

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: John M. Fleming
Managing Director, Planning and City Planner
Subject: Draft Old East Village Dundas Street Corridor Secondary Plan
Public Participation Meeting on: February 19, 2019

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the draft *Old East Village Dundas Street Corridor Secondary Plan*, attached as Appendix "B" **BE RECEIVED** for information purposes; it being noted that:

- (a) The draft Secondary Plan will serve as the basis for further consultation with the community and stakeholders;
- (b) The feedback received through this consultation process and the outcomes of supporting and informing studies will feed into a revised Secondary Plan and implementing Official Plan amendment that will be prepared for the consideration and approval of the Planning and Environment Committee at a future Public Participation Meeting in the second quarter of 2019.

Executive Summary

The purpose and effect of the recommended action is for Municipal Council to receive the draft *Old East Village Dundas Street Secondary Plan* and for it to be subsequently circulated for public review and for staff to return with a revised Secondary Plan in the second quarter of 2019.

Analysis

1.0 Pertinent Reports

- Old East Village Dundas Street Corridor Secondary Plan Draft Terms of Reference; Planning and Environment Committee – April 30, 2018
- Downtown OEV East-West Bikeway Corridor Evaluation; Civic Works Committee – February 20, 2019

2.0 Background

2.1 Purpose of the Secondary Plan

Secondary Plans provide more detailed guidance by establishing policies which build on the parent policies of the Official Plan. In cases where the policies of the two plans are inconsistent, the Secondary Plan policies prevail. Where the Secondary Plan is silent on a matter that is addressed within the Official Plan, the Official Plan policies apply. In the case of the *Old East Village Dundas Street Corridor Secondary Plan*, the intent is to provide more detailed guidance for future development within the identified area building on the general policies of *The London Plan*.

2.2 Terms of Reference

The Terms of Reference was endorsed by Municipal Council on May 9, 2018. Outlined in the Terms of Reference were the following ongoing and upcoming initiatives:

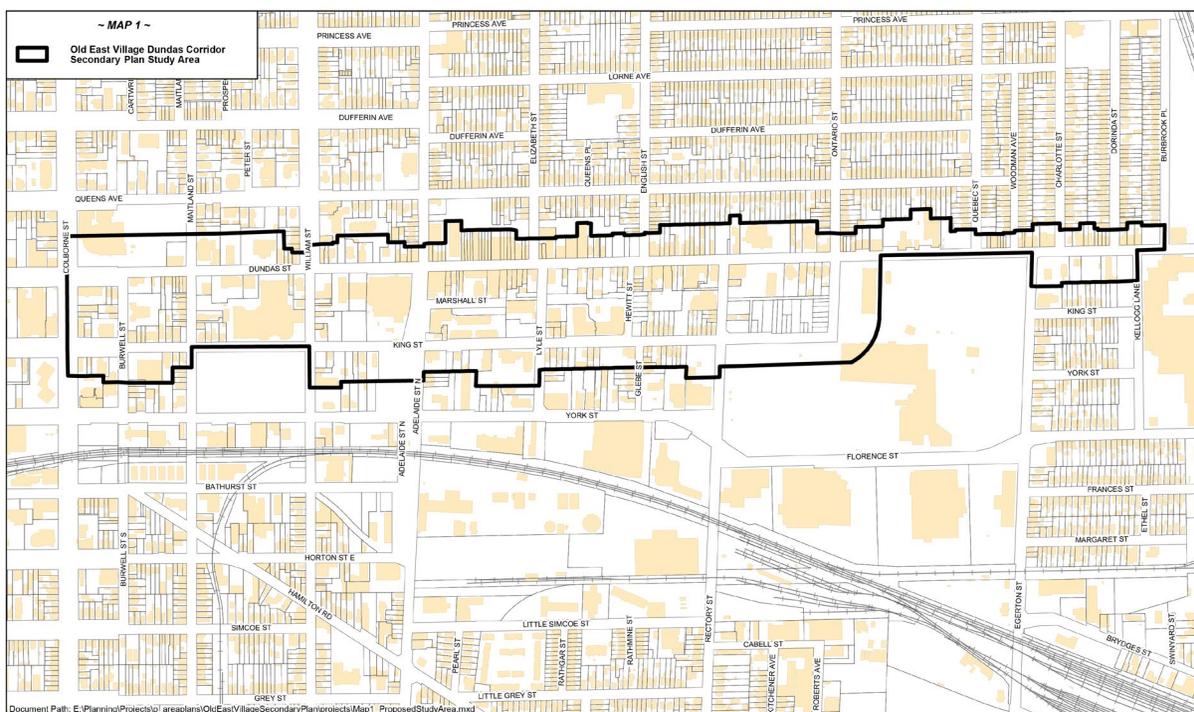
- The future implementation of rapid transit service along King Street from the downtown to Ontario Street and continuing east along Dundas Street.

- The evaluation and implementation of cycling infrastructure to establish an east-west corridor connecting east London with the downtown.
- A planned infrastructure renewal project, which will include upgrades to underground services and streetscape reconstruction along Dundas Street between Adelaide Street North and Ontario Street.
- The planned construction of the Adelaide Street/CP Rail underpass.
- Proposed redevelopment of a portion of the Western Fair grounds, as well as multiple development applications along both Dundas Street and King Street.
- Ongoing investment in heritage building conservation and adaptive reuse.

2.3 Secondary Plan Study Area

The *Old East Village Dundas Street Corridor Secondary Plan* study area generally includes properties fronting onto Dundas Street, between Colborne Street and Burbrook Place/Kellogg Lane, properties fronting onto King Street, between Colborne Street and Ontario Street, and properties fronting onto Ontario Street.

2.4 Secondary Plan Boundary Map



3.0 Overview of the Draft Secondary Plan

The draft *Old East Village Dundas Street Corridor Secondary Plan* policies were prepared by Urban Strategies Inc. and the City of London City Planning service area.

3.1 Vision and Principles

The *Old East Village Dundas Street Corridor Secondary Plan* vision statement is:

A vibrant commercial core with a unique heritage character that serves as a community hub for local residents and draws visitors as a distinct destination.

The guiding principles outlined in the Secondary Plan are:

- Foster the local and creative entrepreneurial spirit and support community economic development;
- Respect and reinvest in heritage resources to enhance the unique character of the area;

- Provide a distinct retail offer with a wide range of commercial uses including restaurants and cafes;
- Create a safe and welcoming environment to pedestrians and cyclists of all ages and abilities;
- Establish safe connections to the local transit system and surface parking lots; and,
- Support properly scaled residential growth.

3.2 Character Areas

Four distinct character areas are identified within the Secondary Plan area, including:

- Dundas Street – Midtown;
- Dundas Street – Old East Village Core;
- Dundas Street – Old East Village East; and,
- King Street.

These character areas define the existing context of the Secondary Plan area. In some instances they are used to determine the applicability of specific policies within the Secondary Plan area.

3.3 Policies

The policies of the draft Secondary Plan provide guidance on land use, the design of the public realm and mobility framework, heritage, and built form.

The land use policies within the draft Secondary Plan promote a mixed-use community focussing on active ground-floor uses. A broad range of residential, retail, service, office, cultural, recreational and institutional uses are proposed, consistent with the vision for the Rapid Transit Corridor Place Type, and Main Street segment policies in *The London Plan*.

The public realm policies of the draft Secondary Plan focus on creating an environment that is pedestrian-oriented to enhance the mainstreet atmosphere of the Dundas Street corridor and to cater to future rapid-transit users on King Street. In addition, policies aim to enhance the pedestrian experience along north-south linkages, connecting the residential populations north and south of Dundas Street to the corridor to support local business. As well, emphasis is placed on creating safe connections between the Municipal parking lots and Dundas Street with the overall intent of making the Secondary Plan area safe and walkable.

Also central to the public realm policies is the integration of new and/or upgraded cycling infrastructure and facilities into the Secondary Plan area. The Downtown OEV East-West Bikeway Corridor Evaluation identifies Dundas Street as a key location for future cycling infrastructure and cycling infrastructure upgrades. The policies reflect the route identified by this evaluation and integrate the dedicated cycling lanes into the streetscape design.

The heritage policies were guided by the recommendations of the Cultural Heritage Assessment Background Report. The policies focus on approaches for mitigating impacts from new developments on or adjacent to listed, designated and potential cultural heritage resources. The policies also indicate that a Heritage Impact Assessment will be required in certain instances to ensure that significant cultural heritage resources are conserved.

The built form policies of the Secondary Plan also include consideration for the nearby established heritage conservation districts and the historical streetscape of the Dundas Street corridor. Height policies within the draft Secondary Plan require new developments to provide a height transition when adjacent to residential properties and/or properties within a heritage conservation district. Acknowledging the character of the Dundas Street corridor, the built form policies direct new development to provide step backs to retain the established mainstreet scale.

Built form policies also provide direction to new high-rise development, nine storeys in

height and taller. For these developments, policies provide direction on podium design, step backs as well as tower design and location to support a pedestrian-scaled environment and protect sunlight access.

4.0 Relevant Background

4.1 Community Engagement (see more detail in Appendix C)

To assist in the preparation of the draft Secondary Plan, two community information meetings were jointly held by City Planning with Transportation Planning and Design to engage the community on both the *Old East Village Dundas Street Corridor Secondary Plan* and the Downtown OEV East-West Bikeway Corridor Evaluation. The timelines and study areas for these projects overlapped significantly and the results of the Downtown OEV East-West Bikeway Corridor Evaluation were intended from the onset of the process to be integrated into the policies of the *Old East Village Dundas Street Corridor Secondary Plan*.

The first community information meeting was held on June 27, 2018. This meeting was organized to collect the community members' feedback regarding high-level concepts such as the overall vision for the Secondary Plan area and their preferences for the initial east-west cycling route options. Approximately 70 community members were in attendance. A presentation was made by City staff and members of the consultant teams from Urban Strategies Inc. and WSP. The detailed report of the feedback received from this meeting was prepared by Urban Strategies Inc. and can be found in Appendix C.

A project webpage for the *Old East Village Dundas Street Corridor Secondary Plan* was created on the Get Involved website to allow those unable to attend the June 27, 2018 community information meeting the opportunity to view the presentation and submit comments.

Comments were primarily suggestions for the study area, which generally included:

- Improving walkability
- Removing crosswalk buttons to change the light
- Improving bikeability
- Providing wide and/or separated bicycle lanes on Dundas Street
- Removing bicycling lanes from Dundas Street
- Redesigning the King Street and Adelaide Street North intersection to be less intimidating to pedestrians and cyclists
- Removing on-street parking in favour of wider sidewalks and protected cycling lanes
- Retaining on-street parking for delivery trucks
- Improving access to parking lots
- Increasing the number of parking spaces through parking lots and/or parking garages
- Removing vehicular traffic on Dundas Street, between the core and Quebec Street
- Increasing the spacing of bus stops in the area to save time from loading/unloading passengers
- Filling in the gaps in the commercial corridor
- Preserving the mainstreet feel; restoring old buildings
- Locating high-rise buildings along King Street and low- to mid-rise on Dundas Street
- Improving the perception of safety
- Helping those at risk on the street
- Increasing the number of street trees, benches, and garbage receptacles
- Providing low planters instead of street trees, as trees block signs
- Creating a cohesive streetscape and distinct character; artistic or themed street furniture
- Burying electrical wires
- Keeping the sidewalk clean

- Providing bike lockers in parking lots; more bicycle parking generally
- Preserving existing trees
- Creating clear signage for landmark locations in the area
- Reducing the impact of or eliminating construction
- Increasing “eyes on the street”

Comments also included suggestions on how the key connections between the King Street and Dundas Street should be designed, which generally included:

- De-emphasizing the car
- Widening sidewalks or other connections
- Planting trees
- Creating new pedestrian-only connections
- Improving lighting
- Providing signage, including directional signage and maps
- Creating a smoke-free environment

A second community information meeting was held on November 1, 2018. This meeting was also jointly held with Transportation Planning and Design to coordinate the Downtown OEV East-West Bikeway Corridor Evaluation with the Secondary Plan. This meeting was organized to present the draft policy direction of the Secondary Plan, which was developed from the feedback received at the initial community information meeting and web submissions. The preferred bikeway option was also presented. The meeting provided an open-house component to allow community members to engage City staff and staff from the consultant teams in discussions and to ask questions and provide feedback in a less structured way.

Approximately 50 community members were in attendance at this second community information meeting. Comments cards were distributed to attendees as an additional means of providing feedback. Each attendee was provided one comment card specific to the Secondary Plan and one for the Bikeway Evaluation; 19 comment cards specific to the Secondary Plan were filled out and returned to City staff.

Comments relating to the Secondary Plan generally included:

Support for:

- Prioritizing existing and emerging cultural and creative businesses
- De-emphasizing vehicle priority
- Creating an accessible space for pedestrians and cyclists
- Retail only at ground floor frontages

Concerns for:

- The increase in pedestrian and vehicle traffic
- The impact of construction on businesses
- The impact of transit stops on Dundas Street creating car traffic congestion
- The loss of customers due to loss of on-street parking

Suggestions or consideration, including:

- Provide more benches along the corridor
- Improve lighting
- Preference for cycling lanes in both directions continuously along Dundas Street
- Inconvenience to commuters; loss of “drive by” advertising for local businesses if fewer cars travel along Dundas Street
- Include incentive programs to create a unified appearance to facades
- Reference the McCormick Area Secondary Plan
- Protect heritage buildings through sensitive design of new adjacent buildings
- Keep tall buildings off of Dundas Street; if tall buildings are proposed, set them back north and south of Dundas Street

- Require more policing
- Specific bonusing policies for the area; do not allow bonusing to increase the 8-storey maximum proposed
- Connectivity of Municipal parking lots 1, 2, 4 and 7 to Dundas Street
- Provide funding for connections between parking and Dundas Street
- Provide shelters for those sitting on the sidewalk
- Preference for a bike lane on King Street

Several additional meetings were held at the request of the Manager of the Old East Village Business Improvement Area (BIA) relating to the *Old East Village Dundas Street Corridor Secondary Plan*, including:

- October 17, 2018: City staff from City Planning and Transportation Planning and Design attended and presented at the Old East Village BIA board meeting
- November 13, 2018: City staff from City Planning and Transportation Planning and Design met with Old East Village BIA board members and additional community stakeholders invited by the Old East Village BIA; BIA members gave a presentation to City staff
- December 13, 2018: Old East Village BIA members held a walking tour of the Dundas Street corridor and subsequent meeting with City staff from City Planning and Transportation Planning and Design as well as representatives from the consultants teams from Urban Strategies Inc. (Secondary Plan), WSP (Bikeway Evaluation), and Dillon (infrastructure renewal).
- January 7, 2019: City staff from City Planning met with Old East Village BIA members

It is important to note that since the Downtown OEV East-West Bikeway Corridor Evaluation was undertaken in parallel with the Secondary Plan process, City staff from City Planning and Transportation Planning and Design shared comments received with both project teams to ensure that the feedback could be addressed through the appropriate project and process. Additional feedback specific to the Downtown OEV East-West Bikeway Corridor Evaluation that was collected by City Planning was provided to Transportation Planning and Design staff and may not be reflected in detail above.

4.2 Policy Context (see more detail in Appendix D)

Old East Village and the surrounding area has been the focus of revitalization efforts through numerous plans and studies, including the Mayor's Task Force on Old East London Report in 1998 and the *Re-establishing Value: A Plan for the Old East Village* report in 2003. In 2004, the Old East Village Community Improvement Plan Area was established. The *Old East Village Commercial Corridor Urban Design Manual* was adopted in 2016.

Re-establishing Value: A Plan for the Old East Village, 2003

Re-establishing Value: A Plan for the Old East Village was prepared by the Planners Action Team (PACT), a team of members from the Ontario Professional Planners' Institute (OPPI). This provided a detailed analysis of the corridor and identified issues facing the area as well as strategies for improvement and revitalization.

