

Report to Planning and Environment Committee

To: Chair and Members
Planning & Environment Committee
From: John M. Fleming
Managing Director, Planning and City Planner
Subject: Old East Village Dundas Street Corridor Secondary Plan
Public Participation Meeting on: June 17, 2019

Recommendation

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the Old East Village Dundas Street Corridor Secondary Plan:

- (a) the proposed by-law, attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting to be held on June 25, 2019 to amend the Official Plan, 2016, The London Plan, to adopt The Old East Village Dundas Street Corridor Secondary Plan, attached hereto as Schedule 1;
- (b) the proposed by-law, attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting to be held on June 25, 2019 to amend the Official Plan, 2016, The London Plan, to add the Old East Village Dundas Street Corridor Secondary Plan to Policy 1565, the list of adopted Secondary Plans; and,
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at a future Municipal Council meeting to amend the Official Plan, 2016, The London Plan at such time as Map 7 is in full force and effect by **ADDING** the Old East Village Dundas Street Corridor Secondary Plan to Map 7 – Specific Policy Areas.

IT BEING NOTED that the Old East Village Dundas Corridor Secondary Plan may be amended at a future date, in accordance with the provisions of the *Planning Act*, to ensure that the Secondary Plan conforms to any changes to the *Planning Act* arising from the *More Homes, More Choice Act, 2019* (Bill 108).

Executive Summary

Summary of Request

To adopt the *Old East Village Dundas Street Corridor Secondary Plan*, and as a part of an amendment to *The London Plan*, add the *Old East Village Dundas Street Corridor Secondary Plan* to the list of adopted Secondary Plans to create a policy framework specific to the Old East Village Dundas Street Corridor Secondary Plan area.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action will establish policies that provide guidance on land use, built form, public realm design, mobility, cultural heritage, and natural heritage that are tailored to the Dundas Street and King Street corridors.

Rationale of Recommended Action

- i) The recommended amendment is consistent with the *Provincial Policy Statement, 2014*, which:
 - promotes opportunities for intensification and redevelopment where this can be appropriately accommodated, as well as new development within the existing built-up area that promotes compact form and a mix of uses and densities that allow for the efficient use of land, infrastructure, and public service facilities.

- promotes healthy, active communities by planning public streets, spaces, and facilities to be safe, meet the needs of pedestrians, foster social interaction and facilitate active transportation and community connectivity.
 - directs transportation and land use considerations to be integrated in all stages of the planning process.
 - supports long term-economic prosperity by maintaining and 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.
- ii) The recommended amendment is consistent with the policies of *The London Plan* that provide direction to prepare a Secondary Plan where there is a need to elaborate on the parent policies of *The London Plan*, as well as identify Rapid Transit Corridors and Urban Corridors as having the potential to require a Secondary Plan to guide their transition.
- iii) The recommended amendment supports the continued revitalization of the Dundas Street and King Street corridors.

Analysis

1.0 Pertinent Reports

- Downtown OEV East-West Bikeway Corridor Evaluation; Civic Works Committee – February 20, 2019
- Draft Old East Village Dundas Street Corridor Secondary Plan; Planning and Environment Committee – February 19, 2019
- Old East Village Dundas Street Corridor Secondary Plan Draft Terms of Reference; Planning and Environment Committee – April 30, 2018

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. 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*.

It is important to note that where the *Old East Village Dundas Street Corridor Secondary Plan* is silent on a matter that is addressed within *The London Plan* or *1989 Official Plan*, official plan policies apply.

2.2 Terms of Reference

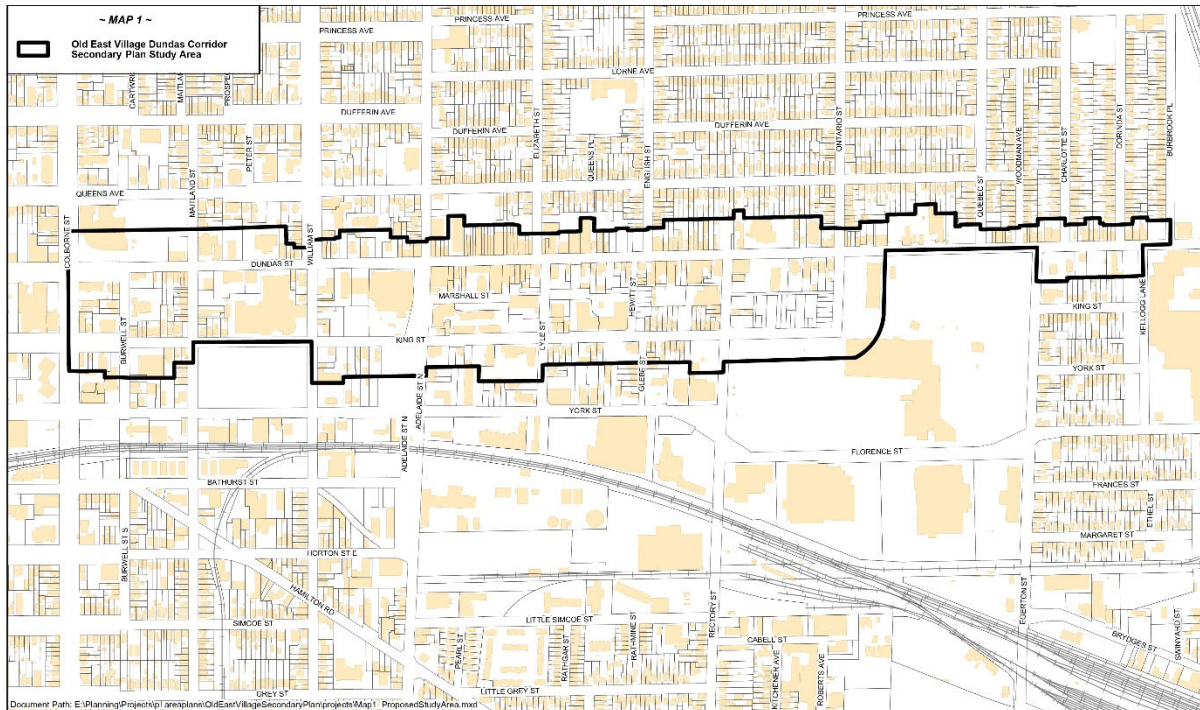
The Terms of Reference was endorsed by Municipal Council on May 9, 2018. Outlined in the Terms of Reference were the following ongoing and upcoming initiatives:

- 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



2.5 Draft Secondary Plan

The draft *Old East Village Dundas Street Corridor Secondary Plan* was presented to the Planning and Environment Committee on February 19, 2019. On March 5, 2019, Municipal Council received the draft *Old East Village Dundas Street Corridor Secondary Plan*, noting that the draft Secondary Plan would serve as the basis for further consultation with the community and stakeholders and the feedback received through this consultation process and the outcomes of supporting and informing studies would feed into a revised Secondary Plan and implementing Official Plan Amendment, and that this revised Secondary Plan would 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.

3.0 Overview of the Secondary Plan

The *Old East Village Dundas Street Corridor Secondary Plan* policies were prepared by Urban Strategies Inc. and the City of London City Planning service area with input from the community, internal and external stakeholders.

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 distinct retail options with a wide range of commercial uses including restaurants and cafes;
- Create a welcoming and safe environment for pedestrians and cyclists of all

- ages and abilities;
- Establish safe connections to the local transit system and surface parking lots; and,
- Support appropriately-scaled residential growth.

3.2 Character Areas

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

- Midtown;
- Old East Village Core;
- Old East Village Market Block; and,
- King Street.

These character areas define the existing context of the Secondary Plan area and establish a future vision. 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 Secondary Plan provide guidance on land use, built form, public realm design, mobility, cultural heritage, and natural heritage.

The land use policies within the 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 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 endorsed by Council through this evaluation and integrate the dedicated cycling lanes into the streetscape design.

The mobility policies establish the modal priority within the Secondary Plan area, which emphasizes walking and cycling through the Dundas Street and King Street corridors. It also acknowledges the importance of parking and loading for businesses within the area and aims to strengthen the connections to and from Municipal parking lots to Dundas Street.

The built form policies of the Secondary Plan include consideration for the nearby established heritage conservation districts and the historical streetscape of the Dundas Street corridor. Taking into consideration the proximity of heritage conservation districts and stable low-rise residential uses, the Secondary Plan policies provide direction for a sensitive transition when properties fronting Dundas Street redevelop. The Secondary Plan policies take into account the average building height of the primary structures on the properties just outside of the Secondary Plan area boundary, primarily single-detached dwellings. This average was determined as seven metres, and this height is used as a basis for determining a 45-degree angular plane, in which the massing of new development must be contained within. 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, and step backs, as well as tower design and location to support a pedestrian-scaled environment and protect sunlight access.

The cultural 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 natural heritage policy highlights the potential for Chimney Swifts, a threatened species in Ontario, within the Secondary Plan area.

4.0 Relevant Background

4.1 Public Engagement (see more detail in Appendix D)

To assist in the preparation of the draft Secondary Plan, two community information meetings were jointly held by City Planning and 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. In addition, four meetings were held at the request of the Manager of the Old East Village Business Improvement Area (BIA).

Since the release of the draft *Old East Village Dundas Street Corridor Secondary Plan* in February 2019, the document has been available publicly to review on the Get Involved project webpage and at the City Planning office.

Comments submitted through the webpage and emailed directly to Councillors and/or staff after February 19, 2019, can be generally summarized as:

- Desire to see a two-way cycling facility continuously along Dundas Street;
- Emphasis on the importance of on-street parking for businesses along Dundas Street;
- Emphasis for front-door loading for businesses along Dundas Street;
- Concern that the Secondary Plan did not include a commitment to conserve significant natural heritage resources, specifically Chimney Swifts;
- Support for the draft Secondary Plan objectives and policies; and,
- Concern that the Secondary Plan study area does not include 446 York Street and address Supervised Consumption Facilities.

A third community information meeting was held on May 15, 2019. This meeting took the form of an open house to provide the opportunity for feedback on the draft policies of the Secondary Plan as presented at the February 19, 2019 Planning and Environment Committee meeting. City Planning staff were available to answer questions. Comment cards were also available.

Approximately 50 community members were in attendance at this third meeting. Comments were received during the meeting and noted by staff, as well as collected through comments cards.

The comments received can be can be generally summarized as:

Support for:

- Midblock connections.
- Separated, protected cycling lanes (no sharrows).
- People-friendly design focus.
- The transparency of the process.
- The general organization of the meeting and the meeting materials.
- The overall Secondary Plan policies.

- Building mass/height transition to the low-rise residential forms north of the study area.
- Connectivity to and from Dundas Street.
- Creating a consistent built form edge along Dundas Street by requiring a step back at the third or fourth storey.

Suggestions included:

- The step back after the second storey on Dundas Street be increased from five metres to ten metres.
- Concern over whether or not the historic buildings on the south side of Dundas Street have been identified.
- Funding for lighting, murals, art and beautification in midblock connections.
- Ensure connections from parking to transit be well light, safe and funding to do so is a priority.
- General concern that “under-market” rent is being mislabelled as “affordable housing”.
- Bonus provisions for electric car charging stations on Dundas Street.
- Bonus provisions for residential units with two or more bedrooms.
- Include a park in Midtown.

In addition, written comments from various people were submitted by a Life Spin representative at the meeting. These comments indicated the importance of loading and parking in front of the Life Spin building at 866 Dundas Street to support those with disabilities, the elderly and people with small children, as well as Life Spin’s ability to receive donations. These comments were provided to Transportation Planning and Design to ensure that the feedback could be addressed through the appropriate project and process.

London Advisory Committee on Heritage

At the April 10, 2019 meeting of the London Advisory Committee on Heritage (LACH), the Committee indicated support for the draft *Old East Village Dundas Street Corridor Secondary Plan*, dated February 2019, noting that the LACH supports a stronger approach to mandatory ground floor active uses being considered along the entire stretch of Dundas Street.

4.2 Policy Context (see more detail in Appendix E)

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, as well as façade improvements. 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 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. 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 was coordinated with the Secondary Plan process. The results of the feasibility study were presented at the Civic Works Committee on February 20, 2019 and subsequently on March 5, 2019, Municipal Council resolved:

That, on the recommendation of the Managing Director, Environmental and Engineering Services and City Engineer, the following actions be taken with respect to the Downtown OEV East – West Bikeway Corridor Evaluation:

- a) the preferred alternative identified herein as the Dundas Street and Queens Avenue Old East Village (OEV) Hybrid BE ENDORSED for implementation which is generally described as:
 - i) an improved connection between the Thames Valley Parkway and Dundas Place;
 - ii) a shared cycling route along Dundas Place between Ridout Street and Wellington Street;

- iii) an uni-directional cycle tracks on Dundas Street between Wellington Street and William Street;
 - iv) a cycle track couplet on Dundas Street (eastbound) and Queens Avenue (westbound) between William Street and Quebec Street through the Old East Village; and,
- b) The proposed recommendations of the Evaluation BE INCORPORATED into the Cycling Master Plan;
 - c) the Civic Administration BE DIRECTED to further assess pedestrian connectivity in the Old East Village for consideration in the development of capital programs; and,
 - d) the Civic Administration BE DIRECTED to undertake additional public consultation during project design and implementation phases.

