

Bill No. 240
2022

By-law No. C.P.-1512()-___

A by-law to amend the Official Plan for the City of London, 2016 relating to 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 set out below;

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

1. Amendment No. ___ to the Official Plan for the City of London, 2016, as contained in the text 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

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

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

To delete and replace 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 Official Plan of the City of London, 2016 is hereby amended as follows:

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

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 19th 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 20,000m² of office space will be permitted in the plan area, and no more than 5,000m² 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 m².

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 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 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 2,500m². 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 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.
- 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

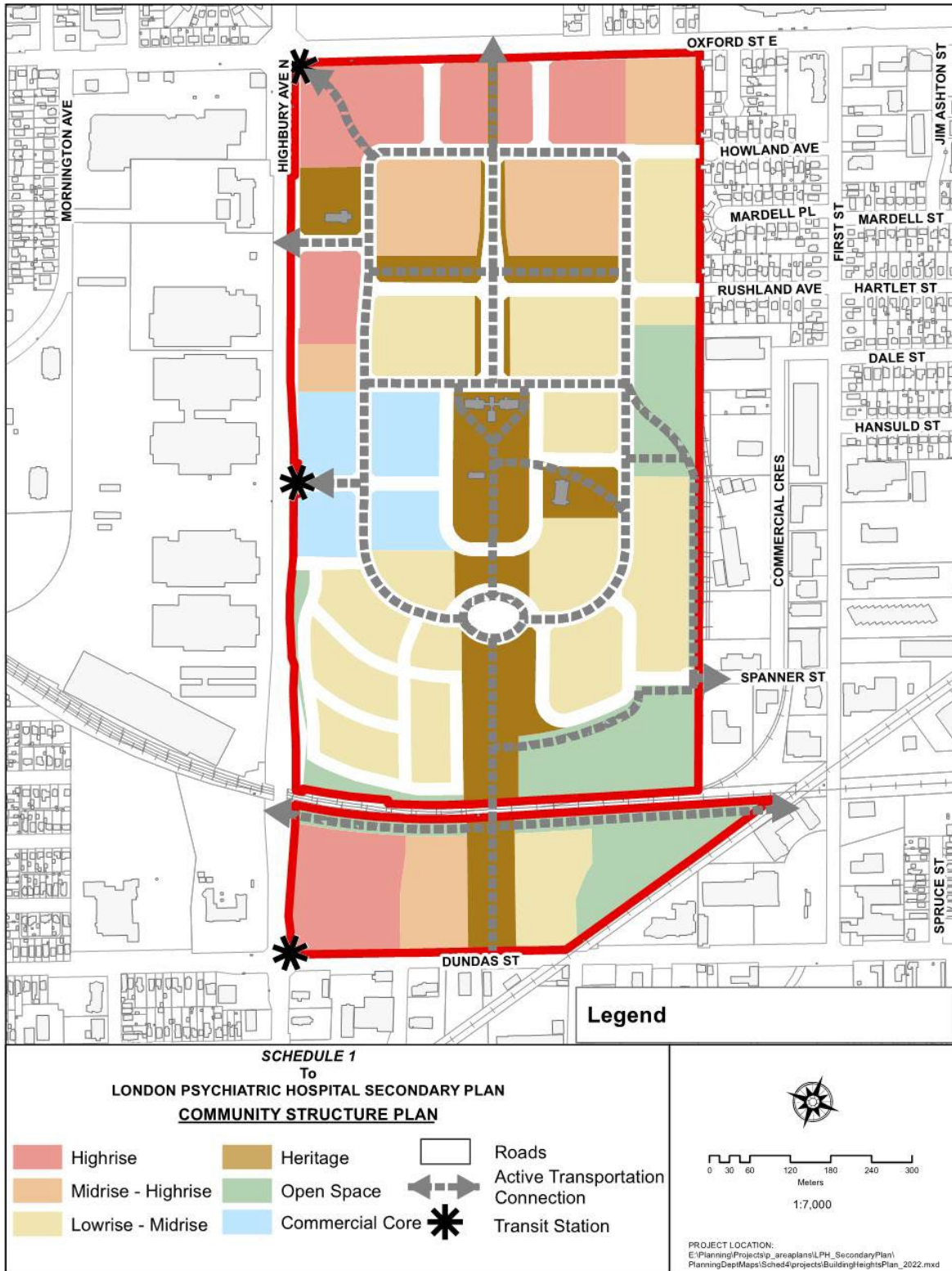
The How to Use The London Plan section in the Our Challenge part of *The London Plan* provides for the interpretation of *The London Plan* place type boundaries and these policies apply to this Secondary Plan.