Old East Village Community Improvement Plan, 2004

One recommended strategy of the *Re-establishing Value: A Plan for the Old East Village* report was the creation of a community improvement area, which was established in 2004. The purpose of the *Old East Village Community Improvement Plan* is to provide context for a coordinated municipal effort to improve the physical, economic, and social conditions of Old East Village and to stimulate private investment and property maintenance and renewal.

Old East Village Commercial Corridor Urban Design Manual, 2016

The *Old East Village Commercial Corridor Urban Design Manual* was prepared by the

City of London and adopted in 2016. The purpose of this design manual is to provide design guidance in the review of all planning and development applications. It promotes high-quality design that responds to the area's unique context and overall vision.

The London Plan

Policy 1556 of *The London Plan* provides the direction to prepare a Secondary Plan to elaborate on the policies of *The London Plan*. Policy 1557 identifies instances that may warrant the preparation and adoption of a Secondary Plan, this includes areas within the Rapid Transit Corridor Type that may require vision and more specific policy guidance for transitioning from their existing form to the form envisioned by *The London Plan*.

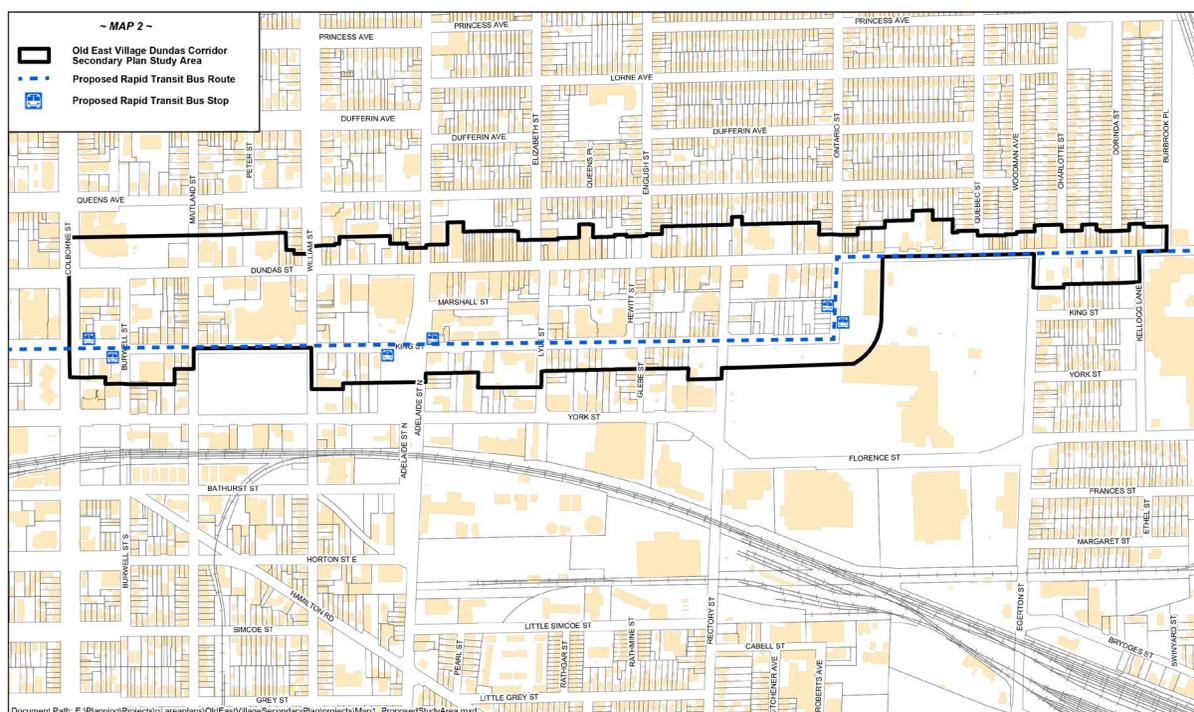
The Secondary Plan area is predominantly located within the Rapid Transit Corridor Place Type. Dundas Street, between Colborne Street and Quebec Street, is a Main Street segment of the Rapid Transit Corridor. A few properties within the Secondary Plan area are Institutional. The Dundas Street and King Street segments within the Secondary Plan area are both classified as Rapid Transit Boulevards by *The London Plan*. It should be noted that the Rapid Transit Environmental Assessment (EA) is still underway at this time and *The London Plan* recognizes potential alignments. The Place Types and street classifications will be modified to align with the results of the EA process for the final version of *The London Plan*.

Provincial Policy Statement, 2014

The *Provincial Policy Statement, 2014* (PPS) provides policy direction on matters of provincial interest related to land use planning and development. The policies support efficient and resilient development patterns within settlement areas through the promotion of opportunities for intensification and redevelopment where this can be accommodated by the existing context. It also promotes the long term economic prosperity by enhancing the vitality and viability of mainstreets as well as encouraging a sense of place by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes. The PPS also directs transportation and land use consideration to be integrated at all stages of the planning process.

4.3 Bus Rapid Transit

The Draft Environmental Project Report for London's Bus Rapid Transit project was approved by Municipal Council on May 8, 2018. This report identified the north-east route as running through the Secondary Plan area along King Street, Ontario Street, and Dundas Street as illustrated below. Proposed rapid transit stop locations within the Secondary Plan area include King Street at Colborne Street, King Street at Adelaide Street North, and King Street at Ontario Street.



4.4 Downtown OEV East-West Bikeway Corridor Evaluation

Transportation Planning and Design retained WSP to undertake an evaluation of east-west cycling corridors to identify a safe and continuous connection between the downtown and east London. This evaluation has been coordinated with the Secondary Plan process and the results of the feasibility study will be presented at the Civic Works Committee on February 20, 2019.

4.5 Cultural Heritage Assessment

City Planning retained ASI to conduct a Cultural Heritage Assessment of the Old East Village Dundas Street Corridor Secondary Plan area. The Cultural Heritage Assessment was submitted on January 14, 2019.

5.0 Key Issues and Considerations

5.1 Use

The London Plan contemplates a range of residential, retail, service, office, cultural, recreational and institutional uses (Policy 837.1) and encourages mixed-use buildings (Policy 837.2) within Rapid Transit Corridors. Retail and services uses are encouraged to front the street at grade within mixed-use buildings (Policy 837.4). The Old East Village Main Street segment contemplates a broad range of uses at a walkable neighbourhood scale to support local shopping and commercial options (Policy 845). The uses proposed within the draft Secondary Plan area are consistent with the vision for the Old East Village Main Street segment and will support future rapid transit services within the Rapid Transit Corridor.

5.2 Intensity

Within the Old East Village Main Street segment (Dundas Street, between Colborne Street and Quebec Street), *The London Plan* contemplates buildings that are a minimum of two storeys (or eight metres) and a maximum of 12 storeys in height (Policy 847.1 and 847.2). Bonusing up to a maximum height of 16 storeys is contemplated (Policy 847.2). *The London Plan* also directs us to carefully manage the interface between corridors and the adjacent lands within less intense neighbourhoods (Policy 830.6). This is achieved through the draft Secondary Plan policies requiring building heights in close proximity to existing established low-rise residential neighbourhoods, predominantly north of the Secondary Plan area, to be stepped back from the low-rise residential properties to provide a sensitive height transition and by limiting opportunities to obtain increased height through a bonusing.

The London Plan contemplates a wide range of uses and greater intensities of development along Rapid Transit Corridors close to transit stations (830.5). The policies contemplate a minimum of two storeys (or eight metres) and a maximum height of 12 storeys with bonusing (Table 9). Greater residential intensity may be permitted within the Rapid Transit Corridor Place Type on sites that are located within 100 metres of a rapid transit station (Policy 840.6) up to a maximum of 16 storeys with bonusing (Table 9).

Within the draft Secondary Plan, high-rise development is directed along the King Street corridor and the south side of Dundas Street, consistent with general intent of the aforementioned policies. Rapid transit stations are planned at the King Street and Adelaide Street North intersection, the King Street and Ontario Street intersection, and the King Street and Colborne Street intersection. Increasing the residential intensity south of Dundas Street and along King Street, to permit bonusing for a height beyond 12 storeys is proposed within the policies of the Secondary Plan. This residential intensity is intended to support the functions of the future rapid transit service and further promote the revitalization of the Dundas Street corridor.

5.3 Form

The London Plan's vision for Rapid Transit Corridors includes transit-oriented and pedestrian-oriented development forms (Policy 830.7), creating a strong building edge (Policy 841.2) and breaking down the mass of large buildings (Policy 841.3). Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation (Policy 841.5). The policies of the draft Secondary Plan are consistent with this approach to building form and mode priority in the design of new development.

5.4 Reduction of On-street Parking

The Downtown OEV East-West Bikeway Corridor Evaluation results identify Dundas Street as the primary cycling corridor connecting the downtown with east London. As the right-of-way provides limited space to fully accommodate all modes of transportation, the approach taken seeks to balance the needs of all users. The proposed cycling network aims to reduce the impact of the added cycling lanes through the core of Old East Village by shifting the dedicated west-bound cycling lane to Queens Avenue, between William Street and Quebec Street. At this same segment, a single east-bound cycling lane will be integrated into the right-of-way design of Dundas Street. Vehicle travel lanes widths will be reduced and sidewalks widened to redistribute modal priority.

To accommodate the additional cycling lane as well as widened sidewalks and street trees, the existing on-street parking on the south side of Dundas Street will be removed. Concern has been raised from the business community along the corridor that this loss of parking may negatively impact business. Within this core area, there are three underutilized Municipally-owned parking lots. Policies within the draft Secondary Plan address strengthening the connection between the Dundas Street corridor and these parking lots both physically and through a co-ordinated signage program to address the loss of on-street parking through changing drivers' habits.

5.5 Heritage

The *Old East Village Dundas Street Corridor Secondary Plan* area is located in close proximity to three heritage conservation districts: the East Woodfield Heritage Conservation District, the West Woodfield Heritage Conservation District, and the Old East Heritage Conservation District. Furthermore, there are a number of listed and individually designated properties within the Secondary Plan area. Recognizing this, a Cultural Heritage Assessment was undertaken for the area in parallel to the Secondary Plan process. The *Cultural Heritage Assessment Background Report* has been considered in the policies of the draft Secondary Plan. This background report will also be provided to the London Advisory Committee on Heritage for further consideration and for recommendations that may further refine the heritage policies of the Secondary Plan.

6.0 Next Steps

The draft *Old East Village Dundas Street Corridor Secondary Plan* will be circulated to the community and stakeholders. Feedback received will be considered through revisions to the Secondary Plan. The revised Secondary Plan will be brought forward to the Planning and Environment Committee in the second quarter of 2019.

7.0 Conclusion

The draft *Old East Village Dundas Street Corridor Secondary Plan* was guided by the policies of *The London Plan* in combination with community and stakeholder input as well as expert knowledge from Urban Strategies Inc. staff.

Prepared by:	Kerri Killen, MCIP, RPP Senior Planner, Urban Regeneration
Submitted by:	Britt O'Hagan, MCIP, RPP Manager, Urban Regeneration
Recommended by:	John M. Fleming, MCIP, RPP Managing Director, Planning and City Planner
Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from Planning Services	

February 12, 2019
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Appendix A

Bill No. (number to be inserted by Clerk's Office)
2019

By-law No. C.P.-XXXX-____

A by-law to amend The London Plan for the City of London, 2016 relating to the Old East Village Dundas Street Corridor Secondary Plan area.

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 London Plan for the City of London Planning Area – 2016, 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 XXXX.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading –
Second Reading –
Third Reading –

**AMENDMENT NO.
to the
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

To add the Old East Village Dundas Street Corridor Secondary Plan to the list of adopted Secondary Plans in policy 1565 of The London Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands generally fronting Dundas Street, between Colborne Street and Burbrook Place/Kellogg Lane, lands fronting King Street, between Colborne Street and Ontario Street, and lands fronting Ontario Street in the City of London.

C. BASIS OF THE AMENDMENT

The preparation of the Old East Village Dundas Street Corridor Secondary Plan was undertaken to coordinate a number of ongoing and upcoming initiatives in the area, including: (1) the future implementation of rapid transit service along King Street from the downtown to Ontario Street and continuing east along Dundas Street; (2) the evaluation and implementation of cycling infrastructure to establish an east-west corridor connecting east London with the downtown; (3) a planned infrastructure renewal project, which will include upgrades to underground services and streetscape reconstruction along Dundas Street between Adelaide Street North and Ontario Street; (4) the planned construction of the Adelaide Street/CP Rail underpass; (5) proposed redevelopment of a portion of the Western Fair grounds, as well as multiple development applications along both Dundas Street and King Street; and, (6) ongoing investment in heritage building conservation and adaptive reuse .

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, and proposed policies were, in turn, reviewed and assessed by municipal staff in the context of the Provincial Policy Statement and The London Plan, and used in the finalization of the Secondary Plan. This background work forms the basis and rationale for amendments to The London Plan.

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.

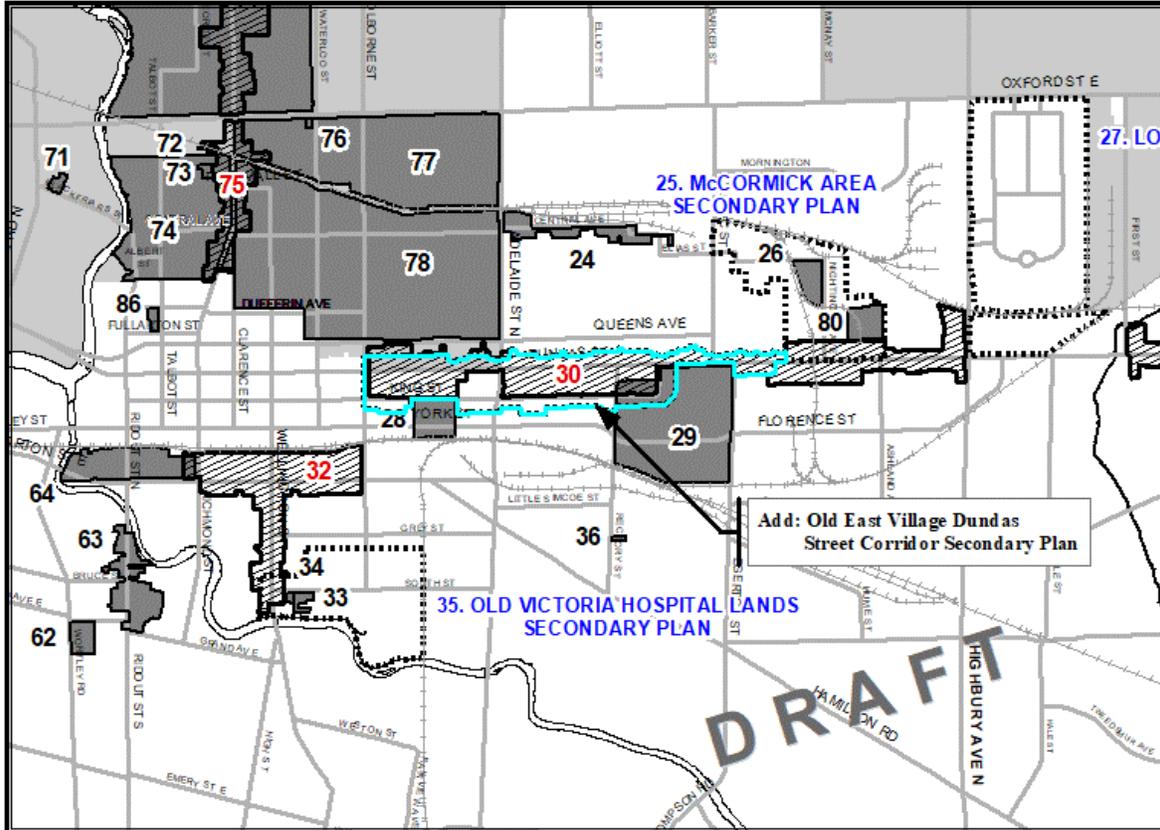
D. THE AMENDMENT

The London Plan is hereby amended as follows:

1. Policy 1565 – List of Secondary Plans of The London Plan for the City of London is amended by adding the following:

(). Old East Village Dundas Street Corridor Secondary Plan
2. Map 7 – Special Policy Areas to The London Plan for the City of London Planning Area is amended by the boundary of the Old East Village Dundas Street Corridor Secondary Plan area in the City of London, as indicated on “Schedule 1” attached hereto.

