

PC.01

Shell Type = use for OPA Amendment

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File No: O-7668
 Planner: B. Debbert

TO:	CHAIR AND MEMBERS BUILT AND NATURAL ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING DIRECTOR, LAND USE PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: INFRASTRUCTURE ONTARIO(FORMERLY ONTARIO REALTY CORPORATION) LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN PUBLIC PARTICIPATION MEETING ON MONDAY, SEPTEMBER 26 AT 7:30 p.m.

RECOMMENDATION

That, on the recommendation of the Director of Land Use Planning and City Planner, the following actions be taken with respect to the application of Infrastructure Ontario (formerly Ontario Realty Corporation), for an Official Plan Amendment to change to existing land use designations and to adopt a Secondary Plan, integrated with a Municipal Class Environmental Assessment (EA) Study, Schedule "B" for Storm/Drainage and Stormwater Management (SWM) Servicing Works, for the London Psychiatric Hospital Lands, municipally described as 840 and 850 Highbury Avenue North and 1414 and 1340 Dundas Street, and lands without municipal address east of 850 Highbury Avenue North and bounded by the Canadian Pacific and Canadian National Railways:

- (a) That the Psychiatric Hospital Lands Municipal EA Study, Schedule "B" for Storm/Drainage and SWM Servicing Works (Stantec, September 14, 2011), attached hereto as Appendix "B", **BE ACCEPTED**, noting that the required control of the estimated peak flows and velocities that would determine the size of the proposed Storm/Drainage and SWM Servicing Works have been deferred to the functional design stage as identified by the Ministry of the Environment (MOE);
- (b) That, as an integrated approach combining the Planning Act and the Environmental Assessment Act process, the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 3, 2011 to:
 - i) amend Chapter 20 - Secondary Plans, **BY ADDING** "London Psychiatric Hospital Secondary Plan" to the list of Secondary Plans adopted by Council in Section 20.2 i) of the Official Plan for the City of London;
 - ii) amend Chapter 20 – Secondary Plans, **BY ADDING** Section 20.4 – London Psychiatric Hospital Secondary Plan, to the Official Plan for the City of London;
 - iii) Change the designation of the subject lands on Schedule A – Land Use, **FROM** the "Regional Facility" and "Light Industrial" designations, **TO** the "Multi-family, High Density Residential", "Multi-family, Medium Density Residential", "Office/ Residential", "Regional Facility" and "Open Space" designations;
 - iv) Amend Schedule B1 – Natural Heritage Features, **TO DELINEATE** an "Unevaluated Wetland";
 - v) Amend Schedule C – Transportation Corridors, **TO ADD** the Secondary Collector Road Network;
 - vi) Amend Schedule D – Planning Areas, **TO ADD** "Secondary Plans" to the legend, **CHANGE** "Planning Area Name" in the legend to "Planning Area\Secondary Plan Name" and **DELINEATE** a new Planning Area to the map entitled "London Psychiatric Hospital".
- (c) The request to amend the Official Plan to change the designation of the subject lands **FROM** the "Regional Facility" and "Light Industrial" designations, **TO** the "Multi-family, Medium Density Residential", "Live-Work", "Mixed Use", "Main Street Commercial

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Corridor”, “Office Area”, “Regional and Community Facility”, “Open Space – Parkland”, “Open Space – Heritage”, “Open Space – Environmental”, and “Open Space – Stormwater Management” designations, and to add Secondary Plan policies to the Official Plan to guide the redevelopment of the subject lands, and provide new schedules to address such matters as secondary plan designations, neighbourhood areas, building heights, street hierarchy, pedestrian and cycling routes, cultural heritage framework, urban design areas and priorities, **BE REFUSED** for the following reasons:

- i) Text changes to the proposed Secondary Plan were required to address the resolution of such key issues as the conservation of cultural heritage, parkland dedication, the transportation system and network, and permitted land uses and urban design and land use control criteria;
- ii) City staff have recommended a two-tier land use designation approach which employs land use designations existing in the Official Plan and introduces new land use designations at the Secondary Plan level, that are to be read in conjunction with the existing Official Plan schedules and text;
- iii) Minor changes to the schedules in the proposed Secondary Plan were required to reconfigure the designation boundaries; modify the road, pedestrian and cycling networks, modify building heights, add permitted traffic turning movements, expand the cultural heritage framework to include trees on both sides of the curvilinear road, identify a significant vista, establish the areas of influence for noise and vibration adjacent to an existing industrial use, and identify the preferred solution for storm/drainage and stormwater management servicing works; and,
- iv) Text changes are recommended to the proposed Secondary Plan to create a standard format for all future Secondary Plans, to create new land use designations at the Secondary Plan level, and to use a policy format and terminology that is more consistent with the City of London Official Plan.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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December 12, 2005 – Information report to Planning Committee regarding a process for planning the redevelopment of the London Psychiatric Hospital Lands.

April 21, 2009 – Meeting to table the draft London Psychiatric Hospital Lands Area Plan Terms of Reference and circulate it for comment.

June 22, 2009 – Public Meeting for consideration of the adoption of the London Psychiatric Hospital Lands Area Plan Terms of Reference.

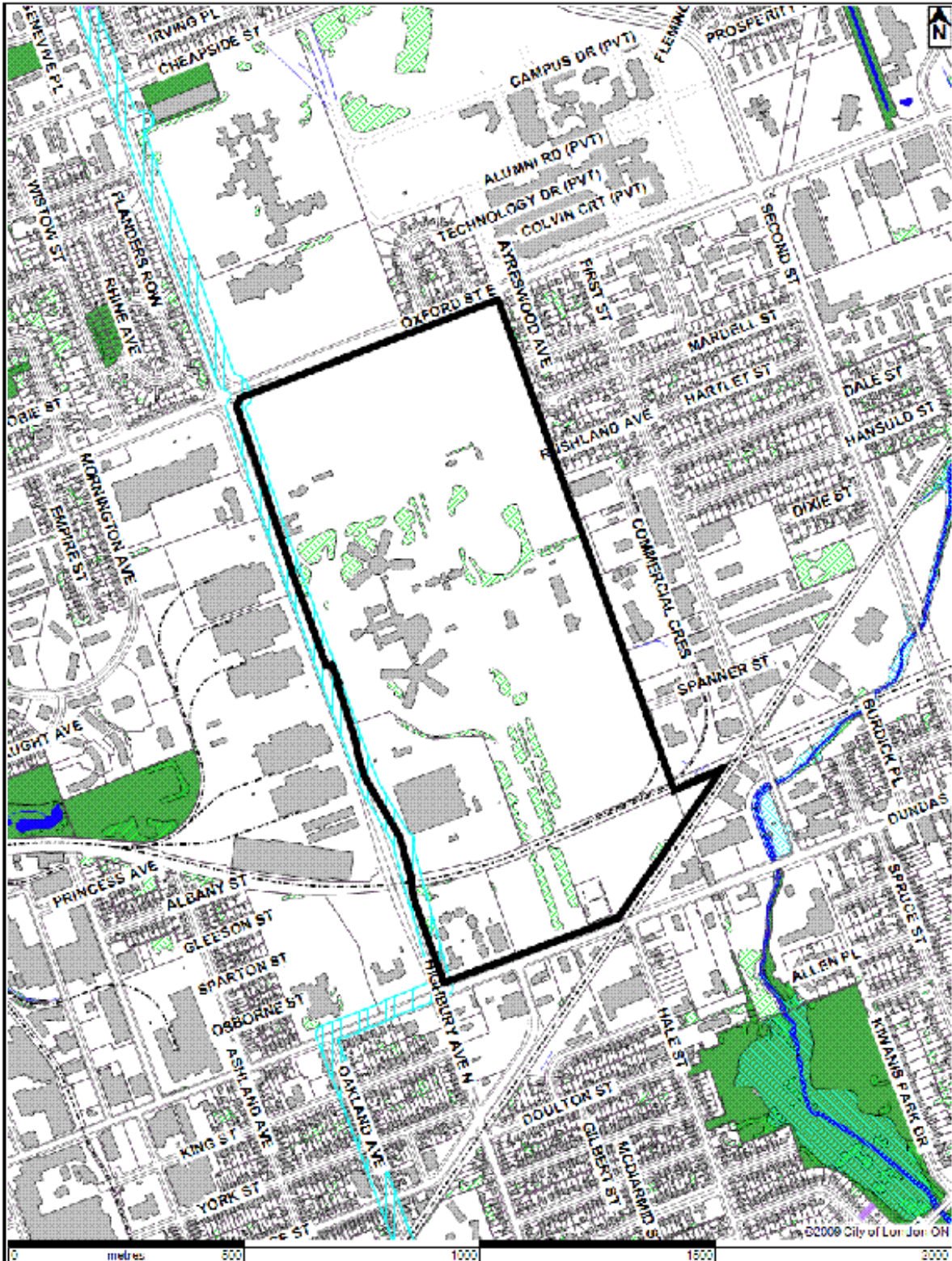
June 13, 2011 – Public Meeting for consideration of endorsement of the Secondary Plan and Stormwater Management Class Environmental Assessment.

