

*city of london*

of **victoria hospital**  
lands

**Secondary Plan**

June 3, 2013

Prepared by:  
The **Planning** Partnership

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# 1.0 introduction

## 1.1 INTRODUCTION

The Old Victoria Hospital Lands (OVHL), which are located along the Thames Valley Corridor, between Waterloo Street and Colborne Street, represent a prominent site within the SoHo District of London and the City at large. Until recently, it housed one of the City's first medical facilities. This originated in 1866 when the City of London purchased these lands to plan for a proper City hospital. London General Hospital was constructed in 1876, followed by the Victoria Hospital in 1941. The 1876 site was expanded with the addition of various buildings and additions to existing buildings to create the present complex. Given this history, and given its prominent location, the OVHL will continue to play an important role in the future development of the community.

Roadmap SoHo, a community improvement plan that was completed and approved by municipal Council in June 2011 to establish a Community Plan, provides strategic directions for this future development. It was

prepared through an extensive community engagement process led by City of London Planning and Development, and involved the SoHo Community Association, area residents and stakeholders. The final document established a clear vision and principles for the district and included a number of economic, social and environmental initiatives to guide future opportunities for the neighbourhood.

One of the key initiatives emerging from the community improvement plan is the preparation of a Secondary Plan for the Old Victoria Hospital Lands.

## 1.2 LOCATION

This Secondary Plan applies to the lands within the Old Victoria Hospital Lands Plan Area. The limits of the Secondary Plan Area are identified on the figure below and on Schedule 'A' to this Secondary Plan.

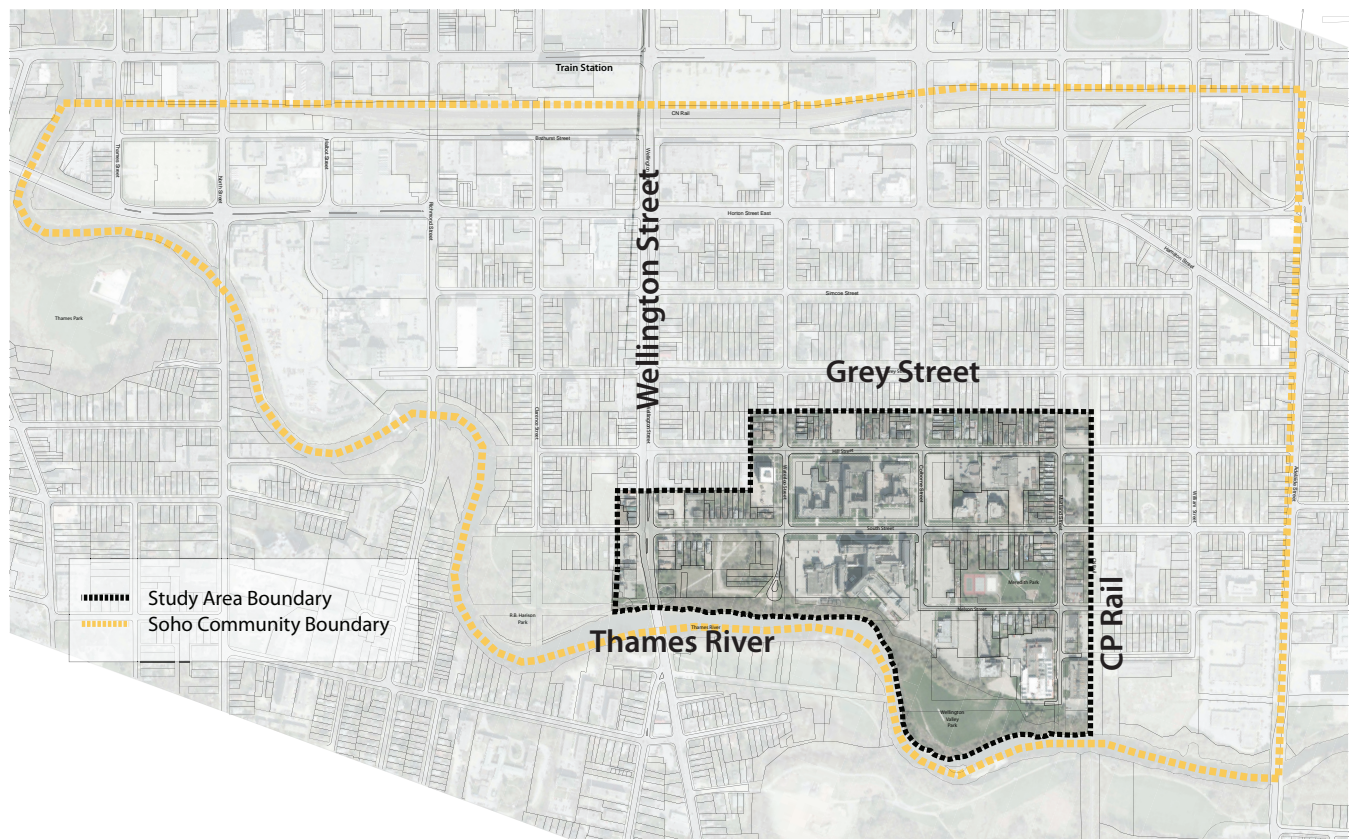


Figure 1: Secondary Plan Study Area

### 1.3 PURPOSE

The purpose of the Secondary Plan is to provide a detailed land use plan, policies for the regulation of land use and development and urban design policies to implement the vision and principles set out in Roadmap SoHo. It will serve to provide a greater level of detail than the general policies of the Official Plan.

This Secondary Plan provides the framework for other initiatives previously identified in Roadmap SoHo which includes the following:

- Establish flexible Zoning for OVHL
- Remove parking metres along South Street and Grey Street
- Explore opportunities for the City to develop the OVHL
- Improve and establish programming for Wellington Valley Park
- Establish programming for new gathering spaces
- Preserve and establish view corridors to the Thames River from OVHL
- Create gathering spaces along the Thames River abutting the OVHL
- Create observation deck overlooking Thames River;
- Create riverfront promenade
- Preserve the Built Heritage of the OVHL campus
- Preserve and enhance the natural heritage system and incorporate into the surrounding development
- Utilize District Energy

With support and input from City of London staff, this Draft Secondary Plan has been prepared by the Planning Partnership Limited, through a comprehensive planning process that involved consultation with the London Health Sciences Centre, the SoHo Community Association and residents/stakeholders of the SoHo Community.

### 1.4 INTERPRETATION

- a) It is intended that the Old Victoria Hospital Lands Plan Area be developed in accordance with the policies of this Secondary Plan in conjunction with the Official Plan of the City of London. Notwithstanding that intention, where there is a conflict between the principles, objectives and/or policies of this Secondary Plan and the Official Plan of the City of London, the principles, objectives and/or policies of this Secondary Plan shall prevail.
- b) Inherent to the Old Victoria Hospital Lands Plan is the principle of flexibility, provided that the general intent and structure of the Plan are maintained to the satisfaction of the City.
  - Boundaries between land use designations are to be considered approximate except where they correspond to roads, river valleys or other clearly defined physical features. Where the general intent of this Secondary Plan is maintained, to the satisfaction of the City, minor designation boundary adjustments will not require an Amendment to this Secondary Plan.
  - Numbers provided within this Secondary Plan are considered approximate. Minor deviations (plus or minus five percent) to any number included in this Secondary Plan may be considered without the need for Amendment to this Secondary Plan, so long as the intent of the Plan is maintained.
- c) Development within the Old Victoria Hospital Lands Area will be guided by a detailed series of policies, regulations and guidelines that will create a liveable and diverse community that is sympathetic to the environmental context.

The following text and maps identified as Schedule 'A' - Land Use Plan, Schedule 'B' - Neighbourhood Structure, and Schedule C - Building Heights, attached hereto, constitute the Old Victoria Hospital Lands Plan.



*vision + land use  
concepts*

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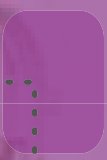




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# 2.0 vision + principles

- a) The Vision for the SoHo community is *'to create a vibrant and healthy urban neighbourhood that celebrates its rich sense of community and heritage and, with its unique links to the Downtown and Thames River, will be a great place to live, work and play!'*
- b) The Old Victoria Hospital Lands Plan is based on achieving the vision and principles established in the community improvement plan, and takes into consideration policies of the Province with respect to sustainable, efficient, cost-effective development and land use patterns, the conservation of natural and cultural heritage features, the protection of public health and safety and the achievement of urban renewal/urban intensification. Further, this Secondary Plan is expected to achieve the goals and objectives of the City of London Official Plan.
- c) The Old Victoria Hospital Lands Plan builds on the principles established in the SoHo District Community Improvement Plan. These include:
  - Desirable, vibrant and diverse (a great place to be)
  - Greener and integrated
  - Creative and leading edge
  - Connected to people and places
  - Safe
  - Healthy
  - Balanced
  - Historically and culturally enriched
  - Anchored - Pride and a strong sense of community
- d) The Old Victoria Hospital Lands Plan also strives to achieve some fundamental principles of good planning and urban design. These are:
  - i) **Place-making** – to recognize the unique aspects of the neighbourhood, understand its heritage, its existing attributes and how they can be enhanced to create a distinct community character  
Place-making involves a multi-faceted approach to the planning, design and management of public spaces, including streetscapes, in combination with buildings in adjacent private spaces.
  - ii) **Transit and pedestrian-oriented development** - to promote permeability, connectivity, mobility and accessibility within and between neighbourhoods, employment lands, parks and open spaces
  - iii) **Design excellence in the public and private realm** - to a comprehensive approach to design and design coordination between private and public areas of the Plan
- e) Inherent to the Old Victoria Hospital Lands Plan is the promotion of energy efficient design, the consideration of active transportation opportunities and the conservation of existing natural and cultural heritage features. These features are conserved and integrated within the overall design strategy and structure of the community.
- f) As a community, the Old Victoria Hospital Lands Plan is intended to be diverse in use, population, and affordability. The key principles that will help to realize this vision include:
  - Provide a diversity of housing types ranging from low-rise townhouses to high-rise apartment buildings to achieve an urban form anticipated in municipal and provincial policy.
  - Provide a mix of uses so that people can have the choice to work, shop and enjoy community facilities within the community of SoHo.
  - Plan for a form of development that will help to promote more affordable forms of housing, and will help to support the provision of public transit and a range of mixed-use activities.
- g) The community structure of the Old Victoria Hospital Lands Plan, is based on principles of pedestrian-oriented and transit-supportive development, with a well-defined and high-quality public realm. These principles will be primary considerations in the review and approval of private development applications in the Plan area. More specifically, the community should be developed to should achieve the following:

## Cultural Heritage

From 1876 to until recently, the London General Hospital facility has been the focus of this neighbourhood. The physical planning and design of the area has, in large part, been shaped by the hospital. Its legacy can be seen in the number of historic buildings along South Street and Colborne Street. Future development should recognize this important legacy. As well, the surrounding residential buildings, developed over the same period of time is characterized by a diversity of older homes. As such, it is the intent of this Secondary Plan to:

- Preserve and incorporate heritage buildings, identified for preservation in the Cultural Heritage Assessment, 2011, within new development blocks and within new buildings, where possible.
- Protect the character of the existing residential areas by providing a transitional buffer of low to mid-rise housing on lands that are in proximity to the existing neighbourhoods.
- Given the legacy of the hospital, consideration may be given to creating a heritage conservation district that links this area to the wider community via South Street and Colborne Street. This notion could be further articulated through public art elements that recognize the historic uses in the area.