AMENDMENT NO:



LEGEND

- Specific Policies
- Rapid Transit and Urban Corridor Specific-Segment Policies
- Near Campus Neighbourhood
- Secondary Plans

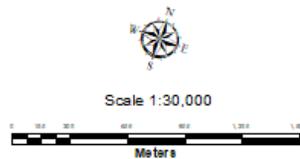
BASE MAP FEATURES

- Streets (See Map 3)
- Railways
- Urban Growth Boundary
- Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

**SCHEDULE #
 TO
 THE LONDON PLAN**
 AMENDMENT NO. _____

PREPARED BY: Planning Services



FILE NUMBER: O-8879
 PLANNER: KK
 TECHNICIAN: MB
 DATE: 2/7/2019

**Appendix B – Draft Old East Village Dundas Street Corridor
Secondary Plan**



Old East Village Dundas Street Corridor Secondary Plan

DRAFT February 2019



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1.0 Introduction

1.1 BACKGROUND

Important regeneration efforts have been carried out in Old East Village and the surrounding area for more than three decades. In 2003, the Ontario Professional Planners Institute's Planners Action Team came together to undertake a detailed analysis of the corridor. Their report, *Re-establishing Value: A Plan for the Old East Village*, included a number of strategies for improvement and revitalization. Guided by these recommendations, the Community Improvement Plan area was established in 2004. The associated *Old East Village Community Improvement Plan* was created to provide context for a coordinated municipal effort to improve the physical, economic, and social conditions of Old East Village and to stimulate private investment and property maintenance and renewal.

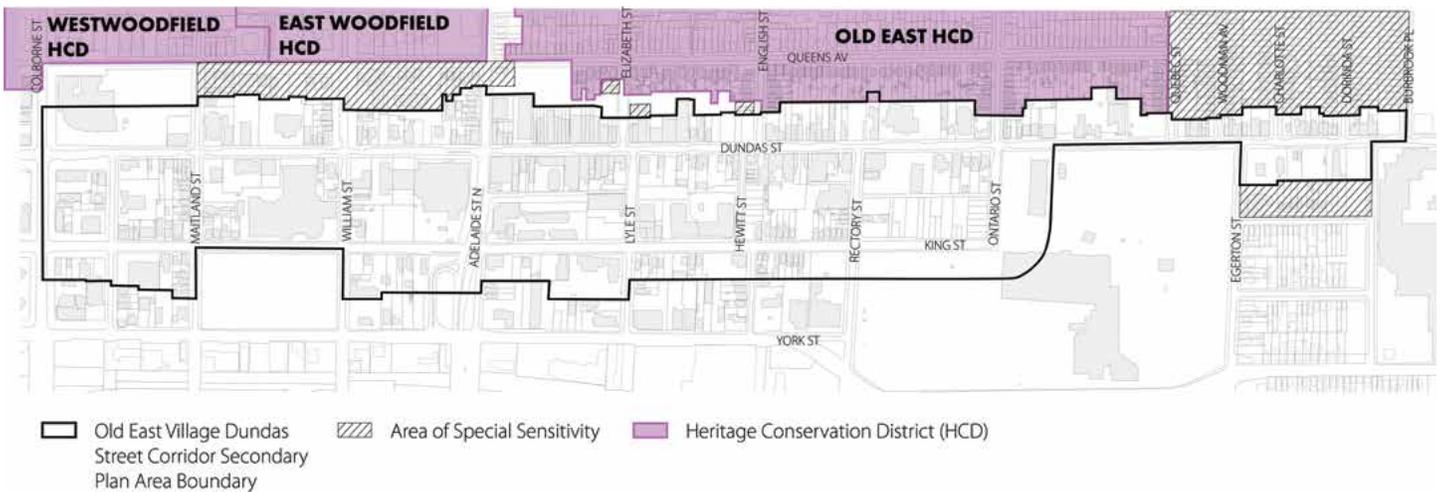
Following this, the *Old East Village Commercial Corridor Urban Design Manual* was prepared by the City of London and adopted in 2016. The purpose of this design manual is to promote high-quality design that responds to the area's unique context and overall vision. Throughout all of these projects and initiatives, the neighbourhood and business community has been instrumental, working closely with staff to ensure the project outcomes are appropriate for the local context.

The area faces future challenges and opportunities that come with rapid transit service, infrastructure upgrades, cycling infrastructure and development. This Secondary Plan aims to build on the ongoing efforts to revitalize the community, knitting together planned transit and cycling infrastructure upgrades with development pressures and public realm design priorities.

1.2 LOCATION

The Old East Village Dundas Street Corridor Secondary Plan applies to the general area along Dundas Street between Colborne Street and Burbrook Place, and King Street between Colborne Street and Ontario Street. The Secondary Plan boundary is illustrated in Schedule 1. This Secondary Plan incorporates the area that extends beyond the boundaries of what is traditionally considered Old East Village to ensure that appropriate connections are created to the downtown to the west as well as to the McCormick Area Secondary Plan area and former Kellogg’s property to the east.

The East Woodfield Heritage Conservation District, the West Woodfield Heritage Conservation District, and the Old East Heritage Conservation District are in close proximity to the Secondary Plan area. In addition, there are areas located adjacent to the Secondary Plan boundary, identified as ‘Areas of Special Sensitivity’ (illustrated in Schedule 1), where development guidance would help prevent conflicts with the existing built form and uses.



Schedule 1: Secondary Plan Area

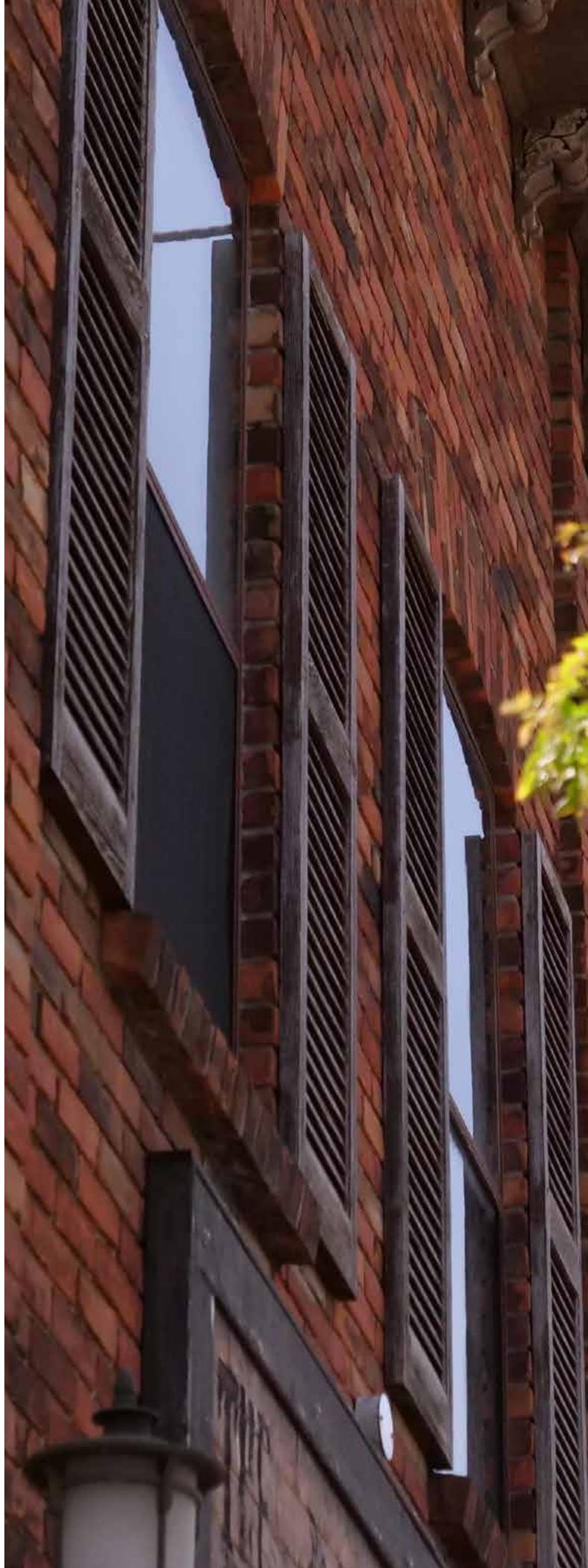
1.3 PURPOSE AND USE

The purpose of this Secondary Plan is to establish the vision, principles, and detailed policies for the Old East Village and surrounding areas and to continue the neighbourhood's evolution into a unique destination and a vibrant community core. This Secondary Plan provides a policy framework for future developments and for public realm improvements within the Old East Village Dundas Street Corridor Secondary Plan area. The intent of the policies is to ensure that the Secondary Plan area finds continuing uses for its cultural heritage resources and provides a rich, diverse, and balanced street life for residents, shoppers, pedestrians, cyclists, transit users, vehicles, and other modes of transportation.

This Secondary Plan provides a greater level of detail than the general policies in *The London Plan* and is guided by the policies of the *Provincial Policy Statement*. This Secondary Plan shall be used for the review of planning applications. This Secondary Plan is further intended to be used in conjunction with other policies of *The London Plan*. In instances where the overall policies of *The London Plan* and the *Old East Village Dundas Street Corridor Secondary Plan* are inconsistent, the Secondary Plan shall prevail.

The text and schedules of the *Old East Village Dundas Street Corridor Secondary Plan* will be added to Policy 1565 of *The London 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.

Any required funding associated with the recommendations in the Secondary Plan are subject to the availability and approval of funding through the Corporation's multi-year budget process.





1.4 VISION AND PRINCIPLES

The Old East Village Dundas Street Corridor Secondary Plan area is envisioned as a vibrant commercial core with a unique heritage character that serves as a community hub for local residents and draws visitors as a distinct destination. The vision for this area has been developed to continue the momentum of three decades of revitalization efforts, the ongoing evolution and the current success of Old East Village and the surrounding areas.

The development of this Secondary Plan has been guided by the following principles:

- Foster the local and creative entrepreneurial spirit and support community economic development;
- Respect and reinvest in heritage resources to enhance the unique character of the area;
- Provide a distinct retail offer with a wide range of commercial uses including restaurants and cafes;
- Create a safe and welcoming environment to pedestrians and cyclists of all ages and abilities;
- Establish safe connections to the local transit system and surface parking lots; and,
- Support properly scaled residential growth.

2.0 Character Areas

2.1 OVERVIEW

The Old East Village Dundas Street Corridor Secondary Plan area is broadly made up of four character areas: Dundas Street – Midtown, Dundas Street – Old East Village Core, Dundas Street – Old East Village East, and King Street. Each character area has distinct characteristics that together create a unique identity for the Secondary Plan area.

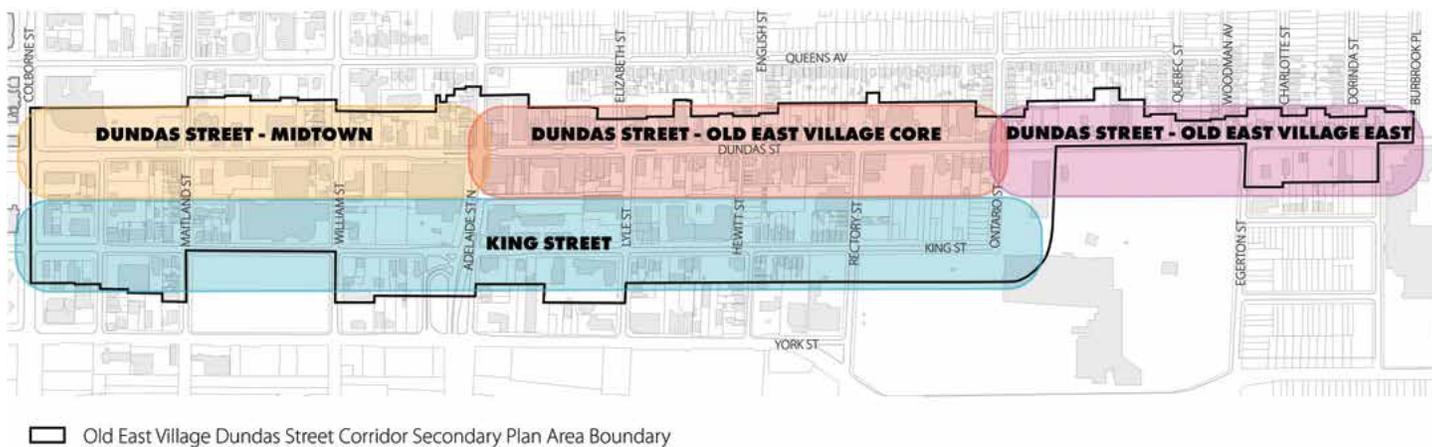


Figure 1: Character Areas



2.2 DUNDAS STREET – MIDTOWN CHARACTER AREA

Midtown is characterized by low-rise buildings with institutional and commercial uses fronting Dundas Street. High-quality cultural heritage resources line both sides of the street. The area provides a transition between the downtown to the west, and the core of Old East Village to the east.

The vision for Midtown is for the area to be a vibrant and pedestrian-oriented connection between the downtown and Old East Village. Supporting the continued retail health is a priority for this character area. New development is envisioned, especially on the south side of the corridor, in a form that is well-integrated into the existing context and is respectful of the cultural heritage resources in the area. This portion of Dundas Street is identified as a Main Street within the Rapid Transit Corridor Place Type in *The London Plan*, where street-oriented built form is supported, meaning that buildings are close to the street and parking is generally located to the rear of the building, underground, or within the architectural mass of the building. A broad range of uses and intensification is envisioned to take place at a walkable neighbourhood scale.



2.3 DUNDAS STREET – OLD EAST VILLAGE CORE CHARACTER AREA

The Old East Village Core is located along Dundas Street, between Adelaide Street and Ontario Street, and is the heart of Old East Village anchoring the overall Secondary Plan area. Today, this segment of Dundas Street is lined with independent shops and restaurants. This area has a history of grassroots revitalization efforts that have created a distinct and attractive character. The momentum of revitalization needs to be maintained and fostered for the area's continued success.

The vision for the Old East Village Core is a vibrant pedestrian-oriented district with a broad range of commercial uses. In *The London Plan*, this segment of Dundas Street is identified as a Main Street within the Rapid Transit Corridor Place Type, where continuous street-oriented built form is supported, with a broad range of uses and intensification designed at a walkable neighbourhood scale.

Retaining and enhancing the character of the Old East Village Core to achieve a continuous streetscape is a key strategy of this Secondary Plan. New development should be harmonious with the existing character, rhythm, and massing of the current built form, and have building materials that are sympathetic to the character of the existing structures, cultural heritage resources, and the street.



2.4 DUNDAS STREET – OLD EAST VILLAGE EAST CHARACTER AREA

Old East Village East is located along Dundas Street, between Ontario Street and Burbrook Place, and is characterized by the Western Fair Grounds and Queens Park to the south and fine-grained retail uses on the north side of the street. The Western Fair Farmer and Artisan Market anchors the character area, and has been an incubator for independent local businesses, some of which have opened storefront locations along Dundas Street. This segment of Dundas Street connects the Old East Village Core to the McCormick Area Secondary Plan area and the former Kellogg’s property, two industrial neighbourhoods with distinct heritage character undergoing significant transformation and revitalization.

The vision for Old East Village East is to strengthen the walkability of the area with strong retail and restaurant presence to sustain year-round activity, in addition to supporting its marquee events like the Western Fair. Significant change is anticipated on this segment of Dundas Street with future rapid transit service and the associated streetscape redesign. Strengthening the physical connection to the Old East Village Core will be a priority for this character area.



