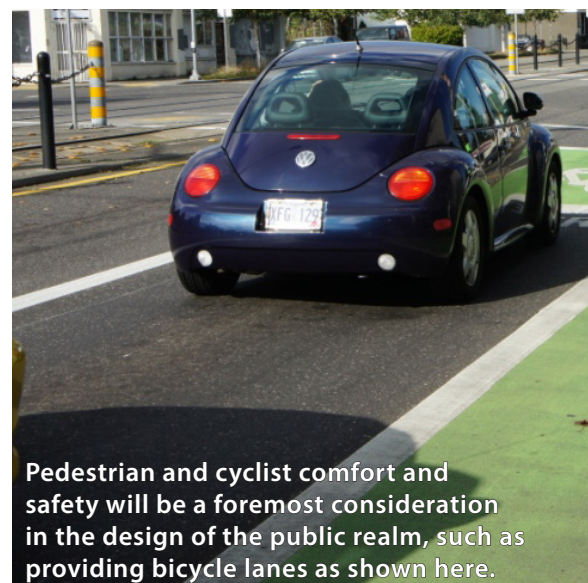
Secondary Collectors serve light volumes of traffic for short distances at light speeds. These roads may require a higher level of pedestrian amenity than Local Streets through the extended use of tree and feature planting, paving, lighting and signage design. Their design should complement the planned adjacent land uses with features such as on-street parking, benches and wider sidewalks provided adjacent to commercial and mixed-use properties.



"Bump outs" will break up on-street parking, such as in this example.



Low walls and landscaping, such as shown here, may be used to screen parking.



Pedestrian and cyclist comfort and safety will be a foremost consideration in the design of the public realm, such as providing bicycle lanes as shown here.





### **Local Streets**

Local Streets provide access to individual properties and connect neighbourhood destinations. These streets play a dual role as neighbourhood socialization spaces and low-volume transportation corridors. The design requirements, while less substantial than for Arterial and Collector Roads, must support the dual role of Local Streets. The majority of proposed Future Streets within the McCormick Area Secondary Plan area belong to the Local Streets typology. On-street parking may be provided along all Local Streets.

### **Green Link (overlay)**

The Green Link overlay identifies streets and public pathways that are crucial to connecting the Secondary Plan Area and the surrounding neighbourhoods to the established open space system. Streets with the Green Link overlay should prioritize active transportation modes and are ideal locations for bike lanes. Public pathways should prioritize active transportation modes, including cyclists and pedestrians, and are ideal locations for multi-use trails.

## **ii) Street Network**

- a) Transit and active forms of transportation will be supported through the design of the transportation network and public realm.
- b) Future Local Streets will be designed to support pedestrian-oriented development patterns, with strong connections to transit services located on Dundas Street and Quebec Street.
- c) Future Local Streets should help to create short neighbourhood blocks, which make walking easy and efficient and allow for variation in routes.
- d) Where short blocks cannot be provided, public mid-block pedestrian connections, which may include Future Publicly Accessible Connections, should be provided to shorten walking distances.

- e) Future Publicly Accessible Connections illustrated on Schedule 3 may be established as pedestrian connections, multi-purpose pathways, and/or local streets.
- f) At the subdivision and/or site plan application stage, consideration shall be given to the provision for the conveyance and construction of Future Local Streets and/or Future Publicly Accessible Connections illustrated on Schedule 3.
- g) Variations in routes of the Future Local Streets illustrated in Schedule 3 may be considered through future studies identifying constraints due to circumstances such as topography, proposed abutting land use(s), and opportunities to implement other objectives from the Transportation Master Plan, the Rapid Transit Environmental Assessment, and the Bicycle Master Plan.
- h) At the subdivision and/or site plan application stage, the proposed Dundas Street Rapid Transit Corridor, including transit only lanes, shall be protected in accordance with City requirements.
- i) At the subdivision and/or site plan application stage, studies or a detailed transportation impact analysis may be required to identify how to accommodate additional through lanes or turn lanes as determined by the City.



-  Arterial Roads/Future Rapid Transit Corridor
-  Primary Collector
-  Secondary Collector
-  Local Street
-  Green Link
-  Rail Corridor
-  Future Local Street
-  Future Publicly Accessible Connection
-  Potential Rapid Transit Station

\* Street typologies are listed in hierarchical order

**Schedule 3: Street Hierarchy**

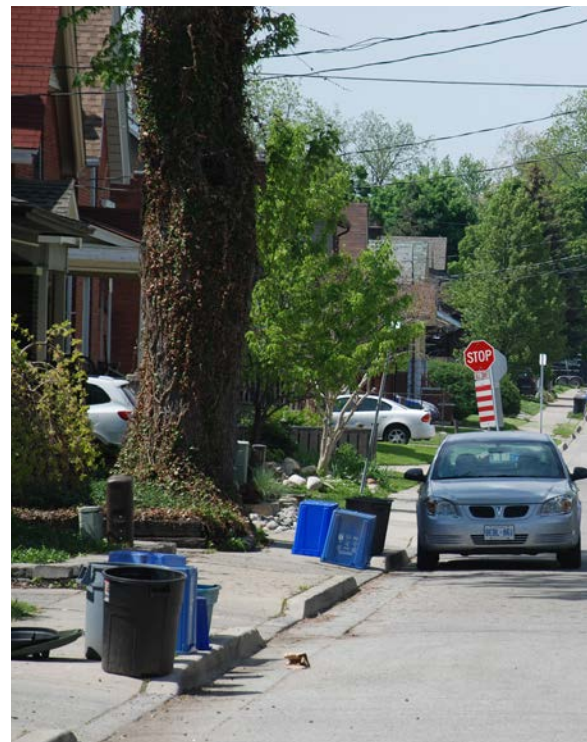


### iii) Parking

- a) On-street parking may be provided along streets within this Secondary Plan. Along Dundas Street, priority will be given to proposed rapid transit street upgrades and operation that may constrain or prohibit on-street parking.
- b) On-street parking shall be incorporated into the design of public rights-of-way particularly to support street-level retail uses.
- c) Off-street parking areas should be designed to reduce the visual impact of the parking from the public realm by:
  - screening the parking lot at the public right-of-way through the use of features such as low decorative fences, walls, and landscaping;
  - integrating a parking structure or underground parking within the building design or locating parking to the side or rear of the main building and permitting no or only minimal parking in front of the main building;
  - providing landscaping or decorative paving within the parking area to reduce the visual impact of large surface parking areas;
  - establishing joint access to parking lots on adjoining properties where feasible.