## Natural Heritage

The City recognizes the Thames Valley Corridor (Thames Valley Corridor Plan OP 2.9.3) as an important natural, cultural, recreational and ecological resource within the Region. The vegetation in the corridor is important to stormwater management by managing run-off, reducing siltation and erosion, reducing pollutants that could enter the water, and filtering water.

As such, it is the intent of this Secondary Plan to:

- Preserve and enhance the existing vegetation within the Thames Valley Corridor.
- Preserve and enhance views and connections to the Thames Valley Corridor by reinforcing the existing north-south street grid, developing enhanced streetscapes within the public realm, and creating an urban park (riverfront promenade) along the top of the valley.
- Promote sensitive intensification within the blocks adjacent to the valley corridor, with a mixture of uses, including high-rise apartment buildings on ground-related podiums.



London General Hospital (1875)



Victoria Hospital circa 1905



Thames Valley Corridor

## The Four Corners / Colborne Street

The intersection of South Street and Colborne Street is recognized as an important cross-roads in the neighbourhood, with Colborne Street providing a major north-south link to the Thames River. As such, it is the intent of this Secondary Plan to:

- Develop the intersection and adjacent lands as ‘The Four Corners’, the central focus for the neighbourhood and a ‘Gateway’ to the Thames Valley Corridor.
- Ensure planning and design considerations for both the private and public realm extend along both sides of Colborne Street to the top of the Thames Valley Corridor.
- Create a mixed-use pedestrian node that has strong visual and pedestrian connections to the Thames Valley Corridor.
- Promote and integrate a modest amount of

mixed-use/commercial, and other employment generating uses, within new buildings, to serve the local neighbourhood. These commercial uses are not intended to compete with the Wellington Street Mixed-Use Mainstreet.

- Incorporate the War Memorial Children’s Hospital building and the Colborne building into the development of the Four Corners. Built form and public realm design will highlight and enhance these heritage features as integral components of the building(s) and public space(s).
- Recognize the historic significance and importance to the community, of these buildings through designation under the Heritage Act and interpretation through appropriate signage.
- Implement the vision for The Four Corners as an initial phase of development.



Examples of town

## South Street Promenade

South Street is recognized as the primary east-west road in the neighbourhood, providing access/connection from Wellington Street to the east. As such, it is the intent of this Secondary Plan to:

- Develop South Street as an enhanced tree-lined pedestrian promenade, utilizing the existing boulevards to implement walkways, landscaping, tree planting and site furnishings.
- Ensure development is coordinated with public transit, which currently runs along South Street and is anticipated to connect to future a BRT route along Wellington Street.

- Ensure the coordination of public realm improvements with adjacent development and that buildings within adjacent development blocks are sited and designed to reinforce and enhance the South Street Promenade.
- Continue to provide opportunities for on-street lay-by parking in the context of any streetscape improvements.
- Implement the vision for the South Street Promenade as an initial phase of development.



*Example of a tree-lined street*

## Riverfront Promenade

Access to the Thames Valley Corridor is recognized as an important objective for the community and is one of the principles of the Thames Valley Corridor Plan. As such, it is the intent of this Secondary Plan to:

- Develop the area along the top of the Thames Valley Corridor, as a ‘Riverfront Promenade’, implementing key strategies of the Thames Valley Corridor Plan.
  - Develop the Riverfront Promenade as a new public park under the category of ‘Urban Park’, an important park/open space amenity within the neighbourhood, the community and the City.
  - Ensure that the planning and design of adjacent private development is considered in the context of achieving the animated, activated and pedestrian-oriented community amenity that is envisioned for the Riverfront Promenade.
  - Ensure that buildings within adjacent development blocks are sited and designed with main facades and entrances oriented to the Thames Valley.
  - Develop the Riverfront Promenade as a shared use zone that provides access to both private development as well as the Thames Valley Corridor.
  - Develop the Riverfront Promenade as a transition from the natural areas associated with the Thames Valley Corridor to the SoHo neighbourhood.
  - Develop the Riverfront Promenade to include a series of small vista parks located along the valley to allow viewing and gathering opportunities.
  - Identify opportunities for the Riverfront Promenade to incorporate an extension of the Thames Valley Parkway.
- g) The design and function of these key community features is important to the SoHo District and the City, and shall be considered comprehensively through the development approvals process.



*Above and adjacent page: Examples of elements envisioned for the Riverfront Promenade*



h) Sustainable and transit-oriented development are underpinning principles of the Plan. As such, it is the intent of this Secondary Plan that the following objectives will be considered in the review of all public and private sector development applications within the Old Victoria Hospital Lands Area:

### Transit

- Complement and support the transit system through a network of active transportation facilities to further promote walking, cycling, and the use of public transit.
- Develop the transit network to support bike use through the provision of bike racks, bike storage, and lockers at transit stations.
- At the Site Plan stage, if a transit stop is located within 400 metres of a building, locate and orient the functional entrance(s) to provide convenient access.

### Walkability/ Bicycle Path

- Develop the street and block pattern allows for an interconnected network of sidewalks, bicycle routes, transit, multi-use paths, and on-road bicycle lanes to ensure proper integration with surrounding neighbourhoods, the natural heritage system, where feasible, and a variety of destinations, allowing for continuous movement throughout the community.
- Incorporate traffic calming strategies and methods as outlined in the City's Traffic Calming Policy.
- Provide high quality streetscapes that include appropriate planting materials to address summer/winter conditions and to create a connected urban canopy (year 10) on local roads.
- Provide comprehensive streetscape elements to enhance Walkability (i.e. trees, pedestrian crossings, pavement patterns, bump outs, speed humps, lighting).
- Plan pedestrian and cycling routes to travel to

or from transit stops, with access to trip end facilities such as secure long-term bicycle parking such as lockers, secure short-term bicycle parking such as bicycle racks, and consider showers in commercial/office buildings.

- In areas of mixed use, create enhanced pedestrian zones, that include expanded sidewalks (paved areas) to support commercial/retail uses and accommodate sidewalk cafes, kiosks, and streets vendors. In addition to accommodating the retail uses, ensure accessibility is considered along the sidewalk and entrances to buildings.
- To increase cycling ridership, Provide cycling infrastructure, such as commuter bicycle lanes, off-road recreational (multi-use) paths, and end of trip facilities such as bicycle parking and storage.

### Urban Canopy/Streetscapes

- Recognizing the importance of the urban canopy to a sustainable community, protect existing significant trees and provide opportunities to plant new trees.
- Provide a planting strategy based on reinforcing and enhancing the attributes of existing vegetation, enhancing the urban tree canopy, promoting a diverse tree population and utilizing native, non-invasive, drought and salt-tolerant stock, wherever possible.
- Significant street trees should provide shade over at least 40% of the length of the sidewalk and/or multi-use path or streets to reduce heat island effect and enhance pedestrian comfort and safety.
- Plant street trees on all streets to provide a generous canopy at maturity, to create shade and shelter for pedestrians, to enhance the streetscape, and to contribute to traffic calming. The design for urban streets should result in a safe and pleasant environment and the traffic calming benefits of streets trees close to pave-

ment surface is integral.

- Restore a natural/permeable condition and facilitate the creation of tree-lined streets, existing angled parking should be converted to lay-by parking and the areas where these are to be provided should be examined further.

### Adjacency to the Thames Valley Corridor

- Integrate natural features as part of the neighbourhood's character and open space system.
- Maintain public views and accessibility to natural features through streets and open spaces along natural feature boundary.
- Building along the Thames Valley Corridor should be stepped away from the River, in accordance with policies of the Thames Valley Corridor Plan.

### Construction Practices

- Reduce construction waste by recycling and/or salvaging at least 50% of nonhazardous construction and demolition debris. Include a designated area on site for recyclable materials
- Recycled/reclaimed materials is encouraged to be used for new infrastructure including roadways, parking lots, sidewalks, unit paving, curbs, water retention tanks and vaults, stormwater management facilities, sanitary sewers, and/or water pipes, when feasible.
- All buildings should utilize best practices for design and construction techniques in order to reduce the amount of construction waste produced.
- All buildings should utilize the use of trees in their design as a method of promoting green materials and technology.
- Shade requirements (eg. 50% shade by year 10) will be developed for all sidewalks, parking areas, driveways and other road surfaces.
- Reduce solid waste in the construction process



of public infrastructure through the retention of existing buildings where possible, and through best practices in design and construction techniques.

- Incorporate green building material standards to reduce impact on the environment and ensure materials are purchased/obtained from a responsible ethical sources.
- Subject to availability and depending on building type, occupancy, and complexity, 30% to 80% of all building materials (based on cost) should be harvested and recovered, manufactured, or extracted locally.
- Encourage all new municipal buildings and projects to use green technologies through certification in order to demonstrate the Region's commitment as a leader in promoting sustainable forms of development green technologies.
- Encourage the use of porous or permeable pavement instead of standard asphalt and concrete for surfacing sidewalks, driveways, parking areas, and many types of road surfaces as a stormwater run-off management strategy.



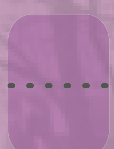
*goals + objectives*

HOSPITAL



# Art 3 Library

LIBRARY



# 3.0 goals + objectives

The goal of the Secondary Plan is to provide a policy framework for detailed land use planning to guide future development in the Old Victoria Hospital Lands Secondary Plan Area. These will be implemented by the mechanisms set out in this Secondary Plan and the other planning tools available to the City, including implementing zoning by-laws and site plan control.