2.5 KING STREET CHARACTER AREA

King Street is characterized by varying land uses ranging from residential to light industrial and institutional. The built form is also varied with low-rise single-detached dwellings alongside high-rise apartment buildings. Today along King Street, there are a number of large surface parking lots offering excellent opportunities for transit-oriented intensification. The area between Dundas Street and King Street is characterised by deep lots which offer good high-rise development opportunities.

Rapid transit service is anticipated along King Street, from the downtown through to Ontario Street. King Street is identified as a Rapid Transit Boulevard within the Rapid Transit Corridor Place Type in *The London Plan*. The Plan encourages intensification here, especially around future rapid transit stations planned along King Street at Colborne Street, Adelaide Street North and Ontario Street.

High-rise residential and office uses are appropriate along King Street, and have recently been introduced to the corridor. It is envisioned that the highest residential intensity will be accommodated in the King Street Character Area to strengthen the market for Old East Village businesses, especially within walking distance to the future rapid transit stations.

Draft - February 2019

DRAFT



3.0 Policies

3.1 OVERVIEW

The intent of this Secondary Plan is to provide a policy framework to guide future development and public projects in the Old East Village Dundas Street Corridor Secondary Plan area. Policies in this Secondary Plan support the vision by providing guidance on:

- land uses;
- built form;
- public realm design and the mobility framework; and,
- heritage.

The policies of this Secondary Plan generally provide a greater level of detail than the general policies of *The London Plan*. Where the policies of *The London Plan* provided sufficient guidance to implement the vision of this Secondary Plan, these policies were not repeated in this Secondary Plan. As such, the policies of this Secondary Plan should be read in conjuncture with *The London Plan*. In instances where the overall policies of *The London Plan* and the *Old East Village Dundas Street Corridor Secondary Plan* are inconsistent, the Secondary Plan shall prevail.

The policies of this Secondary Plan that use the words “will” or “shall” express a mandatory course of action. Where the word “should” is used, suitable alternative approaches to meet the intent of the policy may be considered.

The policies of this Secondary Plan will be implemented through mechanisms set out in this Secondary Plan, Municipal investments in infrastructure and public realm improvements, as well as other tools available to the City



including the Zoning By-law, the Site Plan Control By-law, and urban design review.

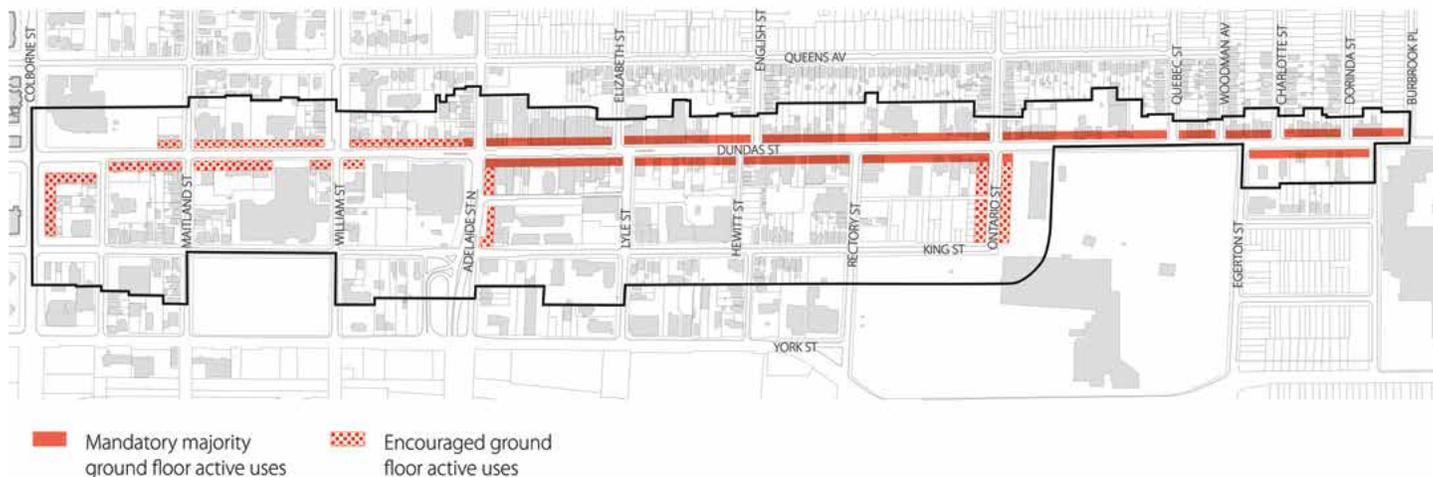
3.2 LAND USE

Today, Old East Village, Midtown, and King Street feature a diverse mix of land uses and an artisanal spirit which contribute to its positioning as an active urban node and an area of entrepreneurial activity. The intent of the following land use policies is to allow for the Secondary Plan area to continue to evolve as a thriving mixed-use community and a cultural hub. The Zoning By-law will provide more detail on individual permitted uses; this may not include the full range of uses identified in this Secondary Plan.

The following land use policies apply to the entire Secondary Plan area, unless otherwise specified within the individual policy:

- a) Mixed-use buildings are encouraged as the preferred form of development within the Secondary Plan area.
- b) A broad range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted.
- c) Dundas Street properties, between Adelaide Street North and Burbrook Place, shall provide street-oriented active uses on the ground floor for the majority of the Dundas Street frontage. Street-oriented active uses include, but are not limited to:
 - Retail;
 - Service;
 - Recreational;
 - Cultural; and,
 - Institutional.

Street-oriented non-active uses, such as residential lobbies and office uses, may be permitted if they comprise less than the majority of the Dundas Street frontage of



Schedule 2: Ground-Floor Uses

an individual property. The segment where this policy is applicable is illustrated in Schedule 2: Ground-floor Uses.

- d) Street-oriented active uses are encouraged at the ground floor of properties fronting Dundas Street, between Colborne Street and Adelaide Street North, as well as properties on Colborne Street, Adelaide Street North and Ontario Street between Dundas Street and King Street.
- e) Residential uses are encouraged above the ground floor to increase the residential population and provide a variety of housing options.
- f) Primary access to residential units above the ground floor should be located on a street-facing facade.
- g) Artisanal workshops and craft breweries may be permitted to support the emerging businesses.
- h) Community facilities and institutional uses may be permitted for the continued provision of neighbourhood services. The ground floor of these uses will be designed to contribute to the vibrancy and animation of the street.
- i) Drive-through facilities may be permitted where it can be clearly demonstrated that they will not detract from the vision and role of the Place Type and the quality and character of the pedestrian-oriented street environment. Proposals for new drive through facilities will be subject to a zoning by-law amendment and site plan approval, in conformity with the policies of this Secondary Plan and The London Plan.

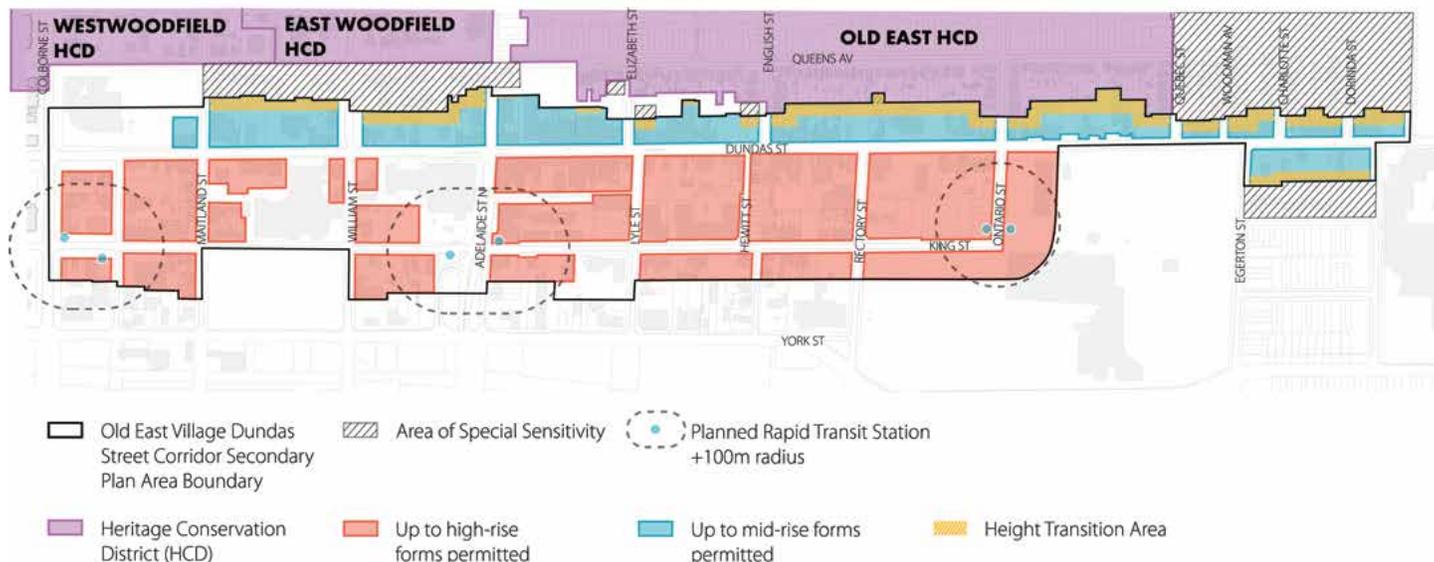


3.3 BUILT FORM

One of the Secondary Plan area's strongest assets is its rich and complex built environment with various building forms and types that contribute to a unique sense of place. From the historic low-rise houses and retail buildings fronting on Dundas Street to the high-density podium-tower condominiums emerging along King Street, the variety of building types that allow diverse uses to flourish will be key to the area's continued evolution and vibrancy. The purpose of this Secondary Plan is to provide guidelines to coordinate and guide future developments while celebrating the continued diversity in the urban fabric.

3.3.1 PERMITTED HEIGHTS

- a) For the purposes of this Secondary Plan, low-rise will describe buildings up to, and including, three storeys in height. Within the entirety of the Secondary Plan area, low-rise buildings will be permitted, with a required minimum of height of two storeys or eight metres.
- b) For the purposes of this Secondary Plan, mid-rise will describe buildings four storeys and up to and including eight storeys in height.
- c) Low-rise and mid-rise buildings are generally permitted on the north side of Dundas Street and on the south side of Dundas Street between Egerton Street and Kellogg Lane. Refer to Schedule 3: Permitted Heights. Maximum building heights may be less than eight storeys as determined through the policies in Section 3.3.3 Mid-Rise Form.
- d) For the purposes of this Secondary Plan, high-rise will describe buildings nine storeys in height and taller.



Schedule 3: Permitted Heights

- e) Low-rise, mid-rise, and high-rise buildings up to 12 storeys are generally permitted on the south side of Dundas Street, on both sides of King Street, and on both sides of Ontario Street. Refer to Schedule 3: Permitted Heights.
- f) Within a 100 metre radius of a rapid transit station and within the boundary of the Secondary Plan area, permitted building height shall be up to 16 storeys to promote transit-oriented development.
- g) Where high-rise forms are permitted (refer to Schedule 3), height exceeding the established maximum, up to 24 storeys, may be permitted through a site-specific bonus zone, where it can be demonstrated that significant measures are put in place to support or mitigate this additional height or density, subject to the policies of Section 3.4 Bonusing.
- h) Development proposals for residential intensification may require studies to determine servicing capacity and necessary upgrades. The results of these studies may influence the maximum permitted height and density that is permitted through zoning.

3.3.2 GENERAL BUILT FORM

- a) The Old East Village Core and Old East Village East character areas have an existing relatively consistent built form which establishes a continuous street wall. The placement of buildings within these character areas should support this continuous street wall, and exceptions for small plazas, courtyards or patios spaces should be designed to carefully integrate into this established streetscape.
- b) The Midtown character area has an existing built form condition which is highly diverse. The placement of buildings will respond to the immediately adjacent built form context.
- c) The King Street character area is planned to accommodate rapid transit service and high-rise development. To create a comfortable pedestrian environment along King Street, new buildings in this character area will be set back from the right-of-way to provide space for landscaping.
- d) Portions of buildings at intersections may be setback for small plazas, courtyards, patios spaces, or to accommodate enhanced sidewalk treatments.
- e) Parking shall not be located between the building front and public right-of-way.
- f) Landscape treatment should be provided along the edge of parking lots and within parking lots to mitigate water runoff, heat island effect and enhance the user experience.
- g) Access for parking and service areas should be located away from main streets and on side streets and laneways where possible. Where it is not possible, parking access will be minimized to reduce pedestrian conflict and will be integrated in a way that does not detract from the character of the street.
- h) Corner buildings should be designed with the primary building entrances fronting onto the higher order street.
- i) High- and mid-rise buildings should be designed to express three defined components: a base, middle, and top. Alternative design solutions that address the following intentions may be permitted:
- The base should establish a humanscale façade with active frontages including, where appropriate, windows with transparent glass, forecourts, patios, awnings, lighting, and the use of materials that reinforce a human scale.
 - The middle should be visually cohesive with, but distinct from, the base and top.
 - The top should provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.
- j) Buildings should have articulated façades that complement the façade rhythm of the existing streetscape and no large blank walls should be visible from the street.
- k) Building façades should address and frame the public street at grade.
- l) Façade elements of infill development or new construction fronting onto Dundas Street will be designed to support the existing character along the Dundas Corridor. These elements may include:
- Entryways and doors;
 - Windows;
 - Window base;
 - Sign band and signage;
 - Awnings; and,
 - Lighting.

- m) Regardless of the intended use, the ground floor of new buildings should be designed with the flexibility to accommodate future conversion to non-residential uses in the future. Strategies could be considered, such as providing a raised floor over the slab that can be removed to provide additional ground floor height in the future.
- n) All development fronting onto Dundas Street should be consistent with the *Old East Village Commercial Corridor Urban Design Manual* to coordinate the façade and built form with the existing character of Dundas Street.