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.

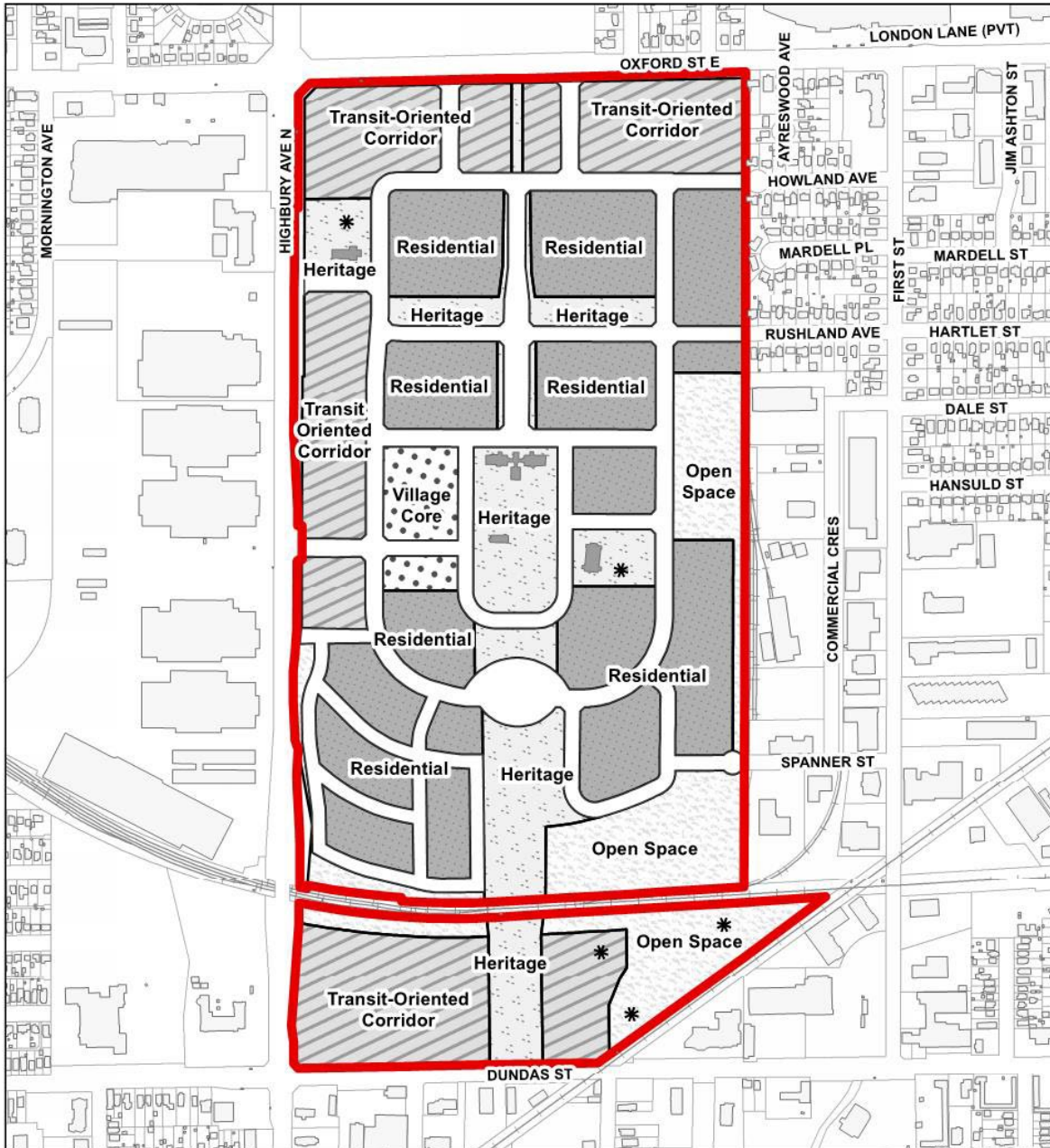
As Schedule 5 of the Secondary Plan specifically identifies the alignment of roads, and recognizing that these roads may need to be slightly shifted to address constraints and opportunities identified through future subdivision process, minor changes in these road alignments can be made without amendment 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