## 3.1 Land Use

- a) To create a balanced, sustainable, energy efficient and pedestrian oriented community comprised of residential areas, and to provide opportunities for a variety of housing types, retail/commercial uses, employment opportunities, administrative facilities and community facilities.
- b) To ensure a complete and integrated community comprised of:
  - A mix of uses that meet the daily needs of all residents.
  - An appropriate integration of compatible land uses.
  - Compatibility of building types, achieved through consideration of their scale, massing and relationship to each other.
- c) To ensure that the Old Victoria Hospital Lands neighbourhood identified on Schedule 'A' within the Secondary Plan Area is designed to accommodate the future growth of the City in a coordinated and logical manner that is sympathetic to the context.

## 3.2 Urban Design

To encourage a high quality and consistent level of urban design for the public and private realms through adherence to the principles, policies and requirements of this Secondary Plan.

## 3.3 Residential Development

- a) To create an urban environment that provides for safe, functional and attractive residential areas.
- b) To provide for the accommodation of a projected development potential of approximately 1,500 to 2,000 new dwelling units upon full build out of the Old Victoria Hospital Lands Secondary Plan Area, which is anticipated to occur in appropriate stages

over a long-term planning horizon.

- c) To promote energy efficient development and construction techniques.

## 3.4 Mixed-Use Development

- a) To provide for mixed-use development in key locations of the community.
- b) Mixed-use opportunities that serve the local needs of the neighbourhood, are a key component of a complete community. The form and nature of mixed-use development in the Plan area will not detract from the Mixed-Use Mainstreet District along Wellington Street.
- c) The design elements for mixed-use development areas must be to the highest design standards possible.

## 3.5 Community Facilities/Emergency Services

- a) To provide for opportunities to locate community facilities and emergency service facilities to serve the needs of residents.
- b) To encourage multi-functional, shared use of public lands and buildings.
- c) Community facilities include schools, recreation facilities, emergency services facilities, as well as seniors housing. To a large extent, these types of community facilities will be required as the population of neighbourhood grows. These facilities will be planned and built over time through the policies of the City and other facility providers.
- d) The design elements of all community facilities must be to the highest design standards possible.

## 3.6 The Parks and Open Space System

- a) To implement the vision and goals of the Parks and Open Space Master Plan, the Bicycle Master Plan and the Thames Valley Corridor Plan.
- b) To provide a hierarchy of interconnected and functional parks and open space for the community that is accessible and visible to residents, and is connected to the Thames Valley Corridor and the City's parks and open space system beyond the Old Victoria Hospital Lands Plan Area.
- b) To ensure continuity of the parks and open space system and to provide opportunities for recreational

and naturalized links within the Old Victoria Hospital Lands Secondary Plan Area and to the broader City of London.

- c) To conserve significant natural and cultural heritage features, in accordance with local, Regional and Provincial policies.

### 3.7 Connections/Linkages

- a) The existing on-street bicycle route along South Street shall be maintained. The City's Transportation Master Plan recommends a new on-street bicycle lane along Colborne Street and Nelson Street, connecting to Western University.
- b) Pedestrian connections adjacent to the Thames Valley Corridor shall be planned to anticipate use and to avoid impact on the features and their environmental functions.
- c) Mid-block pedestrian connections are needed in larger blocks and are shown on Schedule B. These connections are generally located at the middle of the block and will be of sufficient width to be utilized as servicing corridors if necessary.
- c) All roads will be designed as important components of the public realm. Provisions shall be made for the lining of streets with trees in the boulevards and / or front and exterior side yards. This provides for a more aesthetic pedestrian environment and assists with traffic calming. All streets shall have sidewalks.
- d) Community design will be based on the existing grid system of streets and blocks that maximizes the principles of connectivity and permeability and enables ease of access within and through the neighbourhood.



Example of a mid-block pedestrian connection

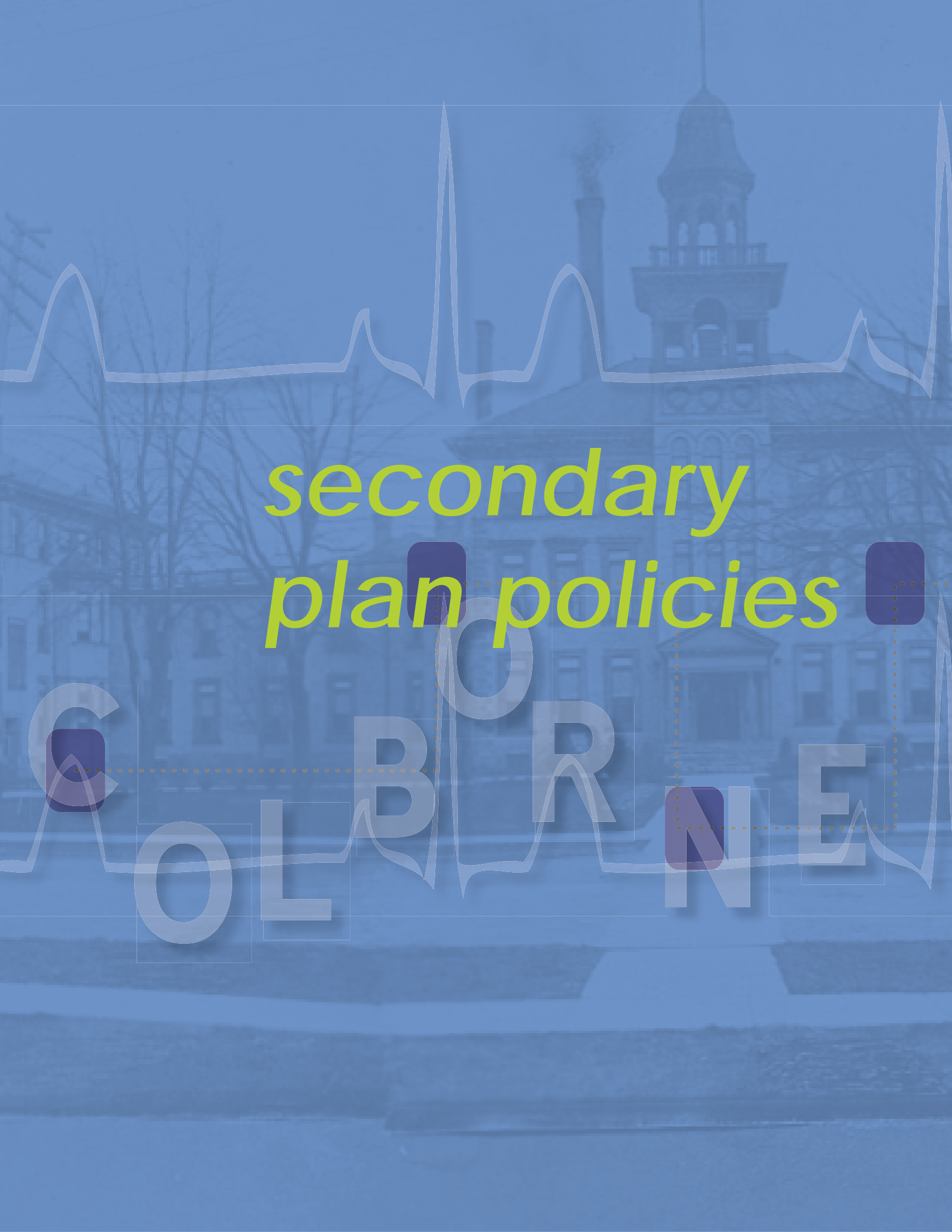
- e) Road network connectivity shall not become a justification for breaching large, significant natural features. Roads adjacent to environmental areas shall be carefully considered based on an appropriate balance between the need for the road, the principles of connectivity and permeability and the protection of the integrity of the significant natural feature.

### 3.8 Transportation

- a) To develop an integrated active transportation system that provides a variety of connections within the neighbourhood and to the rest of the City of London.
- b) To create a highly inter connected network of roads and lanes that provide for ease of access, orientation and safety for pedestrians, cyclists and vehicles.
- c) To create a linked pedestrian system composed of multi-use paths roads, lanes and open spaces, sidewalks, off road paths and bicycle lanes.
- d) To ensure that the required components of the transportation system for any portion of the Secondary Plan Area are committed to be in place and operative prior to or coincident with development.
- e) To facilitate the phased implementation of transit services based on acceptable operational and financial criteria.

### 3.9 Services/Infrastructure

- a) To ensure that the services, including the necessary water, sanitary sewer and storm water management systems, power, streetlights, natural gas and communication services required for any part of the Secondary Plan Area, are in place and operative, prior to, or coincident with the development of the land.
- b) To ensure that stormwater management facilities are designed to fulfill their functional purpose, are treated as aesthetic components of the greenlands system and that they do not negatively impact on natural heritage features or cultural heritage landscapes at any time in the land development process.
- c) To promote the use of Alternative Development Standards and the use of green infrastructure throughout the community.

The background features a faded image of a large, multi-story building with a prominent central tower and a steeple. A white stethoscope is overlaid on the image, with its chest piece positioned over the text. The overall color scheme is a monochromatic blue.

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plan policies*

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BUILDING



# 4.0 land use policies

## 4.1 GENERAL LAND USE POLICIES

- a) The basic pattern of land use for the subject lands is established as shown on Schedule 'A' of this Secondary Plan.
- b) Schedule 'A' provides for the general location and distribution of the following land use designations:
  - i) Low-Rise Residential Designation
  - ii) Mid-Rise/Mixed Use Designation (Four Corners/Colborne Street)
  - iii) High-Rise Residential Designation
  - iv) Institutional/Community Use Designation
  - v) Institutional/School Symbol
  - vi) Future Development Potential Designation (Laundry Facility)
  - vii) Thames Valley Corridor/Open Space Buffer
  - viii) Parks symbol
- d) All new development will have new existing infrastructure.
- e) Notwithstanding any other policies of this Secondary Plan, stormwater management facilities including stormwater management ponds, and all municipal facilities and utilities, shall be permitted on lands in any land use designation.

The City will require that an Environmental Impact Study be completed to its satisfaction, in conjunction with the relevant public agencies where any of these facilities and/or developments are proposed entirely, or partially within the trigger distances of adjacent Natural Heritage System components as set out in Section 15 (Environmental Policies), Table 15-1 of the Official Plan.

## 4.2 HOUSING POLICIES

- b) This Secondary Plan provides opportunities for a broad range of housing forms throughout the neighbourhood.
- c) The City reserves the right to monitor and ensure, through the implementing zoning by-law and site plans, that the mix of housing types is appropriate and is in conformity with the provisions of this Secondary Plan and any Provincial policy requirements.