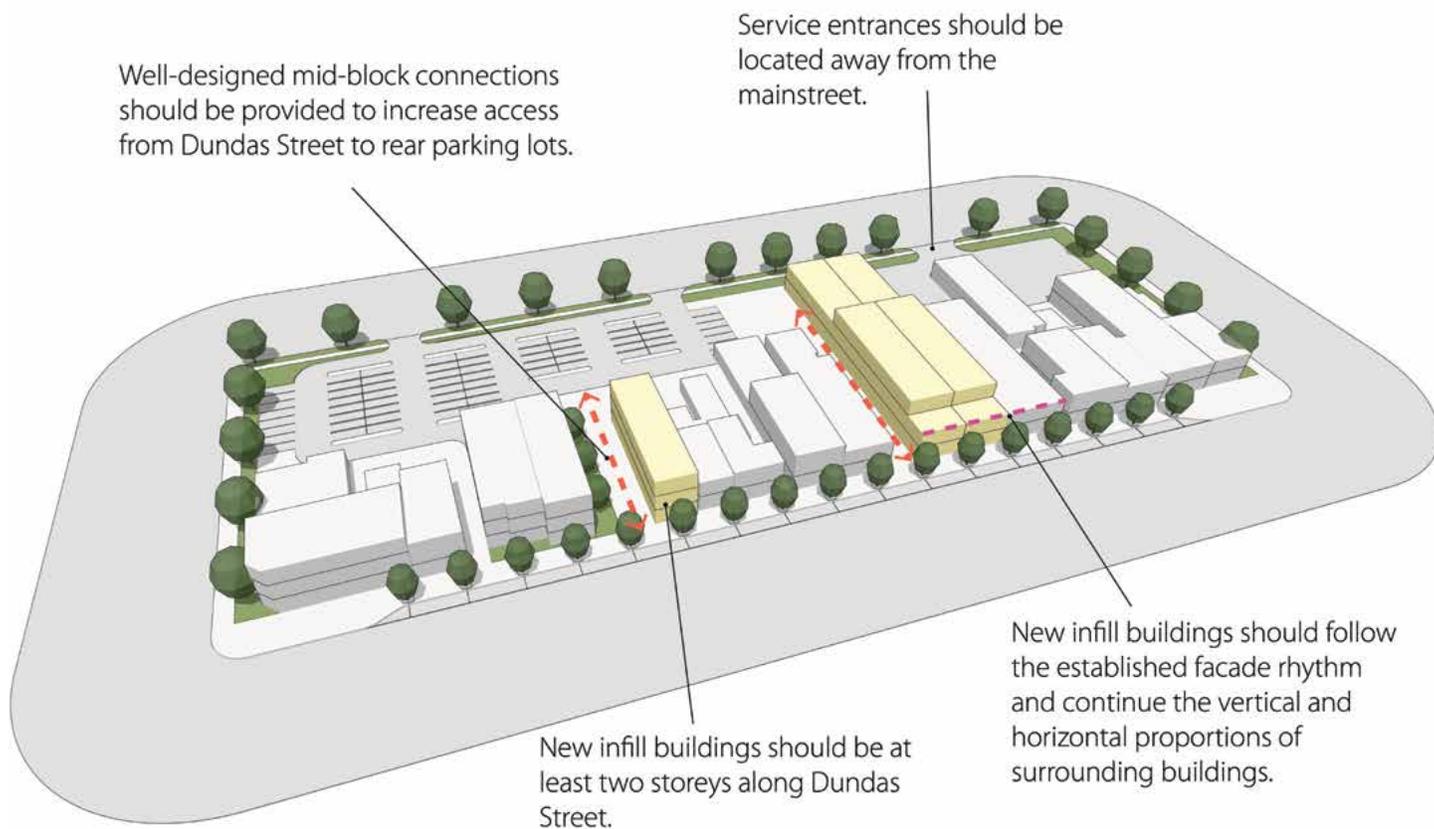


Figure 2: Illustration of New Low-Rise Buildings

3.3.3 MID-RISE FORM

- a) To provide an appropriate transition of building scale to the adjacent low-rise neighbourhood areas, transition policies will apply in Height Transition Areas illustrated in Schedule 3: Permitted Heights.
- b) A 45-degree angular plane beginning from the rear of the low-rise properties fronting Queens Avenue will set the limit to the height of new buildings located on the north side of Dundas Street. A 45-degree angular plane beginning from the rear of the low-rise properties fronting King

Street will set the limit to the height of new buildings on the south side of Dundas Street east of Burbrook Street, to ensure an appropriate transition to the low-rise neighbourhoods as illustrated in Figure 3 and 4.

- c) Mid-rise buildings should stepback a minimum of five metres at the third or fourth storey, depending on the built form context, to mitigate downward wind shear and support the existing street character at street level.

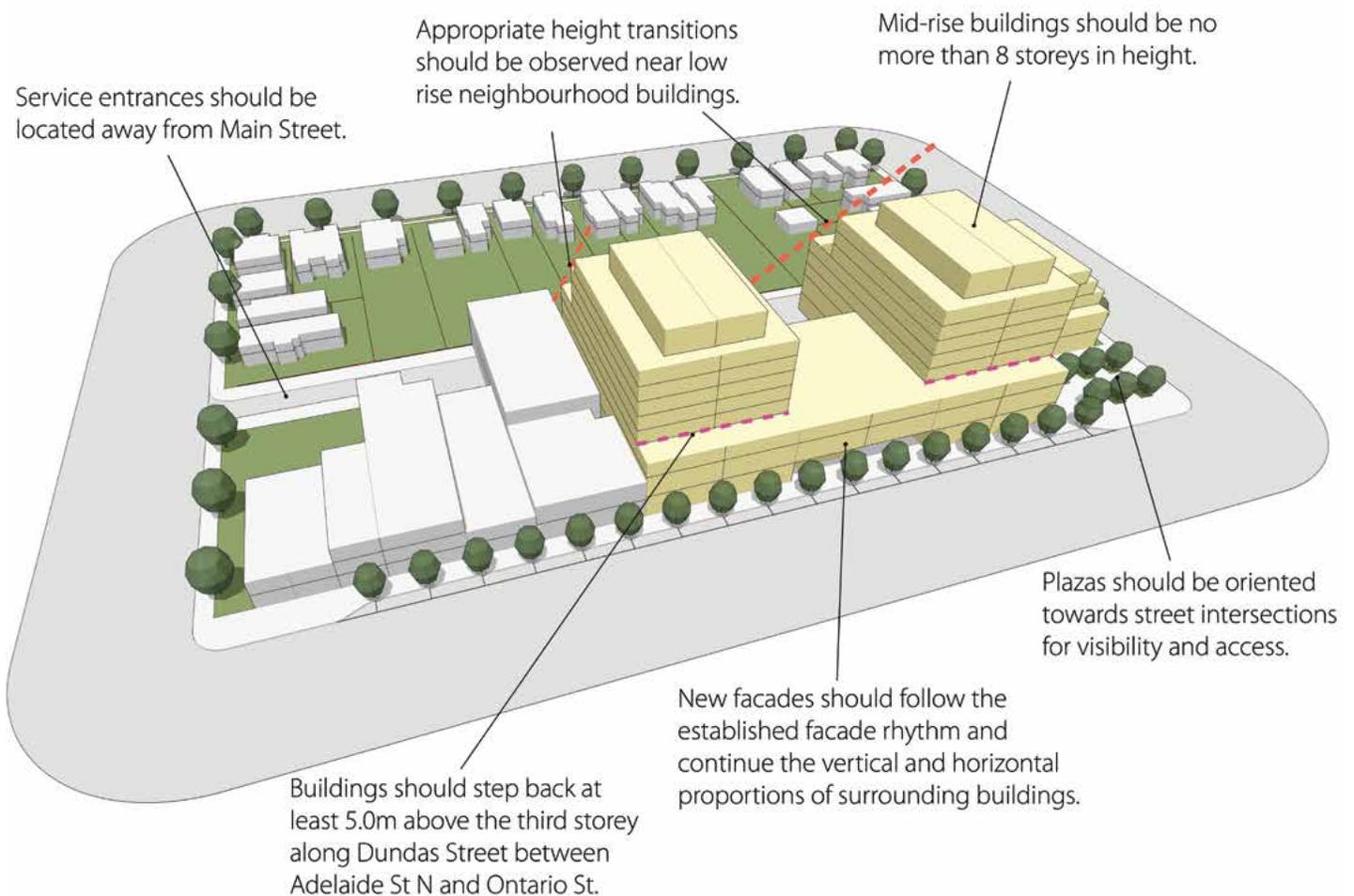


Figure 3: Illustration of New Mid-Rise Buildings

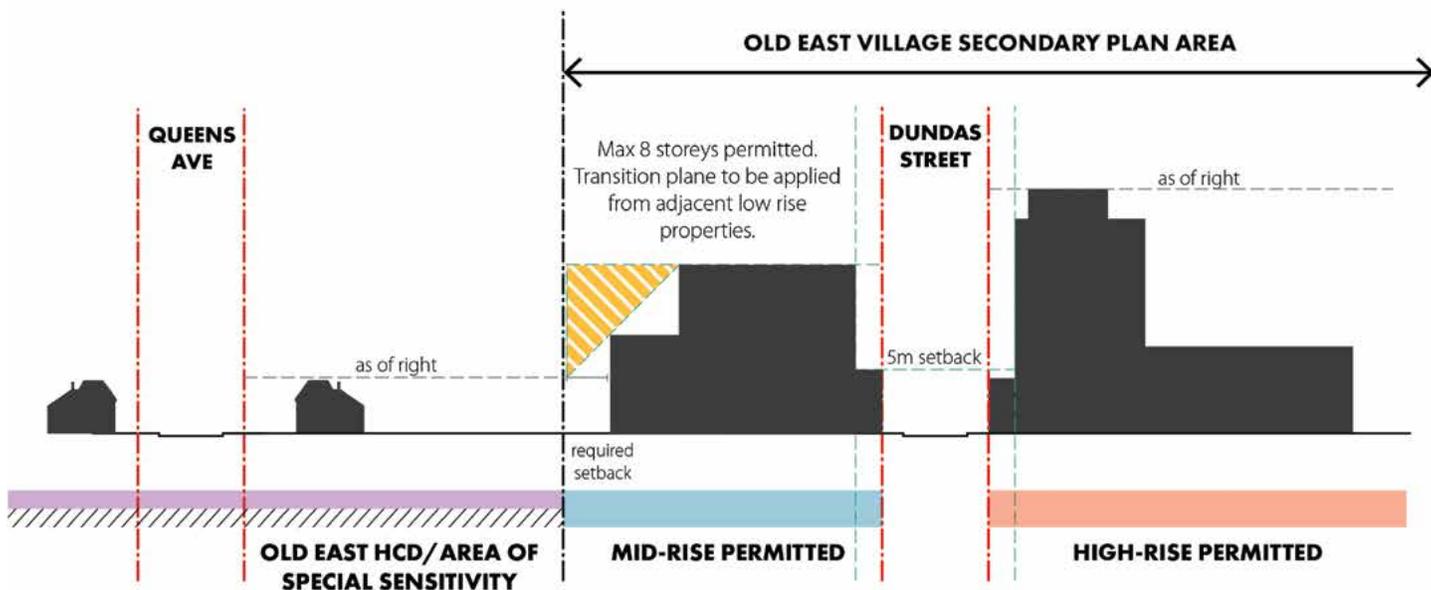


Figure 4: 45-degree Angular Plane Transition

3.3.4 HIGH-RISE FORM

- The podium shall be designed to support a pedestrian-scaled environment at street level.
- The tower portion should be stepped back above the podium along all public rights-of-way, at the third or fourth storey, to mitigate downward wind shear and limit the visual impact of the building at street level.
- High-rise buildings should be designed with slender towers that reduce shadow impact, minimize the obstruction of views, and are less massive to neighbouring properties. A typical floor plate of approximately 1,000 square metres is a reasonable target to achieve this goal.
- Separation distance between towers should generally be not less than 30 metres to ensure adequate privacy.

- e) Where possible, towers should be offset to provide maximum access to sunlight and views. In cases where towers can be offset, reduction of tower separation distance may be considered to approximately 25 metres.
- f) Towers shall not have any blank façades.
- g) The top portions of the tower shall be articulated through the use of a small setback, difference in articulation, or the use of an architectural feature. The mechanical penthouse shall be integrated into the design of the tower.

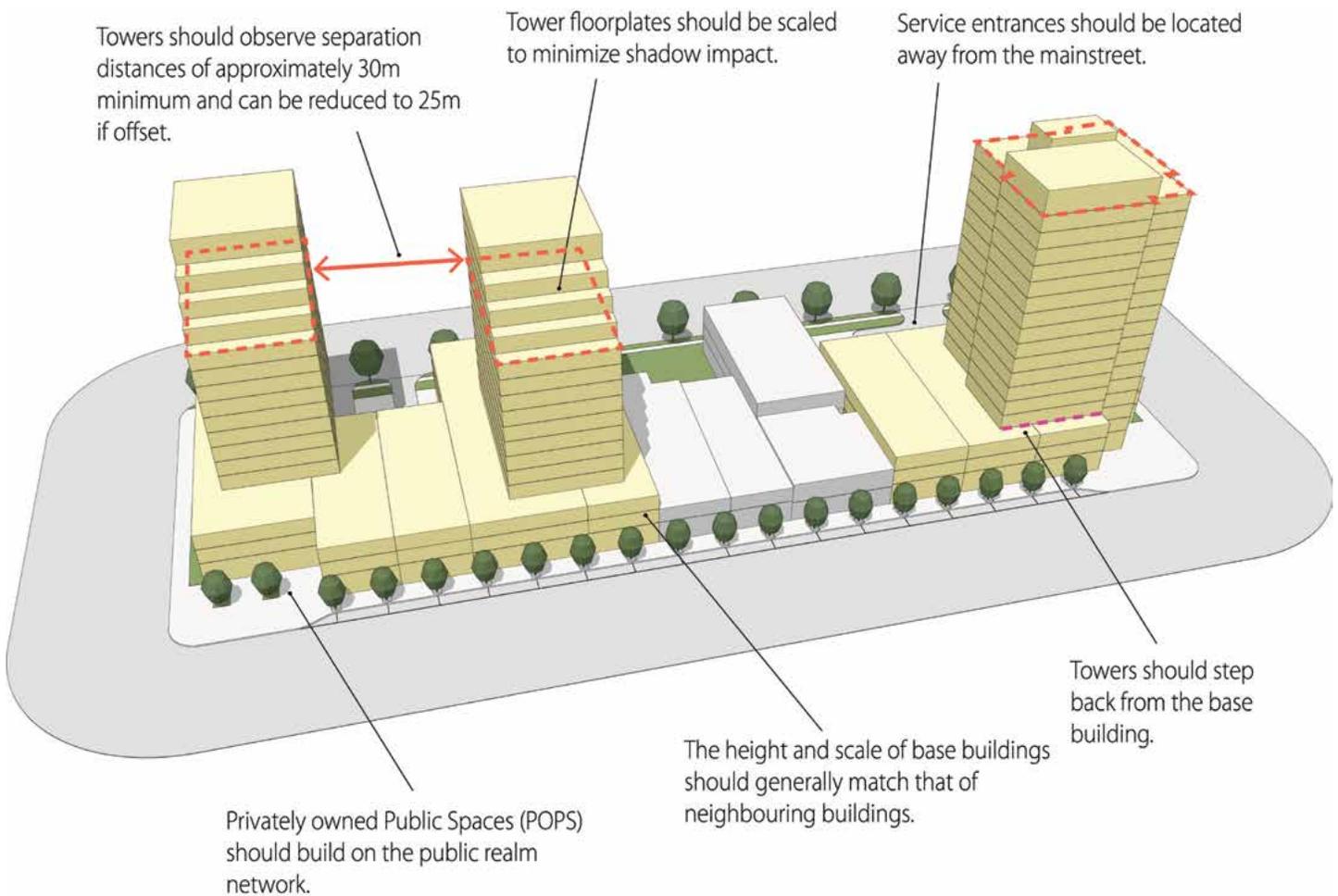


Figure 5: Illustration of New High-Rise Buildings

3.4 BONUSING

- a) Where high-rise forms are permitted and where it can be demonstrated that significant measures are put in place to support or mitigate additional height or density, City Council may pass a by-law, known as a bonus zone, to authorize increases in the height and density of development beyond what is otherwise permitted by the *Zoning By-Law*, in return for the provision of such facilities, services, or matters as are set out in the bonus zone.
- b) In accordance with the permitted heights identified in Section 3.3.1 Permitted Heights, additional height or density may be permitted in favour of facilities, services, or matters such as:
 - Cultural heritage resources designation and conservation.
 - Affordable housing.
 - Public art.
 - Provision of off-site community amenities, such as parks, plazas, civic spaces, or community facilities.
 - Publicly-accessible mid-block connections and laneways, or widening of existing mid-block connections that provide access from Dundas Street to municipal parking lots.
 - Generous front yard setbacks along King Street to widen the public right-of-way, provide landscaping and noise buffer, and act as a spatial relief for high-rise building forms.
 - Contribution to the development of transit amenities, features and facilities, available to the public during transit operating hours.
- Substantial contribution to publicly accessible secure bicycle parking, and cycling infrastructure such as lockers and change rooms.
- Contribution to façade restoration and other heritage investments within the Secondary Plan area.
- Other facilities, services, or matters that provide substantive public benefit.
- c) The facilities, services and matters to be provided in return for greater height or density do not necessarily have to be provided on the same site as the proposed development. City Council may want to have such benefits directed to another property within the Secondary Plan area.
- d) Each proposal for bonus zoning will be considered on its own merits. The allowance for greater height and density on one site in return for certain facilities, services and matters will not be considered to establish a precedent for similar height and density on any other site.