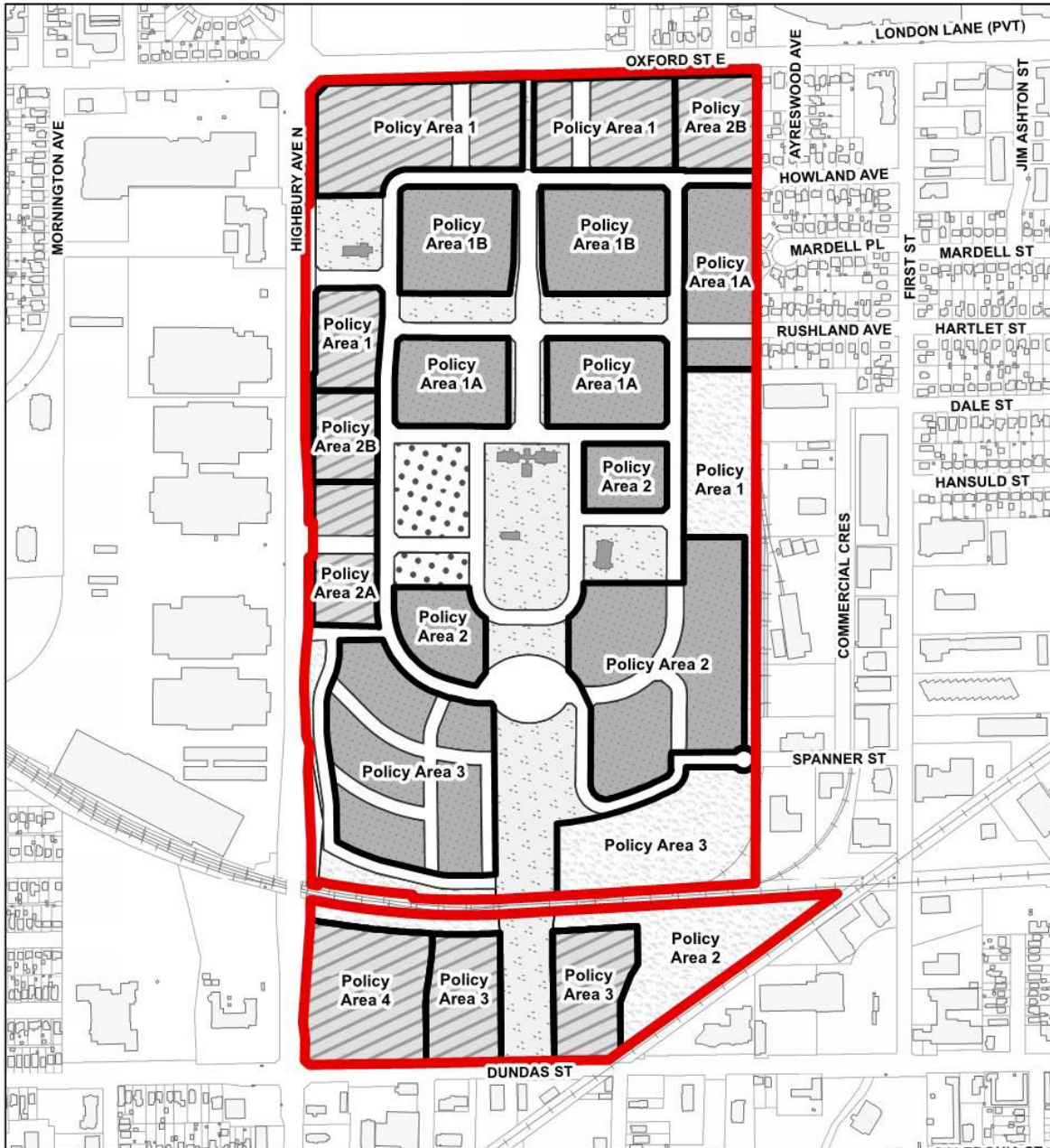
 Heritage	 Residential	 Village Core
 Open Space	 Transit-Oriented Corridor	 Potential Community Gardens