### 4.2.1 AFFORDABLE HOUSING

- a) It is the objective of this Plan that a minimum (25) percent of all new residential development within the Old Victoria Hospital Lands Secondary Plan Area meet the Provincial definition of affordable housing. Affordable housing may be achieved by:
  - i. Promoting higher density housing forms, where housing is more affordable due to reduced per unit land costs.
  - ii. Building smaller units, where housing is more affordable due to lower development and/or redevelopment costs.
  - iii. Applying government grants and/or subsidies, including land dedication, that will reduce overall development costs.
  - iv. Waiving or reducing municipal permit fees, taxes and/or development fees.
  - v. Encouraging the development of accessory apartments/secondary suites.
- b) The City will work with other government agencies and the private sector, to promote innovative housing forms, development techniques, and incentives that will facilitate the provision of affordable housing.
- c) Affordable housing will be encouraged to locate in proximity to local community facilities and existing or potential public transit routes and active transportation facilities.





Figure 2: Demonstration Model, view from the Thames River

# 5.0 land use designations/symbols

## 5.1 GENERAL LAND USE DESIGNATIONS

- a) All development within the Low-Rise Residential, Mid-Rise Mixed-Use, High-Rise Residential and Institutional/Community Use designations shall be subject to the Site Plan Control provisions of the Planning Act and conform to the Urban Design Policies of this Plan.
- b) All development shall be subject to a shade requirement for all parking areas, driveways and other road surfaces.

## 5.2 LOW-RISE RESIDENTIAL DESIGNATION

- a) The Low-Rise Residential designation shall accommodate a range of ground-related housing and open space uses. Permitted residential building types shall predominantly include ground related townhouse dwellings including street townhouses, block townhouse development and multi-plex units.
- b) The permitted uses shall also include community facilities, schools, public parks and open space linkages, public or private sector utilities and storm water management and transportation facilities.
- c) Building heights shall generally not exceed 3.5 storeys, or 10.5 metres, whichever is less;
- d) Within the Low-Rise Residential designation, dwellings will address the road and garage doors shall not dominate the view of the streetscape. Front and exterior side yard porches shall be encouraged. The implementing zoning by-law shall include details with respect to build within zones for front and exterior side yards, as well as the maximum percentage of lot frontage permitted to accommodate garage doors. Special provisions with respect to porches shall also be included in the by-law.
- e) Neighbourhood Parks, where noted within the Low-Rise Residential designation shall be a minimum of 0.25 hectare in size, and shall have significant frontage on public roads. The Neighbourhood Parks are to be accepted as part of the parkland dedication required under the Planning Act.
- f) The use of lane-based residential uses should be considered where possible. This form of housing generates strong residentially scaled streetscapes with room for street trees and on-street parking.

## 5.3 MID-RISE RESIDENTIAL DESIGNATION

- a) The Mid-Rise Residential designation may include mid-rise apartment buildings.
- b) Permitted uses shall include mid-rise apartment buildings, neighbourhood parks, parkettes, urban squares and open space linkages, community and emergency service facilities, public or private sector utilities and storm water management and transportation facilities.
- c) Building heights shall be between 6 and 11 storeys or between 22 to 40 metres. The ground floor of all buildings shall be a minimum of 4.25 metres.
- d) All development within the Mid-Rise Residential designation will address the road, and garage doors/service facilities shall not dominate the view of the streetscape. Front and exterior side yard porches shall be encouraged on all ground-related residential units. The implementing zoning by-law shall include details with respect to build within zones for front and exterior side yards, for the various anticipated development types and forms. Special provisions with respect to porches for the ground-related residential uses shall also be included in the by-law.
- e) No individual, direct access shall be permitted for any development lot within the Mid-Rise Residential designation along South Street.
- f) All development within the Mid-Rise Residential designation shall be subject to the Site Plan Control provisions of the Planning Act and conform to the Urban Design Policies of this Plan.

## 5.4 MID-RISE/MIXED USE DESIGNATION

- a) The Mid-Rise/Mixed Use designation applies to lands adjacent to the Four Corners and along Colborne Street, as identified on Schedule 'A'.
- b) The principal uses permitted within the Mid-Rise/Mixed Use designation include residential, business and professional offices, retail stores, restaurants, banks and personal service uses, private and commercial schools and parks and open space linkages. All public and private sector utilities are permitted within the mid-rise/mixed-use designation.
- c) Residential uses shall be integrated as part of mixed use development.

- d) Seniors residential uses may be permitted in the Mid-Rise/Mixed Use designation.
- e) Restrictions on the range of permitted uses shall be identified in the implementing zoning by-law.
- f) Building heights shall be between 6 and 11 storeys or between 22 to 40 metres. The ground floor of all buildings shall be a minimum of 4.25 metres.
- g) All buildings will be oriented to face the higher order roadway. For corner lots, buildings will be oriented to provide a primary face on both street frontages. For lots that have frontage on the Thames Valley Corridor, buildings will be oriented to provide a primary face on the River.
- h) All development within the Mid-Rise / Mixed Use designation will address the road, and garage doors/ service facilities shall not dominate the view of the streetscape.
- i) Front and exterior side yard porches shall be encouraged on all ground-related residential units. The implementing zoning by-law shall include details with respect to build within zones for front and exterior side yards, for the various anticipated development types and forms. Special provisions with respect to porches for the ground-related residential uses shall also be included in the by-law.
- j) Where a rear or exterior lot line or building facade abuts a public road and /or a public open space, special landscaping/building treatments shall be required to ensure that the rear and/or side building facades are attractive and/or appropriately screened from view.
- k) No individual, direct access shall be permitted for any development lot within the Mid-Rise / Mixed-Use designation along South Street.
- l) The number of access points to public roads shall be minimized and the use of a joint or shared access point is encouraged.
- m) All parking, storage and loading areas shall be appropriately screened, landscaped and buffered from all adjacent land uses and road rights-of-way.
- n) All storage and display areas for retail sales shall be carried out entirely within wholly enclosed buildings.

## 5.5 HIGH-RISE RESIDENTIAL DESIGNATION

- a) The High-Rise Residential designation may include a range of high-rise residential apartment building housing types and shall be on full municipal services.
- b) Permitted uses include residential building types such as high-rise apartment buildings, mixed use buildings with small scale retail/service commercial uses and parks and open space linkages, community and emergency services and facilities, public or private sector utilities and storm water management and transportation facilities. Single-detached and semi-detached units are specifically not permitted within the High-Rise Residential designation.
- c) Grade-related commercial uses are permitted within the street facing podium of high-rise buildings, including business and professional offices, retail stores, restaurants, banks and personal service uses, private and commercial schools and parks and open space linkages.
- d) Building heights shall be between 12 and 20 storeys or between 43 to 72 metres. The ground floor of all buildings shall be a minimum of 4.25 metres.
- e) All development within the High-Rise Residential designation will address the road, and garage access/ service facilities shall not dominate the view of the park. The implementing zoning by-law shall include details with respect to build within zones for front and exterior side yards, for the various anticipated development types and forms.
- f) Where a rear or exterior lot line or the rear or side building facade abuts a public road, public open space, and/or a residential lot, special landscaping/building treatments shall be required to ensure that building facades and servicing areas are attractive and/or appropriately screened from view.

## 5.6 INSTITUTIONAL/COMMUNITY USE DESIGNATION

- a) The Institutional/Community Use designation applies to lands as identified on Schedule 'A'. It is anticipated that existing (or upgraded) municipal services will accommodate the full range of permitted uses within this designation.

- b) The principal uses permitted within the Institutional/Community Use designation may include:
  - i) institutional uses of all types;
  - ii) community uses, including:
    - Community Recreation Centres;
    - Libraries; and,
    - Public Art Galleries;
  - iii) public parks and open space linkages; and,
  - iv) public or private sector utilities and storm water management and transportation facilities.
- c) Restrictions on the range of permitted uses, including land uses that may utilize toxic materials and/or may have the potential to cause environmental damage and the amount, type and location of open storage, shall be identified and regulated in accordance with applicable provincial policies and/or guidelines on a site by site basis, in the implementing zoning by-law.
- d) Restrictions on the range of permitted uses shall be identified on a site by site basis, in the implementing zoning by-law.
- e) Where any lot within this designation abuts an existing residential lot, commercial recreational or any other sensitive land use, landscaping/building treatments shall be required to ensure that the use is appropriately screened from view and undue adverse impacts are appropriately mitigated. In these locations, a minimum five metre landscaped buffer strip shall be included on the non-residential property designated Employment, and shall be landscaped to the satisfaction of the City.
- f) The number of access points from individual lots to public roads shall be minimized. Shared access and internal connections between multiple lots is encouraged.

## 5.7 INSTITUTIONAL/SCHOOL SYMBOL

- a) One existing school site and one existing place of worship site are identified symbolically on Schedule 'A'. These are located on existing Hill Street, in proximity to existing residential areas.
- b) The City will cooperate with the School Boards to

plan for the needs of the neighbourhood.

- c) School sites and buildings will be developed with the following policies and will have regard for Urban Design Policies of this Plan:
  - i) joint use sites and multiple use, multiple storey buildings will be encouraged wherever possible. The City will work with the School Boards to achieve appropriate and efficient site designs, and to maximize public service and safety;
  - ii) schools shall be located on a Primary Road to be accessible by residents in more than one neighbourhood;
  - iii) parking and loading areas will be provided and access points designed in a manner that will minimize conflicts between pedestrian and vehicular traffic and will enhance the aesthetic character of the neighbourhood.

## 5.8 FUTURE DEVELOPMENT DESIGNATION

- a) The intent of the Future Development designation is to recognize long-term development potential of the identified lands, notwithstanding that an appropriate land use and servicing strategy will need to be carried out through a further Amendment to this Secondary Plan.
- b) To facilitate urban development on these lands, all of the studies identified in this Secondary Plan shall be required to support the Secondary Plan Amendment.

## 5.9 THAMES VALLEY CORRIDOR/OPEN SPACE BUFFER

- a) A municipally owned open space corridor, following anticipated UTRCA regulatory limits, will be retained as parkland between future development and the Thames Valley Corridor current 'top of bank'. This parkland provides adequate space to develop an urban park promenade, and extend the Thames Valley Parkway, while respecting the surrounding natural heritage features.
- b) Lands within the Thames Valley Corridor/Open Space Buffer designation may be developed as parks and open space features.

- c) Any development, including any necessary infrastructure and roads proposed within the Thames Valley Corridor/Open Space Buffer shall be subject to the policies of the City of London Official Plan and the Upper Thames River Conservation Authority.

