

## Report to Planning and Environment Committee

**To:** Chair and Members  
Planning & Environment Committee

**From:** Scott Mathers, MPA, P.Eng  
Deputy City Manager, Planning and Economic Development

**Subject:** Application By: Old Oak Properties Inc.  
Legacy Village - 850 Highbury Avenue North  
Public Participation Meeting  
Official Plan Amendment  
Former London Psychiatric Hospital Lands

**Meeting on:** May 30, 2022

## Recommendation

That, on the recommendation of the Deputy City Manager, Planning and Economic Development, the following action be taken based on the application of Old Oak Properties Inc. relating to the property located at 850 Highbury Avenue North, and with respect to housekeeping amendments to the approved London Psychiatric Hospital Secondary Plan:

- (a) the proposed by-law attached hereto as Appendix 'A' **BE INTRODUCED** at the Municipal Council meeting on June 14, 2022 to **DELETE** the London Psychiatric Hospital Secondary Plan in its entirety and **ADOPT** the London Psychiatric Hospital Secondary Plan, attached hereto as Appendix "A", Schedule "1".

**IT BEING NOTED** that the specific policy changes to the existing London Psychiatric Hospital Secondary Plan, that will result from the deletion of the existing plan and adoption of the new revised plan, are attached hereto as Appendix 'B' for reference.

## Executive Summary

### Summary of Request

Proposed revised amendment to the Official Plan to update the London Psychiatric Hospital Lands Secondary Plan (LPHSP) to change the designation of the property from the Transit-Oriented Corridor, Village Core, Academic Area, Residential Area, Open Space, and Heritage designation to the Transit-Oriented Corridor, Village Core, Residential Area, Open Space, and Heritage designation to permit a mixed-use low, medium and high-density development with a range of residential, commercial, heritage, community and other uses on the lands of the former London Psychiatric Hospital.

Multiple amendments are being proposed that will affect multiple policies and schedules of the plan. This includes increases to the height and density permissions along Oxford Street East and Highbury Ave. North, removal of the Academic Area designation of the plan, changes to the urban design, heritage, and transportation policies of the plan, elimination of minimum density requirements and the addition of single detached dwellings as a permitted use for low density areas of the plan, and changes to the planned connectivity network both within the plan and to adjacent neighbourhoods.

Through discussions between City staff and the applicant, a modified amendment to the Secondary Plan is recommended. The modified amendment allows for the requested increases in density, while ensuring that development will conserve and protect the significant heritage resources, allow for efficient use of land and municipal infrastructure, and support the creation of a walkable, pedestrian friendly mixed-use neighbourhood.

## **Purpose and the Effect of Recommended Action**

The purpose and effect is to amend the London Psychiatric Hospital Lands Secondary Plan to allow mixed-use low, medium and high-density development with a mix of residential, commercial, heritage, community and other uses on the lands of the former London Psychiatric Hospital.

## **Rationale of Recommended Action**

1. The proposed Secondary Plan amendment is consistent with the Provincial Policy Statement (PPS), 2020, which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs, provide for and accommodate an appropriate affordable and market-based range and mix of housing type and densities to meet the projected requirements of current and future residents.
2. The proposed official plan amendment conforms to the in-force policies of The London Plan, including but not limited to the Transit Village Place Type, Our Strategy, City Building and Design, Our Tools, and all other applicable London Plan policies.

## **Linkage to the Corporate Strategic Plan**

Building a Sustainable City - London's growth and development is well planned and sustainable over the long term.

## **Analysis**

### **1.0 Background Information**

#### **1.1 Previous Reports Related to this Matter**

**December 12, 2005** – Information report to Planning Committee regarding a process for planning the redevelopment of the London Psychiatric Hospital Lands.

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

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

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

**September 26, 2011** – Public Meeting for consideration of approval of the Secondary Plan and Stormwater Management Class Environmental Assessment.

**January 16, 2012** – Staff report seeking direction on the appeal of the Secondary Plan to the Ontario Municipal Board by the Fairmont Lawn Bowling Club.

**March 19, 2013** – Staff report on the progress of resolution of the OMB appeal.

**July 23, 2013** – Staff report on the decision issued by the OMB to change the wording of policy related to the location of the Lawn Bowling Club within the Secondary Plan.

**January 31, 2022** – Public Meeting for consideration of housekeeping amendments to the Secondary Plans to replace references to the 1989 Official Plan with references to the London Plan. (O-9346)

## 1.2 Planning History

Preparation of the London Psychiatric Hospital (LPH) Secondary Plan began in 2009 to guide development following the closure of the facility known at the time as the Regional Mental Health Care London (RMHC). In parallel with the Secondary Plan, Infrastructure Ontario (the property owner at the time) undertook a Storm/Drainage and SWM Servicing Works Municipal Class EA Study to identify the preferred solutions for providing storm drainage on the lands.

In October, 2011, Council adopted the LPH Secondary Plan which planned for the site to transition away from being a large institutional use to incorporate medium and high density residential uses as well as mixed use commercial-residential uses. Institutional uses were maintained on a portion of the plan area to allow for a possible expansion of Fanshawe College. The significant cultural heritage landscapes and buildings within the plan were also protected including the treed Allée running north-south, the Infirmary Building, Recreation Hall, Stables and Chapel.

On November 3, 2011, an appeal was submitted by Bob Malpass on behalf of the Fairmont Lawn Bowling Club. Following a prehearing conference held on April 17, 2012 and on Council's direction of December 11, 2012, a settlement was reached between the City, Infrastructure Ontario and the Lawn Bowling Club.

The Ontario Municipal Board hearing to resolve the appeal was conducted by teleconference on January 22, 2013. The Decision issued on March 13, 2013, changed the wording of the policy pertaining to the future location of the Lawn Bowling Club to clarify that the policies would also allow it to remain in its current location.

The London Plan was adopted by City Council as the City's new Official Plan on June 23, 2016 and approved by the province on December 28, 2016. The London Plan envisioned the former LPH lands developing as a Transit Village, a high-density, mixed-use, transit-oriented community along the eastern leg of the planned bus rapid transit corridor. The London Plan was appealed by numerous parties and remains partially under appeal (Local Planning Appeal Tribunal case number PL170100). Many of the policies, including most of the ones related to the Transit Village Place Type are now in force and effect.

On February 15, 2022, Council adopted housekeeping changes to the other Secondary Plans to remove references to the 1989 Official Plan, its policies and designations, and replaced them with references to the London Plan, its place types, and policies (O-9346). In the staff report for this amendment it was noted that changes to the London Psychiatric Hospital Secondary Plan will be addressed through this Official Plan Amendment.

## 1.3 Property Description

The subject lands are located at 850 Highbury Avenue North and consist of the lands associated with the former London Psychiatric Hospital (LPH) with a total area of approximately 58 hectares (144 acres). The LPH lands feature four buildings that have provincial heritage value: the Chapel of Hope, the Horse Stable, the Infirmary, and the Recreation Hall. In addition, a number of landscape features have been identified as having provincial heritage value including a north-south Treed Allée and a central ring road lined with mature trees. There are also several buildings on the lands including a complex of hospital buildings built in the 60s that do not have significant heritage value.

The lands are bounded on the west by Highbury Avenue; to the north by Oxford Street West; to the east by existing residential dwelling, an industrial park and a Canadian Pacific Railway (CPR) spur line; and to the south by the CPR main line. The federal government owns lands located to the southwest of the subject lands on the north side of the CPR main line adjacent to Highbury Avenue. These lands, as well as others to the south the CPR main line were included within the London Psychiatric Hospital Secondary Plan but are not included as part of the subject lands for these applications.

The northern portion of the subject lands are largely open space currently used for sports fields.

#### **1.4 Current Planning Information (see more detail in Appendix D)**

- The London Plan Place Type – Transit Village, Green Space
- (1989) Official Plan Designation – Multi-Family High Density Residential; Multi-Family Medium Density Residential; Regional facility; Office/Residential; and Open Space
- London Psychiatric Hospital Secondary Plan – Transit-Oriented Corridor, Village Core, Academic Area, Heritage, Residential, and Open Space
- Existing Zoning – Regional Facility (RF) Zone

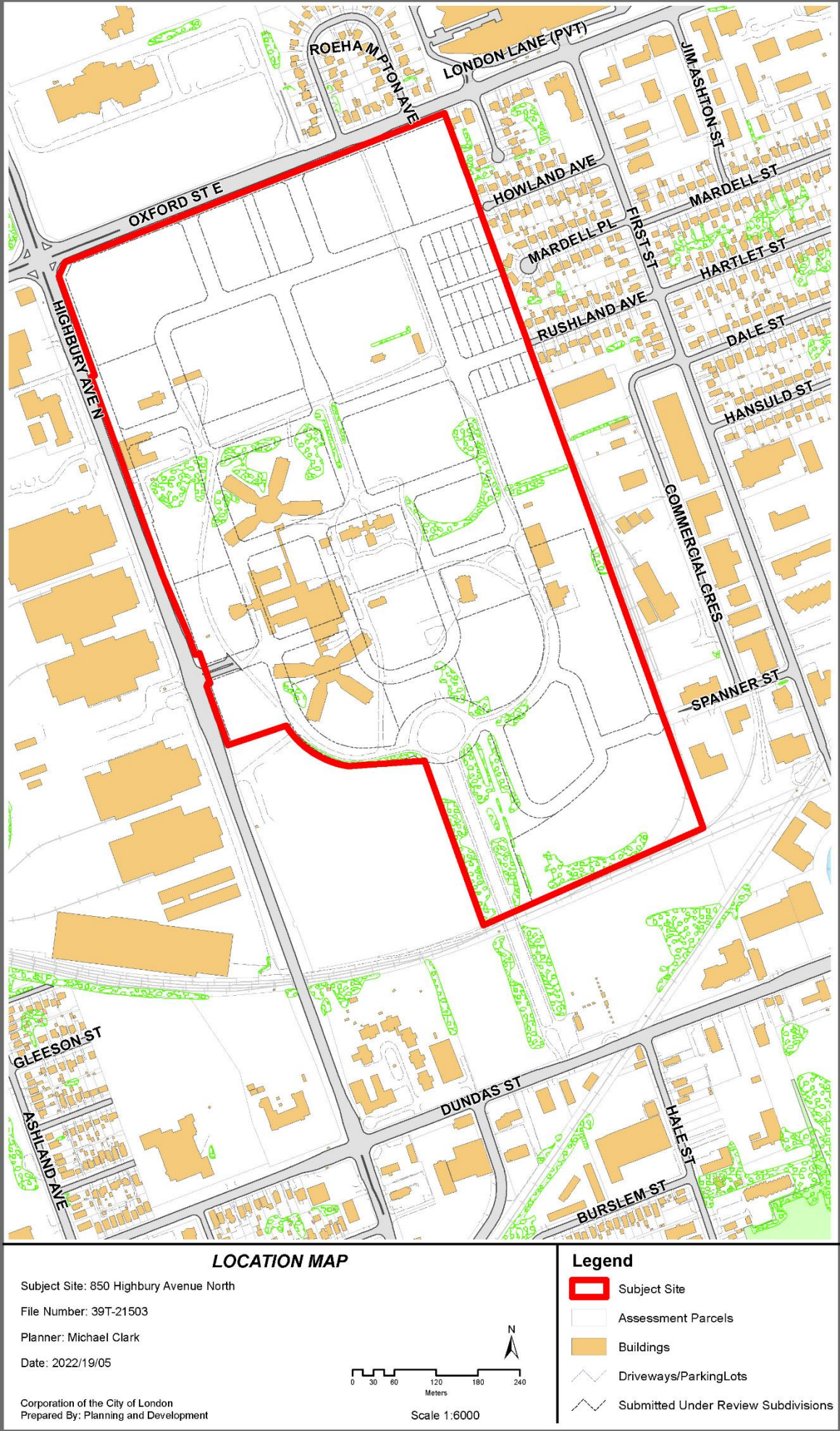
#### **1.5 Site Characteristics**

- Current Land Use – former hospital including heritage buildings and landscapes, open space
- Frontage (approx.) – 700m on Highbury Avenue and 600m on Oxford Street East (Rapid Transit Boulevards); 20m on each of Howland Avenue, Rushland Avenue, and Spanner Street (Neighbourhood Streets),
- Area – approx. 58.15 ha (143.7) acres)
- Shape – Irregular

#### **1.6 Surrounding Land Uses**

- East – existing low density residential, 14 storey residential apartment building, light industrial, rail spur
- South – CP railway, Salvation Army London Village (Child Care Centre, Respite Centre, Alzheimer's Centre), London Lawn Bowling Association, vacant lands
- West – office and light industrial uses, Canada Post London Processing centre and Administration building, Oxbury Centre retail plaza
- North – John Paul II Catholic Secondary School, low density residential, Fanshawe College

1.7 Location Map



Housekeeping amendments are also being considered for the entire London Psychiatric Hospital Secondary Plan which includes the lands known municipally as 840 & 850 Highbury Avenue North, and 1340 & 1414 Dundas Street.

## 2.0 Discussion and Considerations

### 2.1 Development Proposal

The London Psychiatric Hospital Lands are proposed to be redeveloped as a mixed use high, medium and low density community which is centred around the historic medical campus and landscaped treed Allée which bisects the subject lands. The proposed redevelopment will support the provision of the east link of the bus rapid transit system planned along Highbury Avenue North and Oxford Street East adjacent to the site.

The original proposed concept plan consisted of 126 single detached dwellings; five (5) medium density residential blocks, two (2) medium density residential/mixed-use blocks, seven (7) high density residential/mixed use blocks, and one (1) institutional block; four (4) heritage blocks; one (1) parkland block, one (1) storm water management block, four (4) open space blocks; one (1) private road block, two (2) road widening blocks and one (1) future development block; all served by the extension of Rushland Avenue, Howland Avenue and eight (8) new streets.

The original proposed concept plan incorporated the following key features:

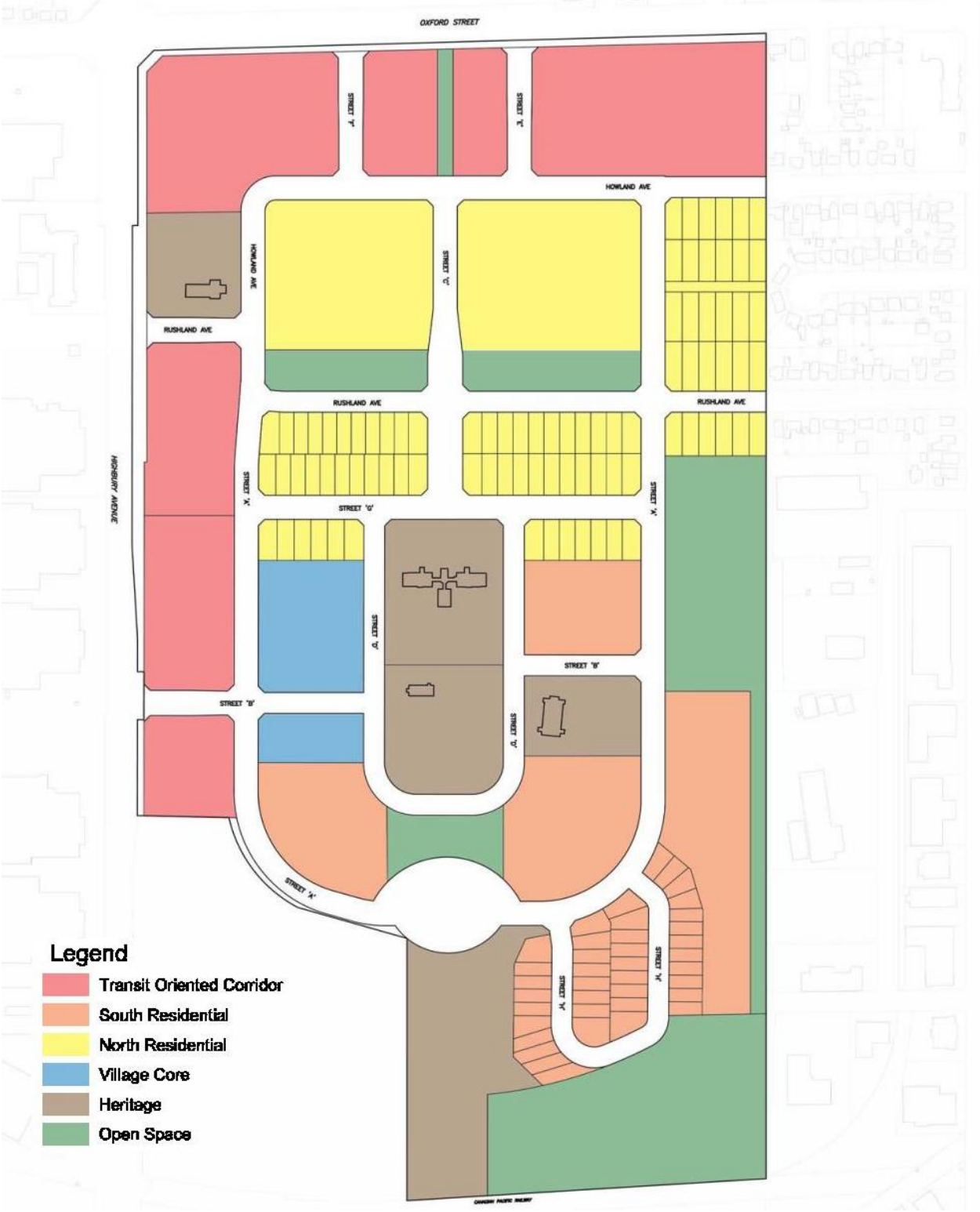
- High-density mixed used blocks along Highbury Avenue North and Oxford Street South which permit buildings between 6 and 22 storeys in height with commercial uses at grade or in the podiums of buildings, and residential uses above.
- A mixed-use village core centrally located within the development near the main entrance from Highbury Avenue which permits buildings between 2 and four storeys in height intended to act as a main street commercial core for the neighbourhood.
- Several heritage areas are designated for protection including the Infirmary Building, Chapel of Hope and Recreation Hall from the former London Psychiatric Hospital adjacent to the village core. The ground boulevard Treed Allée which extends north from Dundas Street to the central heritage campus is also protected, as well as the former Horse Stables in the northwest along Highbury Avenue.
- The central heritage campus is proposed to be surrounded on the south, east and north by several medium density residential blocks, and areas of low density residential development.
- A network of open space are proposed along the east side of the secondary plan to provide a area for stormwater management, a pathway network, and public parkland. To the north of the central heritage campus, an open space corridor is proposed to protect the portions of the heritage easement, provide a linkage to the Horse Stable, and mirror the Treed Allée to the south.



### 2.3 Proposed Revised Amendment to LPHSP Schedule 2: Character Areas Land Use Designation

Amendment are proposed to the schedules of the Secondary Plan including Schedule 2 – Character Land Use Designations. Through the proposed amendment, the Village Core Designation along Highbury Avenue North is proposed to be redesignated to Transit-Oriented Corridor Designation. The portions of the planned extension to the central Treed Allée are proposed to be redesignated from Heritage to Open Space and Residential Area. The proposed road network to the north of the central heritage campus is shifted to accommodate single detached dwellings, as well as medium density residential blocks. In the southeast corner of the subject lands a planned connection to Spanner Street is proposed to be removed, and the road network and development areas are reconfigured.

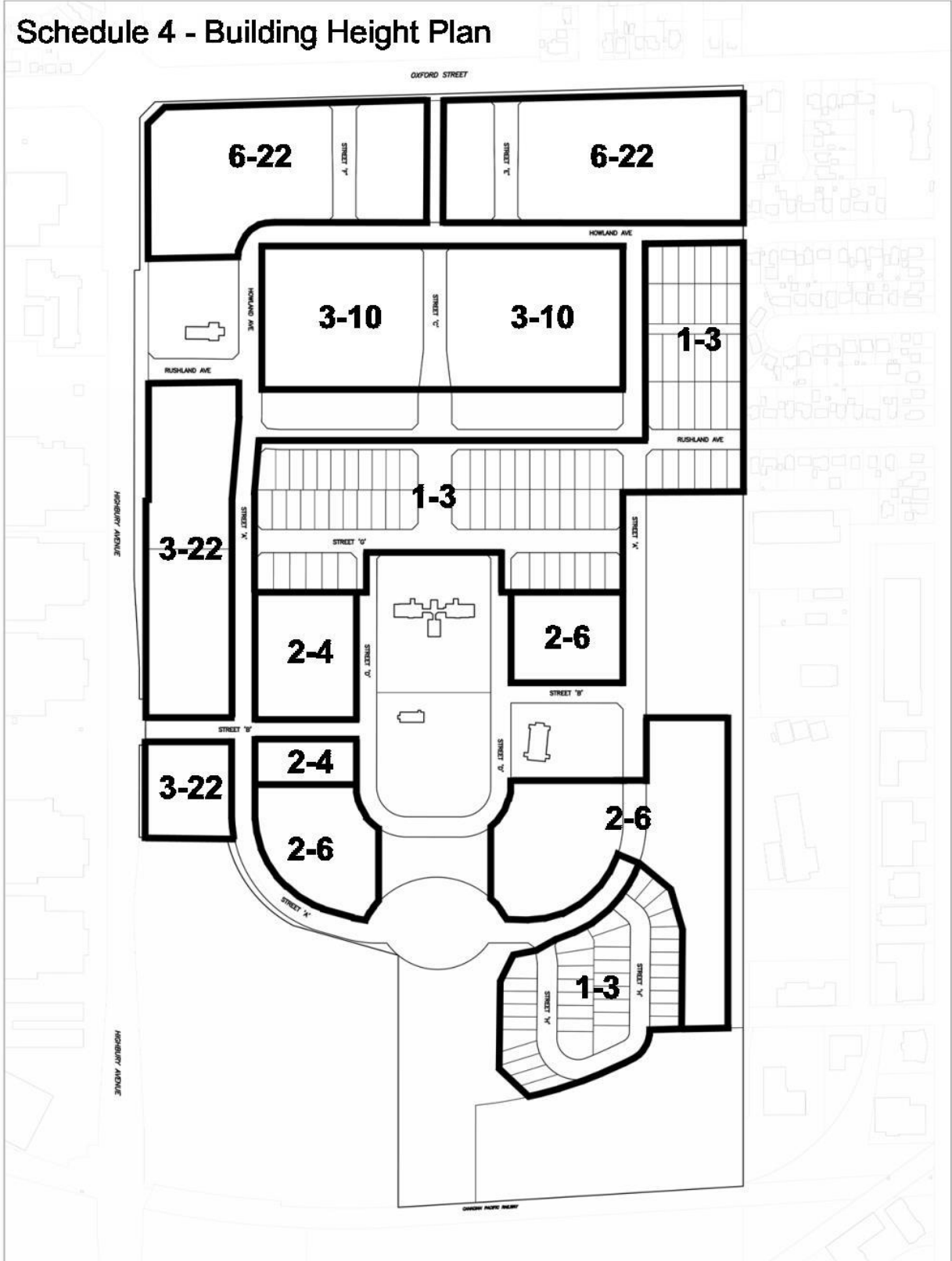
### Schedule 2 - Character Area Land Use Designations





**2.4 Proposed Revised Amendment to LPHSP Schedule 4:  
Building height Plan**

Through an amendment to Schedule 4, it is proposed that the following heights are permitted: 6-22 storeys along Oxford Street, 3-10 storeys on the residential blocks to the south, 3-22 storeys along Highbury Avenue, 2-4 storeys east and west of the central heritage campus, and 1-3 storeys on the rest of the residential area.



## **2.5 Application Submission and Revisions**

The applicant submitted the following reports in support of requested amendments to the London Psychiatric Hospital Secondary Plan and Zoning By-Law, and approval of a Draft Plan of Subdivision on February 26, 2021:

1. Final Proposal Report;
2. Heritage Impact Assessment;
3. Tree Assessment Report – Preliminary Findings

The submitted reports were reviewed by City Staff, the UTRCA, LACH, and EEPAC and other commenting agencies. Several issues were identified including:

- The Heritage Impact Assessment did not assess the impacts of the proposed development on the identified heritage resources
- No Noise and Vibration Study was provided to justify the land use changes proposed near adjacent industrial uses and the railway
- A Transportation Impact Assessment is required to justify the removal of street connections to the east, and the location and function of the proposed intersections with Highbury Avenue North and Oxford Street West
- Servicing Reports including a Hydraulic Analysis were required to assess the ability of existing and planned infrastructure to accommodate the proposed increased density and population within the Secondary Plan, and how various phases of the development will be serviced.

The applicant provided a revised Official Plan amendment on March 31, 2022, and earlier supplemental submissions in the fall and winter of 2021/2022 which included:

1. LPH Revised Draft Plan
2. LPH SP – Redlined Text Amendments (consolidated 2022-03-31)
3. LPH SP Amendment Schedules
4. Preliminary Phasing Figure for OPA
5. Transportation Impact Assessment (2022-03-17)
6. Noise and Vibration Impact Study (2022-03-28)
7. Hydraulic Analysis (2022-02-18)
8. Geotechnical & Hydrogeological (2022-03-16)
9. OPA Comment Response Letter
10. Outstanding Information - Chart Responses (March 2022)
11. Revised Heritage Impact Assessment (2022-01-31)
12. Stage 2 Archaeological Assessments and Ground Penetrating Radar Survey

## **2.6 Final Revised Concept Plan**

The revised submission was circulated on April 4, 2022 and reviewed by City staff and commenting agencies. Several issues were identified regarding the compatibility with adjacent land uses, conservation of heritage buildings and landscapes, the lack of urban design guidelines or concept plans for all development blocks, and the addition of low

density residential uses. Through discussion with the applicant, the following revised concept plan was submitted (See Figure 2.6).

The final revised concept plan consists of 30 lots for single detached dwellings; eight (8) medium density residential blocks, two (2) medium density residential/mixed-use blocks, eight (8) high density residential/mixed use blocks, and one (1) institutional block; four (4) heritage blocks; one (1) parkland block, one (1) storm water management block, four (4) open space blocks; one (1) private road block, two (2) road widening blocks and one (1) future development block; all served by the extension of Rushland Avenue, Howland Avenue, Spanner Street and eight (8) new streets.

The final revised concept plan incorporates the following key features:

- High-density mixed used blocks along Highbury Avenue North and Oxford Street South which permit buildings between 3 and 22 storeys in height with commercial uses at grade or in the podiums of buildings, and residential uses above. Further east along Oxford Street and south along Highbury Avenue the maximum permitted heights drop to 16 storeys. On Highbury Avenue adjacent to the Village Core entrance, the maximum permitted heights shall be limited to 12 storeys.
- A mixed-use village core centrally located within the development near the main entrance from Highbury Avenue which permits buildings between two and four storeys in height intended to act as a main street commercial core for the neighbourhood.
- Several heritage areas are designated for protection including the Infirmary Building, Chapel of Hope and Recreation Hall from the former London Psychiatric Hospital adjacent to the village core. The ground boulevard Treed Allée which extends north from Dundas Street to the central heritage campus is also protected, as well as the former Horse Stables in the northwest along Highbury Avenue.
- To the north of the central heritage campus heritage corridors are proposed to protect extend the Treed Allée along the central axis of the plan, as well as portions of the heritage easement within an east-west corridor terminating near the Horse Stables.
- The central heritage campus is proposed to be surrounded on the south, east and north by several medium density residential blocks.
- One area of low – medium density residential development is planned in the northeast portion of the plan, adjacent to the existing residential neighbourhood to the east. Other areas of single detached dwellings have been removed and replaced with medium density residential blocks.
- A network of open spaces are proposed along the east side of the Secondary Plan area to provide an area for stormwater management, a pathway network, and public parkland.
- The planned extension to Spanner Street is maintained to provide connectivity from the Secondary Plan area to the existing employment lands to the east.
- Development to the east of the Treed Allée has been reconfigured to provide active street frontage along the Allée and prevent residential uses from rear-lotting on to it.
- At the request of the Thames Valley District School Board, a potential school block has been identified in the north-east quadrant of the plan. The southern portion of the block is designated as heritage to protect the cultural heritage easement over the lands. The northern portion is designated for medium density residential uses, if the lands are developed as a school then it is expected that the building will be located in the north-east corner, and the heritage portions of the block will be protected.



## 2.7 Community Engagement (see more detail in Appendix C)

### *Public Circulation*

The original application was circulated on March 10, 2021 and a Notice of Revised Application was circulated on April 4, 2022. Through the public circulation process comments from six (6) members of the public, including three (3) letters and emails were received about the proposed Official Plan Amendment. The comments received by Staff are attached to Appendix "C". Comments/concerns received from the community are summarized as follows:

- Concerns by the adjacent industrial uses regarding the encroachment of sensitive residential land uses in the southeast corner of the secondary plan, and the limitations that this would place on the operation of the industrial uses.
- Concern from a member of the public that a majority of the site would be developed as single detached dwellings and other low density uses.
- Inquiries were received from other members of the public seeking more information about the proposed development

## 2.8 Policy Context (see more detail in Appendix D)

### Planning Act, R.S.O. 1990, c. P.13

The *Planning Act, 1990* requires that the City of London Council, in carrying out its responsibilities under the Act, must have regard to matters of provincial interest (Section 2), including:

- the protection of ecological systems, including natural areas, features and functions;
- the protection of the agricultural resources of the Province;
- the conservation of features of significant architectural, cultural, historical, archaeological or scientific interest;
- the orderly development of safe and healthy communities;
- the adequate provision of a full range of housing, including affordable housing;
- the appropriate location of growth and development;
- the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians;
- the promotion of built form that,
  - i. is well-designed,
  - ii. encourages a sense of place, and
  - iii. provides for public spaces that are of high quality, safe, accessible, attractive and vibrant;

The *Planning Act* enabled Municipalities to include policies that identify and delineate existing or planned higher order transit stations as 'protected major transit station areas' in their Official Plan (Section 16, subsection 15). Where an Official Plan contains these policies, they must also:

- (a) identify the minimum number of residents and jobs, collectively, per hectare that are planned to be accommodated within the area;

- (b) identify the authorized uses of land in the major transit station area and of buildings or structures on lands in the area; and
- (c) identify the minimum densities that are authorized with respect to buildings and structures on lands in the area.

The London Plan, as will be discussed below, identifies that the Transit Village Place Type is considered protected major transit station areas under the *Planning Act*. The Plan also contains policies that identify the minimum densities that are authorized within the area, the permitted uses of land and the planned minimum number of residents and jobs per hectare.

The *Planning Act* also requires that all decisions of the City of London Council shall be consistent with the policy statements issued under the Planning Act by the Province that are in effect on the date of the decision (Section 3, subsection 5a).

### **Provincial Policy Statement, 2020**

The Provincial Policy Statement (PPS) provides direction and guidance to City Council in regard to land use planning. All decisions of the City of London Council must be consistent with the PPS.

#### 1. Building Strong Healthy Communities

The long-term prosperity and social well-being of Ontario depends upon planning for strong, sustainable and resilient communities for people of all ages, a clean and healthy environment, and a strong and competitive economy. The PPS identifies that strong health communities are sustained by promoting efficient development and land use patterns, accommodating an appropriate affordable and market-based range and mix of residential types, employment, institutional, recreation, park and open space, and other uses to meet long-term needs(1.1.1). The integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning is promoted to optimize investments in transit and achieve cost effective development patterns.

The PPS encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development and appropriate land use patterns within settlement areas shall be established by providing appropriate densities and mix of land uses that efficiently use land and resources along with the surrounding infrastructure, public service facilities and is transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Planning authorities shall identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through 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. (1.1.3.3).

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents (1.4 Housing). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs. It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed.

The PPS requires that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management so that they are financially viable over their life cycle and will be available to meet the current and projected needs of the community (1.6 Infrastructure and Public Service Facilities).

## 2. Wise Use and Management of Resources

The vision defined in the PPS acknowledges that the long-term prosperity, environmental health and social well-being of Ontario depends upon the conservation and protection of our natural heritage and agricultural resources. Section 2.0 of the PPS establishes a number of policies that serve to protect sensitive natural features and water resources.

Section 2.1 Natural Heritage 2.1.1. “Natural features and areas shall be protected for the long term”; Section 2.1.8: “Development and site alteration shall not be permitted on adjacent lands to the natural heritage features and areas identified in policies 2.1.4, 2.1.5, and 2.1.6 unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions”.

Section 2.2 Water, 2.2.1 “Planning authorities shall protect, improve or restore the quality and quantity of water by [...] identifying water resource systems [and] maintaining linkages and related functions among ground water features, hydrologic functions, natural heritage features and areas, and surface water features.

## 3. Protecting Public Health and Safety

The vision defined in the PPS acknowledges that the long-term prosperity, environmental health and social well-being of Ontario depends, in part, on reducing the potential public cost and risk associated with natural or human-made hazards. Accordingly, Section 3.0 of the PPS states a number of policies designed to direct development away from natural and human-made hazards where there is an unacceptable risk (1) to public health or safety or (2) of property damage.

In accordance with Section 3 of the Planning Act, all planning decisions “shall be consistent with” the PPS.

### **The London Plan**

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect). The London Plan policies which are under appeal to the Local Planning Appeals Tribunal (Appeal PL170100) and not in force and effect are indicated with an asterisk throughout this report. The London Plan policies under appeal are included in this report for informative purposes indicating the intent of City Council but are not determinative for the purposes of this planning application.

The London Plan includes criteria for evaluating plans of subdivision through policy 1688\_ that requires consideration of:

1. Our Strategy
2. Our City
3. City Building policies
4. The policies of the place type in which the proposed subdivision is located
5. Our Tools
6. Relevant Secondary Plans and Specific Policies

### **Transit Village Place Type**

The subject lands are located in the Transit Village Place Type which permits a broad range of residential, retail, service, office, cultural, institutional, hospitality, entertainment, recreational, and other related uses and encourages mixed-use buildings. Transit Villages are intended to be second only to the Downtown in terms of the mix of uses and intensity of development that is permitted. They are intended to be major mixed-use destinations

with centrally located rapid transit stations which will form focal points to the Transit Village neighbourhood.

Buildings within the Transit Village Place Type will be a minimum of either two storeys or eight metres in height and will not exceed 15 storeys in height. Bonus Zoning beyond this limit, up to 22 storeys, may be permitted where it is demonstrated to be appropriate (\*813\_). Planning and development applications within the Transit Village Place Type will be evaluated to ensure that they provide for an adequate level of intensity to support the goals of the Place Type, including supporting rapid transit, efficiently utilizing infrastructure and services, ensuring that the limited amount of land within this place type is fully utilized, and promoting mixed-use forms of development. Permitted building heights will step down from the core of the Transit Village to any adjacent Neighbourhoods Place Types.

All Transit Villages are identified as Protected Major Transit Station Areas. To support the planned bus rapid transit planned along Highbury Avenue and Oxford Street, the place type should be planned to achieve a minimum number of 150 residents and jobs combined per hectare. The minimum building height shall be 2 storeys (8 metres) and the maximum height shall be 22 metres.

### **1989 Official Plan**

The subject lands are designated a combination of: Multi-Family, High Density Residential; Multi-Family, Medium Density Residential; Regional facility; Open Space; and Office/Residential on Schedule A of the 1989 Official Plan. The subject lands are included within the London Psychiatric Hospital Secondary Plan on Schedule D of the 1989 Official Plan. The land use designations follow the designations within the Secondary Plan that are discussed in greater detail below.

### **London Psychiatric Hospital Lands Secondary Plan**

The subject lands comprise the majority of the lands within the London Psychiatric Hospital Secondary Plan (LPHSP). The LPHSP designates the subject lands as Transit Oriented Development, Academic Area, Residential, Village Core, Heritage and Open Space on Schedule B of the Secondary Plan.

The LPHSP was approved prior to the adoption of the London Plan, and before the lands were envisioned to form one of the four Transit Villages in the City. The purpose of the Secondary Plan was to establish a vision, principles and policies for the evolution of the former Provincial mental health facility property and adjacent lands to a vibrant residential community which incorporates elements of sustainability, mixed use development, heritage conservation, walkability and high quality urban design.

The Secondary Plan provides a greater level of detail than the general policies in the Official Plan. The Secondary Plan serves as a basis for the review of planning applications and constitutes Official Plan policy which will be used in conjunction with the other policies of the Official Plan.

### **Community Structure Plan**

The Community Structure Plan on Schedule 1 of the Secondary Plan sets out the overall structural elements for the LPH Secondary Plan area. There are several key elements that form the basis of the Community Structure Plan:

- **Cultural Heritage Landscape:** The central area, including the Treed Allée and the landscaped surrounding the Infirmary Building, Chapel, and Recreation Hall have played an important role in the preparation of this plan and will be conserved through the development of the LPH Secondary Plan. More intensive development shall be directed to property around the perimeter of the lands, particularly along Highbury Avenue North and Oxford Street East.



- **Heritage Landmarks:** Significant cultural heritage resources to be conserved within the landscape include the Central Treed Allée, Infirmary Building (1902), Chapel of Hope (1884), Horse Stable (1894), and Recreation Hall (1920).
- **Edges and Interfaces:** Major arterial roads (Oxford Street East, Dundas Street and Highbury Avenue North) clearly define the community's edges on three sides. New development should transition to the established patterns of the community to the east.
- **Nodes:** A central node will be located between the terminus of the Treed Allée at the Infirmary Building and Highbury Avenue North. This node will function as the centrepiece of the community and should accommodate a range of uses. Two mixed use nodes are also to be established on Highbury Ave. at the intersections with Oxford St. and Dundas St.
- **Linkages and Transportation System:** Pedestrian, cycling and vehicular access will be provided through new streets extending to Highbury Avenue North, Oxford Street and the lands to the east to establish an urban street grid. Transit service is expected to continue along the three flanking arterial roads supported by transit nodes in these locations.
- **Building Height Plan:** Development is envisioned to be of a generally high-rise form along the flanking arterial roads. Mid-rise forms are envisioned within and approaching the central node. Development patterns on the balance of the lands are expected to be predominantly low and/or mid-rise.
- **Urban Design Priorities:** The Plan supports a well-connected urban street grid pattern, with a clearly defined neighbourhood centre. The north-south Treed Allée shall remain a key organizing element for future road patterns.

### Character Areas Land Use Designations

The Secondary Plan includes several land use designations which work with the general policies to form the overall structure of the Secondary Plan. These include: Village Core, Transit Oriented Corridor Area, Academic Area, Residential Area, Heritage Area, and the Open Space Area.

#### **1. Village Core Designation**

This area is to be the main focal point for neighbourhood level services within a comfortable walking distance for most residents. The Village Core is to be a walkable urban mixed-use "mainstreet" with a pedestrian scale. Sites internal to the neighbourhood (east of the lots on the Highbury Avenue North frontage), will be of a mid-rise height. Structures along Highbury Avenue North will be street oriented and of a high-rise height.

Uses within the Village Core shall include mid-rise to high-rise apartment buildings, apartment hotels, nursing homes, seniors residences and small scale office. Single-detached, semi-detached and duplex dwellings are not permitted. In addition, non-residential uses may be located on the ground floor. Secondary uses are also permitted on the ground floor of residential buildings. The built form shall be of a mid-rise to high-rise height.

#### **2. Transit-Orientated Corridor Designation**

The purpose of the Transit-Oriented Corridor designation is to focus residential and commercial uses along transit routes. Transit-Oriented Corridors are intended to allow for the creation of a band of residential and mixed use development at medium and high densities to support transit along Highbury Avenue North, Oxford Street East and Dundas Street. It is not intended that this designation will be applied within the internal portions of the community and any expansions or additions to this designation shall front onto an arterial road.

Permitted uses at major intersections include mid-rise to high-rise apartment buildings, apartment hotels, nursing homes, seniors residences and small scale offices. Secondary uses are also permitted on the ground floor of residential buildings. The built form shall be of a mid-rise to high-rise height. Other lands along Highbury Avenue North, permit transit-oriented, mid to high-rise, residential development that is not mixed use in nature.

### **3. Academic Area Designation**

The Academic Area designation was applied to lands in the northeast corner of the Secondary Plan area, southwest of the main Fanshawe College campus and provided a long term opportunity for an academic institution to expand their facilities. The designation permits space for offices, classrooms, recreational activities and residential uses for students. It is intended that the Academic Area will provide opportunities for an academic institution to develop purpose built residential housing for students.

### **4. Residential Area Designation**

It is intended that this designation will support an urban housing stock, with height and intensity generally increasing with greater distance from the central cultural heritage landscape. Residential areas are to accommodate a diversity of dwelling types, building forms, heights and densities, in order to use land efficiently, provide for a variety of housing prices and to allow members of the community to “age-in-place”. In the Residential Area Designation north of the Infirmary Building, the primary permitted uses in the Multi-family, Medium Density Residential designation of the Official Plan will be permitted, with the exception of: single detached dwellings, duplexes, semidetached dwellings, rooming and boarding houses and cluster townhouses. On the lands to the south of the Infirmary Building, the primary permitted uses in the Multi-family, Medium Density Residential designation of the Official Plan will be permitted. Development will only be permitted at a minimum density of 30 units per hectare up to approximately 75 units per hectare on the northern lands. Lower densities may be permitted to the south.

### **5. Heritage Area Designation**

The Heritage Area designation includes the cultural heritage landscape as well as the individual heritage buildings and their landscape setting that exist on the LPH lands. These buildings, and the heritage landscape, will be conserved. Conservation allows for alterations to a property and buildings, if it can be demonstrated that the significant heritage attributes of the heritage resource are not negatively impacted by the change.

The areas identified within the Heritage Area designation are to be conserved and wholly integrated into the design of the neighbourhood. The Heritage Area designation includes cultural open space, which is part of the cultural heritage landscape. This includes the historic Allée and the planned ‘Village Green’ which provide a major pedestrian corridor and opportunities for programmable events.

The restoration and sensitive adaptation of significant heritage buildings for contemporary urban uses is encouraged. The Infirmary Building should be considered for office and/or institutional uses, which may include an interpretive centre. The continued use of the Chapel of Hope as a place of worship, and the Recreation Hall for community uses is preferred. The stable should be adapted for food or farming-related uses such as a market, restaurant and/or educational centre. The Cultural Heritage Landscape is intended to be used for passive recreational uses and programmable events.

### **6. Open Space Designation**

The Open Space designation will apply to open space areas of the Secondary Plan that are intended for active and passive recreation, stormwater management, and the protection of natural heritage / environmental features. Lands to the east of the central heritage buildings are intended for an active recreation uses including sports fields to serve the local community. The lands in the southeast corner of the Secondary Plan are intended for stormwater management to the north of the CP Rail line. The Open Space

lands to the south of the CP Rail Line, outside the subject lands, are intended to protect and provide buffers for the environmental features here.

Several amendments to the London Psychiatric Hospital Secondary Plan will be required to bring the vision for the lands in-line with the vision for the lands in the London Plan as a high density, mixed use Transit Village.

### **Z.-1 Zoning By-Law**

The lands are currently within the Regional Facility (RF) Zone. This Zone provides for and regulates large institutional type facilities which serve a regional function. These uses are primarily large scale, attracting large numbers of people on a regular basis, and may create impacts on adjacent land uses. The RF Zone permits a variety of large institutional uses including: Universities, Hospitals, Places of Worship, Stadia, as well as Elementary and Secondary Schools.

Rezoning will be required to appropriate zones for the mixed uses that are envisioned on the subject lands including medium and high density residential, mixed use commercial-residential, heritage, and open space zones.

## **2.9 Subdivision Analysis**

The London Psychiatric Hospital Secondary Plan outlines several principles and objectives that were used to guide the development of the plan, and will be used to evaluate amendments to it. In addition, supporting principles are found within the City Building Policies of the London Plan.

### **Principles and Objectives of the Secondary Plan**

The preparation of this Secondary Plan was guided by a series of principles that are described below. Any amendments to this Secondary Plan shall be consistent with these principles.

- **Retention of Cultural Heritage:** Retain as much of the identified cultural and heritage resources of the area as possible by creating a distinct urban community that builds upon the heritage significance of the property.
- **Creation of a Distinct Community:** Create inclusive and diverse residential neighbourhoods a high level of urban design which have a mix of uses including residential, open space, public uses, local commercial uses, office uses, and mixed uses focused around the unique open space system.
- **Providing for a Range of Housing Choices:** Provide for a mix of housing types and designs that achieve compact residential development which makes effective use of land, services, community facilities and related infrastructure.
- **Environmental Sustainability:** Achieve high standards of environmental sustainability by integrating the community into the greater city through walking/biking trails, fostering walkable neighbourhoods, encouraging LEED developments and seeking out other opportunities for sustainability.
- **Transportation System:** Walking and bicycling should be the primary means of transportation within the community, while providing for broader connections to the City-wide transportation network.
- **Financial Viability/Sustainable Development:** The Community shall be developed in logical phases to be efficient and financially responsible, and implement a Stewardship Plan to identify how key heritage and provincially significant features will be maintained.

### 3.0 Financial Impact/Considerations

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There will be an increase in the operating and maintenance costs once the City assumes the planned public roads and other infrastructure and public facilities in the planned subdivision. The City will also be responsible for the long-term capital renewal costs associated with these works.

