

Old East Village Dundas Street Corridor Secondary Plan Draft Terms of Reference

O-8879

Planning and Environment Committee
April 30, 2018



Rationale for Secondary Plan

- The London Plan indicates that secondary plans may be used for a number of reasons:
 - To provide more detailed guidance for the development of an identified area, in addition to the more general policies of the London Plan.
 - To coordinate the development of an area that is subject to substantial change.
 - "Areas, in whole or in part, within the..." *Rapid Transit Corridor... Place Type that may require vision and more specific policy guidance for transition from their existing form to the form envisioned by this Plan.*
- The corridor along Dundas and King Streets, between Colborne Street and Burbrock Place/Kellogg Lane is such an area that would benefit from a secondary plan. This area has, or will be, experiencing a number of changes and exciting planning initiatives that will need to be carefully coordinated. They include:
 - The London Plan assignment of the Rapid Transit Corridor Place Type along King Street and Dundas Street.

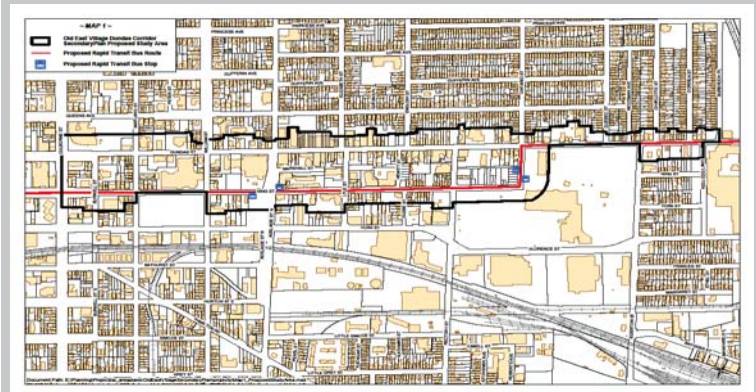


Rationale (continued)

- Planned construction of rapid transit along King Street from the Downtown through to Ontario Street, and proceeding along Dundas Street from Ontario Street through to Highbury Avenue and eventually to Fanshawe College. With this comes the important need to provide strong connections from the rapid transit stations at Adelaide and King Street and on Ontario Street, to the business corridor on Dundas Street.
 - A planned higher order east-west cycle route through the Old East Village, to connect to the larger cycling network and Downtown.
 - Reconstruction of the Dundas Street underground services and streetscape from Adelaide to Ontario Street – with consideration of sewers, watermain, cycling, tree planting, on-street parking, enhanced streetscape amenities, furniture, etc.
 - Planned construction of an Adelaide Street/CPR rail underpass, to the north of the Dundas Street corridor, and the important connections to it.
 - Continued revitalization of the Western Fair market and fairgrounds, with the possibility of redevelopment of a portion of the fairground site.
 - Redevelopment applications and multiple development interests for the lands along the Dundas Street corridor and King Street corridor – some of which are seeking buildings of significant height.
 - Heritage building conservation and consideration, which has served to establish a heritage image for the neighbourhood north of the corridor, attracting significant investment into the building stock.
 - A desire for a green plan, and a recent patio design guideline, along the Dundas Street Corridor with the intent of setting the standard for a desirable pedestrian and patio experience.
- A secondary plan can knit all of these considerations together for the corridor, and set a more detailed policy context, development design guidelines, and a coordinated approach for delivering capital programs.



Study Area



Preliminary Issues

- Which properties are appropriate for Redevelopment? Retention?
- Consistency with the Community Improvement Plan.
- Locations of Buildings with Greater Height.
- Expansion of the Old East Village Commercial Design Manual adopted in 2016
- Interface between tall buildings and lower density residential neighbourhoods
- Design guidance for public projects
- Integration of the area with the overcall City Cycling Network
- Pedestrian connections between King Street and Dundas Street, municipal parking lots and the Western Fair lands
- Impact of the Music, Entertainment and Culture District Study on the Secondary Plan.
- Proximity of Old East Village Heritage Conservation District and pedestrian connections to it.
- "Green Plan" for Old East Village
- Narrow road allowance of Dundas between Adelaide and Ontario Streets
- Impact of Infrastructure Renewal.



Proposed Process