3.5 PUBLIC REALM

A well-designed public realm will contribute to the success of the Old East Village Dundas Street Corridor Secondary Plan area as a safe and attractive place for people to live and visit. An excellent pedestrian environment, lively public spaces, a coordinated streetscaping approach, and safe and convenient connections to transit and parking will help to achieve this. In addition to enhancing the pedestrian thoroughfares of the Secondary Plan area, there is a need to build up a network of public spaces that will provide places to gather and act as focal points for the community. There is also a need to safeguard landscape areas which will help act as a buffer between the pedestrian zones and the proposed rapid transit infrastructure along King Street.

The design of the public realm within Old East Village and the surrounding areas should provide a safe, comfortable, and attractive environment. The public realm and streetscape will be designed in a way that allows flexibility and the ability for adaptation over time as resources become available and as the area evolves. The following policies apply to the public realm, including all public streets and mid-block connections to municipal parking lots within the Old East Village Dundas Street Corridor Secondary Plan area:

- a) Pedestrian comfort, connectivity, and safety will be prioritized in the design of the public realm.
- b) Main building entrances, terraces, and gathering spaces will be oriented towards public rights-of-way to support safety and provide direct access from the sidewalk.

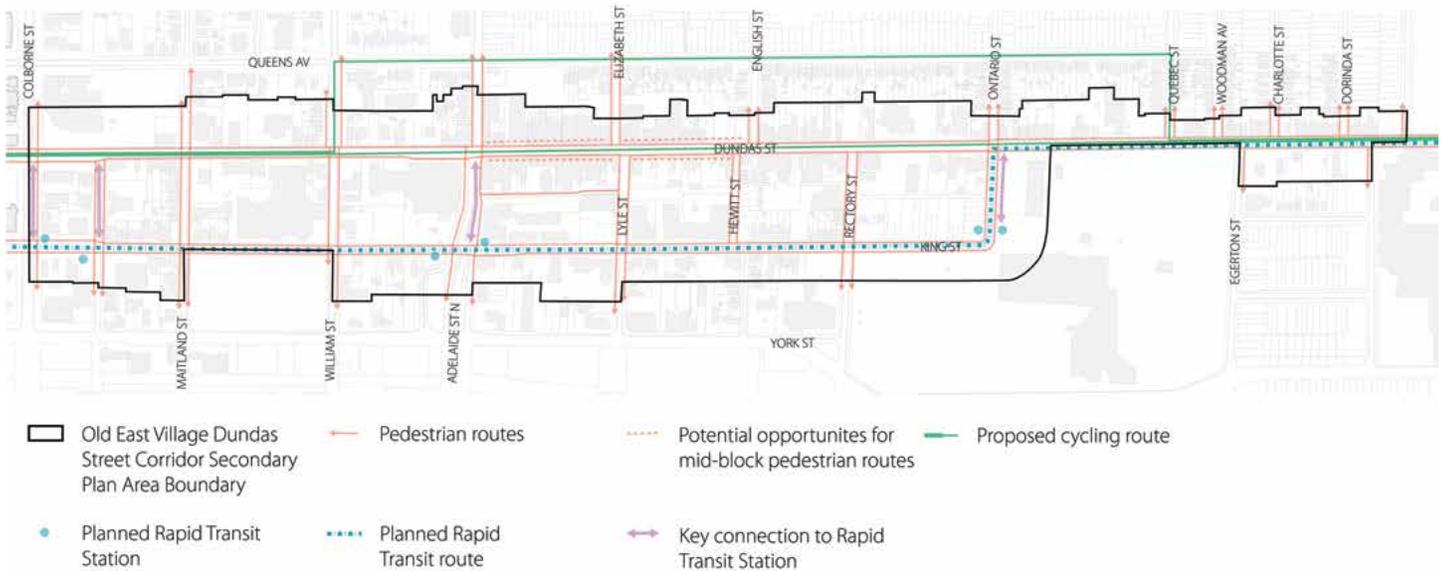
- c) All north-south streets connecting Queens Avenue, Dundas Street, and King Street are essential pedestrian and cycling connections, and will be enhanced through:
- Ensuring generous sidewalk width;
 - Adding integrated and coordinated directional signage;
 - Incorporating pedestrian-scaled lighting;
 - Creating safe cycling conditions on north-south streets that connect the existing and future cycling infrastructure;
 - Providing bicycle parking facilities; and,
 - Designing attractive and high-quality landscaping, planted in conditions that support a future mature landscape.
- d) Safety and accessibility of connections to municipal parking lots from public rights-of-way will be enhanced with appropriate sightlines, pedestrian-scaled lighting, and signage.
- e) A coordinated wayfinding approach should be developed for the Secondary Plan area, which includes municipal parking lots.
- f) Existing street trees will be retained where possible, and new trees with potential for large canopy will be planted in landscape zones with adequate soil volume to provide shade.
- g) The integration of open spaces, such as plazas or parkettes, are encouraged with new development, especially at street intersections for visibility and accessibility.
- h) Opportunities to incorporate gateway features should be considered at key intersections.
- i) Coordinated street furniture, including bicycle parking, benches, planters, waste receptacles, and lighting will be incorporated into the street design.
- j) Opportunities to add walkways and/or widen and extend laneways to provide safe midblock connections and connections to municipal parking lots should be explored.
- k) Opportunities to accommodate outdoor restaurant patios within the sidewalk and in on-street parking spaces should be considered.
- l) Dundas Street will be designed with the flexibility to accommodate events of different scales and sizes; consideration should be given to electrical outlet access and capacity as well as moveable features.

3.6 CONNECTIVITY AND MOBILITY

The Old East Village Dundas Street Corridor Secondary Plan area is located in close proximity to established residential neighbourhoods, new high-rise residential development, the downtown, the evolving industrial areas of the McCormick Area Secondary Plan area and the former Kellogg’s property, and at the juncture of four heritage conservation districts. The area is anticipating cycling infrastructure improvements on Dundas Street and Queens Avenue, as well as rapid transit service along King Street, Ontario Street, and Dundas Street. To serve residents, attract visitors, and support the local businesses in the area, establishing safe access by various modes of transportation is vital to ensure the Secondary Plan area functions for everyone.

Schedule 4: Connectivity Framework provides an overview of the current pedestrian routes and future areas for mid-block connections as well as the planned Rapid Transit routes and the proposed cycling network.

The following section outlines policies that provide directions for pedestrian, cycling, transit, and automobile connections. The intent of these policies is to improve existing connectivity, and to identify potential opportunities for new connections to be established as the area evolves.



Schedule 4: Connectivity Framework

3.6.1 PEDESTRIAN PRIORITY

The core of Old East Village is a pedestrian supportive environment today with landscaping and street furniture. With anticipated improvement to the cycling infrastructure and introduction of rapid transit service, the walking environment requires special attention and upgraded treatments. Well-designed streetscapes with opportunities to incorporate street furniture and patio space will also encourage visitors to linger and patronise the local businesses, enhancing Old East Village's appeal as an urban destination.

The design of Dundas Street, King Street, connections to municipal parking lots, and all intersecting north-south streets will be designed to prioritize pedestrian connectivity, safety, comfort, and enjoyment by:

- a) Ensuring a generous sidewalk width;
- b) Incorporating attractive paving, plantings, and lighting;
- c) Seeking opportunities to create safe new connections to provide public access to municipal parking lots, public space or public streets. This will include exploring opportunities to create new mid-block connections where appropriate, through acquisition of property as it becomes available, or through redevelopment as it occurs;
- d) Installing coordinated directional signage at key locations, particularly on north-south streets that provide connections between commercial uses, residential neighbourhoods rapid transit service, and municipal parking lots; and,
- e) Ensuring that rights-of-way, mid-block connections, and laneways that provide access to municipal parking lots are safe and well lit with pedestrian-scale lighting.





3.6.2 CYCLING

Cycling infrastructure upgrades are planned for Dundas Street and Queens Avenue. Eastbound and westbound cycling lanes will be provided on Dundas Street between the downtown and William Street. At William Street the network will split, with the eastbound cycling lane continuing along Dundas Street and the westbound cycling lane along Queens Avenue. At Quebec Street, the cycling lanes will merge again onto Dundas Street, as illustrated in Schedule 4: Connectivity Framework. This arrangement accommodates the limited right-of-way width through the core of Old East Village and allows for the retention of on-street parking and widened sidewalks as well as opportunities for bicycle parking facilities on Dundas Street.

Cycling within the Secondary Plan area will be further supported by:

- a) Integrating cycling infrastructure, such as separated cycling lanes and route signage, into the design of the rights-of-way; and,
- b) Providing cycling facilities, such as bicycle parking and repair stations, in accessible and highly visible locations.

3.6.3 TRANSIT

Local bus routes along Dundas Street, Adelaide Street North, and Quebec Street currently service the Secondary Plan area. Rapid transit service is anticipated to run along King Street from the downtown to Ontario Street, then proceed along Dundas Street from Ontario Street eastward, as illustrated in Schedule 4: Connectivity Framework.

As the Secondary Plan area is and will continue to be highly accessible by transit, considerations for transit-oriented intensification informed the built form policies and streetscape design throughout the Secondary Plan area.

- a) Pedestrian connections between Dundas Street and planned rapid transit stations on King Street at Colborne Street, Adelaide Street North, and Ontario Street will be prioritized for future enhancements to the pedestrian environment.
- b) Where possible, local transit stops will be designed and located to minimize the impact to vehicular traffic.

3.6.4 PARKING AND VEHICLE ACCESS

- a) Considering the needs of the existing commercial uses as well as new businesses emerging in the area, loading spaces and on-street parking will continue to be provided and considered in the design of the rights-of-way within the Secondary Plan area. Loading spaces will be provided in the rear of buildings where possible.
- b) Pedestrian and vehicle access to existing municipal parking lots will be improved through securing new access points through redevelopment, extending existing laneways, and enhancing existing public laneways with improved lighting and design treatment.
- c) Pedestrian access to existing municipal parking lots should be delineated and separated from vehicle access whenever possible for pedestrian safety.

3.6.5 RIGHTS-OF-WAY DESIGN

The following section illustrates the design of rights-of-way within the Secondary Plan area alongside applicable policies for the following segments:

- Dundas Street, between Colborne and William Streets
- Dundas Street, between William and Ontario Streets
- Dundas Street, between Ontario and Quebec Streets
- Dundas Street, between Quebec and Egerton Streets
- King Street, between Colborne and Ontario Streets
- Connectors street, between Dundas and King Streets

3.6.5.1 Dundas Street, between Colborne Street and William Street

The design of Dundas Street between Colborne Street and William Street will include:

- a) Widened sidewalks on both sides of the road to create a comfortable pedestrian condition;
- b) Landscape zones on both sides of the road with large canopy trees with appropriate soil volume, and spaces for street furniture;
- c) Pedestrian-scaled lighting with coordinated design throughout the Secondary Plan area;
- d) Separated cycling lanes travelling in both directions;
- e) Loading zones on the north side of the street to support institutional functions; and,
- f) Two traffic lanes, travelling in both directions.

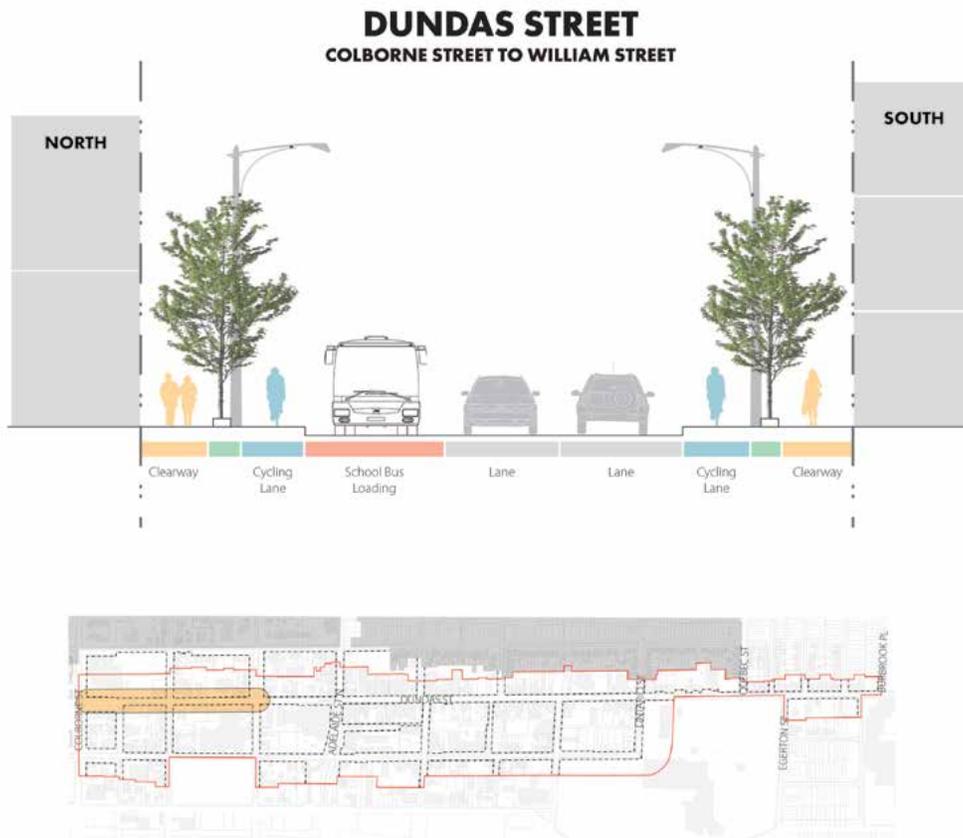


Figure 6: Dundas Street, Colborne Street to William Street

3.6.5.2 Dundas Street, between William Street and Ontario Street

The design of Dundas Street between William Street and Ontario Street will include:

- Widened sidewalks on both sides of the road to create a comfortable and safe pedestrian environment;
- Generous landscape zones on both sides of the road with large canopy trees with appropriate soil volume, and spaces for street furniture;
- Pedestrian-scaled lighting with coordinated design throughout the Secondary Plan area;
- A separated cycling lane travelling eastbound;
- On-street parking on the north side of the street to support retail and commercial functions on both sides of the street;
- Two traffic lanes, travelling in both directions; and,
- Opportunities for restaurant patios between transit stops and loading areas on the south side of the street.

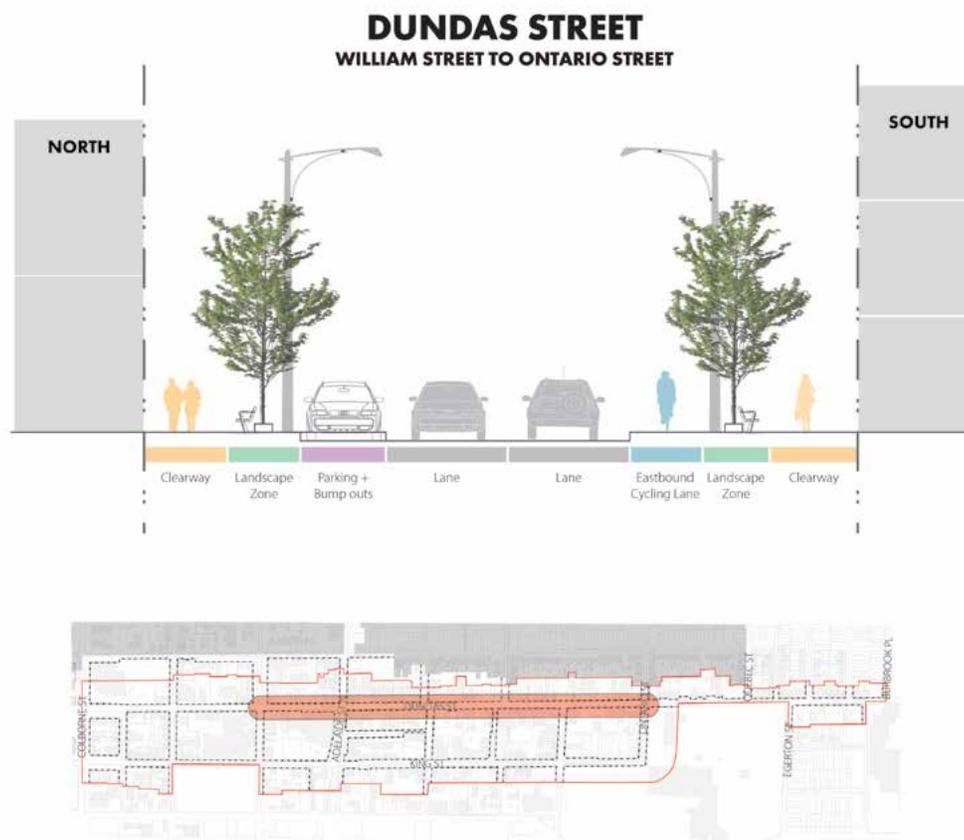


Figure 7: Dundas Street, William Street to Ontario Street

3.6.5.3 Dundas Street, between Ontario Street and Quebec Street

The design of Dundas Street between Ontario Street and Quebec Street will include:

- a) A widened sidewalk on the north side of the road with generous landscape zones for large canopy trees with appropriate soil volume, and street furniture;
- b) A widened south sidewalk to accommodate street furniture;
- c) Pedestrian-scaled lighting with coordinated design throughout the Plan area;
- d) A separated cycling lane travelling eastbound;
- e) Two dedicated rapid transit lanes, travelling both directions, subject to the results of the Bus Rapid Transit Environment Assessment; and,
- f) Two traffic lanes, travelling both directions.