### iv) Streetscape and Public Realm

- a) Pedestrian and cyclist comfort and safety should be considered in the streetscape design for all public streets.
- b) Where possible, utilities should co-locate under the sidewalk to optimize growing space for trees. In addition, above-grade utility boxes should be avoided where possible and clustered. The preference is for these services to be placed below grade.



Exceptional landscaping, such as shown here, may provide opportunities for zoning bonus.



Local Roads, such as shown here, connect neighbourhood destinations and make up the majority of the roads in the Secondary Plan Area.



- c) Street furniture such as lighting, signage, parking meters, bicycle parking, utilities, and garbage receptacles shall be designed and placed in a coordinated manner to provide an obstacle-free environment and avoid visual clutter.
- d) Street trees and an appropriate planting environment is encouraged along all streets within this Secondary Plan. These trees will provide for an aesthetic and shade function to the pedestrian environment.
- e) Decorative light standards unique to the Secondary Plan Area may be used to enhance the industrial-heritage character.
- f) Public Realm Design Guidelines, including rights-of-way cross-sections, may be prepared to provide further guidance for the development of public rights-of-way in this Secondary Plan.
- g) Special design treatments in accordance with Traffic Calming Policy may be implemented in areas with the Green Link overlay on Schedule 3 to slow or restrict traffic movements and place a priority on pedestrian and cycling movements as part of the broader community mobility.
- h) The potential rapid transit station at the intersection of McCormick Boulevard and Dundas Street presents opportunities to include decorative features that complement the industrial heritage character and enhance the pedestrian experience.

### 20.8.3.3 Cultural Heritage

The McCormick Area Secondary Plan area contains a number of significant cultural heritage resources, including the former McCormick's factory property designated under the *Ontario Heritage Act* in 2014 and identified in Schedule 2, which contribute to the industrial heritage character of the area. The McCormick Area Secondary Plan presents a unique opportunity to celebrate distinct elements of the area's industrial heritage character to foster a sense of place which could serve as an ongoing catalyst for investment and regeneration.

Conserving the industrial-heritage character is a fundamental principle of the McCormick Area Secondary Plan. It will focus the nature of development. As such, this Secondary Plan seeks to conserve elements of the industrial heritage character of the area and encourage adaptive re-use and redevelopment while providing for modern amenities and compatible uses.

The following policies will ensure that the industrial heritage character is considered and conserved where practicable in the McCormick Area Secondary Plan area:

- a) Properties of potential cultural heritage significance will continue to form essential elements of the physical character of the area. In this regard, the City will seek the retention, conservation, rehabilitation, reuse and restoration of cultural heritage resources;
- b) Adaptive reuse of former industrial buildings will be encouraged to retain the industrial heritage character of the area;
- c) Development adjacent to heritage resource(s) shall achieve a compatible relationship with the cultural heritage resource(s) and their context through the consideration of such matters as, but not limited to, building height, massing, scale, setbacks, stepbacks, roof line, materials and architectural design;
- d) Demolition of cultural heritage resources will be strongly discouraged and a Heritage Alteration Permit will be required to permit alterations to properties designated under the *Ontario Heritage Act*; and
- e) The McCormick Area Secondary Plan area has a concentration of cultural heritage resources that reflect London's industrial heritage. This area merits consideration as a potential future Heritage Conservation District designated under Part V of the *Ontario Heritage Act* and/or as a Cultural Heritage Landscape.



Adaptive re-use of former industrial buildings, such as this residential loft conversion, is encouraged.



#### 20.8.3.4 Green Development

The McCormick Area Secondary Plan is based on a conceptual design which addresses sustainable development through features such as mixed-use development, a modified grid road system, and connectivity to transit. Through planning applications, proponents are encouraged to design development to:

- Reduce the consumption of energy, land and other non-renewable resources;
- Minimize the waste of materials, water and other limited resources; and,
- Create livable, healthy and inclusive environments.

As a part of a complete application for development within the McCormick Area Secondary Plan area, a report may be requested to be submitted explaining how the proposed development has incorporated or considered the following:

- a) Retention of existing buildings;
- b) Renewable energy sources such as solar and wind power devices;
- c) Building orientation that maximizes the opportunity for passive solar gain, where appropriate;
- d) Durable materials that help to conserve energy by lowering maintenance and replacement costs;
- e) Alternative roofing technologies such as greenroofs and reflective roof surface materials with high solar and thermal reflectivity;
- f) A mix of residential dwelling types that support life-cycle housing and provide housing opportunities for a variety of socio-economic groups and household structures;
- g) Tree cover that reduces the heat island effect, moderates sun and wind, and improves ground water infiltration;
- h) On-site tree preservation and incorporation of mature trees into the landscape scheme of the new development;

- i) Integration of urban agriculture and food production opportunities into parks, buildings and landscapes through elements such as community gardens, private gardens, greenhouses, roof-top gardens and edible landscaping; and,
- j) Sustainable stormwater management techniques such as the use of permeable paving methods, enhanced use of organic cover, and/or reduced vehicle lane width to reduce the impervious coverage and to relieve stormwater management demands.