### 4.0 Key Issues and Considerations

London Plan policies currently under appeal are denoted with a “\*”, these policies and tables are not currently in force and effect, but must still be given consideration in the review of the proposed amendments.

#### 1. Increases in Density and Height

The London Psychiatric Hospital Secondary Plan (LPHSP), which includes all of the subject lands as well as additional lands along Highbury Avenue North and Dundas Street East, originally envisioned a moderate increase in the densities and heights permitted in the 1989 Official Plan.

The LPHSP permits a variety of medium and high density residential development across several land use designations. The Transit Oriented Corridor designation permits the highest and densest development, with a typical maximum density of 150 units per hectare, and 10 storeys. Development may be permitted to exceed these maximums through a site specific zoning amendment and site plan application, and the associated urban design review. Other medium density residential and mixed-use designations, including the North Residential and Village Core designations, permit up to 75 units per hectare, with a maximum height of 4-10 storeys, transitioning down from Transit Oriented Corridor towards the heritage buildings in the centre of the subject lands. The LPHSP planned for an ultimate population of approximately 6,000 people when fully built out.

The London Plan, envisioned these lands as a Transit Village, one of the densest, mixed use areas of the City, which is planned to be serviced by rapid transit. The London Plan envisions Transit Villages to be the second highest order of density after the downtown area designation. Transit Village Place Types are designated as Protected Major Transit Station Areas (PMTSAs) consistent with the *Planning Act, 1990*. The London Plan identified that the minimum height is 2 storeys or 8m and the maximum permitted height is 22 storeys for PMTSAs (815C\_).

\*Table 8 (currently under appeal) of the London Plan identifies that the minimum height is 2 storeys or 8m, the standard maximum height is 15 storeys, and the maximum height permitted is 22 storeys with a site specific zoning by-law amendment.

#### Proposed Amendment

The proposed revised amendments to the secondary plan would increase the maximum permitted heights to those similar to the heights permitted in the Transit Village Place Type (see Figure 4.1 below). The revised Official Plan Amendment application proposed the following changes to the permitted heights:

- To increase the maximum possible heights within the Transit-Oriented Corridor to 22 along the entire frontages of Highbury Avenue North and Oxford Street East.
- To the south of the Transit-Oriented Corridor on Oxford Street East, two medium density blocks which permit up to 10 storeys in height were proposed to be slightly enlarged.
- The permitted heights across the rest of the North Residential area were proposed to be reduced from 2-4 storeys to 1-3 storeys.



- A new medium density block within the South Residential areas was proposed along the eastern edge of the secondary plan to permit buildings of 2-6 storeys in height.
- The permitted heights within a low density residential block adjacent to the Treed Allée were proposed to remain as 1-3 storeys.

#### Staff Revised Recommendation

The majority of the proposed increases in maximum heights (yellow, orange, and red highlighted areas above in Figure 4.1) are generally consistent with the vision of the London Plan for these lands to be a transit oriented, high density, mixed use area. Through discussions with the applicant, it has been agreed that the maximum permitted heights within the Transit-Oriented Corridor will gradually transition from a maximum of 12 storeys near the Village Core, to 16 storeys and then 22 storeys closer to the intersection of Highbury Ave. and Oxford St. A similar transition is proposed in the northeast corner of the subject lands where heights are proposed to be transition from a maximum of 16 storeys to the 22 storeys permitted closer to Highbury Ave. and Oxford St. Proposed policy language in the policies of the LPHSP will include provisions to ensure a gradual and sensitive transition from low density residential areas to the east, protect views of heritage buildings and landscapes, and to provide podiums along public streets to create a more inviting pedestrian environment.

It is recommended that a table of permitted heights be added to the secondary plan to supplement the Height Plan and clearly identify the heights permitted in each designation.

It is recommended that the following revised Land Use Designation (Figure 4.2), Sub Area Designations (Figure 4.3), and Building Height (Figure 4.4) schedules be adopted as part of the Secondary Plan amendment. All of the revised schedules of the Secondary Plan recommended for adoption are included within Appendix 'A' Schedule "1".

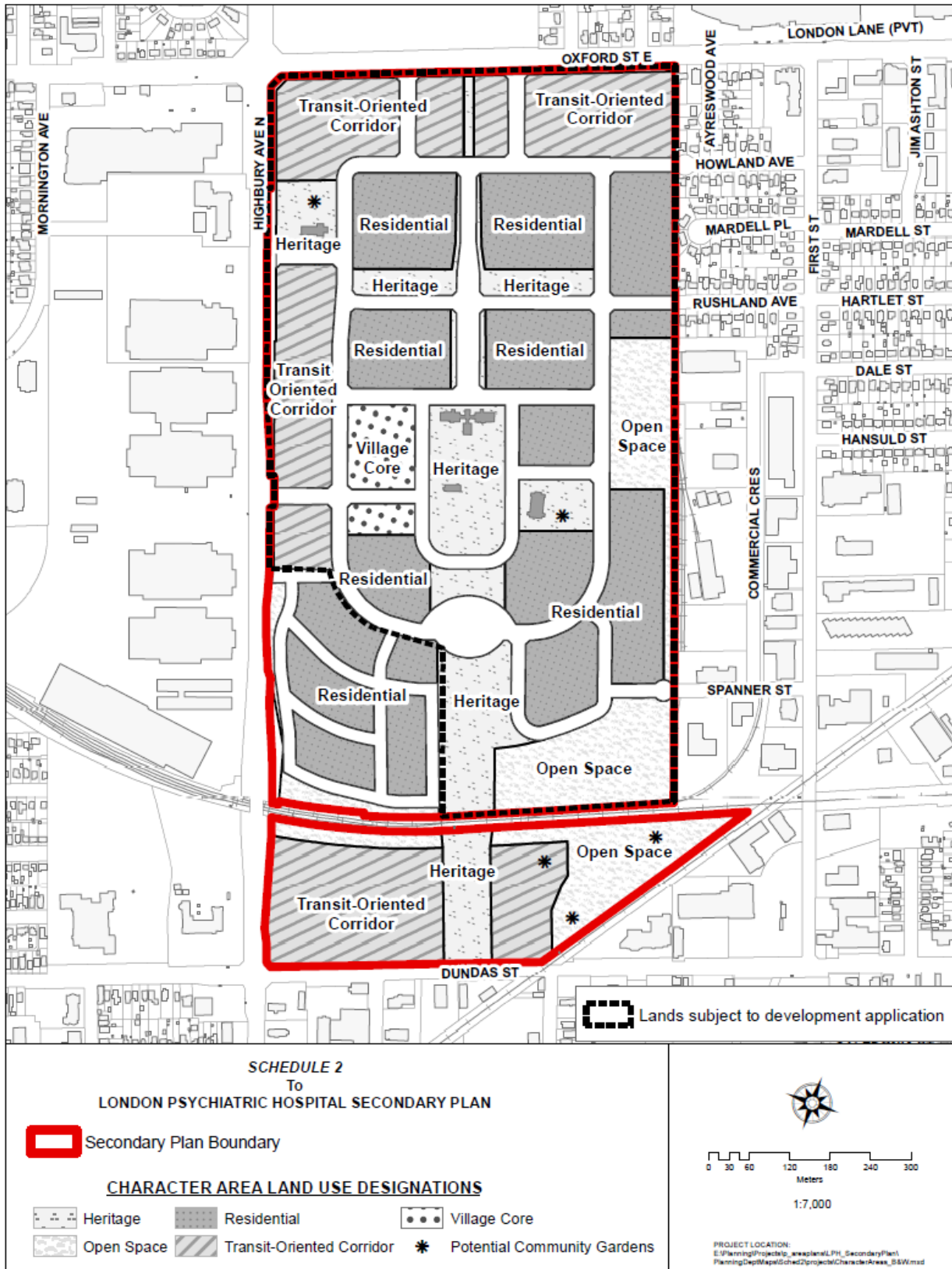


Figure 4.2 – Revised Amendment to Schedule 2: Character Area Land Use Designations

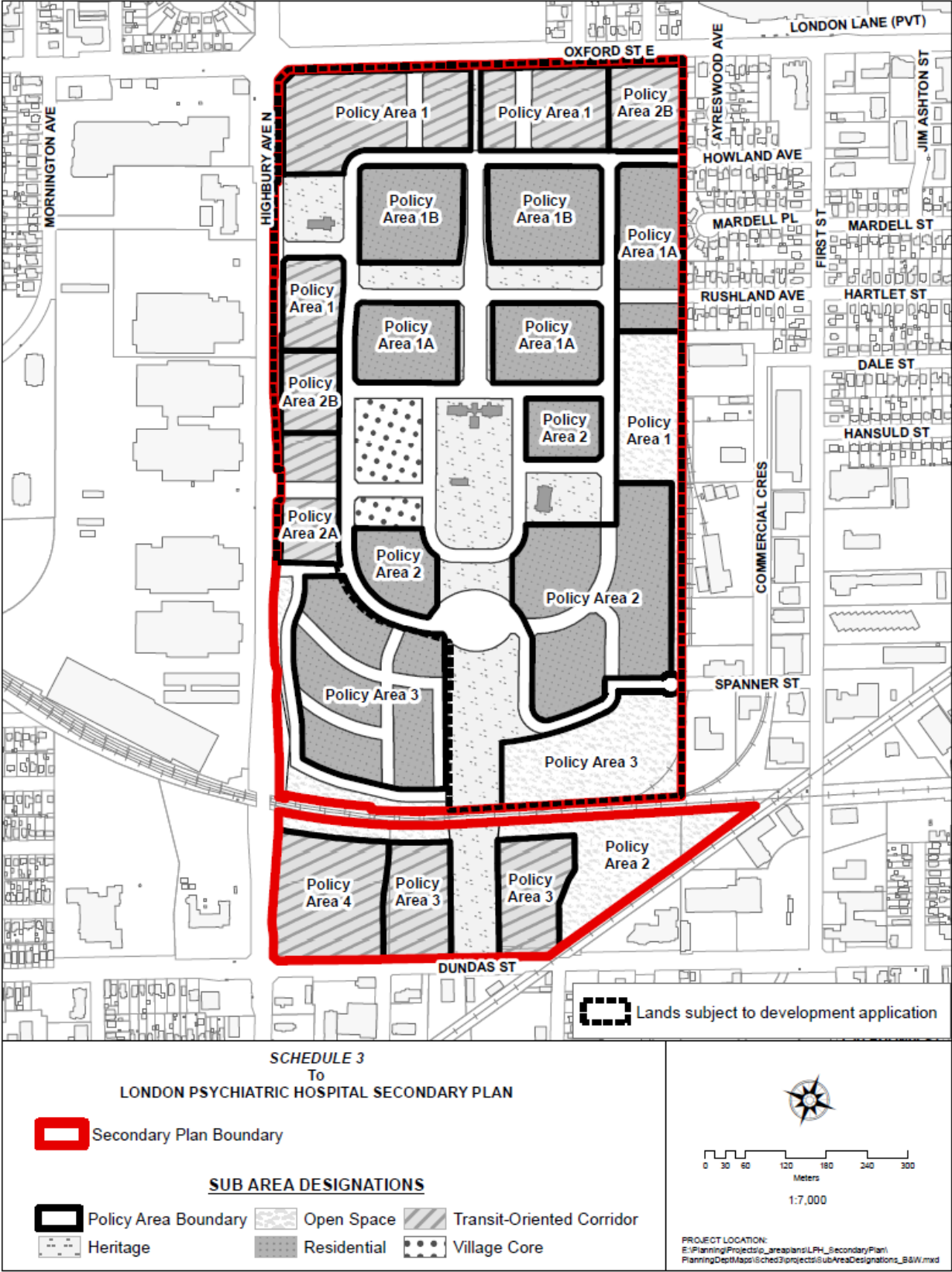


Figure 4.3 – Revised Amendment to Schedule 3: Sub Area Designations



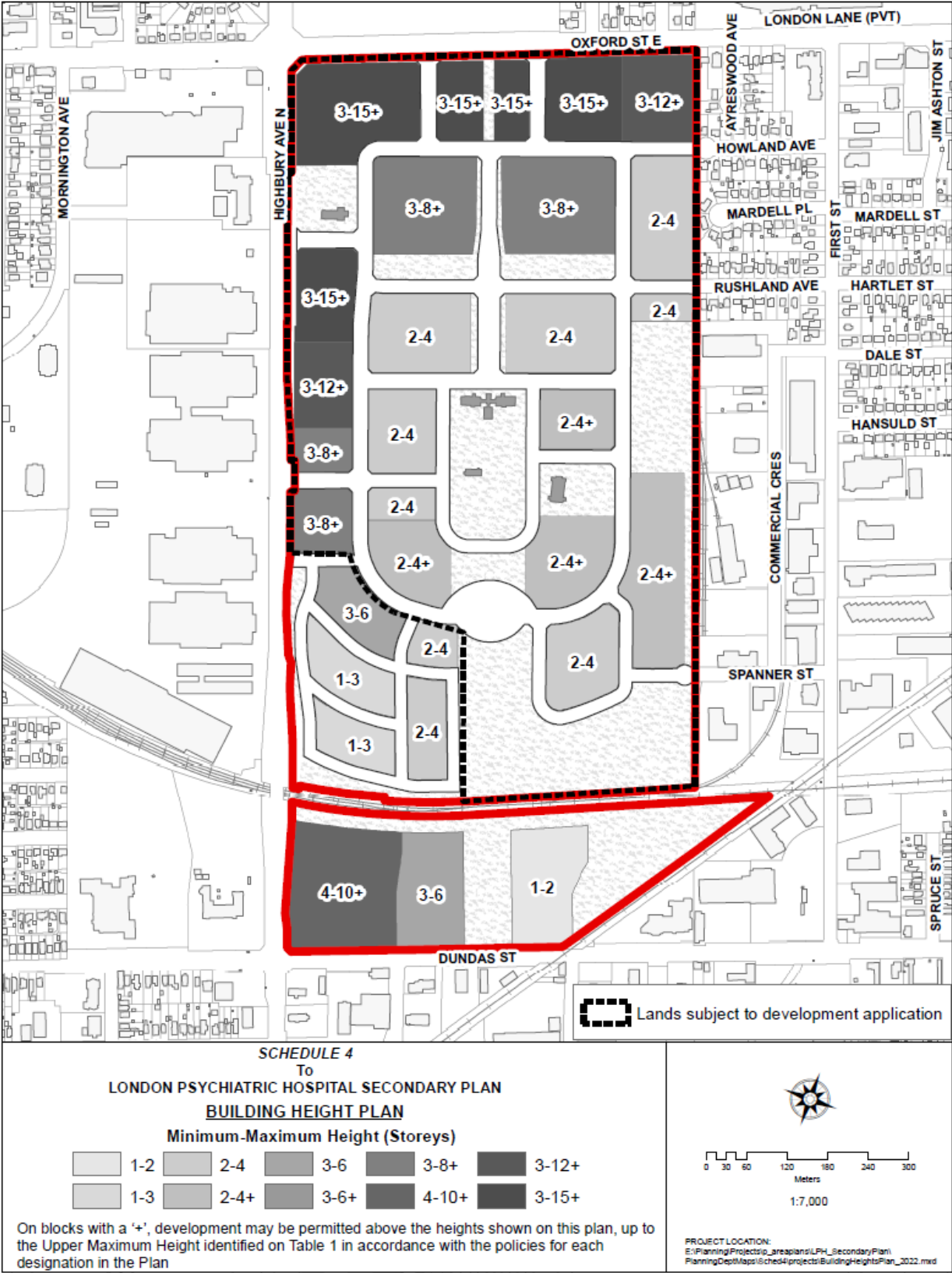


Figure 4.4 – Revised Amendment to Schedule 4: Building Height Plan

## **2. Minimum Density Requirements and Low Density Uses**

The LPHSP and The London Plan both include minimum density requirements for the subject lands. The LPHSP Schedule 4 include minimum height requirements for every designation including 6 storeys within the Rapid Transit Corridor, 3 storeys within adjacent portions of the Village Core and Residential designations, and 2 storeys on the majority of the rest of the subject lands. The only area permitted to have a minimum height of 1 storey was the residential area in the southeast corner of the subject lands. Other policies throughout the plan also prohibit low density development such as: policies prohibiting standalone commercial uses (20.4.3.2.1 ii) within the Village Core designation; or policies only permitting “mid to high rise” apartment and other uses within the Transit-Oriented Corridor designation. Within the Residential Policy Area 1 – North Residential Neighbourhood, to the north of the central heritage campus, it is explicitly stated that “development shall not be permitted at a residential density of less than 30 units per hectare”, while a lower density of greater than 15 units per hectare is permitted within the South Residential Neighbourhood.

The London Plan addresses minimum densities in a number of ways. Minimum building heights are specified through \*Table 8 of the London Plan, as well as in associated policies for each place type, such as the minimum 2 storeys or 8m for the Transit Village place type (\*813\_1).

Through London Plan Amendment 30 (LPA30, passed by Council on December 8, 2020 and currently in force and effect) all transit villages are identified as Protected Major Transit Station Areas as defined under the *Planning Act, 1990*. As part of LPA 30 it is required that Transit Villages are planned to achieve a minimum of 150 residents and jobs combined per hectare across each Transit Village (815B\_), and that they have a minimum building height of two storeys or eight metres (815C\_). For individual developments it is specified that “the minimum density is 45 units per hectare for residential uses or a floor area ratio of 0.5 for non-residential uses” (815D\_).

### **Proposed Amendment**

The proposed amendment to the Secondary Plan included several changes to policies that would have impacted the minimum density permitted for development and permit single detached dwellings and single storey commercial developments in several areas throughout the Secondary Plan. The amendment proposed that the minimum permitted heights within portions of the Residential Area Designation to the north and south of the central heritage campus be reduced from two storeys to one storey. The applicant had also proposed to remove the 30 units per hectare minimum density requirement from the Residential Policy Area 1 – North Residential Neighbourhood designation. In addition, it was proposed that Single Detached Dwelling, Semi-Detached Dwellings, and Cluster Townhouse dwellings be added to the permitted uses within the North Residential Neighbourhood. Within the Village Core designation, the applicant to proposed to add language that “Small scale stand alone commercial uses could be considered.”

The lands within the London Psychiatric Hospital Secondary Plan are planned to have a high level of municipal services and infrastructure including the highest order of public transit. Reducing the permitted heights and densities on a significant portion of the Transit Village, and permitting low density standalone commercial uses will not make efficient use of municipal infrastructure and services. Single and semi-detached dwellings and townhouses may be appropriate to provide a sensitive transition between the existing low density residential community to the east and the medium and higher density uses within the Transit Village, however, they are not appropriate within the heart of the Transit Village.

### **Staff Revised Recommendation**

Based on discussions with the applicant it is proposed that within the North Residential designation the minimum densities be maintained at 30 units per hectare, and that single detached dwellings only be permitted on the lands adjacent to the Neighbourhoods Place Type to the east of the plan. The South Residential Neighbourhood designation currently

has a required minimum density of 15 units per hectare, and permitted heights of 1-3 storeys in some areas. It is proposed that the minimum density be increased to 25 units per hectare to bring the minimum densities more in line with the vision for the Transit Village. It is recommended that all residential areas of the subject lands are required to have a minimum height of two storeys, and a maximum height of at least four storeys. Additional heights up to six storeys may be permitted on some portions of the South Residential Neighbourhood (See Figure 4.4 above).

### **3. Significant Built and Cultural Heritage Landscape Resources**

The property is subject to a Heritage Conservation Easement Agreement between Old Oak and the Ontario Heritage Trust and is also designated under Part IV of the Ontario Heritage Act (By-law No. L.S.P.-3321-208). A separate Strategic Conservation Plan has been prepared for the property to guide future development at the site, identify conservation strategies, outline requirements for monitoring and maintenance, and provide a framework for when Heritage Alteration Permits and Heritage Impact Assessments.

Four of the heritage buildings have been identified as having provincial heritage value:

- Chapel of Hope (built 1884),
- Horse Stable (built 1894),
- Infirmary (built 1902), and
- the Recreation Hall (built ca. 1920).

A number of cultural heritage landscape features have been identified as having provincial heritage value:

- The Allée and Ring Road Zone: the grand tree-lined Allée that stretches from the historic entrance at Dundas Street East northward to the circular drive and ring road that connects the Infirmary, the Chapel of Hope and the Recreational Hall.
- The Campus Zone: zone located within the ring road that contains three (3) LPH heritage buildings (the Infirmary, the Chapel of Hope and the Recreational Hall), as well as associated open spaces, landscape and plantings
- The Horse Stable Zone: This zone is comprised of open space, mature trees and unobstructed views of all sides of the horse stable

The submitted Heritage Impact Assessment (HIA) reviews the proposed changes to the London Psychiatric Hospital Secondary Plan (LPHSP) and their impacts on the significant built heritage resources and cultural heritage landscapes. It is identified that there is a potential for land disturbances related to demolition activities for all of the heritage buildings during development, and mitigation measures are recommended. There is also a potential for the development around the Horse Stable to have isolation impacts on the heritage building. The proposed stormwater and sanitary trunk sewer upgrades, and the Street A changes, have the potential to directly impact trees within the Allée and Ring Road Zone. There will be an anticipated impact to the view from the north of the Horse Stable Zone with the high density/mixed use blocks proposed for the corner of Oxford Street and Highbury Avenue. In addition, there is potential for indirect impacts from land disturbances for buildings, sugar maples and black walnuts related to the proposed construction activities. Some measures are recommended to mitigate these potential direct and indirect impacts.

The HIA also reviewed the proposed policy changes within the Secondary Plan and found that no impacts to the heritage and cultural heritage landscape features due to the proposed amendment were anticipated. Following a review of the revised Official Plan Amendment and the supporting revised Heritage Impact Assessment City staff still had some outstanding concerns including:

- The revised Heritage Impact Assessment is sufficient to meet the requirements for a complete application for the Official Plan Amendment, however, further heritage impacts from the associated Zoning By-Law Amendment and Draft Plan of Subdivision will need to be addressed during the review of those applications.
- Portions of the Heritage Easement that are shown within the Open Space designation should remain in, or be designated as Heritage, not Open Space
- Potential impacts on the Horse Stable Zone are identified including isolation and obstruction of views due to the proximity of high density development, however, the mitigation measures to address these impact are not sufficient and further measures will need to be recommended and addressed when the Zoning By-Law Amendment and Draft Plan of Subdivision are considered.
- The HIA states that no impacts are identified due to the proposed revisions to the LPHSP, and no mitigation measures are suggested. City staff are of the opinion there remains impacts to the heritage areas and zones, such as the proposed changes to policy and schedules of the plan that would permit development o back on to the Treed Allée and cut off public access. City Staff are of the opinion that these impacts are not sufficiently mitigated through the measures identified in the HIA.

#### Staff Revised Recommendation

Through subsequent discussions with the applicant, it was agreed to revise the proposed amendment to ensure that the open space portions of the heritage easement and the northern portions of the north-south axis of the Treed Allée are designated as Heritage instead of Open Space. The applicant has also agreed to revise the road network and development blocks in the southeast portion of the subject lands to maintain public access and views into the Treed Allée. The restriction of single detached dwellings to limited areas of the Secondary Plan will also help mitigate potential tree loss from driveways and other impacts on the cultural heritage landscapes.

#### **4. Compatibility with Industrial Uses and Rail Lines**

The subject lands are bounded on the south by the CP rail main line, and to the east by a spur line and several commercial/industrial uses. Section 20.4.4.3 of the London Psychiatric Hospital Secondary Plan identifies that noise studies are required as part of a complete application to confirm compliance with provincial regulations.

A Noise and Vibration Impact Study was prepared by the applicant to assess the impact of road and rail traffic, and activities at the commercial and industrial facilities on the proposed development.

The Noise and Vibration Study identified that mitigation measures would be required on the subject lands due to the impacts from the CP Rail main and spur lines, the adjacent industrial uses, and traffic on Highbury Ave. and Oxford St. To mitigate the noise from industrial and rail uses to the east of the subject lands a new single loaded medium density residential building is proposed to be built to act as a noise barrier. The study recommends that the building be at least 13 m in height and constructed such that there are no windows for noise-sensitive spaces facing the plastic facility. The study recommends that a required safety berm along the southern limit of the subject lands, adjacent to the CP rail principal line, is proposed to be extended along the spur line to the east to help mitigate noise impacts on other portions of the proposed development.

In addition, the completed study recommends that many of the development blocks on the southern and eastern portions of the subject lands are designated as a Class 4 area under the Ministry of the Environment and Climate Change's (MOECC) NPC-300. Class 4 areas require that a noise impact assessment is conducted, and mitigation measures are identified that verifies the applicable sound level limits will be met. It is recommended that agreements for noise mitigation, and appropriate warning clauses to warn potential purchasers are registered on title of all affected properties.

Through the consideration of the zoning by-law amendment, draft plan of subdivision and other future applications for site plan approval, further mitigation measures will be implemented based on the recommendations of an accepted Noise and Vibration Study once the design and layout of the affected areas has been determined. Consultation with Parks Planning and CP Rail will be required to determine that the proposed mitigation measures will satisfy the safety requirements of the rail line and the functionality of the park and pathway.

## **5. Spanner Street Connection**

The existing Secondary Plan envisioned the extension of at least three streets into the subject lands including Howland Avenue and Rushland Avenue in the northern portion of the plan and Spanner Street to the south. The proposed revised Official Plan Amendment included the Howland Avenue and Rushland Avenue connections to the neighbourhood to the east, but the planned Spanner Street connections was proposed to be removed. The Transportation Impact Assessment submitted in support of the revised amendment did not address the removal of the Spanner Street connection.

City transportation design and planning staff identified concerns with the removal of the Spanner Street connection due to the limitations on connectivity between the two areas, and the continued lack of appropriate access and turn-arounds for emergency services and City operations vehicles.

Currently Spanner Street to the east of the Secondary Plan is located within a light industrial employment area. Maintaining the planned Spanner Street connection would ensure adequate connectivity between residential areas and employment lands, as well as provide greater connectivity with the surrounding transportation network.

### **Staff Revised Recommendation**

Through discussions with the applicant, the proposed amendment has been revised to show the connection to Spanner Street. Through the future revisions to the draft plan of subdivision it is expected that the applicant will provide a turnaround at the end of Spanner Street, as well as a future road block to allow for the extension of Spanner Street in the future.

## **6. Municipal Servicing Infrastructure Capacity**

The proposed development would significantly increase the planned densities and population that was planned to be accommodated on the subject lands. The former Psychiatric Hospital was serviced by a network of private sewers across the property, however, new sewers built to City standards will be required to service the proposed development.

The existing LPHSP envisioned a population of approximately 6,000 people across the entire Secondary Plan area. The original proposed planning applications envisioned a population of approximately 14,000 people on the subject lands (not including the other lands within the Secondary Plan area). The revised submission envisioned a population of approximately 11,000 people within the subject lands once fully built out. The existing municipal water and sanitary services that will serve the subject lands provide the most significant constraints on the population that can be accommodated on the subject lands.

### **Sanitary Servicing**

The existing sewers on both Dundas Street and Highbury Avenue North both ultimately flow to the Vauxhall Wastewater Treatment Plant (WWTP). The densities and population proposed exceed the City of London design specifications and will place a significant strain on the City's growth servicing and wastewater treatment capacity projections, and could displace extensive planning efforts that have already been developed and implemented by WasteWater Operations.

The sewers on Highbury Avenue North are planned to be upgraded as part of the construction of the east link of the bus rapid transit. It is proposed that the first phase of the development, the blocks along Highbury Avenue North, will be serviced by the planned upgraded sewers on Highbury Avenue, while the balance of the subject lands will be serviced via an easement to south to the sewer on Dundas Street. It is anticipated that future phases of development on the south side of the CP Rail line will establish the servicing corridor in a block.

#### Water Servicing

The first phase is proposed to be serviced via the internal street network out to Highbury Avenue North. Currently there is an existing 400mm watermain on Highbury Avenue N and an existing 300 mm watermain on Oxford Street adjacent to the site. The City of London plans to upgrade the 300mm watermain on Oxford Street fronting the site to a 400mm watermain. Water engineering have no concerns with the indicated population of approximately 11,000 people identified in the revised application. With respect to Draft Plan Submission and Zoning, the applicant will be required to update the previously submitted FPR (2021) to address outstanding comments.

#### Stormwater Servicing

Stormwater Engineering Division staff did not identify any concerns with the proposed official plan amendment. The London Psychiatric Hospital Lands Stormwater Servicing Class Environmental Assessment (Stantec, 2011) has expired and will be updated through the City's detailed design and sizing of the stormwater management (SWM) pond. It is noted that flows from the first phase of development will flow to Highbury Avenue, and will require on site SWM control and interim SWM facilities to control major flows. The development of phases 2 and 3 of the LPHSP will be subject to the SWM facility being constructed and operational. As part of a complete application for a revised zoning by-law amendment and draft plan of subdivision, the applicant shall be required to prepare a: revised/updated FPR; updated/revised Geotechnical Report; and updated/revised Hydrogeological Report including a preliminary water balance strategy.

### **7. Affordable Housing and the Removal of Bonussing Policies**

The Province changed the Planning Act through Bill 108 (the More Homes More Choice Act, 2019) so that bonussing agreements can no longer be approved after September, 2022.

Consistent with recent decision at the Ontario Land Tribunal on the appeals of the London Plan, language that required bonussing agreements to be entered into in order to achieve the maximum heights has been update. Under the proposed amendments to the secondary plan, development will only be able to achieve the maximum heights permitted in each designation through a site specific zoning amendment where exceptional design is provided and reviewed consistent with the urban design policies of the Secondary Plan and London Plan.

Inclusionary Zoning (IZ) is a potential new tool the City of London is considering that would require affordable units to be included in certain new market-rate housing developments. Provincial legislation states that IZ may only be permitted within areas of a city designated as "Protected Major Transit Station Areas" (PMTSAs).

On December 8, 2020 Municipal Council adopted a London Plan amendment to designate PMTSAs in the London Plan, including the London Psychiatric Hospital Transit Village. The Ministry approved the City's PMTSA policies and mapping on May 28, 2021 and it is in force. City staff are currently undertaking an Inclusionary Zoning review prior to any potential amendments to the London Plan or Zoning By-law for addition of new IZ policies or regulations.

It is anticipated that the IZ Review will identify a similar outcome to the current practice of Bonus Zoning, which allows developers to apply for additional height or density in exchange for the provision of public benefits such as affordable housing units.

Consistent with the policies of the London Plan and other recent secondary plan, amendments are recommended which identify that it is an objective of the plan that a minimum of 25% of all new residential development within the entire plan area meet the Provincial definition of affordable housing. The City will work with other government agencies, the not-for-profit sector, and private developers and may utilize tools such as inclusionary zoning to facilitate the provision of affordable housing.

Staff have recommended that the Secondary Plan policies be updated to identify that the plan is within a Protected Major Transit Station Area, and that tools such as Inclusionary Zoning may be utilised to secure the provision of affordable housing units within the Plan.

## **8. Urban Design**

The proposed amendments include many medium and high-density mixed-use areas in various phases of the development where the permitted heights are proposed to be increased. To date concept plans have not been prepared for many of the development areas. A high standard of urban design is required to ensure that the principles and objectives of the plan are achieved including the conservation of heritage designated buildings and landscapes; support of public transit, walking and active transportation; and the creation of a distinctive community.

To support the proposed increased building heights and densities, the urban design section of the plan is recommended to be expanded and enhanced to provide clear guidance for the development of high-rise, mid-rise and low-rise development. Further recommendations are provided for the ground floors of buildings including commercial and residential buildings, as well as loading areas.

The recommended urban design policies have been based on similar policies in the London Plan and other Transit Village Secondary Plans which have been approved recently. These policies require that podiums are provided for buildings of five (5) or more storeys tall that correspond to the street classification and surrounding context. Floors within the tower portion of high-rise buildings greater than eight (8) storeys in height are required to have a maximum floor area of 1,000 square metres, and the length to width ratio is not permitted to exceed 1:1.5 to minimize shadowing and visual impacts on surrounding properties and open space.

In order to minimize the number of driveways that cross sidewalks and improve the pedestrian environment, single detached dwellings are prohibited in the majority of the Secondary Plan Area. Where low-rise forms of housing such as townhouses are to be permitted, they are encouraged to be developed in a cluster form with garages located the rear of buildings and accessed from common private driveways. Design policies are included to require street oriented development that prohibits parking in the front yard of developments to support the creation of a walkable, pedestrian friendly neighbourhood.

## **9. Removal of Institutional / Education Designation**

At the time of the preparation of the existing LPHSP, Fanshawe College had expressed interest in acquiring lands as its nearby main campus was running out of land resources for further expansions. The LPHSP designated a significant portion of the north easterly lands as institutional, and created 'Academic Area' policies to support the expansion of Fanshawe College onto the subject lands. Since the LPHSP was approved, however, Fanshawe has expanded beyond its main campus to include additional off-site satellite campuses in the Downtown Core, further east along Oxford Street East, and in the former Westervelt College building in South London. At the time of purchase, the property owner approached Fanshawe College regarding their desire to acquire lands for future expansion; and it was determined that there was no longer interest from Fanshawe College in these lands. No comments or concerns with the proposed removal of the Academic Area policies have been received from Fanshawe College.

The Thames Valley District School Board has requested that a block for a potential elementary school be planned for within the subject lands. This block has been included within the Residential Policy Area 1 - North Residential Neighbourhood designation in the

Secondary Plan. Policies within the North Residential Neighbourhood have been added to encourage the school to be designed with consideration for the dense urban nature of the transit village, the priority for walking and active transportation, and the need to conserve the cultural heritage landscapes.

### **10. Housekeeping Amendments**

Included in the proposed amendments are housekeeping changes to the London Psychiatric Hospital Secondary Plan similar to updates recently adopted for other secondary plans in London which remove references from the 1989 Official Plan, and replace them with references to the London Plan. These housekeeping changes have been made throughout the entire plan, including policies affecting lands known municipally as 840 Highbury Avenue North, and 1340 & 1414 Dundas Street, which are not subject to the proposed development applications.

### **11. Other Lands in the London Psychiatric Hospital Secondary Plan**

Significant changes are proposed to the Transit-Oriented Corridor and Residential Area designations through the submitted secondary plan amendment. These designations also apply to lands beyond the proposed development, on lands known municipally as 840 Highbury Avenue North, 1340 Dundas Street, and 1414 Dundas Street. Some of these parcels are under separate ownership and the redevelopment of these lands were not considered through these applications.

As the redevelopment of these lands has not been reviewed and considered by the City, commenting agencies, and the public, no changes to the permitted uses, densities and heights for these areas are currently recommended. As part of the housekeeping amendments, the lands located at 840 Highbury Avenue North, and 1340 & 1414 Dundas Street are recommended to be redesignated to their own sub-policy areas where appropriate on Schedule 3 which maintain the existing policies for each designation.

## **Conclusion**

The proposed amendments are consistent with the Provincial Policy Statement, 2020 which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs. The proposed changes to the London Psychiatric Hospital Secondary Plan are consistent with the London Plan and will implement the vision for the subject lands as a high density, mixed-used, walkable transit village. No outstanding significant concerns have been identified with the proposed Official Plan Amendment. Other concerns related to the design of specific development blocks, servicing and street alignment will be addressed through associated applications for Zoning By-Law Amendment and Draft Plan of Subdivision that will be considered at a future public meeting.

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OZ-9324  
M. Clark

BP/mc

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## Appendix A – London Psychiatric Hospital Secondary Plan Amendment

Bill No. (Number to be inserted by Clerk's Office)  
2021

By-law No. C.P.-XXXX-\_\_\_\_

A by-law to amend The London  
Psychiatric Hospital Secondary Plan.

**WHEREAS** Old Oak Properties have applied to redesignate an area of land located at 850 Highbury Avenue North within the London Psychiatric Hospital Secondary Plan area, as shown on the map attached to this by-law, as set out below;

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

1. The London Psychiatric Hospital Secondary Plan, 2011 is deleted, and The London Psychiatric Hospital Secondary Plan, as contained in Schedule 1 attached hereto and forming part of this by-law, is adopted.
2. This Amendment shall come into effect in accordance with subsection 17(27) of the Planning Act, R.S.O. 1990, c.P.13.

PASSED in Open Council on June 14, 2022.

Ed Holder  
Mayor

Michael Schulthess  
City Clerk

First Reading - June 14, 2022  
Second Reading - June 14, 2022  
Third Reading - June 14, 2022

OZ-9324  
M. Clark

**Schedule "1"**

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## 1.0 Introduction

The London Psychiatric Hospital (LPH) Secondary Plan is applied to the Transit Village Place Type on the east side of Highbury Avenue North between Oxford Street East and Dundas Street and is generally bounded on the east side by a CNR spur line and comprises approximately 77 hectares (180 acres) of land. The majority of the lands were under public ownership and used as a mental health facility since the 1870's. The majority of the lands were owned, at the time of the adoption of this Secondary Plan, by the Government of Ontario with the remainder owned by the Government of Canada, the Salvation Army, the Diocese of London and a private landowner.

### 1.1 Purpose and Use

The purpose of the Secondary Plan is to establish a vision, principles and policies for the evolution of the former Provincial mental health facility property and adjacent lands to a vibrant residential community which incorporates elements of sustainability, mixed use development, heritage conservation, rapid transit support, walkability and high quality urban design. This Secondary Plan provides a greater level of detail than the general policies in *The London Plan*. The Secondary Plan serves as a basis for the review of planning and development applications and constitutes *London Plan* policy which will be used in conjunction with the other policies of *The London Plan*.

The goals, objectives, policies and maps of *The London Plan* shall apply to all lands within the study area, except in instances where more detailed or alternative direction is provided in the Secondary Plan, in which case the Secondary Plan shall prevail.

The text and schedules of the London Psychiatric Hospital Secondary Plan constitutes part of *The London Plan*. The Schedules form part of the Secondary Plan and have policy status whereas other maps, graphs, tables, illustrations and photographs included in this Secondary Plan are provided for graphic reference, illustration and information.

### Vision

The redevelopment of the London Psychiatric Hospital Lands shall reflect the historic significance of the lands to create an urban village with a strong focus on rapid transit and pedestrians enhanced by ample public green spaces that link places to live, work and play. The community will embrace sustainable development principles that place priority on multi-modal transportation choices integrated with a diverse range of land uses, lifestyle and cultural opportunities.

### 1.2 Principles of the Secondary Plan

The preparation of this Secondary Plan has been guided by a series of principles that are described below. Any amendments to this Secondary Plan shall be consistent with these principles.

#### i) **Principle 1: Retention of Cultural Heritage**

Conserve the identified cultural and built heritage resources of the area and ensure their long-term sustainable management.

#### **Objectives to achieve this principle are:**

- a) Celebrate the area's built and cultural heritage.

- b) Create a distinct urban community that builds upon the heritage significance of the property.
- c) Create a strong sense of place that relates to the heritage character of the property.
- d) Conserve heritage designated buildings and landscapes.
- e) Ensure the long-term sustainable management of trees and vegetation within the cultural heritage landscape.
- f) Encourage sustainable re-use of heritage buildings.

**ii) Principle 2: Creation of a Distinct Community**

Create inclusive and diverse residential neighbourhoods which have a mix of uses and a high level of urban design.

**Objectives to achieve this principle are:**

- a) Provide for a range of land uses including residential, open space, public uses, local commercial uses, office uses, and mixed use buildings.
- b) Foster a sense of community interaction by connecting neighbourhoods with public uses and the open space system.
- c) Provide for the extension of necessary public services and facilities to support the community.
- d) Enhance recreational opportunities throughout the neighbourhoods.
- e) Identify opportunities for places and activities that foster community identity.
- f) Ensure the Treed Allée remains a focal point for the Community.
- g) Enhance the public realm, including streetscapes, public spaces and infrastructure.
- h) Integrate the new community with surrounding neighbourhoods.
- i) Focus the design of roads and future development around significant built features.
- j) Ensure the design of roads and buildings is appropriately scaled to and in character with significant built features.
- k) Design the community street pattern to create or enhance view corridors and vistas of public spaces and significant built features.

**iii) Principle 3: Providing for a Range of Housing Choices**

Provide for a mix of housing types and designs.

**Objectives to achieve this principle are:**

- a) Provide for a range and mix of housing types in order to achieve a balanced residential community.
- b) Encourage housing developments and designs that achieve compact residential development.
- c) Achieve an urban form which makes effective use of land, services, community facilities and related infrastructure.
- d) Ensure that the community caters to the needs of all ages, stages of life and income groups.
- e) Provide opportunities for live-work opportunities to reduce the need for commuting and improve community safety.

- f) Provide housing opportunities to accommodate people with special needs, students and seniors.
- g) Provide affordable housing opportunities.

**iv) Principle 4: Environmental Sustainability**

Achieve high standards of environmental sustainability.

**Objectives to achieve this principle are:**

- a) Seek out opportunities for sustainability.
- b) Integrate the Community into the greater city through rapid/public transit and walking/biking trails to reduce the need to use private vehicles.
- c) Create an interconnected open space system.
- d) Enhance livable neighbourhood ideals using public green spaces as a significant design feature and by fostering walkable neighbourhoods.
- e) Minimize the production of greenhouse gases through sustainable building and site design.
- f) Encourage the planting of vegetation to improve air quality.
- g) Encourage community wide recycling.
- h) Protect species at risk and rare species.

**v) Principle 5: Transportation System**

Access to rapid transit will be a defining characteristic of the Community. Walking and bicycling should be the primary means of transportation within the community, while providing for broader connections to the City-wide transportation network.

**Objectives to achieve this principle are:**

- a) provide convenient access to transit stations, with the highest intensity uses located along the transit corridors.
- b) Provide a traditional grid street network to encourage walkability within the community.
- c) Give priority to pedestrian movement.
- d) Establish a high degree of connectivity within the Community and between existing and new neighbourhoods.

**vi) Principle 6: Financial Viability/Sustainable Development**

The Community shall be developed in logical phases to be efficient and financially responsible.

**Objectives to achieve this principle are:**

- a) Extend infrastructure in a logical and cost-effective manner.
- b) Establish key heritage and community features through the earliest phases of development.
- c) Ensure a Stewardship Plan is in place to identify how the Provincially significant features are to be maintained and identify suitable sources of funding.



## 2.0 Community Structure Plan

The Community Structure Plan is illustrated in Schedule 1 of this Plan and sets out the overall structural elements for the LPH Secondary Plan area. The elements identified in this section of the Plan are intended to assist with implementing the vision for the built form, public realm and neighbourhood street pattern. Development proposed through planning applications for the LPH lands shall implement the following community structure objectives:

- i) The designated heritage buildings, the Treed Allée and the cultural heritage landscape and its significant features shall be conserved;
- ii) Development patterns shall generally reflect an urban grid street network with a high level of connectivity. The central north-south axis shall serve as a key organizing element;
- iii) The Treed Allée shall be closed to vehicular traffic and used as public open space;
- iv) A landscaped pedestrian corridor shall be provided between the Allée and the Infirmary building;
- v) Each heritage building shall be provided with its own landscaped setting. A larger setting shall be established around the Horse Stable to provide agricultural context and maintain open views of the building;
- vi) Remnants of the historic circulation pattern, including the traffic circle and portions of the ring road, shall be integrated with the new street networks. Where possible, the existing mature trees that flank these roads shall be retained;
- vii) Five primary gateways to the lands shall be created, located centrally along each of Oxford Street East, Highbury Avenue North and Dundas Street. The Dundas Street gateway will be pedestrian only and should help anchor the Treed Allée. The central Oxford Street East gateway will be pedestrian only and will maintain the vista into the heart of the Community. Access to transit stations should be coordinated with adjacent gateways where possible;
- viii) Street connections shall be provided to Howland Avenue, Rushland Avenue and Spanner Street in the neighbourhood to the east so that new roads may extend east-west through the lands;
- ix) Pedestrian and cycling routes shall link the central node to rapid transit stations and parkland;
- x) A central mixed-use activity node and commercial core will be located around the centre of the lands, incorporating the existing heritage buildings;
- xi) The intersections of Highbury Avenue North with Oxford Street East and Dundas Street shall be developed as intensive, transit-oriented mixed-use nodes; and,
- xii) Development shall generally be most intensive along Oxford Street East, Dundas Street and Highbury Avenue North. Development heights and densities shall respond appropriately within proximity to lower scale land uses

### 2.1 Cultural Heritage Landscape

Schedule 7 of this Secondary Plan identifies the cultural heritage landscape. This landscape has played an important role in the preparation of this plan and will be conserved through the development of the LPH Secondary Plan. Originally known as the London Asylum, the 19<sup>th</sup> Century London Psychiatric Hospital complex may be one of the most significant sites in the history of mental health in Canada. Part of this significance derives from its association with Dr. Richard Bucke (superintendent, 1877-1902), who championed 'moral treatment' in the care of mental health patients.