## 5.10 PARKS SYMBOL

- a) Public parks are intended to combine with the Thames Valley Corridor to form an inter-connected parks and open space system, a fundamental structuring element of the Secondary Plan Area. Parks shall include lands within the following categories:
  - i) Neighbourhood Parks;
  - ii) Urban Parks (Vista Parks, Heritage Square, Riverfront Promenade);
  - iii) District Parks;
  - iv) Open Space.
- b) Neighbourhood Parks are shown symbolically on Schedule 'A' as Park. The locations, configuration and boundaries of these Neighbourhood Parks shall be confirmed by the City, and may be revised, in accordance with the findings and recommendations of the Environmental & Parks Planning Section without further Amendment to this Secondary Plan.
- c) Public Parks shall be established in accordance with the following:
  - i) Neighbourhood Parks - Neighbourhood Parks are shown symbolically on Schedules 'A'. The Neighbourhood Parks are expected to form the central focus in each of the residential areas within the neighbourhood. Neighbourhood Parks shall perform an array of functions within the community and can range in size from 0.25 of a hectare to 3.5 hectares, depending upon their planned roles and function. Where possible, Neighbourhood Parks will be integrally connected to trails within the natural heritage system. Neighbourhood Parks are to be located within an approximately 5 minute walk for most residents and are expected to accommodate a range of recreational, social and leisure activities.

- ii) Urban Parks

The Heritage Square is a small urban park located within the 'Four Corners', and associated with the Old War Memorial Children's Hospital building. The Heritage Square will be designed and built in accordance with City guidelines and be accepted as part of the required parkland dedication, and shall have a minimum size of 0.25 hectares. It will be designed to function as a neighbourhood gathering area, support the mixed-uses within the adjacent buildings and incorporate design elements that reference and reflect the cultural heritage of the neighbourhood.

The Riverfront Promenade is a continuous linear urban park located along the top of the Thames Valley Corridor. It forms an important component of the open space network and community fabric, incorporating an extension of the Thames Valley Parkway between Wellington Street and Maitland Street.

- iii) The District Park located in the lower flood plain is to be upgraded.
- iv) Open Space, including natural heritage features will form part of the connected open space system.
- d) All Neighbourhood Parks and Urban Parks, including the Heritage Square, Vista Parks and Riverfront Promenade, shall be accepted by the City as contributing to the parkland dedication requirements of the Planning Act. No Neighbourhood Park or Urban Park shall be accepted as parkland dedication if it incorporates any components of a public utility that encumbers its use for programming, landscaping or building in any way.
- e) Parkland dedication or cash-in-lieu, will occur in accordance with the provisions of the Planning Act, including the use of the alternative parkland dedication requirement for 1 hectare of parkland per 300 dwelling units, at the discretion of the City.

# 6.0 urban design policies

## 6.1 GENERAL PROVISIONS

- a) The Old Victoria Hospital Lands Secondary Plan is premised on achieving several key initiatives:
- Activating the River's Edge
  - Embracing the Heritage
  - Animating the Streets
  - Creating a Central Focus
- b) The intent of these urban design guidelines is to build upon the goals and objectives outlined in section 3.0 and provide a greater level of detail and specificity, with respect to the form, function and relationships between the elements of the Plan. These guidelines will be used to guide development and to evaluate proposals through the various stages of the review and application process. These guidelines are premised on:
- i) high-quality urban design
  - ii) coordination of public and private development
  - iii) the provision of a clearly defined public realm
  - iv) consistent built form
  - v) safety, accessibility and comfort in the pedestrian environment
  - vi) energy efficient neighbourhood and building design
  - vii) support for active transportation including transit services throughout the community

## 6.2 PUBLIC REALM

- a) The public realm comprises public roads, lanes, parks and open space, natural heritage features, storm water management facilities, and the public use activity areas of public lands and private development sites and buildings.

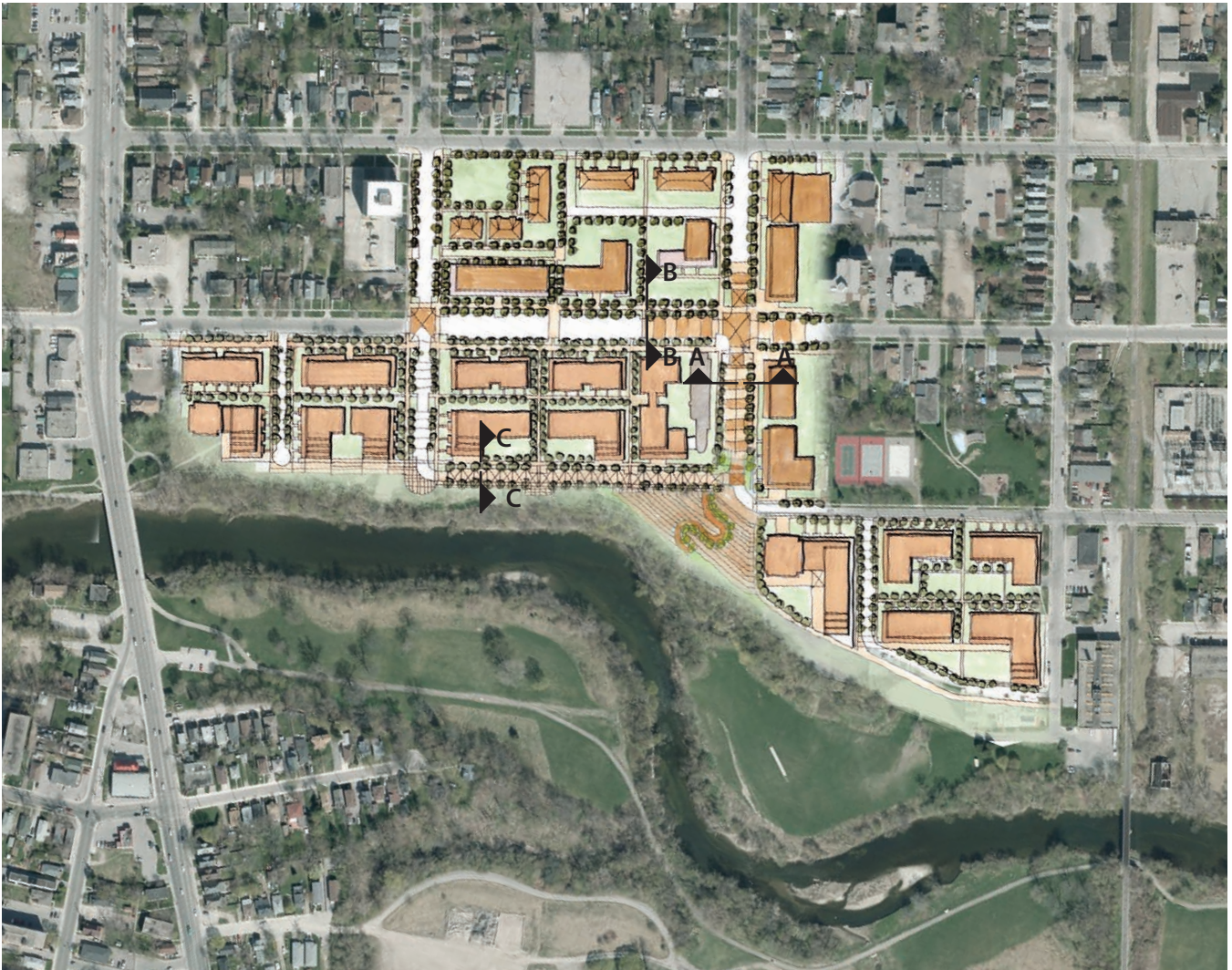


Figure 3: Demonstration Plan, Public Realm



## 6.2.1 Roads

- a) It is intended that roads will:
  - i) generally be maintained in their existing pattern
  - ii) provide access for vehicles, pedestrians and bicycles, opportunities for vistas, view corridors and pedestrian amenity areas, and space for utilities and services
  - iii) be subject to comprehensive streetscape requirements, including landscaping, that will ensure that the public realm is consistent in quality and design
  - iv) be re-designed with an emphasis on the pedestrian realm and to ‘Animate the Streets’
- b) The design of South Street, Colborne Street and Waterloo Street will include:
  - i) A minimum 3.0m wide sidewalk, enhanced with decorative pavement. Sidewalks should be expanded in width in mixed-use areas and coordinated with the entrances of adjacent buildings and public spaces.
  - ii) Large deciduous canopy trees planted on both sides of the sidewalk to create an alley. Tree species should be native and display a high tolerance for urban conditions.
  - iii) Pedestrian-scaled decorative street lights. The location and design of street lights should be coordinated with the location of trees and other street furniture elements.
  - iv) Planters/seatwalls to enhance key locations such as the mixed-use Four Corners, building entrances, mid-block pedestrian connections.
  - v) A coordinated street furniture program including seating, planters, waste/recycling receptacles, newspaper/publications boxes, bicycle lock-ups, bollards, and community information kiosks. Stylistically, designs should be complementary to both heritage and contemporary forms of design.