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 Report was submitted on January 14, 2019. Coming from the Cultural Heritage Assessment Report, a number of properties within the Secondary Plan area were recommended by the LACH to be added to the Register (Inventory of Heritage Resources).

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 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 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 bousing.

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 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 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 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 Cultural 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 Secondary Plan.

5.6 Natural Heritage

As previously mentioned, after the release of the draft *Old East Village Dundas Street Corridor Secondary Plan*, a comment was received pertaining to the potential for Chimney Swifts within the area. The revised Secondary Plan now contains a policy acknowledging the potential for Chimney Swift nesting and roosting within the Secondary Plan area.

6.0 Bill 108 – Changes to the Planning Act

The Minister of Municipal Affairs and Housing introduced Bill 108, More Homes, More Choice Act, 2019 on May 2, 2019. The Bill proposes a number of amendments to 13 different statutes including the *Planning Act*. The intention of Bill 108 is to address the housing crisis in Ontario by minimizing regulations related to residential development through changes to various Acts related to the planning process, including revisions to Section 37 of the *Planning Act* which provides municipalities with the ability to bonus for increased heights and densities.

As of the date of this report, Bill 108 has received Royal Assent. The resulting impact on municipal policies and regulations is not known at this time. Transition regulations are also unknown at this time. With the enactment of Bill 108, changes to Official Plan policies including those in The London Plan and the Old East Village Secondary Plan will be required to align policies with any modifications to the *Planning Act* encompassed in Bill 108. This is a situation being faced by all municipalities throughout the province, as Official Plan policies may need to be revised to align with any changes to the *Planning Act* that arise from Bill 108.

7.0 Conclusion

The *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. The adoption of the Secondary Plan will create a policy framework specific to the Old East Village Dundas Street Corridor Secondary Plan area.

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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	

June 10, 2019
KK/kk

Appendix A – Adoption of the Secondary Plan

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

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

A by-law to amend The Official 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. The Old East Village Dundas Street Corridor Secondary Plan, as contained in Schedule 1, 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 – June 25, 2019
Second Reading – June 25, 2019
Third Reading – June 25, 2019

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

To adopt the Old East Village Dundas Street Corridor Secondary Plan.

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 undertook significant public engagement throughout the secondary plan process. The background studies, community and agency input, and proposed policies were, in turn, reviewed and assessed 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 Official Plan, 2016, The London Plan is hereby amended as follows:

Old East Village Dundas Street Corridor Secondary Plan, attached as Schedule 1.

Schedule 1 – Old East Village Dundas Street Corridor Secondary Plan



Old East Village Dundas Street Corridor Secondary Plan

June 2019





Contents

1.0	INTRODUCTION	1
1.1	Background	1
1.2	Location	2
1.3	Purpose and Use	3
1.4	Vision and Principles	4
2.0	CHARACTER AREAS	5
2.1	Overview	5
2.2	Midtown Character Area	6
2.3	Old East Village Core Character Area	7
2.4	Old East Village Market Block Character Area	8
2.5	King Street Character Area	9
3.0	POLICIES	11
3.1	Overview	11
3.2	Land Use	12
3.3	Built Form	14
	3.3.1 Permitted Heights	14
	3.3.2 General Built Form	16
	3.3.3 Mid-Rise Form	18
	3.3.4 High-Rise Form	20
3.4	Bonusing	22
3.5	Public Realm	23

3.6	Mobility	25
	3.6.1 Pedestrian Priority	26
	3.6.2 Cycling	27
	3.6.3 Transit	27
	3.6.4 Parking and Vehicle Access	28
	3.6.5 Rights-of-Way Design	29
3.7	Cultural Heritage	36
3.8	Natural Heritage	37
3.9	Housing Options	38
4.0	SCHEDULES	39
	Schedule 1: Secondary Plan Area	40
	Schedule 2: Ground-Floor Uses	41
	Schedule 3: Permitted Heights	42
	Schedule 4: Mobility Network	43



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.

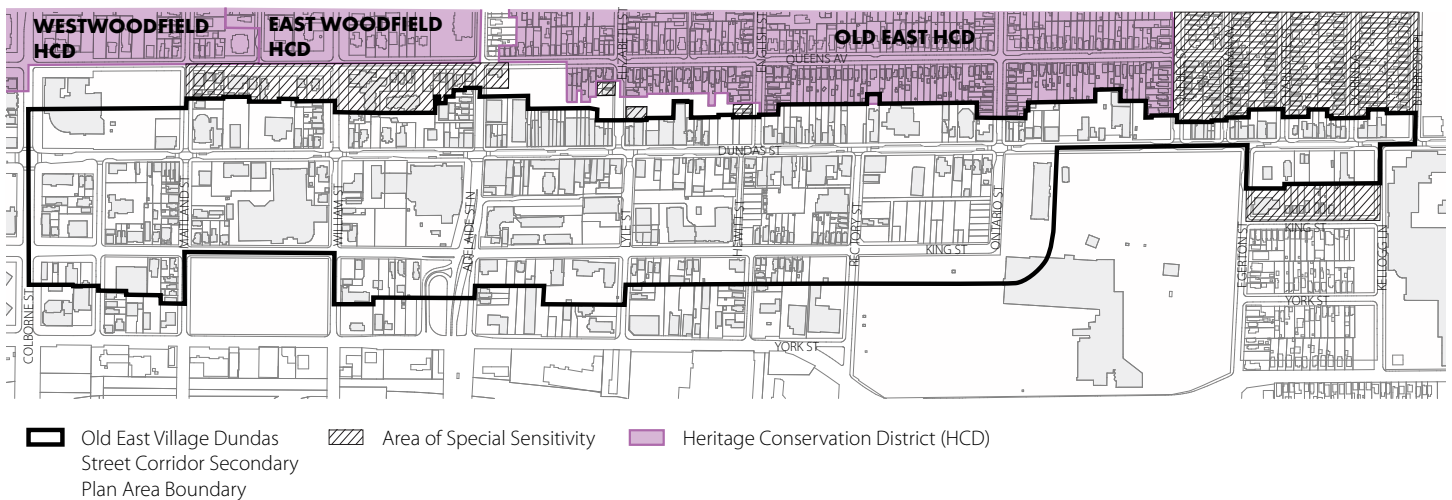
Following this, the *Old East Village Commercial Corridor Urban Design Manual* was prepared by the City of London and adopted in 2016. The purpose of this design manual is to promote high-quality design that responds to the area's unique context and overall vision. Throughout all of these projects and 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, each identified as an 'Area of Special Sensitivity' (illustrated in Schedule 1), where additional development guidance helps to 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 a 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, businesses owners, shoppers, pedestrians, cyclists, and transit users.

The policies of this Secondary Plan provide a greater level of detail than the general policies of the Official Plan. Where the policies of the Official Plan provide sufficient guidance to implement the vision of this Secondary Plan, these policies are not duplicated. As such, the policies of this Secondary Plan should be used in conjunction with the policies of the Official Plan and other applicable policy documents. If an instance arises where the Official Plan and the *Old East Village Dundas Street Corridor Secondary Plan* appear to be inconsistent, consideration shall be given to the additional specificity of the Secondary Plan, and the Secondary Plan shall prevail.

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 cultural heritage resources to enhance the unique character of the area;
- Provide distinct retail options with a wide range of commercial uses including restaurants and cafes;
- Create a welcoming and safe environment for pedestrians and cyclists of all ages and abilities;
- Establish safe connections to the local transit system and surface parking lots; and,
- Support appropriately-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: Midtown, Old East Village Core, Old East Village Market Block, and King Street. Each character area has distinct characteristics that together create a unique identity for the Secondary Plan area.

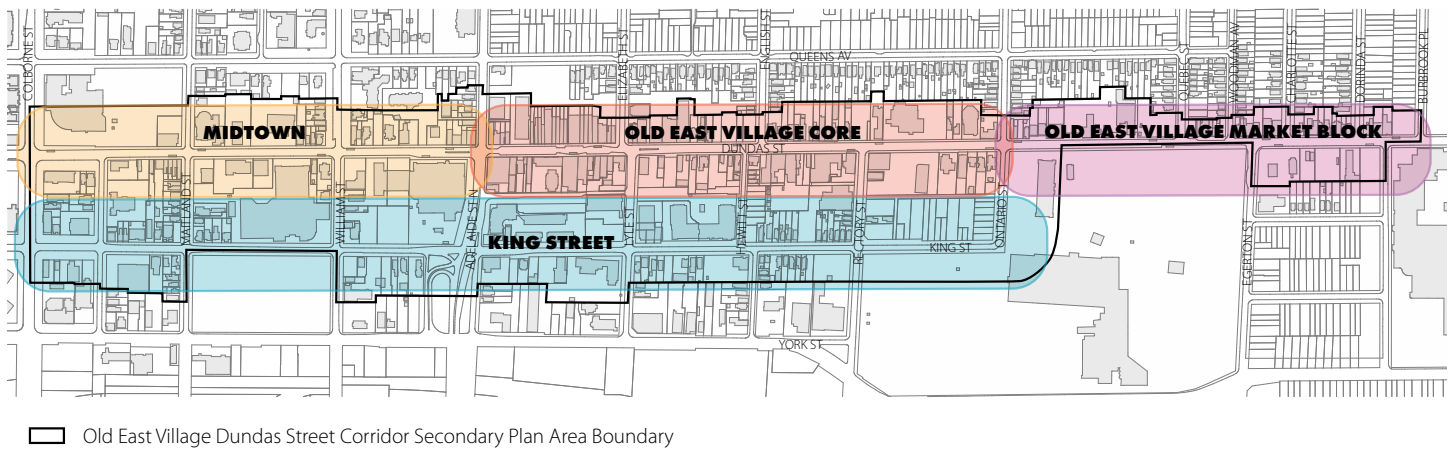


Figure 1: Character Areas



2.2 MIDTOWN CHARACTER AREA

Midtown is characterized by low-rise buildings with institutional and commercial uses fronting Dundas Street. Significant 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 deemphasized. A broad range of uses and intensification is envisioned to take place at a walkable neighbourhood scale.



2.3 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 OLD EAST VILLAGE MARKET BLOCK CHARACTER AREA

The Old East Village Market Block is located along Dundas Street, between Ontario Street and Burbrook Place, and is characterized by Western Fair District and Queens Park to the south and small-scale retail uses on the north side of the street. The Market at Western Fair District anchors this 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 areas with distinct heritage character undergoing substantial transformation and revitalization.

The vision for the Old East Village Market Block is to strengthen the walkability of the area with a strong retail and restaurant presence to sustain year-round activity and to enhance the symbiotic relationship between these uses and Western Fair District. Change is anticipated with future rapid transit service planned for this segment of the Dundas Street corridor. 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 may be 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.



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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 use, built form, public realm design, mobility, cultural heritage, natural heritage, and housing options.

The policies of this Secondary Plan generally provide a greater level of detail than the general policies of the Official Plan. Where the policies of the Official Plan provided sufficient guidance to implement the vision of this Secondary Plan, these policies were not repeated. As such, the policies of this Secondary Plan should be read in conjuncture with the Official Plan. In instances where the overall policies of the Official 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, public investments in infrastructure and public realm improvements, as well as other tools available to the City including the Zoning By-law, and the Site Plan Control By-law. Planning and development applications will be evaluated based on the Planning and Development Application policies in the Our Tools section of *The London Plan* to ensure that the permitted range of uses and intensities are appropriate within the surrounding context.



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



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, illustrated in Schedule 2: Ground-Floor Uses.
- 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 located above the ground floor should be located on a street-facing facade for pedestrian comfort and safety.
- 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.