#### 20.8.3.5 Species at Risk

The Chimney Swift (*Chaetura pelagica*), listed as a threatened species in Ontario, receives protection under the Endangered Species Act, 2007 for individual members of the species and their habitat. Chimney Swifts are known to exist in the McCormick Area Secondary Plan area, with a potential for nesting and/or roosting in chimneys and other man-made features within the area. Consultation with the Ontario Ministry of Natural Resources must occur prior to any activity, such as building demolitions, within the McCormick Area Secondary Plan area that may impact potential Chimney Swift habitat including man-made nests/roosts and natural nest/root cavities.

#### 20.8.3.6 Brownfield Remediation

Brownfield sites are undeveloped or previously developed properties that may be contaminated. They are usually, but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant. Several properties within the McCormick Area Secondary Plan area fit this description and it is necessary for these lands to be remediated and/or restored prior to redevelopment. The Provincial Policy Statement 2014 promotes the redevelopment of brownfield sites and identifies their redevelopment as important to long-term economic prosperity.



Photo source: <http://www.livable.org/>



Underutilized portion of an industrial site with potential for development:





To encourage the remediation and redevelopment of brownfield sites, the following policies will be applied to brownfield development and redevelopment:

- a) In accordance with the Community Improvement Plan for Brownfield Incentives, the City may provide financial incentives to help reduce costs and risks associated with brownfield redevelopment.
- b) The City will encourage potential partnerships between interested parties in which assessments could be conducted across groups of properties and explore opportunities for municipal financial contributions in such partnerships in accordance with the Community Improvement Plan for Brownfield Incentives.
- c) The City will prioritize eligible properties in the Secondary Plan Area in applying for funding that may be available through other orders of government or other non-city sources.

**20.8.3.7 Compatibility with Sensitive Uses**

As the Secondary Plan Area has been historically used for industrial purposes and several industrial businesses are still in operation, compatibility between new sensitive uses, such as residential, with the industrial uses has to be planned for and considered carefully. The McCormick Area Secondary Plan area is also bordered to the north by the Canadian Pacific (CP) rail corridor and is bisected by an additional spur rail line that connects the CP and Canadian National (CN) main lines. Noise created by rail line activity may also negatively impact sensitive land uses. The Province and City of London provide regulations and guidelines on assessing the potential for these adverse impacts.



The following policies will help to ensure that negative impacts are minimized during the introduction of new uses:

- a) Proponents of new developments may be required to undertake studies to ensure that the following applicable guidelines and regulations are being met:
  - Ontario Ministry of the Environment and Climate Change *Guideline D-6: Compatibility between Industrial Facilities and Sensitive Land Uses*;
  - Ontario Ministry of the Environment and Climate Change *Environmental Noise Guideline NPC-300: Stationary and Transportation Sources – Approval and Planning*;
  - Ontario Ministry of the Environment and Climate Change Regulation 419/05 Air Pollution – Local Air Quality;
  - Ontario Ministry of the Environment and Climate Change 4871e – Noise Screening Process for s.9 Applications;
  - Federation of Canadian Municipalities and the Railway Association of Canada – *Guidelines for New Development in Proximity to Railway Operations*; and,
  - City of London Noise By-law PW-12.
- b) In many cases, adverse impacts of noise, vibration, dust and odour can be greatly reduced through mitigation measures at both the source and the receiving lands. Such measures may include:
  - Locating residential outdoor amenity space away from the source of the adverse impact;
  - Orienting habitable portions of the building away from the source of the adverse impact;
  - Constructing barriers, enclosed balconies, deep foundations, and/or enclosed delivery areas;
  - Upgrading façade materials and construction techniques;
  - Implementing vibration isolation, ventilation, and/or dust suppressants;
  - Utilizing battery operated forklifts, low noise pneumatic tools, and/or exhaust/equipment silencers; and,
  - Enclosing outdoor storage areas.





Townhouses facing an internal walkway.

- c) Physical mitigation measures should visually integrate with the building design and site layout and be compatible with the surrounding neighbourhood.
- d) Landscaping may be used to screen noise walls, barriers, and berms.

### 20.8.3.8 Affordable Housing

#### i) Residential Dwellings

The McCormick Area Secondary Plan provides an opportunity to contribute to the supply of affordable housing and may assist the City in meeting its target for provision of affordable housing. The following policies shall apply to the McCormick Area Secondary Plan area.

- a) The majority of the new housing units within the McCormick Area Secondary Plan area will be forms other than single detached.
- b) Where appropriate, density bonusing will be considered for proposals that have an affordable housing component of 25% or more of the total dwelling unit count in any one development.
- c) Opportunities for affordable housing shall be integrated into neighbourhoods and developments that also provide for at-market housing to provide an opportunity for a balanced mix of tenure and housing prices.
- d) A wide range of unit sizes within multiple-unit buildings will be encouraged in discussions with development proponents.

#### ii) Seniors and Special Populations Housing

The City may zone specific areas designated as Mid-Rise Residential to permit small-scale nursing homes, homes for the aged, rest homes, and continuum-of-care facilities. Additional permitted uses may be restricted in the zoning to ensure development of such facilities within the McCormick Area Secondary Plan area.