Examples of streetscape elements



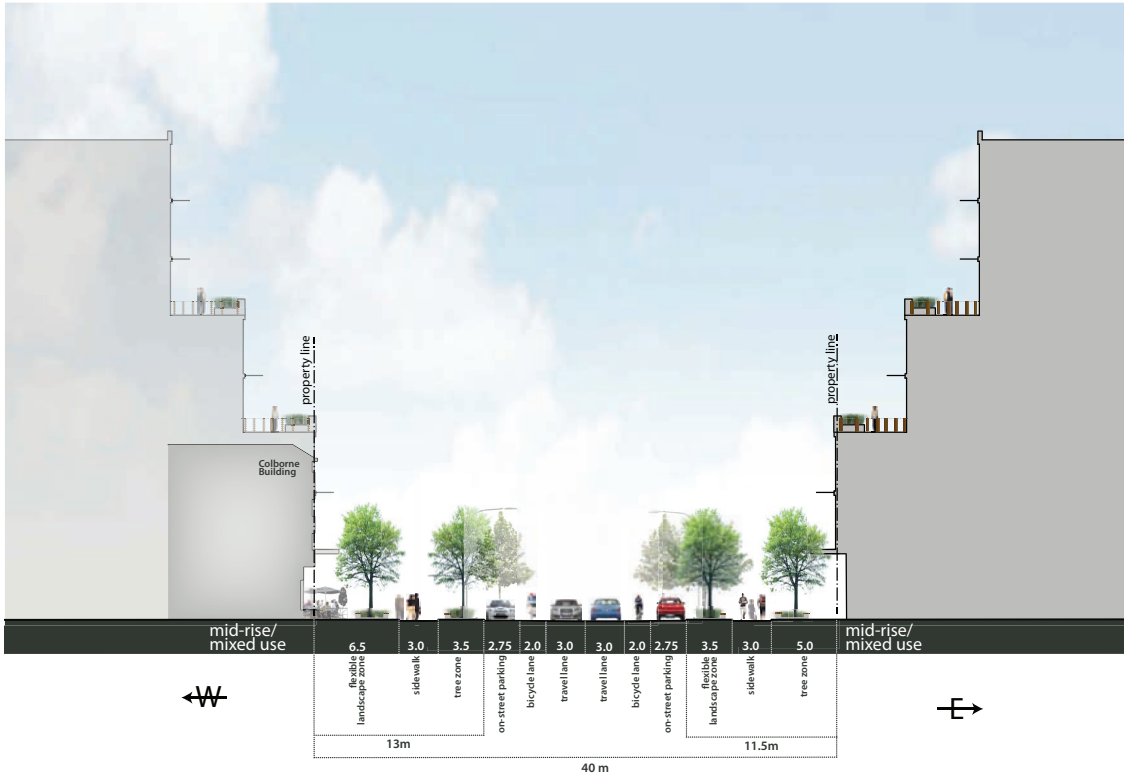


Figure 4: Section A-A, Colborne Street Streetscape

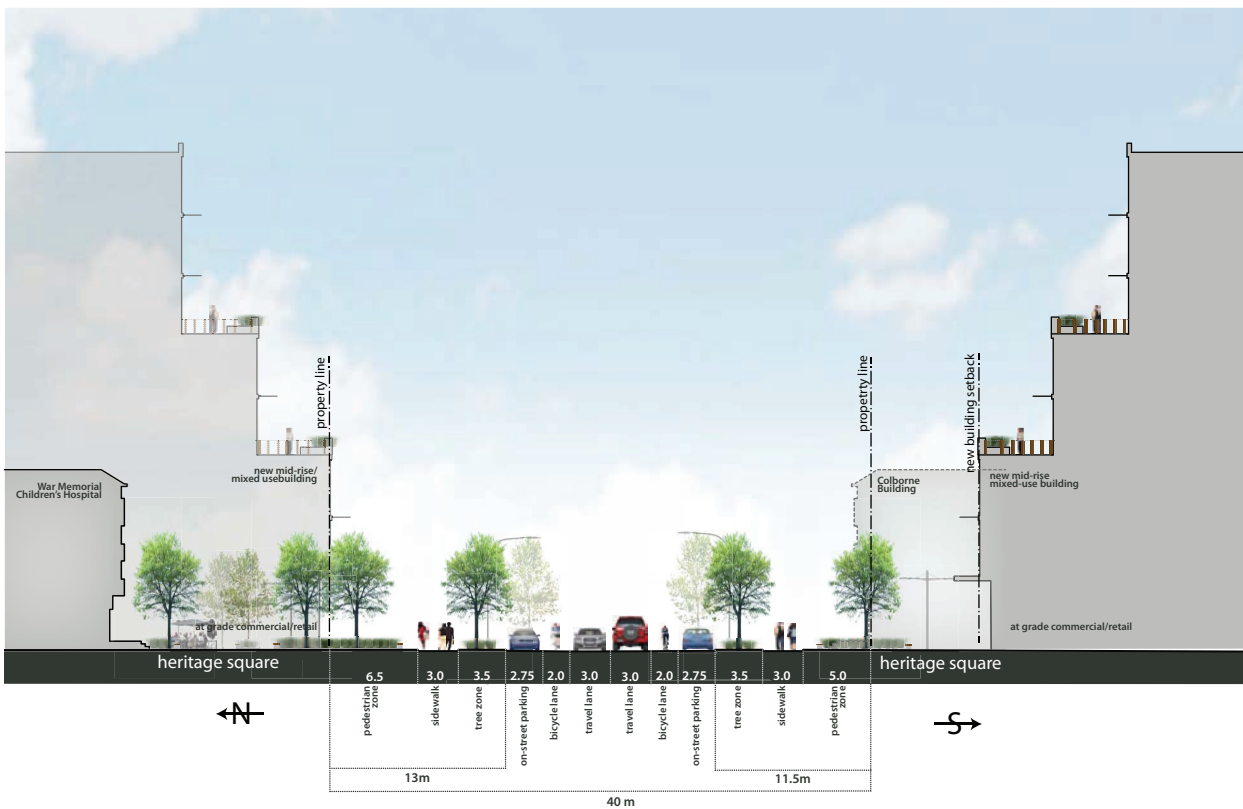


Figure 5: Section B-B, South Street Streetscape

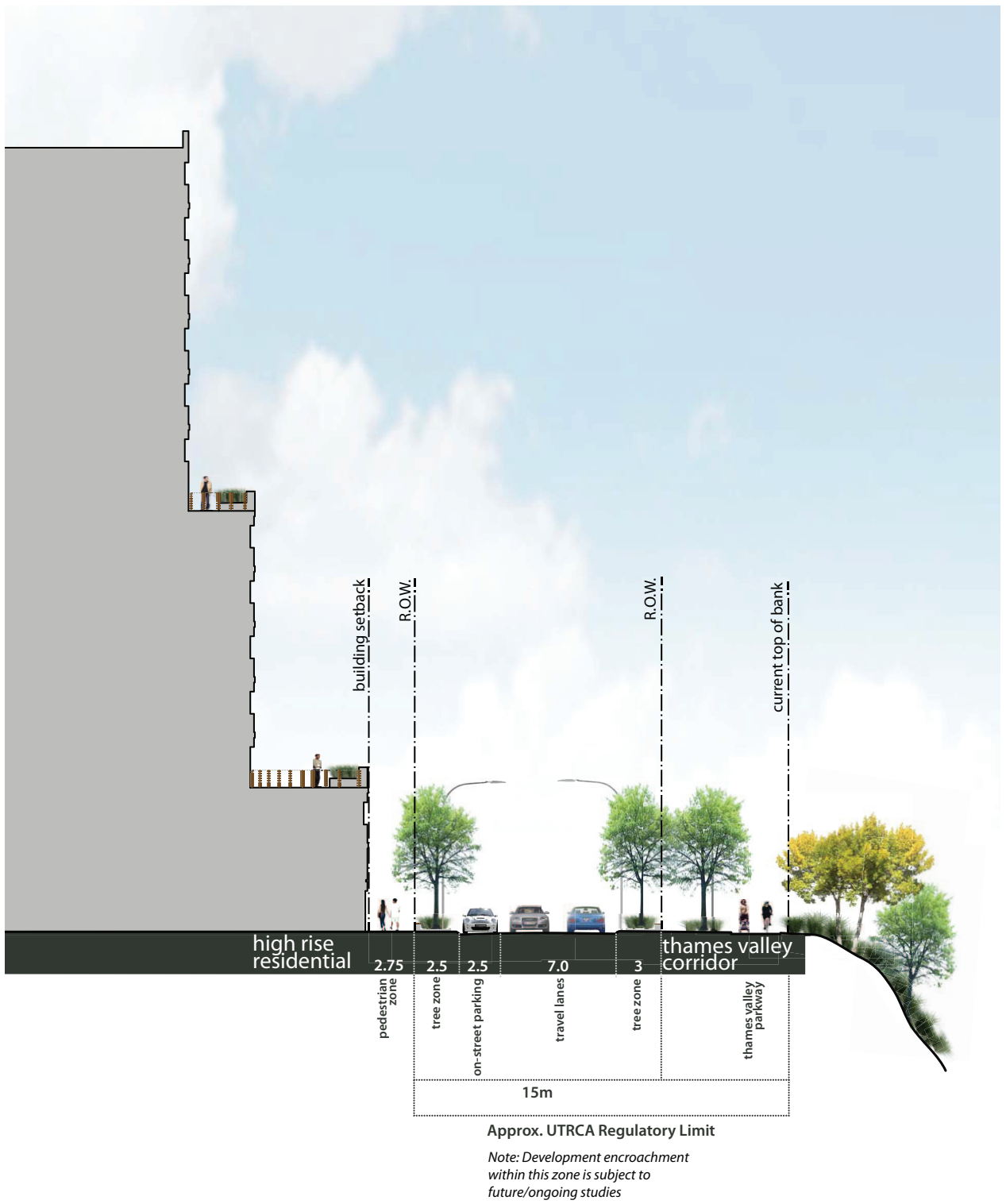


Figure 6: Section C-C, Riverfront Promenade (proposed 15m R.O.W.)

- vi) Traffic calming elements in the roadway such as raised intersections, decorative and/or textured paving at intersections.
- vii) Public art elements and interpretive signage.
- c) The development of the Riverfront Promenade will contribute to 'Activating the River's Edge'. Its design will include all of the above, with the exception of i), and the following:
  - i) Continuous decorative paving from building face to the UTRCA regulation limit, between Waterloo Street and Colborne Street, including lay-by parking areas, pedestrian areas and vehicular areas.
  - ii) Rolled curb edges defining the roadway and the pedestrian areas, which allow for the shared use of the space, as needed (i.e. community events, festivals, markets, gatherings).
  - iii) Consider providing removable bollards at the 'elbows' of the street.
  - iv) Street trees within the right-of-way should be planted in raised planters, to provide seating or in tree pits flush with the pavement, to allow for pedestrian circulation.
  - v) Streetscape design on the south side of the street should provide a transition to the more naturalized areas of the Thames Valley Corridor.



Examples of buildings oriented to the Riverfront Promenade

### 6.2.2 Parks and Open Space

- a) It is intended that parks and open space will:
  - i) generally be maintained in their existing pattern.
- c) It is intended that parks and open space will:
  - i) generally be maintained in their existing pattern.

### 6.2.2 Views and Vistas

- a) The preservation, enhancement and creation of significant views and vistas shall be encouraged by:
  - i) preserving and enhancing the existing north-south streets.
  - ii) preserving and enhancing views to the parks and open space system including the Thames Valley Corridor, natural heritage features, cultural heritage resources, and across parks and open spaces.
  - iii) providing opportunities for views of important public buildings, heritage buildings, open spaces and parks, natural heritage features, and other landmarks.
  - iv) providing for sites that terminate roads and view corridors.

### 6.2.3 Location of Buildings with Respect to Roads + Open Space

- a) To reinforce the existing road pattern and views and vistas to the Thames River Valley Corridor established by this Secondary Plan, the following measures will be employed:
  - i) buildings will be aligned parallel to a public road.
  - ii) buildings will be located in proximity to the property line adjoining the public road.
  - iii) building setbacks will be based on defining a pedestrian-oriented streetscape, while allowing for the preservation of existing significant trees and the planting of new trees.
  - iv) buildings on corner sites will be sited and massed toward the intersection of the adjoining public roads.