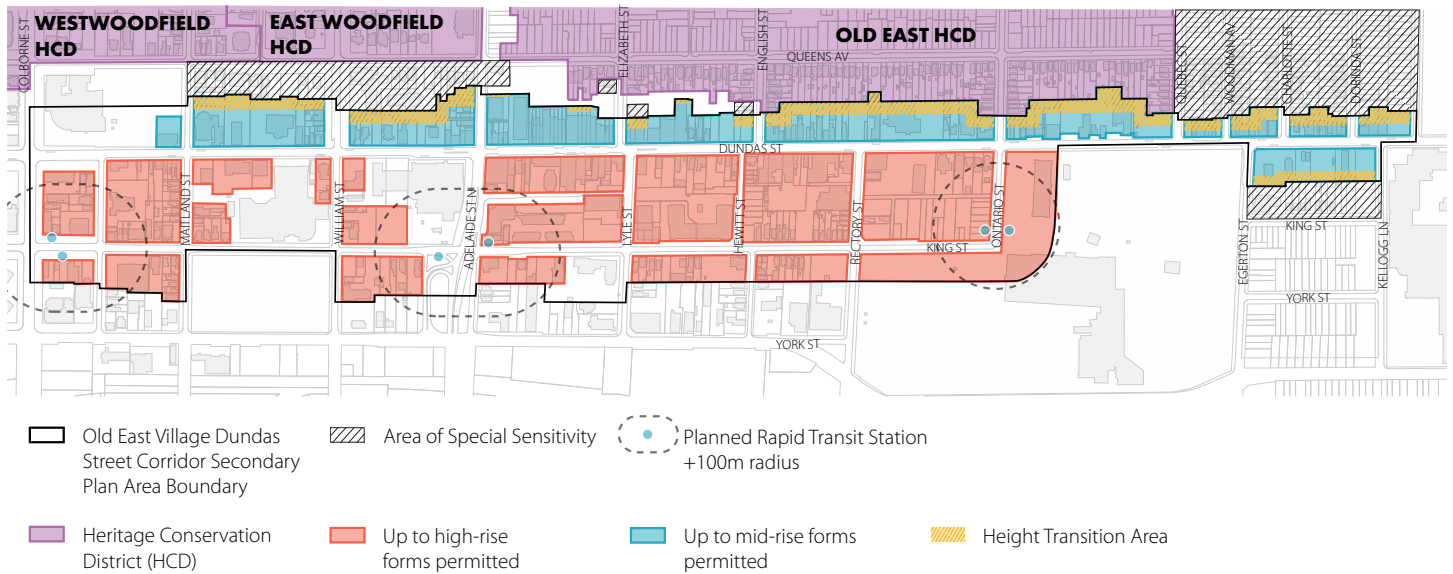
3.3 BUILT FORM

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-rise buildings 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

The Zoning By-law will provide more detail on individual permitted heights; this may not include the full range of heights identified in this Secondary Plan.

- 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) For the purposes of this Secondary Plan, high-rise will describe buildings nine storeys in height and taller.



Schedule 3: Permitted Heights

- d) 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.
- 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 the Secondary Plan area, permitted maximum building heights shall be up to 16 storeys within a 100 metre radius of a rapid transit station to promote transit-oriented development.
- g) Where high-rise forms are permitted (refer to Schedule 3: Permitted Heights), 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 a Heritage Impact Assessment, as well as studies to determine servicing capacity and necessary upgrades. The results of these studies may influence the maximum height and density that is permitted through zoning.

3.3.2 GENERAL BUILT FORM

- a) The Old East Village Core and Old East Village Market Block 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) Parking shall not be located between the building and public right-of-way.
- e) 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.
- f) 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.
- g) Corner buildings should be designed with the primary building entrances fronting onto the higher order street.
- h) 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, 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.
- i) Buildings should have articulated façades that complement the façade rhythm of the existing streetscape. No large blank walls should be visible from the street.
- j) Building façades should address and frame the public street at grade.
- k) 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 bases;
 - Sign band and signage;
 - Awnings; and,
 - Lighting.

- l) 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.
- m) 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.

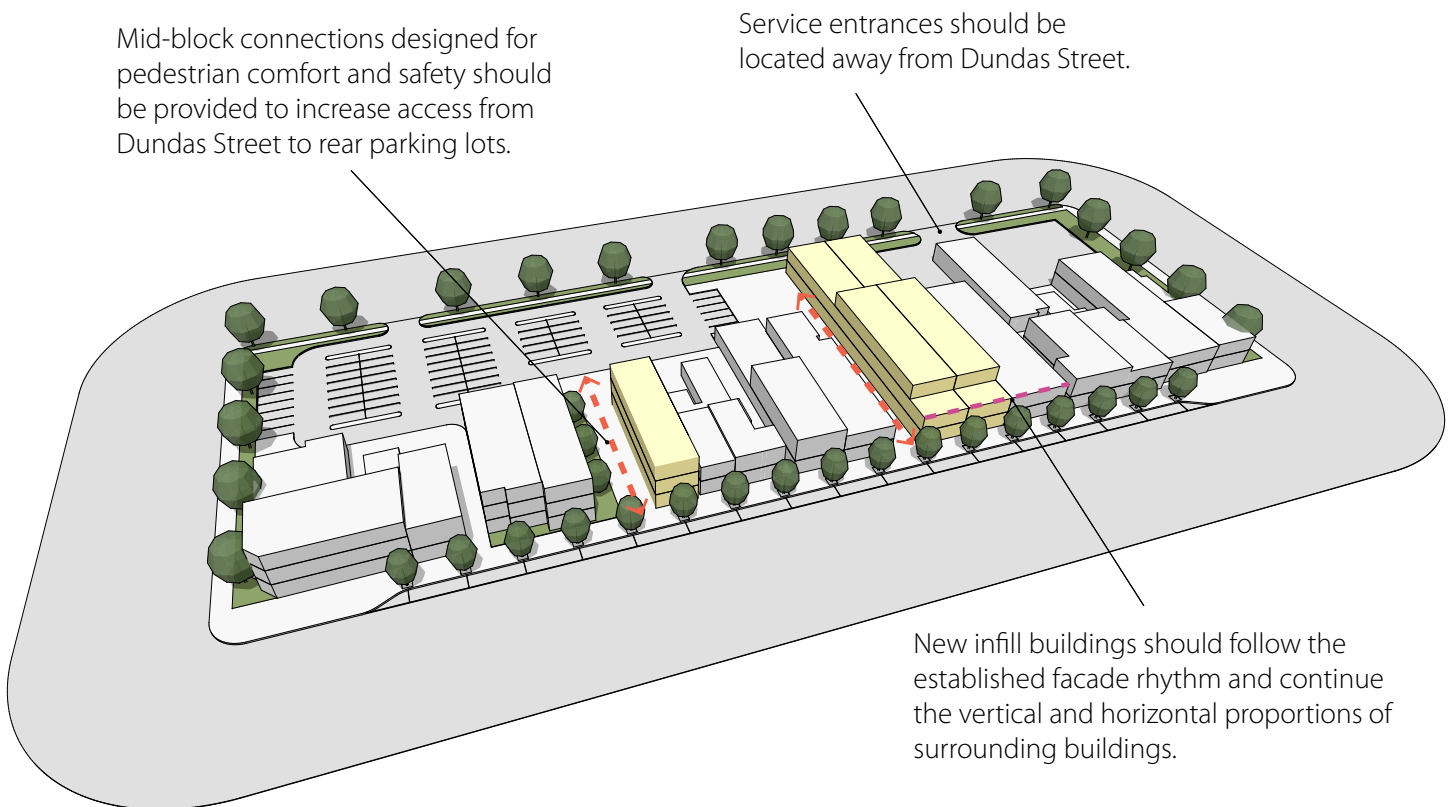


Figure 2: Illustration of New Low-Rise Buildings

3.3.3 MID-RISE FORM

- a) To provide a sensitive transition of built form to the existing established built form outside of the Secondary Plan Area, transition policies will apply to properties within the Height Transition Areas, illustrated in Schedule 3: Permitted Heights.
- b) Within a Height Transition Area, all building massing should be contained within a 45-degree angular plane taken from a height of 7.0 metres above the closest

property line of the nearest property within an Area of Special Sensitivity or a Heritage Conservation District, to ensure an appropriate transition to as illustrated in Figure 4 and 5.