Based on the approved Strategic Conservation Plan prepared in support of this Secondary Plan more intensive development shall be directed to property around the perimeter of the lands, particularly along Highbury Avenue North and Oxford Street East, with a shallower landscaped “bowl” in the middle of the lands. Within this central area, the Infirmary Building, the Chapel, and the entrance avenue retain their heritage character and rich landscape setting. The access and circulation routes shall build on the historic road patterns which will also maximize opportunities for the retention of mature trees.

Development proposed through planning applications for the London Psychiatric Hospital Secondary Plan area will need not only to conserve the significant heritage buildings, but also the unique cultural heritage landscape. Maintaining the integrity of the significant cultural heritage landscape will be a priority in the review of land use planning applications. The therapeutic landscape setting and its physical and visual relationships to historic buildings must be conserved to allow for meaningful interpretation of the cultural heritage resources.

Other landscape features to be considered in the review of all planning applications include:

- i) The large traffic circle, with its landscaped island, located at the terminus of the Treed Allée;
- ii) Remnants of the historic ring road circulation pattern which encircled the original hospital complex, between the Allée and the Infirmary building;
- iii) The westerly access to the lands which extends inward from Highbury Avenue North, connecting the internal circular patterns and the external grid;
- iv) The row of mature trees which line the southern edge of the central ring road;
- v) The lesser Allée which extends northward from the rear of the Infirmary building, continuing the central north-south axis as an ordering element for the lands; and
- vi) Mature specimen trees which line historic circulation routes and frame the “pleasure grounds”.

## 2.2 Heritage Landmarks

The majority of the London Psychiatric Hospital lands have been recognized as a cultural heritage landscape of Provincial significance. Further, several features on the lands, including the Central Treed Allée, the Infirmary Building, the Recreation Hall, the Chapel of Hope, and the Horse Stable, are all designated by the City of London under Part IV of the *Ontario Heritage Act*. These cultural heritage resources shall be conserved. Specific policies relating to development within and adjacent to the cultural heritage landscape and its associated significant features are outlined throughout this Secondary Plan. Significant cultural heritage resources to be conserved within the landscape include:

**Central Treed Allée:** an entry avenue consisting of two one-way roads and a wide median containing a pedestrian walk is lined with several parallel rows of trees. While originally planted with elms, the Allée today consists of a variety of tree species, both coniferous and deciduous. The Allée forms a magnificent vista north from Dundas Street into the lands and terminating at the Infirmary building.

**Infirmary Building (1902):** this symmetrical, three storey Victorian yellow brick building is aligned on axis with the entrance avenue. A central surgical block, complete with a rare surviving operating room, is connected by two passageways to east and west patient wings. Large skylights provided light for the surgical suite on the third floor. Each patient wing features large sun rooms along the side building flankages.

**Chapel of Hope (1884):** built by patients as an interdenominational chapel, it is one of the only free-standing chapel buildings within a psychiatric hospital site in Ontario. The chapel is a one-and-a-half storey brick structure with a gable roof, built in the Gothic Revival style.

**Horse Stable (1894):** built of buff-coloured brick with a slate roof, the Horse Stable is the last of three original agricultural buildings. While the building was functional, the picturesque effect produced by its classical proportions and ventilation cupolas also make it a handsome landmark building. The stable is a meaningful symbol of the hospital's significant agricultural past, recalling the importance of farm work to patient therapy and community self-sufficiency.

**Recreation Hall (1920):** this two-storey brown brick building was used to host recreational activities for patients, including a basement swimming pool (now filled in) and a stage with a balcony. The auditorium space features large tall windows on each side, and a double door centre entrance which faces north.

Schedule 7 of this Plan identifies the heritage features designated under the *Ontario Heritage Act*.

### 2.3 Edges and Interfaces

A Civic Boulevard (Dundas Street) and Rapid Transit Boulevards (Oxford Street East and Highbury Avenue North) clearly define the community's edges on three sides, to the north, south and west. New development should build upon and integrate established patterns found in the abutting neighbourhood to the east. This adjacent neighbourhood should transition into the study area and function as an extension of the new community. An industrial cluster is also located immediately to the east, separated from the community by a rail spur. There may be opportunities to integrate these lands to provide direct access to employment lands and ensure the neighbourhoods are connected if they transition from industrial to residential uses over time. Necessary connections to allow for this potential shall be protected.

### 2.4 Nodes and Corridors

A central node will be located in the area between the terminus of the Allée, the Infirmary building, and Highbury Avenue North. This node will function as the centrepiece of the community and should accommodate a range of uses including convenience commercial establishments that cater to the daily needs of residents or serve as community gathering places. The central node will be pedestrian-oriented and include public amenity space.

Two mixed-use nodes are to be established around the intersections of Highbury Avenue North with Oxford Street and to the north, and Dundas Street to the south. Both of these nodes should continue to serve as major transit hubs, and shall be pedestrian-oriented with increased densities to support this role. The adjacent corridors along Highbury Avenue North and Oxford Street East shall also be developed as mixed use, pedestrian oriented, with increased densities to support these nodes.

### 2.5 Linkages and Transportation System

The overall transportation system of a community is an integral component in creating a strong sense of place. This type of system is known as a place-based transportation system, which promotes connectivity through the community and to the larger city. It also promotes opportunities for healthy movement to various activities with a priority on providing a high quality pedestrian experience.

Pedestrian, cycling and vehicular access will be provided through new streets extending from both Highbury Avenue North and Oxford Street East. New streets will extend east-west throughout the lands supporting an urban street grid pattern. Specifically, Howland Avenue, Rushland Avenue and Spanner Street are to be connected and extended through the lands.

Two possible future street connections to the east, between Rushland Avenue and Spanner Street are also illustrated, to recognize that the industrial cluster may evolve over time and that long-term connection opportunities should be identified and planned for.

The existing Treed Allée driveways will be closed to vehicular traffic and serve only as pedestrian corridors. Other elements of the historic circulation pattern such as the traffic circle and portions of the ring road will be integrated with new street networks. Retaining elements of this historic pattern will reinforce the significance of the central node.

These routes focus on moving people between the central node and transit hubs. The Allée/linear park will serve as the backbone of this circulation system and will provide a pedestrian/cycling connection across the Canadian Pacific Rail line. This central pedestrian spine will extend through the centre of the lands, from Dundas Street to Oxford Street East. Secondary routes will extend to the northeast and northwest from the central node, towards the Fanshawe College and the Oxford/Highbury transit nodes respectively. A pedestrian/cycling corridor is also shown along the Canadian Pacific Rail line which will contribute to establishing an east-west connection between the area's park systems, including Kiwanis Park to the south and McCormick/Carling Heights parks to the west.

Transit service is expected to significantly improve with the planned rapid transit along the two flanking Rapid Transit Boulevards. Three existing and planned transit nodes are illustrated on Schedule 1 of this Plan. Transit service, internal to the lands, is not anticipated as established bus routes already travel around the perimeter of the lands and are within comfortable walking distance to and from all parts of the Secondary Plan Area.

## **2.6 Building Height Plan and Table**

Development is envisioned to be of a generally high-rise form along the flanking Civic Boulevard and Rapid Transit Boulevards. Mid-rise forms are envisioned within and approaching the central node. Development patterns on the balance of the lands are expected to be predominantly low and/or mid-rise. More precise height ranges are identified in Schedule 4 and Table 1 of this Plan.

## **2.7 Urban Design Priorities**

Schedule 8 of this Plan shows urban design priorities. The Plan supports a well-connected urban street grid pattern, with a clearly defined neighbourhood centre. The intent is to create an urban village that reflects London's traditional urban development patterns, focusing on the lands' significant built heritage and cultural landscape features.

Historically, the psychiatric hospital campus was organized around a central north-south axis, extending up the Allée and through the symmetrical hospital buildings. This north-south axis shall remain a key organizing element for future road patterns.

### 3.0 Character Area Land Use Designations

The following character areas form land use designations unique to the LPH Secondary Plan as shown on Schedule 2. These areas have separate identified character elements, which are defined in the character area policies. The character areas and general policies of this Plan work together to form the overall structure of the Secondary Plan.

i) Village Core

The Village Core is to form the main street, mixed-use “heart” of the LPH community and is to be pedestrian-oriented.

ii) Transit Oriented Corridor Area

This area is to support the transit functions along the assigned corridors with intense mixed-use development. The character in this area is to be pedestrian-oriented.

iii) Residential Area

The Residential Area designation is applied to areas of this plan that will contain a variety of residential building types.

iv) Heritage Area

The Heritage Area designation applies to areas that contain heritage buildings and cultural heritage resources and will focus on protection and conservation of these resources.

v) Open Space Area

The Open Space Area is to provide for passive and active recreational opportunities within the community. These areas will also serve as a buffer for the industrial uses that exist to the east of the Secondary Plan area.

### 3.1 General

- i) The following uses are permitted anywhere within the plan area: community facilities such as community centres, schools and libraries; transit facilities, public and private parks, and private streets.
- ii) New single detached dwellings and semi-detached dwellings are not permitted except for limited areas within the Residential Area Designation as specified in Section 3.4.
- iii) New auto-oriented, restricted automotive uses and service stations are not permitted.
- iv) No more than 20,000m<sup>2</sup> of office space will be permitted in the plan area, and no more than 5,000m<sup>2</sup> of office space will be permitted in any individual building.

### 3.2 Framework of Heights

- i) It is useful to summarize the height that is permitted within each of the various designations of this plan, to provide a general understanding of how the Community Structure Plan will be implemented through the assignment and implementation of these designations. Table 1 provides this summary.
- ii) Zoning on individual sites may not allow for the full range of heights permitted within a designation. To provide flexibility, height limits have been described in building storeys rather than a precise metric measurement. For clarity, this is meant to convey the number of usable above-grade floors in a building. In some cases, minimum heights are to be measured by the lesser of storeys or metres. This alternative measure has been provided to allow for greater flexibility through implementation.

Table 1 – Summary of Minimum and Maximum Permitted Heights by Designation

Designation	Policy Area	Minimum Height (storeys or m)	Standard Maximum Height (storeys)	Upper Maximum Height (storeys)
Transit Oriented Corridor	1	3 storeys or 9m	15	22
	2A	3 storeys or 9m	8	12
	2B	3 storeys or 9m	12	16
Village Core	n/a	2 storeys or 8m	4	-
Residential Area	1A	2 storeys or 8m	4	-
	1B	3 storeys or 9m	8	12
	2	2 storeys or 8m	4	6

**Notes:**

1 – The heights shown on this table will not necessarily be permitted on all sites within the relevant designations of this Secondary Plan.

2 – The Upper Maximum height may be permitted through a site-specific zoning by-law amendment and site plan application, and the associated urban design review, where the criteria specified in the policies for the designation have been met.

3 - Transit Oriented Policy Areas 3 & 4, and Residential Policy Area 3 are not currently subject to this table. Appropriate minimum and maximum heights should be considered and added to this table through a future amendment to this secondary plan.

### 3.3 Village Core Designation

#### i) Function and Purpose

The Village Core is located half-way between Dundas Street and Oxford Street East within the western portion of the secondary planning area. This area is to be the main focal point for neighbourhood level services within a comfortable walking distance for most residents. The Village Core will serve to transition from the high-rise built form along Highbury Avenue North to the low-rise built form internal to the neighbourhood. This area will provide for a mix of uses and civic functions, such as public/private gathering spaces.

#### ii) Character

The Village Core is to be a walkable urban mixed-use “mainstreet” with a pedestrian scale. The built form will be primarily street oriented on all public rights-of-way within this area. Sites internal to the neighbourhood (east of the lots on the Highbury Avenue North frontage), will be of a mid-rise height. Structures along Highbury Avenue North will be street oriented and of a high-rise height. Schedule 4 shows the heights to be achieved within the sub-areas of the Village Core. Public rights-of-way in the Village Core Area will be of an urban character, primarily designed to support walking and street-oriented retail. Boulevards will consist entirely of hard surface treatment and provide opportunities for landscaping, such as street trees and furniture, to create a vibrant urban main street context.

#### iii) Permitted Uses

- a) A broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses are permitted.
- b) Mixed-use buildings are the preferred form of development with active ground floor commercial uses and residential uses above.
- c) New stand-alone, single-tenant commercial buildings are not permitted.

#### iv) Built Form and Intensity

- a) Building floorplates shall be designed to accommodate retail or commercial uses at grade with residential uses located at, or above, grade.
- b) The maximum permitted heights shall be up to 4 storeys and the minimum permitted heights shall be 2 storeys or 8 metres, as identified in Schedule 4 and Table 1 of this Plan. The proposed development will provide a transition between the heritage area surrounding the Infirmary building and the higher-rise built form along Highbury Avenue North.
- c) The ground floor of the residential units within the Village Core designation shall be designed and constructed in a manner which ensures flexibility and adaptability over time for commercial uses. In no instance shall the entire building be used exclusively for a non-residential use.
- d) Large windows, patio space and canopies are encouraged to be incorporated into the building's ground level. Rooftop patios and balconies are encouraged and shall be considered as amenity areas for residents within mixed use buildings.

e) Buildings should be designed with defined spaces for signage that respects the building's scale, architectural features and the established streetscape design objectives.

v) Transportation

a) It is intended that the primary mode of transportation within the Community will be by walking or cycling. Parking shall not be allowed within the front yard of any buildings within the Village Core designation. A limited amount of parking may be provided in the rear yard of live-work uses for the associated residential component of these uses.

b) Internal drop-off/pick-up facilities, including short term and long term bicycle parking, shall be provided internal to the site.

vi) Applications To Expand, Add or Modify

Applications to add or to expand the Village Core Designation, will be evaluated based on the following criteria, in addition to all other policies included in this Secondary Plan:

a) A demonstrated demand/need to extend or add to the designation, considering the supply of land within the designation that is not currently developed;

b) A location that is contiguous with the existing Village Core Policy designation; and,

c) A location that will benefit the Cultural Heritage Landscape as the major focal point for the community.

d) The Evaluation Criteria for the Planning and Development Applications policies in the Our Tools part of The London Plan shall apply.

### 3.4 Transit-Orientated Corridor Designation

i) Function and Purpose

The purpose of the Transit-Oriented Corridor designation is to focus residential and commercial uses along transit routes consistent with the role of the Transit Village and the Province of Ontario's "Transit Supportive Guidelines". It is also consistent with the emphasis on walking and bicycling for this Community. Transit-Oriented Corridors are intended to allow for the creation of a band of residential and mixed-use development at medium and high densities to support transit along Highbury Avenue North, Oxford Street East and Dundas Street. More substantial amounts of retail development, at grade, will be directed to the intersections with a rapid transit station. Stand-alone commercial uses will not be permitted.

The Transit-oriented Corridor designation is made up of four sub-areas, as follows:

a) Highest Intensity;

b) High-rise;

c) Mid-rise; and,

d) Dundas & Highbury.

ii) Character

The Transit Oriented Corridor is to be a walkable urban mixed use "mainstreet". The built form will be primarily street-oriented on all public rights-of-way within this area. This area will be characterized by higher intensity built form to support transit. Public rights-of-ways in the



Transit-Oriented Corridor Area will be of an urban character, primarily designed to support walking and street oriented retail. Boulevards should consist entirely of hard surface treatment and provide opportunities for landscaping, such as street trees and furniture, to create a vibrant urban main street context.

iii) Transportation

Internal drop-off/pick-up facilities, including short term and long term bicycle parking, shall be provided internal to the site.

iv) Applications To Expand, Add or Modify

Applications to expand the Transit-Oriented Corridor Designation will be evaluated using all of the policies of this Secondary Plan. It is not intended that this designation will be applied within the internal portions of the community and any expansions or additions to this designation shall front onto a Civic Boulevard or Rapid Transit Boulevard.

### 3.4.1 Transit- Oriented Corridor Policy Area 1 – Highest Intensity

i) Intent

This designation is applied to the major intersection of Highbury Avenue North at Oxford Street East, and portions of the adjacent corridors along Oxford Street East and Highbury Avenue North and will support the greatest level of commercial and residential use intensity in the Plan.

ii) Permitted Uses

Permitted uses in the Transit-Oriented Corridor Policy Area 1 designation shall include:

- a) A broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses are permitted.
- b) Development will be required to take the form of mixed-use buildings with active ground floor commercial uses and residential uses above. Some commercial uses or other secondary uses may also be permitted within the podium of the building.
- c) New single-storey, stand-alone commercial, retail and other non-residential buildings are not permitted.

iii) Built Form and Intensity

- a) Within the Transit-Oriented Corridor Designation Policy Area 1, the maximum permitted heights for High-Rise buildings shall be up to 15 storeys, and the minimum permitted heights shall be 3 storeys, as shown on Schedule 4 and Table 1 of this Plan.
- b) Heights exceeding 15 storeys, up to 22 storeys, may be permitted through a site-specific zoning by-law amendment and site plan application, and the associated urban design review, where the following criteria have been met:
  - 1. The development shall include provision for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms and housing and architectural design features.

2. Parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development.
  3. Conformity with the Urban Design policies of this Plan and City Design policies of The London Plan shall be demonstrated through the preparation of a concept plan of the site that exceeds the prevailing standards for the planning area; and
  4. The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.
- c) The frontage of buildings located on Dundas Street, Highbury Avenue North and Oxford Street East, shall be designed to accommodate secondary uses at grade.
  - d) Corner sites or areas connecting to parking facilities are encouraged to incorporate forecourts or mid-block connections that may be private, but provide for public access and amenity.
  - e) Large windows, patio space and canopies are encouraged to be incorporated into the building's ground level. Rooftop patios and balconies are encouraged and shall be considered as amenity areas for residents within mixed use buildings.
  - f) Buildings should be designed with defined spaces to accommodate signage that respects the building's scale, architectural features and the established streetscape design objectives.

### 3.4.2 Transit- Oriented Corridor Policy Area 2 – High-rise

#### i) Intent

This designation is applied to Highbury Avenue North frontage near the Village Core Designation and along Oxford Street East frontage near the Rapid Transit Corridor Place Type to provide for transit-oriented, mid to high-rise, mixed-use development that will support a transition to the more intense development within Policy Area 1 designations.

The Transit-Oriented Corridor Policy Area 2 – High Rise is further divided into two sub areas, as shown on Schedule 3 of this Plan:

- a) Policy Area 2A: lands on the north and south side of the main Highbury Avenue North entrance to the London Psychiatric Hospital Lands
- b) Policy Area 2B: lands to the north of the main Highbury Avenue North entrance, as well as the lands in the northeast corner of the Secondary Plan, adjacent to the Rapid Transit Corridor Place Type.

#### ii) Permitted Uses

Permitted uses in the Transit-Oriented Corridor Policy Area 2 designation shall include:

- a) A broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses are permitted.
- b) Development will be required to take the form of mixed-use buildings with active ground floor commercial uses and residential uses above. Some commercial uses or other secondary uses may also be permitted within the podium of the building.
- c) New single-storey, stand-alone commercial, retail and other non-residential buildings are not permitted.

iii) Built Form and Intensity

- a) The maximum and minimum heights the maximum permitted heights within Policy Area 2 are as shown on Schedule 4 and Table 1 of this Plan:
1. Within the Transit-Oriented Corridor Policy Area 2A the maximum permitted heights shall be 8 storeys, and the minimum permitted heights shall be 3 storeys; and
  2. Within the Transit-Oriented Corridor Policy Area 2B the maximum permitted heights shall be 12 storeys, and the minimum permitted heights shall be 3 storeys.
- b) Within the Transit-Oriented Corridor Policy Area 2A, heights exceeding 8 storeys up to 12 storeys; and within Policy Area 2B, heights exceeding 12 storeys up to 16 storeys, may be permitted through a site specific zoning by-law amendment and site plan application, and the associated urban design review, where the following criteria have been met:
1. The development shall include provision for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms and housing and architectural design features.
  2. Parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development.
  3. A high level of urban design shall be demonstrated through the preparation of a concept plan of the site which exceed the prevailing standards; and
  4. The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.
- c) The frontage of buildings located on Highbury Avenue North and Oxford Street East, shall be designed to accommodate secondary uses at grade
- d) Corner sites or areas connecting to parking facilities are encouraged to incorporate forecourts or mid-block connections that may be private, but provide for public access and amenity.

**3.4.3 Transit- Oriented Corridor Policy Area 3 – Mid-rise**

i) Intent

This designation is applied to the north side of Dundas Street to provide for transit-oriented mid-rise residential development that is mixed use in nature. Adjacency to the Treed Allée is a primary consideration in the review of all planning applications.

ii) Permitted Uses

Permitted uses in the Transit-Oriented Corridor Policy Area 3 include multiple-attached dwellings, such as townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged. This Policy Area is divided by the Treed Allée with specific policies for each side.

West of the Treed Allée secondary uses will also be permitted only on the ground floor of those residential buildings fronting onto Dundas Street, including, but not limited to: personal services, food stores, retail stores, financial institutions, convenience stores, day care centres, pharmacies, studios and galleries, specialty food stores, fitness and wellness establishments and small scale office uses with a maximum total gross floor area for the site of 2,000 m<sup>2</sup>.

East of the Treed Allée the secondary uses noted above (for west of the Allée) may be permitted in a stand-alone commercial building. Multiple stand-alone commercial buildings shall not be permitted. A lawn bowling facility, and community gardens (as shown in Schedule 2), may also be permitted within this designation.

(Amended by OMB Decision - approved 13/03/13 Case PL111239)

iii) Built Form and Intensity

- a) Net residential densities will normally be less than 75 units per hectare.
- b) A greater building height will be supported on the west side of the Allée as shown on Schedule 4 of this Plan. A residential density exceeding 75 units per hectare may be permitted through a site specific zoning by-law amendment and site plan application, and the associated urban design review. A request for an increase in density shall also be subject to the following criteria:
  - 1. The development is to be designed and occupied for seniors housing, or shall include provision for unique attributes and/or amenities that may not normally be provided for in lower density projects having a public benefit; such as, but not limited to, enhanced open space and recreational facilities, innovative forms of housing and architectural design features;
  - 2. Parking facilities shall be designed to minimize the visual impact off-site and provide for enhanced amenity and recreation areas for the residents of the development;
  - 3. Conformity with the City Design polices of *The London Plan* and this Secondary Plan shall be demonstrated through the preparation of a concept plan of the site that exceed the prevailing standards for the planning area; and,
  - 4. The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.
- c) Development adjacent to the Allée, shall be oriented to the Allée.
- d) Corner sites or areas connecting to parking facilities are encouraged to incorporate forecourts or mid-block connections that may be private, but provide for public access and amenity.
- e) The frontage of buildings located on Dundas Street shall be designed to accommodate secondary uses at grade and oriented to Dundas Street.
- f) Large windows, patio space and canopies are encouraged to be incorporated into the building's ground level. Rooftop patios and balconies are encouraged and shall be considered as amenity areas for residents within mixed use buildings.
- g) Buildings should be designed with defined spaces to accommodate signage that respects the buildings scale, architectural features and the established streetscape design objectives.

iv) Transportation

- a) At the Site Plan stage, arrangements for shared private driveway access from Dundas Street shall be required, to minimize the number of driveways and to ensure properties adjacent to the Canadian Pacific Railway are not landlocked.

### 3.4.4 Transit-Oriented Corridor Policy Area 4 – Dundas & Highbury

#### i) Intent

This designation is applied to the major intersection of Highbury Avenue North and Dundas Street and will support the greatest level of commercial use intensity in the Plan.

#### ii) Permitted Uses

Permitted uses in the Transit-Oriented Corridor Policy Area 4 designation shall include mid-rise to high-rise apartment buildings, apartment hotels, nursing homes, and seniors residences. In addition, small scale office uses with a maximum total floor area of 2,000 m<sup>2</sup> or less within each building, will be permitted. Secondary uses will also be permitted only on the ground floor of those buildings fronting onto Dundas Street or Highbury Avenue North, including, but not limited to: personal services, food stores, retail stores, financial institutions, convenience stores, day care centres, pharmacies, studios and galleries, specialty food stores and fitness and wellness establishments.

#### iii) Built Form and Intensity

- a) Net residential densities will normally be less than 150 units per hectare.
- b) A residential density exceeding 150 units per hectare may be permitted through a site specific zoning by-law amendment and site plan application, and the associated urban design review where the following criteria have been met:
  - 1. The development shall include provision for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms and housing and architectural design features.
  - 2. Parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development.
  - 3. A high level of urban design shall be demonstrated through the preparation of a concept plan of the site which exceed the prevailing standards; and
  - 4. The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.
- c) The frontage of buildings located on Dundas Street and Highbury Avenue North, shall be designed to accommodate secondary uses at grade.
- d) The built form shall be of a mid-rise to high-rise height as shown in Schedule 4 of this Plan.
- e) Corner sites or areas connecting to parking facilities are encouraged to incorporate forecourts or mid-block connections that may be private, but provide for public access and amenity.

- f) Large windows, patio space and canopies are encouraged to be incorporated into the building's ground level. Rooftop patios and balconies are encouraged and shall be considered as amenity areas for residents within mixed use buildings.
- g) Buildings should be designed with defined spaces to accommodate signage that respects the building's scale, architectural features and the established streetscape design objectives.

### 3.5 Residential Area Designation

#### i) Function and Purpose

It is intended that this designation will support an urban housing stock, with height and intensity generally increasing with greater distance from the central cultural heritage landscape. Residential areas are to accommodate a diversity of dwelling types, building forms, heights and densities, in order to use land efficiently, provide for a variety of housing prices and to allow members of the community to "age-in-place". These residential areas will accommodate a significant population density which will help to support the services offered in the Village Core and the provision of transit along the Transit-Oriented Corridors. Planning applications to significantly reduce the residential height and intensity of these areas would undermine these objectives and should not be supported. The Residential Area designation is made up of two sub areas:

- a) North Residential Neighbourhood; and,
- b) South Residential Neighbourhood.

#### ii) Character

This designation will have a variety of setbacks, depending on the built form intensity. Generally, the area will be urban in nature but will not allow for the mix of uses located in other strategic locations within the community. Buildings are to be street-oriented with the principle entrance facing the street. Public rights-of-way will be of an urban character, primarily designed to support walking for both utility and recreation.

#### iii) Elementary School

It has identified that an elementary school may be required within the London Psychiatric Hospital Secondary Plan. The preferred location shall be within the Residential Area Designation. The design of the school should reflect the dense urban nature envisioned for this Transit Village. It is encouraged that:

- a) The school shall be designed to complement and conserve the cultural heritage landscape;
- b) Alternative school design standards should be considered including multi storey school buildings;
- c) Parking requirements should consider the number of planned residential dwellings within close proximity to the school; and
- d) The school should be designed consistent with section 1.2 Principles of this Plan, including that walking, bicycling and active transportation should be the primary means of transportation within the community.

### 3.5.1 Residential Policy Area 1 – North Residential Neighbourhood

#### i) Intent

The Residential Policy Area 1 designation will provide for higher-intensity residential uses than the Residential Policy Area 2 designation. The North Residential Neighbourhood is in close proximity to Fanshawe College. Accordingly, certain policies have been established to avoid the potential for near-campus neighbourhood issues.

The Residential Policy Area 1 – North Residential Neighbourhood is further divided into two sub areas, as shown on Schedule 3 of this Plan:

- a) Policy Area 1A: a lower density area north of the Infirmary building and south of the east-west cultural heritage landscape, and the lands adjacent to the existing residential community to the east
- b) Policy Area 1B: a higher density area to the north of the east-west cultural heritage landscape and south of the Transit Oriented Corridor designation

#### ii) Permitted Uses

Townhouses, low-rise apartment buildings, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged will be permitted. Single detached, semi-detached and duplex dwellings may also be permitted on the lands immediately adjacent to the Neighbourhood Place type to the east of the Secondary Plan. Ground floor commercial uses within mixed-use residential buildings are encouraged within Policy Area 1B, standalone commercial buildings shall not be permitted.

#### iii) Built Form and Intensity

- a) The maximum and minimum heights the maximum permitted heights within Policy Area 1 are as shown on Schedule 4 and Table 1 of this Plan:
  - 1. Within the Residential Policy Area 1A the maximum permitted heights shall be 4 storeys, and the minimum permitted heights shall be 2 storeys; and
  - 2. Within the residential Policy Area 1B the maximum permitted heights shall be 8 storeys, and the minimum permitted heights shall be 3 storeys.
- b) Within Residential Policy Area 1B, heights exceeding 8 storeys up to 12 storeys, may be permitted through a site-specific zoning by-law amendment and site plan application, and the associated urban design review, where the following criteria have been met:
  - 1. The development shall include provisions for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms and housing and architectural design features.
  - 2. Parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development.

3. Conformity with the Urban Design policies of this Plan and City Design policies of The London Plan shall be demonstrated through the preparation of a concept plan of the site that exceeds the prevailing standards for the planning area; and
  4. The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.
- c) Development shall not be permitted at a residential density of less than 30 units per hectare Residential Policy Area 1A and 45 units per hectare for Residential Policy Area 1B.
  - d) No dwelling unit shall contain more than 3 bedrooms, excluding apartment units. Where an Additional Residential Unit is provided consistent with the policies of the London Plan, a total of up to five (5) bedrooms may be permitted between all units on the lot.
  - e) Plans of subdivision shall accommodate a diversity of building types. A variety of townhouse forms including 2-storey townhouses, 3-storey townhouses and stacked townhouses is encouraged. Townhouses shall be limited to a maximum of 8 attached units to ensure breaks in the street wall. Developments proposed through site plan applications will provide variety and interest by varying façade designs, building materials, fenestration, and colour from townhouse block to townhouse block.
  - f) Garages on townhouses shall not project beyond the front wall of the dwelling (Front porches do not constitute the front wall).
  - g) In areas where higher/more intense built form is to be located near lower-rise forms, the built form with greater height/intensity is to be designed with massing and articulation that provides for a transition between the lower-rise form and the higher-rise form.
  - h) Townhouses and ground level apartment units are encouraged to provide design elements that support activity in the front setback. These may include, but are not limited to, front porches.
  - i) Built form that is 3-storeys or greater and is not a townhouse unit located at a corner site shall provide for a building entrance, massing, articulation and height that pronounces the corner.
  - j) Townhouses located at corner sites are to incorporate design features that assist with signifying its location at a corner site. These features may include, but are not limited to, wrap around front porches and height elements.
  - k) Balconies above the third storey and rooftop patios shall not be permitted.
  - l) Built form located at the termination of vistas/view corridors, as identified on Schedule 8, are to incorporate architectural design elements and massing that enhances the terminal view. Garages shall not terminate a vista/view corridor.
  - m) Built form located adjacent to those areas identified in Schedule 7 as part of the cultural heritage landscape or as heritage buildings are to incorporate architectural elements and massing that is compatible with the heritage context.
  - n) Corner sites or areas connecting to parking facilities are encouraged to incorporate forecourts (at the corner) or mid-block connections that may be private, but provide for public space amenity.

### 3.5.2 Residential Policy Area 2 – South Neighbourhood

- i) Intent



The Residential Policy Area 2 designation will provide for slightly lower-intensity residential uses than the Residential Policy Area 1 designation. Residential development will be oriented towards, and be considerate of, the cultural heritage landscapes, and will be designed to mitigate noise impacts from adjacent transportation corridors and land uses.

ii) Permitted Uses

Townhouses, low-rise apartment buildings, emergency care facilities, converted dwellings, small-scale nursing homes, and rest homes and homes for the aged will be permitted. Single-detached and semi-detached dwellings may be permitted south of Street 'A' and east of the Treed Allée. Additional Residential Units, consistent with the policies of the London Plan, should be incorporated into the design of all single detached and semi-detached dwellings.

iii) Built Form and Intensity

- a) The maximum and minimum heights the maximum permitted heights within Policy Area 2 are as shown on Schedule 4 of this Plan: the maximum permitted heights shall be 4 storeys, and the minimum permitted heights shall be 2 storeys.
- b) Within Residential Policy Area 2, on areas shown on Schedule 4 of this Plan, heights exceeding 4 storeys up to 6 storeys, may be permitted through a site-specific zoning by-law amendment and site plan application, and the associated urban design review, where the following criteria have been met:
  1. The development shall include provisions for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms and housing and architectural design features.
  2. Parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development.
  3. Conformity with the Urban Design policies of this Plan and City Design policies of The London Plan shall be demonstrated through the preparation of a concept plan of the site that exceeds the prevailing standards for the planning area; and
  4. The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.
- c) c) Development shall not be permitted at a residential density of less than 25 units per hectare for any area of the Residential Policy Area 2.
- d) No dwelling unit shall contain more than 3 bedrooms, excluding apartment units. Where an Additional Residential Unit is provided consistent with the policies of the London Plan, a total of up to five (5) bedrooms may be permitted between all units on the lot.
- e) Plans of subdivision shall accommodate a diversity of building types. A variety of townhouse forms including 2-storey townhouses, 3-storey townhouses and stacked townhouses is encouraged. Row houses shall be limited to a maximum of 8 attached units to ensure breaks in the street wall. Developments proposed through site plan applications will provide variety and interest by varying façade designs, building materials, fenestration, and colour from townhouse block to townhouse block.

- f) Built form adjacent to the Treed Allée within the Heritage Area, shall be oriented towards the Allée in applicable locations.
- g) Garages on detached dwellings and townhouses shall not project beyond the front wall of the dwelling.
- h) In areas where higher intensity built form is to be located near single detached dwellings the built form with greater height/intensity is to be designed with massing and articulation that transitions between the lower-rise form and the higher-rise form.
- i) Single detached dwellings and townhouses are encouraged to provide design elements that support activity in the front yard setback. These may include, but are not limited to, front porches.
- j) Single detached dwellings and townhouses located at corner sites shall incorporate design features that assist with signifying their location at a corner site. These may include, but are not limited to, wrap around front porches, windows and height elements.
- k) Built form that is 3 storeys or greater and is not a townhouse unit located at a corner site shall provide for a building entrance, massing, articulation and height that pronounces the corner.
- l) Townhouses located at corner sites shall incorporate design features that assist with signifying its location at a corner site. These may include, but are not limited to, wrap-around front porches, windows and height elements.
- m) Built form located at the termination of vistas/view corridors, as identified on Schedule 8, shall incorporate architectural design elements and massing that enhances the terminal view. Garages on all building types are not to terminate a vista/view corridor.
- n) Built form located adjacent to those areas identified in Schedule 7 as part of the cultural heritage landscape or as heritage buildings shall incorporate architectural elements and massing that is compatible with the heritage context.

iv) Transportation

- a) In the portions of the South Neighbourhood, driveway access to dwelling units may be limited. Areas in which no driveway access is permitted are identified as “Restricted Driveway Access” on Schedule 8 of this Plan. Areas in which limited driveway access is permitted are identified as “Limited Driveway Access” on Schedule 8 of this Plan. In limited access areas a shared driveway to multi-unit development may be permitted; however individual driveways to lower density units shall not be permitted.
- b) Parking for the single-detached, semi-detached, and duplex residential units should be located in an enclosed garage on the front within the building envelope or to the rear in an enclosed attached or detached garage or surface space.

v) Development next to Railway

The following policies will apply related to noise mitigation measures:

- a) Low density housing forms such as, single detached, semi-detached and duplex dwellings should be oriented so that outdoor amenity space is located away from and protected from the rail line.
- b) Buffers/noise walls shall be landscaped and/or treated in creative and artistic ways that result in attractive mitigation solutions.

- c) Where possible, non-habitable portions of buildings, such as stairwells and service areas, are to be oriented towards the rail line. Where non-habitable portions of the building may be visible from existing or future recreational opportunities, screening of these areas is to integrate with the building's architecture.
- d) All noise policies within the general policies of this Secondary Plan and *The London Plan*.

### 3.6 Heritage Area Designation

#### i) Function and Purpose

The Heritage Area designation includes the cultural heritage landscape as well as the individual heritage buildings and their landscape setting that exist on the LPH lands. These buildings, and the heritage landscape, will be conserved. Conservation allows for alterations to a property and buildings, if it can be demonstrated that the significant heritage attributes of the heritage resource are not negatively impacted by the change. The conservation and re-use of the potting shed, vegetable shorting shed and central heating plant is encouraged but not required.

The following policies apply to areas identified on Schedule 7 - Cultural Heritage Framework of this Plan. The buildings and features to be conserved include:

- a) Treed Allée;
- b) Recreation Hall;
- c) Chapel of Hope;
- d) Infirmary Building;
- e) Horse Stable; and,
- f) Cultural Heritage Landscape.

#### ii) Character

The areas identified within the Heritage Area designation are to be conserved and wholly integrated into the design of the neighbourhood. The Heritage Area designation includes cultural open space, which is part of the cultural heritage landscape. This includes the historic Allée and the planned 'Village Green' which provide a major pedestrian corridor and opportunities for programmable events.

As these elements and/or features form part of the public realm, the surrounding character of the area will respond, in architectural design, to these features and/or elements. All development adjacent to the Heritage Area designation will be developed with sensitivity to the cultural heritage landscape and its component parts. Important views and vistas, as shown on Schedule 8, will be conserved and will remain unobstructed by development. Permitted building heights will be lowest adjacent to the cultural heritage landscape and greatest in locations further from the cultural heritage landscape.

#### iii) Permitted Uses

The restoration and sensitive adaptation of significant heritage buildings for contemporary urban uses is encouraged. The Cultural Heritage Landscape is intended to be used for passive recreational uses and programmable events. Consideration for low impact recreational uses, such as soccer fields, which do not require significant built structures may also be considered. In

the area surrounding the Horse Stable, educational facilities related to horticulture or agriculture and/or community gardens, as shown on Schedule 2, may also be permitted.

iv) Public Realm

- a) The Heritage Area, and the associated cultural heritage landscape is to form part of the public realm. Developments adjacent to the areas identified as Heritage Areas are to orient the built form towards these features and/or the public right-of-way that bounds them. Specific urban design policies for the interface between heritage areas and new development are found in Section 5.0 Urban Design, of this plan.
- b) Within heritage open space areas a tree management and planting strategy shall be established in order to conserve and sustain the significant landscape setting.
- c) Vegetation and greenspace contribute significantly to the cultural heritage landscape and provide a setting for its significant features. The following landscape features shall be established and/or conserved:
  1. The historic central Treed Allée including its parallel row of trees;
  2. An open greenspace extending from the Allée to the Infirmary Building;
  3. An open space buffer to the north, south and west of the Stable of sufficient size to retain the building's agricultural setting;
  4. Manicured lawns with specimen trees adjacent to the Infirmary Building, Chapel and Recreation Hall;
  5. Where possible, priority trees to be conserved include the ring of trees which surround the traffic circle, the row of trees which line the southern edge of the historic ring road, the two parallel rows of trees that extend northward from the rear of the Infirmary and the rows of trees which line both sides of the road that extends east-west through the site, south of the Horse Stable, as shown on Schedule 5; and,
  6. Existing trees will also be retained where they flank street alignments. These trees are a key defining element of the cultural landscape and must be managed. New buildings and streets must provide appropriate drip line setbacks.
- d) The therapeutic landscape setting and its physical and visual relationships to the historic buildings shall be conserved and monitored to allow for meaningful interpretation of the cultural heritage resources. The following measures shall be taken to facilitate interpretation of the site:
  1. The establishment of an interpretive centre to tell the story of the site and of mental health care in Canada. A possible location for such a use is the administrative wing of the Infirmary building;
  2. The creation of an interpretive walk, which would tell the story of the site and explain the function of the therapeutic landscape as people move through it;
  3. A prominent street within the property should be named after Dr. Richard Bucke (superintendent, 1877-1902), if possible; and,
  4. Interpretive signage, public art, way finding strategies and other techniques may be considered.

- e) As trees mature and require replacement, new trees should be planted close to the original position. Within the Allée, the replacement trees must be added in the same north/south alignment in order to maintain the existing definitive rows. Replanting of trees shall be based on the variety of species historically planted on the site, with the exception of ash trees. There should continue to be a variety of larger native and non-native trees, deciduous and coniferous species, that will create scale, provide shade and frame views. Tree replacement shall be consistent with Section 4.11 of this plan.
  - f) New development on the west and east sides of the Allée shall be set back a minimum of 5 metres from the limit of the root zone (drip line). The design for new infrastructure on the site including new streets and utilities shall be planned to minimize excavation or filling within the root zones of the major vegetation features. This may require the adoption of alternative road design standards along streets to be lined by existing trees. A detailed tree preservation plan showing tree protection measures shall be required for any development applications on lands abutting the Allée or the Priority Tree Retention Areas as shown on Schedule 5. For clarity, “development” includes roads and driveways.
  - g) Archaeological assessments will be required in accordance with applicable Provincial policy prior to site redevelopment, to the satisfaction of the Ministry of Tourism and Culture. Of particular interest on the LPH lands, is the possibility of unmarked patient burial grounds associated with the asylum.
- v) Built Form and Intensity
- a) Significant alterations or additions to the heritage buildings affecting their form and massing or diminishing their cultural value shall not be permitted. Minor additions or alterations, which are visually distinguishable from and subordinate to the historic structure may be permitted. Permission is subject to approval by the City of London and/or the Province of Ontario in accordance with Provincial policy and procedures.
  - b) As shown on Schedule 8, visual access shall be maintained between the Infirmary Building and the Allée, as well as between the Infirmary Building and the Chapel of Hope. The Infirmary will continue to form the view terminus from the southern extent of the community. Height restrictions are shown on Schedule 4 of this Plan.
- vi) Transportation
- a) The Allée shall be closed to vehicular traffic and will be used for linear park space, orientated to pedestrian leisure, cycling and passive recreation.
  - b) Remnants of the historic ring road alignment should be retained and form the basis of circulation patterns around the centre of the site. Priority shall be given to retaining the historic alignment of the southern half of the ring road which will also facilitate retention of many of the trees which line this portion of the road. A large traffic circle shall be retained at the terminus of the Allée.
  - c) Large surface parking lots shall not be permitted within this designation. Underground parking in close proximity to these areas is encouraged.
- vii) Stewardship and Sustainability

The redevelopment or adaptive reuse of lands or structures designated as Provincially Significant and the development of adjacent lands shall be in accordance with the approved Strategic Conservation Plan (SCP). The SCP shall be a stewardship plan completed in accordance with Provincial policies and procedures which identifies how these Provincially Significant features are to be maintained, the costs associated with the maintenance and identify sources of funding to cover the maintenance costs.

### 3.7 Open Space Designation

#### i) Function and Purpose

The Open Space designation will apply to open space areas of the Secondary Plan that are intended for active and passive recreation. The Open Space designation is made up of three sub-areas:

- a) Public parkland;
- b) Natural heritage/environment; and
- c) Stormwater management.

#### ii) Character

There are two distinct character types for the public parkland open space areas identified in this plan:

- a) Open Space Adjacent to Railway Spur - This area will have an active recreation character. The primary design focus will be to accommodate recreation sporting events. Ancillary opportunities for passive recreation are also to be integrated into the open space's character.
- b) Open Space Adjacent to Canadian Pacific Main line - This open space will have an urban park type character. It will allow for trails/paths and opportunities for passive recreation. The space is to integrate, through design, with the railway corridor that exists in the centre of the Secondary Plan area. Opportunities exist for public art and more extensive hardscaping.

#### iii) Public Realm

- a) Public rights-of-way in the Open Space Designation will be primarily designed to support walking for both utility and recreation.

#### 3.7.1 Open Space Policy Area 1 – Public Parkland

##### i) Intent

This policy applies to the lands on the eastern edge of the Secondary Plan which are intended for active recreation uses including sporting fields. In addition, this open space serves as a separation buffer between residential uses in the Plan and the industrial uses currently located to the east of the LPH lands.

##### ii) Permitted Uses

Permitted uses include active parkland, athletic fields, and other outdoor recreational fields.

##### iii) Built Form and Intensity

- a) Buildings in this designation will generally consist of out-buildings or built form that serves the users of the open space.
- b) Buildings shall be designed to be compatible with the surrounding architectural character of the cultural heritage landscape and heritage buildings, subject to policy 4.10 v) of this Plan.

iv) Transportation

Parking is to be generally supplied on-street. Small surface parking areas may be developed within the open space designation that support the permitted uses. The design of these parking facilities shall incorporate the use of sustainable materials and will minimize stormwater run-off.

### 3.7.2 Open Space Policy Area 2 – Natural Heritage/Environmental

i) Intent

This policy applies to lands in the southeast corner of the Secondary Plan area between the two railway lines, to protect the existing wetland and provide adequate buffers between this environmental feature and development. Any changes proposed for the wetland shall be subject to the Natural Heritage policies contained in the Environmental Policies part of *The London Plan*.

ii) Permitted Uses

It is intended that these environmental features shall be protected and conserved. Community gardens may be permitted as shown on Schedule 2, provided that the locations will not have a negative impact on the cultural heritage landscape, surrounding natural features and or ecological functions of the area.

iii) Special Policies

No development shall occur within a 30 metre buffer around the wetland until an Environmental Impact Study (EIS) is submitted and required development setbacks are determined. In addition, a study may be required to confirm any requirement for the protection of locally significant plant species in the vicinity of the wetland.