### 20.8.3.9 Bonusing Policies

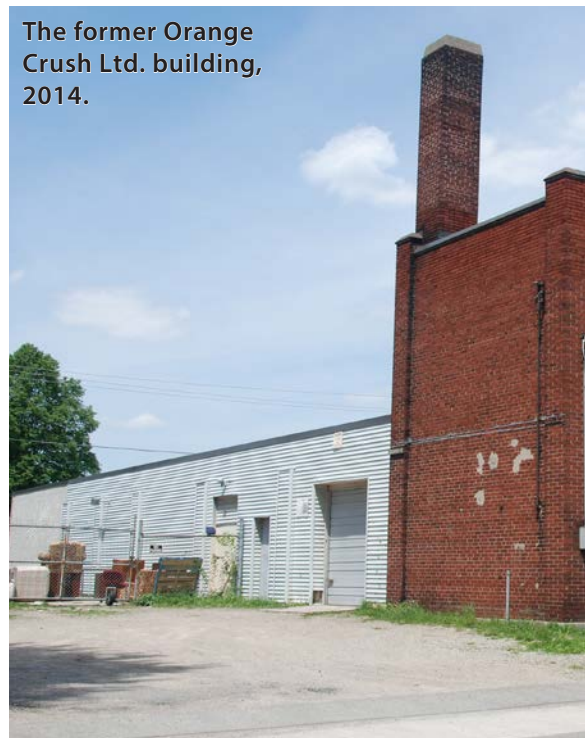
Bonus zoning may be used to permit increases in height or density of proposed development to encourage development of exceptional quality which implements the Vision and Principles of this Plan and which is consistent with the function and purpose of the applicable Character Area Land Use Designations in this Secondary Plan.

All of the following policies shall apply in determining the appropriateness of the amounts increased for height and density.

- a) The permitted increases in height and/or density of proposed development shall be only within the ranges of increases cited in the applicable Character Area Land Use Designations in this Secondary Plan.
- b) The paramount principle in determining the appropriateness of the amounts of increased height and density shall be that the approved increases will be in proportion with the public benefit derived in the eligible facilities, services, and matters specified below that are received in return for the increases.
- c) The facilities, services, and matters received in return for the increases in each development shall be deemed by City Council to provide substantial public benefit.
- d) Notwithstanding the bonus zoning provisions of the *Official Plan*, increases in height and/or density may be offered only for developments which incorporate one or more of the facilities, services, and matters specified below:
  - Conservation of the heritage attributes of properties designated under Part IV of the *Ontario Heritage Act*;
  - Adaptive-reuse of a property identified as having cultural heritage value or interest;
  - On properties designated Transit-Oriented Corridor, transit-user amenities privately constructed, maintained, and made available to the public continuously during adjacent transit-route operating hours;



The former Orange Crush Ltd. building, 2014.





Street-oriented development.



- Buildings and landscaping employing exceptional materials and of exceptional design quality and compatible with cultural heritage resources, where applicable;
- Underground parking only in combination with buildings and landscaping of exceptional design quality;
- Up to 25% of residential units in a residential building meeting the Provincial definition of affordable housing;
- Developments integrating green technology cited in section 20.8.3.4;
- A pedestrian bridge, in a design approved by City Council, crossing the CP rail corridor;
- A publicly accessible mid-block connection;
- Public Art incorporating distinct elements of the area's industrial heritage, and complying with the City of London's Public Art Policy (2009).



# 20.8.4

## Character Area Land Use Designations

### 20.8.4.1 Introduction

The Character Area Land Use Designations found in this Secondary Plan are land use designations unique to the McCormick Area Secondary Plan area and are illustrated on Schedule 4. These designations each have distinct characters and intended uses, which are defined in the policies of this section. The Character Area Land Use Designations and General Policies of the McCormick Area Secondary Plan work together and are intended to implement the Community Structure policies of this Secondary Plan.

The following Character Area Land Use Designations are found within the McCormick Area Secondary Plan area:

- i) Industrial-Commercial Designation
- ii) Transit-Oriented Designation
- iii) Mixed-Use Designation
- iv) Mid-Rise Residential Designation
- v) Low-Rise Residential Designation
- vi) Community Parkland Designation



- Industrial-Commercial
- Mixed-Use
- Low-Rise Residential
- Transit-Oriented
- Mid-Rise Residential
- Community Parkland



Schedule 4: Character Area Land Use Designations



#### 20.8.4.2 All Designations

##### i) Permitted Uses

The following structures and facilities associated with public services and utilities may be permitted in all areas of the City outside of the flood plain or environmentally significant areas, as shown on Schedule “B” - Flood Plain and Environmental Features of the Official Plan:

- a) all municipal sewer, water and drainage works;
- b) hydro-electric power facilities which are intended to serve the surrounding area only;
- c) natural gas pipelines;
- d) telecommunications works and transmission lines serving the immediate surrounding area;
- e) public streets;
- f) railway lines;
- g) fire halls;
- h) public parks and recreational facilities; and,
- i) small scale sites for municipal works operations and storage.

#### 20.8.4.3 Industrial-Commercial Designation

##### i) Intent

The Industrial-Commercial Designation is applied to properties along the CP rail corridor between Quebec Street and McCormick Boulevard extending south to the future road extension of Gleeson Avenue. The intent of this designation is to encourage the retention of established businesses, transition out heavy industrial uses over time and create the opportunity for new low-impact light industrial and associated office and commercial uses to integrate within the neighbourhood. This combination of employment opportunities within a residential neighbourhood creates a complete community.

## ii) Character

The Industrial-Commercial Designation is intended to retain the industrial and associated office nature that currently exists with the intent of transitioning uses to those that will have fewer adverse impacts on sensitive uses. Industrial uses with higher potential for noise, odour, dust and vibration impacts will be located along the CP rail corridor, while industrial uses with associated office and commercial, which generally have fewer impacts, are intended to be located toward the south. Creative mitigation techniques are intended to reduce the effect of potential impacts on sensitive land uses.

## iii) Permitted Uses

Permitted uses in the Industrial-Commercial Designation may include small-scale light industrial uses that involve assembling, fabricating, manufacturing, processing and/or repair activities that are located within enclosed buildings and which will not create a significant impact on surrounding residential uses and will conform to the Ontario Ministry of the Environment and Climate Change *Guideline D-6* and other applicable provincial and municipal guidelines and regulations. Office and commercial uses in association with industrial uses are permitted.