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

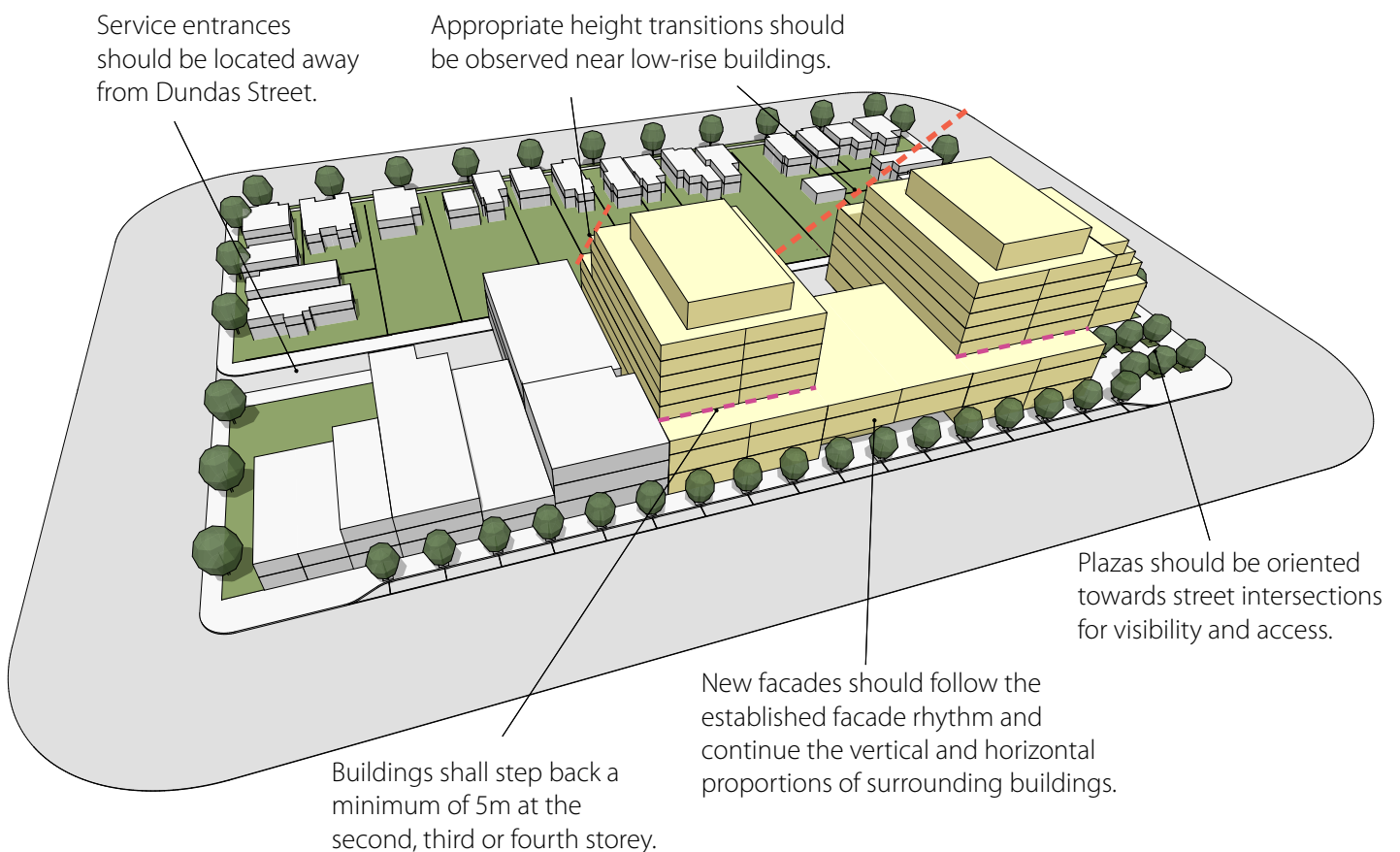


Figure 3: Illustration of New Mid-Rise Buildings

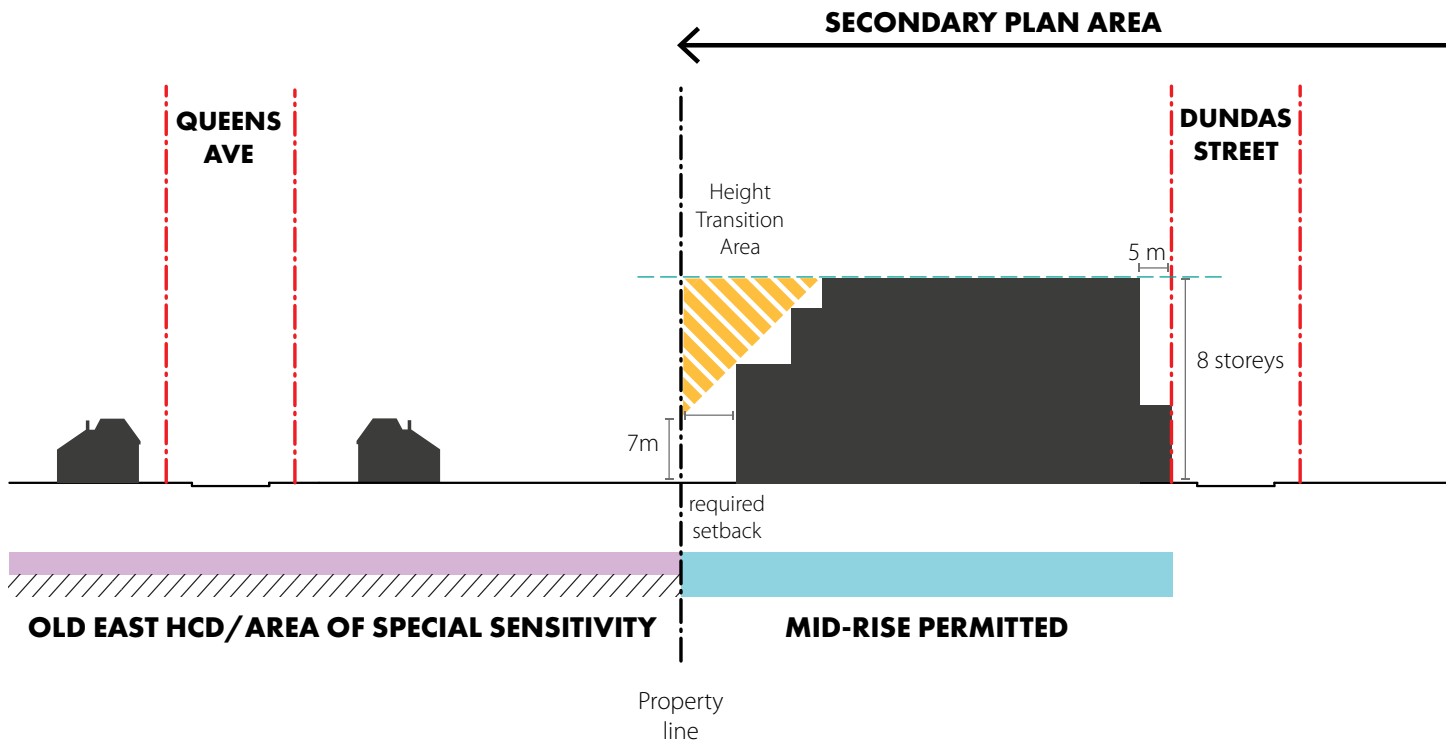


Figure 4: 45-degree Angular Plane Transition Abutting an HCD/Area of Special Sensitivity

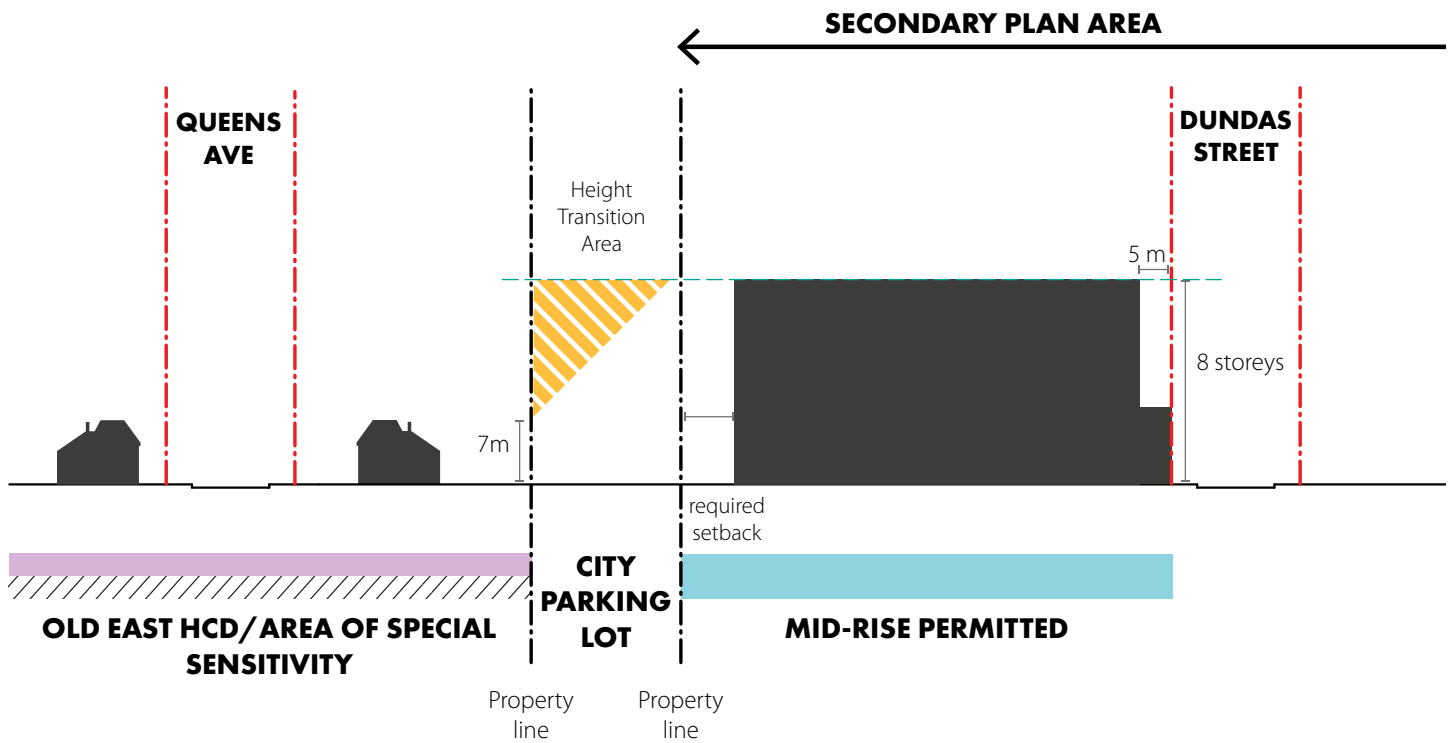


Figure 5: 45-degree Angular Plane Transition Abutting City Parking Lot Example



3.3.4 HIGH-RISE FORM

- a) The podium of a high-rise building shall be designed to support a pedestrian-scaled environment at street level.
- b) High-rise buildings shall stepback a minimum of five metres at the second, third or fourth storey, depending on the built form context, along public rights-of-way to mitigate downward wind shear, support or enhance the existing street character at street level, and limit the visual impact of the building at street level.
- c) 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. Point towers with floor plates of approximately 1,000 square metres or less is a reasonable target to achieve this goal.
- d) Towers shall not have any blank façades.
- e) 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.
- f) High-rise buildings should have a minimum separation distance of 30 metres between towers. This separation distance is intended to:
 - Minimize the impacts of shadowing and loss of sunlight access on surrounding streets and nearby properties;
 - Ensure natural light, a reasonable level of privacy, and views between towers are provided to occupants of high-rise buildings;

- Provide pedestrian-level views of the sky between high-rise buildings, particularly as experienced from adjacent streets; and,
 - Limit uncomfortable wind conditions on adjacent streets and nearby properties.
- g) Towers of high-rise buildings should be setback a minimum distance of 15 metres from interior property lines. This separation distance is intended to protect opportunities for future high-rise development on adjacent sites.

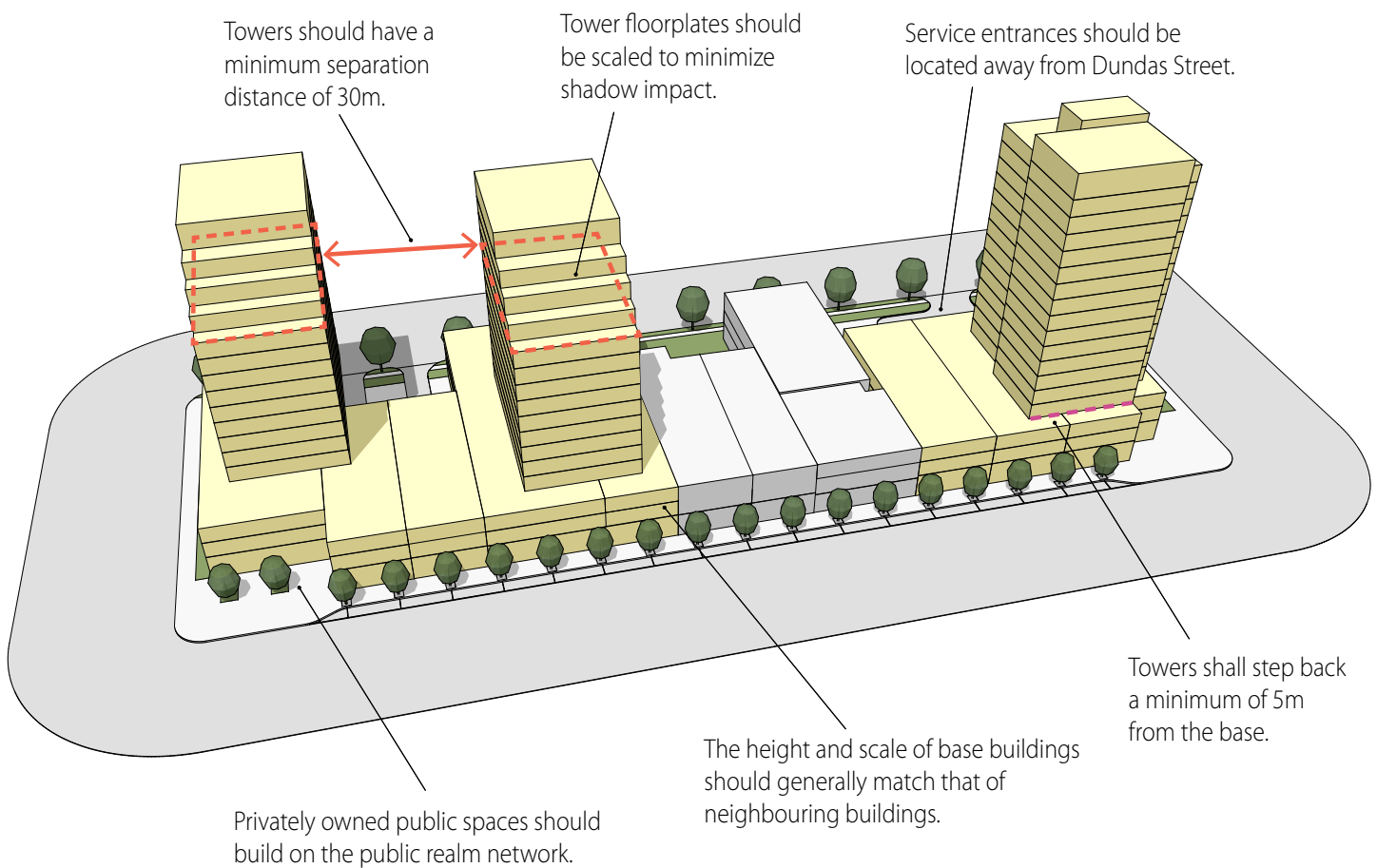


Figure 6: Illustration of New High-Rise Buildings

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.
 - 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 thoughtfully designed public realm will contribute to the success of the Old East Village Dundas Street Corridor Secondary Plan area as an attractive and safe place for people to live and visit. A coordinated approach to streetscape design will help to define this area of the city as a unique destination and a network of public spaces will provide focal points within the neighbourhood for community gatherings. Safe and convenient connections to cycling facilitates, transit, and parking will achieve a functional design that accommodates multiple transportation options. 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 and its needs evolve.

The following policies apply to the public realm, including all public streets and mid-block connections 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 and provide direct access from the sidewalk to promote safety.
- c) 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.
- d) A comprehensive and coordinated wayfinding approach should be developed for the Secondary Plan area, which includes directional signage and unique pavement treatments.
- e) Existing street trees will be retained where possible, and new trees with potential for large canopies to provide shade will be planted within the identified landscape zones.
- f) The integration of open spaces, such as plazas or parkettes, are encouraged to be incorporated into the design of new development, especially at street intersections for visibility and accessibility.