### 3.7.3 Open Space Policy Area 3 – Stormwater Management

i) Intent

This policy area is intended to serve as the stormwater management area for the entire Community. Should detailed stormwater management design studies, at the functional design stage, determine that a larger area is required, modifications to the adjacent road network and block pattern may be required. An Official Plan Amendment may be required subject to the Interpretation Policies as set out in Section 6.11 of this Plan.

Conversely, if it is determined that a smaller area is needed, the surplus lands may be developed for multi-family medium density residential purposes. This is provided that sufficient developable area is available to accommodate the aforementioned use. In addition, an Official Plan amendment shall be required.

ii) Permitted Uses

These lands will be used for a stormwater management facility.

### iii) Special Policies

- a) The stormwater management facility shall be designed and developed in accordance with an approved Stormwater Management Class Environmental Assessment.
- b) The stormwater management facility located on these lands shall be integrated with the Community park network. If through further study, it is determined that the stormwater management facility should discharge to the wetland feature to the south, an Environmental Impact Study shall be undertaken to address lands surrounding the stormwater management facility.

## 4.0 General Policies

### 4.1 Heritage and Archaeology

- i) Prior to the development of the London Psychiatric Hospital property or the demolition of any of the buildings or structures on the property, the approval of the Province of Ontario in accordance with Provincial policies and guidelines may be required.
- ii) The entire Secondary Plan area is identified as containing possible archaeological resources. Archaeological assessment reports will be required for all development within the Secondary Plan area.

### 4.2 Housing

- i) Housing Mix and Affordability

The LPHSP represents an opportunity to contribute to the supply of affordable housing and assist the City in meeting its target for provision of affordable housing. Development within the plan area will contribute to providing accessible, affordable, and quality housing options that people will want to live in. It is the objective of this Plan that a minimum 25% of all new residential development within the entire plan area meet the Provincial definition of affordable housing. The City will work with other government agencies, the not-for-profit sector, and private developers to promote innovative housing forms, development techniques, and incentives that will facilitate the provision of affordable housing. The following policies shall also apply to all lands within the LPHSP:

- a) Provide for a range and mix of housing types, including affordable forms of housing, to achieve a balanced residential community.
- b) Almost all new housing units within the LPHSP will be in forms other than single detached dwellings.
- c) Provide live/work opportunities for people to live near current or future jobs in the plan area.
- d) New mid-rise and high-rise developments shall include a mixture of unit sizes and configurations, including a mix of bachelor, 1, 2, and 3-bedroom units.
- e) Grade-related multi-level units, townhouse-style units and live/work units should be incorporated into the base of mid-rise and high-rise residential development along appropriate street frontages to promote walkability, activation and different dwelling style choices.



- f) Each site-specific development proposal will be assessed on its ability to contribute to objective that 25% of all new units meet the Province’s definition of affordable housing.
- g) Affordable housing units within market housing buildings shall be integrated with shared lobbies and amenities.
- h) The indoor and outdoor communal amenity spaces included in new developments should support a variety of age groups, including children, adults, seniors and families.
- i) Secure and convenient storage areas are encouraged for strollers, mobility aids and other equipment to support the needs of a diverse population.
- j) Available tools and provisions under the Planning Act, such inclusionary zoning, will be used to secure affordable housing units at the time of development applications.
- k) The utilization of innovative design features, construction techniques, or other tenure arrangements for residential developments, to broaden the provision of affordable housing will be encouraged.

ii) Seniors and Special Populations Housing

The City may pre-zone specific areas of Village Core, Transit-Oriented Corridor and Residential Area designations to permit small scale nursing homes, homes for the aged, rest homes, and continuum-of-care facilities. These zones should be in close proximity to the “Village Core” designation. Additional permitted uses may be restricted to ensure development of such facilities within the LPH lands.

iii) Providing for Positive Near Campus Housing

To provide for positive forms of near campus housing and to mitigate the potential for issues that can occur in near-campus neighbourhoods the following policies will apply:

- a) Special policies in the Residential Area designation limit the number of bedrooms per unit and limit single-detached and semi-detached dwellings to the south neighbourhood of the Plan and the lands immediately adjacent to the Neighbourhood Place type to the east. This will be implemented through the City’s zoning by-law.

### 4.3 Noise/Land Use Compatibility

i) Rail Noise

The Secondary Plan area is bisected by two rail lines. Rail noise shall be addressed subject to policies of *The London Plan* as well as the following:

- a) Buffers, berms and/or noise walls shall be landscaped and/or treated in creative and artistic ways that result in attractive mitigation solutions.
- b) The design of buildings should orient non-habitable portions of the building towards the rail line. Where non-habitable portions of the building may be visible from existing or future recreational opportunities, screening of these areas is to integrate with the building’s architecture.
- c) Low density housing forms such as, single detached, semi-detached and duplex dwellings should be oriented so that outdoor amenity space is located away from and protected from the rail line.

- d) Prior to final approval, planning applications will require completion of noise studies to confirm compliance with provincial regulations. A noise study shall be required as part of a complete application.
- e) All noise policies within the general policies of this Secondary Plan.

ii) Noise from Industrial Uses

To mitigate the potential for noise conflicts between the proposed community and the industrial area east of the LPH lands, the Secondary Plan's Land Use Schedule identifies an 'Open Space' area adjacent to the abutting industrial lands. The Open Space designation acts, in part, as a noise mitigation measure. Any residential development that is contemplated in proximity to this industrial area shall have regard for the Ministry of Environment, Conservation and Parks Land Use Compatibility Guidelines. To address potential noise impacts from the adjacent industrial area, the following additional policies apply:

- a) On lands within a 300 metre area of influence measured from the west property lines of 535 and 539 Commercial Crescent, and in the presence of a Class II or Class III industrial use at 539 Commercial Crescent and the associated use of the railway siding at 535 Commercial Crescent, sensitive land uses shall be prohibited unless a "Feasibility Analysis" which meets Ministry of Environment, Conservation and Parks guidelines has been completed and the development proposal meets all of the recommendations of the analysis for setbacks and mitigation. At a minimum the "Feasibility Analysis" shall address the issues of point source and/or fugitive noise emissions for the entire 300m area of influence, and ground borne vibration within 75 metres of the west property line of 535 and 539 Commercial Crescent. Sensitive land uses may include any building or associated amenity area (i.e. may be indoor or outdoor space) which is not directly associated with the industrial use, where humans or the natural environment may be adversely affected by emissions generated by the operation of a nearby industrial facility. Such uses include, but are not limited to residences, senior citizen homes, schools, day care facilities, hospitals, churches and other similar institutional uses. For draft plans of subdivision, and draft plans of condominium, the Feasibility Analysis shall be requested and submitted as part of a complete application.
- b) Where, as a result of the completion of a Feasibility Analysis, there are irreconcilable noise and vibration incompatibilities, the development of sensitive land uses shall be prohibited until such time as the Class II or Class III industrial use ceases to exist. Should that occur policies in policy 4.3 ii) will no longer apply.
- c) Reduction of the 300 metre area of influence will be supported only through the submission of a study which addresses the entire area of influence and all study methodology, conclusions and recommendations are acceptable to the City of London.
- d) Noise studies, where required, will form part of a complete application and any recommendations from those studies shall be implemented.

#### 4.4 Sustainable/"Green" Development

i) Principles

The LPH Secondary Plan is based on a conceptual design which maximizes the potential for sustainable development throughout. This is achieved through such features as mixed use

development, a modified grid road system, enhanced connectivity to transit and the cultural heritage landscape and open space system.

Sustainable design elements shall be incorporated into municipal facilities located within the LPH Secondary planning area. Through planning applications, proponents should design development to:

- a) Reduce the consumption of energy, land and other non-renewable resources;
- b) Minimize the waste of materials, water and other limited resources;
- c) Create livable, healthy and inclusive environments; and,
- d) Reduce greenhouse gases.

ii) Policies

As part of a complete application for development within the LPH Secondary Plan a report shall be submitted explaining how the proposed development has incorporated the following goals and objectives:

- a) New development should strive to minimize the production of greenhouse gases through sustainable building and site design.
- b) Subdivisions plans should endeavor to achieve LEED Neighbourhood Development certification.
- c) Alternative energy sources are encouraged including solar and appropriately sized rooftop mounted wind collectors. Such technologies should be sensitively incorporated into buildings and community design.
- d) Where appropriate, buildings should be oriented to maximize opportunities for passive solar gain.
- e) A range of residential dwelling types are to be provided that support life-cycle housing and provide opportunities to age-in-place. This may include seniors housing.
- f) Landscaped areas will be maximized and trees will be planted on the right-of-way, and on development sites, to reduce the urban heat-island effect, improve air quality, moderate sun and wind, and improve ground water infiltration.
- g) Opportunities will be explored for the integration of urban agriculture into parks, buildings and landscapes.
- h) New development will incorporate existing mature trees into landscape schemes where possible and appropriate measures should be taken to keep these trees healthy.
- i) Alternative roadside drainage techniques, the use of pervious paving methods, enhanced use of organic cover, and/or the adoption of “road diets” to reduce impervious coverage are to be accommodated where possible.
- j) Quality materials that are durable and have high levels of energy conservation will be chosen for buildings.
- k) The employment of building technologies such as “greenroofs” is encouraged. Alternately, the use of reflective roof surface materials with high solar and thermal reflectivity to reduce the “heat island” effect is also desired.
- l) The incorporation of food production opportunities is encouraged throughout the site. This includes but is not limited to community gardens, private gardens, greenhouses, roof-top gardens and edible landscaping programs.

## 4.5 Community Parkland

Active parkland, cultural parkland and natural parkland are the three components which are recognized by the Open Space designation in this Secondary Plan. Active parkland includes such uses as sports fields. Cultural parkland includes the central Allée corridor and the Horse Stables. Natural parkland includes the wetland in the southeast corner of the Community. Parkland may be either under public or private ownership. Open space is a necessary component of a thriving community and this Secondary Plan provides ample open space particularly in the central and eastern portions of the Plan area.

### i) Active Parkland

The Parks and Recreation chapter of *The London Plan* contains the policies which address active parkland. The following additional policies will also apply:

- a) Trail development should be focused along the central corridor through the community extending from Dundas Street to Oxford Street East (and beyond) which will include the Treed Allée, Infirmary and central median area.
- b) The pathway network shown on Schedule 6 may be treated as pedestrian walkways for the purposes of municipal land dedication under the Planning Act. Lands included in the pathway network in excess of 5m in width may be recognized as parkland.
- c) Additional public urban squares and/or parkettes will be acquired at the time of development through outstanding parkland dedication or in accordance with a Community Parkland Implementation Plan. Urban squares and parkettes will generally have a minimum size of 2,500m<sup>2</sup>. Generally, one public square and/or parkette shall be provided in each quadrant of the Secondary Plan.

### ii) Cultural Parkland

The 'village green', surrounding the Infirmary Building, and the Allée provide an opportunity for beautiful and unique parkland within the City of London, similar to Victoria and Springbank Parks. These spaces could include an amphitheatre for community concerts, or a large public square ideal for music festivals, community picnics and 'art in the park' events. They would also provide a major pedestrian and cycling linkage within the overall Community parkland network.

## 4.6 Parkland Dedication

The City of London Policy Manual provides Council direction regarding parkland dedication. In addition to the Parkland Conveyance & Levy By-Law, parkland dedication will be achieved through the City's parkland dedication policies the Parkland Acquisition and Dedication policies in the Our Tools part of *The London Plan* and following additional policies:

- i) The components of the Community Parkland identified in Section 4.5 and shown as Open Space on Schedule 3 of this Secondary Plan shall be dedicated to the City for public park purposes. Some portions of the Heritage designation as shown Schedule 3 may be dedicated to the City for public park purposes. Some components of Cultural Parkland may serve other public uses, such as institutional and/or academic, in which case the land may be conveyed to the public proponent of said use.
- ii) A more detailed Community Parkland Implementation Plan shall be prepared to address matters pertaining to parkland dedication that would otherwise be achieved through a typical

subdivision agreement, including the range of uses that are permitted within these parkland components, the anticipated maintenance protocols required, the determination of dedication ratios for the cultural parkland and natural parkland components, the phasing of dedication, brownfields remediation, access and servicing. This Implementation Plan shall be completed by the owner and adopted by City Council in accordance with the Guidelines Documents section in the Our Tools part of *The London Plan*, prior to the disposition of the community parkland components. Should the City and applicable property owner both agree, one or more components of the parkland may be transferred to the City or another public proponent in advance of the preparation of the Community Parkland Implementation Plan.

- iii) In association with the Implementation Plan, an analysis of funding sources shall be identified to address the ongoing maintenance of these parkland components including such measures as cash-in-lieu payments, development charge payments, condominium 'common element' fees and other suitable mechanisms to ensure a sustainable source of funding.

#### 4.7 Natural Heritage

The Natural Heritage chapter of *The London Plan* includes the City's natural heritage policies. A Phase 2 Natural Heritage Study and Environmental Management Plan was completed as part of the Secondary Plan process. The recommendations of that study are implemented through the following special policies:

- i) Species at Risk – Chimney Swift
  - a) The use and/or redevelopment of the Infirmary will be permitted provided the chimneys are maintained and disturbance to species and the habitat are avoided;
  - b) Further consultation with the Ministry of Natural Resources and Forestry (MNRF) and the Canadian Wildlife Service will occur during subsequent phases of development to identify, refine and assess the significance of any foraging habitat within the Secondary Plan Area and to determine appropriate measures to mitigate impacts on this habitat;
  - c) Additional monitoring of Chimney Swift activity within the Secondary Plan Area will be undertaken through consultation with the MNRF and Canadian Wildlife Service, with possible participation by Bird Studies Canada, to monitor Chimney Swift activity and determine whether additional structures or habitats are being used by Chimney Swift (roosting, nesting, foraging) within the Secondary Plan Area;
  - d) No development, grading, construction or other disturbance occur within 50 metres of the Infirmary during the breeding bird season when the Chimney Swift species is present;
  - e) Any tree and vegetation removal, or any disturbance to any bird nest on the Infirmary building will be avoided during the breeding bird window of between May 1st and July 31st in accordance with the Migratory Bird Convention Act; and,
  - f) An Environmental Impact Study shall be prepared in support of any development within 120 metres of the Infirmary that includes monitoring surveys to determine the location and significance of Chimney Swift foraging habitat and whether additional structures are being used by Chimney Swifts for roosting or nesting, and which recommends appropriate mitigation measures to avoid disturbance to the existing Chimney Swift populations as a result of land use activities within or adjacent to the Infirmary.
- ii) Tree Protection

- a) A Tree Preservation Plan shall be prepared for all development applications to identify trees to be retained and removed, as well as measures to protect individual species during construction and grading activities against inadvertent damage.
- b) Pruning or removal of key specimen trees within the cultural heritage landscape shall be limited to removal of dead, diseased or hazardous trees or where retention of specific trees is not feasible due to future development locations or grading requirements.
- c) Grading and construction activities adjacent to any key specimen trees within the cultural heritage landscape shall maintain appropriate setbacks to avoid damage to the limbs and/or root zone, including those trees located within the Treed Allée. Specific setbacks will be determined through the required Tree Preservation Plan.
- d) Prior to development adjacent to the Treed Allée a woodland management plan shall be prepared to ensure the long term conservation of this cultural woodland community, with consideration for removal of damaged or unhealthy trees, replacement with suitable native species and strategic replanting/management of this feature to maintain the woodland community in the absence of natural regeneration and successional growth.
- e) Protection of existing trees, where possible, shall be a priority in the implementation of the new Community road network.

iii) Wetland

- a) The wetland buffer and surrounding open space area north of the existing unevaluated wetland, identified on Map 5 – Natural Heritage of *The London Plan* will be naturalized. Exceptions may be permitted for a community garden.
- b) Invasive and exotic tree and shrub species will be removed and managed across the LPH lands, but specifically within the wetland and surrounding area.
- c) Local rare plant species impacted by a proposed development will be transplanted to suitable habitat adjacent to the wetland, buffers or open space areas on the lands that are to be retained.
- d) An Environmental Impact Statement (EIS) will be prepared in support of any future development within 30 metres of the wetland. The EIS will include a fall botanical survey, summer odonata and herptile survey, delineation of wetland boundaries per the Ontario Wetland Evaluation System protocol and corresponding evaluation of wetland significance.
- e) A water balance study will be completed in association with the EIS for any development adjacent to the wetland to determine the existing hydrological conditions supporting this wetland feature (surface water/groundwater) and to confirm that any proposed grading, construction or stormwater management (SWM) will maintain the hydrological conditions necessary to support the wetland feature and its associated ecological/hydrological functions.

## 4.8 Stormwater Management

The optimal stormwater management solution for the London Psychiatric Hospital Lands to meet future development needs, satisfy all applicable design constraints, and maintain or improve the condition of Pottersburg Creek, was included in the London Psychiatric Hospital Lands Municipal Environmental Assessment Study (Stantec, September 14, 2011). As part of the assessment, special meetings were held to notify the stakeholders of the commencement of the project, identify the alternative solutions,

present the preferred alternative and to receive public and agency input. Opportunities were reviewed to optimize the location of the storm/drainage and stormwater management servicing solution, while maintaining engineering design standards, and considering the social/cultural, natural environment, technical, planning, and economic implications. The solution accepted by Council is incorporated into *The London Plan* as part of this Secondary Plan.

Any recommendations arising from the integrated London Psychiatric Hospital Lands Municipal Environmental Assessment Study shall be implemented. Any development of the LPH lands shall also be consistent with the Storm Drainage and Stormwater Management policies in the Civic Infrastructure chapter of *The London Plan*.

#### 4.9 Transportation

Proposed streets within the Plan consist of both Neighbourhood Connectors and Neighbourhood Streets that establish the community structure, provide connections to two flanking Rapid Transit Boulevards and provide new connections to the adjacent neighbourhood. Use of the transit network, cycling and walking are to be supported through design. Street development shall be in accordance with the Transportation policies specific to individual land use designations, applicable urban design policies in Section 4.10 of this plan and the following policies:

- i) Enhanced design streets as shown on Schedule 5, shall be designed to support pedestrian-oriented development patterns, with strong relationships to the cultural heritage landscape;
- ii) On street frontages identified as “Restricted Driveway Access” on Schedule 8, no driveways shall be permitted;
- iii) On street frontage identified as “Limited Driveway Access” on Schedule 8, only driveways or laneways providing access to common parking areas or parking structures located to the rear of buildings shall be permitted;
- iv) The use of Common Elements Condominiums should be considered for the ownership, use and maintenance of common laneways and driveways;
- v) In areas shown as “Priority Tree Retention Areas” on Schedule 5, alternative road cross sections, utility placement and construction standards may need to be considered to protect the long term health of trees. Within these areas, in addition to the Tree Preservation Plan required by policy 4.7 ii), a tree management and planting strategy shall be established in order to conserve and sustain the significant landscape setting;
- vi) Traffic calming measures shall be implemented to the satisfaction of the City to slow or restrict traffic movements and place a priority on pedestrian movements;
- vii) Traffic controls, including the provision of signalized intersections and turning movement restrictions shall be implemented as determined by the final approved Transportation Impact Assessment;
- viii) At the subdivision and/or site plan application stage, consideration should be given to the provision for the conveyance and construction of “Possible Future Streets” as shown on Schedule 5 to create future opportunities for connectivity between neighbourhoods should the industrial area evolve to other uses;
- ix) At the subdivision and/or site plan application stage, Rapid Transit corridors including “transit only” lanes along Oxford Street East and Highbury Avenue North shall be protected in accordance with City requirements;

- x) At the subdivision and/or site plan application stage, any land required to accommodate additional through lanes or turn lanes as determined by the Transportation Master Plan, subsequent studies recommended by the Transportation Master Plan or a detailed transportation impact analysis shall be protected in accordance with City requirements;
- xi) Design guidelines, including right-of-way cross sections, urban street infrastructure and facilities, plantings, surface treatments, parking and service and utility placement, may be prepared to provide further guidance for the development of public rights-of-way to support pedestrian and cyclist friendly environments for using the public streets, public transit, public parking, cycling and pedestrian networks;
- xii) The utilization of on-street parking facilities, may be incorporated into the design of the public right-of-way surrounding the central green to protect this cultural heritage feature from large surface parking areas; and,
- xiii) On-street parking lay-bys will be a maximum length of 100m measured from start of parking lay-by to start of the next parking lay-by.
- xiv) All long-term bike facilities shall be provided in an easily accessible secure indoor location, located on the ground floor or first floor in below grade vehicle parking, and at established grade (avoid access with steps or steep incline).

#### 4.10 Protected Major Transit Station Area

Transit Villages like the London Psychiatric Hospital Transit Village are designated as Protected Major Transit Station Areas (PMTSA) in The London Plan, and second only to the downtown for permitted intensity. A higher-level of intensity is envisioned for development in this plan area to support the provision of higher-order transit.

- i) The minimum overall intensities for Transit Villages identified in the PMTSA policies of The London Plan shall apply for the entire London Psychiatric Hospital Secondary Plan area, with the exception of: the minimum and maximum heights for all designations in this Plan, and the minimum densities for the Residential Area Designation, for the where the policies of this plan shall prevail.
- ii) Large development sites and/or sites that have partial development proposed shall delineate the extent of the development block(s) as part of a Conceptual Master Development Plan to establish a calculable area to apply the minimum standards identified in the Protected Major Transit Station Area policies for tracking purposes.

#### 4.11 Forestry

The following policies shall facilitate tree replacement consistent with the London Plan and the Heritage Easement Agreement:

- i) The policies of the London Plan 339\_4b (one replacement tree for every ten cm of diameter) shall apply to all areas of the Secondary Plan outside of the Heritage Easements and Zones shown in the Strategic Conservation Plan.
- ii) Within the Heritage Easements and Zones shown in the Strategic Conservation Plan a replacement rate of two trees for every ten cm of diameter shall be applied.



## 5.0 Urban Design

### 5.1 General

The following policies will apply to all designations within the Secondary Plan area:

i) Gateways

Buildings located adjacent to areas identified as “Gateways” on Schedule 8 shall incorporate corner massing elements and the building’s main entry at the corner, so as to signify the entrance to the community.

ii) Built Form

The Built Form policies guide the development of new buildings in the LPH Secondary Plan area. These policies provide policy direction on building typologies and design as a framework for how the area will develop into an exceptionally-designed, high-density urban neighbourhood and provide effective transition to ensure development is an appropriate fit with existing heritage and adjacent low-rise residential uses.

- a) Where built form is situated on more than one public right-of-way, the building’s main entrance shall be oriented to the highest order public right-of-way, as identified in Schedule 5. Civic Boulevards and Rapid Transit Boulevards will serve as the highest order right-of-way. The built form shall incorporate articulation and massing in a coherent architectural manner adjacent to all public rights-of-way. This policy does not apply where the built form is adjacent to an area identified as a gateway on Schedule 8. The Gateways policy (5.0 i)) shall apply in this situation.
- b) Built form shall be street-oriented on all public rights-of-way, with buildings located at or near the property line and front entrances and active uses oriented to the street.
- c) Buildings shall be designed to form a well-defined and continuous street edge with high quality architectural features.
- d) Articulation and massing in a coherent architectural manner shall be applied to distinguish the built form’s base, middle and top.
- e) A diversity of material types, with texture, applied to the base, middle and top of the building(s) is encouraged.
- f) Buildings shall be oriented so that their amenity spaces do not require sound attenuation walls and that noise impacts on adjacent buildings are minimized.
- g) The built form shall avoid long expanses of pitched roofs.
- h) Buildings with a height over 3 storeys shall incorporate architectural massing that avoids the use of pitched roofs.
- i) Long expanses of flat and blank facades are to be avoided.
- j) Built form identified as Priority View Terminus, on Schedule 8 Urban Design Priorities, of this Plan, shall act as a focal point for the view corridor. This can be achieved through the siting, massing, materiality and articulation of the building.
- k) The height and massing of new buildings should fit within a 45 degree angular plane, starting at 7m above grade and measured from the property boundary of lands in the Neighbourhoods Place Type. This is intended to provide a sympathetic transition from lower to higher development forms. All elements of fit and transition must be accommodated within the development site.

- l) All buildings shall be designed to express three defined components: a base, middle and top. Alternative design solutions that address the following intentions may be permitted:
  - 1. the base shall establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, awnings, porches, canopies, lighting, and the use of materials that reinforce a human scale.
  - 2. the middle shall be visually cohesive with, but distinct from, the base and top.
  - 3. the top shall provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.
- m) New development will be designed and massed to minimize the impacts of shadows on parks, Privately owned public spaces(POPS), the public realm, and outdoor communal and private amenity spaces.
- n) The design of buildings should form a well-defined and continuous street wall to support a pedestrian-oriented environment.
- o) Buildings should have articulated façades that create a human-scale rhythm along streetscapes. No extensive blank walls should be visible from the public or private street and public open space.
- p) Usable outdoor amenity spaces that activate the front yard setback, including porches, stoops, courtyards, patios and plazas are encouraged.
- q) Buildings located at corner sites and intersections shall address and frame the corner with building entrance(s), massing, articulation, and height.
- r) In addition to the connections shown on Schedule 5, Street Hierarchy Plan, mid-block pedestrian and active transportation connections should be provided between buildings to facilitate pedestrian and cyclist permeability through the area.
- s) Building design should minimize privacy impact and not limit the future development potential of adjacent properties through adequate setbacks, massing orientation and window and balcony locations

iii) Public Realm

- a) Where possible on-street parking may be provided in commercial mixed-use areas within this Secondary Plan.
- b) Provision is to be made for street trees and an appropriate planting environment along all streets within this plan.
- c) Where permitted, utilities shall co-locate under the sidewalk to provide optimal growing space for trees. In addition, above- grade utility boxes/features are to be minimized and/or clustered. The preference is for these services to be placed below grade.
- d) Public Realm Design Guidelines, including right-of-way cross sections, may be prepared to provide further guidance for the development of public rights-of-ways in all designations of this plan.
- e) Landscape walls for the purposes of identifying or delineating community/subdivision entrances shall not be permitted.
- f) Decorative street and pedestrian level light standards are to be used to differentiate the Village Core Area. These light standards will reflect and complement the historic features of

the Community and will be similar to those used throughout the entire Secondary Plan area, but with enhanced elements.

iv) Transportation

- a) Driveway access shall be restricted and/or limited in certain locations as identified in Schedule 8 of this Plan and defined in Section 4.9 of this Plan.
- b) Subject to more specific or contradictory transportation policies in the applicable Character Area policies, off-street parking for all uses other than single detached, semi-detached, duplex and townhouse dwellings, shall be located underground or to the rear of the site (behind the building), in a structure or surface parking field. If these options are not possible, then surface parking can be considered in the interior side yard, provided design measures are used to mitigate the parking field from the public realm. Parking is not permitted between the building line and the public right-of-way.
- c) Garages for new Low-rise buildings should be located at the rear of buildings and accessed from a private driveway to minimize pedestrian-vehicle conflicts, create a pedestrian-oriented public realm and ensure vehicles do not dominate the streetscape. Garages should be integrated into the building design and shall not project beyond the main building façade. Underground parking is preferred where feasible. .
- d) Appropriate buffering shall be provided between parking areas and “back of building” functions, and adjacent land uses.

v) Heritage

Where all non-heritage designations interface with the Heritage Designation of this Plan the following policies shall apply:

- a) Utilities located within and/or adjacent to lands in the Heritage Designation shall be placed below-grade so as not to interfere with the cultural heritage landscape.
- b) Where no public right-of-way exists, buildings shall be located at or near the property line adjacent to the cultural heritage landscape area in order to frame the space and include active facades along that interface.
- c) Buildings shall be aligned parallel to the cultural heritage landscape area with the building’s main entrances addressing the Heritage Area Designation
- d) On-site surface or structured parking is not permitted between the building line and the property line adjacent to the cultural heritage landscape area.
- e) Building heights adjacent to the Heritage Area designation shall be in accordance with Schedule 4 Building Height Plan, of this Plan.
- f) Built form adjacent to the Heritage Area designation shall be designed to be compatible with the character (articulation, massing, landscaping and materials) of the cultural heritage landscape and heritage buildings within the heritage designation of this Plan.
- g) New construction adjacent to heritage buildings should be compatible with, but visually distinguishable from and subordinate to the heritage resource. The heritage building must be identifiable as a landmark, with new construction forming the background.
- h) New development should incorporate materials and finishes that are predominant in the remaining and already demolished site buildings. Colours and materials should be selected that enhance or harmonize with the historic buildings.

- i) The use of salvaged building materials in landscaping, public art and/or new building construction is encouraged should any existing structures be demolished.

## 5.2 High-Rise Buildings

The following policies apply to new high-rise development in the LPH Secondary Plan area:

- i) For the purpose of this Secondary Plan, High-rise buildings are buildings that are nine (9) storeys in height or taller.
- ii) High-rise buildings should have a minimum 5m stepback at the podium (the third, fourth, or fifth storey, proportional to the street type and consistent with adjacent existing context), to provide a pedestrian scale environment at the street wall, limit the visual impact of the building at street level, and mitigate shadow and wind impacts on the public realm.
- iii) High-rise buildings should be designed with slender towers that allow shadows to move quickly, minimize the obstruction of views and limit the visual mass and overlook as experienced from nearby properties and the public realm.
- iv) High-rise buildings should have a maximum tower floor plate of 1,000 square metres above the podium, with the length to width ratio not exceeding 1:1.5 to minimize shadowing and visual impact from all approaches.
- v) Towers shall not have any blank façades.
- vi) Tower design and orientation is encouraged to provide privacy for occupants through techniques such as angling and offsetting towers.
- vii) High-rise buildings should have a minimum separation distance of 25 metres between towers. This separation distance is intended to:
  - a) Minimize the impacts of shadows and loss of sunlight on surrounding streets, open spaces, and nearby properties.
  - b) Provide access to natural light and a reasonable level of privacy for occupants of high-rise buildings.
  - c) Enhance the provision of pedestrian-level views of the sky between tall buildings particularly as experienced from adjacent streets, pedestrian connections, and open spaces.
  - d) Minimize the impacts of uncomfortable wind conditions on streets, pedestrian connections, open spaces, and surrounding properties.
- viii) The tower portions of High-rise buildings should be setback a minimum of 12.5 metres from the interior property line of any adjacent site that could accommodate high-rise development, or from the centre line of any public or private street, to protect and preserve the development potential of adjacent properties.
- ix) The top portion of the tower shall be designed to create an integrated and attractive finish to the building and contribute to the quality and character of the skyline. The top portion of the tower shall integrate the mechanical penthouse and be distinctive from the rest of the building through the use of stepbacks, articulation, change in materials or other architectural features.

## 5.3 Mid-Rise Buildings

The following policies apply to new mid-rise development in the LPH Secondary Plan area:

- i) For the purpose of this Secondary Plan, Mid-rise buildings are buildings five (5) storeys in height up to and including eight (8) storeys in height.

- ii) Mid-rise buildings should have a minimum 3m stepback at the podium (the third, fourth, or fifth storey, proportional to the street type and consistent with adjacent existing context), to provide a pedestrian-scale environment at the street wall, limit the visual impact of the building at street level, and mitigate shadow and wind impacts on the public realm.
- iii) Mid-rise buildings, particularly those on the south side of a public or private street should incorporate additional setbacks, or terracing to mitigate shadow impacts and provide better sunlight penetration at street level.

## 5.4 Low Rise Buildings

The following policies apply to new low-rise development in the Secondary Plan area:

- i) For the purpose of this Secondary Plan, Low-rise buildings include forms such as single detached dwellings, townhouses, stacked townhouses and low-rise apartment buildings up to and including four (4) storeys in height.
- ii) Garages for new Low-rise buildings should be located at the rear of buildings and accessed from a private driveway to minimize pedestrian-vehicle conflicts, create a pedestrian-oriented public realm and ensure vehicles do not dominate the streetscape. Garages should be integrated into the building design and not project beyond the main building façade. Underground parking is preferred where feasible
- iii) Townhouse units should be limited to no more than eight (8) horizontally-attached units to ensure adequate breaks in the street wall to provide permeability and access.
- iv) Cluster developments shall be oriented with active street frontages with front doors directly facing and accessing public streets and public open spaces. Vehicular access should be provided through rear and internal driveways.

## 5.5 Ground Floor Design

Improving the pedestrian experience is a priority of the Secondary Plan which requires thoughtful attention to the design of the ground floor. Creating active building façades increases activity and encourages passive surveillance which will in turn, help the Secondary Plan area evolve into a walkable, pedestrian friendly neighbourhood.

- i) Buildings and main entrances shall be oriented toward and front onto public and private streets, public parks and open spaces. Main building entrances shall not front onto surface parking lots.
- ii) Buildings will have attractive and active frontages onto public and private streets. Blank walls, parking, services, and utilities should not be visible from public and private streets.
- iii) Buildings with frontages along Highbury Avenue, Oxford Street and Dundas Street shall have their massing, siting and principal entrances oriented to those existing street(s) to establish an animated pedestrian-scale environment. 'Back of house' activities such as loading areas are not permitted along the Highbury Avenue, Oxford Street and Dundas Street frontages and should be accommodated internal to the site and/or buildings.

### 5.5.1 Ground Floor Commercial Design

- i) Where a ground floor commercial use is provided, a minimum of 50% of the building frontage should include active, pedestrian-generating uses. Non-active uses, such as lobbies to upper levels and professional offices may be permitted for the remaining building frontage. Where possible, non-active uses should be provided along lower order street frontages. Large expanses

of blank walls should be avoided along street frontages and located on the back of the building where required.

- ii) New non-residential (commercial) development will be located close to public and private streets, while providing a modest setback for building elements, such as canopies, patios, plazas, public or private forecourts, and doors. Greater building setbacks are permitted to accommodate patios spaces, publicly accessible plazas, and courtyards.
- iii) Entrances to retail and commercial units, and lobbies that provide access to uses above the ground floor, will be at grade (flush) and accessible directly from the public or private road in order to activate the sidewalk. Minor grade separations may be considered by exception and accommodated with ramps on constrained sites.
- iv) Non-residential ground floors should be designed to be tall enough to avoid conflicts with overhead elements such as signage, canopies and awnings, and to increase visual connection from interior spaces to the outdoors.
- v) Glazing should be transparent and maximized for non-residential uses located on the ground floor.

### 5.5.2 Ground Floor Residential Design

- i) Where a residential ground floor is provided, a minimum of 50% of the building frontage should include direct access to individual units from the adjacent sidewalks. Residential lobbies, and small scale, non-residential uses may be permitted for the remaining building frontage. Large expanses of blank walls should be avoided along street frontages and located on the back of the building where required.
- ii) New residential development will be located close to public and private streets, while providing a modest setback to accommodate building elements, such as landscape buffers, porches, canopies, courtyards and steps.
- iii) The ground floor of residential buildings within the designations that permit mixed uses should be designed with the flexibility to accommodate future conversion to nonresidential uses, such as providing a raised floor over the slab that can be removed to provide additional ground floor height in the future.
- iv) Where residential units are provided at-grade, the setback will be sufficient to accommodate direct entryways and private amenity spaces for residential units, including any walkways, steps, porches, private courtyards and landscaping areas.

### 5.5.3 Back of House and Loading Areas

Loading areas are a necessary component of existing and future commercial and residential uses which are an integral part of this Secondary Plan. The following policies are required for new back of house and loading areas:

- i) Loading docks and back of house areas should be located away from all public streets to not detract from a pedestrian-oriented streetscape.
- ii) Loading docks and back of house areas should be enclosed, set back from the street edge and provide a screening and buffer area. The use of landscaping and building massing should be used to screen the loading docks and back of house areas. Service entrance widths should be limited to the minimum required to be functional.

- iii) Waste storage areas should be located inside buildings to mitigate their visual and odour impacts. Where outside waste disposal areas are necessary, they will be enclosed in materials complementary to the main building and screened with landscaping.

## 6.0 Implementation

### 6.1 Implementation of the Plan

The London Psychiatric Hospital Secondary Plan shall be implemented utilizing the following implementation mechanisms:

- i) All municipal works shall be consistent with the policies of this Plan;
- ii) Heritage preservation and conservation shall be consistent with this Plan; and,
- iii) All planning applications shall be consistent with the policies of this Plan.

### 6.2 Municipal Works

Municipal works shall be consistent with the policies of this Plan. Such works include:

- i) Road development, including the east link of the Bus Rapid Transit;
- ii) Sewer, water and wastewater infrastructure;
- iii) Stormwater management facilities in accordance with the recommendations arising from the London Psychiatric Hospital Lands Municipal Environmental Assessment Study (Stantec, September 14, 2011);
- iv) Parks; and,
- v) Public facilities.

### 6.3 Official Plan Amendments

- i) Any amendment to the text or Schedules of this Secondary Plan represents an Official Plan amendment. Furthermore, amendments to the Schedules of this Plan may require amendments to the associated maps of *The London Plan*.
- ii) Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of *The London Plan*.

### 6.4 Zoning

- i) Any applications for amendment to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.
- ii) Consideration of other land uses through a Zoning By-law amendment shall be subject to the Planning and Development Applications policies as described in the applicable place type of *The London Plan*. The Zoning By-law may restrict the size of some uses.

### 6.5 Plans of Subdivision/Plans of Condominium/ Consents to Sever

Any applications for subdivision, condominium, or consent to sever, shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.

### 6.6 Site Plan Approval

Any applications for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of *The London Plan*.

## 6.7 Urban Design Policies

All development within the London Psychiatric Hospital Secondary Plan boundaries shall be subject to the urban design policies contained in this Plan, in addition to applicable policies in *The London Plan*.

## 6.8 Guideline Documents

Guideline documents may be adopted by Council to provide greater detail and guidance for development and the public realm elements of the Secondary Plan area.

## 6.9 Phasing, Financing and Monitoring

The London Psychiatric Hospital lands shall be developed with the following objectives:

- i) It is desirable for the Village Core to be developed, at least in part, as early as possible in the development phasing process, such that the vision for the Community can be established;
- ii) The logical and efficient extension of servicing will be the primary driver for the overall phasing of community development.

## 6.10 Height Plan

The height plan, as shown on Schedule 4 and summarized in Table 1, is a fundamental component of the overall vision for the Secondary Plan. While an Official Plan amendment may be sought to amend this height plan, changes, including applications for bonus zoning, will only be made where:

- i) The objectives of the community structure plan are preserved;
- ii) The cultural heritage landscape is not negatively impacted;
- iii) Land use conflicts with adjacent uses are not created due to the proposed increase in heights;
- iv) Important views and vistas are not obstructed or inappropriately impacted.

## 6.11 Interpretation

The How to Use The London Plan section in the Our Challenge part of *The London Plan* provides for the interpretation of *The London Plan* place type boundaries and these policies apply to this Secondary Plan.

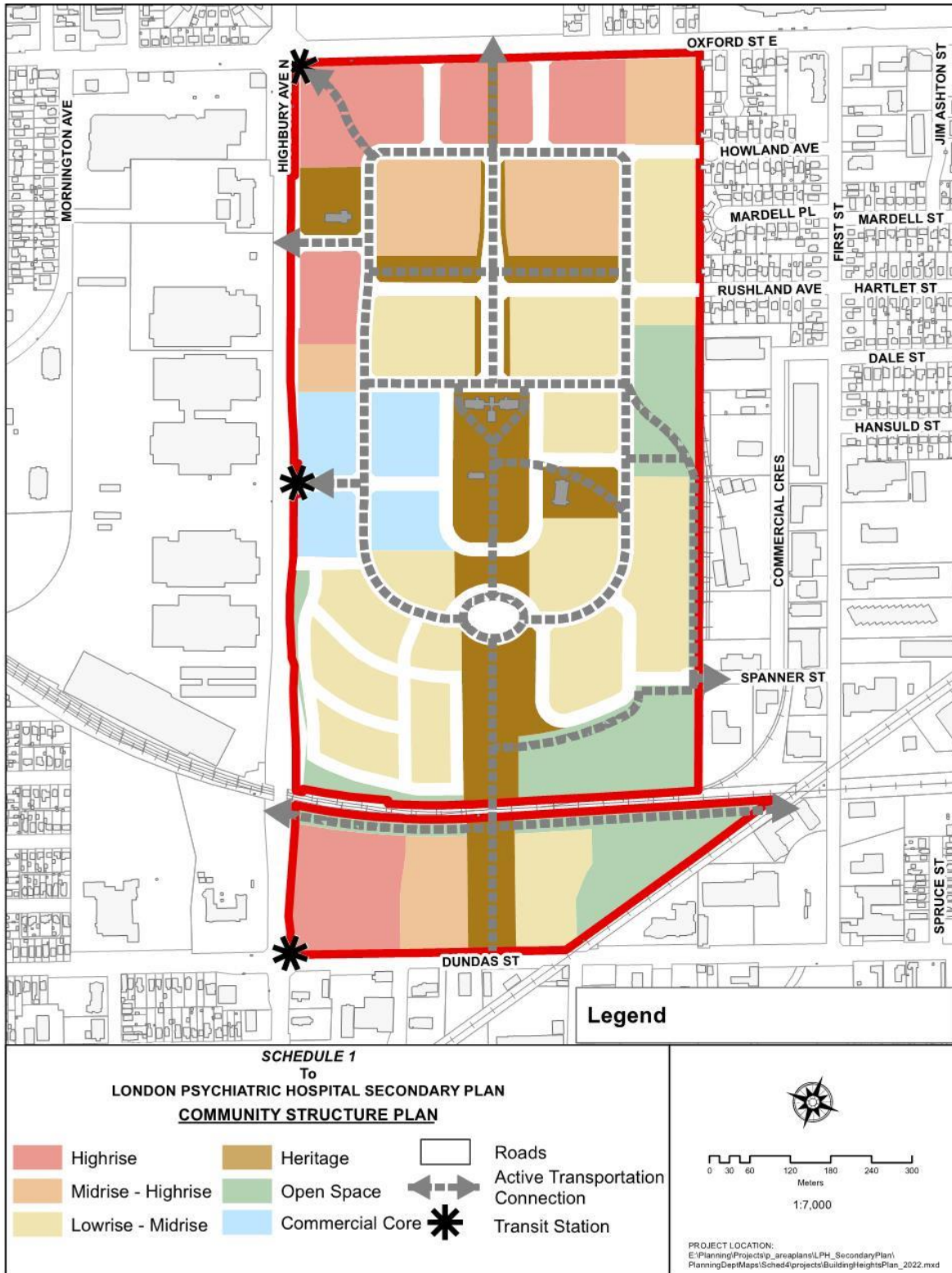
Schedule 5 shows the street hierarchy plan. This plan establishes a road pattern that represents the foundation for the Community. It establishes the framework for the layout of land uses, the preservation of the cultural heritage landscape and the establishment of the village core.

As Schedule 5 of the Secondary Plan specifically identifies the alignment of roads, and recognizing that these roads may need to be slightly shifted to address constraints and opportunities identified through future subdivision process, minor changes in these road alignments can be made without amendment to the Plan. Substantive changes to any road alignments will require an Official Plan amendment and shall only be allowed where the underlying principles of the Community Structure Plan and the Street Hierarchy Plan are not undermined.

