

Bill No. 3
2016

By-law No. C.P.-1284(__)-__

A by-law to amend the Official Plan for the City of London, 1989 relating to the McCormick Area Secondary Plan lands.

The Municipal Council of The Corporation of the City of London enacts as follows:

1. Amendment No. ____ to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on December 8, 2015.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – December 8, 2015
Second Reading – December 8, 2015
Third Reading – December 8, 2015

AMENDMENT NO. _____

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To add “McCormick Area Secondary Plan” to the list of Adopted Secondary Plans in Section 20.2 i) of the Official Plan for the City of London;
2. To add Section 20.8 – McCormick Area Secondary Plan to Chapter 20 – Secondary Plans, of the Official Plan for the City of London; and,
3. To add the naming and delineation of the “McCormick Area” to Schedule “D” – Planning Areas.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to the lands 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 in the City of London.

C. BASIS OF THE AMENDMENT

The preparation of the McCormick Area Secondary Plan was undertaken subsequent to a direction from Municipal Council in response to a zoning by-law amendment application, combined with various property inquiries and arising number of vacancies in the neighbourhood.

The City of London was responsible undertaking public consultation through community meetings and satisfying certain planning requirements and criteria as set out in the Terms of Reference adopted by Council. The background studies, community and agency input, options and proposed policies were, in turn, reviewed and assessed by municipal staff in the context of the *Provincial Policy Statement* and the City of London Official Plan, and used in the finalization of the Secondary Plan. This background work forms the basis and rationale for amendments to Official Plan and Schedule “D” to delineate the secondary plan area.

The Secondary Plan will be used in the consideration of all applications including Official Plan amendments, zoning by-law amendments, site plans, consents, minor variances and condominiums within the Planning Area. The Secondary Plan consists of text which provides specific policies for each character area land use designation and both a Character Area Land Use Designation Plan and a Community Structure Plan.

D. THE AMENDMENT

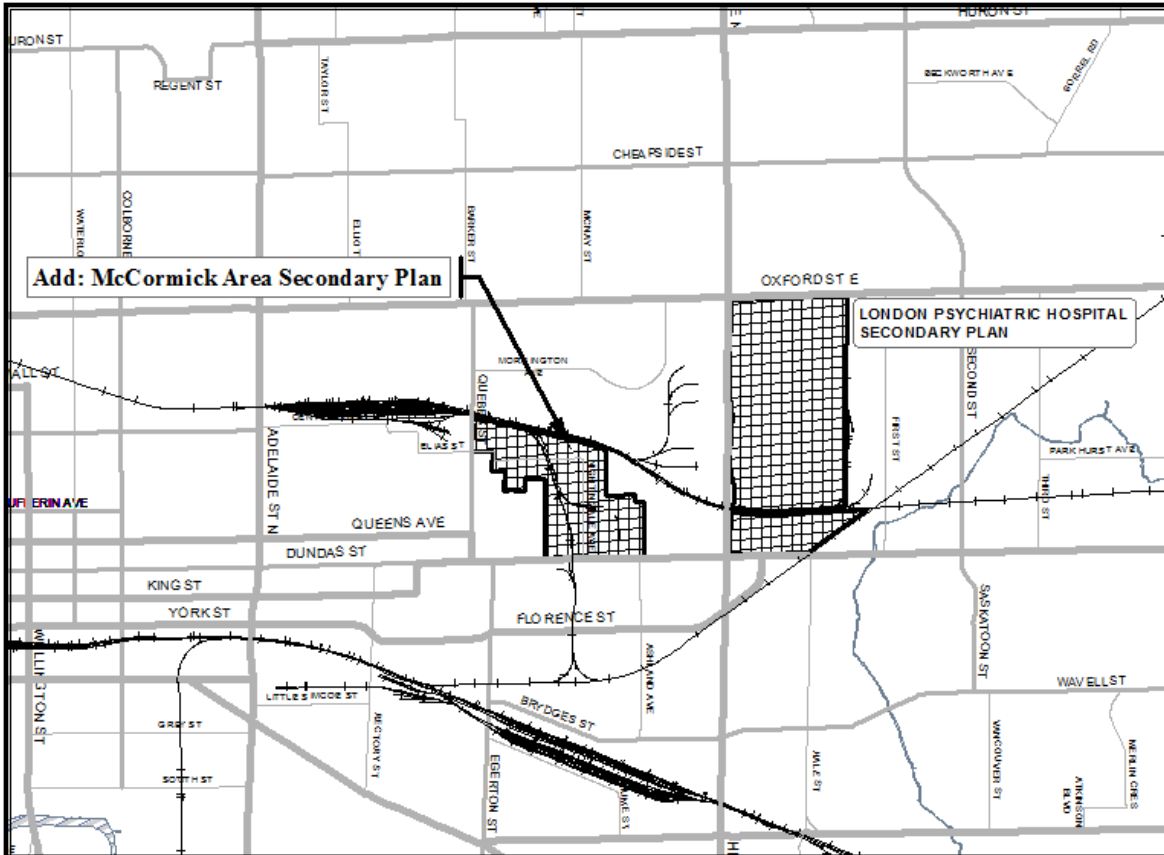
The Official Plan for the City of London is hereby amended as follows:

1. The following is added to Section 20.2. – List of Adopted Secondary Plans, of the Official Plan for the City of London;

_) McCormick Area Secondary Plan.
2. Chapter 20 – Secondary Plans, of the Official Plan for the City of London is amended by adding a new section, 20.8 McCormick Area Secondary Plan, attached hereto as Schedule 2.
3. Schedule “D” – Planning Areas, to the Official Plan for the City of London is amended by delineating the “McCormick Area” as indicated on Schedule 1, attached hereto.

Schedule 1

AMENDMENT NO:



Legend

- Planning Areas
- Planning Area Name
- Secondary Plans
- Extensions to Existing Communities
- Urban Growth Boundary

Base Map Features

- Streets (refer to Schedule C)
- Secondary Collectors
 - Primary Collectors
 - Arterials
 - Freeways/Expressways
 - Railways
 - Rivers/Streams

This is an excerpt from the Planning Division's working consolidation of Schedule D to the City of London Official Plan, with added notations.

<p align="center">SCHEDULE 1 TO OFFICIAL PLAN</p> <p>AMENDMENT NO. _____</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p align="center"> Scale 1:30,000 Meters </p>	<p>FILE NUMBER: OZ-7601</p> <p>PLANNER: KK</p> <p>TECHNICIAN: MB</p> <p>DATE: 2015/11/09</p>
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Schedule 2

**Section 20.8
McCormick Area Secondary Plan
November, 2015**

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 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.





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:

- a) Promote transit-oriented and mixed-use development along Dundas Street through form and use;
- b) Direct the highest development intensity within the Secondary Plan Area toward Dundas Street to focus activity and support transit; and,
- c) 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:

- a) Identify properties and resources that are of cultural heritage value or interest;
- b) Conserve cultural heritage resources;
- c) Encourage adaptive re-use of cultural heritage resources; and,
- d) 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:

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



20.8.2

Community Structure

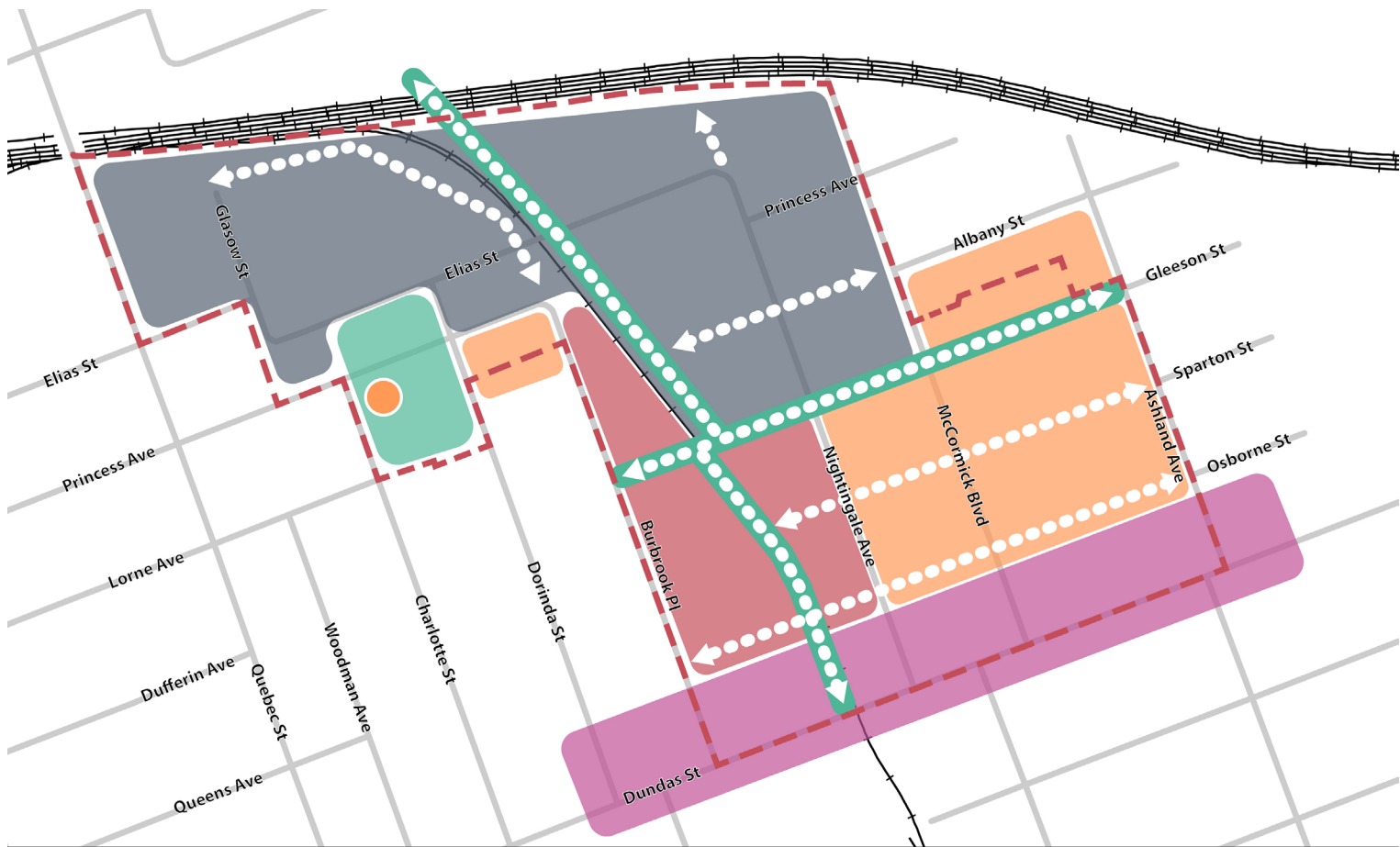


The former McCormick's
Factory building, 2014.

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

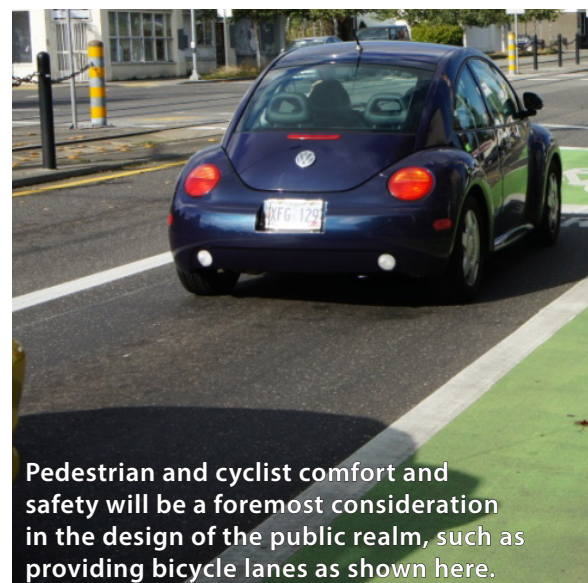
Secondary Collectors serve light volumes of traffic for short distances at light speeds. These roads may require a higher level of pedestrian amenity than Local Streets through the extended use of tree and feature planting, paving, lighting and signage design. Their design should complement the planned 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;