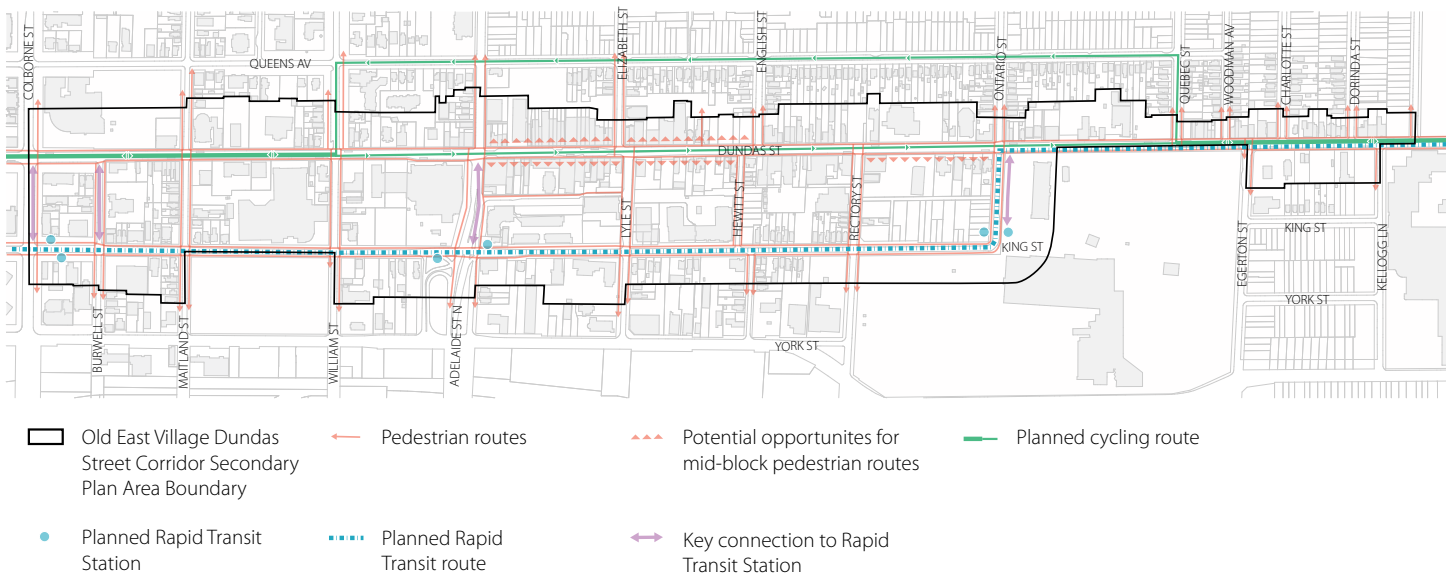
- g) The incorporation of gateway features should be considered at key intersections when the opportunity arises through development or infrastructure projects.
- h) A coordinated approach to the location and design of street furniture, including elements such as bicycle parking, benches, planters, waste receptacles, and lighting will be implemented through infrastructure projects. Development projects should coordinate with and enhance the established approach to the design and location of street furniture, where applicable.
- i) Opportunities to add walkways and/or widen and extend laneways to provide midblock connections should be explored to provide safe connections to municipal parking lots, mid- and high-rise residential development, and transit stops and stations.
- j) Opportunities to accommodate outdoor patios within the sidewalk and within on-street parking spaces should be considered in the design of Dundas Street.
- k) To accommodate events of different scales and sizes as well as seasonal decorations, consideration should be given to electrical outlet access and capacity as well as moveable features in the design of Dundas Street.

3.6 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 three 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: Mobility Network 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 mobility, and to identify potential opportunities for new connections to be established as the area evolves.



Schedule 4: Mobility Network



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, and comfort by:

- a) Ensuring generous sidewalk widths;
- 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/or,
- 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: Mobility Network. 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: Mobility Network.



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 by securing new access points through redevelopment, extending existing laneways, and enhancing existing public laneways with improved lighting and design treatment.
- c) Safe and accessible pedestrian routes connecting municipal parking lots to the public sidewalk are a priority and should be provided whenever possible.

3.6.5 RIGHTS-OF-WAY DESIGN

The rights-of-way within the Secondary Plan area have limited space, but are in high demand by a variety of users. The following section provides guidance for the rights-of-way design within the Secondary Plan for the following segments:

- Dundas Street, between Colborne Street and William Street
- Dundas Street, between William Street and Ontario Street
- Dundas Street, between Ontario Street and Burbrook Place
- King Street, between Colborne Street and Ontario Street
- Connector streets, between Dundas Street and King Street





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 street to create a comfortable and safe pedestrian environment;
- b) Landscape zones on both sides of the street with soil volumes suitable to encourage the growth of large canopy trees to provide shade to the sidewalks and create a comfortable pedestrian environment;
- c) Street furniture and bicycle parking with coordinated design throughout the Secondary Plan area, which may be alternated with landscaping where space is constrained;
- d) Pedestrian-scaled lighting with coordinated design throughout the Secondary Plan area;
- e) Separated cycling lanes travelling in both directions;
- f) Loading zones on the north side of the street to support institutional functions; and,
- g) Two vehicular travel lanes, travelling in both directions.

DUNDAS STREET

COLBORNE STREET TO WILLIAM STREET

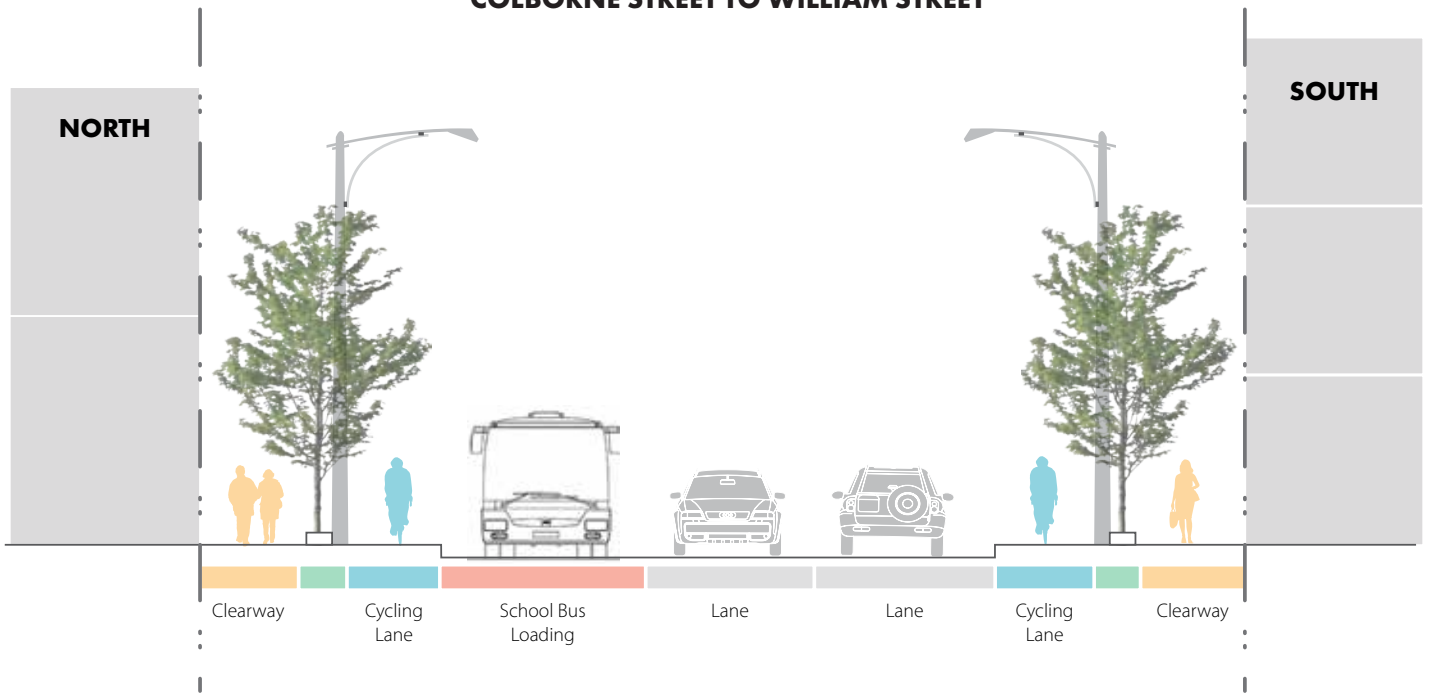


Figure 6: Dundas Street, Colborne Street to William Street



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:

- a) Widened sidewalks on both sides of the street to create a comfortable and safe pedestrian environment;
- b) Landscape zones on both sides of the street with soil volumes suitable to encourage the growth of large canopy trees to provide shade to the sidewalks and create a comfortable pedestrian environment;
- c) Street furniture and bicycle parking with coordinated design throughout the Secondary Plan area, which may be alternated with landscaping where space is constrained;
- d) Opportunities for restaurant patios on the south side of the street, which may be alternated with landscaping;
- e) Pedestrian-scaled lighting with coordinated design throughout the Secondary Plan area;
- f) On-street parking alternating with bus bays and loading spaces on the north side of the street to support retail and commercial functions on both sides of the street;
- g) A separated cycling lane on the south side of the street travelling eastbound, designed to be visually distinct from the on-street parking on the north side of the street to provide clear direction to users;
- h) Loading zones and bus bays, where space can accommodate these functions, on the south side of the street; and,
- i) Two vehicular travel lanes, travelling in both directions.

DUNDAS STREET

WILLIAM STREET TO ONTARIO STREET

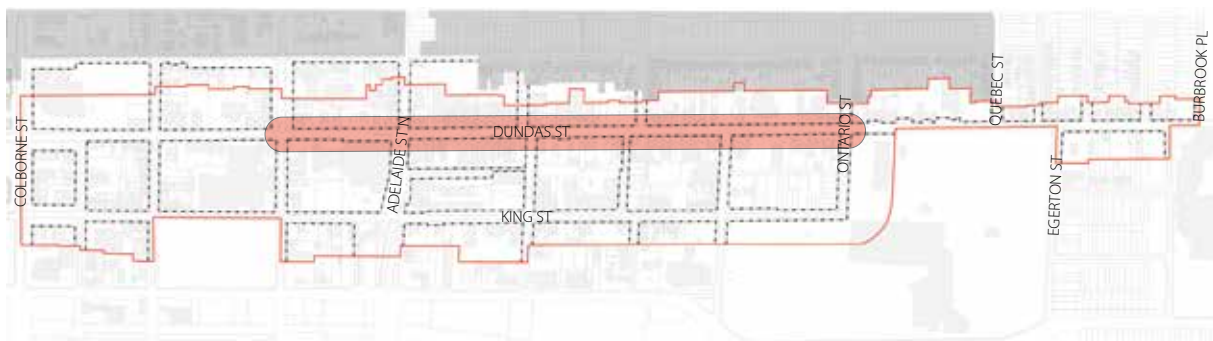
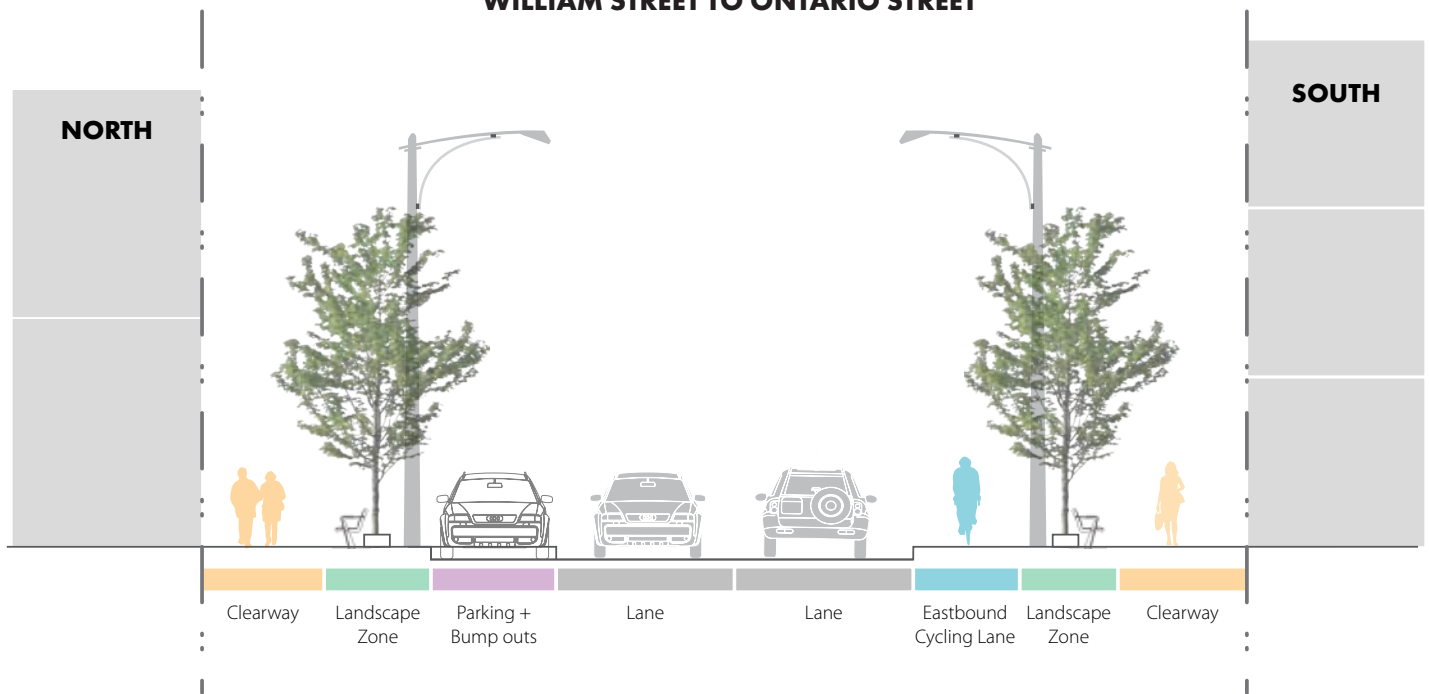