Industrial-type uses, such as artisanal businesses, and uses that provide an appropriate transition between industrial and residential uses are permitted. These uses include, but are not necessarily limited to:

- a) assembly halls;
- b) commercial recreation establishments;
- c) urban agriculture;
- d) small-scale professional offices;
- e) small-scale service offices;
- f) small-scale support offices;
- g) automotive body shops;
- h) research and communication facilities;



M & T Electric, 2014





LOR-DON, 2014

- i) printing and publishing establishments;
- j) warehouse and wholesale outlets;
- k) technical, professional and business services; and,
- l) service trades and contractor shops.

Medical/dental offices, outdoor storage, and uses that include the delivery of pneumatic systems and compressed gas delivery shall not be permitted within the Industrial-Commercial Designation.

Restrictions may be placed on assembling, fabricating, manufacturing and repair activities to reduce potential conflicts with sensitive uses. Potential for noise, odour, dust and vibration impacts will be addressed on an individual basis.

Zoning on individual sites or areas may be for less than the full range of permitted uses.

**iv) Intensity**

- a) New buildings shall not exceed three (3) storeys in height.

**v) Built Form**

- a) Retention and adaptive-reuse of existing buildings is encouraged to help retain the industrial heritage character of the area.
- b) New and adaptively-reused buildings should integrate noise, odour, dust and vibration mitigation techniques through creative building design and site layout.
- c) The design of parking facilities should minimize their visual impact off-site.
- d) Landscaped areas and trees should be planted at regular intervals to soften the appearance of parking areas and to provide shade during summer and reduce the heat island effect.

- e) Garbage holding areas, loading areas, and servicing areas shall be designed as an integral part of the development on each site. It is preferred that loading bays be entirely contained within buildings. Where it is not possible to internalize loading and servicing areas, external loading and servicing areas should be fully screened from view. The garbage holding area facility should be fully screened from public view.
- f) All major rooftop or exposed structures including lift motor rooms, plant rooms, air conditioning, satellite dishes, ventilation and exhaust systems, should be suitably screened and integrated with the building. Parapets can help in screening such services.

#### vi) Applications To Expand, Add or Modify

Applications to expand the Industrial-Commercial Designation will be evaluated using the policies of this Secondary Plan and the *Official Plan*. It is not intended that this designation will be applied further south than shown on Schedule 4 within the internal portions of the community to reduce potential compatibility issues with sensitive land uses.

#### 20.8.4.4 Transit-Oriented Designation

##### i) Intent

The Transit-Oriented Designation is applied exclusively to the properties fronting Dundas Street and is planned to support the greatest level of commercial use intensity in the Secondary Plan Area. The intent of the Transit-Oriented Designation is to focus commercial and residential uses along the Dundas Street corridor to promote and support transit and active transportation, consistent with the Transportation Master Plan, the Rapid Transit Environmental Assessment, and the Bicycle Master Plan.

A mid-rise apartment building with ground floor retail.



Active ground floor retail.



**ii) Character**

The Transit-Oriented Designation is intended to be a walkable mixed-use environment with a combination of repurposed industrial buildings and new mixed-use developments. Properties fronting Dundas Street are encouraged to have active ground-floor uses to create a mainstreet environment conducive to walking. New and repurposed buildings should be street-oriented and place priority on creating an animated streetscape. The Transit-Oriented Designation will have the tallest building heights and the highest intensity of residential uses in the Secondary Plan to support the future rapid transit service along Dundas Street.

**iii) Permitted Uses**

Permitted uses in the Transit-Oriented Designation shall include mid-rise apartment buildings, apartment hotels, nursing homes, and seniors residences. Small-scale office uses with a maximum total floor area of 2,000 square metres shall be permitted within each residential building. Non-residential uses shall be encouraged on the ground floor of properties fronting onto Dundas Street and may include those uses which are appropriate in a residential environment, provide a service to its residents, and which do not create significant impacts on neighbouring sensitive uses.

These uses include, but are not necessarily limited to:

- a) personal and business services;
- b) service and repair establishments;
- c) small-scale retail uses;
- d) small-scale restaurants;
- e) small-scale entertainment uses;
- f) cinemas;
- g) community facilities;
- h) financial institutions;
- i) convenience commercial uses;

- j) day care centres;
- k) pharmacies;
- l) studios;
- m) galleries;
- n) food stores;
- o) specialty food stores; and,
- p) fitness and wellness establishments.

Stand-alone commercial uses shall not be permitted. Zoning on individual sites or areas may be for fewer than the full range of permitted uses.

#### iv) Intensity

- a) Residential development shall not be permitted at a residential density that exceeds 150 units per hectare.
- b) Building heights shall not exceed five (5) storeys without bonus zoning.
- c) Notwithstanding a) and b) above, residential densities and/or heights exceeding 150 units per hectare and/or five (5) storeys in height may be permitted up to ten (10) storeys in height through site-specific bonus zoning and a development agreement that would implement the approved facilities, services, or other matters cited in the bonus policies of this Secondary Plan.
- d) As the McCormick Area Secondary Plan area is located within the Near Campus Neighbourhood policy area, a dwelling unit shall contain a maximum of three (3) bedrooms.
- e) The properties fronting onto Dundas Street shall be designed to accommodate at grade-uses.

#### v) Built Form

- a) Retention and adaptive-reuse of existing buildings is encouraged to help retain the industrial heritage character of the area.



An example of a live-work building design with office on the main floor.



- b) Buildings, structures and landscaping should be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street.
- c) To support public transit and for reasons of public safety and convenience, primary building entrances must be clearly visible and located on a public road or onto public spaces. The principal public entrance must provide direct access onto the public sidewalk.
- d) All development proposals must demonstrate safe, effective and accessible pedestrian, bicycle and transit-oriented transportation linkages from residential areas, and between and within these developments.
- e) Large windows, patio space and canopies are encouraged to be incorporated at a building’s ground floor.
- f) Corner sites are encouraged to incorporate forecourts that may be private, but provide public amenity and access.
- g) Rooftop patios and balconies are encouraged and shall be considered as amenity areas for residents within mixed-use buildings.
- h) Buildings should be designed with defined spaces to accommodate signage that respects the building’s scale, architectural features and the established streetscape design objectives.
- i) Parking facilities are encouraged to incorporate mid-block connections that may be private, but provide for public access.
- j) Parking lots adjacent to the street will be discouraged.