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The recommended actions will put Official Plan policies in place providing a framework for the future development of the subject lands, which support the conservation of the existing historically significant buildings, cultural features and environmental features on the site, while guiding future development in terms of the location and types of land uses, provision of passive and active recreational spaces, urban design, municipal servicing infrastructure and road networks, and phasing of development.

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<p style="text-align: center;">LOCATION MAP</p> <p>Subject Site: London Psychiatric Hospital Area Plan Applicant: City Of London File Number: O-7668 Planner: Barb Debbert Created By: Barb Debbert Date: 2009-10-16 Scale: 1:10100</p> <p style="text-align: center;">Corporation of the City of London Prepared By: Planning and Development</p>	<p style="text-align: center;">LEGEND</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">■</td> <td>Subject Site</td> </tr> <tr> <td style="width: 20px; text-align: center;">■</td> <td>Parks</td> </tr> <tr> <td style="width: 20px; text-align: center;">■</td> <td>Assessment Parcels</td> </tr> <tr> <td style="width: 20px; text-align: center;">■</td> <td>Buildings</td> </tr> <tr> <td style="width: 20px; text-align: center;">■</td> <td>Address Numbers</td> </tr> </table>	■	Subject Site	■	Parks	■	Assessment Parcels	■	Buildings	■	Address Numbers
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RATIONALE

1. The recommended Official Plan amendments to change Schedules “A”, “B1”, “C” and “D”, and to include the text and schedules of the Secondary Plan in the Official Plan, are consistent with the Provincial Policy Statement with respect to building strong communities, wise use and management of resources, and protecting public health and safety;
2. The recommended Official Plan amendments to amend the map schedules and to include the Secondary Plan meet, or provide the tools, to meet the intent of the Official Plan, prior to the development of the subject lands; and,
3. The proposed Official Plan amendments including the Secondary Plan represent good planning, because they are based on a comprehensive community structure plan that is premised on the conservation of Provincially significant heritage resources and the provision of a transit-friendly, walkable community with some areas of higher intensity development to provide alternatives prevent urban sprawl and make better use of existing resources. The Plan provides for an appropriate mix of land uses and building types to meet the needs of people at different stages of life and with different income levels. It protects environmental resources, and through the completion of an integrated Municipal Class Environmental Assessment (EA) Study, Schedule “B” for Storm/Drainage and Stormwater Management (SWM) Servicing Works, provides the appropriate level of certainty in the Official Plan regarding the provision of services.

BACKGROUND

On June 13, 2011, the Built and Natural Environment Committee held a public meeting respecting the possible adoption of the Secondary Plan and other amendments to the Official Plan, to implement the results of the Area Planning process which has been underway since 2009. The June report demonstrated the successes that had been achieved in developing a draft preferred Secondary Plan text and schedules that reflected the vision for the community that was established early in the consultation process. It also included substantial background information on the participatory planning process, the community structure plan and the interrelated components of the design concept. The actions taken with respect to the many key issues and challenges faced by staff and Infrastructure Ontario were also discussed. There were, at that time, some relatively minor issues which remained outstanding but were moving toward resolution.

Infrastructure Ontario had also undertaken a Storm/Drainage and SWM Servicing Works Municipal Class EA Study, Schedule “B” for the subject lands, as an integrated component of the planning review process under the provisions of the *Environmental Assessment Act*. While City staff agreed with the results of the draft EA document in principle, there were some outstanding issues related to downstream watershed impacts and the provision of additional technical information.

To provide certainty to staff regarding the direction the Secondary Plan was taking, and to provide additional time for staff to bring forward a final Plan, together with a completed Environmental Assessment, Council resolved on June 20, 2011 as follows:

“That, on the recommendation of the Director of Land Use Planning and City Planner, based on the application of Ontario Realty Corporation on behalf of the Ministry of Infrastructure, relating to the Secondary Plan and the Stormwater Management Class Environmental Assessment for the London Psychiatric Hospital Lands, municipally described as 840 and 850 Highbury Avenue North and 1414 and 1340 Dundas Street, and lands without municipal address east of 850 Highbury Avenue North and bounded by the Canadian Pacific and Canadian National Railways, the following actions be taken:

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- a) *the London Psychiatric Hospital Secondary Plan, ~~attached~~ hereto as Appendix "A" **BE ENDORSED IN PRINCIPLE**;*
- b) *the introduction of a by-law ~~attached~~ hereto as Appendices "A" and "B" to adopt the London Psychiatric Hospital Secondary Plan **BE DEFERRED**, pending finalization of the plan, with the following issues being resolved:*
 - i) *formal conclusion relating to the Canadian Pacific Railway crossings;*
 - ii) *final conclusion on the Ministry's acceptance of the Secondary Plan's protection of the cultural heritage resources on this site;*
 - iii) *resolution of a parkland dedication strategy;*
 - iv) *minor updates to the Traffic Impact Study; and,*
 - v) *minor technical issues relating to several of the background studies, which will not have a substantive impact on the Secondary Plan.*
- c) *the Stormwater Management Class Environmental Assessment (Stantec, January 2011), attached hereto as Appendix "D", **BE ENDORSED IN PRINCIPLE**;*
- d) *the approval of the Stormwater Management Class Environmental Assessment (Stantec, January 2011), **BE DEFERRED** pending receipt and/or resolution and amendments to the Plan as needed, of the following, and that the Stormwater Management Class Environmental Assessment be brought back to Council for a decision at the same meeting as the by-law adopting the London Psychiatric Hospital Lands Secondary Plan in the Fall of 2011:*
 - i) *revised Stormwater Management Class Environmental Assessment to address all matters raised in a February 28, 2011 letter from the City's Manager of Stormwater and in a February 25, 2011 letter from the Ministry of the Environment, including the completion of a preliminary fluvial geomorphological assessment and the required modeling in relation to open watercourses/tributaries.*
 - ii) *a formal response from Canadian Pacific Railway regarding the SWM Class Environmental Assessment;*
 - iii) *a formal response from the Goderich and Exeter Railway regarding the SWM Class Environmental Assessment; and,*
- e) *the Civic Administration **BE REQUESTED** to continue to explore potential mechanisms for the actual build out or redevelopment of the subject lands."*

MHBC Planning, on behalf of Infrastructure Ontario, also submitted a letter at the meeting, containing general concerns with staff's draft Secondary Plan. City staff have undertaken to address those concerns, resulting in changes to the organization and content of the Plan which satisfactorily address the stated concerns.

Furthermore, on February 7, 2011, Municipal Council resolved:

*"That the Mayor **BE REQUESTED** to advise the Ontario Realty Corporation that City Council is encouraged by the progress being made on the secondary plan for the London Psychiatric Hospital lands and is seeking a nominal partnership for the review and joint approval of the release of the lands for private development, as those opportunities come forward, to realize the full implementation of the plan, including its public use and heritage conservation elements."*

Since the June public meeting, Infrastructure Ontario, their consultants, City Planning and Engineering staff, and several commenting agencies have worked very hard to resolve the outstanding issues in order to finalize the Secondary Plan in accordance with the Provincial Policy Statement and the Official Plan and other municipal requirements. Significant efforts have also been made to ensure that the completed Municipal Class EA Study, Schedule "B" for Storm/Drainage and SWM Servicing Works can be brought back for consideration of the Built and Natural Environment Committee at the same public meeting.

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DISCUSSION

Provincial Policy Statement

The recommended Secondary Plan supports building strong communities by:

- Supporting an intensive development form that makes efficient use of land and services, promotes walkability and increased transit ridership and provides linkages into existing neighbourhoods;
- Accommodating an appropriate range and mix of residential uses, employment lands, and recreation and open space areas;
- Providing for a range and mix of residential housing types for people at all stages of life and income levels; and,
- Promoting energy efficient development.

In addition, the completion of an integrated Municipal Class EA Study, Schedule “B” for Storm/Drainage and SWM Servicing Works ensures that the Secondary Plan policies and schedules provide for sufficient land at the preferred location for the provision of public stormwater management facilities for the development.

The recommended Secondary Plan supports the wise use and management of resources by:

- Designating and protecting the wetland in the south east corner of the site. In addition to protecting the feature itself, it may provide feeding grounds for the Chimney Swifts that nest on the site;
- Protecting the nesting sites of the Chimney Swifts, which are classified as Species at Risk;
- Conserving the identified heritage buildings and features on the site and the culturally significant landscapes that surround them.

Public Health and Safety is protected by the following measures:

- The Plan’s policies and map schedules provide for sensitive types of development to be protected from the potential noise, vibration and safety issues related to adjacent railway operations;
- Policies are in place to ensure that the appropriate studies are completed and mitigative measures are put in place before residential development occurs within the areas potentially affected by noise and vibration from the adjacent plastics mixing plant.

The recommended Secondary Plan and related Official Plan Schedule amendments are consistent with the *Provincial Policy Statement*.

Official Plan

The Plan review process included the review of various background studies, consideration of public and agency input, evaluation of land use options and developing the recommended Secondary Plan text and schedules. Throughout this process, the relevant policies of the Official Plan related to land use, housing, services, transportation, the environment, heritage conservation, and urban design were considered both by staff and by Infrastructure Ontario’s consultants. The recommended Secondary Plan and related Official Plan amendments meet the intent of the Official Plan and represent good planning.