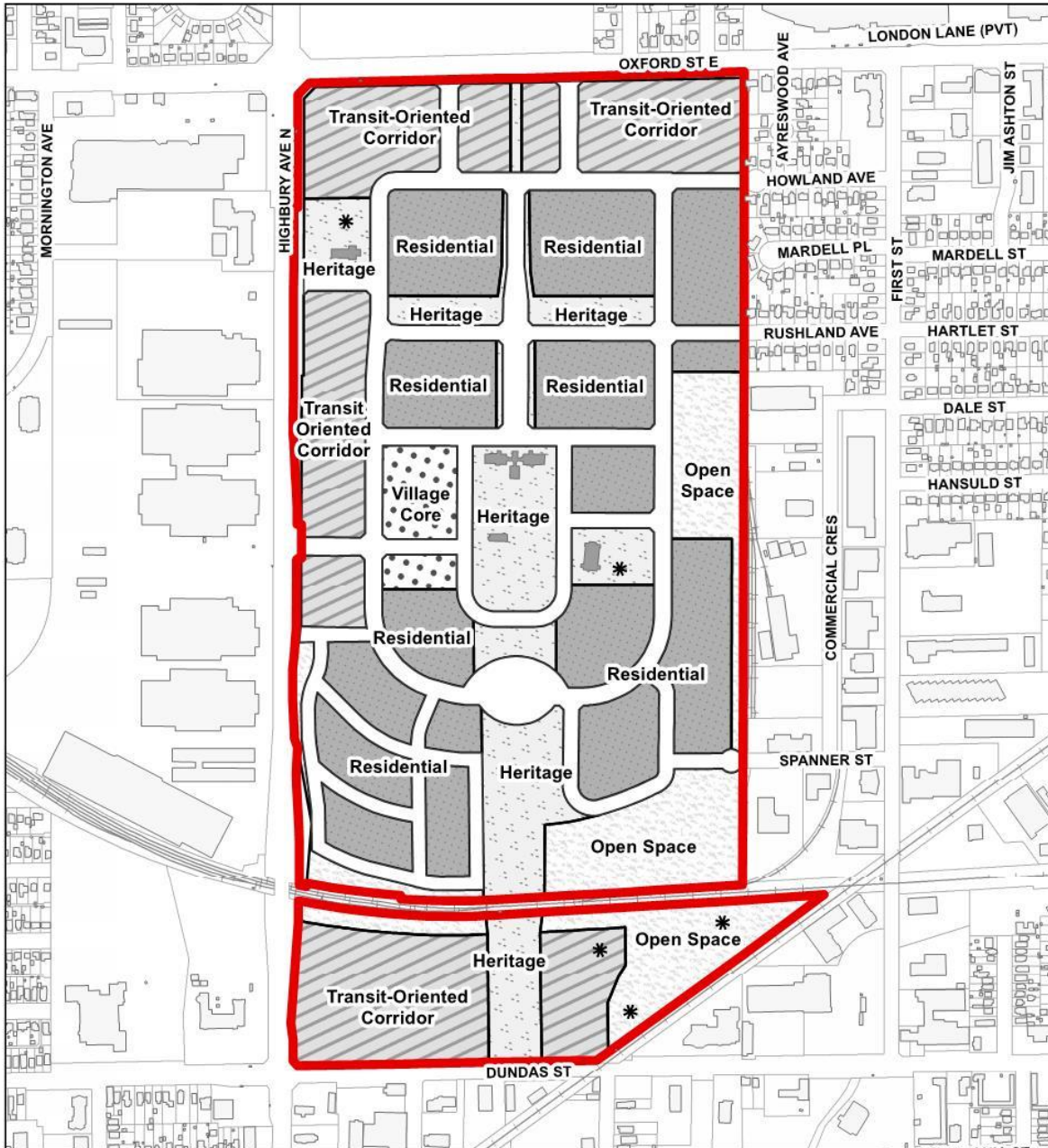


# 7.0 Schedules


## Schedule 1: Community Structure Plan









## Schedule 2: Character Area Land Use Designations





**SCHEDULE 2**  
To  
**LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN**

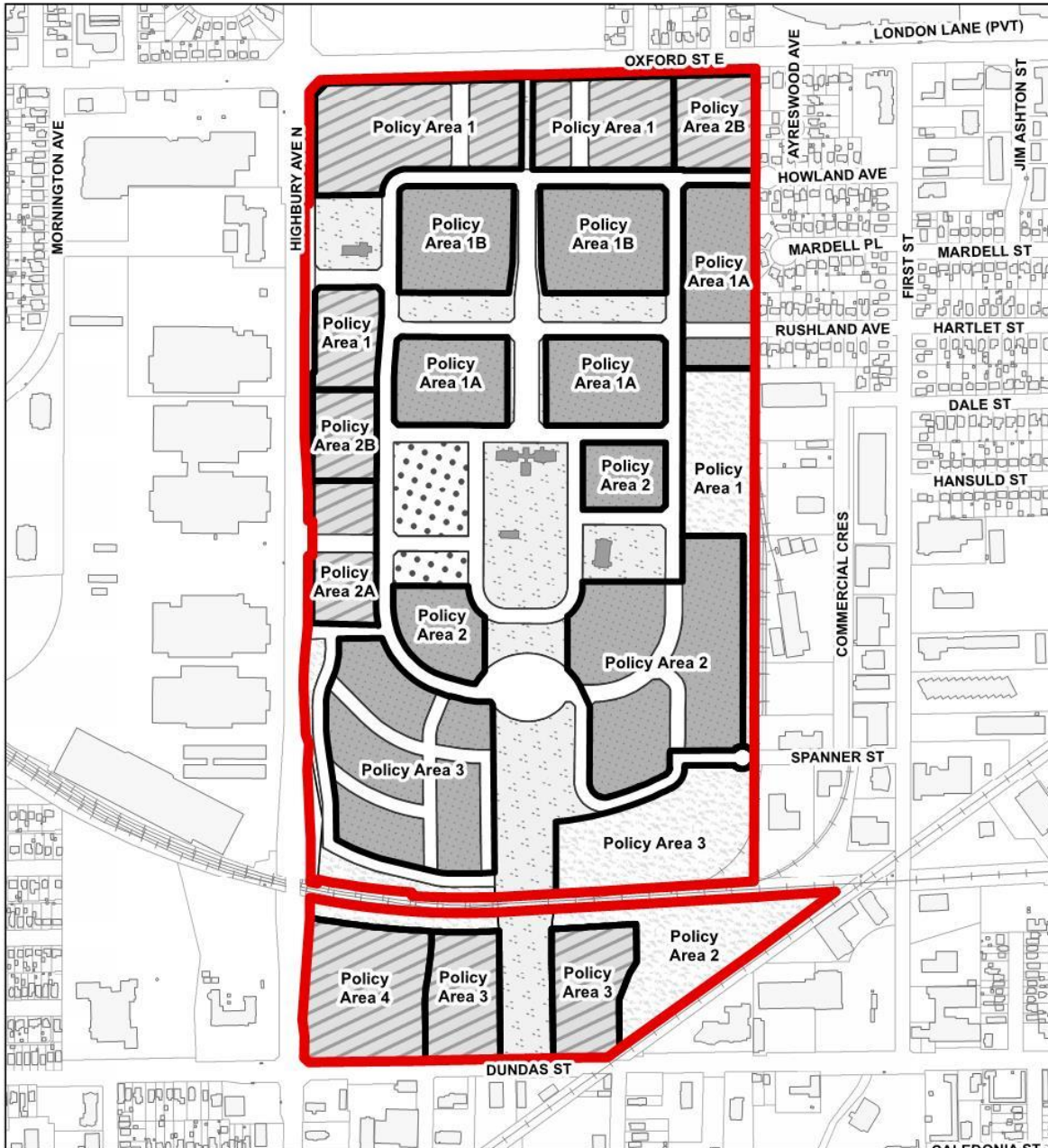
 Secondary Plan Boundary

**CHARACTER AREA LAND USE DESIGNATIONS**


 Heritage	 Residential	 Village Core
 Open Space	 Transit-Oriented Corridor	 Potential Community Gardens

  
  
 1:7,000  
PROJECT LOCATION:  
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PlanningDept\Maps\Sched2\Project\CharacterAreas\_B&W.mxd







### Schedule 3: Sub Area Designations


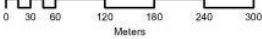


**SCHEDULE 3**  
To  
**LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN**

 Secondary Plan Boundary

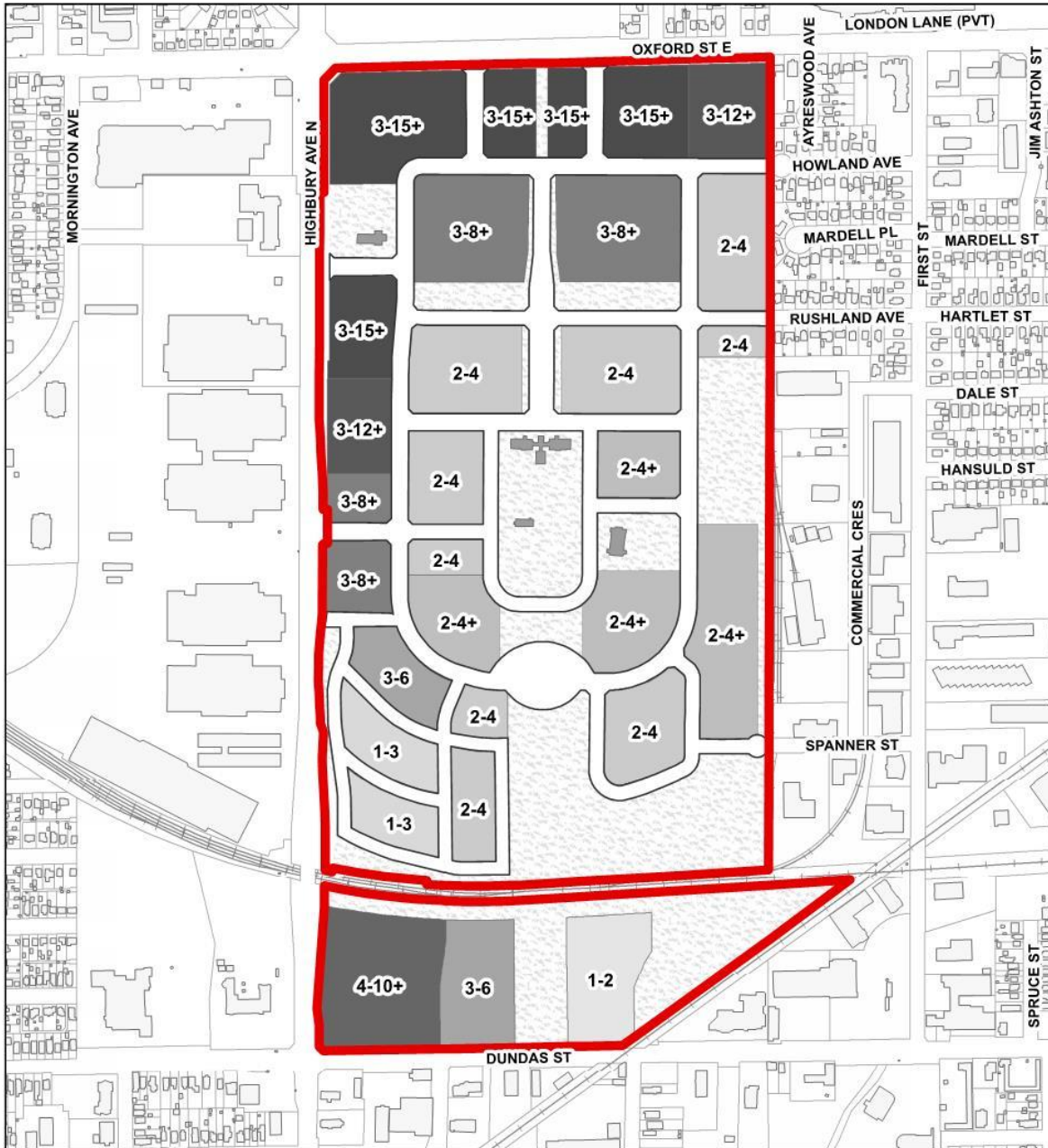
**SUB AREA DESIGNATIONS**

 Policy Area Boundary	 Open Space	 Transit-Oriented Corridor
 Heritage	 Residential	 Village Core


  

  
 1:7,000

PROJECT LOCATION:  
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# Schedule 4: Building Height Plan

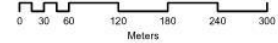


**SCHEDULE 4**  
**To**  
**LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN**  
**BUILDING HEIGHT PLAN**

**Minimum-Maximum Height (Storeys)**

1-2	2-4	3-6	3-8	3-12+
1-3	2-4+	3-6+	4-10+	3-15+

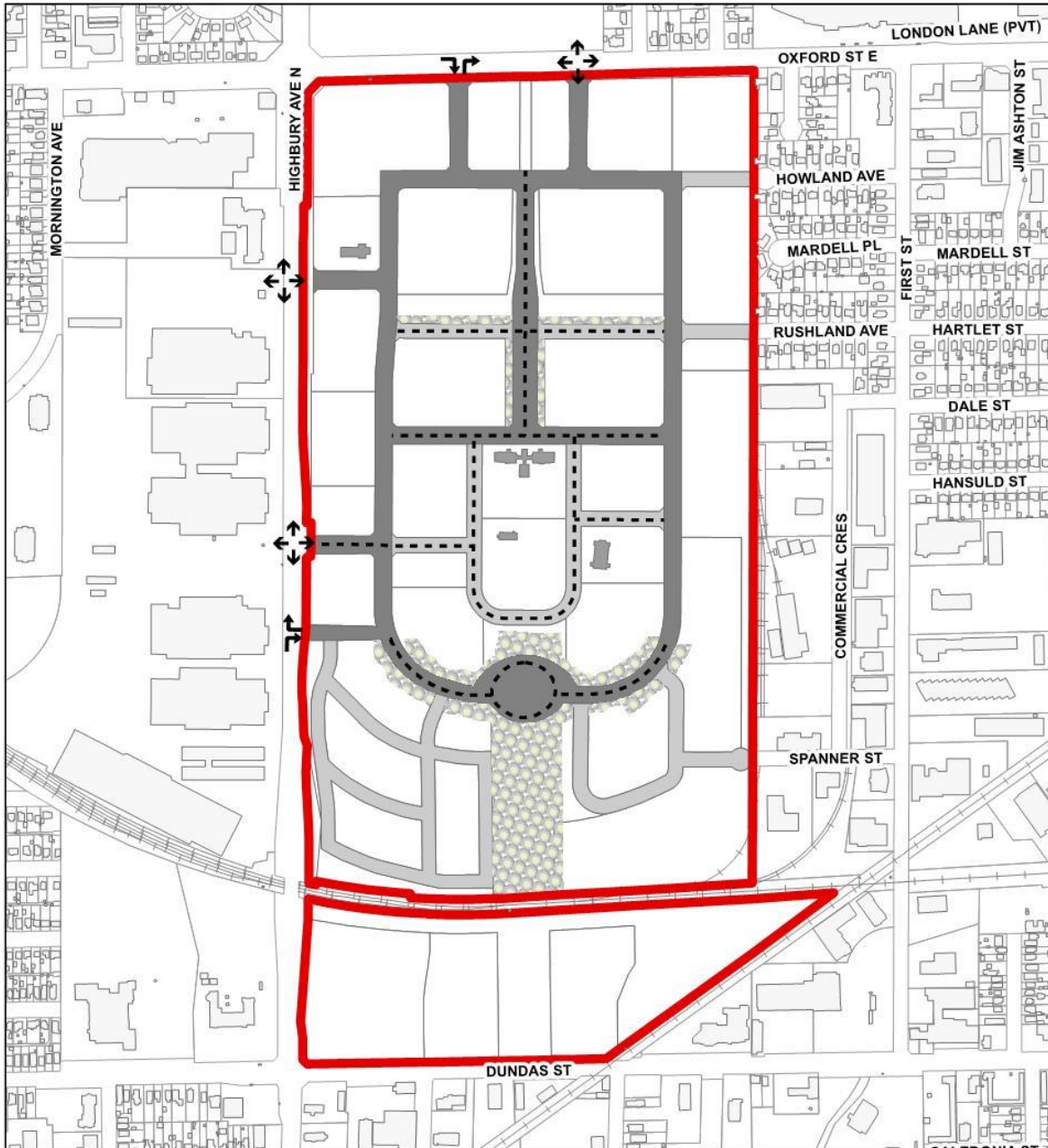
On blocks with a '+', development may be permitted above the heights shown on this plan, up to the Upper Maximum Height identified on Table 1 in accordance with the policies for each designation in the Plan



1:7,000

PROJECT LOCATION:  
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 PlanningDept\Maps\Sched4\projects\BuildingHeightsPlan\_2022.mxd

# Schedule 5: Street Hierarchy Plan



**SCHEDULE 5**  
 To  
**LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN**  
**STREET HIERARCHY PLAN**

- Neighbourhood Connector
- Neighbourhood Street
- Priority Tree Retention Area
- Enhanced Design Street
- Permitted Turning Movements

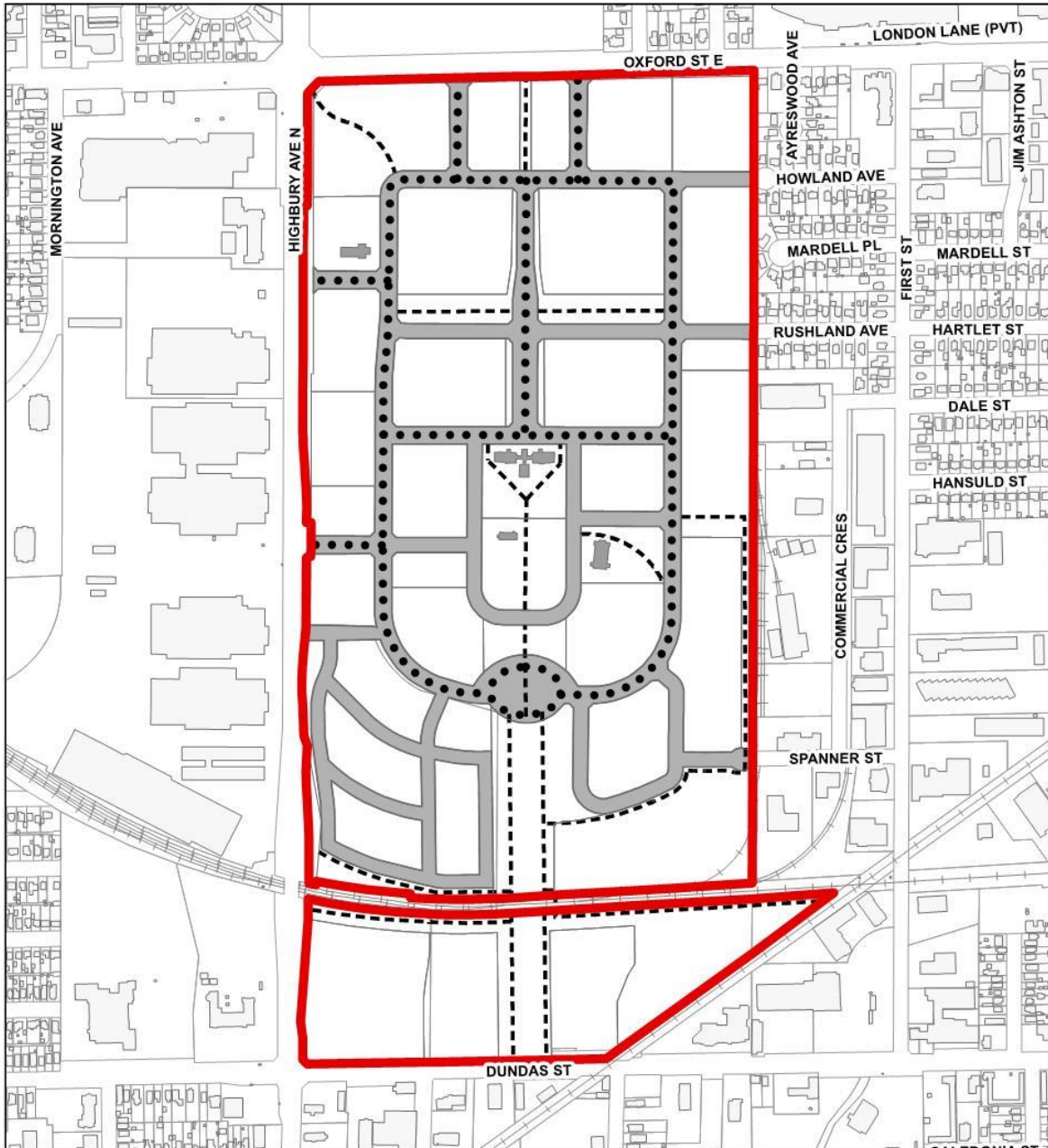


0 30 60 120 180 240 300  
 Meters

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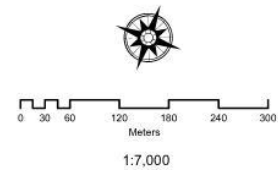
PROJECT LOCATION:  
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 PlanningDept\Maps\Sched5\projects\StreetHierarchy\_B&W.mxd

# Schedule 6: Pedestrian and Cycling Network



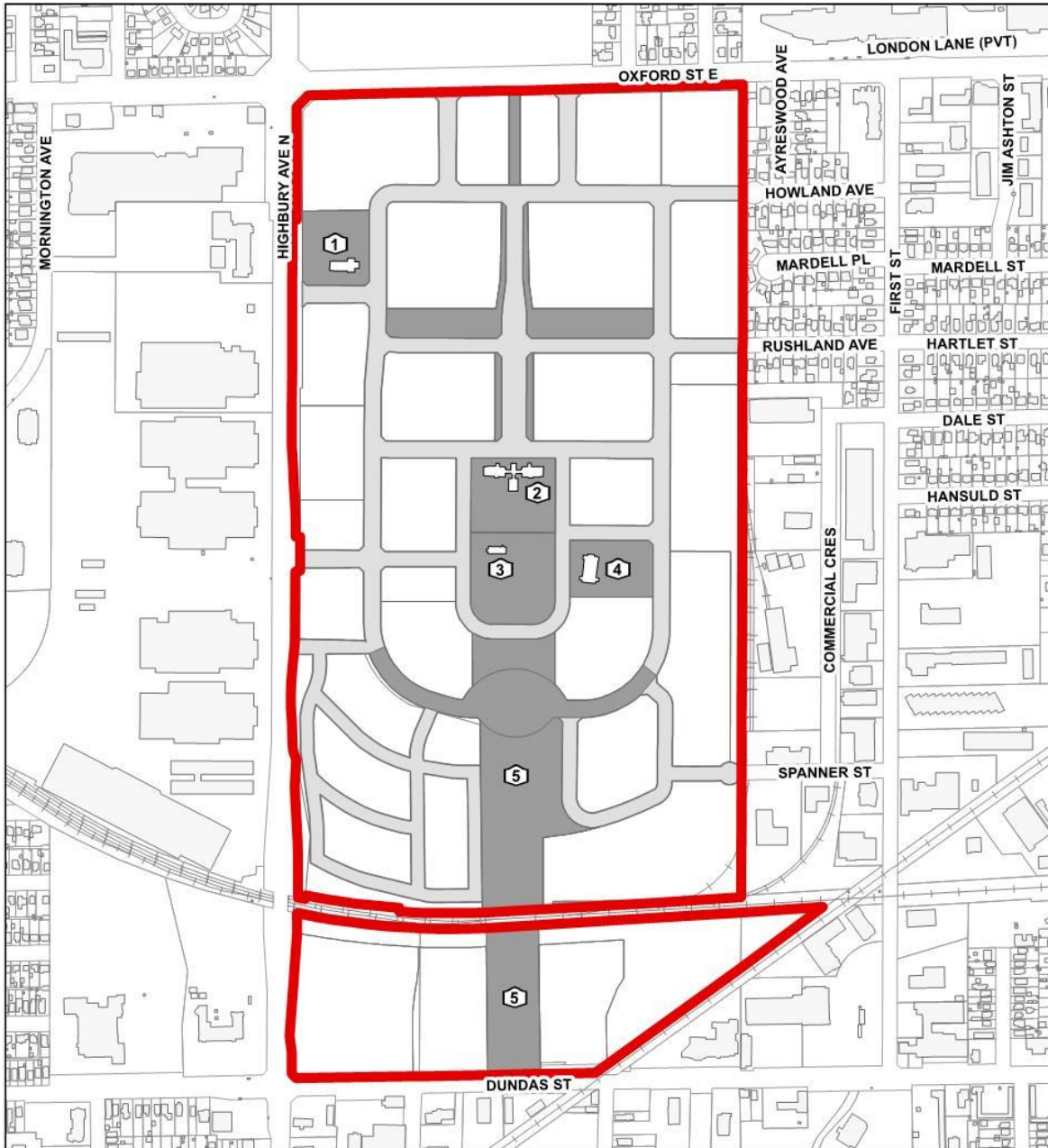
**SCHEDULE 6**  
 To  
**LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN**  
**PEDESTRIAN AND CYCLING NETWORK**

 Buffered Bike Lane     Multi-use Pathway



PROJECT LOCATION:  
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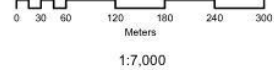
# Schedule 7: Cultural Heritage Framework



**SCHEDULE 7**  
To  
**LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN**  
**CULTURAL HERITAGE FRAMEWORK**

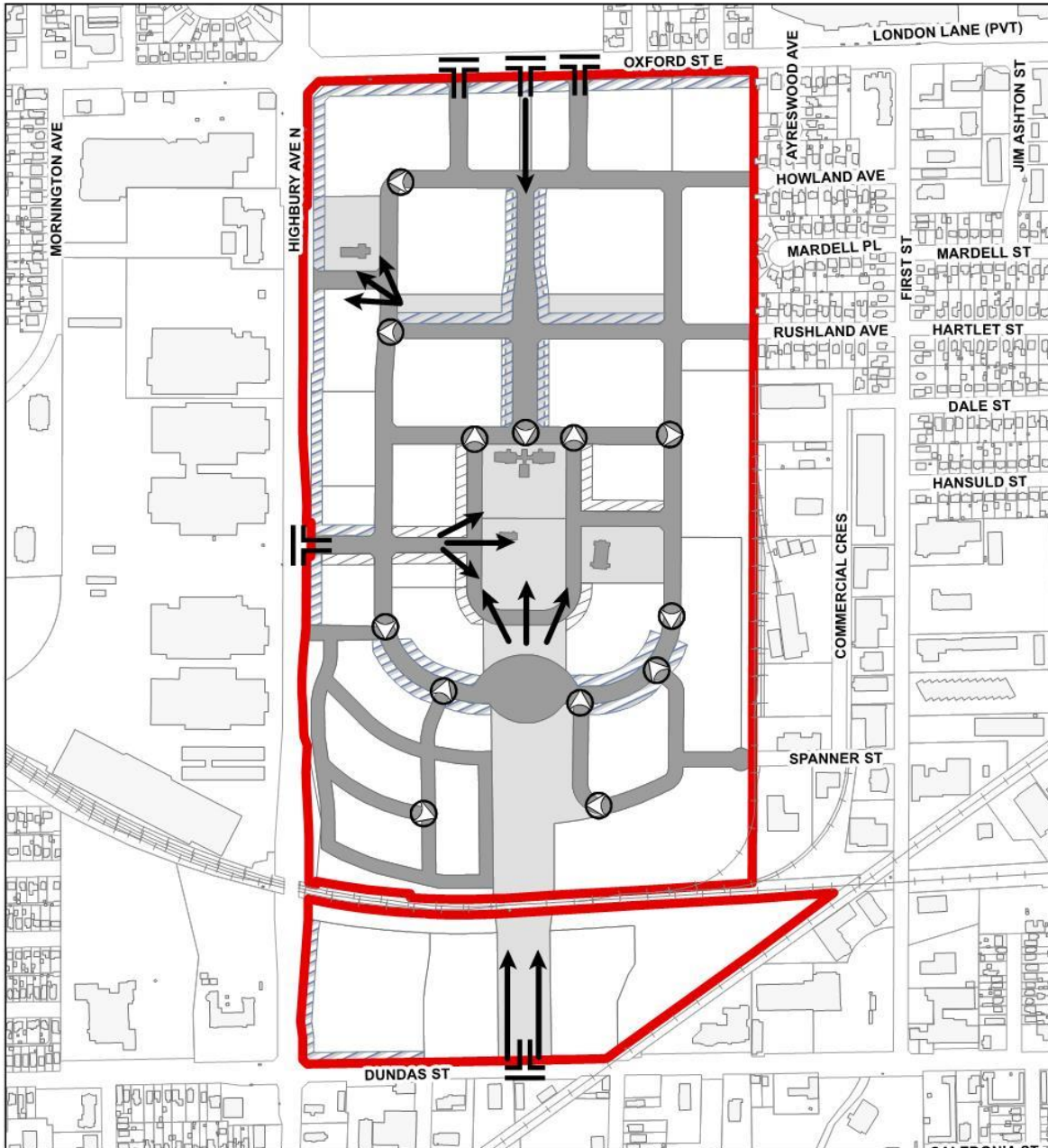
- ① Horse Stable
  - ② Infirmary Building
  - ③ Chapel of Hope
  - ④ Recreation Hall
  - ⑤ Central Treed Allée
- Buildings to be Conserved*

■ Significant Cultural Heritage Landscape to be Conserved



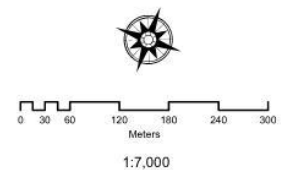
PROJECT LOCATION:  
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# Schedule 8: Urban Design Priorities



**SCHEDULE 8**  
To  
**LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN**  
**URBAN DESIGN PRIORITIES**

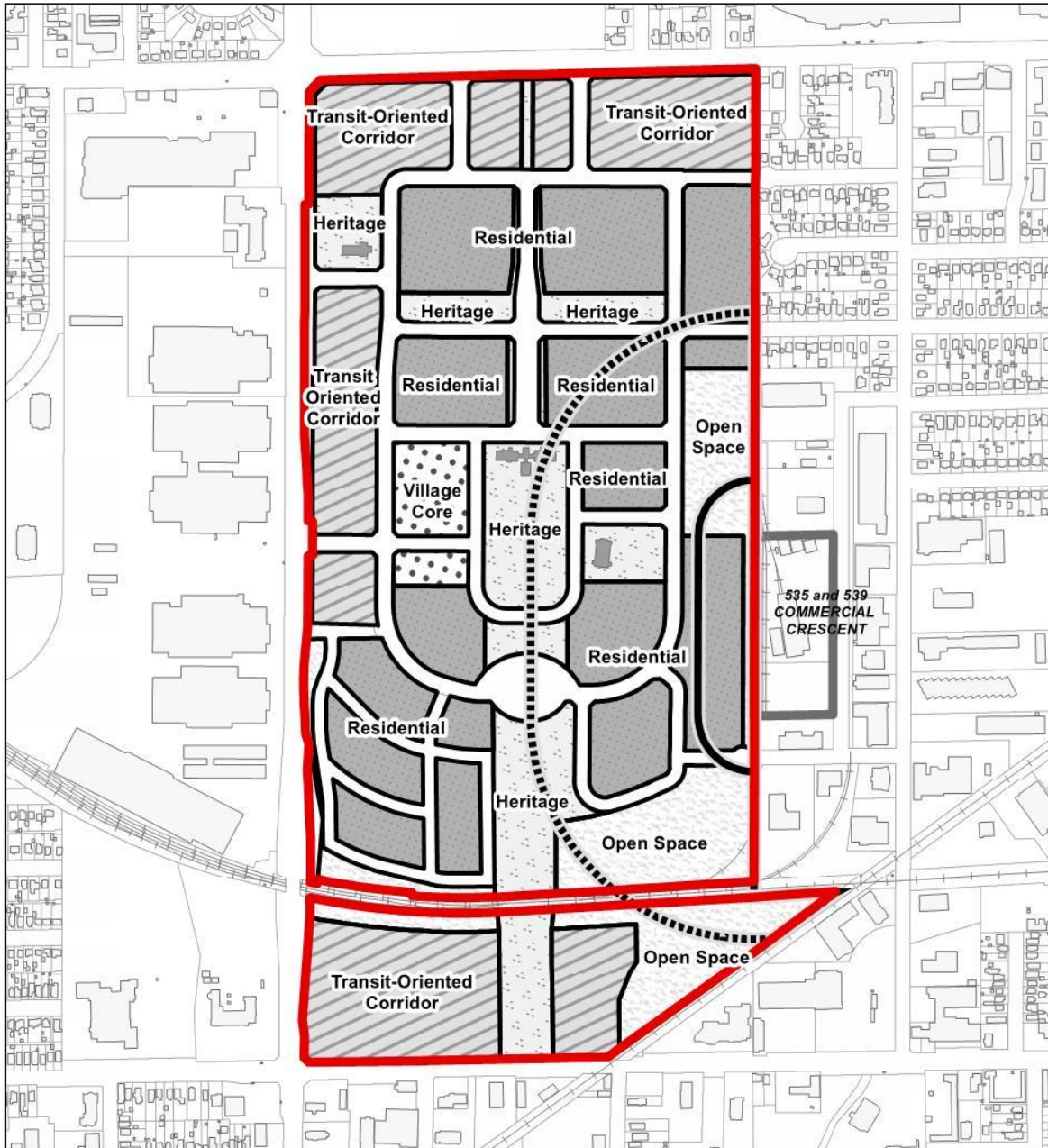
- |   |                            |   |                       |
|---|----------------------------|---|-----------------------|
|  | Restricted Driveway Access |  | Significant Vista     |
|  | Limited Driveway Access    |  | Gateway               |
|  | Priority View Terminus     |  | Possible Future Roads |





PROJECT LOCATION:  
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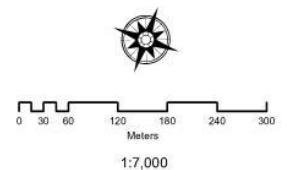
# Schedule 9: Potential Noise and Vibration Impact Area



**SCHEDULE 9**  
 To  
**LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN**  
**POTENTIAL NOISE AND VIBRATION IMPACT AREA**

-  75 Metre Area of Influence for Vibration
-  300 Metre Area of Influence for Noise

*NOTE: Residential and other sensitive landuses subject to feasibility analysis in accordance with Section 4.3 of the Secondary Plan*



PROJECT LOCATION:  
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**AMENDMENT NO.  
to the**

**THE LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is:

To amend the London Psychiatric Hospital Secondary Plan to bring it into alignment with the vision of a Transit Village under the London Plan.

**B. LOCATION OF THIS AMENDMENT**

This Amendment applies to lands known municipally as 850 Highbury Avenue North, generally bounded by the Highbury Avenue North to the west, Oxford Street East to the north, a CP spur line to the east, and the CP principal line to the south. This amendment also includes housekeeping updates to the entire London Psychiatric Hospital Secondary Plan which impact the lands known municipally as 840 & 850 Highbury Avenue North, and 1340 & 1414 Dundas Street .

**C. BASIS OF THE AMENDMENT**

Old Oak Properties has applied for an amendment to London Psychiatric Hospital Secondary Plan regarding an area of land located at 850 Highbury Avenue North. These lands form the majority of land within the London Psychiatric Hospital Secondary Plan area.

In addition, a housekeeping amendment is proposed facilitate the transition to The London Plan and refine wording, formatting and mapping in the London Psychiatric Hospital Secondary Plan.

The London Plan identifies four Transit Villages, which are intended to be exceptionally designed, high density, mixed-use urban neighbourhoods connected by transit to the Downtown and to each other. The lands are identified as one of the Transit Villages in The London Plan, referred to as the "London Psychiatric Hospital Transit Village". It is anticipated that the area will undergo redevelopment through infill and intensification over time to realize the vision of the Transit Village Place Type.

The Secondary Plan provides a greater level of detail and more specific guidance for the London Psychiatric Hospital Transit Village than the general policies of the Official Plan. The Secondary Plan establishes a vision, principles and policies for the future development of a Transit Village that is unique to the community surrounding the former London Psychiatric Hospital. The Secondary Plan encourages a compact development form with a broad range of uses that are integrated with transit, conserving heritage buildings and landscapes, while planning for new parks, and connections to ensure a balanced community.

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

**D. THE AMENDMENT**

The London Psychiatric Hospital Secondary Plan, 2011 is hereby amended as follows:

London Psychiatric Hospital Secondary Plan, 2011, is deleted in its entirety, and The London Psychiatric Hospital Secondary Plan, as contained in Schedule 1, is adopted.

**Appendix B – Reference Table of Changes to the Secondary Plan**

Chapter	Section	Modification	Summary of change
Cover page		<del>20.4</del>	Section 20.4 refers to the LPH Secondary Plan in Section 20 – Secondary Plans of the 1989 Official Plan.
Table of Contents		<p><del>20.4.1</del> <b>1.0 Introduction</b></p> <p><del>Vision</del></p> <p><del>Principles</del></p> <p><u>1.1 Purpose and Use</u></p> <p><u>1.2 Principles of the Secondary Plan</u></p> <p><del>20.4.2</del> <b>2.0 Community Structure Plan</b></p> <p><u>2.1 Cultural Heritage Landscape</u></p> <p><u>2.2 Heritage Landmarks</u></p> <p><u>2.3 Edges and Interfaces</u></p> <p><u>2.4 Nodes</u></p> <p><u>2.5 Linkages and Transportation System</u></p> <p><u>2.6 Building Height Plan <u>and Table</u></u></p> <p><u>2.7 Urban Design Priorities</u></p> <p><del>20.4.3</del> <b>3.0 Character Area Land Use Designations</b></p> <p><u>3.1 General</u></p> <p><u>3.2 Framework of Heights</u></p> <p><u>3.3 Village Core <del>Area</del> Designation</u></p> <p><u>3.4 Transit-Oriented Corridor <del>Area</del> Designation</u></p> <p><del>3.4 Academic Area Designation</del></p> <p><u>3.5 Residential Area Designation</u></p> <p><u>3.6 Heritage Area Designation</u></p> <p><u>3.7 Open Space <del>Area</del> Designation</u></p> <p><del>20.4.4</del> <b>4.0 General Policies</b></p> <p><u>4.1 Heritage and Archaeology</u></p> <p><u>4.2 Housing</u></p> <p><u>4.3 Noise/Land Use Compatibility</u></p> <p><u>4.4 Sustainable/"Green" Development</u></p> <p><u>4.5 Community Parkland</u></p> <p><u>4.6 Parkland Dedication</u></p> <p><u>4.7 Natural Heritage</u></p> <p><u>4.8 Stormwater Management</u></p> <p><u>4.9 Transportation</u></p> <p><u>4.10 Protected Major Transit Station Area</u></p> <p><u>4.11 Forestry</u></p>	<p>Renumbering of each section is required to remove the references to 20.4 of the 1989 Official Plan.</p> <p>Sections 20.4.1 and 20.4.3 have several headings that are not identical to those in the sections.</p>

Chapter	Section	Modification	Summary of change
Table of Contents (cont')		<p><del>20.4.4.10</del> <b>5.0 Urban Design</b></p> <p><u>5.1 General</u></p> <p><u>5.2 High Rise Buildings</u></p> <p><u>5.3 Mid Rise Buildings</u></p> <p><u>5.4 Low Rise Buildings</u></p> <p><u>5.5 Ground Floor Design</u></p> <p><u>5.6 Back of House and Loading Areas</u></p>	The urban design policies are moved to their own section, and new subsections are added.
		<p><del>20.4.5</del> <b>6.0 Implementation</b></p> <p><u>6.1</u> Implementation of the Plan</p> <p><u>6.2</u> Municipal Works</p> <p><u>6.3</u> Official Plan Amendments</p> <p><u>6.4</u> Zoning</p> <p><u>6.5</u> Plans of Subdivision/Plans of Condominium/Consents to Sever</p> <p><u>6.6</u> Site Plan Approval</p> <p><u>6.7</u> Urban Design Policies</p> <p><u>6.8</u> Guidelines Documents</p> <p><u>6.9</u> Phasing, Financing and Monitoring</p> <p><u>6.10</u> Height Plan</p> <p><u>6.11</u> Interpretation</p> <p><del>20.4.6</del> <b>7.0 Schedules</b></p> <p>Schedule 1: Community Structure Plan</p> <p>Schedule 2: Character Area Land Use Designation</p> <p>Schedule 3: Sub Area Designations</p> <p>Schedule 4: Building Height Plan</p> <p>Schedule 5: Street Hierarchy Plan</p> <p>Schedule 6: Pedestrian and Cycling Network</p> <p>Schedule 7: Cultural Heritage Framework</p> <p>Schedule 8: Urban Design Priorities</p> <p>Schedule 9: Potential Noise and Vibration Impact Area</p> <p><del>Schedule 10: Preferred Storm/Drainage and SWM Servicing Works Solution</del></p>	<p>Renumbering of each section is required to remove the references to 20.4 of the 1989 Official Plan.</p> <p>Sections 20.4.1 and 20.4.3 have several headings that are not identical to those in the sections.</p> <p>Sections 20.4.7 and 8 that refer to the 1989 Official Plan map schedule and policies are deleted in its entirety to reflect the formatting approach of more recent secondary plans.</p>

Chapter	Section	Modification	Summary of change
		<p><del>20.4.7 Official Plan Extracts – Schedules</del>  <del>Schedule A: Land Use Plan</del>  <del>Schedule B: Natural Heritage Features</del>  <del>Schedule B2: Natural Resources and Natural Hazards</del>  <del>Schedule C: Transportation Corridors</del>  <del>Schedule D: Planning Areas</del></p> <p><del>20.4.8 Official Plan Extracts – Policies</del></p>	
	All chapters	<p>Throughout this Plan, a multilevel list is organized as follows:</p> <p>i)  a)  1.  •  -</p> <p>Bullets (•) are replaced with numbers (1, 2, 3,...) to facilitate easier references to the policies and reflect the formatting approach of more recent secondary plans and the London Plan.</p>	
Introduction	20.4.1	<del>20.4.1</del> <u>1.0</u> Introduction	20.4.1 is replaced with 1.0 on the top.
Introduction	20.4.1.1 through 20.4.1.9	<p><del>20.4.1.1 Introduction</del>  <del>20.4.1.2 1.1 Purpose and Use</del>  <del>20.4.1.3 1.2 Principles of the Secondary Plan</del>  <del>20.4.1.4 Retention of Cultural Heritage</del>  <del>20.4.1.5 Creation of a Distinct Community</del>  <del>20.4.1.6 Providing for a Range of Housing Choices</del>  <del>20.4.1.7 Environmental Sustainability</del>  <del>20.4.1.8 Transportation System</del>  <del>20.4.1.9 Financial Viability/Sustainable Development</del></p>	<p>Sections under new Section 1.0 are renumbered to appropriate numbers.</p> <p>The heading for “Section 20.4.1.1” is deleted to avoid repeated heading (“Introduction”).</p> <p>S. 20.4.1.4 through 20.4.1.9 are principles and are organized as a list of roman numerals (i, ii, iii,...)</p>
Introduction	20.4.1.1	<p>[First paragraph]  The London Psychiatric Hospital (LPH) Secondary Plan is applied to the <u>Transit Village Place Type area</u> on the east side of Highbury Avenue North between Oxford Street East and Dundas Street and is generally bounded on the east side by a CNR spur line and comprises approximately 77 hectares (180 acres) of land.</p>	

Chapter	Section	Modification	Summary of change
Introduction	20.4.1.2	[First paragraph] The purpose of the Secondary Plan is to establish a vision, principles and policies for the evolution of the former Provincial mental health facility property and adjacent lands to a vibrant residential community which incorporates elements of sustainability, mixed use development, heritage conservation, <u>rapid transit support</u> , walkability and high quality urban design. This Secondary Plan provides a greater level of detail than the general policies in <u>The London Plan</u> , the City of London Official Plan. The Secondary Plan serves as a basis for the review of planning <u>and development</u> applications and constitutes <u>Official Plan London Plan</u> policy which will be used in conjunction with the other policies of <del>the Official Plan</del> <u>The London Plan</u> .	Add language that rapid transit support is a key element of the plan.  Removal of the references to 1989 Official Plan
Introduction	20.4.1.2	[Second paragraph] The goals, objectives, policies and <u>schedules maps</u> of <del>the City's Official Plan</del> <u>The London Plan</u> shall apply to all lands within the study area, except in instances where more detailed or alternative direction is provided in the Secondary Plan, in which case the Secondary Plan shall prevail.	Removal of the 1989 Official Plan Schedules allows for transition to the London Plan Maps.
Introduction	20.4.1.2	[Third paragraph] The text and schedules of the London Psychiatric Hospital Secondary Plan constitutes <del>Section 20.4 of the City of London Official Plan part of</del> <u>The London Plan</u> .	Removal of Section 20.4 of the 1989 Official Plan allows for transition to the London Plan
Introduction	20.4.1.2	[Final Paragraph] <del>Upon the adoption of the new Official Plan for the City of London (The London Plan) the 1989 Official Plan will no longer be in force and effect. Given that there are policy references in this Secondary Plan to the 1989 Official Plan, the referenced policies will need to be carried forward after the 1989 Official Plan is replaced by the new Official Plan. The policies that are required to fully implement the Secondary Plan have been incorporated into a new chapter and made part of this Secondary Plan. This does not make any changes to the purpose or intent of the policies contained within this Secondary Plan, or to the policies of the 1989 Official Plan. The attached policies from the 1989 Official Plan that are referenced in this Secondary Plan are necessary to be retained in order to understand, interpret and implement this Secondary Plan.</del>	Removal of the final paragraph facilitates implementation of the London Plan policies. The 1989 Official Plan polices are attached into Section 20.4.8 which should be deleted in its entirety.
Vision		The redevelopment of the London Psychiatric Hospital Lands shall reflect the historic significance of the lands to create an urban village with a strong <u>focus on rapid transit and pedestrians focus</u> enhanced by ample public green spaces that link places to live, work and play. The community will embrace sustainable development principles that place priority on multi-modal transportation choices integrated with a diverse range of land uses, lifestyle and cultural opportunities.	Add rapid transit focus to the vision.