- v) siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads.
- vi) siting and massing of buildings will contribute to and reinforce the comfort, safety, and amenity of the public roads.
- vii) buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities for overlook into the open space.
- viii) the massing, siting and scale of buildings located adjacent to, or along the edge of the Riverfront Promenade will orient principal elevations / entrances to the Thames Valley Corridor and be designed to reinforce an animated and pedestrian-oriented public space; 'back-of-house' activities are specifically not permitted along the Thames Valley Corridor.
- ix) development, and its associated ground disturbance and grading, shall provide an adequate buffer to the existing Thames Valley Corridor and its features, as regulated by the UTRCA.
- x) buildings of significant public use or architectural merit may be sited to specifically differ from the surrounding urban fabric in order to emphasize their importance as landmarks.



*Example of building sited to reinforce the public road.*

## 6.3 PRIVATE SECTOR DEVELOPMENT

### 6.3.1 Development Blocks and Lots

- a) All the available development blocks and lots are defined by the existing grid system of public roads.
- b) The size and configuration of each development block will:
  - i) be appropriate for its intended use.
  - ii) facilitate and promote pedestrian movement.
  - iii) provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development.
- c) Each development lot in a block will:
  - i) have frontage on a public road.
  - ii) be of sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design policies set out in this Secondary Plan.
- d) Notwithstanding the provisions of this Secondary Plan, a lot that does not have frontage on a public road may be permitted, provided the front lot line adjoins public open space fronting a public road, and the rear lot line adjoins, and has access from a public rear lane.
- e) Notwithstanding the provisions of this Secondary Plan, development blocks having substantial frontage onto the Riverfront Promenade, may be permitted to have a second access to parking provided:
  - i) the lot contains a comprehensively designed mixed use development.
  - ii) the principal access to the required service areas on the lot is from the exterior side yard.
  - iii) the need for a second access to parking can be demonstrated to be necessary to facilitate the development pattern, but will not interfere with, or promote unsafe traffic and pedestrian movement.
  - iv) the development pattern is otherwise consistent with the provisions of this Secondary Plan.

### 6.3.2 Built Form

- a) Building Compatibility - Over time, new development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity areas.

To ensure that building compatibility is achieved, the implementing zoning by laws for this Secondary Plan will establish consistent relationships between buildings and their associated property limits.

- b) Location of Building Entrances - To support public transit and for reasons of public safety and convenience, primary building entrances shall be clearly visible and located on a public road or onto public open spaces. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade. Where required, building entrances shall meet Provincial and municipal accessibility standards.
- c) Parking and Servicing - To minimize disruptions to the safety and attractiveness of the Primary Roads, individual direct access shall be minimized where possible, and, in some cases prohibited, in accordance with the policies of this Secondary Plan.
- d) To enhance the quality and safety of the public streetscapes throughout the Secondary Plan Area, the construction of parking lots/structures which occupy significant proportions of the at grade frontage of public roads shall not be permitted.
- e) To reduce the impact of surface parking and to provide at grade amenity areas the provision of structured parking shall be encouraged for higher density forms of development. Where it is not feasible to locate parking in structures either below or above grade, resident parking should be located to the rear of the principal buildings and/or within the exterior side yard.
- f) Site design will provide mid-block pedestrian links to the Riverfront Promenade for access to views.
- g) Development will integrate existing heritage buildings, where possible.



Example of new building integrated with heritage.



Example of public art

### 6.3.3 Pedestrian Environment

- a) Public Safety - To promote safety and security in public places, including roads, parks, trails, and open spaces, schools, public transit routes and the public use activity areas of buildings, the following measures are necessary:
  - i) the design and siting of new buildings shall provide opportunities for visual overlook and ease of physical access to adjacent roads, parks and open spaces.
  - ii) clear, unobstructed views to parks and open spaces shall be provided from the adjoining roads.
  - iii) appropriate lighting, visibility and opportunities for informal surveillance shall be provided for all walkways, parking lots, garages and outdoor amenity areas.
- b) Pedestrian Circulation - To ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:
  - i) public oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public roads.
  - ii) provision of a consistent level of landscape de-

- sign, incorporating such elements as appropriate paving, planting, fencing, lighting and signage.
- iii) avoiding the location of building ventilation systems in or adjacent to pedestrian areas.

### 6.4 Public Art Strategy

- a) Definition of Public Art - Public art is visual art that exists in the public realm of the community / neighbourhood, either outdoors or indoors, and builds a visually rich environment. It is accessible to the community and encourages interaction between residents, visitors and people who work in the area.
- b) There are three broad categories of public art: independent, integrated and site-specific. Public art can also be community-based and should be led by a professional artist. These categories apply to a wide range of mediums, interpretations and locations that can be included within a municipal public art program.
- c) The processes involved in a public art program include long-term planning, establishing a funding framework, creating an administrative structure, identifying public art opportunities, initiating competitions and public art selection processes, implementing artwork and the ongoing management of artwork.



Example of heritage integration/public art within a public space

- d) An enhanced public art program will enrich the public realm and demonstrate the City's support for the arts and culture sector. A public art program will also become an important contributor to the vibrancy of community life.
- e) The Secondary Plan encourages a public art program which will identify existing and potential sites for public art and ensure that public art is provided in a coordinated manner as the community develops.
- f) Public art should be located in areas that are publicly accessible, highly visible and that have cultural significance. These could include:
  - The Four Corners (Gateway to the Thames Valley Corridor)
  - Heritage Square
  - Riverfront Promenade
  - Wellington Street intersection
  - Private courtyards and mews
  - Landmark buildings
- g) 'Themes' for public art, as well as the design of public spaces, should recognize the heritage of the area and the legacy of the hospital.

## 6.5 Tree Planting Strategy

- a) A tree planting strategy for streetscapes, parks and open spaces will enhance the urban canopy and reinforce the natural setting of the community adjacent to the Thames Valley Corridor.
- b) The tree planting strategy shall be based on ecological sensitivity, species diversity, achieving connected canopies at year 10 and selecting the right species for the right location.
- c) The tree planting strategy shall also be based on creating the environmental conditions necessary for optimum tree growth, including:
  - i) coordination of street trees and utilities within the right-of-way
  - ii) soil volume and compaction mitigation technologies
  - iii) aeration and water technologies
- d) A recommended list of tree species includes:
  - i) Soft Maples (Red, Red Sunset, Silver and Freeman's)
  - ii) White Oak Family (Bur, Swamp White)
  - iii) Red Oak Family (Red)
  - iv) American Elm Varieties (Morton Glossy, Triumph, Princeton, Valley Forge)

# 7.0 transportation

## 7.1 GENERAL

- a) Components of the active transportation system serving the Secondary Plan Area shall include roads, paths, transit, bicycle and pedestrian routes and facilities.
- b) The City has completed a Transportation Master Plan at the time of this Secondary Plan which will provide important information with respect to the road needs and timing of road improvements as development of the neighbourhood proceeds.
- c) The Transportation Master Plan makes recommendations to convert South Street and Grey Street to two-way operations.
- d) Final designs and requirements for roads, paths and other components of the transportation system shall be established based on the findings and recommendations of the Transportation Master Plan, Urban Design Requirements, and the EIS.
- e) Minor revisions to the existing road design within the rights-of-ways, as required to incorporate design features such as streetscaping and enhanced pedestrian zones may be made without further Amendment to this Secondary Plan, provided the requirements are established and confirmed through detailed studies and development approvals.

## 7.2 PRIMARY ROADS

- a) The existing system of Primary Roads serving the Secondary Plan Area is shown on Schedule 'B'.

## 7.3 LOCAL ROADS

- a) A new local road is proposed for the Secondary Plan area, located along the top of the Thames Valley Corridor between Waterloo Street and Colborne Street, as shown on Schedule 'B'.
- b) The proposed road is intended to merge the presence of the Thames Valley Corridor within the urban fabric of the neighbourhood and create new opportunities for access, recreation, and connectivity. The new local road is a pedestrian-oriented street that allows for vehicular access.
- c) The new local road is based on a 15.0 metre wide right-of-way standard, and includes decorative paving, rolled curbs, continuous tree trenches and other site furnishings aimed at creating an animated and pedestrian-oriented shared use zone.

## 7.4 LANES

- a) A secondary and complementary system of public or private Lanes may be developed anywhere within the Secondary Plan Area.
- b) Detailed designs for public Lanes shall be established through a plan of subdivision process.
- c) Public utilities may be located within public Lanes subject to functional and design standards established by the City.
- d) Lanes shall be planned to provide for through traffic movements.
- e) Lanes shall be planned and designed to accommodate municipal waste collection vehicles.



## 7.5 PUBLIC TRANSIT

### 7.5.1 General

- a) The City shall consult with local transit services to determine the needs of the neighbourhood as it develops over time.
- b) Transit services currently exist along South Street.

### 7.5.2 Transit-Supportive Development

- a) To facilitate the development of a transit supportive urban structure, the following measures shall be reflected in development proposals at the site plan stage including:
  - i) provision of pedestrian routes that provide for direct pedestrian access to transit routes and stops; (i.e. most residents and businesses within 200 metres of a transit stop).

## 7.6 POTENTIAL PATH CONNECTIONS

- a) The Secondary Plan Area abuts the Thames Valley Corridor, a major natural feature in the City and the Region. Potential access and connections to the Thames Valley Corridor as well as open space and trails within and around these areas, have been identified in the Thames Valley Corridor Plan.
- b) Opportunities to extend the Thames Valley Parkway and link the SoHo community to the Thames Valley Corridor is a priority.
- c) Development of parks and open space as well as adjacent development blocks is to be coordinated with the Thames Valley Corridor Plan.

## 7.7 PARKING

- a) It is intended that on-street parking will continue to be provided for within the neighbourhood and in particular, along Colborne Street and the Four Corners where the mid-rise/mixed-use blocks are proposed.
- b) It is recommended that the existing angled parking, located along Colborne Street, be converted to on-street lay-by parking, in order to increase the landscaped boulevard area, reduce the amount of paved roadway surfaces and to promote a pedestrian-scaled streetscape.
- c) The Transportation Master Plan identifies the parking strategy for these lands.
- d) Off-street parking for all uses shall be required and shall be provided on-site.
- e) Parking shall be required in accordance with the provisions of the implementing zoning by-law.

# 8.0 services + utilities

## 8.1 GENERAL

- a) The OVHL Secondary Plan area is currently fully serviced.
- b) The City is currently undertaking a review of the existing infrastructure in the area, including the upgrading of pipes and sewers along Colborne Street and Waterloo Street.
- c) The steam plant that serviced the former hospital provides the potential to develop a new plan, however.
- d) An existing district energy plant to the north of these lands will be connected to serve the Colborne building in the future.