New Public and Agency comments

Since the June 13, 2011 public meeting, two additional comments were received from interested parties. One, a resident of the adjacent neighbourhood, generally objected to the proposed Official Plan designations and asked that development immediately adjacent to the existing Rushland Avenue be limited to two storey single detached dwellings or parkland. A professional Planning group representing the Ontario Restaurant Hotel and Motel Association, requested notice of intent to pass any relevant by-laws pursuant to the Planning Act related to the LPH Secondary Plan.

New departmental and agency comments have also been received related to the resolution of the outstanding matters discussed below.

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Resolution of Outstanding Matters for the Secondary Plan

The outstanding matters related to the relationship of the Plan to the CPR right of way, confirmation of the sufficiency of the provision for conservation of cultural heritage resources, a parkland dedication strategy, modifications and reporting on the transportation impact study, the correction of technical issues in other background reports, and matters raised by Infrastructure Ontario.

i) Canadian Pacific Railway response to the Secondary Plan

Because the subject lands lie immediately adjacent to the Canadian Pacific Railway (CPR) Main Line, the future implementation of parts of the desired road network and pedestrian connections are either completely or partially dependent on CPR's willingness to accommodate them. CPR has now provided written comments to the following effect:

- a. The possible relocation of a public vehicular access to the site from Dundas Street to a location outside of the Treed Allée, cannot be accommodated further to the east or the west. The single track crossing is located between two switches. The spur line serving Novell Polymers branches off to the north just east of the crossing while CPR's double track through London begins just to the west. Train operations would at times block any new crossing to the west.
- b. CPR confirmed that conversion of the existing vehicular access within the Allée to pedestrian and cycling use would be consistent with its current designation.
- c. Extending Spanner Street across the spur line serving Novell Polymers would be preferable to increased traffic across the main line over the existing roadway off of Dundas Street. CPR indicated they would investigate any potential switching conflicts in the field with their operating department, however no additional response was received.
- d. With regard to the adequacy of the open space and road buffer provided between future residential uses and the CPR Main line, CPR indicated that any residential use along the CPR mainline would be subject to the standard mitigation measures including the provision of a 30 metre set-back along with an earthen berm. Because regular shunting of trains does not occur at this location, NPC205 guidelines (for sound level limits for stationary sources in urban areas), need not be considered. CP requested that any noise warning clauses include the mention of "the possibility of idling and shunting of trains".
- e. With regard to a possible pedestrian/bicycle trail under the Highbury Avenue North overpass within the CPR lands, feasibility has yet to be determined through a site visit by SPR's operating department.

City staff and MHBC planning, based on informal discussions with CPR, had generally anticipated these responses prior to the June meeting, so no changes to the recommended Secondary Plan were necessary. Because the issue of the road connection at Spanner Street is unresolved, staff have shown the connection, which will need to be confirmed at the time of subdivision approval. If CPR will not accommodate a pedestrian crossing, under Highbury Avenue North to extend the City's trail network, then other options such as an overland crossing or in the longer term, a tunnel within the City's road allowance may be considered. More detailed study at the subdivision stage will determine precise setback requirements for residential development adjacent to the mainline. Minor adjustments within the interpretation clauses of the Plan may be necessary at that time.

ii) Conservation of Cultural Heritage Resources – Ministry of Tourism and Culture

The conservation of the cultural heritage resources on the site was the predominant physical factor in developing the community structure plan and ultimately the preferred land use concept that is presented as the Character Area Designations shown in Schedule 2 of the attached recommended Secondary Plan. Three of the designated heritage buildings, the Treed Allée, and the cultural heritage landscape that surrounds these features are protected within a linear heritage corridor that stretches through the entire plan from Dundas Street to Oxford Street East. The

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fourth designated building, the Horse Barn, is also protected within its own cultural heritage landscape immediately east of Highbury Avenue North.

The recommended Secondary Plan policies protect the buildings and encourage their restoration and sensitive adaptation to contemporary urban uses such as offices, religious use, community uses, food or non-livestock oriented farming related uses and horticultural purposes. The Treed Allée will be closed to vehicular traffic and will be used for linear park space, oriented to pedestrian leisure and travel. The building height plan ensures that taller buildings will be located at the periphery of the property, reducing in height toward the centre of the site to create a “bowl” that will allow the significant buildings to retain prominence within the context of the larger community. Views and vistas of the heritage buildings are to be retained as shown on Schedule 8 of the Plan.

The Ministry of Tourism and Culture (MTC) has been involved in the review process through the various notices of application and invitations to community and public meetings, as well as direct discussions with Infrastructure Ontario, MHBC Planning, and City staff. Following the June public meeting, the draft Cultural Heritage Policies were refined and provided to MTC for their review. The Ministry has provided no objections to the recommended Secondary Plan.

In preparing the Secondary Plan, Infrastructure Ontario, their consultant MHBC Planning, City staff and the London Advisory Committee on Heritage considered the recommendations of the “Conservation Plan Final – London Psychiatric Hospital” (Julian Smith & Associates Architects, December 2008), and “Former London Psychiatric Hospital – Existing Heritage Landscape Features Summary” (Wendy Shearer, 2009). Staff also considered “Standards & Guidelines for Conservation of Provincial Heritage Properties” (Ministry of Tourism and Culture), April 28, 2010, and are satisfied that the significant buildings and features, and the cultural heritage landscape meet the Provincial Policy Statement and the Official Plan policies regarding heritage conservation.

iii) *Parkland Dedication Strategy*

The dedication of some or all of the cultural heritage landscapes to the City presents some unique challenges, that led to the identification of the need to specifically address a parkland dedication strategy for these lands. The parkland dedication strategy would protect the cultural heritage landscape at all stages of development and into the future, allow the City to acquire the lands in an appropriate configuration at the appropriate time, provide the flexibility to determine the exact location of, and acquire parkettes/urban squares during the subdivision process, and account for the costs of ongoing maintenance and conservation of the cultural heritage landscape.

Since June, there has been ongoing dialogue between City staff, Infrastructure Ontario and MHBC Planning that helped to move toward a better understanding and convergence of the interests of these groups. However, more work and discussion is required prior to the disposition of the land by the Province. To ensure that this occurs, new policies are recommended in Section 20.4.4.6 of the Secondary Plan that set out parameters for the preparation of a Community Parkland Implementation Plan that will be adopted by Council prior to the disposition by the Province of the parkland components. These components include all of the Open Space (except the SWM facility) and Heritage designations shown on Schedule 2 of the Secondary Plan, as well as four smaller urban squares or parkettes to be distributed to the four quadrants of the plan at the subdivision stage. The Implementation Plan would address such matters as the range of uses permitted in the Heritage areas, maintenance protocols, parkland dedication ratios, phasing of dedication, brownfield remediation, access and servicing. An analysis of funding sources, such as cash-in-lieu payments, development charge payments, and common element condominiums will be completed to provide for a sustainable source of funding for the construction and maintenance of these parkland areas. While it is expected that most of the

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lands will be conveyed to the City (not the heritage buildings), other public proponents may also acquire the land.

iv) Transportation Impact Assessment

The previously identified updates and technical corrections to the Transportation Impact Assessment were completed by Paradigm Engineering on behalf of Infrastructure Ontario and reviewed by the Transportation Division. The Transportation Division's final comments respecting the revised report and on the Financial Impact Analysis are as follows:

“The Transportation Impact Assessment (TIA) and the Financial Impact Analysis studies that were completed and submitted to the City do not meet the intent of the Official Plan for Area Studies. Section 18.2.7 directs that potential impacts of major development proposals be considered for Council’s evaluation. For Secondary Plans, it requires that a Transportation Impact Study be completed for the purpose of identifying transportation infrastructure and operational improvements associated with area wide development potential. Staff find that the recommendations stated in these reports do not accurately reflect the full impact of the development and the future background growth on adjacent transportation corridors.

The TIA study quantifies major road deficiencies which include widening Highbury Ave at and probably between the intersections of Oxford St and Dundas St to 6 lanes in addition to turning lanes. As such, the cost of the transportation infrastructure will be substantially higher than what is provided in the Financial Impact Analysis report. It should be noted that the 2009 Development Charges Update does not show any improvements required for the noted intersections in the next 20 years, and therefore there is no transportation infrastructure financial plan to support the Secondary Plan. A second reason to acknowledge future transportation infrastructure is the land required for it. Both the TMP (under development) and the Secondary Plan recognize both the Oxford and Highbury as major transportation corridors. The TMP assumes a large developing node for this area to be serviced by a BRT route, while the Area Plan assumes higher transit use for trips. The ability for the corridors to meet all future transportation modes safely (vehicle lanes, BRT, bike lane, sidewalks) can be constrained by available land if not protected for. To recognize these, it is recommended that Secondary Plan policies be adopted to ensure that any required Rapid Transit corridors, additional through lanes or turn lanes identified through future studies be protected at the time of consideration of draft plans of subdivision or site plans. The recommended policies are found in Section 20.4.4.9 ix) and x) of the recommended Secondary Plan.