#### **vi) Applications To Expand, Add or Modify**

Applications to expand the Transit-Oriented Designation will be evaluated using the policies of this Secondary Plan and the City of London *Official Plan*. It is not intended that this designation will be applied further north than shown on Schedule 4 within the internal

portions of the community. Any expansions or additions to this designation shall front onto Dundas Street.

#### 20.8.4.5 Mixed-Use Designation

##### i) Intent

The Mixed-Use Designation is applied to properties along the west side of Nightingale Avenue and east of Burbrook Place between Osborne Street and the future road extension of Gleeson Street. The intent of this designation is to transition the uses along Dundas Street into the community and encourage the retention and adaptive reuse of buildings identified as having cultural heritage interest.

##### ii) Character

The Mixed-Use Designation is intended to be a walkable environment with a combination of street-oriented repurposed industrial buildings and new development. The Mixed-Use Designation will have the greatest flexibility of uses in the Secondary Plan Area to facilitate the adaptive re-use of existing structures and to allow for a transition between residential and industrial-type uses.

##### iii) Permitted Uses

Permitted uses in the Mixed-Use Designation shall include stacked townhouses, mid-rise apartment buildings, nursing homes, and seniors residences. Purpose-designed live/work residential units may be permitted where sufficient lot area can accommodate any required additional parking, subject to site-specific zoning.

Small-scale office uses with a maximum total floor area of 2,000 square metres or less within each building shall be permitted.



An example of adaptive reuse of an industrial building into residential.



Nova Craft Canoe, 2014





Non-residential uses shall be permitted on the ground floor of residential buildings or in stand-alone buildings and may include those uses which are appropriate in a residential environment, provide a service to its residents, and which do not create significant impacts on neighbouring residential uses. These uses include, but are not necessarily limited to:

- a) personal and business services;
- b) service and repair establishments;
- c) small-scale retail uses;
- d) small-scale restaurants;
- e) small-scale entertainment uses;
- f) community facilities;
- g) financial institutions;
- h) convenience commercial uses;
- i) day care centres;
- j) pharmacies;
- k) studios;
- l) galleries;
- m) food stores;
- n) specialty food stores; and,
- o) fitness and wellness establishments.

Zoning on individual sites or areas may be for less than the full range of permitted uses.

#### iv) Intensity

- a) Residential development shall not be permitted at a residential density that exceeds 100 units per hectare.
- b) Building heights shall not exceed five (5) storeys without bonus zoning.
- c) Notwithstanding a) and b) above, residential densities and/or heights exceeding 100 units per hectare and/or five (5) storeys in height may be permitted up to eight (8) storeys in height through

site-specific bonus zoning and a development agreement that would implement the approved facilities, services, or other matters cited in the bonus policies of this Secondary Plan.

- d) As the McCormick Area Secondary Plan area is located within the Near Campus Neighbourhood policy area, a dwelling unit shall contain a maximum of three (3) bedrooms.

**v) Built Form**

- a) Retention and adaptive-reuse of existing buildings is encouraged to help retain the industrial heritage character of the area.
- b) Buildings, structures and landscaping should be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street.
- c) To support public transit and for reasons of public safety and convenience, primary building entrances must be clearly visible and located on a public road or onto public spaces. The principal public entrance must provide direct access onto the public sidewalk.
- d) All development proposals must demonstrate safe, effective and accessible pedestrian, bicycle and transit-oriented transportation linkages from residential areas, and between and within these developments.
- e) Large windows, patio space and canopies are encouraged at a building’s ground floor.
- f) Rooftop patios and balconies are encouraged and shall be considered as amenity areas for residents within mixed-use buildings.
- g) Buildings should be designed with defined spaces to accommodate signage that respects the building’s scale, architectural features and the established streetscape design objectives.
- h) Parking facilities are encouraged to incorporate mid-block connections that may be private, but provide for public access.

Three-and-a-half-storey townhouses.





- i) Parking lots adjacent to the street will be discouraged.

**vi) Applications To Expand, Add or Modify**

Applications to expand the Mixed-Use Designation will be evaluated using the policies of this Secondary Plan and the City of London's *Official Plan*.

**20.8.4.6 Mid-Rise Residential Designation**

**i) Intent**

The intent of the Mid-Rise Residential Designation is to support a variety of housing types, building forms, heights, and densities to promote the efficient use of land and provide a variety of housing options to cater to a range of socio-economic groups and lifestyles. The Mid-Rise Residential Designation will accommodate a significant population density which will help to support the provision of transit along Dundas Street.

The Mid-Rise Designation will provide for higher intensity residential uses than the Low-Rise Designation, thereby providing for a mix of housing forms in the neighbourhood.

**ii) Character**

The Mid-Rise Residential Designation will have a variety of setbacks, depending on the built form and surrounding character. The Mid-Rise Residential Designation does not permit the mix of uses which is accommodated in other strategic locations within the McCormick Area Secondary Plan area. New residential dwellings will be compatible with the dwellings in the surrounding neighbourhood through street-oriented design, setbacks, form and materials.



Stacked townhouses.

## ii) Permitted Uses

The primary permitted uses in areas designated Mid-Rise Residential Designation shall include single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, fourplex dwellings, townhouse dwellings, stacked townhouse dwellings, mid-rise apartment buildings, continuum-of-care facilities, rest homes and homes for the aged.

Home occupations may also be permitted, provided that the home occupation is a business activity which is clearly ancillary to the residential use of the property, is carried on entirely within the dwelling unit by a resident of the dwelling unit, and does not generate any noise, odour, traffic or visual impacts that may have an adverse effect on adjacent properties or dwelling units.