Figure 7: Dundas Street, William Street to Ontario Street

3.6.5.3 Dundas Street, between Ontario Street and Burbrook Place

The design of Dundas Street between Ontario Street and Burbrook Place will be subject to the results of the Bus Rapid Transit Environment Assessment. The principles that will guide the design include:

- a) Incorporating street trees with soil volumes suitable to encourage the growth of large canopy trees to provide shade to the sidewalks and create a comfortable pedestrian environment;
- b) Incorporating street furniture and bicycle parking with coordinated design throughout the Secondary Plan area, which may be alternated with landscaping where space is constrained;
- c) Incorporating pedestrian-scaled lighting with coordinated design throughout the Secondary Plan area;
- d) Creating safe and visually clear connections to the cycling network east and west of this street segment; and,
- e) Accommodating two dedicated rapid transit lanes and two vehicular travel lanes, travelling in both directions.

3.6.5.4 King Street, between Colborne Street and Ontario Street

The design for King Street will be subject to the results of the Bus Rapid Transit Environment Assessment. The principles that will guide the design include:

- a) Accommodating increased pedestrian traffic, as a result of transit use, by maximizing sidewalk widths;
- b) Encouraging generous front-yard setbacks, secured through development, with landscaping, including large canopy trees to provide shade to the sidewalks and relief from frequent transit service;
- c) Incorporating street trees with soil volumes suitable to encourage the growth of large canopy trees, where possible, to provide shade to the sidewalks and create a comfortable pedestrian environment;
- d) Incorporating pedestrian-scaled lighting with coordinated design throughout the Secondary Plan area;
- e) Designing transit stations to coordinate with the streetscape design and elements within the Secondary Plan area and to reflect the unique character of the area; and,
- f) Accommodating two dedicated rapid transit lanes, travelling in both directions, and one eastbound vehicular travel lane.

3.6.5.5 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. As well, 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.

The design of connector streets will include:

- a) Widened sidewalks, where possible, to create a comfortable and safe pedestrian environment;
- b) Landscape zones with soil volumes suitable to encourage the growth of large canopy trees, where possible, to provide shade to the sidewalks and create a comfortable pedestrian environment;
- c) Street furniture and bicycle parking with coordinated design throughout the Secondary Plan area, which may be alternated with landscaping where space is constrained;
- d) Pedestrian-scaled lighting with coordinated design throughout the Secondary Plan area;
- e) Cycling lanes and/or on-street parking, where possible; and,
- f) Directional signage for pedestrians and cyclists.





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 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:

- g) Avoidance and mitigation to allow development to proceed while retaining the cultural heritage resources in situ and intact;
- h) Adaptive re-use of built heritage structures or cultural heritage resources, including the integration of cultural heritage resources into new developments;

- i) Transitions of height, form, and mass compatible with nearby heritage designated and heritage listed properties, and properties with potential cultural heritage resources;
- j) Commemoration of the cultural heritage of a property/structure/area through historical commemoration means such as plaques or cultural heritage interpretive signs; and,
- k) 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.

3.8 NATURAL HERITAGE

- a) The Chimney Swift (*Chaetura pelagica*), listed as a threatened species in Ontario, receives protection under the *Endangered Species Act*, for individual members of the species and their habitat. Past observations of Chimney Swifts have been made in the Old East Village Dundas Street Corridor Secondary Plan area, with a potential for nesting and/or roosting in chimneys and other built features. Where required by legislation, consultation with the Ontario Ministry of Natural Resources and Forestry must occur prior to any activity, such as building demolitions or alterations, within the Secondary Plan area that may impact potential Chimney Swift habitat including human-made nests/roosts and natural nest/roost cavities.

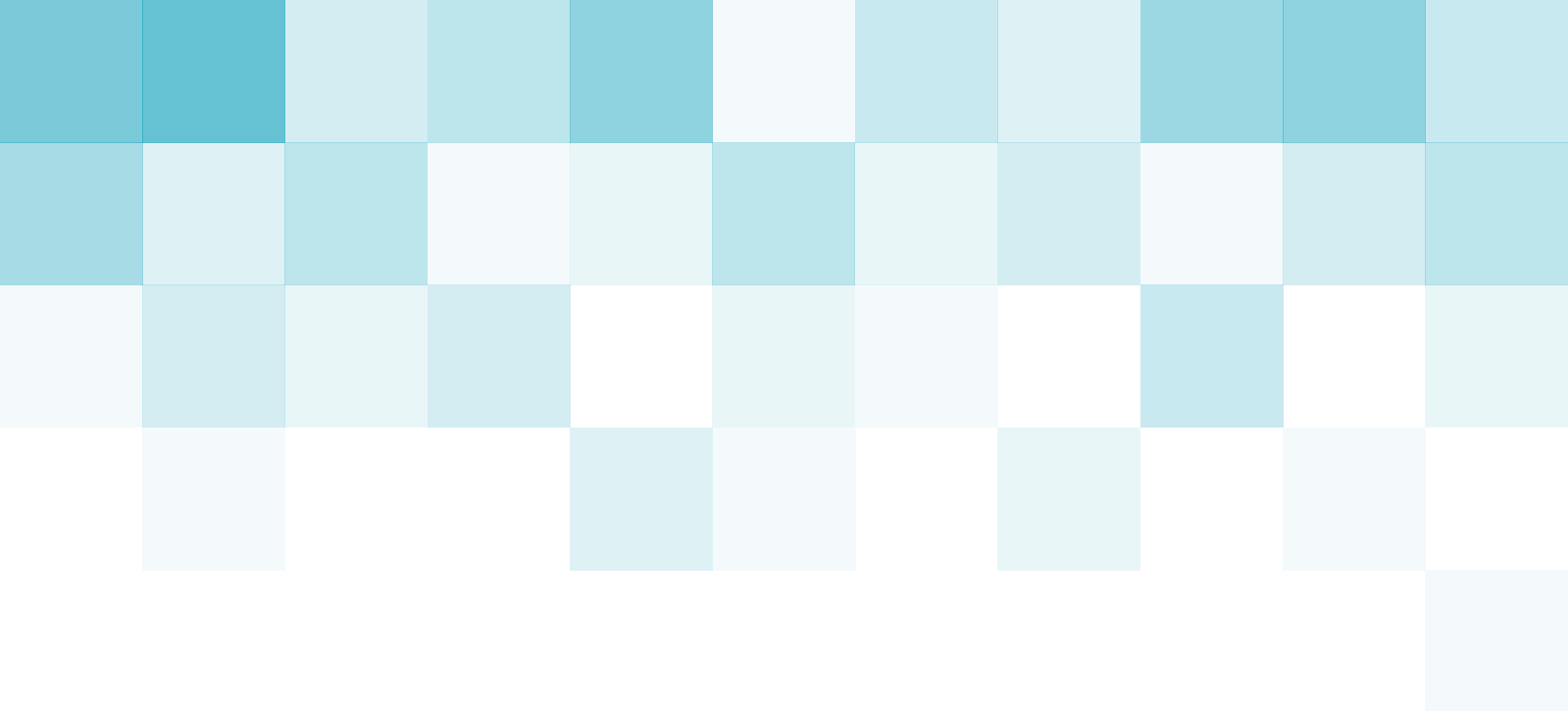




3.9 HOUSING OPTIONS

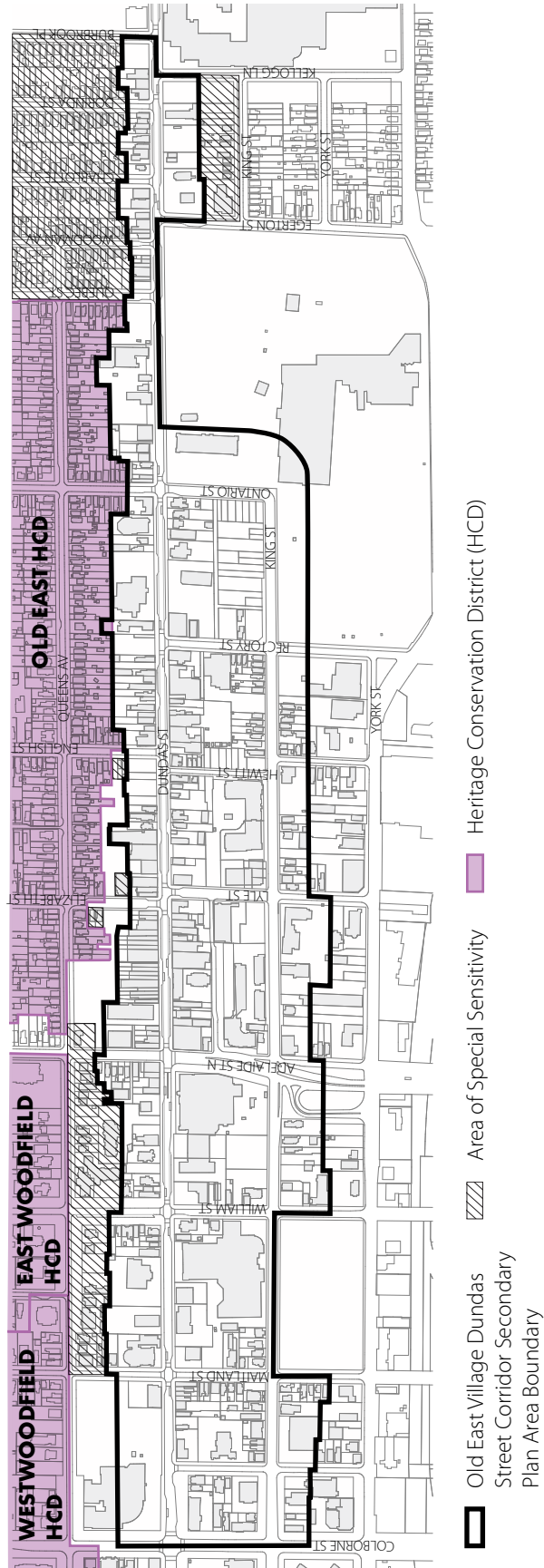
Housing is a basic need for all Londoners and accessible, affordable, quality housing options are a necessary component of a city that people want to live and invest in. *The London Plan* provides extensive direction and policies for achieving this city-wide. Consistent with this policy framework:

- a) A 25% affordable housing component should be achieved within the Secondary Plan area through a mix of housing types and sizes;
- b) Planning and other tools will be used to support the provision of affordable housing, including such things as bonusing and incentives, where they are available;
- c) Affordable housing units that are integrated into market housing buildings will be encouraged to avoid affordable housing monoculture and stigma that often goes with it;
- d) Subject to the other policies of this Secondary Plan and the Official Plan, infill and intensification in a variety of forms, including secondary dwelling units, will be supported to increase the supply of housing in areas where infrastructure, transit, and other public services are available and accessible;
- e) The Secondary Plan area will strive to provide a mix of housing types and integrated mixed-use developments, accessible housing and integrated services, as well as a mix of housing forms and densities;
- f) Opportunities will be sought out for brownfield rehabilitation and redevelopment; and,
- g) Residential developments that offer innovative design features, construction techniques, or tenure arrangements, which broaden the range of available housing alternatives, will be encouraged.