In summary, once this development is built-out in 10 years, the total traffic in the area will result in significant road improvements and land requirements to accommodate these improvements. The cost of the transportation infrastructure will be high and should be acknowledged before applications for subdivision and site plan come forward. The City should protect for the lands needed to accommodate the road widening and should be able to acquire these lands under the Planning Act. A plan to respond to transportation needs of the area should flow from the Secondary Plan, to the TMP to a DC Background Study update.”

The Transportation Division has had significant input and influence on the recommended internal road network for the Community Plan, and have expressed no objection in that regard. Planning Staff are confident in moving ahead with adopting the Secondary Plan in its current form, subject to the inclusion of the recommended clauses protecting potential future widening of the arterial roads.

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v) Technical Issues in various reports

Addenda to, or minor revisions to, the Sanitary and Water Servicing Analysis and related changes to the Land Needs Study (if applicable) , the Natural Heritage Study, and the Financial Impact Analysis, were requested in order to ensure the background studies contained the correct information for future reference. The relevant departments and agencies were satisfied with the addenda and revisions that were submitted.

The Financial Impact Analysis was revised to address concerns raised in February 2011, as well as an update based on recent expenditures for recently awarded stormwater management projects. The revised summary of revenues vs. expenditures is reproduced from the report, below.

Summary of Revenues vs. Expenditures

	CSRF	UWRF
Revenue	\$ 24,590,934	\$ 12,120,039
Demolition Credits	\$ 1,602,774	\$ 1,645,355
Expenditures	\$ 7,594,500	\$ 962,423
Net Surplus (Deficit)	\$ 15,393,660	\$ 9,512,261

The expenditures may be affected in the future by additional costs associated with the acquisition of land and construction of external road works when the lands develop.

Stormwater Management Class Environmental Assessment

The context, legislative framework and intent of completing the Stormwater Management Class Environmental Assessment were discussed in the June 13, 2011 report to the Built and Natural Environment Committee and the draft EA was included as an appendix to the report. Staff reported at that meeting, that the City’s Stormwater Management Unit agreed with the preferred alternative in principle. However, a number of changes to the SWM modeling and preferred alternative conceptual design and the report content were required, to ensure that in principle City design standards and Ministry Guidelines were met. A point of major discussion was the need for a preliminary fluvial geomorphological analysis and erosion control modeling in order to ensure that Riparian Right Law was upheld with respect to downstream impacts on the Canadian Pacific Railway and Canadian National Railway lands and conditions in and adjacent to Pottersburg Creek. The Ministry of the Environment expressed similar concerns and also stated that report “could have explicitly recognized certain elements/recommendations of the “Phase 2 Natural Heritage Study and Environmental Management Plan” and how the stormwater management plan could be used to effect those recommendations – specifically chimney swift habitat.”

During discussions between City Engineering, Planning staff and Stantec Consulting on behalf of Infrastructure Ontario, it was agreed that in order to account for uncertainty associated with the fluvial geomorphological requirement of the outlet/receiving system, deviations on the SWM modeling parameters, inability at the present time to obtain CPR and CN (GEXR) consent to discharge the post-development flow through their lands, the required control of the peak and velocity that would determine the size of the facility would be deferred to the SWM Facility functional design stage. It was further agreed, that with the final estimated increase in the size of SWM volumes unconfirmed, the land requirements would be increased by a contingency of 20 – 25% prior to finalizing the SWM facility conceptual design required for the Environmental Assessment.

The revised London Psychiatric Hospital Lands Stormwater Servicing Class Environmental Assessment has now been completed to the satisfaction of both the City’s SWM Unit and the

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Ministry of the Environment subject to the above deferrals. With the revised modeling, the completed Environmental Assessment concludes that the land requirements are 1.7 ha., which when increased by 25% result in a 2.1 ha. footprint. The final pond size will be determined at the detailed design stage prior to the division of the land through a Plan of Subdivision, and prior to construction of the facility. The recommended Environmental Assessment is attached to this report at Appendix “B”, with the exception of the report appendices.

Schedule 2 – Character Area Land Use Designations, of the Secondary Plan, illustrates a block size of 1.8 ha. to accommodate the stormwater management facility. Policies are included in Section 20.4.3.7.3 of the recommended Secondary Plan to require that should a larger area be required following detailed stormwater management design studies, modifications to the adjacent road network and block pattern may be required. On the other hand, if it is determined a smaller area is needed, the surplus lands may be developed for Multi-family, Medium Density Residential purposes provided there is a sufficient developable area, and subject to an Official Plan amendment. The Plan also requires, in Section 20.4.4.8, that any recommendations arising from the Environmental Assessment shall be implemented. Through the provisions of the *Municipal Class EA* document, the results of the Municipal Class EA Study, Schedule “B” for Storm/Drainage and SWM Servicing Works, have been integrated into the recommended Secondary Plan in Sections 20.4.4.8 and Schedule 10, and the EA will be subject, upon adoption of the Secondary Plan by Council, to appeal rights under the *Planning Act*.

Proposed Partnership for the Disposition of the Land

In response to direction given in Council’s resolutions cited earlier in this report, Planning staff continued, throughout the refinement of the Secondary Plan, to discuss with IO staff and consultants the potential mechanisms for the actual build-out and development of the subject lands. In addition, Planning staff met with the Mayor, the Executive VP of the Ontario Realty Corporation, and IO’s VP of Real Estate Portfolio Planning to explore options for the City to maintain involvement in the disposition of the lands. General agreement centred on a preference for seeing the lands developed comprehensively. IO representatives cited examples of their other effective municipal partnerships in the disposition of similarly large tracts of Provincial lands in Toronto, noting that compliance with municipal plans was incorporated as a significant criterion cited in Requests For Proposals, and wherein the municipality was invited to participate as advisors in the selection of development proponents. On a more property-specific level, the Provincial officials expressed a willingness to examine how the City might become involved in the Province’s Alternative Facilities Procurement process. In all discussions it was mutually acknowledged that both the City and the Province see the execution of the Secondary Plan as the guiding document for maximizing the value of the Provincially significant cultural heritage legacy of the lands.

The Fairmont Lawn Bowling Club has been an active participant in the Secondary Plan process since the very early stages. The Club is currently located on the Provincial lands with access to Dundas Street, through a lease arrangement with the Province. The recommended Secondary Plan provides for the lawn bowling use to be relocated to the immediate north of its current location, to allow for mixed use residential development immediately adjacent to Dundas Street. Policies are provided to ensure that driveway access to the facility from Dundas Street will be retained.

On July 25, 2011, Council resolved “*that on the recommendation of the London Advisory Committee on Heritage, the Civic Administration and Infrastructure Ontario **BE ASKED** to work with the Fairmont Lawn Bowling Club (FLBC), located on the London Psychiatric Hospital (LPH) lands, to assist the FLBC in trying to retain a lawn bowling playing field on the LPH lands*”. This topic was addressed thereafter between Planning and IO staff. The Plan policies provide for the lawn bowling function to remain, providing an opportunity for this matter to be addressed when the Club’s lease arrangement with the Province is discussed.

CONCLUSION

The London Psychiatric Hospital Secondary Plan has been developed in a collaborative manner involving the consultant team, City Planning, Engineering and Community Services and other

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staff and advisory committees, relevant agencies and organizations, and members of the public who provided input by attending the numerous community consultation sessions hosted by MHBC Planning or by corresponding with MHBC or City staff. Early in the process, a vision for the community was established with elements related to the critical historic significance of the site, the creation of an urban village with a strong pedestrian focus with ample green space linking residential, commercial, institutional and recreational land uses, sustainability, and lifestyle and cultural opportunities. This vision has been met through the preparation of the draft Secondary Plan.

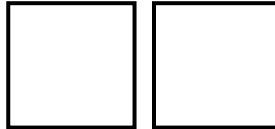
The background reports and draft Secondary Plan prepared by Infrastructure Ontario’s (formerly Ontario Realty Corporation) consultants provided the City with excellent material necessary to produce a Secondary Plan which staff are recommending be adopted as part of the newly created Chapter 20 – Secondary Plans, of the City of London Official Plan. The draft Secondary Plan consists of policy text and nine schedules that create land use designations specific to the planning area and address issues related to building height, street network and hierarchy, pedestrian and cycling network, the cultural heritage framework, urban design priorities, and noise and vibration impacts related to adjacent industry. The Official Plan amendment also includes amendments to map Schedules A – Land Use, B1 – Natural Heritage Features, C – Transportation Corridors, and D – Planning Areas to support the Secondary Plan.

Outstanding issues that were identified in June, 2011 have been addressed in this report, through the provision of additional information and/or modifications to the draft Secondary Plan policies and schedules. The recommended Official Plan amendments, which include the adoption of the Secondary Plan, are consistent with the Provincial Policy Statement and meet the policies of the Official Plan.

The Secondary Plan process also includes the completion of a Municipal Class EA Study, Schedule “B” for Storm/Drainage Servicing Works, integrated with the Planning process through the provisions of the Municipal Class EA document and provisions in the City’s Official Plan. The Stormwater Management Unit of the Planning, Engineering and Environmental Services Department does not object to the results of the Municipal Class EA Study for Storm/Drainage and SWM Servicing Works for these lands, noting that the required control of the peak and velocity and other engineering calculations were deferred to the functional design stage of these works that will determine the final sizing of the proposed servicing works.