Chapter	Section	Modification	Summary of change
Introduction	20.4.1.4 Principles of the Secondary Plan	<b><u>i) Principle 1: Retention of Cultural Heritage</u></b> <del>i) Principle</del> <del>Retain as much of Conserve</del> the identified cultural and <u>built</u> heritage resources of the area <del>as possible and ensure their long-term sustainable management.</del> <b><u>ii) Objectives to achieve this principle are:</u></b>	The formatting is changed to reflect the approach of more recent secondary plans.
Introduction	20.4.1.4 Principles of the Secondary Plan e)	<del>Conserve</del> <u>Ensure the long-term sustainable management of trees and vegetation within</u> the cultural heritage landscape	
Introduction	20.4.1.5	<b><u>ii) Principle 2: Creation of a Distinct Community</u></b> <del>i) Principle</del> Create inclusive and diverse residential neighbourhoods which have a mix of uses and a high level of urban design. <b><u>ii) Objectives to achieve this principle are:</u></b>	The formatting is changed to reflect the approach of more recent secondary plans.
Introduction	20.4.1.5	a) Provide for a range of land uses including residential, open space, public uses, local commercial uses, office uses, <u>and</u> mixed use buildings <del>where possible and regional educational uses.</del>	Remove regional educational uses.
Introduction	20.4.1.6	<b><u>iii) Principle 3: Providing for a Range of Housing Choices</u></b> <del>i) Principle</del> Provide for a mix of housing types and designs. <b><u>ii) Objectives to achieve this principle are:</u></b>	The formatting is changed to reflect the approach of more recent secondary plans.
Introduction	20.4.1.7	<b><u>iv) Principle 4: Environmental Sustainability</u></b> <del>i) Principle</del> Achieve high standards of environmental sustainability. <b><u>ii) Objectives to achieve this principle are:</u></b>	The formatting is changed to reflect the approach of more recent secondary plans.
Introduction	20.4.1.7 b)	Integrate the Community into the greater city through <u>rapid transit and</u> walking/biking trails to reduce the need to use private vehicles.	Add reference to rapid transit integration.
Introduction	20.4.1.7 e)	<del>Minimize the production of greenhouse gases through sustainable building and site design. Encourage LEED approved developments.</del>	
Introduction	20.4.1.8	<b><u>v) Principle 5: Transportation System</u></b> <del>i) Principle</del> <u>Access to rapid transit will be a defining characteristic of the community.</u> Walking and bicycling should be the primary means of transportation within the community, while providing for broader connections to the City-wide transportation network. <b><u>ii) Objectives to achieve this principle are:</u></b>	Recognise the importance of rapid transit to the community  The formatting is changed to reflect the approach of more recent secondary plans.



Chapter	Section	Modification	Summary of change
Introduction	20.4.1.8 a) – c)	<u>a) provide convenient access to the transit stations, with the highest intensity uses located along the transit corridors.</u> <del>a) b)</del> Provide a traditional grid street network to encourage walkability within the community. <del>b) c)</del> Give priority to pedestrian movement. <del>e) d)</del> Establish a high degree of connectivity within the Community and between existing and new neighbourhoods.	Add reference to rapid transit.
Introduction	20.4.1.9	<b>vi) Principle 6: Financial Viability/Sustainable Development</b> <b>i) Principle</b> The Community shall be developed in logical phases to be efficient and financially responsible. <b>ii) Objectives to achieve this principle are:</b>	The formatting is changed to reflect the approach of more recent secondary plans.
Community Structure Plan	20.4.2	<del>20.4.2 2.0</del> Community Structure Plan	20.4.2 is replaced with 2.0 on the top.
Community Structure Plan	20.4.2.1 through 20.4.2.8	<del>20.4.2.1—Community Structure Plan</del> <del>20.4.2.2 2.1</del> Cultural Heritage Landscape <del>20.4.2.3 2.2</del> Heritage Landmarks <del>20.4.2.4 2.3</del> Edges and Interfaces <del>20.4.2.5 2.4</del> Nodes <del>20.4.2.6 2.5</del> Linkages and Transportation System <del>20.4.2.7 2.6</del> Building Height Plan <del>20.4.2.8 2.7</del> Urban Design Priorities	Subsections under new Section 2.0 are renumbered to appropriate numbers.  The heading for Section 20.4.2.1 is deleted to avoid repeated heading and to be consistent with formatting of more recent secondary plans.
Community Structure Plan	20.4.2.1 Community Structure Plan vii)	Five primary gateways to the lands shall be created, located centrally along each of Oxford Street East, Highbury Avenue North and Dundas Street. The Dundas Street gateway will be pedestrian only and should help anchor the Treed Allée. The central Oxford Street East gateway will be pedestrian only and will maintain the vista into the heart of the Community. <u>Access to transit stations should be coordinated with adjacent gateways where possible.</u>	
Community Structure Plan	20.4.2.1 Community Structure Plan ix)	<del>Delete policy ix) in its entirety, and renumber the following policies.</del>	Remove reference to future connections, as all planned connections are shown on the plan.
Community Structure Plan	20.4.2.1 Community Structure Plan x)	Pedestrian and cycling routes shall link the central node to <u>rapid transit hubs stations</u> and parkland	Reference rapid transit stations.
Community Structure Plan	20.4.2.1 Community Structure Plan xi)	A central mixed-use activity node <u>and commercial core</u> will be located around the centre of the lands, incorporating the existing heritage buildings;	

Chapter	Section	Modification	Summary of change
Community Structure Plan	20.4.2.1 Community Structure Plan xii)	The intersections of <del>Oxford</del> /Highbury <u>Avenue North with Oxford Street East</u> and <del>Highbury</del> /Dundas <u>Street</u> shall be developed as intensive, transit-oriented mixed-use nodes; <u>and</u>	Add full street names.  Grammatical error (“and” is missing in the list)
Community Structure Plan	20.4.2.1 Community Structure Plan xiii)	Development shall generally be most intensive along Oxford Street East, Dundas Street and Highbury Avenue North and. <u>Development heights and densities shall respond appropriately within proximity to lower scale land uses.</u>	Add that heights and densities will respond to nearby low density uses.
Community Structure Plan	20.4.2.2 2.2 Cultural Heritage Landscape	[Second Paragraph] Based on the <u>approved Strategic</u> Conservation Plan prepared <del>for</del> <u>in support of</u> this Secondary Plan more intensive development shall be directed to property around the perimeter of the lands, particularly along Highbury Avenue North and Oxford Street East, with a shallower landscaped “bowl” in the middle of the lands.	Update name of Strategic Conservation Plan
Community Structure Plan	20.4.2.3 Heritage Landmarks	<b>Recreation Hall (1920):</b> this two-storey brown brick building was used to host recreational activities for patients, including a basement swimming pool (now filled in) and a stage with a balcony.	Addition of a hyphen
Community Structure Plan	20.4.2.4 Edges and Interfaces	<del>Major arterial roads A Civic Boulevard (Oxford Street East,</del> Dundas Street <del>and Highbury Avenue North)</del> <u>and Rapid Transit Boulevards (Oxford Street East and Highbury Avenue North)</u> clearly define the community’s edges on three sides, to the north, south and west. New development should build upon and integrate established patterns found in the abutting neighbourhood to the east. This adjacent neighbourhood should transition into the study area and function as an extension of the new community. An industrial cluster is also located immediately to the east, separated from the community by a rail spur. There may be opportunities to integrate these lands <u>in the long term to provide direct access to employment lands and ensure the neighbourhoods are connected</u> if they transition from industrial to residential uses over time. Necessary <del>future</del> connections to allow for this potential shall be protected.	The 1989 Official Plan road classifications are removed to transition to the London Plan street classifications.
Community Structure Plan	20.4.2.5 Nodes and Corridors	[Second Paragraph] Two mixed-use nodes are to be established around the intersections of <u>Highbury Avenue North with</u> Oxford <del>Street and /Highbury</del> to the north, and <del>Highbury</del> /Dundas <u>Street</u> to the south. Both of these nodes should continue to serve as <del>minor</del> <u>major</u> transit hubs, and shall be pedestrian-oriented with increased densities to support this role. <u>The adjacent corridors along Highbury Avenue North and Oxford Street East shall also be developed as mixed use, pedestrian oriented, with increased densities to support these nodes.</u>	Identify that the nodes and corridors are major, not minor transit hubs.  <u>Recommend modified amendment which recognises that Dundas &amp; Highbury will also remain as a major transit hub.</u>

Chapter	Section	Modification	Summary of change
Community Structure Plan	20.4.2.6 Linkages and Transportation System	[Final paragraph] Transit service is expected to <del>continue along the three</del> <u>significantly improve with the planned rapid transit along the two</u> flanking <del>arterial roads</del> <u>Rapid Transit Boulevards</u> . Three existing <del>and planned</del> transit nodes are illustrated on the <del>Community Structure Plan Schedule 1 of this Plan, as well as a potential new transit node on Highbury Avenue North.</del>	Removal of the 1989 Official Plan road classification reference.  Add reference to implementation of bus rapid transit.
Community Structure Plan	20.4.2.7 Building Height Plan	2.7 Building Height Plan <u>and Table</u> Development is envisioned to be of a generally high-rise form along the flanking <del>arterial roads</del> <u>Civic Boulevard and Rapid Transit Boulevards</u> . Mid-rise forms are envisioned within and approaching the central node. Development patterns on the balance of the lands are expected to be predominantly low and/or mid-rise. More precise height ranges are identified in Schedule 4 <u>and Table 1</u> of this Plan.	Removal of the 1989 Official Plan road classification reference. Add references to Table 1 – Minimum and Maximum Building Heights.
Character Area Land Use Designations	20.4.3	<del>20.4.3</del> <u>3.0</u> Character Area Land Use Designations	20.4.3 is replaced with 3.0 on the top.
Character Area Land Use Designations	20.4.3.1 through 20.4.3.7	<del>20.4.3.1 Character Areas—Secondary Plan Land Use Designations</del> <del>20.4.3.2 3.1 Village Core Designation</del> <del>20.4.3.2.1 Village Core Policy Area 1—Main Street/Live-Work</del> <del>20.4.3.2.2 Village Core Policy Area 2—Mixed Use Office</del> <del>20.4.3.2.3 Village Core Policy Area 3—Mixed Use Residential</del> <del>20.4.3.3 3.2 Transit-Oriented Corridor Designation</del> <del>20.4.3.3.1 3.2.1 Transit-Oriented Corridor Policy Area 1 – Mixed Use Highest Intensity</del> <del>20.4.3.3.2 3.2.2 Transit-Oriented Corridor Policy Area 2 – High-rise Residential</del> <del>20.4.3.3.3 3.2.3 Transit-Oriented Corridor Policy Area 3 – Mid-rise Mixed Use</del> <del>20.4.3.4 Academic Area Designation</del> <del>20.4.3.4.1 Academic Policy Area 1—Private Recreation</del> <del>20.4.3.4.2 Academic Policy Area 2—Academic Classrooms and Offices</del> <del>20.4.3.4.3 Academic Policy Area 3—Satellite Campus Residences</del> <del>20.4.3.5 3.3 Residential Area Designation</del> <del>20.4.3.5.1 3.3.1 Residential Policy Area 1 – North Residential Neighbourhood</del> <del>20.4.3.5.2 3.3.2 Residential Policy Area 2 – South Neighbourhood</del> <del>20.4.3.6 3.4 Heritage Area Designation</del> <del>20.4.3.7 3.5 Open Space Designation</del> <del>20.4.3.7.1 3.5.1 Open Space Policy Area 1 – Public Parkland</del> <del>20.4.3.7.2 3.5.2 Open Space Policy Area 2 – Natural Heritage /Environmental</del> <del>20.4.3.7.3 3.5.3 Open Space Policy Area 3 – Stormwater Management</del>	Subsections under new Section 3.0 are renumbered to appropriate numbers.  Sub areas of the Village Core, and the entire Academic Policy Area are removed, and subsequent sections are renumbered.  Revisit naming of sub areas
Character Area Land Use Designations	20.4.3.1 Character Areas	<del>20.4.3.1 Character Areas—Secondary Plan Land Use Designations</del>	S. 20.4.3.1 and its heading are removed to avoid repeated heading.

Chapter	Section	Modification	Summary of change
Character Area Land Use Designations	20.4.3.1 Character Areas iii)	<p><del>Academic Area</del>  <del>The Academic Area is to facilitate the expansion of post-secondary academic institutions, both in terms of built form and open space in an orderly fashion. This will help to build an urban streetscape along Oxford Street East.</del></p>	Academic Area is deleted.
Character Area Land Use Designations	20.4.3.1 Character Areas	<p><u>3.1 General</u></p> <p><u>i) The following uses are permitted anywhere within the plan area: community facilities such as community centres, schools and libraries; transit facilities, public and private parks, and private streets.</u></p> <p><u>ii) New single detached dwellings and semi-detached dwellings are not permitted, except for limited areas within the Residential Area Designation as specified in Section 3.4.</u></p> <p><u>iii) New auto-oriented, restricted automotive uses and service stations are not permitted.</u></p> <p><u>iv) No more than 20,000m<sup>2</sup> of office space will be permitted in the plan area, and no more than 5,000m<sup>2</sup> of office space will be permitted in any individual building.</u></p>	Add general land use policies, including maintaining a limit on the amount of office space within the plan.
Character Area Land Use Designations	20.4.3.1 Character Areas	<p><u>3.2 Framework of Heights</u></p> <p><u>i) It is useful to summarize the height that is permitted within each of the various designations of this plan, to provide a general understanding of how the Community Structure Plan will be implemented through the assignment and implementation of these designations. Table 1 provides this summary.</u></p> <p><u>ii) Zoning on individual sites may not allow for the full range of heights permitted within a designation. To provide flexibility, height limits have been described in building storeys rather than a precise metric measurement. For clarity, this is meant to convey the number of usable above-grade floors in a building. In some cases, minimum heights are to be measured by the lesser of storeys or metres. This alternative measure has been provided to allow for greater flexibility through implementation.</u></p>	Add policies and table 1 which provide a clearer overview of the permitted heights within the plan.

Chapter	Section	Modification	Summary of change																																				
Character Area Land Use Designations	20.4.3.1 Character Areas	<p><b><u>TABLE 1 – SUMMARY OF MINIMUM AND MAXIMUM PERMITTED HEIGHTS BY DESIGNATION</u></b></p> <table border="1" data-bbox="666 305 1440 922"> <thead> <tr> <th><u>Designation</u></th> <th><u>Policy Area</u></th> <th><u>Minimum Height (storeys or m)</u></th> <th><u>Standard Maximum Height (storeys)</u></th> <th><u>Upper Maximum Height (storeys)</u></th> </tr> </thead> <tbody> <tr> <td rowspan="3"><u>Transit Oriented Corridor</u></td> <td><u>1</u></td> <td><u>3 storeys or 9m</u></td> <td><u>15</u></td> <td><u>22</u></td> </tr> <tr> <td><u>2A</u></td> <td><u>3 storeys or 9m</u></td> <td><u>8</u></td> <td><u>12</u></td> </tr> <tr> <td><u>2B</u></td> <td><u>3 storeys or 9m</u></td> <td><u>12</u></td> <td><u>16</u></td> </tr> <tr> <td><u>Village Core</u></td> <td><u>n/a</u></td> <td><u>2 storeys or 8m</u></td> <td><u>4</u></td> <td><u>n/a</u></td> </tr> <tr> <td rowspan="3"><u>Residential Area</u></td> <td><u>1A</u></td> <td><u>2 storeys or 8m</u></td> <td><u>4</u></td> <td><u>n/a</u></td> </tr> <tr> <td><u>1B</u></td> <td><u>3 storeys or 9m</u></td> <td><u>8</u></td> <td><u>12</u></td> </tr> <tr> <td><u>2</u></td> <td><u>2 storeys or 8m</u></td> <td><u>4</u></td> <td><u>6</u></td> </tr> </tbody> </table> <p><u>Notes</u></p> <p><u>1 – The heights shown on this table will not necessarily be permitted on all sites within the relevant designations of this Secondary Plan.</u></p> <p><u>2 – The Upper Maximum height may be permitted through a site-specific zoning by-law amendment and site plan application, and the associated urban design review, where the criteria specified in the policies for the designation have been met.</u></p> <p><u>3 - Transit Oriented Policy Areas 3 &amp; 4, and Residential Policy Area 3 are not currently subject to this table. Appropriate minimum and maximum heights should be considered and added to this table through a future amendment to this secondary plan.</u></p>	<u>Designation</u>	<u>Policy Area</u>	<u>Minimum Height (storeys or m)</u>	<u>Standard Maximum Height (storeys)</u>	<u>Upper Maximum Height (storeys)</u>	<u>Transit Oriented Corridor</u>	<u>1</u>	<u>3 storeys or 9m</u>	<u>15</u>	<u>22</u>	<u>2A</u>	<u>3 storeys or 9m</u>	<u>8</u>	<u>12</u>	<u>2B</u>	<u>3 storeys or 9m</u>	<u>12</u>	<u>16</u>	<u>Village Core</u>	<u>n/a</u>	<u>2 storeys or 8m</u>	<u>4</u>	<u>n/a</u>	<u>Residential Area</u>	<u>1A</u>	<u>2 storeys or 8m</u>	<u>4</u>	<u>n/a</u>	<u>1B</u>	<u>3 storeys or 9m</u>	<u>8</u>	<u>12</u>	<u>2</u>	<u>2 storeys or 8m</u>	<u>4</u>	<u>6</u>	Add policies and table 1 which provide a clearer overview of the permitted heights within the plan.
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Chapter	Section	Modification	Summary of change
Character Area Land Use Designations	20.4.3.2 Village Core Designation	3.2 Village Core Designation i) Function and Purpose ii) Character <del>iii) Applications To Expand, Add or Modify</del> <del>3.2.1 Village Core Policy Area 1— Main Street/Live-Work</del> <del>i) Intent</del> ii) <del>iii)</del> Permitted Uses iii) <del>iv)</del> Built Form and Intensity iv) <del>v)</del> Transportation v) <del>vi)</del> Applications To Expand, Add or Modify	Reorganize Village Core Designation to not have any sub areas.
Character Area Land Use Designations	20.4.3.2 Village Core Designation i)	<del>The Village Core is made up of three sub-areas, as follows:</del> <del>a) Main Street/Live-Work;</del> <del>b) Mixed-Use Office; and,</del> <del>c) Mixed-Use Residential.</del>	Remove references to the sub areas
Character Area Land Use Designations	20.4.3.2 Village Core Designation iii)	<del>Applications To Expand, Add or Modify</del> <del>Applications to add or to expand the Village Core Designation, will be evaluated based on the following criteria, in addition to all other policies included in this Secondary Plan:</del> <del>a) A demonstrated demand/need to extend or add to the designation, considering the supply of land within the designation that is not currently developed;</del> <del>b) A location that is contiguous with the existing Village Core Policy Area 1 designation; and,</del> <del>c) A location that will benefit the Cultural Heritage Landscape as the major focal point for the community.</del> <del>d) Where applicable, Planning Impact Analysis Policies in Section 5.4 of the Official Plan shall apply.</del>	Section is moved to after the policies from the former Village Core Policy Area 1
Character Area Land Use Designations	20.4.3.2.1 Village Core Policy Area 1	<del>Village Core Policy Area 1— Main Street/Live-Work</del> <del>i) Intent</del> <del>The intent of the Village Core Policy Area 1 designation is to allow for the development of a live-work residential area within a pedestrian-oriented main street environment. The Village Core Policy Area 1 is located along the major east-west entrance into the community and abuts the central open space, providing for easy access to all residents and generating activity that will support this central community focal point.</del>	Removal of sub areas, and the 'intent' section as this is repetitive of the sections 3.2 i) and ii)

Chapter	Section	Modification	Summary of change
Character Area Land Use Designation	20.4.3.2.1 Village Core Policy Area 1 ii)	<p><del>ii) iii)</del> Permitted Uses</p> <p><u>a) A broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses are permitted.</u></p> <p><u>b) Mixed-use buildings are the preferred form of development with active ground floor commercial uses and residential uses above.</u></p> <p><u>c) New stand-alone, single-tenant commercial buildings are not permitted.</u></p>	Delete existing section and replace with language consistent with London Plan and recent Secondary Plans.
Character Area Land Use Designation	20.4.3.2.1 iii) Village Core Policy Area 1 a) – f)	<p><del>iii) iv)</del> Built Form and Intensity</p> <p>a) Building floorplates shall be designed to accommodate retail or commercial uses at grade with residential uses located at, or above, grade.</p> <p><del>b) Residential development shall not exceed a net density of 75 units per hectare.</del></p> <p><del>c) b) The maximum permitted heights shall be up to 4 storeys and the minimum permitted heights shall be 2 storeys or 8 metres, as identified in Schedule 4 and Table 1 of this Plan. The built form shall be of a low-rise height. Schedule 4 identifies the height limits within this area.</del>The proposed development will provide a transition between the heritage area surrounding the Infirmary building and the higher-rise built form along Highbury Avenue North.</p> <p><del>d) c)</del> The ground floor of the residential units within the Village Core <del>Policy Area 1</del> designation shall be designed and constructed in a manner which ensures flexibility and adaptability over time <u>for commercial uses</u>. In no instance shall the entire building be used exclusively for a non-residential use; <del>however, the entire building may be used for residential purposes.</del></p> <p><del>e) d)</del> Large windows, patio space and canopies are encouraged to be incorporated into the building's ground level. Rooftop patios and balconies are encouraged and shall be considered as amenity areas for residents within mixed use buildings.</p> <p><del>f) e)</del> Buildings should be designed with defined spaces for signage that respects the building's scale, architectural features and the established streetscape design objectives.</p>	<p>a) is deleted as uses are specified in ii) above.</p> <p>b) is deleted, densities are to be controlled through building height policies consistent with the approach taken in the London Plan and other recent secondary plans.</p> <p>c) is deleted and replaced with policies consistent with the approach taken in the London Plan and other recent secondary plans.</p> <p>d) reference to policy area is removed</p> <p>e) and f) are renumbered</p>
Character Area Land Use Designation	20.4.3.2.1 Village Core Policy Area 1 iv) a)	<p>a) It is intended that the primary mode of transportation within the Community will be by walking or cycling. Parking shall not be allowed within the front yard of any buildings within the Village Core <del>Policy Area 1</del> designation. A limited amount of parking may be provided in the rear yard of live-work uses for the associated residential component of these uses.</p> <p><del>a) Business parking will be directed to on-street locations.</del></p>	Remove reference to sub area, remove direction for on-street parking to allow for more flexibility in road design and encourage tree retention.

Chapter	Section	Modification	Summary of change
Character Area Land Use Designation	20.4.3.2.1 Village Core Designation	<p><u>vi) Applications To Expand, Add or Modify Applications to add or to expand the Village Core Designation, will be evaluated based on the following criteria, in addition to all other policies included in this Secondary Plan:</u></p> <p><u>a) A demonstrated demand/need to extend or add to the designation, considering the supply of land within the designation that is not currently developed;</u></p> <p><u>b) A location that is contiguous with the existing Village Core Policy designation; and,</u></p> <p><u>c) A location that will benefit the Cultural Heritage Landscape as the major focal point for the community.</u></p> <p><u>d) <del>Where applicable, Planning Impact Analysis Policies in Section 5.4 of the Official Plan</del> The Evaluation Criteria for the Planning and Development Applications policies in the Our Tools part of The London Plan shall apply.</u></p>	Move policies to end of the Village Core Designation, remove reference to 1989 Official Plan policy.
Character Area Land Use Designation	20.4.3.2.2 - 20.4.3.2.3 Village Core Policy Area 2 & 3	Delete 'Village Core Policy Area 2 – Mixed Use Office' and 'Village Core Policy Area 3 – Mixed Use Residential' sections in their entirety including all headings, subheadings, and policies.	Remove unused sub areas of the Village Core designation.
Character Area Land Use Designation	20.4.3.3 Transit-Oriented Corridor Designation i)	<p>[First paragraph]</p> <p>The purpose of the Transit-Oriented Corridor designation is to focus residential and commercial uses along transit routes consistent with <u>the role of the Transit Village and</u> the Province of Ontario's "Transit Supportive Guidelines". It is also consistent with the emphasis on walking and bicycling for this Community. Transit-Oriented Corridors are intended to allow for the creation of a band of residential and mixed use development at medium and high densities to support transit along Highbury Avenue North, Oxford Street East and Dundas Street. More substantial amounts of retail development, at grade, will be directed to <del>arterial road</del> intersections <u>with a rapid transit station</u>. Stand-alone commercial uses will not be permitted</p>	<p>Add reference to Transit Village in the London Plan.</p> <p>Removal of the 1989 Official Plan road classification reference.</p>
Character Area Land Use Designation	20.4.3.3 Transit-Oriented Corridor Designation i)	<p>[Second paragraph]</p> <p>The Transit-oriented Corridor designation is made up of <del>three</del> <u>four</u> sub-areas, as follows:</p> <p>a) <del>Mixed Use Highest Intensity;</del></p> <p>b) High-rise <del>Residential;</del> <u>and,</u></p> <p>c) Mid-rise <del>Mixed Use;</del> <u>and</u></p> <p>d) <del>Dundas &amp; Highbury.</del></p>	Rename policy areas within the Transit-Oriented Corridor Designation to better describe their form and function.
Character Area Land Use Designation	20.4.3.3 Transit-Oriented Corridor Designation ii)	Public rights-of-ways in the Transit-Oriented Corridor Area will be of an urban character, primarily designed to support walking and street oriented retail. Boulevards <del>will</del> <u>should</u> consist entirely of hard surface treatment and provide opportunities for landscaping, such as street trees and furniture, to create a vibrant urban main street context.	Allow flexibility



Chapter	Section	Modification	Summary of change
Character Area Land Use Designation	20.4.3.3.1 Transit-Oriented Corridor Policy Area 1 i)	This designation is applied to the major intersections of Highbury Avenue North at <del>both Oxford Street East and Dundas Street</del> , <u>and portions of the adjacent corridors along Oxford Street East and Highbury Avenue North</u> and will support the greatest level of commercial <u>and residential</u> use intensity in the Plan.	Identify that the policy area extends along the rapid transit boulevards near the intersections.  Dundas & Highbury is moved to a new Policy Area with the existing policy framework.
Character Area Land Use Designation	20.4.3.3.1 Transit-Oriented Corridor Policy Area 1 ii)	Permitted uses in the Transit-Oriented Corridor Policy Area 1 designation shall include: <del>townhouses, stacked townhouses, mid-rise to high-rise apartment buildings, apartment hotels, nursing homes, and seniors residences. In addition, small scale office uses with a maximum total floor area of 2,000 m2 or less within each building, will be permitted. Secondary uses will also be permitted only on the ground floor of those buildings fronting onto Dundas Street, Highbury Avenue North, or Oxford Street East, including, but not limited to: personal services, food stores, retail stores, financial institutions, convenience stores, day care centres, pharmacies, studios and galleries, specialty food stores and fitness and wellness establishments.</del> <u>a) A broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses are permitted.</u> <u>b) Development will be required to take the form of mixed-use buildings with active ground floor commercial uses and residential uses above. Some commercial uses or other secondary uses may also be permitted within the podium of the building.</u> <u>c) New single-storey, stand-alone commercial, retail and other non-residential buildings are not permitted.</u>	Update permitted use with similar language to that used in the London Plan and other recent secondary plans. Limit on office space is moved to general land use policies in Section 3.1.

Chapter	Section	Modification	Summary of change
Character Area Land Use Designation	20.4.3.3.1 Transit-Oriented Corridor Policy Area 1 iii) a) – b)	<p><del>a) Net residential densities will normally be less than 150 units per hectare.</del></p> <p><del>b) A residential density exceeding 150 units per hectare may be permitted through a site specific zoning by-law amendment and site plan application, and the associated urban design review. Additional criteria for increasing density are specified in Section 3.4.3 ii) b – e) – Scale of Development, in the Official Plan.</del></p> <p><u>a) Within the Transit-Oriented Corridor Designation Policy Area 1, the maximum permitted heights for High-Rise buildings shall be up to 15 storeys, and the minimum permitted heights shall be 3 storeys, as shown on Schedule 4 and Table 1 of this Plan.</u></p> <p><u>b) Heights exceeding 15 storeys, up to 22 storeys, may be permitted through a site-specific zoning by-law amendment and site plan application, and the associated urban design review, where the following criteria have been met:</u></p> <ol style="list-style-type: none"> <li><u>1. The development shall include provision for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms and housing and architectural design features.</u></li> <li><u>2. Parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development.</u></li> <li><u>3. Conformity with the Urban Design policies of this Plan and City Design policies of The London Plan shall be demonstrated through the preparation of a concept plan of the site that exceeds the prevailing standards for the planning area; and</u></li> <li><u>4. The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.</u></li> </ol>	Replace density requirements with maximum and minimum height permissions using similar language to that used in the London Plan and other recent secondary plans.
Character Area Land Use Designation	20.4.3.3.1 Transit-Oriented Corridor Policy Area 1 iii) d)	<del>d) The built form shall be of a mid-rise to high-rise height as shown in Schedule 4 of this Plan.</del>	Language merged into a).
Character Area Land Use Designation	20.4.3.3.2 Transit-Oriented Corridor Policy Area 2	<del>20.4.3.3.2</del> <u>3.3.2</u> Transit- Oriented Corridor Policy Area 2 – High-rise <del>Residential</del>	Rename section.

Chapter	Section	Modification	Summary of change
Character Area Land Use Designation	20.4.3.3.2 Transit-Oriented Corridor Policy Area 2 i)	<p>This designation is applied to Highbury Avenue North <u>frontage near the Village Core Designation and along Oxford Street East frontage near the Rapid Transit Corridor Place Type</u> to provide for transit-oriented, mid to high-rise, <del>residential</del> <u>mixed-use</u> development that <del>is not mixed use in nature will support a transition to the more intense development within Policy Area 1 designations.</del></p> <p><u>The Transit-Oriented Corridor Policy Area 2 – High Rise is further divided into two sub areas, as shown on Schedule 3 of this Plan:</u></p> <ul style="list-style-type: none"> <li><u>a) Policy Area 1A: lands on the north and south side of the main Highbury Avenue North entrance to the London Psychiatric Hospital Lands</u></li> <li><u>b) Policy Area 1B: lands to the north of the main Highbury Avenue North entrance, as well as the lands in the north east corner of the Secondary Plan, adjacent to the Rapid Transit Corridor Place Type.</u></li> </ul>	Identify Policy Area 2 as applying to the lands adjacent to the Village Core, and in the Northeast corner.
Character Area Land Use Designation	20.4.3.3.2 Transit-Oriented Corridor Policy Area 2 ii)	<p>Permitted uses in the Transit-Oriented Corridor Policy Area 2 designation shall include: <del>mid-rise to high-rise apartment buildings, apartment hotels, nursing homes, and seniors residences.</del></p> <ul style="list-style-type: none"> <li><u>a) A broad range of retail, commercial, service, cultural, entertainment, recreational and residential uses are permitted.</u></li> <li><u>b) Development will be required to take the form of mixed-use buildings with active ground floor commercial uses and residential uses above. Some commercial uses or other secondary uses may also be permitted within the podium of the building.</u></li> <li><u>c) New single-storey, stand-alone commercial, retail and other non-residential buildings are not permitted.</u></li> </ul>	Update permitted use with similar language to that used in the London Plan and other recent secondary plans.

Chapter	Section	Modification	Summary of change
Character Area Land Use Designation	20.4.3.3.2 Transit-Oriented Corridor Policy Area 2 iii)	<p>Built Form and Intensity</p> <p><del>a) Net residential densities will normally be less than 150 units per hectare.</del></p> <p><del>b) A residential density exceeding 150 units per hectare may be permitted through a site specific zoning by-law amendment and site plan application, and the associated urban design review. Additional criteria for increasing density are specified in Section 3.4.3 ii) b-e) - Scale of Development, in the Official Plan.</del></p> <p><u>a) The maximum and minimum heights the maximum permitted heights within Policy Area 2 are as shown on Schedule 4 and Table 1 of this Plan:</u></p> <ol style="list-style-type: none"> <li><u>1. Within the Transit-Oriented Corridor Policy Area 2A the maximum permitted heights shall be 8 storeys, and the minimum permitted heights shall be 3 storeys; and</u></li> <li><u>2. Within the Transit-Oriented Corridor Policy Area 2B the maximum permitted heights shall be 12 storeys, and the minimum permitted heights shall be 3 storeys.</u></li> </ol> <p><u>b) Within the Transit-Oriented Corridor Policy Area 2A, heights exceeding 8 storeys up to 12 storeys; and within Policy Area 2B, heights exceeding 12 storeys up to 16 storeys may be permitted through a site specific zoning by-law amendment and site plan application, and the associated urban design review, where the following criteria have been met:</u></p> <ol style="list-style-type: none"> <li><u>1. The development shall include provision for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms and housing and architectural design features.</u></li> <li><u>2. Parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development.</u></li> <li><u>3. Conformity with the Urban Design policies of this Plan and City Design policies of The London Plan shall be demonstrated through the preparation of a concept plan of the site that exceeds the prevailing standards for the planning area; and</u></li> <li><u>4. The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.</u></li> </ol> <p><u>c) The frontage of buildings located on Highbury Avenue North and Oxford Street East, shall be designed to accommodate secondary uses at grade</u></p> <p><del>d) ↪</del> Corner sites or areas connecting to parking facilities are encouraged to incorporate forecourts or mid-block connections that may be private, but provide for public access and amenity.</p>	Update permitted use with similar language to that used in the London Plan and other recent secondary plans.

Chapter	Section	Modification	Summary of change
Character Area Land Use Designations	20.4.3.3.3 Transit-Oriented Corridor Policy Area 3 ii) b)	[first paragraph] Permitted uses in the Transit-Oriented Corridor Policy Area 3 include <u>multiple-attached dwellings, such as townhouses or cluster houses, low-rise apartment buildings, rooming and boarding houses, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged</u> <del>those primary uses permitted in the Multi-family, Medium Density Residential designation of the Official Plan.</del> -This Policy Area is divided by the Treed Allée with specific policies for each side.	Removal of the 1989 Official Plan policy section reference.
Character Area Land Use Designations	20.4.3.3.3 Transit-Oriented Corridor Policy Area 3 iii) b)	[Third bullet] <del>3.</del> Conformity with the <del>policies of Section 11.1 of the Official Plan</del> <u>City Design policies of The London Plan</u> and this Secondary Plan shall be demonstrated through the preparation of a concept plan of the site that exceed the prevailing standards for the planning area; and,	Removal of the 1989 Official Plan policy section reference.
Character Area Land Use Designations	20.4.3.3.3 Transit-Oriented Designation	<u>3.3.4 Transit-Oriented Corridor Policy Area 4 – Dundas &amp; Highbury</u>  <u>i) Intent</u> <u>This designation is applied to the major intersection of Highbury Avenue North and Dundas Street and will support the greatest level of commercial use intensity in the Plan.</u>  <u>ii) Permitted Uses</u> <u>Permitted uses in the Transit-Oriented Corridor Policy Area 4 designation shall include mid-rise to high-rise apartment buildings, apartment hotels, nursing homes, and seniors residences. In addition, small scale office uses with a maximum total floor area of 2,000 m<sup>2</sup> or less within each building, will be permitted. Secondary uses will also be permitted only on the ground floor of those buildings fronting onto Dundas Street or Highbury Avenue North, including, but not limited to: personal services, food stores, retail stores, financial institutions, convenience stores, day care centres, pharmacies, studios and galleries, specialty food stores and fitness and wellness establishments.</u>	Maintain existing policies from Transit Oriented Corridor Policy Area 1 for the lands at Dundas St & Highbury Ave. Description of where this is applied is updated. Permitted uses are updated to remove reference to 1989 Official Plan designations.

Chapter	Section	Modification	Summary of change
Character Area Land Use Designations	20.4.3.3.3 Transit-Oriented Designation	<p><u>iii) Built Form and Intensity</u></p> <p><u>a) Net residential densities will normally be less than 150 units per hectare.</u></p> <p><u>b) A residential density exceeding 150 units per hectare may be permitted through a site specific zoning by-law amendment and site plan application, and the associated urban design review where the following criteria have been met:</u></p> <ol style="list-style-type: none"> <li><u>1. The development shall include provision for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms and housing and architectural design features.</u></li> <li><u>2. Parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development.</u></li> <li><u>3. A high level of urban design shall be demonstrated through the preparation of a concept plan of the site which exceed the prevailing standards; and</u></li> <li><u>4. The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.</u></li> </ol>	Reference to 1989 Official Plan is removed and criteria is included in the Secondary Plan.
Character Area Land Use Designations	20.4.3.3.3 Transit-Oriented Designation	<p><u>c) The frontage of buildings located on Dundas Street and Highbury Avenue North, shall be designed to accommodate secondary uses at grade.</u></p> <p><u>d) The built form shall be of a mid-rise to high-rise height as shown in Schedule 4 of this Plan.</u></p> <p><u>e) Corner sites or areas connecting to parking facilities are encouraged to incorporate forecourts or mid-block connections that may be private, but provide for public access and amenity.</u></p> <p><u>f) Large windows, patio space and canopies are encouraged to be incorporated into the building's ground level. Rooftop patios and balconies are encouraged and shall be considered as amenity areas for residents within mixed use buildings.</u></p> <p><u>g) Buildings should be designed with defined spaces to accommodate signage that respects the building's scale, architectural features and the established streetscape design objectives.</u></p>	
Character Area Land Use Designations	20.4.3.4 Academic Area Designation	Remove entire section	Remove entire Academic area section as Fanshawe College is not looking to expand in this area in the future.

Chapter	Section	Modification	Summary of change
Character Area Land Use Designations	20.4.3.5 Residential Area Designation	<p><u>iii) Elementary School</u>  <u>It has identified that an elementary school may be required within the London Psychiatric Hospital Secondary Plan. The preferred location shall be within the Residential Area Designation. The design of the school should reflect the dense urban nature envisioned for this Transit Village. It is encouraged that:</u></p> <ul style="list-style-type: none"> <li>a) <u>The school shall be designed to complement and conserve the cultural heritage landscape;</u></li> <li>b) <u>Alternative school design standards should be considered including multi storey school buildings;</u></li> <li>c) <u>Parking requirements should consider the number of planned residential dwellings within close proximity to the school; and</u></li> <li>d) <u>The school should be designed consistent with section 1.2 Principles of this Plan, including that walking, bicycling and active transportation should be the primary means of transportation within the community.</u></li> </ul>	Add policies guiding the development of a school within the Residential Area Designation.
Character Area Land Use Designations	20.4.3.5.1 Residential Policy Area 1 – North Residential i)	<p>The Residential Policy Area 1 designation will provide for higher-intensity residential uses than the Residential Policy Area 2 designation. The North Residential Neighbourhood is in close proximity to Fanshawe College <del>and the Academic Area designation</del>. Accordingly, certain policies have been established to avoid the potential for near-campus neighbourhood issues.</p> <p><u>The Residential Policy Area 1 – North Residential Neighbourhood is further divided into two sub areas, as shown on Schedule 3 of this Plan:</u></p> <ul style="list-style-type: none"> <li>a) <u>Policy Area 1A: a lower density area north of the Infirmary building and south of the east-west cultural heritage landscape, and the lands adjacent to the existing residential community to the east</u></li> <li>b) <u>Policy Area 1B: a higher density area to the north of the east-west cultural heritage landscape and south of the Transit Oriented Corridor designation</u></li> </ul>	<p>Remove reference to Academic Area Designation.</p> <p>Differentiate the lower and higher density areas within Policy Area 1.</p>

Chapter	Section	Modification	Summary of change
Character Area Land Use Designations	20.4.3.5.1 Residential Policy Area 1 – North Residential ii)	<p><del>The primary permitted uses in the Multi-family, Medium Density Residential designation of the Official Plan Townhouses, apartment buildings, emergency care facilities, converted dwellings, small-scale nursing homes, rest homes and homes for the aged will be permitted, with the exception of: single detached dwellings, duplexes, semi-detached dwellings, rooming and boarding houses and cluster townhouses. Convenience commercial uses and secondary permitted uses allowed in the Multi-family, Medium Density Residential designation shall not be permitted within these areas. Accessory dwelling units in single and semi-detached dwellings shall not be permitted. Single detached, semi-detached and duplex dwellings will only be permitted on the lands immediately adjacent to the Neighbourhood Place type to the east of the Secondary Plan in Policy Area 1A. Ground floor commercial uses within mixed-use residential buildings are encouraged within Policy Area 1B, standalone commercial buildings shall not be permitted.</del></p>	<p>Removal of the 1989 Official Plan land use designation reference</p> <p>This policy is revised to only list permitted uses.</p> <p>Exception for lower density uses is provided for lands adjacent to low density community to the east.</p>
Character Area Land Use Designations	20.4.3.5.1 Residential Policy Area 1 – North Residential iii) a)	<p><u>Delete 20.4.3.5.1 iii) a) and replace with:</u></p> <p><u>a) The maximum and minimum heights the maximum permitted heights within Policy Area 1 are as shown on Schedule 4 and Table 1 of this Plan:</u></p> <ol style="list-style-type: none"> <li><u>1. Within the Residential Policy Area 1A the maximum permitted heights shall be 4 storeys, and the minimum permitted heights shall be 2 storeys; and</u></li> <li><u>2. Within the residential Policy Area 1B the maximum permitted heights shall be 6 storeys, and the minimum permitted heights shall be 3 storeys.</u></li> </ol> <p><u>b) Within Residential Policy Area 1B, heights exceeding 8 storeys up to 12 storeys, may be permitted through a site-specific zoning by-law amendment and site plan application, and the associated urban design review, where the following criteria have been met:</u></p> <ol style="list-style-type: none"> <li><u>1. The development shall include provisions for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms and housing and architectural design features.</u></li> <li><u>2. Parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development.</u></li> <li><u>3. Conformity with the Urban Design policies of this Plan and City Design policies of The London Plan shall be demonstrated through the preparation of a concept plan of the site that exceeds the prevailing standards for the planning area; and</u></li> <li><u>4. The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.</u></li> </ol> <p><u>c) Development shall not be permitted at a residential density of less than 30 units per hectare Residential Policy Area 1A and 45 units per hectare for Residential Policy Area 1B.</u></p>	<p>Policies restricting development based on density are replaced with policies requiring minimum and maximum heights for all development. A minimum density is maintain at 30 units per hectare.</p>



Chapter	Section	Modification	Summary of change
Character Area Land Use Designations	20.4.3.5.1 Residential Policy Area 1 iii) b)	<del>b)-d)</del> No dwelling unit shall contain more than <u>three (3) bedrooms, excluding apartment units. Where an Additional Residential Unit is provided consistent with the policies of the London Plan, a total of up to five (5) bedrooms may be permitted between all units on the lot.</u>	Renumber policy. Allow additional bedrooms only where an Additional Residential Unit is provided.
Character Area Land Use Designations	20.4.3.5.1 Residential Policy Area 1 iii) c)	<del>e)-e)</del> A variety of townhouses forms including 2-storey townhouses, 3-storey townhouses and stacked townhouses is encouraged. <del>Row houses</del> <u>Townhouses</u> shall be limited to a maximum of <del>6-8</del> attached units to ensure breaks in the street wall. Developments proposed through site plan applications will provide variety and interest by varying façade designs, building materials, fenestration, and colour from townhouse block to townhouse block.	Renumber policy, Addition of hyphens. The maximum number of units within a townhouse is increased from 6 to 8 units.
Character Area Land Use Designations	20.4.3.5.1 Residential Policy Area 1 iii) d)-f)	<u>Renumber from d)-f) to f)-h)</u>	Renumber policies.
Character Area Land Use Designations	20.4.3.5.1 Residential Policy Area 1 iii) g)	<del>g)-i)</del> Built form that is <del>3-3</del> -storeys or greater and is not a townhouse unit located at a corner site shall provide for a building entrance, massing, articulation and height that pronounces the corner.	Renumber policy, add hyphen.
Character Area Land Use Designations	20.4.3.5.1 Residential Policy Area 1 iii) h)-k)	<u>Renumber from h)-l) to j)-n)</u>	Renumber policies.
Character Area Land Use Designations	20.4.3.5.2 Residential Policy Area 2 – South Residential i)	The Residential Policy Area 2 designation will provide for slightly lower-intensity residential uses than the Residential Policy Area 1 designation. <u>Residential development will be oriented towards and be considerate of the cultural heritage landscapes, and will be designed to mitigate noise impacts from adjacent transportation corridors and land uses.</u>	Expand explanation of intent to recognise the key organising factors impacting development within the Policy Area.
Character Area Land Use Designations	20.4.3.5.2 Residential Policy Area 2 – South Residential ii)	Delete and replace the policies for “Permitted Uses” with the following: <u>Townhouses, low-rise apartment buildings, emergency care facilities, converted dwellings, small-scale nursing homes, and rest homes and homes for the aged will be permitted. Single-detached and semi-detached dwellings may be permitted south of Street ‘A’ and east of the Treed Allée. Additional Residential Units, consistent with the policies of the London Plan, should be incorporated into the design of all single detached and semi-detached dwellings.</u>	List uses that are permitted, instead of the ones that are not. Only permit single and semi-detached dwelling in limited areas and encourage that they also incorporate additional residential units.