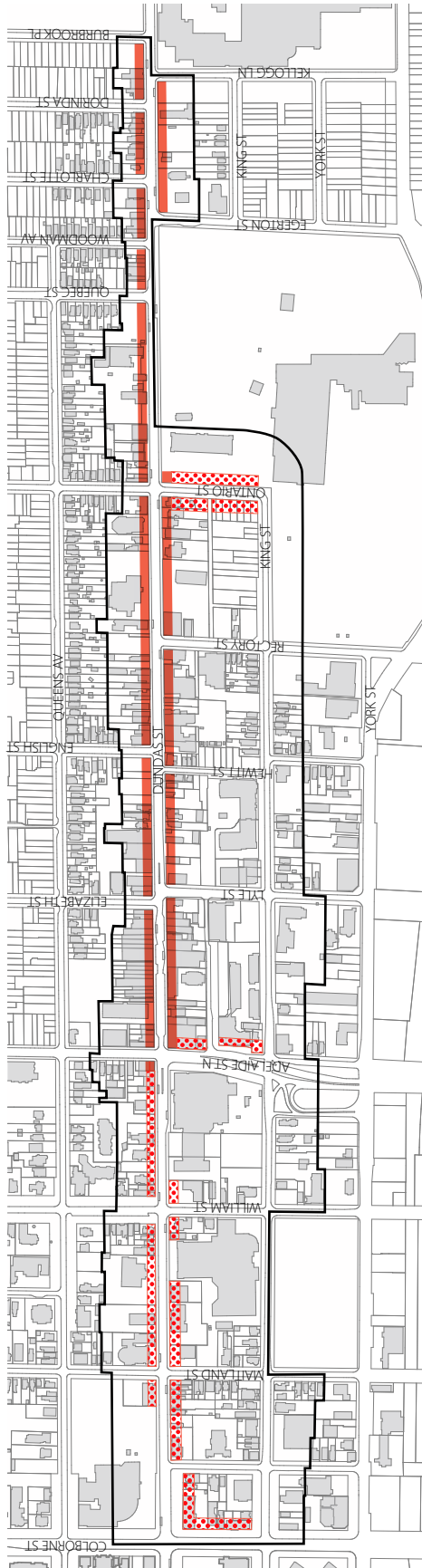


4.0 Schedules

SCHEDULE 1: SECONDARY PLAN AREA

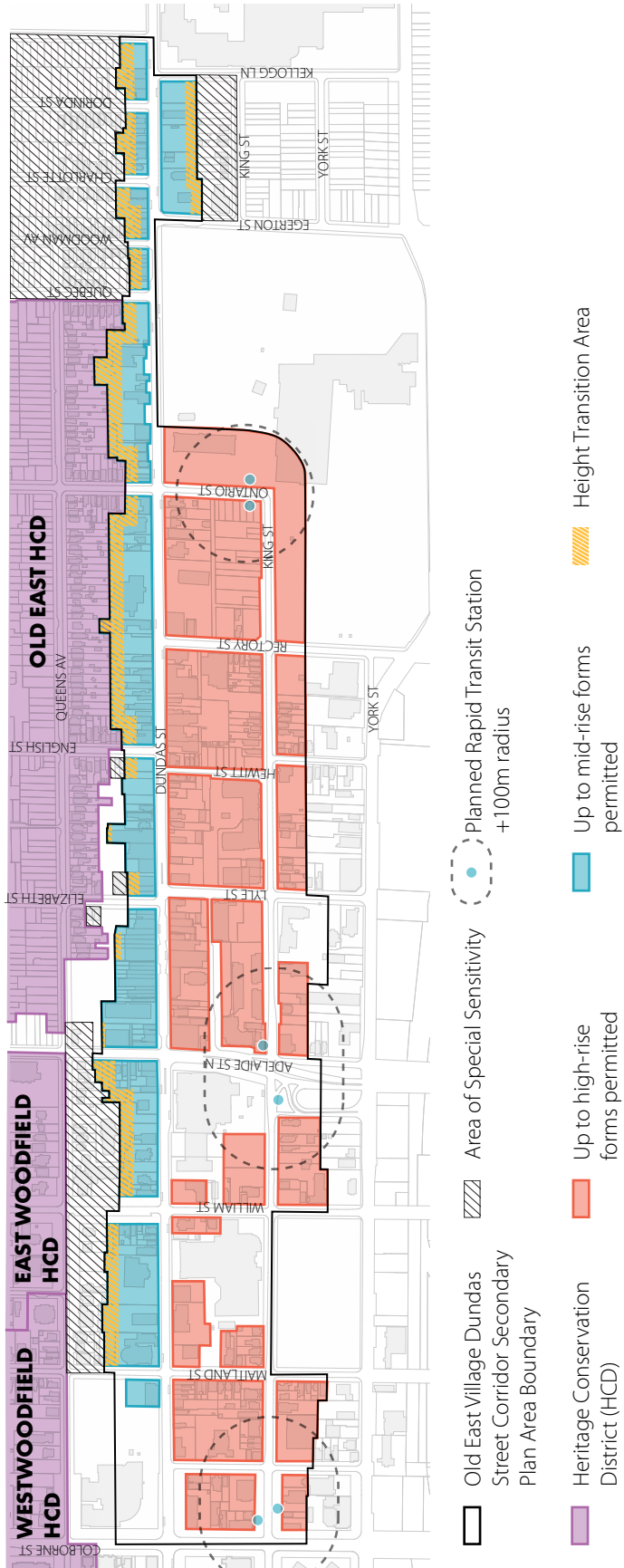


SCHEDULE 2: GROUND-FLOOR USES



- Mandatory majority ground floor street-oriented active uses
- Encouraged ground floor street-oriented active uses

SCHEDULE 3: PERMITTED HEIGHTS



Note, the policies of this Secondary Plan provide specific height allowances for each of the areas defined in this schedule.

SCHEDULE 4: MOBILITY NETWORK





City Planning
June 2019



Appendix B – Amendment to the List of Adopted Secondary Plans

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

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

A by-law to amend The Official 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 – June 25, 2019
Second Reading – June 25, 2019
Third Reading – June 25, 2019

**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 Official Plan, 2016, The London Plan.

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 undertook significant public engagement throughout the secondary plan process. The background studies, community and agency input, and proposed policies were, in turn, reviewed and assessed 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 Official Plan, 2016, The London Plan, is hereby amended as follows:

1565_

6. Old East Village Dundas Street Corridor Secondary Plan

Appendix C – Amendment to Map 7 – Specific Policy Areas

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 Schedule 1 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 Map 7 – Specific Policy Areas of the Official Plan, 2016, The London Plan.

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 undertook significant public engagement throughout the secondary plan process. The background studies, community and agency input, and proposed policies were, in turn, reviewed and assessed 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.

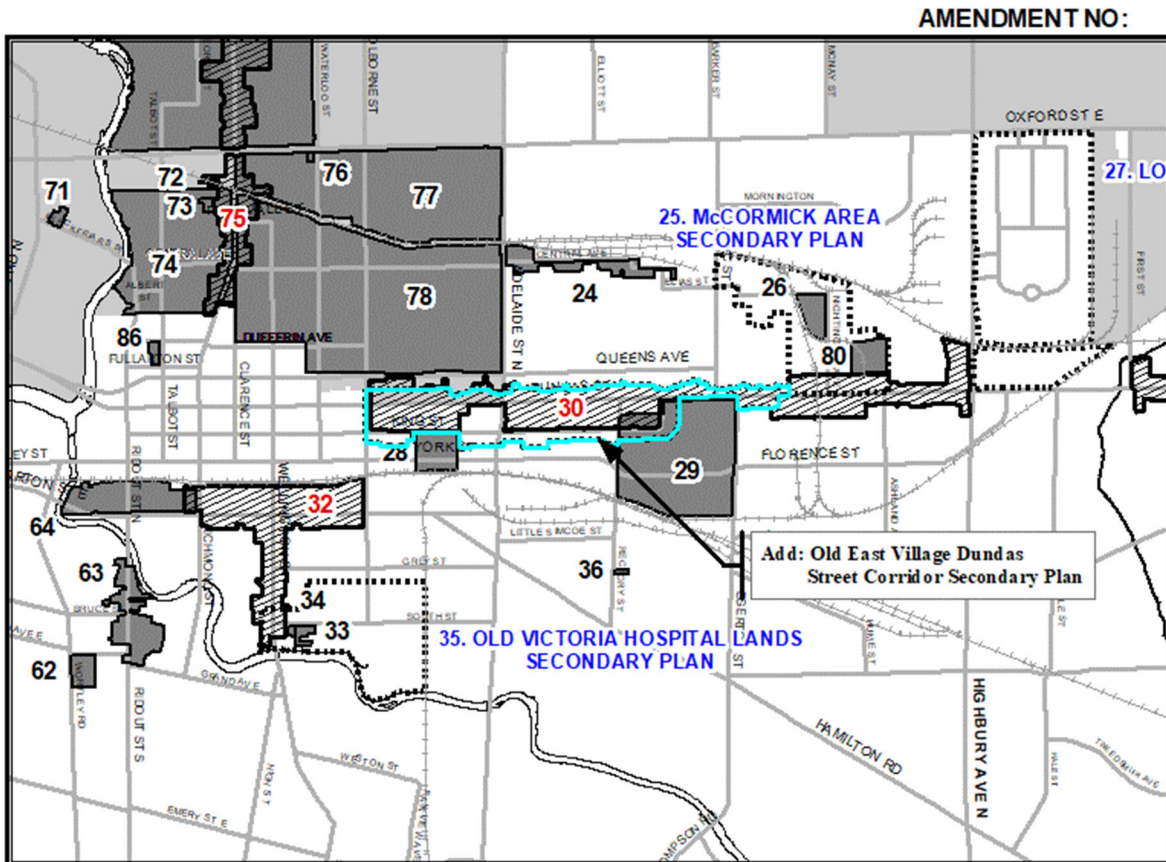
The Secondary Plan will be used in the consideration of all applications including Official Plan amendments, zoning by-law amendments, site plans, consents, minor variances and condominiums within the Planning Area.

D. THE AMENDMENT

The Official Plan, 2016, The London Plan is hereby amended as follows:

Map 7 – Specific Policy Areas is amended by adding the boundary of the Old East Village Dundas Street Corridor Secondary Plan area, as indicated on “Schedule 1” attached hereto.

Schedule 1 – Old East Village Dundas Street Corridor Secondary Plan Area



LEGEND

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

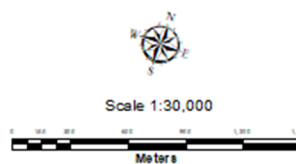
BASE MAP FEATURES

- 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: 4/12/2019

Appendix D – 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.

Community Information Meeting – May 15, 2019

Public liaison: Notice of the Community Information Meeting was sent to 2,363 individual properties within and surrounding the Secondary Plan area and emailed to over 100 unique email addresses.

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

Comment cards were provided to attendees to submit comments regarding the Secondary Plan; 4 comment cards were filled out and returned.

Response Summary:

Building form:

- Five metres step back after the second storey for mid-rise and high-rise buildings on Dundas Street is not enough. The step back should be ten metres.
- A list of potentially historic buildings on the south side where high-rise are allowed is needed.

Mobility:

- Midblock connections and alleys to parking lots should continue to be part of the plan and receive funding for lighting, murals, art and beautification.
- Cycle lanes should continue to be planned and constructed as a separate and protected from car traffic, and that sharrows be avoided.
- Connectivity will continue to be a big part of this plan, both in the Old East Village and with adjacent districts. Transit cycling infrastructure and pedestrian spaces are all very important moving forward.
- Looks good overall. The execution of making everything people friendly should be a focus.
- The connections from parking to transit should be well light, safe and funding to do so should be a priority.

Other:

- “Affordable Housing” is 70% of lower of market rent including utilities. Please stop referring to “under-market” rent as affordable. It is not.
- No park in Midtown. Want a park.