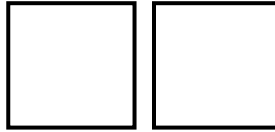
PREPARED BY:	SUBMITTED BY:
BARB DEBBERT SENIOR PLANNER – COMMUNITY PLANNING & URBAN DESIGN	JAMES YANCHULA, MCIP, RPP MANAGER OF COMMUNITY PLANNING AND URBAN DESIGN
RECOMMENDED BY:	
JOHN FLEMING, MCIP, RPP DIRECTOR, LAND USE PLANNING AND CITY PLANNER	

September 19, 2011
 BD/
 Attach.

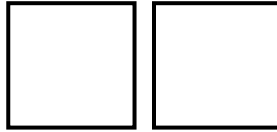


Responses to Public Liaison Letters, Publication in “Living in the City” and Community Meetings

Fanshawe College 1001 Fanshawe College Boulevard Room D1021 P.O. Box 7005 London ON N5Y 5R6 Attention: Harry Bakker, Director of Facilities	Fanshawe College 1001 Fanshawe College Boulevard Room H1004 P.O. Box 7005 London ON N5Y 5R6 Attention: Bernice Hull Planning and Administrative Services
Fanshawe College 1001 Fanshawe College Boulevard P.O. Box 7005 London ON N5Y 5R6 Attention: Student Union President	Fanshawe College 1001 Fanshawe College Boulevard Room E2025 P.O. Box 7005 London ON N5Y 5R6 Attention: J. Dean Coutu, International Admissions
Fanshawe College, Housing Mediation Services 1001 Fanshawe College Boulevard London ON N5Y 5R6 Attention: Glen Matthews	Labreche Patterson & Associates 330-A1 Trillium Drive Kitchener ON N2E 3J2 Attention: Sandy Little, BES
Fairmont Lawn Bowling Club c/o Bob Malpass 1410-284 Wonderland Road South London ON N6K 4Z4	North East London Community Engagement Initiative 659 Dundas Street East London ON N5W 2Z1 Attention: Shannon Calvert
Argyle Community Association 204 Tremont Road London ON N5V 1C4 Attention: Nick Sauter	London Community Resource Centre 652 Elizabeth Street London ON N5Y 6L3 Attention: Pamela Reid
London United Competitive Soccer c/o Ed Lauterbach 75 Greenbrier Crescent London ON N6J 3X7	London United Competitive Soccer 38 Exmore Place London ON N5X 3W2 Attention: Aldo Caranci
Ian Campbell Forest City London Soccer Club 515 Richmond Street P.O. Box 11 London ON N6A 4V3	Boston Pizza International 1 City Centre Drive Suite 708 Mississauga ON N5B 1M2 Attention: Laura Costa, Real Estate Research
Lac-Mac Limited c/o Ted Zurbrigg 1576 Richmond Street London ON N6G 2M6	Ross McKibbin Competition Toyota 1206 Oxford Street East London ON N5Y 3M3
Brenda Reid Benchmark Real Estate Services Canada Inc. 26 Wellington Street North Street St. Marys ON N4X 1C1	Jacob Peretz Ravago Canada Co. Novell CMR Plant 539 Commercial Crescent London ON N5V 1Z2
Chuck Townsend Fairmont Lawn Bowling Club 2 Marla Crescent London ON N6G 2N3	Drewlo Holdings P.O. Box 6000 Komoka ON N0L 1R0 Attention: G. Bikas
Southwest Sun 148 Fullarton Street Suite 804 London ON N6A 5P3 Attention: Brian Semkowski	Bill Baxter 231 Commissioners Road West London ON N6J 1Y2



Ken McMaster 1470 Dundas Street London ON N5W 3B9	Dave Savel Financial Administrator Diocese of London 1070 Waterloo St. London ON N6A 3Y2
Rocky Cerminara No address provided	Richard Zelinka Zelinka Priamo Ltd. 318 Wellington Road London ON N6C 4P4
Gregory Bender Senior Planner, Planning & Environmental Design MMM Group Limited 100 Commerce Valley Dr. West Thornhill ON L3T 0A1	Meriel Cromarty Project Supervisor London Training Centre 317 Adelaide St. South Unit #10 London ON N5Z 3L3
Larry & Janet Sherrill 1449 Oxford Street East London ON N5V 1W3	Ian & Connie Taylor 1502 Rushland Avenue London ON N5V 1X5
Robert Albert Gardiner 648 Ayreswood Avenue London ON N5V 2A8	Amy Ann Mc Innes 633 Riverside Drive London ON N6H 2S3
Christopher Lesko 1507 Howland Avenue London ON N5V 1W8	Jacqueline A Doyle 433 Spruce Street London ON N5W 4P2
Agnes Murray 603 First Street London ON N5V 2A3	John, Ken & Wendy Dow 1174 Forgerty Street London ON N5X 4P3
Concetta Hrycyna 1497 Mardell Place London ON N5V 1X1	Suzette Cordeiro 1609 Mardell Street London ON N5V 1X3
Ray & Elda Gawne 1501 Mardell Place, London ON N5V 1X1	Ken & Cheryl Mc Leod 1580 Handsuld Street London ON N5V 1Y5
James Richard & Nancy Lynn Howard 1503 Mardell Place London ON N5V 1X1	Lynwood Earl Stainton 1388 Oxford St E London ON N5V 1W2
Darryl Dennis & Marion Dianne Dietze 115 Roehampton Avenue London ON N5V 2A6	Ronnie & Harmina Desmit 106 Roehampton Avenue London ON N5V 2A5
Brenda Jane Thompson 196 Rhine Avenue London ON N5Y 1C6	Caspar Cornelus & Gerarda Vanderhelm 119 Roehampton Avenue London ON N5V 2A6
Marg Harvey 1615 Mardell Street London ON N5V 1X3	Darlene Lighfoot 1612 Mardell Street London ON N5V 1X2
McLean Ralph 81 Cyprus Drive Kitchener ON N2M 4V4	Geoff Stewart 576 First Street London ON
Brian Mellen 205 Rhine Avenue London ON N5Y 1C7	Matt and Patricia Kohn 206 Rhine Avenue London ON N5Y 1C6



Laurel Cunningham 71 Askin Street London ON N6C 1E5	Mark Mohan 376 Grangeover Avenue London ON N6G 4K5
Myra MacLean 176 Irving Place London ON N5V 2H9	Caroline Graat-Gladkowski 7 – 609 Colborne Street London ON N6B 2V3
Deb Peckham 406 - 90 Huxley Street London ON N6J 2X8	Janet Hunten 253 Huron Street London ON N6A 2J8
Joseph O'Neil 350 William Street London ON N6B 3C7	Stephanie Bowdrey 440 Castlegrove Boulevard London ON N6G 1K8
Josh Hurwitz 356 Sackville Street Toronto ON M4X 1S4	William Thompson 1459 Oxford Street East London ON N5V 1W4
Sam Mohan 204 Josselyn Place London ON N6E 3V2	Mary Kerr 162 Elworthy Avenue London ON N6C 2M7
Winifred Wake 597 Kildare Road London ON N6H 3H8	Fran Guenther 600 Hale Street London ON N5W 1H4
Jim Engl 230 Paardeberg Crescent London ON N5Y 1B8	Rosanna Ardell 49 Madeira Drive London ON N5V 2M3
Joanne and George McDonald 1205 Patann Drive London ON N5V 2J3	Pauline House 189 Irving Place London ON N5V 2H6
Jason Jordan 60 Blackfriars Street London ON N6H 1K7	Peter Johnson 560 Wharnccliffe Road South London ON N6J 2N4
Peter Jackson 1317 Rosenberg Road London ON N5X 4K9	John Polanski 86 Snowdon Crescent London ON N6E 1G4
George Merner 99 Irving Place London ON N5V 2H6	John Alguire 847 Highbury Avenue North London ON N5Y 5B8
Maria Jankowski 1502 Rushland Avenue London ON N5V 1X5	John Young 790B William Street London ON N5Y 2R8
Robert Sexsmith 120-1231 Sandford St. London ON N5V 2J8	Scott Ritchie City of St. Catharines P.O.Box 3012 50 Church St St. Catharines ON L2R 7C2

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Bibliography of Information and Materials
File No. O-7668

Request for Approval:

City of London Official Plan Amendment Application Form, completed by MHBC Planning (Carol Wiebe), January 18, 2011.

Reference Documents:

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File No: O-7668
Planner: B. Debbert

Paradigm Transportation Solutions. *London Psychiatric Hospital – Transportation Impact Study.* August 2011.

Stantec Consulting Ltd. *London Psychiatric Hospital Lands Financial Impact Analysis.* September 2, 2011.

Stantec Consulting Ltd. *London Psychiatric Hospital Lands Stormwater Servicing Class Environmental Assessment.* September 14, 2011.

Correspondence:

Mail and e-mail correspondence sent and received with respect to the Secondary Plan process from June 12, 2009 to September 19, 2011.

Agenda Item # Page #

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File No: O-7668
Planner: B. Debbert

Appendix "A"

Official Plan Amendment

Bill No. (number to be inserted by Clerk's Office)
2011

By-law No. C.P.-1284._____

A by-law to amend the Official Plan for the City of London, 1989 relating to lands located at 840 and 850 Highbury Avenue North and 1414 and 1340 Dundas Street, and lands without municipal address east of 850 Highbury Avenue North and bounded by the Canadian Pacific and Canadian National Railways, in the City of London.