3.6.5.4 Dundas Street, between Quebec Street and Egerton Street

The design of Dundas Street between Quebec Street and Egerton Street will include:

- a) A widened sidewalk on the north side of the road with generous landscape zones for large canopy trees with appropriate soil volume, and street;
- b) A widened south sidewalk to accommodate street furniture;
- c) Pedestrian-scaled lighting with coordinated design throughout the Plan area;
- d) Separated cycling lanes travelling both directions;

- e) Two dedicated rapid transit lanes, travelling both directions, subject to the results of the Bus Rapid Transit Environment Assessment; and,
- f) Two traffic lanes, travelling both directions.

3.6.5.5 Dundas Street, between Egerton Street and Burbrook Place

The design of Dundas Street between Egerton Street and Burbrook Place will include:

- a) Widened sidewalks on the north side of the road with generous landscape zones for large canopy trees with appropriate soil volume, and street;
- b) A widened south sidewalk to accommodate street furniture;
- c) Pedestrian-scaled lighting with coordinated design throughout the Plan area;
- d) On-street parking on the north side of the street to support the emerging retail and commercial functions;
- e) Two dedicated rapid transit lanes, travelling both directions, subject to the results of the Bus Rapid Transit Environment Assessment; and,
- f) Two traffic lanes, travelling both directions.

3.6.5.6 King Street, between Colborne Street and Ontario Street

The streetscape design for King Street will include:

- a) Generous sidewalks on both sides of the road to accommodate the rapid transit function of the corridor and ensure adequate room for pedestrians and transit riders;
- b) Generous landscape zones on the both sides of the road with large canopy trees



with appropriate soil volume, and space for street furniture including benches, waste receptacles, and rapid transit stations;

- c) General front-yard setback for landscaping between the sidewalk and the private realm to be secured through development;
- d) Pedestrian-scaled lighting with coordinated design throughout the Plan area;
- e) Two dedicated rapid transit lanes, travelling both directions, subject to the results of the Bus Rapid Transit Environment Assessment; and,
- f) One traffic lane, travelling eastbound.

3.6.5.7 North-South Connector Streets

North-south streets within the Secondary Plan area have an important role of connecting people between Dundas Street, King Street, and Queens Avenue. With future planned cycling infrastructure upgrades on Queens Avenue and Dundas Street, there is an imperative to create safe cycling connections between these two streets. Furthermore, the north-south connections between King Street and Dundas Street will

play an important role in facilitating pedestrian movement, particularly near transit stations on King Street.

To enhance pedestrian and cycling connections, the design of connector streets will include:

- a) Wide sidewalks on both sides of the street to create comfortable pedestrian conditions;
- b) Cycling infrastructure and/or on-street parking where possible;
- c) Directional signage for pedestrians and cyclists;
- d) Generous landscape zones with large canopy trees with appropriate soil volume; and,
- e) Pedestrian-scaled lighting with coordinated design.



3.7 CULTURAL HERITAGE

The Old East Village Dundas Street Corridor Secondary Plan area has a substantial number of cultural heritage resources. It is the intent of the Secondary Plan to promote the restoration and enhancement of heritage properties. Significant cultural heritage resources shall be integrated with new development and public realm improvements in respectful and creative ways.

The City of London maintains a Register (Inventory of Heritage Resources). Any proposed development on or adjacent to a property designated under the *Ontario Heritage Act* or a property listed in City of London's Register shall:

- a) Require a Heritage Impact Assessment (HIA) to ensure that significant cultural heritage resources are conserved. Any assessment must include consideration of its historical and natural context within the City of London, and should include a comprehensive evaluation of the design, historical, and contextual values of the property.



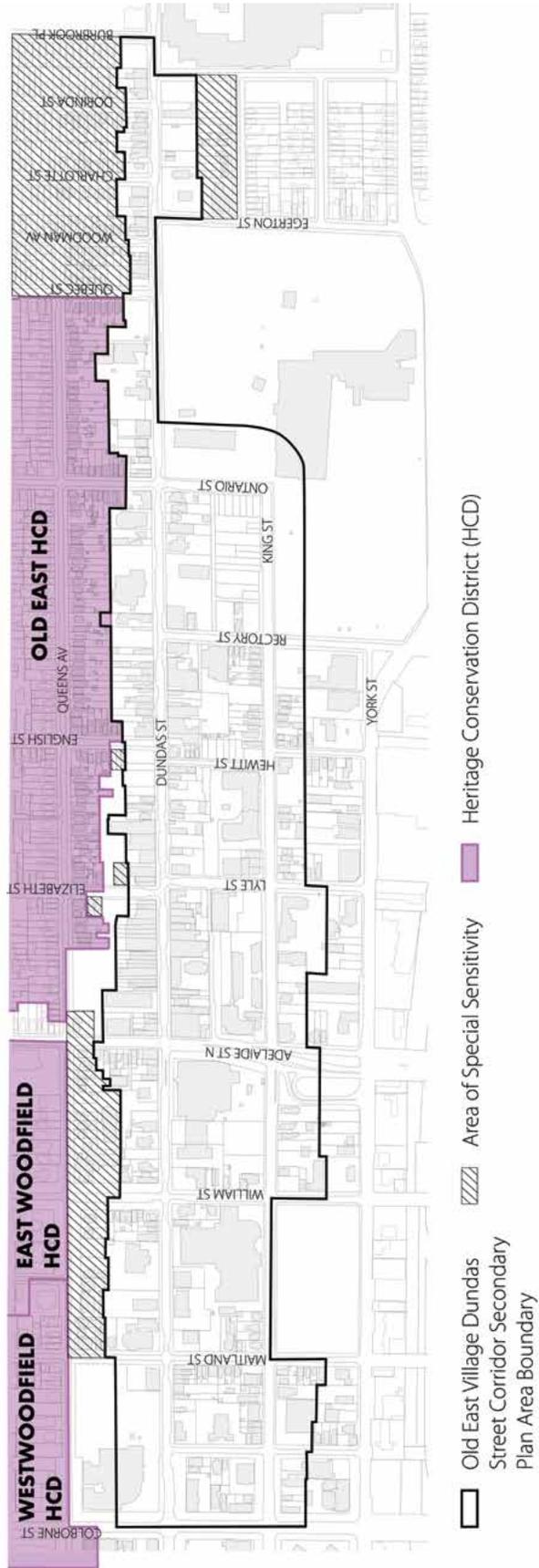
The following potential mitigation approaches may be suitable for consideration and application for minimizing impacts from proposed developments on or adjacent to listed, designated, and potential cultural heritage resources within the Secondary Plan area:

- b) Avoidance and mitigation to allow development to proceed while retaining the cultural heritage resources in situ and intact;
- c) Adaptive re-use of a built heritage structure or cultural heritage resources;
- d) Commemoration of the cultural heritage of a property/structure/area, historical commemoration means such as plaques or cultural heritage interpretive signs; and,
- e) Urban design policies and guidelines for building on, adjacent, and nearby to heritage designated and heritage listed properties, and properties with potential cultural heritage resources to ensure compatibility by integrating and harmonizing mass, setback, setting, and materials.

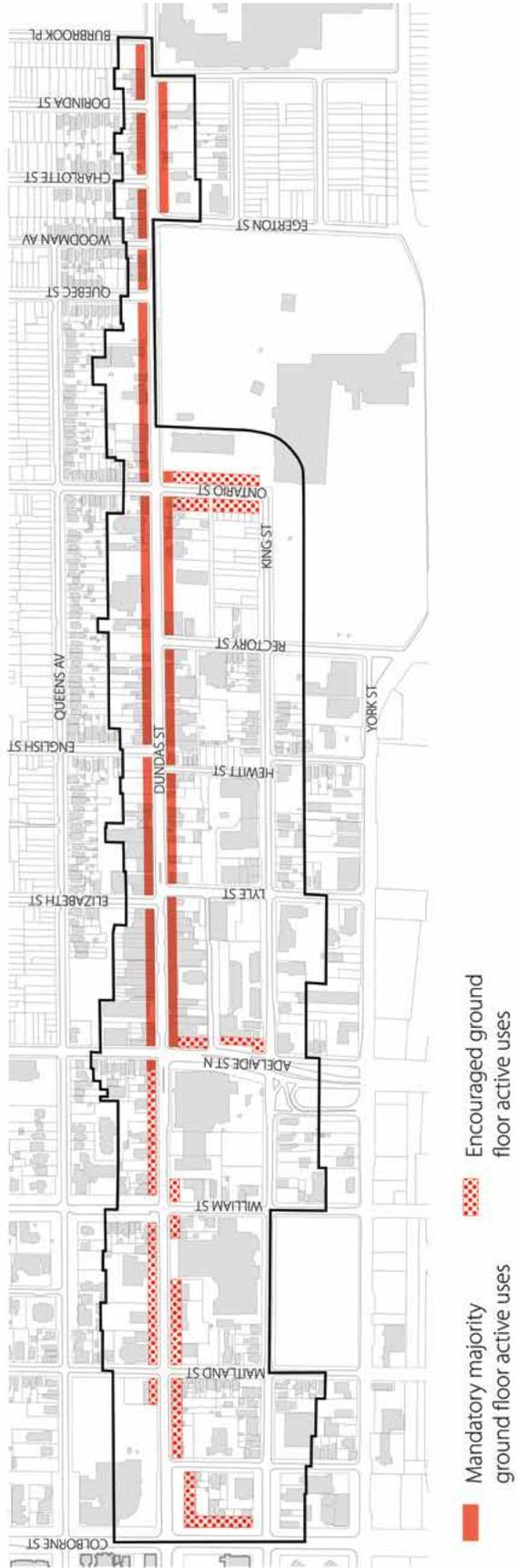


4.0 Schedules

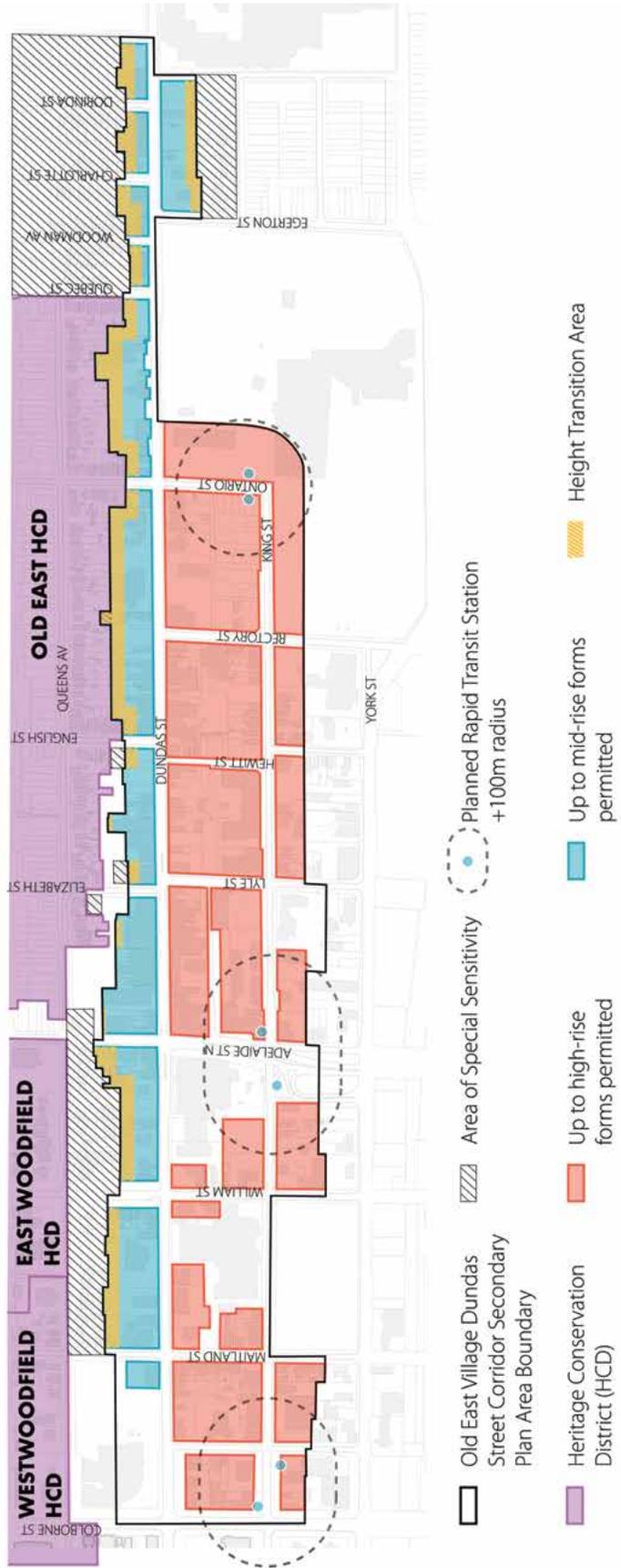
SCHEDULE 1: SECONDARY PLAN AREA



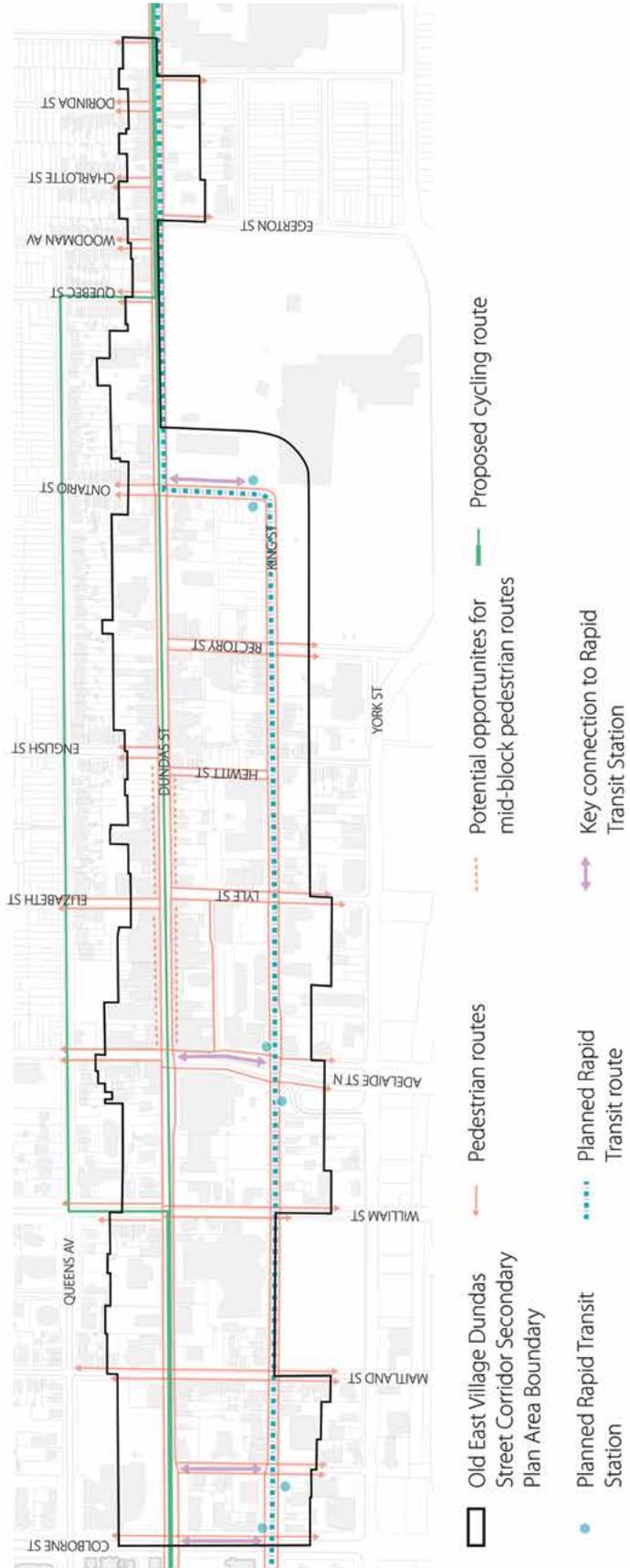
SCHEDULE 2: GROUND-FLOOR USES



SCHEDULE 3: PERMITTED HEIGHTS



SCHEDULE 4: CONNECTIVITY FRAMEWORK



Appendix C – Public Engagement

Notice of Application

Public liaison: Notice of Application was published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on March 15, 2018.