In addition to the comments submitted by comment cards, approximately 17 individual comments were submitted by a Life Spin representative, which included:

- The Accessible Canada Act works on behalf of 6 million Canadians who are facing disabilities. Identifying barriers to accessibility is essential. Building a concrete landscape feature defies accessibility and creates exclusionary access. This makes no sense in front of a building who serves a wide community.
- “London’s Strategic Plan!” Build a sustainable city that increases mobility and accessibility to meet the long term needs!
- Without a loading zone families in need will go without! No access to free store. No access to Life Spin living room. No access to our advocates.
- Don’t block my access to my advocate.
- “Londoners can safely and easily move around the city in a manner that meets their needs.” Not with a cement barrier.
- Many of our clients have physical limitations so are unable to be [unclear word] without the aid of a walker, wheelchair, or scooter. Putting a cement feature in front of our office at Life Spin is totally disruptive to us serving our clients productively.
- Disabled access to the services offered by Life Spin is critical for our family as we rely on specialized transit to access disability support services. I believe the city is aware of Bill C-81 and yet you continue to ignore input that not only asks you to remove barriers – but not construct them in the first place.
- We regularly have elderly, disabled, mothers with young children frequent our offices. Front parking makes LifeSpin accessible for all.
- We don’t need a cement feature, we need access!
- Do not create the barriers.
- It’s convenient to have park at the front of the office for Christmas sponsorship program as well as our multiple free store donations drop off. And for our disability clients.
- On Feb. 6, 2018 we submitted our concerns with the BRT design that would remove 2 essential parking spots from 864-872 Dundas Street. As noted, they are critical for disabled clients to access the Life Spin office. Life Spin services 5000+ families every year.
- Drop off/pick up 1. For seniors and people with disabilities. ___% of our clients are either senior or people with disabilities making it difficult to enter the building and being dropped off via special transportation (Voyageur) paratransit and especially during winter. Program drop off abilities will be impeded. Free Store. Christmas program. Gift – donations (sponsors). [unclear word] vehicles to up Christmas. 2. Apartments with front entrances – loading ability will be eliminated – mother and child, seniors. Parking is at a minimum for businesses in our block – parking in front assists in providing opportunity to these businesses for customers as well as clients take away on street and other organizations or groups using our facilities – i.e. Ruby Tuesday or reading clubs utilize our LR because it is wheelchair accessible – they get dropped off in front via special transportation. Parking presents ‘safety’ barricade for children lining up for events – backpacks – Christmas – Easter. Vehicles parked present a line of safety from traffic.
- “Nothing about us without us.” Don’t make decisions that affect accessibility without partnering with persons with disabilities.
- A barrier will make it difficult for me to come to my appointments. No barriers.
- I need access to my advocate!
- I work with Christmas donors who unload gifts for 1300 families plus. They require a loading zone in front of Life Spin 866 Dundas Street.

Written Submissions

Submission by Winifred Wake on February 22, 2019:

Dear Kerri Killen,

See below for an e-mail I sent to Anna Hopkins, Chair of PEC. I trust you will find the contents pertinent to the development of the Old East Village Dundas Street Corridor Secondary Plan.

Sincerely,
Winifred Wake

From: W or D Wake [email redacted]
Sent: Friday, February 22, 2019 9:23 AM
To: ahopkins@london.ca
Subject: draft Old East Village Dundas Street Corridor Secondary Plan,

Anna Hopkins
Chair, Planning and Environment Committee
City of London

Dear Anna Hopkins,
I have just made a careful reading of the draft "Old East Village Dundas Street Corridor Secondary Plan" and the associated report to PEC from John Fleming dated February 19, 2019.

While the draft plan contains many commendable features, I am surprised and disappointed that I was unable to find any mention of a commitment to conserving significant natural heritage resources that occur in the area.

I am specifically referring to a bird known as the Chimney Swift, which nests in a number of chimneys within the plan boundary. The Chimney Swift is designated as a Threatened Species both federally and provincially and is protected under both federal and provincial species-at-risk legislation. In chimneys used by swifts, alterations to chimneys and/or the heating systems associated with them can have very negative consequences for this species, which has declined in Canada by 90% since 1970.

From time to time in past years I have provided the City Planning Department with locations for some chimneys within the Secondary Plan area known to be used by swifts. The area contains quite a few additional chimneys that either are used by swifts or have high potential to be so used. All such chimneys should be carefully investigated for swift use before alterations are made to these chimneys or buildings.

Chimney Swifts nest and roost in a number of chimneys in the McCormick area, and their conservation issues were addressed in the McCormick Area Plan. This makes it all the more surprising that Chimney Swifts and their habitat needs have not been incorporated into the current Old East Village Secondary Plan.

I urge the city

- 1) To include in the Old East Village Dundas Street Corridor Secondary Plan a commitment to identify and conserve significant natural heritage resources, such as Chimney Swifts and their nesting habitat, and
- 2) To contact Kathleen Buck, [Management Biologist](#) | [Aylmer District](#) (Natural Resources and Forestry) | 519-773-4785 | kathleen.buck@ontario.ca for additional information.

Sincerely,

Winifred Wake,
Chimney Swift Liaison for Nature London

Submission by Nick Dyjach on March 11, 2019:

Attention: Ms. Kerri Killen
206 Dundas Street
London, ON, N6A 1G7

Dear Ms. Killen,

Reference: Letter of Support for the Old East Village Dundas Street Secondary Plan;
Medallion Developments Inc.

On behalf of Medallion Developments Inc (Medallion), owners of lands municipally known as 729/735/737 Dundas St. and 393 Hewitt St and located within the Old East Village Dundas Street (OEVDS) Secondary Plan, Stantec Consulting Ltd (Stantec) would like to thank you for the opportunity to review the draft Secondary Plan document and express our interest and intent to participate in the planning process of the OEVDS Secondary Plan. As keen stakeholders in the Secondary Plan, Medallion is alongside other land and business owners of the Old East Village and Business Improvement Area that are elated to have the City of London spearheading this planning process to further plan for future development and improvement in the area.

Please accept this letter recognizing Medallion's support of the objectives and policies of the draft Secondary Plan dated February 2019. Further, it is Medallion's intent to subsequently submit a development proposal for their above-mentioned landholdings that will be consistent with the draft policies of this Plan and will bring a transformative mixed use project to the Dundas Street corridor.

Medallion

Medallion is a Toronto based development and property management company with a successful history of community investment and real estate development, with over 1,785 rental apartment dwellings built and managed in London. More importantly, Medallion is actively involved in redeveloping lands in the Old East Village. Medallion's had remediated the extensively contaminated brownfield site prior to construction. The first phase at 700 King Street constructed two residential towers. The second phase at 400 Lyle Street erected a third residential tower, completing a total revamp of the north side of King St., between Lyle St. and Hewitt St.

Proposed Development

This site is located north of Phases 1 and 2 and will be an extension of Medallion's success in the Old East Village. The new development, fronting onto Dundas Street, proposes to erect a 24 storey mixed-use building, with approximately 300 dwellings of 1 and 2 bedroom rental apartments, and ground-floor retail space.

The infill project will invigorate and elevate the "main street" presence of Dundas Street, providing active retail uses and continuous pedestrian oriented streetscape. Increased residential density in the area will help maintain commercial viability and increase prospective business into the area with increased foottraffic and high visibility.

Medallion is proposing to amend the Zoning Bylaw to accommodate the proposed development. It is intended that Medallion will be part of the ongoing Secondary Plan planning process to incorporate the proposed development, contribute to the design principles and criteria of the Plan, and assist the planning application process.

Planning Policy

In review of the Provincial Policy Statement and municipal planning documents, the proposed development is consistent with the intentions of these policies and will efficiently intensify underutilized land, increase residential density in an area that is fully serviced, contributing to housing choice and attainability, and ensuring new construction represents the characteristics of the existing neighbourhood. Both the City of London's Official Plan (1989) and the London Plan provide direction for maximizing underdeveloped sites and making use of existing infrastructure and municipal facilities.

Under the 1989 Official Plan, Medallion's Phase 3 site is designated under the 'Main Street Commercial Corridor' and the proposed development will consider the policies under Section 4.4.1.13.2 that are specific to the Old East Village and permits

revitalization of this corridor, “where the proposed development supports a continuous commercial streetscape and incorporates buildings which are important to the streetscape”. A designated heritage building is located east west of the site and a Heritage Impact Assessment (HIA) will be submitted with the Zoning By-Law amendment application to identify the benefits and opportunities of the nearby resource, as well as provide architectural elements to “fit in” with the existing streetscape.

Currently, a large portion of the City’s new Official Plan (London Plan) is currently under appeal before the Ontario Municipal Board and until resolved, the proposed development will have regard for its policies and guidance. Generally, the London Plan supports redevelopment of the site under the Rapid Transit and Urban Corridors Place Type. The London Plan considers Dundas St. as a ‘Main Street’ and King St. as a planned ‘Rapid Transit’ route in this area. The east arm of the proposed Bus Rapid Transit (BRT) network will be an important catalyst to intensification on Dundas Street. The proposed development is located within walking distance (800 m) of two future BRT platforms, providing vital connections to the downtown and beyond. Although the London Plan considers a maximum building height of 16 storeys (Table 9), there is considerable opportunity for bonusing that is appropriate for transit-supportive development by improving transit viability and increasing ridership within walking distance of station stops. It is anticipated that an increase to the maximum height and density will be facilitated through the adoption of the OEVDS Secondary Plan and be made available to accommodate ambitious and transformative redevelopment such as Medallion’s proposed project.

Since Council’s adoption of the Old East Village Corridor Community Improvement Plan (CIP) in 2004 and OEV Commercial Corridor Urban Design Manual in 2016, the OEV continues to undergo revitalization and development that supports improved pedestrian-oriented streetscape, brownfield redevelopment, retention of heritage buildings, and mixed-use development within the community. The vision of the CIP will be supported in the proposed development by creating a strong and continuous pedestrian-oriented street edge along Dundas Street and promoting compact development that is cognizant of the existing neighbourhood character.

Draft Old East Village Secondary Plan

We have had the opportunity to review the draft Secondary Plan made available to the public for review and feedback. Generally, the policies of the draft Secondary Plan paint a picture for landowners within the OEVDS that support transportation options, higher density residential, and a mix of uses including ground floor commercial opportunities. Medallion’s next phase of development is located within the ‘Dundas Street Old East Village Core Character Area’ (2.3). The proposed development will consist of a point tower on a four storey podium, providing a more human-scale presence at street-level and a continuous pedestrian streetscape with ground-floor retail and activated streetscape. The proposed building is consistent with the permitted highrise form of development planned in this area (3.3.4). The development will endeavor to demonstrate the provision of contributions, facilities and/or services that will permit the use of Bonusing (3.4) to permit increased density and a building height of 24 storeys (3.3.1.g.), that will maximize the redevelopment potential for this location on Dundas Street.

Conclusion

Stantec, on behalf of our client Medallion, would like to emphasize our support for the draft Old East Village Dundas Street Secondary Plan. We are excited to be part of the opportunities afforded by the Plan that will improve the efficiency and viability of redevelopment in the OEV area. We look forward to working with city staff to provide as much information about Medallion’s land development intentions so that there is transparency and mutually beneficial outcomes to progress the redevelopment project in this unique and vibrant community. Moving forward, please consider Stantec as well as Medallion as committed stakeholders, to be included in correspondence and notification of the planning process and any opportunities for community engagement.

Regards,

Stantec Consulting Ltd.
Nick Dyjach
Planner

Submissions by Denise Krogman on May 5, 2019 and May 12, 2019:

From: Denise [email redacted]
Sent: Sunday, May 5, 2019 4:49 PM
To: Killen, Kerri <kkillen@london.ca>
Subject: [EXTERNAL] Old East Village Plan Mtg May 15 2019

My concern regarding the development of "Old East Village Corridor" is the proposed "Drug Consumption Site" at 446 York St. , which borders the site plan. This will NOT be a positive asset to the City's 'plans'. It will attract many drug dealers and drug users, who will inevitably spill out over the entire area. (As seen at 186 King St., current Injection Site) Please let it be known that 446 York St is , in fact, part of this area. Also note that at 444 York st stand 2 heritage properties. We did not receive notification of the meeting; it was given to us from a resident of King st. Please address the proposed "consumption site" and include us in any future 'plans'. Thank you, Denise Krogman 448 York St. [phone number redacted]

From: Denise [email redacted]
Sent: Sunday, May 12, 2019 5:10 PM
To: Killen, Kerri <kkillen@london.ca>
Subject: [EXTERNAL] RE: Old East Village Plan Mtg May 15 2019

Thank you for your reply and information. Yes, I would like my comments to be included in the "Old East Village Corridor" report to Council and any city files pertaining to this (including the overseeing Manager re 446 York st) I find it asinine that a line on a paper excludes certain properties. In reality, there are no boundaries with dangers involved in an area where illegal drugs are condoned and consumed. Revitalization should include rehabilitation and the priority should be saving troubled lives from the street. A larger facility with rehab and housing is needed to make our city meet it's amazing potential. I appreciate your correspondence. Thank you, Denise Krogman [phone number redacted]

Appendix E – 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 main streets.
- 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.

1558_ Secondary plans will be adopted by City Council and form part of The London Plan. Where there is a conflict or inconsistency between the parent policies or maps of The London Plan and the policies or maps of a secondary plan, the secondary plan policies or maps will prevail. Otherwise, the parent policies and maps of The London Plan will be read together and in conjunction with the secondary plan.

1564_ Secondary plans will be written under separate cover, but will constitute part of this Plan.