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

1. Amendment No. (to be inserted by Clerk's Office) 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 October 3, 2011.

Joe Fontana
Mayor

Catharine Saunders
City Clerk

Agenda Item # Page #

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File No: O-7668
Planner: B. Debbert

First Reading – October 3, 2011
Second Reading – October 3, 2011
Third Reading – October 3, 2011

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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 “London Psychiatric Hospital 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 20.4 – London Psychiatric Hospital Secondary Plan to Chapter 20 – Secondary Plans, of the Official Plan for the City of London;
3. To change the designation of certain lands within the London Psychiatric Lands Planning Area described herein from the “Regional Facility” and “Light Industrial” designations, to the “Multi-family, High Density Residential”, “Multi-family, Medium Density Residential”, “Office Residential”, “Regional Facility” and “Open Space” designations on Schedule A – Land Use, to the Official Plan for the City of London;
4. To add the delineation of an “Unevaluated Wetland” to Schedule B1 – Natural Heritage Features, to the Official Plan for the City of London;
5. To add the new collector road network within the London Psychiatric Hospital Secondary Plan to Schedule C – Transportation Corridors, to the Official Plan for the City of London; and,
6. To add the naming and delineation of the “London Psychiatric Hospital” to Schedule D – Planning Areas, to the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 840 and 850 Highbury Avenue North and 1414 and 1340 Dundas Street, and lands without municipal address east of 850 Highbury Avenue North and bounded by the Canadian Pacific and Canadian National Railways, in the City of London.

C. BASIS OF THE AMENDMENT

The preparation of the London Psychiatric Hospital Secondary Plan was undertaken on the basis of the Community Plan Process Guidelines adopted by Council and Official Plan Amendment No. 501, adopted by Council on May 30, 2011, which permits the completion of Secondary Plans that can be adopted as part of the Official Plan. Infrastructure Ontario (formerly the Ontario Realty Corporation) was responsible for carrying out the necessary background studies, 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. The results of a Stormwater Management Class Environmental Assessment, which was integrated with the Secondary Plan process under the provisions of the *Environmental Assessment Act* and in accordance with the *Municipal Class Environmental Assessment* document, are incorporated into the Secondary Plan. The background work also forms the basis and rationale for amendments to Official Plan Schedules “A”, “B1”, “C” and “D” to address land use changes, identify significant environmental features, specify a collector road system for the planning area, and

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delineate the secondary planning area.

The Secondary Plan, in conjunction with the rest of the Official Plan, will be used in the consideration of all development applications including subdivisions, condominiums, Official Plan amendments, Zoning by-law amendments, site plans, consents and minor variances within the Planning Area. The Plan consists of text that creates new Official Plan designations and special policies related to those designations and general development matters; and schedules that delineate land use designations and address issues related to building height, street network and hierarchy, pedestrian and cycling network, the cultural heritage framework, urban design priorities, noise and vibration impacts related to adjacent industry, and the preferred stormwater management servicing solution.

D. THE AMENDMENT

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

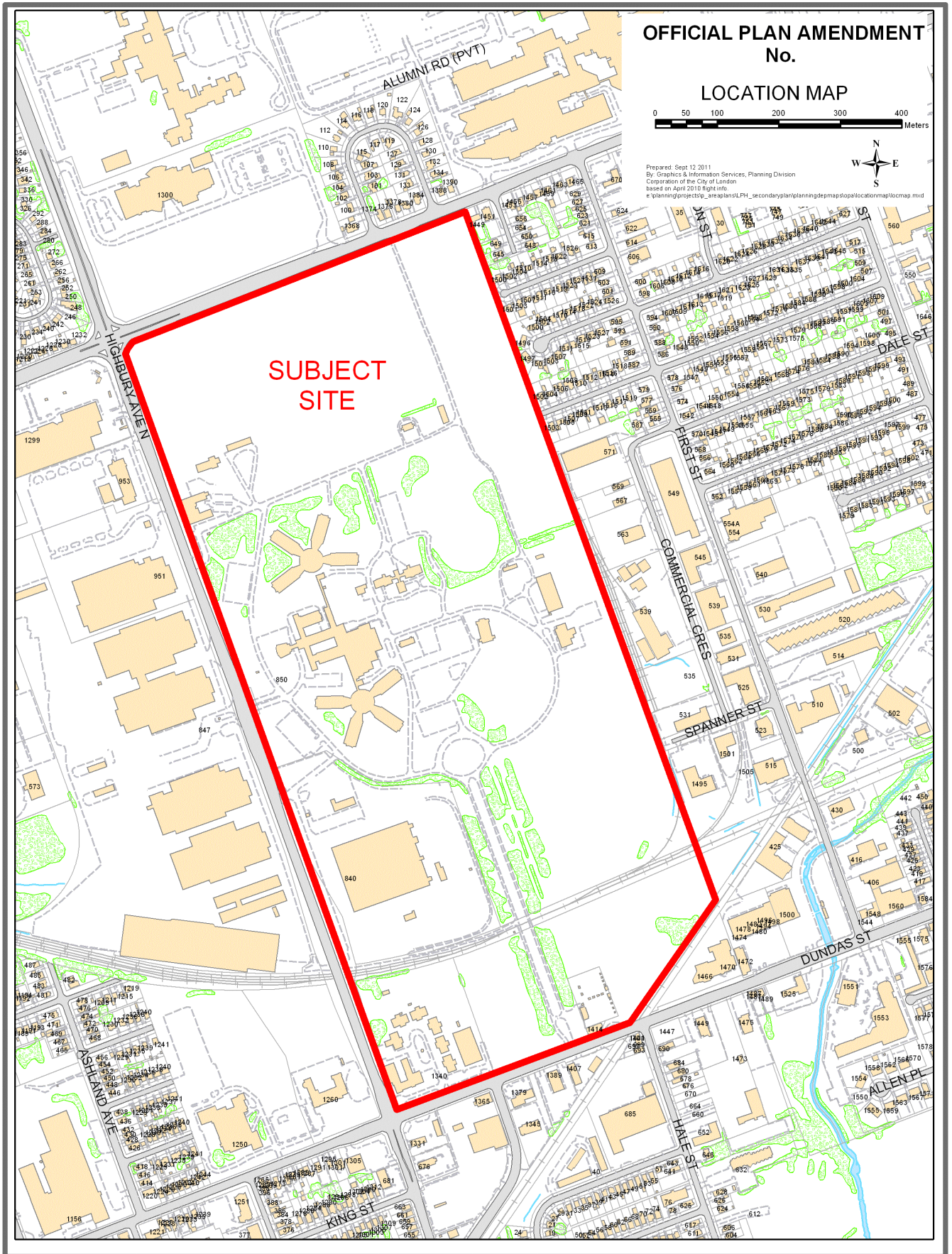
1. The following is added to Subsection 20.2 i) – List of Adopted Secondary Plans, of the Official Plan for the City of London:

London Psychiatric Hospital Secondary Plan

2. Chapter 20 – Secondary Plans, of the Official Plan for the City of London is amended by adding a new section, 20.4 London Psychiatric Hospital Secondary Plan, attached hereto as Schedule 5;
3. Schedule “A” – Land Use, to the Official Plan for the City of London is amended by changing the designation of those lands located at 840 and 850 Highbury Avenue North and 1414 and 1340 Dundas Street, and lands without municipal address east of 850 Highbury Avenue North and bounded by the Canadian Pacific and Canadian National Railways, in the City of London from “Regional Facility” and “Light Industrial”, to “Multi-family, Medium Density Residential”, “Multi-family, High Density Residential”, “Office Residential”, “Regional Facility” and “Open Space”, as indicated on “Schedule 1” attached hereto;
4. Schedule “B1” – Natural Heritage Features, to the Official Plan for the City of London is amended by delineating an “Unevaluated Wetland”, as indicated on “Schedule 2” attached hereto;
5. Schedule “C” – Transportation Corridors, to the Official Plan for the City of London is amended by adding a new collector road system, as indicated on “Schedule 3” attached hereto; and,
6. Schedule “D” – Planning Areas, to the Official Plan for the City of London is amended by adding “Secondary Plans” to the legend, changing “Planning Area Name” in the legend to “Planning Area\Secondary Plan Name” and delineating the “London Psychiatric Hospital”, as indicated on “Schedule 4” attached hereto.