No replies were received.

Nature of Liaison: The need for an Old East Village Dundas Street Corridor Secondary Plan was identified through discussions on the implementation of the Bus Rapid Transit System. The east-west bus rapid transit route is proposed to run eastward from the Downtown along King Street onto Ontario Street and then eastward along Dundas Street within the study area (see attached Map).

The purpose of the Secondary Plan is to establish a long term vision for the area and guide the future character of development through more specific policies than those contained in the Rapid Transit and Urban Corridors Section of the London Plan. The Secondary Plan can also be used to implement a vision or design concept, specifically, an urban design framework to connect the King Street rapid transit corridor and the Old East Village business district to the north. The Plan will provide a framework for the evaluation of future planning applications and public and private investment in the area.

Possible amendments to Sections 20.2 and 20.3 and Schedule D of the existing Official Plan and Policy 1565 and Map 7 of The London Plan to add the Old East Village Dundas Street Corridor Secondary Plan as a new Secondary Plan.

Community Information Meeting – June 27, 2018

Public liaison: Notice of the Community Information Meeting was sent to 1,527 property owners in the Secondary Plan area.

Approximately 70 people were in attendance at the Community Information Meeting.

Meeting Summary:

The following meeting summary was provided by Urban Strategies Inc.:

On June 27th, 2018, the City of London hosted a Public Information Meeting for the Old East Village Dundas Street Corridor Secondary Plan Study. At this meeting, participants were also consulted for their opinion on preferred cycle lane options for an ongoing Bikeway study. The consultation was held at Aeolian Hall on 795 Dundas Street between 6:30 – 8:30 pm and consisted of a presentation and facilitated table-based discussions. Approximately 70 community members attended the meeting. Participants provided feedback by writing directly or placing notes and place markers on boards, providing feedback on comment sheets, and by speaking directly with staff and consultants. This report provides a high-level summary of participant feedback and is not intended to provide a verbatim transcript of the meeting.

The purpose of the consultation was to:

- consult community members on identifying a vision for the study area
- discuss preferred land uses and building heights along Dundas and King Streets
- focus the discussion on the character and design of Dundas Street; and
- receive feedback on East-West Bikeway options.

Presentation and Activities:

The public meeting consisted of two parts. First, a presentation was given by staff and consultants to provide an overview and context for the Secondary Plan Study as well as

the Bikeway study. The second part involved a series of facilitated table discussions based on the following questions:

1. What are the key characteristics of Dundas Street, King Street and the surrounding area? What would you like to see preserved? What is missing? What would you like to see change?
2. How should Dundas Street be designed? What would you like to see included in the streetscape? (i.e. trees, patios, benches, etc.)
3. How would you rank the proposed Bikeway corridors?
4. Where are the key connections between the Dundas corridor and the future BRT stops on King Street? How would you like them designed?
5. Where would intensification (mid-to high-rise buildings) be best suited within the study area?

Working with a staff facilitator at each desk, participants at 10 tables were encouraged to discuss and provide input to the questions. Report-back period followed, where tables took turns to share a summary of their discussion with the rest of the participants. Diagrams, images, and maps of the study area and Bikeway options were provided for the discussion.

Response Summary:

Question 1

What are the key characteristics of Dundas Street, King Street and the surrounding area? What would you like to see preserved?

Participants at most tables mentioned heritage buildings and attributes as key characteristics that they would like to see preserved. Some participants identified specific landmark buildings and destinations that they felt were important, including Aeolian Hall, Farmer's Market, and the Western Fairgrounds. Preserving independent businesses was also frequently mentioned, as well as the importance of the artisan culture and the artistic character of the area. Pubs and restaurants were mentioned as important anchors along Dundas Street.

What would you like to see more on Dundas Street and the surrounding area?
Having more trees and other landscaping elements such as planters were frequently mentioned, as well as integrating more public art to the area. Some participants mentioned a long-standing need in the community for a coherent identity for the area. A couple tables suggested that adding a gateway feature to the Western Fairgrounds could help reinforce the identity of the area. Some participants mentioned the importance of accessibility and inclusivity. Wanting to feel a sense of community was also mentioned several times. At the same time, other participants mentioned a desire to see more intensification and human-scale development. Participants also expressed that they would like to see a more diverse mix of uses along Dundas Street that include retail and services that can support their everyday needs and give them more reasons to visit the area. Safety was also one of the main concerns for many participants.

What would you like to see changed on Dundas Street and the surrounding area?
Several comments were made about gaps in the street wall and empty sites. Concerns were expressed about the concentration of social services in two blocks on Dundas Street in close proximity to businesses. Some participants mentioned a desire to see Dundas Street cater to all ages and offer a more family-friendly environment. A need for safer crossings was also mentioned.

What is missing from Dundas Street and the surrounding area?

A few comments were made about the missing visual and physical connections from Dundas Street to the existing parking behind buildings. There was a general agreement on the missing rhythm and pedestrian activities on Dundas Street. A need for gathering places were also mentioned. Some participants expressed that Dundas Street lacks multi-modal travel options, although there were conflicting opinions on whether Dundas Street should have cycle lanes.

Question 2

How should Dundas Street be designed? What would you like to see included in the streetscape?

Elements that residents would like to see in the design of Dundas Street include:

- Trees
- Public art and identity markers including signs and wayfinding elements
- Parkette or square
- Improved lighting
- Road diet
- Pedestrian amenities including benches, flexible seating, and chess-board tables
- Garbage cans
- Traffic calming measures
- Patios (possibly flexible/seasonal patio in parking spaces)
- Maximizing sidewalk width
- On street parking
- Outdoor power outlet for events and buskers
- Cycle lanes
- Cycle parking
- Improvements to traffic flow and safety at intersections (particularly at Elizabeth Street and Dundas Street)

Question 3

What do you think of the four proposed East-West Bikeway route candidates?

Tables equally ranked Dundas Street and the Queens and King Street Couplet option as the top choice among the four Bikeway route candidates. Dufferin Street was deemed less preferable mainly due to being too far away from destinations, although some participants expressed that the section in downtown may be suitable. All tables universally expressed negativity towards the York Street option as they felt that the street is unsafe due to high traffic volume and speed.

Question 4

Where would intensification (mid-to high-rise buildings) be best suited within the study area?

Participants were asked to mark where they thought intensification would be best suited using place markers, with red markers for where mid-rise buildings may be appropriate and green markers for where high-rise buildings may be appropriate.

Generally, participants thought that high-rise buildings are appropriate to the south side of the study area near King Street. Some participants also marked the east end of Dundas Street near the fairgrounds and the west end of Dundas Street towards the downtown as being appropriate for high-rise development. Participants thought that mid-rise buildings are appropriate along Dundas Street, mostly on the north side of the street. On Dundas Street, participants emphasized the importance of appropriate integration of heritage buildings. Many participants also added that new developments to step down towards the existing low-rise neighbourhood.

Community Information Meeting – November 1, 2018

Public liaison: Notice of the Community Information Meeting was sent out by Transportation Planning and Design to property owners adjacent to the cycling route options.

Approximately 50 people were in attendance at the Community Information Meeting.

Comment cards were provided to submit comments regarding the Secondary Plan; 19 comment cards were filled out and returned.

Response Summary:

Land uses:

- Support for prioritizing the existing/emerging cultural and artistic presence/businesses in the Old East Village, as well as of creative entrepreneurial businesses.
- Please reference the McCormick Secondary Plan. There are positive exciting activities happening in that area already which need to and are already connecting to the OEV Corridor. There are two craft brewers, a climbing gym, the redevelopment of Kellogg's that needs to be supported and integrated.
- Need to ensure mandated commercial areas are thoroughly thought out.
- Ensure new building along Dundas Street have retail only at the ground floor frontage.
-

Intensity:

- Concern that the area cannot handle the increase in pedestrians and traffic.

Building heights and bonusing:

- Support for the stepped building massing.
- Tall buildings aren't required along Dundas Street. The heights now there (original) are to scale. Stepback further north and south of Dundas if high-rise buildings are proposed.
- Suggestion that bonusing may need to be different in Old East Village than elsewhere in the city.
- Concern for bonusing that turns eight storeys into 10 and 12.
-

Modal priority:

- Support a vision that integrates a more inclusive and accessible space for cyclists/pedestrians and a de-emphasizing of motorways/parking. Businesses need the business that east/west traffic will provide via a protected bike lane. Remove 10 parking spaces to provide the additional bike lane on Dundas Street. Reduce speed limit to 30km/hr.
- Dundas Street business owner relies on commuters driving past their store and needs the area to remain a convenient location for people to commute in their personal vehicles.
- Preference for two bike lanes continuously on Dundas Street.
- Have the bike lane going east on King Street.

Parking:

- Elaborate on connectivity of available parking in municipal lots to Dundas Street.
- Determine how many businesses on the south side of Dundas Street where parking will be lost have rear access.
- Provide funding for enhanced parking connections between the parking lots and Dundas Street. Complete enhancements in conjuncture with other improvements.
- Reducing parking spaces to half would hurt all the businesses in this area. Ease of access to reach to us is of utmost importance to our customers.
- Maintain good parking for businesses – especially professional businesses.

Streetscape:

- The area needs more benches.
- Connections to BRT from Dundas Street need to be well lit.

- Glad to see plans that include more bike paths, pedestrian space, public space, green space, patios etc.
- Would like to see Dundas Place continued in Old East Village.

Heritage:

- Protect heritage facades. Blend new buildings with surrounding heritage buildings.
- Any high-rise on the south side of Dundas Street, Adelaide to Ontario, should not be allowed to reduce heritage properties to visual insignificance.
- Protect heritage buildings. Keep the structures intact.

Other:

- Business owner disapproves of any further construction for at least three years.
- Incentive programs need to both provide financial resources to help renovate facades (in particular) but through the provision as well of design guidelines & principles that specify a unified “appearance” that is welcoming without being wholly contrived.
- Not in favour of BRT.
- Suggestion to demolish the former dive locker building to improve access to Dundas Street at that point from the parking lot north of Dundas Street. It is currently a very narrow passage tightly hemmed in by buildings on either side – no amount of lighting can compensate that.
- Provide a space for those waiting for the food shelters can wait around – shelter our park.

Appendix D – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified as follows:

The Provincial Policy Statement, 2014

1.1.3.3 Planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs. Intensification and redevelopment shall be directed in accordance with the policies of Section 2: Wise Use and Management of Resources and Section 3: Protecting Public Health and Safety.

1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and shall have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

1.5.1 Healthy, active communities should be promoted by a) planning public streets, spaces and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.

1.6.7.5 Transportation and land use considerations shall be integrated at all stages of the planning process.

1.7.1 Long-term economic prosperity should be supported by:

- c) maintaining and, where possible, enhancing the vitality and viability of downtowns and mainstreets.
- d) encouraging a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes.

The London Plan

830_ Where the term “corridor” is used, without the “rapid transit” or “urban” modifier, it is meant to apply to both of these types of corridors. We will realize our vision for our corridors by implementing the following in all the planning we do and the public works we undertake:

- 5) Allow for a wide range of permitted uses and greater intensities of development along Rapid Transit Corridors close to transit stations
- 6) Carefully manage the interface between our corridors and the adjacent lands within less intense neighbourhoods.

837_ The following uses may be permitted within the Rapid Transit Corridor and Urban Corridor Place Types, unless otherwise identified by the Specific-Segment policies in this chapter:

- 1) A range of residential, retail, service, office, cultural, recreational, and institutional uses may be permitted within the Corridor Place Type.
- 4) Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade.

840_ The following intensity policies apply within the Rapid Transit and Urban Corridor Place Types unless otherwise identified:

6) As shown on Table 9, greater residential intensity may be permitted within the Rapid Transit Corridor Place Type on sites that are located within 100 metres of a rapid transit station.

841_ The following form policies apply within the Rapid Transit and Urban Corridor Place Types:

- 2) Buildings should be sited close to the front lot line, and be of sufficient height, to create a strong street wall along Corridors and to create separation distance between new development and properties that are adjacent to the rear lot line.
- 3) The mass of large buildings fronting the street should be broken down and articulated at grade so that they support a pleasant and interesting pedestrian environment. Large expanses of blank wall will not be permitted to front the street, and windows, entrances, and other building features that add interest and animation to the street will be encouraged.
- 5) Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marked pedestrian pathways, widened sidewalks, cycling infrastructure and general site layout that reinforces pedestrian safety and easy navigation.

845_ Main Street segments are streets that have been developed, historically, for pedestrian oriented shopping or commercial activity in the older neighbourhoods of the city. In an effort to provide local shopping and commercial options so that residents can walk to meet their daily needs, this Plan will support main streets within specific segments of the Rapid Transit Corridor and Urban Corridor Place Types. These areas will be in a linear configuration and street-oriented, meaning buildings will be close to the street with parking generally located to the rear of the site, underground, or integrated into the mass of the building. A broad range of uses at a walkable neighbourhood scale will be permitted within these areas.

847_ The Intensity policies for the Rapid Transit Corridor Place Type will apply, in addition to the following policies:

- 1) Within the Old East Village, Richmond Row, and SoHo segments, buildings will be a minimum of either two storeys or eight metres in height. Podiums for taller buildings will be a minimum of either two storeys or eight metres in height.
- 2) Buildings in these three Main Street segments will be a maximum of 12 storeys in height. Type 2 Bonus Zoning beyond this limit, up to 16 storeys, may be permitted in conformity with the Our Tools part of this Plan.

1556_ Where there is a need to elaborate on the parent policies of *The London Plan*, or where it is important to coordinate the development of multiple properties, a secondary plan may be prepared by the City of London. Secondary plans will allow for a comprehensive study of a secondary planning area, considering all of the City Building and Environmental Policies of this Plan. It will also allow for a coordinated planning approach for the secondary planning area and the opportunity to provide more detailed policy guidance for the area that goes beyond the general policies of *The London Plan*.

1557_ Secondary Plans may be applied to areas of varying sizes – from large planning districts and neighbourhoods to small stretches of streetscape or even large individual sites. Areas that may warrant the preparation and adoption of a secondary plan include:

- 11) Areas, in whole or in part, within the Transit Village, Rapid Transit Corridor, or Urban Corridor Place Types that may require vision and more specific policy guidance for transition from their existing form to the form envisioned by this Plan.