## 8.2 STORMWATER MANAGEMENT

- a) In considering options for Stormwater management (SWM), the following principles will apply:
  - i) stormwater will be considered as a resource, not a waste product.
  - ii) Stormwater Management (SWM) facilities or mitigation measures will be designed to provide the required stormwater quality and quantity controls, to ensure environmental and ecological integrity and to ensure functionalities are preserved and maintained. Moreover, they will be designed to provide a net benefit to the environment in accordance with provincial and federal Acts.
  - iii) promote Low Impact Development (LID) principles and practices, including the use of rain gardens, green roof systems, rain barrels and permeable paving.
- b) In accordance with established policies, SWM drainage system will be designed to the satisfaction of the City and all applicable approval agencies having jurisdiction. Permanent Private Systems (PPS) will provide the water quality and, in some cases, quantity control for storm-drainage. SWM servicing works for the subject lands will be required to be designed to the satisfaction of the City Engineer.

- c) The implementation of SWM Best Management Practices (BMPs) is encouraged by the City. The approval of these measures will be subject to the presence of adequate geotechnical conditions and land development within the Plan area, all to the satisfaction of the Town Engineer.
- d) Stormwater management shall be incorporated into all parking and other hard surface development.
- e) A design of storm/drainage and SWM servicing works is required to be approved by the City, the Ministry of the Environment, in consultation with the Conservation Authority and any other agency having jurisdiction, prior to site plan approval.
- f) The stormwater quality and quantity control in relation to watercourses within the Secondary Plan Area shall be identified within the Storm Water Management and Environmental Strategy and shall be approved by the City and the Conservation Authority, in consultation with any agencies having jurisdiction.
- g) A Stormwater Management Plan may include but not limited to a conceptual SWM plan, an EA, a functional SWM plan, as determined by the City. Further, at the Site Plan Approval stage, any Stormwater Management Plans shall be in conformity with the City approved plan.

## 8.3 UTILITIES AND TELECOMMUNICATIONS

- a) All local power and telephone lines and other cable services serving the Secondary Plan Area shall, where possible, be located underground and be grouped into a single utility conduit.
- b) Utility services shall be permitted in all land use designations.
- c) The City will support the provision of electronic communications technology involving high capacity fibre optics to enhance telecommunications services within the Secondary Plan Area.
- d) Cable requirements for telecommunications shall be located underground consistent with the intent of this Secondary Plan.

- e) Recognizing the importance of creating great streetscapes, to which street trees and street furnishings are vital, existing standard utility locations may be revised in order to accommodate these elements.

## **8.4 INFRASTRUCTURE**

- a) The City is undertaking the South Street and Wellington Street Area Servicing Plan to address water and sanitary sewer needs. This report identifies upgrades necessary to these systems to service the area.



*implementation*

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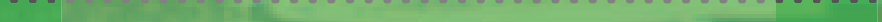
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# 9.0 implementation

## 9.1 GENERAL

- a) This Secondary Plan shall be implemented in accordance with the provisions of the Planning Act, other applicable Provincial legislation, and the provisions of the City of London Official Plan and this Secondary Plan.
- b) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities. These works shall be provided for in the subdivision and site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the City of London.
- c) Approval of development applications shall also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required storm water management, sanitary sewer and water supply facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the City of London.
- d) The City of London may control signage within the Secondary Plan Area through the provisions of a Sign By-law.
- e) The City of London shall encourage development within the Secondary Plan Area that is consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction.

## 9.2 GROWTH MANAGEMENT/DEVELOPMENT PHASING

- a) The growth potential within the OVHL Secondary Plan Area includes an additional 1,500 to 2,000 dwelling units, plus additional growth within the mixed use and employment generating districts.
- b) The amount of growth permitted for each phase within the three neighbourhoods, identified in Schedule 'B', shall be cognizant of the growth projections for the City of London as a whole, but be of a sufficient scale to be able to efficiently and cost effectively

provide all the required infrastructure.

- c) To maximize the efficiency and cost-effectiveness of the provision of all necessary infrastructure, development shall generally be focused on one neighbourhood at a time, as established by the City based on the policies of this Secondary Plan.
- d) It is anticipated that the full build-out of the Secondary Plan Area will occur over a long-term planning horizon and will be approved based on a sustainable and logical progression of development and in accordance with Provincial, County and local policies. Generally, in considering the approval of any new development proposal within the OVHL Secondary Plan Area, the City of London shall be satisfied that:
  - i) all of the significant natural and cultural heritage features have been adequately defined and protected.
  - ii) the proposal promotes sustainability and energy efficient design and contributes toward the achievement of a complete community, including the provision of a full range of housing types, and/or the provision of commercial and employment opportunities.
  - iii) requirements for community facilities, recreational facilities, schools and emergency services facilities have been adequately considered and can be provided to meet the needs of a growing City of London population.
  - iv) the development application is complete, and includes all of the required studies identified by the City.
  - v) the development proposal conforms to all of the policies of this Secondary Plan including the Urban Design policies.
  - vi) all required agreements have been adequately executed to ensure the appropriate staging and development of infrastructure and public facilities, such that there is no financial impact on the City of London.
  - vii) all required infrastructure and public facilities are approved and implementable in a timely and cost-effective manner.

The City of London will assign development approval priority to those development proposals which, in the opinion of the City, best achieve all of the above criteria.

- e) Recognizing that the community is anticipated to be developed over a long-term time frame, subject to meeting a number of objectives including infrastructure planning, financial, growth management, design and market demand, there are a number of goals that should be considered in the phasing strategy.
- f) The goal of the initial phase(s) of implementation should be to develop key areas of the community plan. This may include the South Street Promenade Colborne Street, the Four Corners and a portion of Riverfront Promenade as a gateway to the Thames Valley Corridor.

These public realm initiatives will set the stage for future development and establish the benchmark for future planning, design and construction in the area.

Investment in public realm components will demonstrate the City's commitment to the long term vision for the community, and is intended to stimulate private investment towards the same goal.

### 9.3 FINANCIAL AGREEMENTS

- a) In order to ensure that property owners contribute their proportionate share towards the provision of community and infrastructure facilities such as schools, parks, roads and road improvements, external services, sewer and water infrastructure and storm water management facilities, property owners will be required to enter into one or more agreements, including a developer cost sharing agreement, as a condition of development approval for their lands, that provides for the equitable distribution of the associated costs of the aforementioned community and infrastructure facilities, including that of land.
- b) Prior to the approval of any development, the City of London shall be satisfied as to the availability of water supply and sewer capacity to accommodate the subject development. This may require front-end or accelerated payment agreements and limitations to be placed on development.

- c) Prior to any development approvals, an assessment of infrastructure cost requirements to accommodate the Secondary Plan development including development phasing, the timing of infrastructure replacement, and methods of financing, including an area specific Development Charges By-law Review, developer front-end or accelerated payment agreements, shall be addressed in conjunction with other proponents' developments in the Secondary Plan Area, to the satisfaction of the City of London.

## 9.4 ZONING

### 9.4.1 Zoning By-law

- a) Appropriate zoning regulations and standards shall be prepared to conform with and implement the provisions of this Secondary Plan.

### 9.4.2 Hold Zoning

- a) The lands within the area of this Secondary Plan may be zoned with an 'H' holding symbol, preceding the use designation in accordance with the City of London Official Plan.
- b) A holding symbol may be applied to part or all of the lands within the Secondary Plan area, if required to ensure that adequate infrastructure and/or community facilities/emergency service facilities are available to serve such lands.
- c) A holding symbol may be applied to all of the lands within the Secondary Plan area, to ensure that the urban design policies of this Plan are implemented to the satisfaction of the Manager of Community Planning and Design.
- d) No development shall occur on any lands within the area zoned with an (H) holding symbol until the (H) holding symbol has been removed by an amendment to the by-law.

## 9.5 SITE PLAN CONTROL

- a) As part of the Site Plan Control process, all proposed built form within the Secondary Plan Area shall be subject to an architectural review which may include review of exterior design, character, scale, appearance and design features of buildings.

At the discretion of the City of London, the development of Architectural Design Guidelines may be required for any proposed site plans within the Secondary Plan Area.

## 9.6 REQUIRED STUDIES

- a) This Secondary Plan identifies the following studies, plans, and assessments that are required to be completed to the satisfaction of the City of London and any agency having jurisdiction, prior to the City considering a development application to be complete and prior to the approval of development applications within parts of, or the entire, Secondary Plan Area. The City shall determine the need for their studies, plans and assessments, and when in the approvals process they may be required on an application by application basis:
  - i) Site Design Plan;
  - ii) Traffic Impact Assessment;
  - iii) Storm Water Management Plan;
  - iv) Functional Servicing Plans (sewer and water);
  - v) Environmental Impact Studies;
  - vi) Tree Inventory, Preservation, Protection and Edge Management Plans;
  - vii) Archaeological Surveys/Assessments;
  - viii) Cultural Heritage Assessment, including heritage impact statements;
  - ix) Construction Impact Mitigation Study; and
  - x) Financial Impact Study.

- b) Additional study requirements may be identified by the City as development within the Secondary Plan Area proceeds.
- c) Any study may be subject to a peer review to be carried out by the City, at the full cost to the applicant, and subject to approval by the City and any other authority having jurisdiction.

### 9.6.1 Environmental Impact Study

The City is currently undertaking an EIS which will make recommendations on how development in the SoHo area could proceed, with the objective of protecting existing natural heritage features.

- a) The purpose of an Environmental Impact Study is to:
  - i) collect and evaluate all appropriate information in order to have an understanding of the boundaries, attributes and functions of all natural heritage and related ecological and hydrological feature(s); and,
  - ii) make an informed decision as to whether or not a proposed use will have a negative impact on the natural heritage features and related ecological functions of the City.
- b) Any Environmental Impact Study required by this Secondary Plan must describe the natural heritage features and ecological functions and related hydrological features, identify their significance and sensitivities and describe how they could be affected by a proposed use. The Environmental Impact Study should give consideration to the relevant aspects and inter-relationships of various components of the nat-




ural heritage system on and off the site. In addition, the Environmental Impact Study must address how the proposed development will protect, maintain or restore the significant natural features and ecological functions of the natural heritage system.

## **9.7 LAND DEDICATION AND ACQUISITION**

- a) The policies for land dedication and acquisition of the City of London Official Plan shall apply.

## **9.8 PUBLIC SECTOR AGREEMENT TO COMPLY**

- a) It is the intent of this Secondary Plan to achieve the agreement of all public agencies involved in any aspect of development in the Secondary Plan Area, to comply with the policies of this Secondary Plan and the regulations in the Zoning By-law, in order to achieve the goals, objectives, principles and policies of this Secondary Plan.



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