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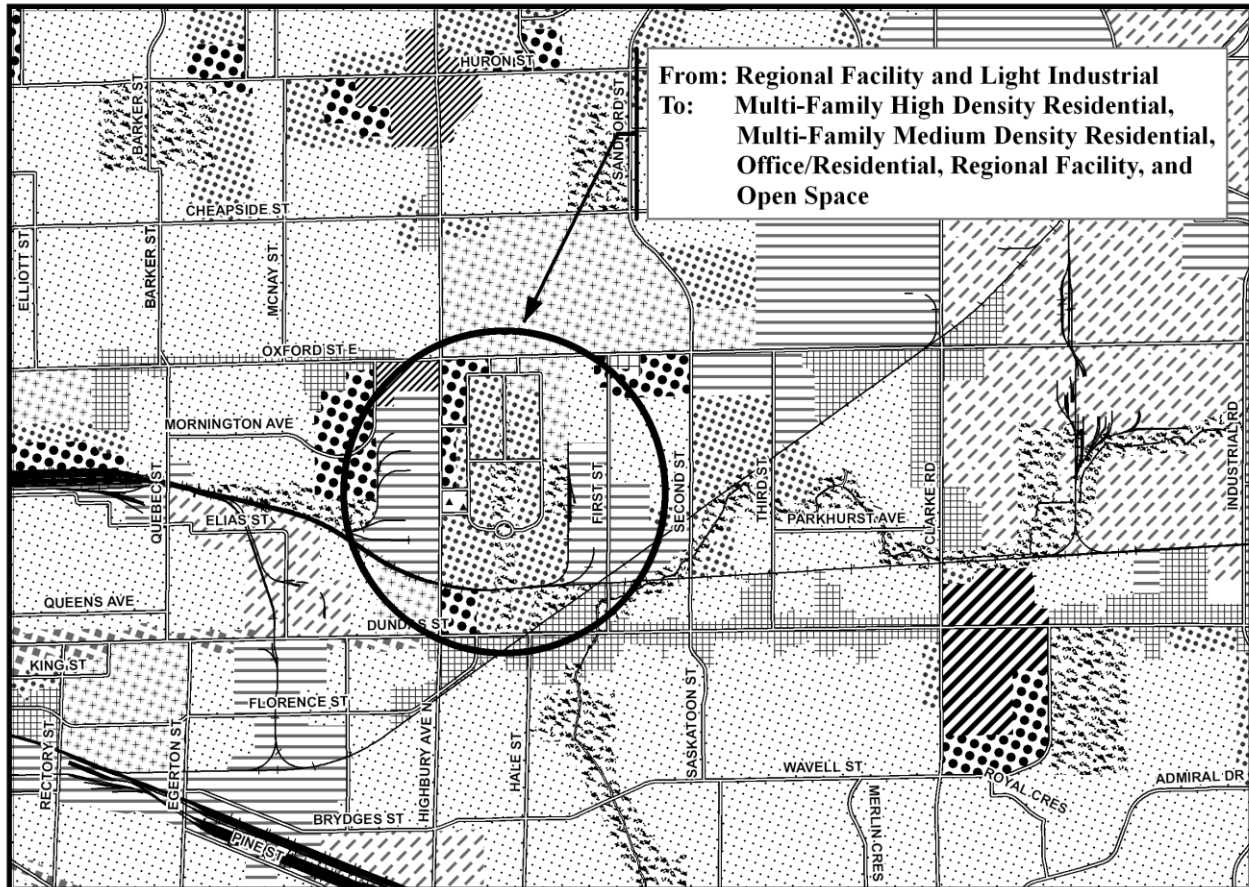
File No: O-7668
Planner: B. Debbert



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File No: O-7668
Planner: B. Debbert

AMENDMENT NO:



From: Regional Facility and Light Industrial
To: Multi-Family High Density Residential, Multi-Family Medium Density Residential, Office/Residential, Regional Facility, and Open Space

Legend

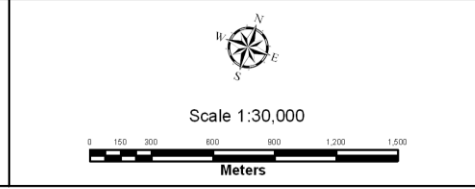
Downtown	Office Business Park
Enclosed Regional Commercial Node	General Industrial
New Format Regional Commercial Node	Light Industrial
Community Commercial Node	Regional Facility
Neighbourhood Commercial Node	Community Facility
Main Street Commercial Corridor	Open Space
Auto-Oriented Commercial Corridor	Urban Reserve - Community Growth
Multi-Family, High Density Residential	Urban Reserve - Industrial Growth
Multi-Family, Medium Density Residential	Rural Settlement
Low Density Residential	Environmental Review
Office Area	Agriculture
Office/Residential	Urban Growth Boundary
	Areas Under Appeal

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

**SCHEDULE 1
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services

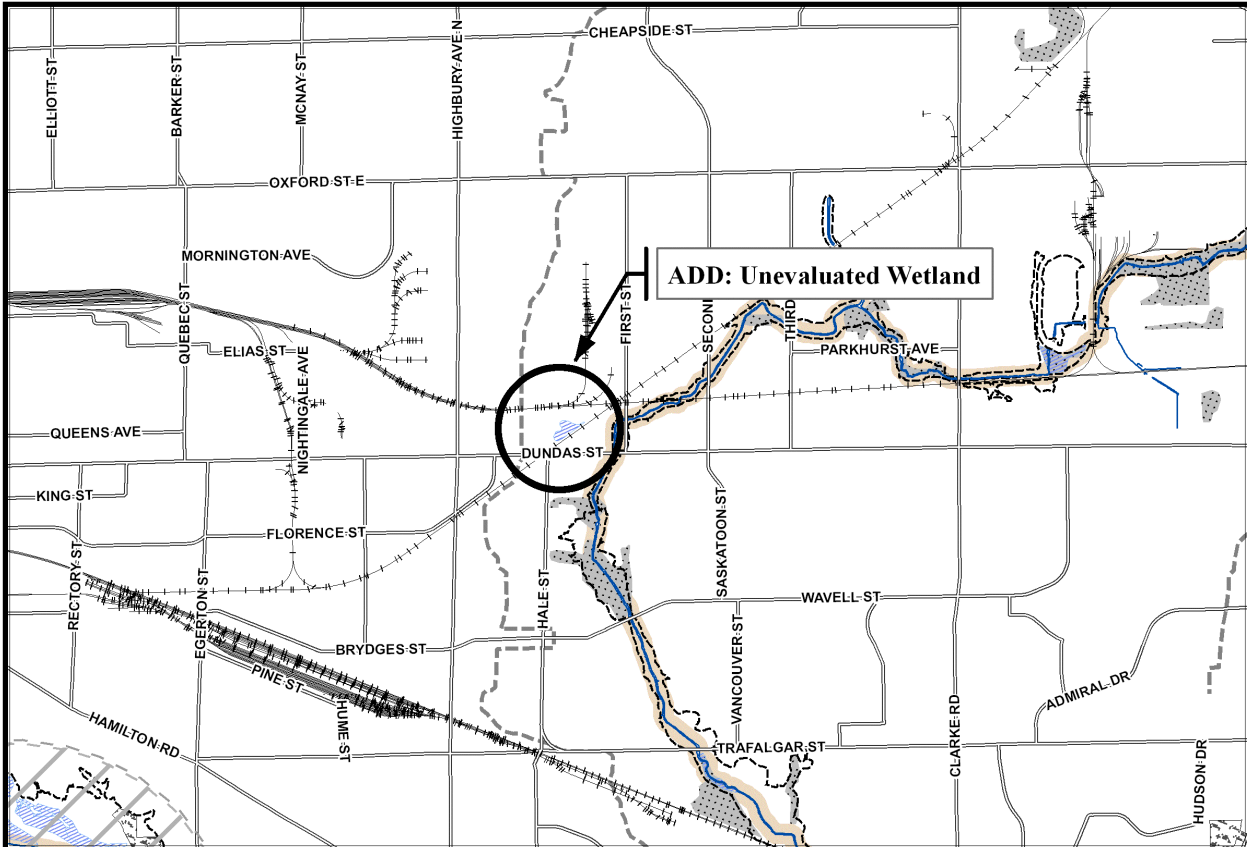


FILE NUMBER: O-7668
PLANNER: BD/CP
TECHNICIAN: MB
DATE: 2011/06/02

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File No: O-7668
Planner: B. Debbert

AMENDMENT NO: _____



NATURAL HERITAGE SYSTEM

- ESAs
- Potential ESAs
- Significant Woodlands
- Woodlands
- Unevaluated Vegetation Patches
- Significant River, Stream, and Ravine Corridors
- Unevaluated Stream and Ravine Corridors
- Provincially Significant Wetlands
- Locally Significant Wetlands
- Unevaluated Wetlands
- Potential Naturalization Areas
- Potential Upland Corridors
- Ground Water Recharge Areas

NATURAL HAZARDS

- Maximum Hazard Line
- NOTE 1: Hazard Lines shown on this map are approximate. The precise delineation of hazard line mapping available from the Conservation Authority having jurisdiction.*
- NOTE 2: Flood Fringe mapping for certain areas of the city is available from the Upper Thames River Conservation Authority.*

Base Map Features

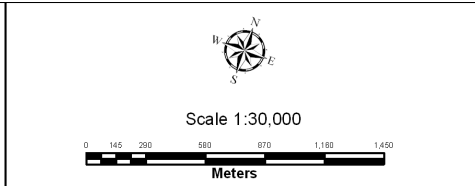
- Railways
- Water Courses/Ponds
- Streets (refer to Schedule "C")
- Conservation Authority Boundary
- Subwatershed Boundary
- Big Picture Meta-Cores and Meta-Corridors
- Areas Under Appeal

This is an excerpt from the Planning Division's working consolidation of Schedule B1 to the City of London Official Plan, with added notations.