Zoning on individual sites or areas may be for less than the full range of permitted uses.

## iv) Intensity

- a) Residential development shall not be permitted at a residential density that exceeds 75 units per hectare.
- b) Building heights shall not exceed four (4) storeys without bonus zoning.
- c) Notwithstanding a) and b) above, residential densities and/or heights exceeding 75 units per hectare and/or four (4) storeys in height may be permitted up to six (6) storeys in height through site-specific bonus zoning and a development agreement that would implement the approved facilities, services, or other matters cited in the bonus policies of this Secondary Plan.
- d) As the McCormick Area Secondary Plan area is located within the Near Campus Neighbourhood policy area, a dwelling unit shall contain a maximum of three (3) bedrooms.





A single-detached dwelling just outside of the Secondary Plan Area.



**v) Built Form**

- a) Where a taller building is planned near a significantly shorter building, the taller building’s massing and articulation should provide for a transition between it and the lower-rise form.
- b) Usable outdoor amenity space that encourages activity in the front yard setback, such as porches and stoops, is encouraged.
- c) Row houses will be limited to six (6) attached units to ensure breaks in the street wall.
- d) The design of buildings should form a well-defined and continuous street edge to create a pedestrian-oriented environment.
- e) Built form should be street-oriented on all public rights-of-way, with buildings located at or near the property line and front entrances oriented to the street.
- f) Apartment buildings located at corner sites shall provide for a building entrance, massing, articulation and height that addresses the corner.
- g) Dwellings located at corner sites shall have design features that assist with signifying their location at a corner site. These design features may include, but are not limited to, wrap around front porches, windows and roof line height elements. A diversity of material types applied to the base, middle and top of building façades is encouraged to avoid long expanses of blank façades.
- h) Long expanses of pitched roofs should be further broken down to reduce their visual bulk.
- i) Garages shall not dominant the streetscape. Garages should not project beyond the front façade of the dwelling or occupy more than 50% of the façade of the dwelling.
- j) Buildings located at the termination of vistas and/or view corridors should incorporate architectural design elements and massing that enhances the terminal view. Garages on all building types should not terminate a vista/view corridor.

#### 20.8.4.7 Low-Rise Residential Designation

##### i) Intent

The intention of the Low-Rise Residential Designation is to seamlessly transition to the existing surrounding neighbourhood. The Low-Rise Residential Designation will provide for a variety of housing types in the Secondary Plan Area to support opportunities for a range of socio-economic groups and lifestyles.

The Low-Rise Residential Designation will provide for lower-density residential uses than the Mid-Rise Residential Designation. The Low-Rise Residential Designation is intended to provide for a transition between the existing low density residential forms in the surrounding community with the medium density forms planned for the majority of the McCormick Area Secondary Plan area.

##### ii) Character

The Low-Rise Residential Designation will have setbacks, built form and intensities similar to that of the surrounding neighbourhood. The Low-Rise Residential Designation does not permit the mix of uses which is accommodated in other strategic locations within the McCormick Area Secondary Plan area. New residential dwellings will be compatible with the dwellings in the surrounding neighbourhood through street-oriented design, setbacks, form and materials.

##### ii) Permitted Uses

The primary permitted uses in areas designated Low-Rise Designation shall include single detached; semi-detached; duplex dwellings.

Triplex dwellings, fourplex dwellings, and multiple-attached dwellings, such as row houses or cluster houses may also be permitted subject to the policies of this Secondary Plan, the appropriate site area and



Boyle Community Centre, 2014.



Boyle Park, 2014.



frontage requirements in the Zoning By-law, and provided they do not exceed the maximum density of 30 units per hectare.

Zoning on individual sites or areas may be for less than the full range of permitted uses.

#### iv) Intensity

- a) Residential development shall not be permitted at a residential density that exceeds 30 units per hectare.
- b) Building heights shall not exceed three (3) storeys.
- c) As the McCormick Area Secondary Plan area is located within the Near Campus Neighbourhood policy area, a dwelling unit shall contain a maximum of three (3) bedrooms.

#### v) Built Form

- a) Where a rear or exterior lot line or building façade abuts a public road and/or public space, special landscaping/building treatments shall be required to ensure that the rear and/or side building facades are attractive and/or appropriately screened from view.
- b) Where a taller building is planned near a significantly shorter building, the taller building's massing and articulation should provide for a transition between it and the lower-rise.
- c) Usable outdoor amenity space that encourages activity in the front yard setback, such as porches and stoops, is encouraged.
- d) Row houses will be limited to six (6) attached units to ensure breaks in the street wall.
- e) The design of buildings should form a well-defined and continuous street edge to create a pedestrian-oriented environment.
- f) Built form should be street-oriented on all public rights-of-way, with buildings located at or near the property line and front entrances oriented to the street.

- g) Dwellings located at corner sites shall have design features that assist with signifying their location at a corner site. These design features may include, but are not limited to, wrap around front porches, feature windows and roof line height elements.
- h) A diversity of material types applied to the base, middle and top of building façades is encouraged to avoid long expanses of blank façades.
- i) Long expanses of pitched roofs should be further broken down to reduce their visual bulk.
- j) Garages shall not dominant the streetscape. Garages should not project beyond the front façade of the dwelling or occupy more than 50% of the façade of the dwelling.
- k) Buildings located at the termination of vistas and/or view corridors should incorporate architectural design elements and massing that enhances the terminal view. Garages on all building types should not terminate a vista/view corridor.

#### 20.8.4.8 Community Parkland Designation

##### i) Intent

The Community Parkland Designation applies to the land occupied by Boyle Park and Boyle Community Centre. The intent is to retain the existing park and community centre, and to support their continued operation.

##### ii) Character

The Community Parkland Designation is intended to provide passive and active recreational opportunities scaled to serve the surrounding neighbourhood to support a healthy, active lifestyle and encourage community congregation. Boyle Park and Boyle Community Centre are intended to continue their function as a community hub.