Chapter	Section	Modification	Summary of change
Character Area Land Use Designations	20.4.3.5.2 Residential Policy Area 2 – South Residential iii) a)	<p><u>Delete 20.4.3.5.2 iii) a) and replace with:</u></p> <p><u>a) The maximum and minimum heights the maximum permitted heights within Policy Area 2 are as shown on Schedule 4 of this Plan: the maximum permitted heights shall be 4 storeys, and the minimum permitted heights shall be 2 storeys.</u></p> <p><u>b) Within Residential Policy Area 2, on areas shown on Schedule 4 of this Plan, heights exceeding 4 storeys up to 6 storeys, may be permitted through a site-specific zoning by-law amendment and site plan application, and the associated urban design review, where the following criteria have been met:</u></p> <ol style="list-style-type: none"> <li><u>1. The development shall include provisions for unique attributes and/or amenities that may not be normally provided in lower density projects for public benefit such as, but not limited to, enhanced open space and recreational facilities, innovative forms and housing and architectural design features.</u></li> <li><u>2. Parking facilities shall be designed to minimize the visual impact off-site, and provide for enhanced amenity and recreation areas for the residents of the development.</u></li> <li><u>3. Conformity with the Urban Design policies of this Plan and City Design policies of The London Plan shall be demonstrated through the preparation of a concept plan of the site that exceeds the prevailing standards for the planning area; and</u></li> <li><u>4. The final approval of zoning shall be withheld pending a public participation meeting on the site plan and the enactment of a satisfactory agreement with the City.</u></li> </ol> <p><u>c) Development shall not be permitted at a residential density of less than 25 units per hectare for any area of the Residential Policy Area 2.</u></p>	<p>Policies restricting development based on density are replaced with policies requiring minimum and maximum heights for all development.</p> <p>The minimum density is increased from 15 units per hectare to 25 units per hectare.</p>
Character Area Land Use Designations	20.4.3.5.2 Residential Policy Area 2 – South Residential iii) b)	<p><u>b)-d) No dwelling unit shall contain more than 3 bedrooms excluding apartment units. Where an Additional Residential Unit is provided consistent with the policies of the London Plan, a total of up to five (5) bedrooms may be permitted between all units on the lot.</u></p>	<p>Policy is renumbered, an exception to the bedroom limit similar to near campus neighbourhood policies is maintained, but an exception is granted for units within apartment buildings.</p>
Character Area Land Use Designations	20.4.3.5.2 Residential Policy Area 2 – South Residential iii) c)	<p><u>e)-e) Plans of subdivision shall accommodate a diversity of building types. A variety of townhouse forms including 2-2-storey townhouses, 3-3-storey townhouses and stacked townhouses is encouraged. Row houses Townhouses shall be limited to a maximum of 6-8 attached units to ensure breaks in the street wall. Developments proposed through site plan applications will should provide variety and interest by varying façade designs, building materials, fenestration, and colour from townhouse block to townhouse block.</u></p>	<p>Renumber policy, addition of hyphens.</p> <p>Maximum number of units in a townhouse is increased from 6 to 8 units.</p>

Chapter	Section	Modification	Summary of change
Character Area Land Use Designations	20.4.3.5.2 Residential Policy Area 2 – South Residential iii) d)	Renumber from d)-l) to f)-n)	Renumber policy.  g) Policy is maintained as is, the Treed Allée is the key feature in this area of the plan, views to the Allée are to be maintained. The trees will be maintained and managed over time consistent with the Strategic Conservation Plan and the Heritage Conservation Easement.
Character Area Land Use Designations	20.4.3.5.2 Residential Policy Area 2 – South Residential iii) m)	Delete policy, addressed through d) above.	Delete policy, number of bedrooms can be increased if additional residential unit is provided consistent with d) above.
Character Area Land Use Designations	20.4.3.5.2 Residential Policy Area 2 – South Residential iv) a)	a) In the portions of the South Neighbourhood <del>that about the “Cultural Heritage” designation,</del> driveway access to dwelling units may be limited. <u>Areas in which no driveway access is permitted are identified as “Restricted Driveway Access” on Schedule 8 of this Plan. Areas in which limited driveway access is permitted are identified as “Limited Driveway Access” on Schedule 8 of this Plan illustrates areas in which limited driveway access is permitted, and areas in which no driveway access is permitted.</u> In limited access areas a shared driveway to multi-unit development may be permitted; however individual driveways to lower density units shall not be permitted.	Correct name of the Heritage designation.  Clarify the language on restricted and limited access driveway areas.
Character Area Land Use Designations	20.4.3.5.2 Residential Policy Area 2 – South Residential v) d)	All noise policies within the general policies of this Secondary Plan and <del>the City of London Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Character Area Land Use Designations	20.4.3.6 Heritage Area i) e)	[Second paragraph] e) Horse Stable; <u>and</u> ,	Punctuation

Chapter	Section	Modification	Summary of change
Character Area Land Use Designations	20.4.3.6 Heritage Area iii)	The restoration and sensitive adaptation of significant heritage buildings for contemporary urban uses is encouraged. <del>The Infirmary Building should be considered for office and/or institutional uses, which may include an interpretive centre. The continued use of the Chapel of Hope as a place of worship, and the Recreation Hall for community uses is preferred. The stable should be adapted for food or farming-related uses such as a market, restaurant and/or educational centre. The possible use of the stable for horticultural purposes associated with an established educational facility is encouraged.</del> The Cultural Heritage Landscape is intended to be used for passive recreational uses and programmable events. <u>Consideration for low impact recreational uses, such as sports fields, which do not require significant built structures may also be considered.</u> In the area surrounding the Horse Stable, educational facilities related to horticulture or agriculture and/or community gardens, as shown on Schedule 2, may also be permitted.	Remove speculative language.
Character Area Land Use Designations	20.4.3.6 Heritage Area iv) a)	Specific urban design policies for the interface between heritage areas and new development are found in Section <del>20.4.4.10</del> <u>5.0</u> Urban Design, of this plan.	Removal of the S.20.4 reference
Character Area Land Use Designations	20.4.3.6 Heritage Area iv) c)	[Forth and fifth bullets] <del>4.</del> Manicured lawns with specimen trees adjacent to the Infirmary Building, Chapel and Recreation Hall; <del>5.</del> Where possible, priority trees to be conserved include the ring of trees which surround the traffic circle, the row of trees which line the southern edge of the historic ring road, the two parallel rows of trees that extend northward from the rear of the Infirmary and the rows of trees which line both sides of the road that extends east-west through the site, south of the Horse Stable, as shown on Schedule 5; <u>and</u> .	Punctuation (removal of periods and addition of semicolons)
Character Area Land Use Designations	20.4.3.6 Heritage Area iv) d)	[Third bullet] <del>3.</del> A prominent street within the property should be named after Dr. Richard Bucke (superintendent, 1877-1902), if possible; <u>and</u> .	Addition of the word “and”
Character Area Land Use Designations	20.4.3.6 Heritage Area iv) e)	e) As trees mature and require replacement, new trees should be planted close to the original position. Within the Allée, the replacement trees must be added in the same north/south alignment in order to maintain the existing definitive rows. Replanting of trees shall be based on the variety of species historically planted on the site, with the exception of ash trees. There should continue to be a variety of larger native and non-native trees, deciduous and coniferous species, that will create scale, provide shade and frame views. <u>Tree replacement shall be consistent with Section 4.11 of this Plan.</u>	Add policies clarifying the replacement of trees within and outside of heritage areas of the plan. Policies are design to encourage development which prioritizes the preservation of mature trees within heritage areas.
Character Area Land Use Designations	20.4.3.6 Heritage Area vii) c)	Large surface parking lots shall not be permitted within this designation. <del>On-street</del> <u>Underground</u> parking in close proximity to these areas is encouraged.	

Chapter	Section	Modification	Summary of change
Character Area Land Use Designations	20.4.3.6 Heritage Area viii)	<del>Prior to the disposition</del> <u>The redevelopment or adaptive reuse</u> of lands or structures designated as Provincially Significant <u>and the development of adjacent lands shall be</u> in accordance with the <del>Final</del> approved <u>Strategic</u> Conservation Plan ( <u>SCP</u> ). <del>, December 2008, prepared by Julian Smith and Associates, The SCP shall be</del> a stewardship plan shall be completed in accordance with Provincial policies and procedures. <del>The stewardship plan shall identify which identifies</del> how these Provincially Significant features are to be maintained, the costs associated with the maintenance and identify sources of funding to cover the maintenance costs.	Update language referring to the role of the Strategic Conservation Plan.
Character Area Land Use Designations	20.4.3.7.1 Open Space Policy Area 1 iii) b)	Buildings shall be designed to be compatible with the surrounding architectural character of the cultural heritage landscape and heritage buildings, subject to <del>Section 20.4.4.10 (v)</del> <u>policy 4.10 v)</u> of this Plan.	Removal of the S. 20.4 reference
Character Area Land Use Designations	20.4.3.7.2 Open Space Policy Area 2 i)	Any changes proposed for the wetland shall be subject to the Natural Heritage policies contained in <del>Chapter 15 – Environmental Policies, of the Official Plan</del> <u>the Environmental Policies part of The London Plan.</u>	Removal of the 1989 Official Plan policy chapter reference
Character Area Land Use Designations	20.4.3.7.3 Open Space Policy Area 3 i)	[First paragraph] An Official Plan Amendment may be required subject to the Interpretation Policies as set out in Section <del>20.4.5.11</del> <u>6.11</u> of this Plan.	Removal of the S. 20 4 reference
General Policies	20.4.4	<del>20.4.4</del> <u>4.0</u> General Policies	20.4.4 is replaced with 4.0 on the top.
General Policies	20.4.4.1 through 20.4.4.10	<del>20.4.4.1</del> <u>4.1</u> Heritage and Archaeology <del>20.4.4.2</del> <u>4.2</u> Housing <del>20.4.4.3</del> <u>4.3</u> Noise/Land Use Compatibility <del>20.4.4.4</del> <u>4.4</u> Sustainable/“Green” Development <del>20.4.4.5</del> <u>4.5</u> Community Parkland <del>20.4.4.6</del> <u>4.6</u> Parkland Dedication <del>20.4.4.7</del> <u>4.7</u> Natural Heritage <del>20.4.4.8</del> <u>4.8</u> Stormwater Management <del>20.4.4.9</del> <u>4.9</u> Transportation <del>20.4.4.10</del> <u>5.0</u> Urban Design	Subsections under new Section 4.0 are renumbered to appropriate numbers (4.1 through 4.10).
General Policies	20.4.4.1 Heritage and Archaeology i)	Prior to <del>disposition</del> <u>the development</u> of the London Psychiatric Hospital property or the demolition of any of the buildings or structures on the property, the approval of the Province of Ontario in accordance with Provincial policies and guidelines may be required.	

Chapter	Section	Modification	Summary of change
General Policies	20.4.4.2 Housing i)	<p><del>Housing Mix and Affordability Affordable Housing</del></p> <p>The LPHSP <del>lands provide represents</del> an opportunity to contribute to the supply of affordable housing and <del>may</del> assist the City in meeting its target for provision of affordable housing. <u>Development within the plan area will contribute to providing accessible, affordable, and quality housing options that people will want to live in. It is the objective of this Plan that a minimum 25% of all new residential development within the entire plan area meet the Provincial definition of affordable housing. The City will work with other government agencies, the not-for-profit sector, and private developers to promote innovative housing forms, development techniques, and incentives that will facilitate the provision of affordable housing. The following policies shall also apply to all lands within the LPHSP lands:</u></p>	Update Affordable Housing policies to reflect policies of recent secondary plans and the London Plan.
General Policies	20.4.4.2 Housing i) a)	<p>a) <u>Provide for a range and mix of housing types, including affordable forms of housing, to achieve a balanced residential community.</u></p> <p>b) <del>Almost all 35% of the</del> new housing units <del>on the LPH lands within the LPHSP</del> will be in forms other than single detached dwellings.</p> <p>c) <u>Provide live/work opportunities for people to live near current or future jobs in the plan area.</u></p> <p>d) <u>New mid-rise and high-rise developments shall include a mixture of unit sizes and configurations, including a mix of bachelor, 1, 2, and 3-bedroom units.</u></p> <p>e) <u>Grade-related multi-level units, townhouse-style units and live/work units should be incorporated into the base of mid-rise and high-rise residential development along appropriate street frontages to promote walkability, activation and different dwelling style choices.</u></p>	Update Affordable Housing policies to reflect policies of recent secondary plans and the London Plan.
General Policies	20.4.4.2 Housing i) b) – d)	<p><del>b)-f) Each site-specific development proposal will be assessed on its ability to contribute to objective that 25% of all new units meet the Province’s definition of affordable housing. Where appropriate, density bonusing will be considered for proposals that have an affordable housing component above 25% of the total dwelling count in any one development.</del></p> <p><del>e)-g) Affordable housing units within market housing buildings shall be integrated with shared lobbies and amenities. Opportunities for affordable housing shall be integrated into neighbourhoods and developments that also provide for regular market housing.</del></p> <p><del>d) A wide range of unit sizes within multiple-unit buildings will be encouraged in discussions with development proponents</del></p>	Update Affordable Housing policies to reflect policies of recent secondary plans and the London Plan. Remove reference to bonussing.

Chapter	Section	Modification	Summary of change
General Policies	20.4.4.2 Housing i)	<p><u>h) The indoor and outdoor communal amenity spaces included in new developments should support a variety of age groups, including children, adults, seniors and families.</u></p> <p><u>i) Secure and convenient storage areas are encouraged for strollers, mobility aids and other equipment to support the needs of a diverse population.</u></p> <p><u>j) Available tools and provisions under the Planning Act, such inclusionary zoning, will be used to secure affordable housing units at the time of development applications.</u></p> <p><u>k) The utilization of innovative design features, construction techniques, or other tenure arrangements for residential developments, to broaden the provision of affordable housing will be encouraged.</u></p>	Update Affordable Housing policies to reflect policies of recent secondary plans and the London Plan.
General Policies	20.4.4.2 Housing ii)	The City may pre-zone specific areas of <del>the Multi-Family, Medium Density Village Core, Transit-Oriented Corridor and</del> Residential <u>Area</u> designations to permit small scale nursing homes, homes for the aged, rest homes, and continuum-of-care facilities. These zones should be in close proximity to the “Village Core” designation. Additional permitted uses may be restricted to ensure development of such facilities within the LPH lands.	The Transit Village Place Type permits a broad range of residential, retail, service, hospitality, institutional, etc. Village Core, Transit-Oriented Corridor and Residential designations permit these uses in the Secondary Plan.
General Policies	20.4.4.2 Housing iii)	<p>iii) Providing for Positive Near Campus Housing</p> <p>To provide for positive forms of near campus housing and to mitigate the potential for issues that can occur in near-campus neighbourhoods the following policies will apply:</p> <p><del>a) Provision will be made for purpose-built dormitories within the Satellite Campus Residences Policy Area, in close proximity to Fanshawe College.</del></p> <p><del>b) a) Special policies in the Multi-Family, Medium Density Residential Area D designation limit the number of bedrooms per unit and limit single-detached and semi-detached dwellings to the south neighbourhood of the Plan and the lands immediately adjacent to the Neighbourhood Place type to the east.</del> This will be implemented through the City’s zoning by-law.</p>	Removal of policies related to Academic Area, Removal of the 1989 Official Plan land use designation reference, add permission for single detached and semi-detached dwellings adjacent to Neighbourhood Place Type to the east.
General Policies	20.4.4.3 Noise/Land Use Compatibility i)	The Secondary Plan area is bisected by two rail lines. Rail noise shall be addressed subject to policies of <del>the Official Plan</del> <u>The London Plan</u> as well as the following:	Removal of the reference to the 1989 Official Plan
General Policies	20.4.4.3 Noise/Land Use Compatibility i) e)	All noise policies within the general policies of this Secondary Plan <del>and the City of London Official Plan.</del>	Removal of the reference to the 1989 Official Plan  The reference to the London Plan is repeated (see 20.4.4.3.i) above)
General Policies	20.4.4.3 Noise/Land Use Compatibility ii)	Any residential development that is contemplated in proximity to this industrial area shall have regard for the Ministry of Environment, <u>Conservation and Parks’ (MOE)</u> Land Use Compatibility Guidelines.	Housekeeping change to reflect the transition to the Ministry of the Environment, Conservation and Parks

Chapter	Section	Modification	Summary of change
General Policies	20.4.4.3 Noise/Land Use Compatibility ii) a)	On lands within a 300 metre area of influence measured from the west property lines of 535 and 539 Commercial Crescent, and in the presence of a Class II or Class III industrial use at 539 Commercial Crescent and the associated use of the railway siding at 535 Commercial Crescent, sensitive land uses shall be prohibited unless a "Feasibility Analysis" which meets Ministry of Environment, <u>Conservation and Parks</u> guidelines has been completed and the development proposal meets all of the recommendations of the analysis for setbacks and mitigation.	Housekeeping change to reflect the transition to the Ministry of the Environment, Conservation and Parks
General Policies	20.4.4.3 Noise/Land Use Compatibility ii) b)	Should that occur policies in <del>Section 20.4.4.3 (ii) policy 4.3 ii)</del> will no longer apply.	Removal of the S. 20.4 reference
General Policies	20.4.4.4 Sustainable / "Green" Development i) c)	Create livable, healthy and inclusive environments; <u>and,</u>	Grammatical error
General Policies	20.4.4.4 Sustainable / "Green" Development ii) a)	New <u>buildings development</u> should strive to <u>minimize the production of greenhouse gases through sustainable building and site design.</u> <del>achieve LEED certification.</del>	
General Policies	20.4.4.4 Sustainable / "Green" Development ii) f)	Landscaped areas will be maximized and trees will be planted on the right-of-way, <u>and</u> on development sites, <del>and on buildings and structures</del> to reduce the urban heat-island effect, improve air quality, moderate sun and wind, and improve ground water infiltration.	
General Policies	20.4.4.4 Sustainable / "Green" Development ii) h)	New development will incorporate existing mature trees into landscape schemes <u>where possible</u> and appropriate measures should be taken to keep these trees healthy.	



Chapter	Section	Modification	Summary of change
General Policies	20.4.4.5 Community Parkland	Active parkland, cultural parkland and natural parkland are the three components which are recognized by the Open Space designation in this <del>Community</del> <u>Secondary</u> Plan. Active parkland includes such uses as sports fields. Cultural parkland includes the central Allée corridor and the Horse Stables. Natural parkland includes the wetland in the southeast corner of the Community. Parkland may be either under public or private ownership. <del>It is anticipated that there will be approximately 6,000 people living in this community at full build-out.</del>	Typological error
General Policies	20.4.4.5 Community Parkland i)	<del>Chapter 16 of the Official Plan</del> <u>The Parks and Recreation chapter of The London Plan</u> contains the policies which address active parkland. The following additional policies will also apply:	Removal of the 1989 Official Plan policy section reference
General Policies	20.4.4.5 Community Parkland i) a)	Trail development should be focused along the central corridor through the community extending from Dundas Street to Oxford Street East (and beyond) which will include the <del>Grand</del> <u>Treed</u> Allée, Infirmary and central median area.	There is a reference to the “Grand Allee” only in this policy, while the reference to the “Treed Allee” is primarily used throughout the Secondary Plan.
General Policies	20.4.4.6 Parkland Dedication	In addition to the Parkland Conveyance & Levy By-Law, parkland dedication will be achieved through the City’s parkland dedication policies in <del>Section 16.3.2 of the Official Plan</del> <u>the Parkland Acquisition and Dedication polices in the Our Tools part of The London Plan</u> and following additional policies:	Removal of the 1989 Official Plan policy section reference
General Policies	20.4.4.6 Parkland Dedication i)	The components of the Community Parkland identified in Section <del>20.4.4.5</del> <u>4.5</u> and shown as Open Space <del>and Heritage</del> on Schedule 3 of this Secondary Plan shall be dedicated to the City for public park purposes. <del>Some portions of the Heritage designation as shown Schedule 3 may be dedicated to the City for public park purposes.</del>	Removal of the S. 20.4 reference.  The components of the Community Parkland are recognized by the Open Space designation, not together with the Heritage designation.
General Policies	20.4.4.6 Parkland Dedication i) b)	The pathway network shown on Schedule 6 may be treated as pedestrian walkways for the purposes of municipal land dedication under the Planning Act. Lands included in the pathway network in excess of 5m in width <del>will</del> <u>may</u> be recognized as parkland.	
General Policies	20.4.4.6 Parkland Dedication ii)	This Implementation Plan shall be completed by the owner and adopted by City Council in accordance with <del>Section 19.2.2 of the Official Plan</del> <u>the Guidelines Documents section in the Our Tools part of The London Plan</u> , prior to the disposition of the community parkland components. Should the City and <del>Province</del> <u>the applicable property owner</u> both agree, one or more components of the parkland may be transferred to the City or another public proponent in advance of the preparation of the Community Parkland Implementation Plan.	Removal of the 1989 Official Plan policy section reference  Remove reference to the Province as the property owner.
General Policies	20.4.4.7 Natural Heritage	<del>Section 15.2 of the Official Plan</del> <u>The Natural Heritage chapter of The London Plan</u> includes the City’s natural heritage policies.	Removal of the 1989 Official Plan policy section reference

Chapter	Section	Modification	Summary of change
General Policies	20.4.4.7 Natural Heritage i) b), c)	b) Further consultation with the Ministry of Natural Resources <del>and Forestry (MNRF)</del> and the Canadian Wildlife Service will occur during subsequent phases of development to identify, refine and assess the significance of any foraging habitat within the Secondary Plan Area and to determine appropriate measures to mitigate impacts on this habitat; c) Additional monitoring of Chimney Swift activity within the Secondary Plan Area will be undertaken through consultation with the MNRF and Canadian Wildlife Service, with possible participation by Bird Studies Canada, to monitor Chimney Swift activity and determine whether additional structures or habitats are being used by Chimney Swift (roosting, nesting, foraging) within the Secondary Plan Area;	Housekeeping change to reflect the transition to the Ministry of Natural Resources and Forestry
General Policies	20.4.4.7 Natural Heritage iii) a)	The wetland buffer and surrounding open space area north of the existing unevaluated wetland, identified on <del>Schedule B1—Natural Heritage Features, of the City of London Official Plan Map 5 – Natural Heritage of The London Plan</del> will be naturalized. Exceptions may be permitted for a community garden.	Removal of the 1989 Official Plan map schedule reference
General Policies	20.4.4.7 Natural Heritage iii) d)	The EIS will include a fall botanical survey, summer odonata and <del>herpetile</del> <del>herptile</del> survey, delineation of wetland boundaries per the Ontario Wetland Evaluation System protocol and corresponding evaluation of wetland significance.	Typological error (“herpetile”)
General Policies	20.4.4.8 Stormwater Management	[First paragraph] The solution accepted by Council is incorporated into <del>the Official Plan</del> <del>The London Plan</del> as part of this Secondary Plan.	Removal of the reference to the 1989 Official Plan
General Policies	20.4.4.8 Stormwater Management	[Second paragraph] Any development of the LPH lands shall also be consistent with <del>Official Plan policies in Section 17.6 the Storm Drainage and Stormwater Management policies in the Civic Infrastructure chapter of The London Plan.</del>	Removal of the 1989 Official Plan policy section reference
General Policies	20.4.4.9 Transportation	Proposed streets within the Plan consist of both <del>Secondary Collector and Local Streets Neighbourhood Connectors and Neighbourhood Streets</del> that establish the community structure, provide connections to two flanking <del>arterial roads</del> <del>Rapid Transit Boulevards</del> and provide new connections to the adjacent neighbourhood. Use of the transit network, cycling and walking are to be supported through design. Street development shall be in accordance with the Transportation policies specific to individual land use designations, applicable urban design policies in Section <del>20.4.4.10</del> <del>4.10</del> of this plan and the following policies:	Removal of the 1989 Official Plan road references and the S. 20.4 reference.
General Policies	20.4.4.9 Transportation v)	Within these areas, in addition to the Tree Preservation Plan required by <del>Section 20.4.4.7 (ii) policy 4.7 ii)</del> , a tree management and planting strategy shall be established in order to conserve and sustain the significant landscape setting;	Removal of the S. 20.4 reference
General Policies	20.4.4.9 Transportation vi)	<del>Special design treatments</del> <del>Traffic calming measures</del> shall be implemented <del>in areas shown as “Potential Traffic Calming” to the satisfaction of the City</del> to slow or restrict traffic movements and place a priority on pedestrian movements.;	Punctuation. Locations for traffic calming are removed from the Secondary Plan, will be determined at the Draft Plan of Subdivision stage of development.

Chapter	Section	Modification	Summary of change
General Policies	20.4.4.9 Transportation vii)	Traffic controls, including the provision of signalized intersections and turning movement restrictions shall be implemented <del>as shown on Schedule 5</del> <u>as determined by the final approved Transportation Impact Assessment.</u>	Traffic controls will be determined by the final approved TIA
General Policies	20.4.4.9 Transportation viii)	<del>At the subdivision and/or site plan application stage, consideration should be given to the provision for the conveyance and construction of "Possible Future Streets" as shown on Schedule 5 to create future opportunities for connectivity between neighbourhoods should the industrial area evolve to other uses;</del>	Delete policy, all future connections are shown as planned streets on Schedule 5.
General Policies	20.4.4.9 Transportation x), xi) xii)	x) At the subdivision and/or site plan application stage, any land required to accommodate additional through lanes or turn lanes as determined by the Transportation Master Plan, subsequent studies recommended by the Transportation Master Plan or a detailed transportation impact analysis shall be protected in accordance with City requirements.; xi) Design guidelines, including right-of-way cross sections, urban street infrastructure and facilities, plantings, surface treatments, parking and service and utility placement, may be prepared to provide further guidance for the development of public rights-of-way to support pedestrian and cyclist friendly environments for using the public streets, public transit, public parking, cycling and pedestrian networks.; xii) The utilization of on-street parking facilities, <del>both angled and parallel, shall may</del> be incorporated into the design of the public right-of-way surrounding the central green to protect this cultural heritage feature from large surface parking areas.; <del>and,</del>	Punctuation (removal of periods and addition of semicolons for consistency with the other clauses)
General Policies	20.4.4.9 Transportation xiii)	<del>Long stretches of on-street parking shall be broken up with landscaped "bump-outs" On-street parking lay-bys will be a maximum length of 100m measured from start of parking lay-by to start of the next parking lay-by.</del>	
General Policies	20.4.4.9 Transportation	<del>xiv) All long-term bike facilities shall be provided in an easily accessible secure indoor location, located on the ground floor or first floor in below grade vehicle parking, and at established grade (avoid access with steps or steep incline).</del>	

Chapter	Section	Modification	Summary of change
		<p><u>4.10 Protected Major Transit Station Area</u>  <u>Transit Villages like the London Psychiatric Hospital Transit Village are designated as Protected Major Transit Station Areas (PMTSA) in The London Plan, and second only to the downtown for permitted intensity. A higher-level of intensity is envisioned for development in this plan area to support the provision of higher-order transit.</u></p> <p><u>i) The minimum overall intensities for Transit Villages identified in the PMTSA policies of The London Plan shall apply for the entire London Psychiatric Hospital Secondary Plan area, with the exception of: the minimum and maximum heights for all designations in this Plan, and the minimum densities for the Residential Area Designation, for the where the policies of this plan shall prevail.</u></p> <p><u>ii) Large development sites and/or sites that have partial development proposed shall delineate the extent of the development block(s) as part of a Conceptual Master Development Plan to establish a calculable area to apply the minimum standards identified in the Protected Major Transit Station Area policies for tracking purposes.</u></p>	Policies identifying the secondary plan as a Protected Major Transit Station Area are added.
		<p><u>4.11 Forestry</u>  <u>The following policies shall facilitate tree replacement consistent with the London Plan and the Heritage Easement Agreement:</u></p> <p><u>i) The policies of the London Plan 339 4b (one replacement tree for every ten cm of diameter) shall apply to all areas of the Secondary Plan outside of the Heritage Easements and Zones shown in the Strategic Conservation Plan.</u></p> <p><u>ii) Within the Heritage Easements and Zones shown in the Strategic Conservation Plan a replacement rate of two trees for every ten cm of diameter shall be applied.</u></p>	Agreed upon Tree replacement policies are moved to the general policies section.
General Policies	20.4.4.10 Urban Design	<p><b><del>20.4.4.10</del> 5.0 Urban Design</b></p> <p><u>5.1 General</u></p> <p><u>5.2 High Rise Buildings</u></p> <p><u>5.3 Mid Rise Buildings</u></p> <p><u>5.4 Low Rise Buildings</u></p> <p><u>5.5 Ground Floor Design</u></p> <p><u>5.6 Back of House and Loading Areas</u></p>	Urban design section is moved from General Policies to its own section, 5.0 and several new sub sections are added based on the policies from other recent secondary plans and the London Plan Policy.
General Policies	20.4.4.10 Urban Design	<p><u>5.1 General</u></p> <p>i) Gateways</p> <p>a) Buildings located adjacent to areas identified as “Gateways” on Schedule 8 shall incorporate corner massing elements and the building’s main entry at the corner, so as to signify the entrance to the community.</p>	Add heading and remove numbering.

Chapter	Section	Modification	Summary of change
General Policies	20.4.4.10 Urban Design ii)	<u>The Built Form policies guide the development of new buildings in the LPH Secondary Plan area. These policies provide policy direction on building typologies and design as a framework for how the area will develop into an exceptionally-designed, high-density urban neighbourhood and provide effective transition to ensure development is an appropriate fit with existing heritage and adjacent low-rise residential uses.</u>	Add introductory paragraph.
General Policies	20.4.4.10 Urban Design ii) a)	Where built form is situated on more than one public right-of-way, the building's main entrance shall be oriented to the highest order public right-of-way, as identified in Schedule 5. <del>Arterial roads-Civic Boulevards and Rapid Transit Boulevards</del> will serve as the highest order right-of-way. The built form shall incorporate articulation and massing in a coherent architectural manner adjacent to all public rights-of-way. This policy does not apply where the built form is adjacent to an area identified as a gateway on Schedule 8. The Gateways policy ( <del>20.4.4.10 (i) 5.1 i)</del> ) shall apply in this situation.	Removal of the 1989 Official Plan road reference and the S. 20.4 reference
General Policies	20.4.4.10 Urban Design ii) b)	Built form shall be street-oriented on all public rights-of-way, with buildings located at or near the property line and front entrances <u>and active uses</u> oriented to the street.	
General Policies	20.4.4.10 Urban Design ii) i) – k)	<del>i) Buildings with a height of 10 storeys or less shall provide articulation and massing in a coherent architectural manner to the built form's base, middle and top. j) Buildings with a height of 11 storeys or greater shall incorporate a podium at the base of 3 to 4 stories in height. The floorplate size for any tower above the top floor of the podium shall have a maximum floorplate area of 1200 m2. k) For east-west streets, where possible, ensure adequate sunlight is provided for sidewalks by building within a 45-degree angular plane from the opposite sidewalk</del>	Policies are deleted and moved into the policies for High Rise and Mid Rise buildings.
General Policies	20.4.4.10 Urban Design ii) l) – m)	<del>l) i) Long expanses of flat and blank facades are to be avoided. m) j) Built form identified as Priority View Terminus, on Schedule 8 Urban Design Priorities, of this Plan, shall act as a focal point for the view corridor. This can be achieved through the siting, massing, materiality and articulation of the building.</del>	Renumbering
General Policies	20.4.4.10 Urban Design ii) n)	<del>n) Built form adjacent to views and vistas identified in Schedule 8 Urban Design Priorities of this Plan, shall enhance and frame the view corridor through the massing and articulation of the building.</del>	
General Policies	20.4.4.10 Urban Design ii)	<u>k) The height and massing of new buildings should fit within a 45 degree angular plane, starting at 7m above grade and measured from the property boundary of lands in the Neighbourhoods Place Type. This is intended to provide a sympathetic transition from lower to higher development forms. All elements of fit and transition must be accommodated within the development site</u>	

Chapter	Section	Modification	Summary of change
General Policies	20.4.4.10 Urban Design ii)	<p><u>l) All buildings shall be designed to express three defined components: a base, middle and top. Alternative design solutions that address the following intentions may be permitted:</u></p> <ol style="list-style-type: none"> <li><u>1. the base shall establish a human-scale façade with active frontages including, where appropriate, windows with transparent glass, awnings, porches, canopies, lighting, and the use of materials that reinforce a human scale.</u></li> <li><u>2. the middle shall be visually cohesive with, but distinct from, the base and top.</u></li> <li><u>3. the top shall provide a finishing treatment, such as a roof or a cornice treatment, and will serve to hide and integrate mechanical penthouses.</u></li> </ol> <p><u>m) New development will be designed and massed to minimize the impacts of shadows on parks, Privately owned public spaces(POPS), the public realm, and outdoor communal and private amenity spaces.</u></p> <p><u>n) The design of buildings should form a well-defined and continuous street wall to support a pedestrian-oriented environment.</u></p> <p><u>o) Buildings should have articulated façades that create a human-scale rhythm along streetscapes. No extensive blank walls should be visible from the public or private street and public open space.</u></p> <p><u>p) Usable outdoor amenity spaces that activate the front yard setback, including porches, stoops, courtyards, patios and plazas are encouraged.</u></p> <p><u>q) Buildings located at corner sites and intersections shall address and frame the corner with building entrance(s), massing, articulation, and height.</u></p> <p><u>r) In addition to the connections shown on Schedule 5, Street Hierarchy Plan, mid-block pedestrian and active transportation connections should be provided between buildings to facilitate pedestrian and cyclist permeability through the area.</u></p> <p><u>s) Building design should minimize privacy impact and not limit the future development potential of adjacent properties through adequate setbacks, massing orientation and window and balcony locations</u></p>	
General Policies	20.4.4.10 Urban Design iii) a)	<p><u>Where possible On-street parking will may be provided along all streets in commercial mixed-use areas</u> within this Secondary Plan.</p>	
General Policies	20.4.4.10 Urban Design iv) a)	<p>Driveway access shall be restricted and/or limited in certain locations as identified in Schedule 8 of this Plan and defined in <del>20.4.4.9</del> <u>Section 4.9</u> of this Plan.</p>	Removal of the S. 20.4 reference

Chapter	Section	Modification	Summary of change
General Policies	20.4.4.10 Urban Design iv) c)	<p><del>Off-street parking for single detached, semi-detached, duplex and townhouse dwellings, may include the following</del></p> <p><del>1. As set out in b) above, with the exception of interior side yard parking; or,</del></p> <p><del>2. In an enclosed attached garage located at the front of the dwelling or to the rear of the dwelling in an enclosed attached or detached garage or surface space—</del></p> <p><del>Garages located at the front of the dwelling are not to project beyond the front wall of the dwelling. (Front porches do not constitute the front wall).</del></p> <p><u>Garages for new Low-rise buildings should be located at the rear of buildings and accessed from a private driveway to minimize pedestrian-vehicle conflicts, create a pedestrian-oriented public realm and ensure vehicles do not dominate the streetscape. Garages should be integrated into the building design and shall not project beyond the main building façade.</u></p> <p><u>Underground parking is preferred where feasible</u></p>	Replace with language from Masonville Secondary Plan
General Policies	20.4.4.10 Urban Design v) b)	Where no public right-of-way exists, buildings shall be located at or near the property line adjacent to the cultural heritage landscape area in order to frame the space <u>and include active facades along that interface.</u>	
General Policies	20.4.4.10 Urban Design	<p><u>5.2 High-Rise Buildings</u></p> <p><u>The following policies apply to new high-rise development in the LPH Secondary Plan area:</u></p> <p><u>i) For the purpose of this Secondary Plan, High-rise buildings are buildings that are nine (9) storeys in height or taller.</u></p> <p><u>ii) High-rise buildings should have a minimum 5m stepback at the podium (the third, fourth, or fifth storey, proportional to the street type and consistent with adjacent existing context), to provide a pedestrian scale environment at the street wall, limit the visual impact of the building at street level, and mitigate shadow and wind impacts on the public realm.</u></p> <p><u>iii) High-rise buildings should be designed with slender towers that allow shadows to move quickly, minimize the obstruction of views and limit the visual mass and overlook as experienced from nearby properties and the public realm.</u></p> <p><u>iv) High-rise buildings should have a maximum tower floor plate of 1,000 square metres above the podium, with the length to width ratio not exceeding 1:1.5 to minimize shadowing and visual impact from all approaches .</u></p> <p><u>v) Towers shall not have any blank façades.</u></p> <p><u>vi) Tower design and orientation is encouraged to provide privacy for occupants through techniques such as angling and offsetting towers.</u></p>	Add new sub section regarding High-Rise Buildings

Chapter	Section	Modification	Summary of change
General Policies	20.4.4.10 Urban Design	<p><u>vii) High-rise buildings should have a minimum separation distance of 25 metres between towers. This separation distance is intended to:</u></p> <p><u>a) Minimize the impacts of shadows and loss of sunlight on surrounding streets, open spaces, and nearby properties.</u></p> <p><u>b) Provide access to natural light and a reasonable level of privacy for occupants of high-rise buildings.</u></p> <p><u>c) Enhance the provision of pedestrian-level views of the sky between tall buildings particularly as experienced from adjacent streets, pedestrian connections, and open spaces.</u></p> <p><u>d) Minimize the impacts of uncomfortable wind conditions on streets, pedestrian connections, open spaces, and surrounding properties.</u></p>	Add new sub section regarding High-Rise Buildings including policies for tower separation.
General Policies	20.4.4.10 Urban Design	<p><u>viii) The tower portions of High-rise buildings should be setback a minimum of 12.5 metres from the interior property line of any adjacent site that could accommodate high-rise development, or from the centre line of any public or private street, to protect and preserve the development potential of adjacent properties.</u></p> <p><u>ix) The top portion of the tower shall be designed to create an integrated and attractive finish to the building and contribute to the quality and character of the skyline. The top portion of the tower shall integrate the mechanical penthouse and be distinctive from the rest of the building through the use of stepbacks, articulation, change in materials or other architectural features.</u></p>	Add new sub section regarding High-Rise Buildings including policies for tower setbacks and the tops of towers.
General Policies	20.4.4.10 Urban Design	<p><u>5.3 Mid-Rise Buildings</u></p> <p><u>The following policies apply to new mid-rise development in the LPH Secondary Plan area:</u></p> <p><u>i) For the purpose of this Secondary Plan, Mid-rise buildings are buildings five (5) storeys in height up to and including eight (8) storeys in height.</u></p> <p><u>ii) Mid-rise buildings should have a minimum 3m setback at the podium (the third, fourth, or fifth storey, proportional to the street type and consistent with adjacent existing context), to provide a pedestrian-scale environment at the street wall, limit the visual impact of the building at street level, and mitigate shadow and wind impacts on the public realm.</u></p> <p><u>iii) Mid-rise buildings, particularly those on the south side of a public or private street should incorporate additional setbacks, or terracing to mitigate shadow impacts and provide better sunlight penetration at street level.</u></p>	Add new sub section regarding the urban design of Mid-Rise Buildings



Chapter	Section	Modification	Summary of change
General Policies	20.4.4.10 Urban Design	<p><u>5.4 Low-Rise Buildings</u>  <u>The following policies apply to new mid-rise development in the LPH Secondary Plan area:</u></p> <ul style="list-style-type: none"> <li><u>i) For the purpose of this Secondary Plan, Low-rise buildings include forms such as single detached dwellings, townhouses, stacked townhouses and low-rise apartment buildings up to and including four (4) storeys in height.</u></li> <li><u>ii) Garages for new Low-rise buildings should be located at the rear of buildings and accessed from a private driveway to minimize pedestrian-vehicle conflicts, create a pedestrian-oriented public realm and ensure vehicles do not dominate the streetscape. Garages should be integrated into the building design and not project beyond the main building façade. Underground parking is preferred where feasible</u></li> <li><u>iii) Townhouse units should be limited to no more than eight (8) horizontally-attached units to ensure adequate breaks in the street wall to provide permeability and access.</u></li> <li><u>iv) Cluster developments shall be oriented with active street frontages with front doors directly facing and accessing public streets and public open spaces. Vehicular access should be provided through rear and internal driveways.</u></li> </ul>	Add new sub section regarding the urban design of Low-Rise Buildings
General Policies	20.4.4.10 Urban Design	<p><u>5.5 Ground Floor Design</u>  <u>Improving the pedestrian experience is a priority of the Secondary Plan which requires thoughtful attention to the design of the ground floor. Creating active building façades increases activity and encourages passive surveillance which will in turn, help the Secondary Plan area evolve into a walkable, pedestrian friendly neighbourhood.:</u></p> <ul style="list-style-type: none"> <li><u>i) Buildings and main entrances shall be oriented toward and front onto public and private streets, public parks and open spaces. Main building entrances shall not front onto surface parking lots.</u></li> <li><u>ii) Buildings will have attractive and active frontages onto public and private streets. Blank walls, parking, services, and utilities should not be visible from public and private streets.</u></li> <li><u>iii) Buildings with frontages along Highbury Avenue, Oxford Street and Dundas Street shall have their massing, siting and principal entrances oriented to those existing street(s) to establish an animated pedestrian-scale environment. 'Back of house' activities such as loading areas are not permitted along the Highbury Avenue, Oxford Street and Dundas Street frontages and should be accommodated internal to the site and/or buildings.</u></li> </ul>	Add new sub section regarding the ground floor design of buildings

Chapter	Section	Modification	Summary of change
General Policies	20.4.4.10 Urban Design	<p><u>5.5.1 Ground Floor Commercial Design</u></p> <p><u>i) Where a ground floor commercial use is provided, a minimum of 50% of the building frontage should include active, pedestrian-generating uses. Non-active uses, such as lobbies to upper levels and professional offices may be permitted for the remaining building frontage. Where possible, non-active uses should be provided along lower order street frontages. Large expanses of blank walls should be avoided along street frontages and located on the back of the building where required.</u></p> <p><u>ii) New non-residential (commercial) development will be located close to public and private streets, while providing a modest setback for building elements, such as canopies, patios, plazas, public or private forecourts, and doors. Greater building setbacks are permitted to accommodate patios spaces, publicly accessible plazas, and courtyards.</u></p> <p><u>iii) Entrances to retail and commercial units, and lobbies that provide access to uses above the ground floor, will be at grade (flush) and accessible directly from the public or private road in order to activate the sidewalk. Minor grade separations may be considered by exception and accommodated with ramps on constrained sites.</u></p> <p><u>iv) Non-residential ground floors should be designed to be tall enough to avoid conflicts with overhead elements such as signage, canopies and awnings, and to increase visual connection from interior spaces to the outdoors.</u></p> <p><u>v) Glazing should be transparent and maximized for non-residential uses located on the ground floor.</u></p>	Add new sub section regarding the ground floor design of commercial uses in buildings
General Policies	20.4.4.10 Urban Design	<p><u>5.5.2 Ground Floor Residential Design</u></p> <p><u>i) Where a residential ground floor is provided, a minimum of 50% of the building frontage should include direct access to individual units from the adjacent sidewalks. Residential lobbies, and small scale, non-residential uses may be permitted for the remaining building frontage. Large expanses of blank walls should be avoided along street frontages and located on the back of the building where required.</u></p> <p><u>ii) New residential development will be located close to public and private streets, while providing a modest setback to accommodate building elements, such as landscape buffers, porches, canopies, courtyards and steps.</u></p> <p><u>iii) The ground floor of residential buildings within the designations that permit mixed-uses should be designed with the flexibility to accommodate future conversion to nonresidential uses, such as providing a raised floor over the slab that can be removed to provide additional ground floor height in the future.</u></p> <p><u>iv) Where residential units are provided at-grade, the setback will be sufficient to accommodate direct entryways and private amenity spaces for residential units, including any walkways, steps, porches, private courtyards and landscaping areas.</u></p>	Add new sub section regarding the ground floor design of residential uses in buildings

Chapter	Section	Modification	Summary of change
General Policies	20.4.4.10 Urban Design	<p><u>5.5.3 Back of House Loading Areas</u>  <u>Loading areas are a necessary component of existing and future commercial and residential uses which are an integral part of this Secondary Plan. The following policies are required for new back of house and loading areas:</u></p> <p>i) <u>Loading docks and back of house areas should be located away from all public streets to not detract from a pedestrian-oriented streetscape.</u></p> <p>ii) <u>Loading docks and back of house areas should be enclosed, set back from the street edge and provide a screening and buffer area. The use of landscaping and building massing should be used to screen the loading docks and back of house areas. Service entrance widths should be limited to the minimum required to be functional.</u></p> <p>iii) <u>Waste storage areas should be located inside buildings to mitigate their visual and odour impacts. Where outside waste disposal areas are necessary, they will be enclosed in materials complementary to the main building and screened with landscaping.</u></p>	Add new sub section regarding the ground floor design of residential uses in buildings
Implementation	20.4.5 Implementation	<p><u>20.4.5 6.0 Implementation</u>  <u>6.1 Implementation of the Plan</u>  <u>6.2 Municipal Works</u>  <u>6.3 Official Plan Amendments</u>  <u>6.4 Zoning</u>  <u>6.5 Plans of Subdivision/Plans of Condominium/ Consents to Sever</u>  <u>6.6 Site Plan Approval</u>  <u>6.7 Urban Design Policies</u>  <u>6.8 Guideline Documents</u>  <u>6.9 Phasing, Financing and Monitoring</u>  <u>6.10 Height Plan</u>  <u>6.11 Interpretation</u></p>	
Implementation	20.4.5.2 Municipal Works i)	i) Road development, <u>including the east link of the Bus Rapid Transit;</u>	
Implementation	20.4.5.3 Official Plan Amendments i)	Any amendment to the text or Schedules of this Secondary Plan represents an Official Plan amendment. Furthermore, amendments to the Schedules of this Plan may require amendments to the associated <del>schedules of the Official Plan—Schedules “A”—Land Use, “B1”—Natural Heritage Features, “B2”—Natural Resources and Natural Hazards, “C”—Transportation Corridors and “D”—Planning Areas maps of The London Plan.</del>	Removal of the 1989 Official Plan map schedule references
Implementation	20.4.5.3 Official Plan Amendments ii)	Any applications to amend this Secondary Plan shall be subject to all of the applicable policies of this Secondary Plan, as well as all of the applicable policies of <del>the City of London Official Plan</del> <u>The London Plan.</u>	Removal of the reference to the 1989 Official Plan

Chapter	Section	Modification	Summary of change
Implementation	20.4.5.4 Zoning i)	Any applications for amendment to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of <del>the City of London Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Implementation	20.4.5.4 Zoning ii)	Consideration of other land uses through a Zoning By-law amendment shall be subject to <del>a Planning Impact Analysis- the Planning and Development Applications policies</del> as described in the applicable <del>designation of the Official Plan</del> <u>place type of The London Plan</u> . The Zoning By-law may restrict the size of some uses.	Removal of the 1989 Official Plan policy reference.
Implementation	20.4.5.5	Any applications for subdivision, condominium, or consent to sever, shall be subject to the policies of this Secondary Plan and applicable policies of <del>the City of London Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Implementation	20.4.5.6	Any applications for site plan approval shall be subject to the policies of this Secondary Plan and applicable policies of <del>the City of London Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Implementation	20.4.5.7	All development within the London Psychiatric Hospital Secondary Plan boundaries shall be subject to the urban design policies contained in this Plan, in addition to applicable policies in <del>the Official Plan</del> <u>The London Plan</u> .	Removal of the reference to the 1989 Official Plan
Implementation	20.4.5.10	The height plan, as shown on Schedule 4 <u>and summarized in Table 1</u> , is a fundamental component of the overall vision for the Secondary Plan.	Add reference to Table 1.
Implementation	20.4.5.11	[First paragraph] <del>Section 19.1 of the Official Plan</del> <u>The How to Use The London Plan section in the Our Challenge part of The London Plan</u> provides for the interpretation of <del>Official Plan designation</del> <u>The London Plan place type</u> boundaries and these policies apply to this Secondary Plan.	Removal of the 1989 Official Plan policy section reference and land use designation reference.
Schedules	20.4.6	<del>20.4.6</del> <u>7.0</u> Schedules	20.4.6 is replaced with 7.0 on the top.
Schedules	20.4.6 Schedule 1	Amend Schedule 1 to reflect update Community Structure Plan	
Schedules	20.4.6 Schedule 2	Amend Schedule 2 to redesignate the Academic Area to Transit-Oriented Corridor and Residential Area, and redesignate Highbury Avenue North portion of the Village Core to Transit-Oriented Corridor	
Schedules	20.4.6 Schedule 3	Amend Schedule 3 to identify new sub-policy areas.	
Schedules	20.4.6 Schedule 4	Amend Schedule 4 to reflect permitted heights in the London Plan	
Schedules	20.4.6 Schedule 5	Amend Schedule 5 to reflect the updated road network, and by replacing “Secondary Collector Street” and “Local Streets” with “Neighbourhood Connectors” and “Neighbourhood Streets”, respectively.	Removal of the 1989 Official Plan road classification references on Schedule 5
Schedules	20.4.6 Schedule 6	Amend Schedule 6 to reflect the updated road, pedestrian and active transportation network	
Schedules	20.4.6 Schedule 7	Amend Schedule 7 to reflect the updated road network and development plan	

<b>Chapter</b>	<b>Section</b>	<b>Modification</b>	<b>Summary of change</b>
Schedules	20.4.6 Schedule 8	Amend Schedule 8 to reflect the updated road network and development plan	
Schedules	20.4.6 Schedule 9	Amend Schedule 8 to reflect the updated road network and development plan	
Schedules	20.4.6 Schedule 10	Delete Schedule 10.	Removal of the stormwater servicing strategy plan as the SWM pond is conceptually identified on land use schedules, and detailed servicing will be determined at the draft plan stage.
Official Plan Extracts	20.4.7	This section is deleted in its entirety.	Removal of the 1989 Official Plan map schedules
Official Plan Extracts - Policies	20.4.8	This section is deleted in its entirety.	Removal of the 1989 Official Plan policies

## Appendix C – Public Engagement

### Community Engagement

**Public liaison:** On March 10, 2021, Notice of Application was sent to 110 property owners in the surrounding area. Notice of Application was also published in the Public Notices and Bidding Opportunities section of The Londoner on March 11, 2021. A “Planning Application” sign was also posted on the site. On April 4, 2022, Notice of Revised Application was sent to 114 property owners in the surrounding area. Notice of Revised Application was also published in the Public Notices and Bidding Opportunities section of The Londoner on April 5, 2022.