**SCHEDULE 2
TO
OFFICIAL PLAN**

AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



FILE NUMBER: O-7668

PLANNER: BD/CP

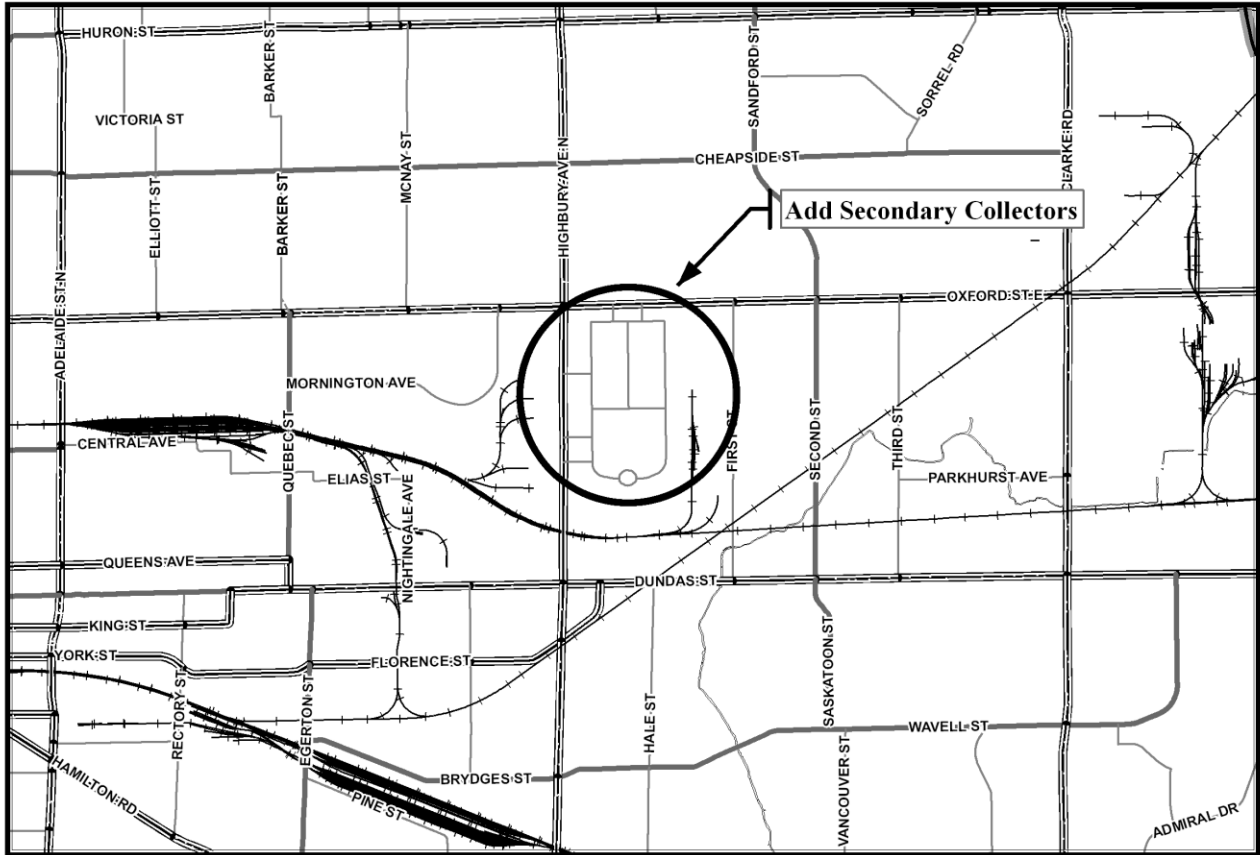
TECHNICIAN: MB

DATE: 2011/06/02

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File No: O-7668
 Planner: B. Debbert

AMENDMENT NO:



Legend

ROAD CLASSIFICATION

- Secondary Collector
- Primary Collector
- Arterial
- Freeway
- Expressway

PROPOSED ROAD CORRIDOR

- Proposed Secondary Collector
- Proposed Primary Collector
- Proposed Arterial
- Proposed Freeway
- Proposed Expressway
- Proposed Interchange

THIS IS AN EXCERPT FROM THE PLANNING DIVISION'S WORKING CONSOLIDATION OF SCHEDULE C TO THE CITY OF LONDON OFFICIAL PLAN, WITH ADDED NOTATIONS

**SCHEDULE 3
 TO
 OFFICIAL PLAN**
 AMENDMENT NO. _____

PREPARED BY: Graphics and Information Services



Scale 1:30,000



FILE NUMBER: O-7668

PLANNER: BD/CP

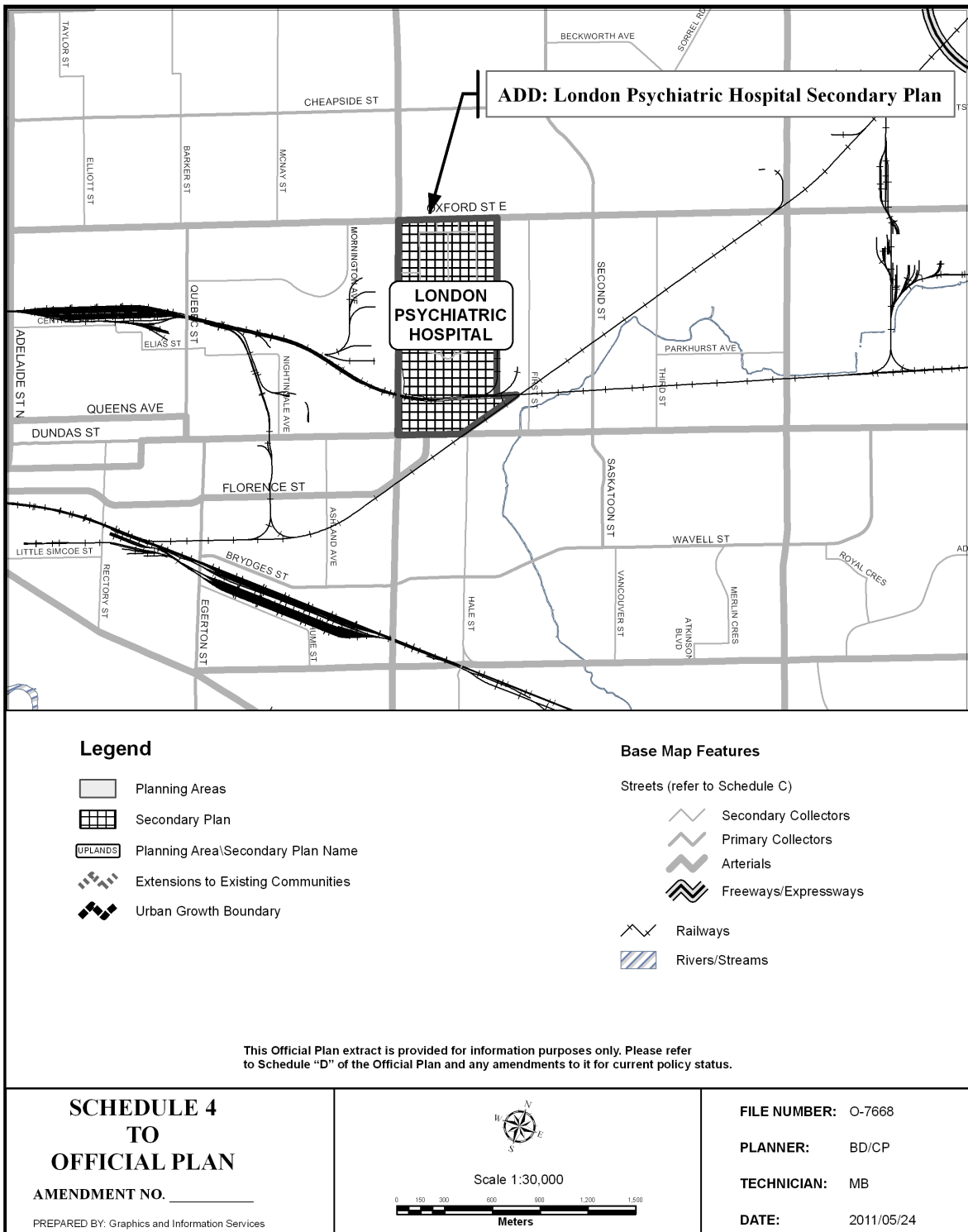
TECHNICIAN: MB

DATE: 2011/05/24

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File No: O-7668
Planner: B. Debbert

AMENDMENT NO:



PROJECT LOCATION: E:\Planning\Projects\p_areaplans\LPH_SecondaryPlan\PlanningDept\Maps\OPA\SCHD\projects\scheduleD_b&w_8x11.mxd

Agenda Item # Page #

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File No: O-7668
Planner: B. Debbert

Schedule 5

Section 20.4
London Psychiatric Hospital Secondary Plan
Final Draft – September 2011

Agenda Item # Page #

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File No: O-7668
Planner: B. Debbert

Appendix "B"

**London Psychiatric Hospital Lands Stormwater Servicing Class Environmental
Assessment (Stantec, September 14, 2011)**