A view looking down the rail corridor to buildings that could potentially be adaptively reused.





**iii) Permitted Uses**

Permitted uses include active parkland, playgrounds, athletic fields, and other outdoor recreational fields as well as community centres and associated parking facilities. Zoning on individual sites or areas may be for less than the full range of permitted uses.

**iv) Built Form**

- a) Where a rear or exterior lot line or building façade abuts a public road and/or public space, special landscaping/building treatments shall be required to ensure that the rear and/or side building facades are attractive and/or appropriately screened from view.
- b) Buildings designed for recreational and communities purposes should clearly identify their function through their architectural form.
- c) Small surface parking areas may be developed to support the permitted uses. The design of these parking facilities shall incorporate the use of sustainable materials and will minimize stormwater run-off.
- d) New buildings in this designation will generally consist of out-buildings or built form that serves the users of the open space.

**20.8.4.9 Special Policies**

The following special policies exist within the McCormick Area Secondary Plan area.

**i) 1111 Elias Street**

In the General Industrial designation at 1111 Elias Street non-industrial office space and accessory warehouse space may be permitted within the existing building resulting in a total maximum gross floor area of 2,130 m<sup>2</sup> (22,927 sq.ft.) of non-industrial office use in association with no less than 560 m<sup>2</sup> (6,000 sq.ft.) of warehouse use.



# 20.8.5

## Implementation

### 20.8.5.1 Implementation of the Plan

The McCormick Area Secondary Plan shall be implemented through the following implementation mechanisms:

- a) This Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, the Provincial Policy Statement, other applicable Provincial legislation, the provisions of the City of London *Official Plan*, and this Secondary Plan.
- b) 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 the 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.
- c) 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.
- d) The City of London may control signage within the Secondary Plan Area through the provisions of the City's Sign By-law.

- e) The City of London shall encourage development within the Secondary Plan Area that is consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction.

#### **20.8.5.2 Interpretation**

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

The objectives and policies contained in the McCormick Area Secondary Plan are intended to implement this Secondary Plan, as described in 20.8.1. It is intended that the interpretation of these policies should allow for a limited degree of flexibility according to the following provisions:

- a) The boundaries between land use designations as shown on Schedule 4 are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). 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 the departure is advisable and reasonable. Where boundaries between land use designations do coincide with physical features, any departure from the boundary will require an amendment to the *Official 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.
- 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.

Schedule 3 shows the Street Hierarchy Plan. This Secondary Plan establishes a road pattern that represents the foundation for the community and establishes the framework for the layout of land uses. This Secondary Plan identifies the alignment of roads, and recognizing that these roads may need to be slightly shifted to address constraints and opportunities identified through future subdivision process, minor changes in these road alignments can be made without amendment to this Secondary Plan. Substantive changes to any road alignments will require an amendment to the *Official Plan* and shall only be permitted where they are consistent with the underlying principles of the Community Structure Plan and the Street Hierarchy Plan.

#### **20.8.5.3 Municipal Works**

Municipal works shall be consistent with the policies of the McCormick Area Secondary Plan. Such works include:

- a) Road development;
- b) Pedestrian bridges;
- c) Sewer, water and wastewater infrastructure;
- d) Stormwater management facilities;
- e) Parks; and,
- f) Public facilities.

#### **20.8.5.4 Official Plan**

- a) Any amendment to the text or Schedules of this Secondary Plan represents an amendment to the *Official Plan*. Furthermore, amendments to the Schedules of this Secondary Plan may require amendments to the associated schedules of the *Official Plan*.

- a) 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*.

#### **20.8.5.5 Zoning By-law**

- a) Zoning regulations and standards shall be prepared to conform with and implement the provisions of this Secondary Plan.
- b) 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*.
- c) 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*.
- d) An 'h' holding symbol may be applied to zoning in part or all of the lands within the Secondary Plan Area, if required to ensure that adequate infrastructure and/or community facilities/emergency service facilities are available to serve such lands.
- e) No development shall occur on any lands within the area zoned with an (h) holding symbol until the 'h' holding symbol has been removed by an amendment to the Zoning By-law.
- f) For properties in this Secondary Plan Area which, on the adoption by by-law of this Secondary Plan had previously had in force and effect a bonus zone implementing a specific development proposal, the bonus zone shall be deemed to comply with the provisions of this Secondary Plan.

#### **20.8.5.6 Plans of Subdivision, Plans of Condominium, and Consents to Sever**

- a) 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*.

#### **20.8.5.7 Site Plan Approval**

- a) Any applications for Site Plan Approval shall be subject to the policies of the McCormick Area Secondary Plan and applicable policies of the *Official Plan*.

#### **20.8.5.8 Guideline Documents**

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

#### **20.8.5.9 Street Creation**

New public streets will be created through one of the following processes:

- a) Site Plan;
- b) Plan of subdivision;
- c) Consent process;
- d) Land dedication;
- e) Land purchase.

### 20.8.5.10 Required Studies

This Secondary Plan identifies the following studies, plans, and assessments 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 which studies, plans and assessments form part of a complete application, and when in the approvals process are required to be submitted:

- a) Conceptual Site Design Plan/Building Elevations;
- b) Traffic Impact Assessment;
- c) Storm Water Management Plan;
- d) Functional Servicing Plans (sewer and water);
- e) Environmental Impact Studies;
- f) Green Development Report;
- g) Tree Inventory, Preservation, Protection and Edge Management Plans;
- h) Archaeological Assessment;
- i) Urban Design Brief;
- j) Heritage Impact Statement;
- k) Wind Impact Assessment;
- l) Ontario Ministry of the Environment and Climate Change Guideline D-6;
- m) Construction Impact Mitigation Study; and
- n) Financial Impact Study.

Additional study requirements may be identified by the City as development within the Secondary Plan Area proceeds.

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.



The former McCormick's  
Factory building, 2015.