Eight (8) replies were received

**Nature of Liaison:** The purpose and effect of these applications would be the creation of a mixed-use plan of subdivision.

The applicant has submitted a revised Draft Plan of Subdivision (39T-21503) and Official Plan Amendment (OZ- 9324). The original Notice of Application for these and the associated Zoning By-Law Amendment was published in the Londoner on March 11, 2021.

1. Consideration of a revised Draft Plan of Subdivision consisting of 126 single detached dwellings, four (4) medium density residential blocks, two (2) medium density residential/mixed-use blocks, seven (7) high density residential/mixed use blocks, four (4) heritage blocks, one (1) institutional block, one (1) parkland block, one (1) storm water management block, four (4) open space blocks, one (1) private road blocks, one (1) future development block and two (2) road widening blocks all served by the extension of Rushland Avenue, Howland Avenue and eight (8) new streets.
2. Possible revised amendment to the Official Plan to amend the London Psychiatric Hospital Lands Secondary Plan (LPHSP). The proposed amendment will seek to bring the existing LPHSP policies more inline with the permissions of the Transit Village Place Type of The London Plan which would permit greater heights and densities. Multiple amendments are being proposed that will affect multiple policies of the plan. This includes the addition of low-density residential uses, changes to the urban design, heritage, and transportation policies of the plan, elimination of minimum density requirements for low density areas of the plan, increases to the height and density permissions of other areas of the plan, removal of the institutional section of the plan, and changes to the planned street network both within the plan and to adjacent neighbourhoods.

Larger scale amendments include the following:

- Removal of sections 20.4.3.2.2 Village Core Policy Area 2 – Mixed Use Office, 20.4.3.2.3 Village Core Policy Area 3 - Mixed Use Residential, 20.4.3.3.2 Transit-Oriented Corridor Policy Area 2 - High-rise Residential, 20.4.3.4 Academic Area Designation, 20.4.3.4.1 Academic Policy Area 1 – Private Recreation, 20.4.3.4.2 Academic Policy Area 2 – Academic Classrooms and Offices, 20.4.3.4.3 Academic Policy Area 3 – Satellite Campus Residences.
- Addition of single storey commercial uses as a permitted use within the Village Core, removal of bonussing provisions, and the expansion of the Urban Design policies, including specific policies for High Rise Buildings, Mid-Rise Buildings, Low-Rise Buildings, Ground Floor Design, and Back of House and Loading areas
- Amendments to Schedule 1 – Community Structure Plan, Schedule 2 - Character Area Land Use Designations, Schedule 3 - Sub Area Designations, Schedule 4 – Building Height Plan, Street 5 – Street Hierarchy Plan,

Schedule 6 – Pedestrian and Cycling Network, Schedule 7 – Cultural Heritage Framework, and Schedule 8 – Urban Design Priorities.

- Amendments throughout the Secondary Plan to replace references to the 1989 Official Plan, its land use designations, and street classifications with references to the London Plan.
3. Possible Amendment to Zoning By-law Z.-1 to change the zoning from a Regional Facility (RF) Zone to:
- a Residential R1 (R1-5) Zone to permit single detached dwellings;
  - a Residential R6 (R6-3) Zone to permit cluster single detached, semi detached and duplex dwellings;
  - a Residential R5 Special Provision/Heritage (R5-7(\_)/HER) Zone to permit cluster townhouse dwellings and cluster stacked townhouse with a special provision to permit a maximum density 150uph. The heritage zone provides for and regulates buildings, structures and lands that have been designated under the Ontario Heritage Act;
  - a Residential R5/R7 Special Provision/Heritage (R5-7(\_)/R7\*H15\*D150/HER) Zone to permit cluster townhouse dwellings, cluster stacked townhouse dwellings, senior citizen apartment buildings, handicapped persons apartment buildings, nursing homes, retirement lodges, continuum-of-care facilities and emergency care establishments with a special provision to permit a maximum density of 150uph. The heritage zone provides for and regulates buildings, structures and lands that have been designated under the Ontario Heritage Act;
  - a Neighbourhood Shopping Area Special Provision/Residential R5 Special Provision (NSA3(\_)/R5-7(\_)) Zone to permit a range of neighbourhood-scale retail, personal service and office uses which are primarily intended to provide for the convenience shopping and service needs of nearby residents with a special provision for a maximum height of 12 metres and density of 150uph for mixed-use apartment buildings with the NSA3 Zone. The R5-7 zone will permit cluster townhouse dwellings and cluster stacked townhouse dwellings with a special provision to permit a maximum density 150uph;
  - a Community Facility/Heritage (CF2/CF3/HER) Zone to permit institutional type uses which provide a city-wide or community service function. The heritage zone provides for and regulates buildings, structures and lands that have been designated under the Ontario Heritage Act;
  - a Community Facility/Residential R8/Heritage (CF2/CF3/R8-4/HER) Zone to permit institutional type uses which provide a city-wide or community service function. The heritage zone provides for and regulates buildings, structures and lands that have been designated under the Ontario Heritage Act. The R8-4 zone will permit apartment buildings, lodging house class 2, stacked townhousing, emergency care establishments and continuum-of-care facilities;
  - a Residential R5/R8/R9 Special Provision (R5-7(\_)/R8-4(\_)/R9-7(\_)) Zone to permit cluster townhouse dwellings, cluster stacked townhouse dwellings, apartment buildings, lodging house class 2, stacked townhousing, emergency care establishments and continuum-of-care facilities. A special provision will be applied to each zone to permit a maximum density of 200uph and a special provision to permit a maximum height of 30m will be applied to the R8-4 and R9-7 zones;
  - a Business District Special Provision/Residential R5/R9 Special Provision (BDC(\_)/R5-7(\_)/R9-7(\_)) Zone to permit a mix of retail, restaurant, neighbourhood facility, office and residential uses, cluster townhouse dwellings, cluster stacked townhouse dwellings, apartment buildings, lodging house class 2, stacked townhousing, emergency care establishments and continuum-of-care facilities. A special provision will be applied to each zone to permit a maximum density of 400uph and a special provision to permit a maximum height of 85m will be applied to the BDC and R9-7 zones;

- a Business District Commercial/Community Facility/Heritage (BDC/CF2/CF3/HER) Zone to permit a mix of retail, restaurant, neighbourhood facility, office and residential uses. The CF zones will permit institutional type uses which provide a city-wide or community service function. The heritage zone provides for and regulates buildings, structures and lands that have been designated under the Ontario Heritage Act; and
- an Open Space (OS1) will permit future parkland/open space corridors.

The City is also considering the following amendments:

- Special Provisions in zoning to implement the urban design requirements and considerations of the London Psychiatric Hospital Secondary Plan; and
- Adding holding provisions for the following: urban design, water looping, municipal services, and phasing.

File: 39T-21503/OZ-9324 Planner: M. Clark (City Hall)

**Responses: A summary of the comments received include the following:**

- Concerns by the adjacent industrial uses regarding the encroachment of sensitive residential land uses in the southeast corner of the secondary plan, and the limitations that this would place on the operation of the industrial uses.
- Concern from a member of the public that a majority of the site would be developed as single detached dwellings and other low density uses.
- Inquiries were received from other members of the public seeking more information about the proposed development

**Response to Notice of Application and Publication in “The Londoner”**

Telephone	Written
Paula Lombardi, Partner, Siskinds	John Vareka 814 Dufferin Ave, London Ontario
Cheril Nash	Kevin Eby Eby GMPS 69 Dunbar Road South Waterloo, Ontario
	Jacob Peretz JDA Investments Inc. 535 Commercial Crescent London, Ontario
	William Pol, MCIP, RPP Principal Planner Pol Associates Inc. 94 Rollingwood Circle London ON N6G 1P7





July 9, 2021

Mike Corby  
Development Services, City of London,  
300 Dufferin Avenue, 6th Floor,  
P.O. BOX 5035  
London, ON  
N6A 4L9

**Re: Proposed Redevelopment of the Former London Psychiatric Hospital  
Old Oak Properties  
City File Nos.: 39T-21503/OZ-9328**

---

Dear Mr. Corby

I have been retained by JDA Investments Inc. (JDA), the owner of lands known municipally as 535 and 539 Commercial Crescent in the City of London. The purpose of this retainer is to review the proposed redevelopment of the London Psychiatric Hospital (LPH) lands as anticipated through the joint Official Plan Amendment (OPA) / Zoning By-law Amendment Applications (City File No: OZ-9328) and Draft Plan of Subdivision Application (City File No. 39T-21503) submitted by Old Oak Properties (the Applicant) in relation to the JDA lands. JDA has also retained an acoustical consultant to assist in this review.

Key to consideration of planning applications is the need to ensure compatibility of any proposed development with surrounding land uses. As it relates to the redevelopment of the former LPH lands, this means, among other things, ensuring residential uses within the areas of influence of the long-standing industrial operations at 535 and 539 Commercial Crescent are only permitted if noise and vibration associated with these operations are appropriately assessed and addressed in a manner that will not unduly impact the industrial operations on these properties. Operations on these properties include the delivery, processing and redistribution of raw materials by truck and rail.

Although JDA's interest in these applications is primarily focused on protecting the industrial operations on the land it owns, the long-term viability of the industrial area containing the JDA lands is also at risk and needs to be included in any assessment process. Industrial areas, particularly those with access to rail sidings, need to be protected from encroachment by sensitive uses. Such areas are extremely difficult, if not impossible, to replace once compromised.

**Applicable Policy**

LPH Secondary Plan *Policy 20.4.4.3 Noise/Land Use Compatibility ii) Noise from Industrial Uses* speaks specifically to the need to ensure compatibility of any sensitive uses, including new residential uses, on the former LPH lands with the industrial operations at 535 and 539 Commercial Crescent, stating:

*To mitigate the potential for noise conflicts between the proposed community and the industrial area east of the LPH lands, the Secondary Plan's Land Use Schedule identifies an 'Open Space' area adjacent to the abutting industrial lands. The Open Space designation acts, in part, as a noise mitigation measure. Any residential development that is*

contemplated in proximity to this industrial area shall have regard for the Ministry of Environment (MOE) Land Use Compatibility Guidelines. To address potential noise impacts from the adjacent industrial area, the following additional policies apply:

**a. On lands within a 300 metre area of influence measured from the west property lines of 535 and 539 Commercial Crescent, and in the presence of a Class II or Class III industrial use at 539 Commercial Crescent and the associated use of the railway siding at 535 Commercial Crescent, sensitive land uses shall be prohibited unless a "Feasibility Analysis" which meets Ministry of Environment guidelines has been completed and the development proposal meets all of the recommendations of the analysis for setbacks and mitigation.** At a minimum the "Feasibility Analysis" shall address the issues of point source and/or fugitive noise emissions for the entire 300 m area of influence, and ground borne vibration within 75 metres of the west property line of 535 and 539 Commercial Crescent. Sensitive land uses may include any building or associated amenity area (i.e. may be indoor or outdoor space) which is not directly associated with the industrial use, where humans or the natural environment may be adversely affected by emissions generated by the operation of a nearby industrial facility. Such uses include, but are not limited to residences, senior citizen homes, schools, day care facilities, hospitals, churches and other similar institutional uses. **For draft plans of subdivision, and draft plans of condominium, the Feasibility Analysis shall be requested and submitted as part of a complete application.**

**b. Where, as a result of the completion of a Feasibility Analysis, there are irreconcilable noise and vibration incompatibilities, the development of sensitive land uses shall be prohibited until such time as the Class II or Class III industrial use ceases to exist. Should that occur policies in Section 20.4.4.3 (ii) will no longer apply.**

**c. Reduction of the 300 metre area of influence will be supported only through the submissions of a study which addresses the entire area of influence and all study methodology, conclusions and recommendations are acceptable to the City of London.**

**d. Noise studies, where required, will form part of a complete application and any recommendations from those studies shall be implemented.** [emphasis added]

LPH Secondary Plan Policy 20.4.4.3 Noise/Land Use Compatibility, i) Rail Noise addresses the issue of noise associated with rail transportation, stating:

*... Rail noise shall be addressed subject to policies of the Official Plan as well as the following: ...*

**d) Prior to final approval, planning applications will require completion of noise studies to confirm compliance with provincial regulations. A noise study shall be required as part of a complete application.** [emphasis added]

#### **Policy Analysis**

Policy 20.4.4.3 ii) a) creates conditions within the areas of influence (identified on LPH Secondary Plan Schedule 9) that must be satisfied before the designations established on Schedules 2 through 4 of the LPH Secondary Plan can be implemented. If these conditions cannot be satisfied, Policy 20.4.4.3 ii) b)

requires that “**development of sensitive land uses shall be prohibited** until such time as the Class II or Class III industrial use [at 535 and 539 Commercial Crescent] ceases to exist.” [emphasis added].

As a result, the current designations applicable to lands within the areas of influence are **only conditional designations**, as the acceptability of and permission for the establishment of sensitive uses within these areas (the principle of development) has yet to be established given the continued existence of the industrial operations at 535 and 539 Commercial Crescent. The mechanism for establishing the principle of development for sensitive uses within the areas of influence as provided for in the LPH Secondary Plan is through the submission of a “Feasibility Analysis” demonstrating there are no “irreconcilable noise and vibration incompatibilities” with the industrial operations.

The existence of these conditional designations in the LPH Secondary Plan significantly complicates the current planning process as it is impossible, with any reasonable certainty, to determine the type, quantum, location and form of development within the areas of influence until such time as the “Feasibility Analysis” is submitted and approved. This is complicated further by the LPH Secondary Plan requiring the “Feasibility Analysis” to be submitted “as part of a complete application” for a draft plan of subdivision applicable to the lands.

This policy framework has the potential to operate in a way that is functionally flawed.

A plan of subdivision is a mechanism provided through the *Planning Act* to subdivide land into parcels. It is not a process through which the principle of development is established, or specific use of land is determined. That is the purpose of the Official Plan and Zoning By-law.

Further, the submission of the Feasibility Analysis and noise studies are required to inform the resolution of fundamental land use planning questions within the areas of influence and the remainder of the former LPH lands, the combination of which are intended to be comprehensively planned and developed. These questions include:

- location and geometry of roadways;
- location and required capacity of infrastructure;
- location of areas of open space;
- the type, quantum, location and form of land uses to be permitted; and
- the principle of development of sensitive land uses within the 70 m (vibration) and 300 m (noise) areas of influence identified in Policy 20.4.4.3 ii) a) and Schedule 9 of the LPH Secondary Plan.

The vast majority of these fundamental land use planning questions are Official Plan or Zoning By-law issues, and as a result, the information derived from the “Feasibility Analysis” is required to inform any decisions relating to OPA applications or amendments to the Zoning By-law affecting mapping or policies applicable both within and potentially outside the areas of influence. It is also required to inform any decisions regarding the future use of lands in the areas of influence should “irreconcilable noise and vibration incompatibilities” between the industrial operations and sensitive uses be determined to exist.

The noise component of the “Feasibility Analysis” will also help inform determination of any noise mitigation measures required outside of the area of influence established in the Official Plan, as provincial guidelines require consideration of noise impacts from Class III industrial facilities up to 1,000 meters away.

It is well-worth noting that my client's predecessor (under the name Ravago Company) previously raised the issue of the appropriateness of these conditional designations during the processing of the LPH Secondary Plan in 2011.

**Proposed Process**

As confirmed by our recent email exchanges, the applicant has yet to submit a "Feasibility Analysis" as required by Policy 20.4.4.3 ii) a). Likewise, no noise studies (which would typically form a component of a "Feasibility Analysis") were submitted as required by Policies 20.4.4.3 i) d) and ii) d). Given the submission of the "Feasibility Analysis" and noise studies are specifically required by policies in the LPH Secondary Plan "as part of a complete application", the submission of these studies concurrent with the associated applications is a matter of Official Plan conformity and cannot be waived or postponed through the pre-consultation process. Any such action would require the prior approval of an OPA eliminating the requirement. As a result, it is unclear on what basis staff accepted the applications as "complete".

Notwithstanding these requirements in the Official Plan, the Zelinka Priamo Final Proposal and Planning Justification Report (Zelinka Priamo Justification Report) submitted in support of the applications, **fails to address (or even reference) the requirement for the "Feasibility Analysis"** required by Policy 20.4.4.3 ii) a).

In fact, the only reference to either noise or vibration in the Zelinka Priamo Justification Report is in Section 16.2, which reads:

It is expected that a noise assessment report will be required for those blocks located closest to adjacent arterial roads (Highbury Avenue North and Oxford Street East) as well as the CP Rail corridor and existing industrial properties. **The noise assessments will be completed upon approval of concept plans during the Site Plan Approval process** since more accurate information will be required regarding building orientation and site grading. The noise assessments will determine the level of noise pollution stemming from the movement of traffic along Highbury Avenue North, Oxford Street East and the CP Rail corridor as well as stationary noise from the industrial properties, and will indicate possible options for their abatement. [emphasis added]

Delay in the submission of noise assessments to the site plan approval process would completely exempt single-detached development from any review of noise issues. Zelinka Priamo's Justification Report effectively acknowledges this, as it notes in Section 3 m) that the proposed single-detached lots are "not subject to site plan approval". Based on the Zelinka Priamo Justification Report, it appears the Applicant's consultant has a fundamental misunderstanding of the policy framework under which these applications **must** be considered.

Based on previous discussions, it would now appear that the City has requested submission of the "Feasibility Analysis" and is proposing to consider the OPA application separately prior to consideration being given to the implementing draft plan of subdivision and amendment to the Zoning By-law. I understand part of the purpose of addressing the OPA ahead of the other applications is that the quantum of development proposed by the applications may not be supportable based on the availability of servicing capacity to the site. I certainly support this process, as this information is required to properly inform the processing of the draft plan of subdivision and amendment to the Zoning By-law.

However, I also understand that the City is being encouraged by the Applicant not to require submission of the "Feasibility Analysis" until after consideration of the OPA application. In the absence of the "Feasibility Analysis" there is no means of determining whether sensitive uses, including residential uses, will be permitted on what appears to be approximately one third of the former LPH lands (those lands located within the areas of influence).

If the purpose of processing the OPA ahead of the draft plan of subdivision and amendment to the Zoning By-law is to determine where, what and how much development should be permitted on the former LPH lands, can such decisions be transparently and effectively made if there is no understanding as to the potential impacts of adjacent industries on sensitive land uses as required by provincial guidelines and policies in the LPH Secondary Plan? It also leaves the City guessing as to the appropriate location of land uses, sizing of infrastructure and configurations of roads on the lands outside the areas of influence, as these lands ultimately need to interface with the lands on which planning decisions can't be made prior to the completion of the "Feasibility Analysis".

**Summary**

The submission of the "Feasibility Analysis" and noise studies was a mandatory requirement of a complete application. This information is required to answer some of the most fundamental land use planning questions arising from the proposed redevelopment of the LPH lands. This is exactly why the requirements for complete applications were established. I would note that although the policy in the LPH Secondary Plan requires the submission of the "Feasibility Analysis" concurrent with submission of the draft plan of subdivision, Section 19.16 of the applicable 1989 Official Plan would have authorized the City to require its submission as part of a complete OPA application as well.

In the absence of the "Feasibility Analysis" neither the City nor JDA have enough information to provide properly informed comments on the OPA application. If the submission of the "Feasibility Analysis" is delayed until after consideration of the OPA application, the potential exists that the existence of any "irreconcilable noise and vibration incompatibilities" determined through that process would trigger the need for a subsequent OPA application to remedy the situation. This would be a completely unnecessary and avoidable outcome that would both jeopardize the overall comprehensive planning being undertaken for the former LPH lands, but also unnecessarily encumber JDA with the need to respond to yet another planning process.

It is my opinion that the "Feasibility Analysis" and the required noise studies need to be completed and JDA given a reasonable opportunity to respond prior to consideration of the OPA application.

Thank you for the opportunity to provide comments. I look forward to the opportunity to discuss this with you further. Could you please provide me with any future memorandums, reports and/or notices of meetings relating to the Applications.



Kevin Eby, RPP

Cc: Jacob Peretz, President JDA Investments Inc.  
Aaron Platt, Davies Howe LLP

**EBY** Growth Management Planning Services Ltd  
69 Dunbar Road South, Waterloo, Ontario N2L2E2  
Phone: 226 929-0080

May 6, 2022

Mike Corby  
Development Services, City of London,  
300 Dufferin Avenue, 6th Floor,  
London ON PO BOX 5035 N6A 4L9

**Re: Proposed Redevelopment of the Former London Psychiatric Hospital  
Old Oak Properties  
Files 39T-21503/OZ-9328**

Dear Mr. Corby

I have been retained by JDA Investments Inc. (JDA) to assist in the review of the impacts of the proposed redevelopment of the London Psychiatric Hospital (LPH) lands (Applications 39T-21503/OZ-9328 - Old Oak Properties) on lands owned by JDA located at 535 and 539 Commercial Crescent in the City of London. In particular, I have been tasked with reviewing any issues related to land use compatibility between the proposed residential development and the long-standing industrial operations that take place on the JDA property and are facilitated by a decades-old rail spur.

I have now had the opportunity to review the noise and vibration issues associated with the resubmission of planning studies relating to the redevelopment of the former LPH lands with JDA's noise consultant and offer the following comments for your consideration. In reviewing the proposed official plan amendment, I would note that the provisions of Section 4.3 reducing the area of exclusion of residential uses from the JDA lands only applies when a feasibility study is submitted and "all study methodology, conclusions and recommendations are acceptable to the City of London". The comments provided herein are based on City's staff confirming the Noise Study meets this condition.

**Introductory Note Regarding Numbering of Lots and Blocks**

There is inconsistent numbering of the lots and blocks on the draft plan of subdivision and some of the accompanying documents. For example, the parkland block directly adjacent to the JDA property is labeled on the draft plan of subdivision as Block 145 and on the preliminary phasing figure for the OPA as Block 146. *Any references to lots and blocks in this letter refer to the numbering on the draft plan of subdivision.* However, I suggest the materials be revised to ensure congruity and to avoid inadvertent errors in any planning instruments or agreements that rely on those materials.

**Context**

Key to consideration of planning applications is the need to establish compatibility with surrounding land uses. In the case of the redevelopment of the former LPH lands, this means ensuring noise and vibration issues associated with the industrial operations at 535 and 539 Commercial Crescent are

appropriately addressed to avoid undue limitations on that long-standing industrial use. Operations on these properties include the delivery, processing (sorting) and redistribution of raw materials by truck and rail.

Many of the concerns expressed in our previous comments have been addressed through the submission of the Former London Psychiatric Hospital (LPH) Lands Subdivision Noise and Vibration Impact Study by RWDI - March 28, 2022 (Noise Study). The completion of this Noise Study provides the information and noise mitigation measures within the LPH lands necessary to allow the planning process for these lands to proceed with the necessary degree of certainty for all parties through the official plan amendment stage.

While there are some additional issues remaining to be addressed through the zoning by-law amendment, plan of subdivision and site plan processes, subject to any updates to the Noise Study (including the one referenced below regarding impulse noise) and appropriately securing and implementing the recommendations of the Noise Study, JDA no longer has a concern with the principle of development for the proposed uses being established through the official plan amendment process. As the proposed development moves through the planning process, the concepts for noise mitigation, including the use of Class 4, may need to be expanded and/or modified to address changes to the regulatory environment should they occur.

#### **Technical Concern with the Noise Study**

One technical concern noted with the Noise Study is that it does not appear to have addressed impulse noise along the spur lines in the area. It is unclear whether this would affect the overall recommendations but can be addressed through an update to the Noise Study prior to approval of the zoning by-law amendment and plan of subdivision. Such updates are discussed further below.

#### **Vibration**

There appear to be no concerns related to vibration.

#### **Use of a Class 4 Designation**

One of the key recommendations of the Noise Study is the establishment of a Class 4 designation for specific lots and blocks in the proposed development. JDA agrees with the use of a Class 4 designation provided it being established in a manner that is easily identifiable to purchasers and future residents of these lots and blocks. Redevelopment of these lands through the use a Class 4 designation creates an on-going relationship between future purchasers / residents of the affected lots and blocks and any industrial use located on the JDA lands that those future purchasers / residents will have no ability to alter in the future. This needs to be clearly understood up front.

I recommend the Class 4 designation be approved by Council and included on one of the Official Plan schedules being incorporated into the London Plan through the OPA. The Class 4 status of the lands should also be incorporated into the future zoning amendment implementing the changes to the official plan being considered at this time.

### **Need for Exemption Under the City of London Sound By-Law**

There does not appear to be an exemption established City of London Sound By-law applicable to sound levels otherwise regulated by the By-law but permitted within a Class 4 designation. Prior to proceeding with the approval of the zoning by-law and plan of subdivision for the LPH lands, a general exemption (or an exemption specific to the LPH lands) for noise levels otherwise permitted within a Class 4 designation must be established in the Sound By-law. Otherwise, the intended relief granted by the Class 4 designation will have little efficacy and create unnecessary risk for industrial operations.

### **Requirement to Enter into Agreement Pursuant to the Industrial and Mining Lands Compensation Act**

The future conditions of draft approval of the plan of subdivision should include a requirement that the owner of the LPH lands enter into an Industrial and Mining Lands Compensation Act Agreement registered on title to ensure future protection of the industrial operations on the JDA Lands.

The requirement for this agreement, as well as the amendment to the City of London Sound By-law referenced above, should be secured through Holding provisions applicable to any lands to which the Class 4 designation applies. If any changes to the supporting London Plan policies are required to permit the use of Holding for this purpose, such changes should be made through the official plan amendment.

### **Updates to the Noise Study**

Given the staging of the planning process, both in terms of when applications will be going forward for approval and the extended period over which the development will occur, updates to the Noise Study should be required as part of each subsequent stage of the planning process to ensure the most up to date information regarding the redevelopment proposal and the industrial operations is available for consideration as regulations in the zoning by-law, conditions of draft approval, and requirements of site plan approval are established or released. The requirements for an incremental review of the Noise Study should also be incorporated appropriately in the London Plan through the proposed official plan amendment.

### **Holding Provisions**

While not applicable at this stage in the process, I would highlight the important role that the future residential building on Block 148 and the required berm along the spur line play in mitigation of noise from industrial uses located on JDA lands on other lots and blocks throughout the proposed plan of subdivision. Construction of the residential building on Block 148 and the required berm along the spur line need to be completed before any lots and blocks that would otherwise be affected by unacceptable noise levels be allowed to proceed. Any zoning of the affected properties should be subject to Holding provisions requiring the construction of the residential building on Block 148 to the specifications in the Noise Study and the required berm along the spur line before development on the affected lots and blocks is permitted. This requirement for Holding provisions should similarly be identified and secured through the proposed official plan amendment.

### **Conditions of Draft Approval of the Plan of Subdivision / Zoning By-law Regulations**

It is our understanding that only the approval of the official plan amendment is being considered at this time and that opportunities for further review and comment will be available to JDA throughout the



remainder of the planning process. We look forward to working cooperatively with applicant and the City of London throughout these additional processes to ensure the concerns of all parties are adequately addressed in as expeditious a manner as possible.

Please feel free to contact me at your convenience if you wish to discuss any of the issues raised herein. As you proceed to finalize your report, I would also be willing / appreciate the opportunity to review with you any measures proposed to address the issues raised to ensure no last-minute surprises occur that may inadvertently slow down the process.



Kevin Eby, RPP, PLE

Cc: Jacob Peretz, President JDA Investments Inc.  
Aaron Platt, Davies Howe

OZ-9324  
M. Clark

From: John Vareka

Sent: Wednesday, March 9, 2022 11:15 AM

To: Clark, Michael <mclark@london.ca>

Subject: Re: [EXTERNAL] 850 highbury plan

Thanks Michael, [...]

I've rode my bike through the area a few times and its such an amazing space with so much cool potential for the city/area. I'm really hoping it won't all become single family homes (some early free press articles mentioned a large number of them which is why i had wanted to ask) - i've been watching a lot of this persons videos (link is to the 'missing middle' topic) but he has introduced many interesting topics to me:

<https://www.youtube.com/watch?v=CCOdQsZa15o>

Thanks again,

John

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May 16, 2022

Mr. Mike Clark Planner  
Development Services  
City of London  
300 Dufferin Avenue 6<sup>th</sup> Floor  
London ON PO BOX 5035 N6A 4L9  
Via e-mail: [mcorby@london.ca](mailto:mcorby@london.ca)

Dear Mr. Clark,

**RE: 850 Highbury Ave North File 39T-21503/OZ-9328; Old Oak Properties**

Pol Associates Inc. has reviewed the notice dated April 14, 2022 regarding proposed Official Plan and Zoning By-law amendments for the above noted lands. We are retained by Taurus Stampings Inc. at 515 First Street London regarding the above noted file. Taurus Stampings Inc. has been in operation for more than 100 years contributing to the industrial success of the City. They make an important contribution to the economy by making and supplying parts to various local industries. There is and extensive industrial employment area east of the subject lands with a variety of important industrial facilities. We are requesting the land use planning justification and mitigation measures the City and the Developer are proposing to ensure the location of sensitive land uses less than 1000 m from the property limit will not negatively impact the next 100 years of operation at this location.

Taurus Stampings Inc. is a Class III industrial use creating vibration, and noise emissions as part of its normal operation. It has capacity to operate 24 hours per day seven days per week. The property is located approximately 165 m east of the nearest proposed single detached dwellings and a shorter distance to the nearest open space area proposed for 850 Highbury Avenue and as shown on the schedules. These sensitive land uses may be impacted by emissions from the plant. In April 2021, Taurus Stamping requested information from your office regarding this application and has not received a response for the studies and mitigation measures.

London Plan policies *NOISE, VIBRATION AND SAFETY* Sensitive Land Uses Near Noise Generators, Vibration Generation and Safety concerns Policy 1766 – 1771 set out the requirements for approving sensitive land uses near Class III industrial uses. We are

OZ-9324

M. Clark

requesting the necessary studies be completed in advance of any approval to ensure there is no noise, vibration or safety impact on the proposed sensitive land uses.

Prior to approval of sensitive land uses within 1000m of Taurus Stampings Inc. we are requesting documentation by a qualified independent consultant confirming that sensitive land uses may be located within the area of influence without impact from nearby industrial land uses. We are concerned that encroachment of sensitive land uses may limit the future operation of the stamping plant, 24 hours per day 7 days per week operating with open doors and emitting noise and vibration. We look forward to reviewing any studies completed by qualified consultants.

A representative of Pol Associates Inc. will be making a presentation at the public meeting May 30, 2022 on behalf of Taurus Stamping 515 First Street. PLEASE include Pol Associates Inc. on any future notices and mailings regarding this file. Contact me should you have any questions.

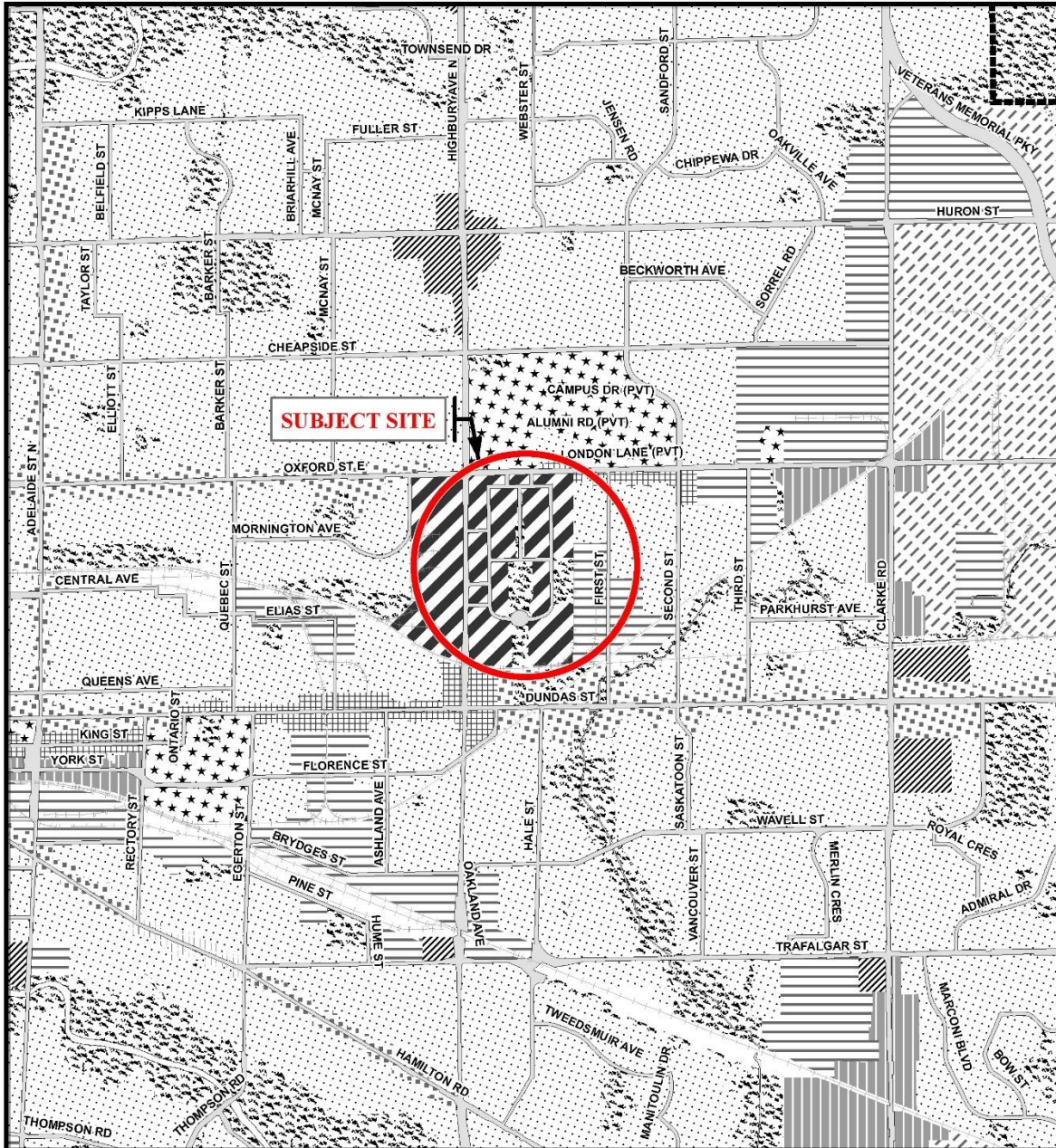
Sincerely,

William Pol, MCIP, RPP  
Principal Planner  
Pol Associates Inc.

cc. Mr. Pat Ballantyne, President Taurus Stamping Inc.

**Appendix D – Relevant Background**

**London Plan Excerpt**



**Legend**

- |                        |                          |   |
|------------------------|--------------------------|---|
| Downtown               | Future Community Growth  | Environmental Review                    |
| Transit Village        | Heavy Industrial         | Farmland                                |
| Shopping Area          | Light Industrial         | Rural Neighbourhood                     |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor         | Commercial Industrial    | Urban Growth Boundary                   |
| Main Street            | Institutional            |   |
| Neighbourhood          | Green Space              |   |

*This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.*

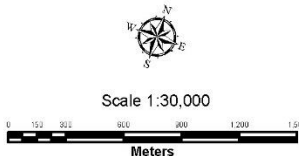
*At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.*

**CITY OF LONDON**

Planning Services /  
Development Services

**LONDON PLAN MAP 1  
- PLACE TYPES -**

PREPARED BY: Planning Services



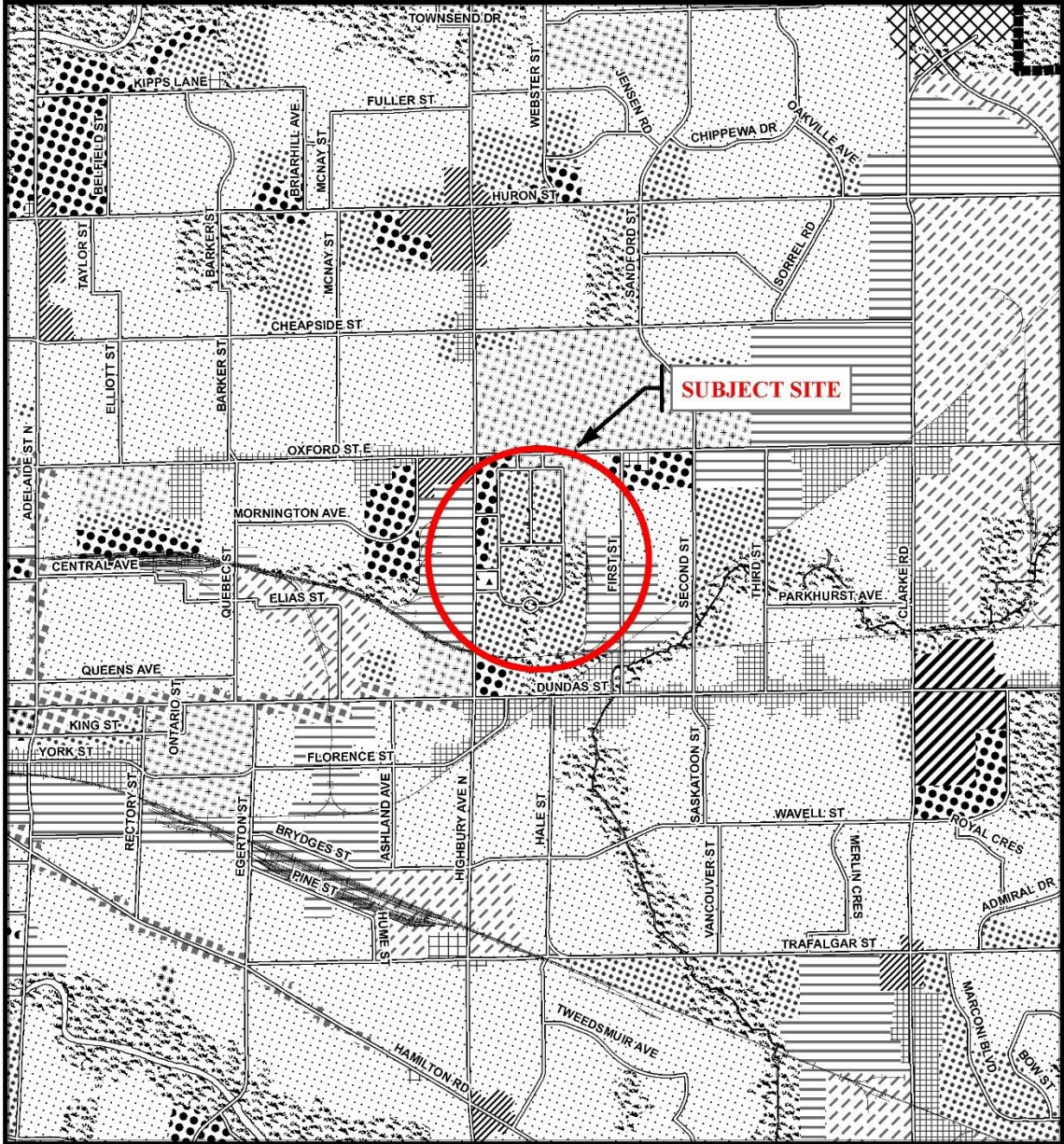
**File Number:** 39T-21503 / OZ-9324

**Planner:** MC

**Technician:** RC

**Date:** February 2, 2022

1989 Official Plan Excerpt



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

<p><b>CITY OF LONDON</b> Planning Services / Development Services OFFICIAL PLAN SCHEDULE A - LANDUSE -  PREPARED BY: Graphics and Information Services</p>	 Scale 1:30,000 Meters	<p>FILE NUMBER: 39T-21503 / OZ-9324 PLANNER: MC TECHNICIAN: RC DATE: 2022/02/02</p>
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London Psychiatric Hospital Secondary Plan – Schedule 2 Excerpt