0 30 60 120 180 240 300
Meters
1:7,000

PROJECT LOCATION:
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Schedule 3: Sub Area Designations


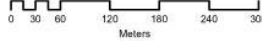


SCHEDULE 3
To
LONDON PSYCHIATRIC HOSPITAL SECONDARY PLAN

 Secondary Plan Boundary

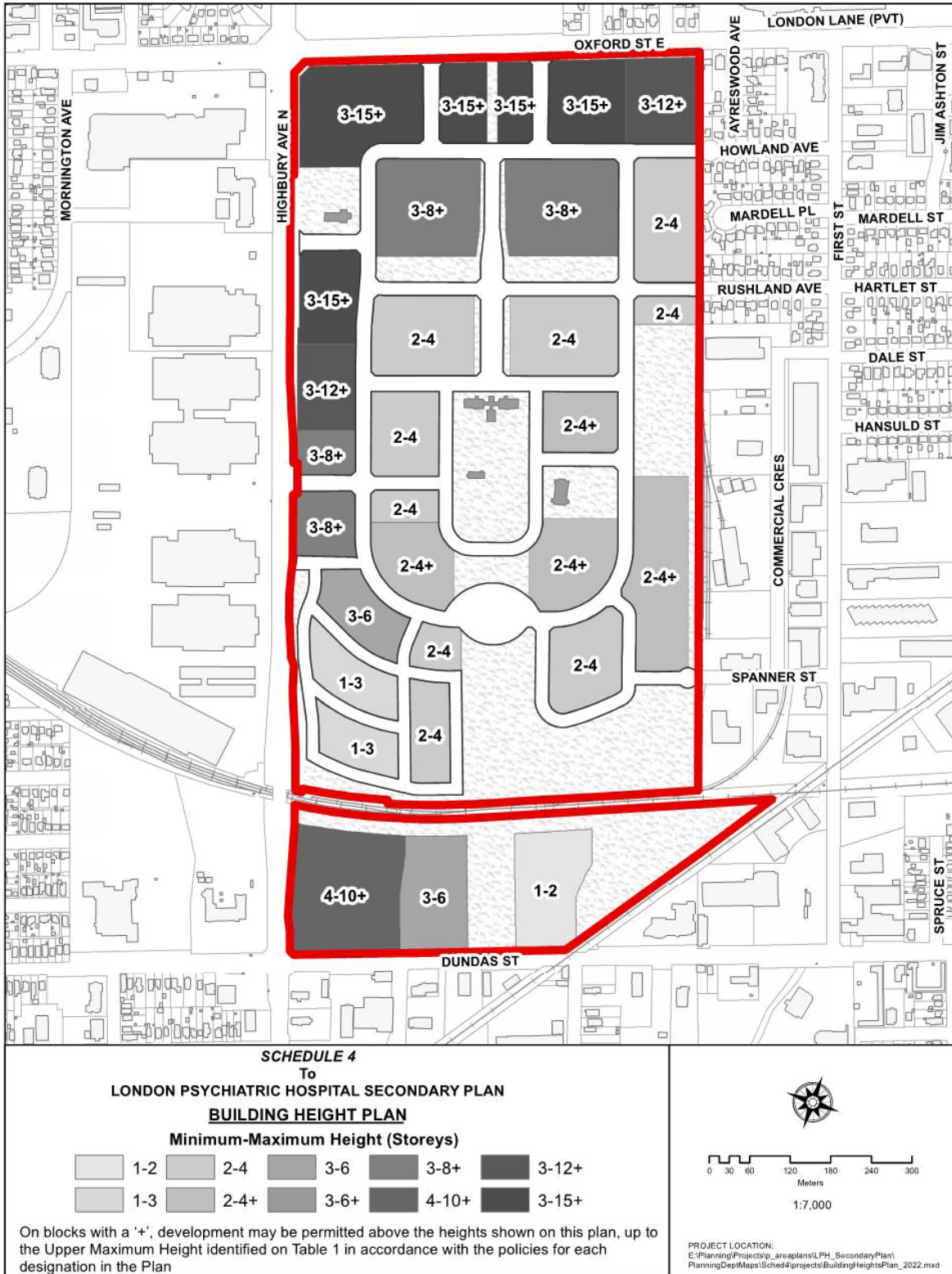
SUB AREA DESIGNATIONS

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

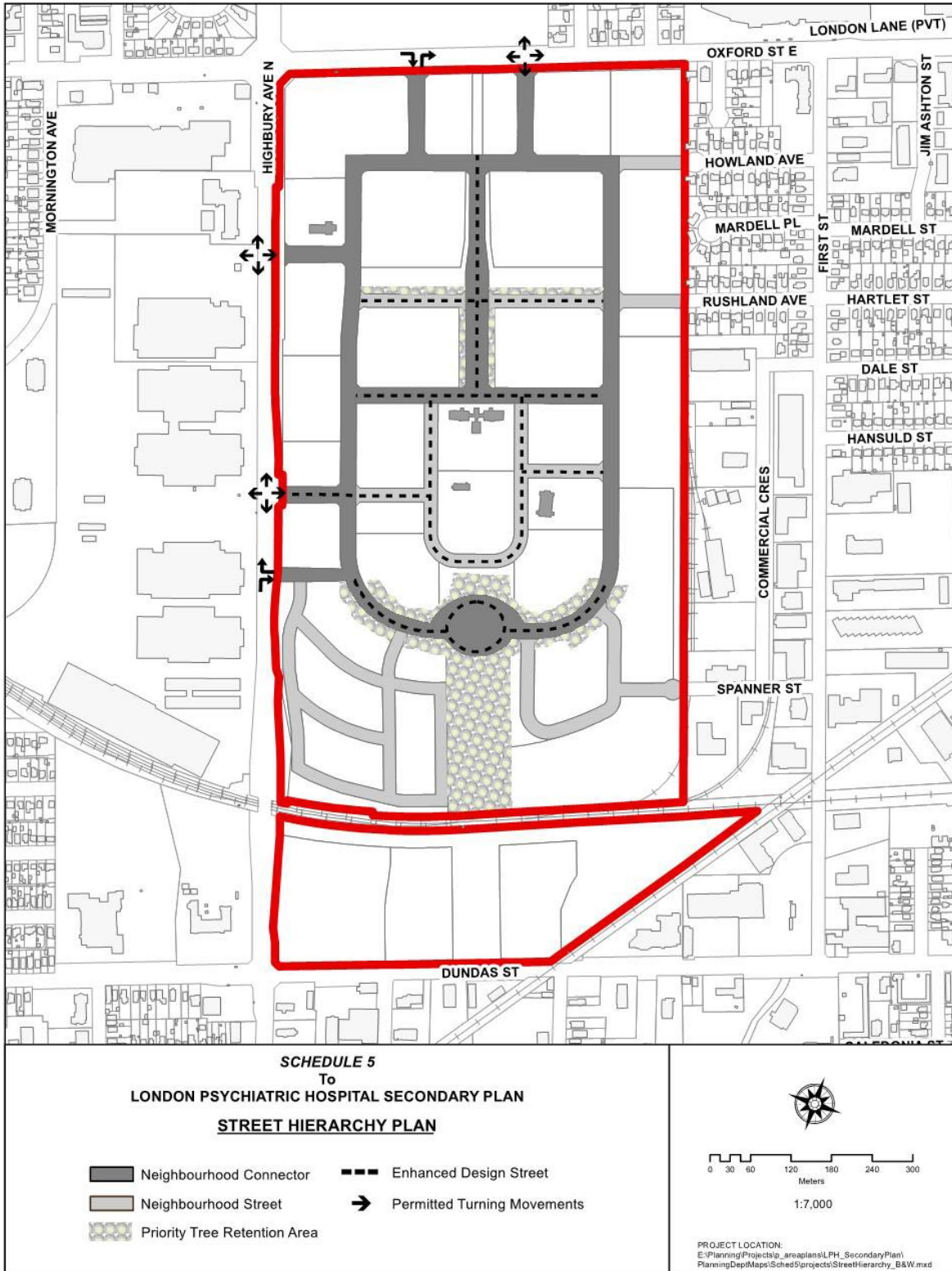


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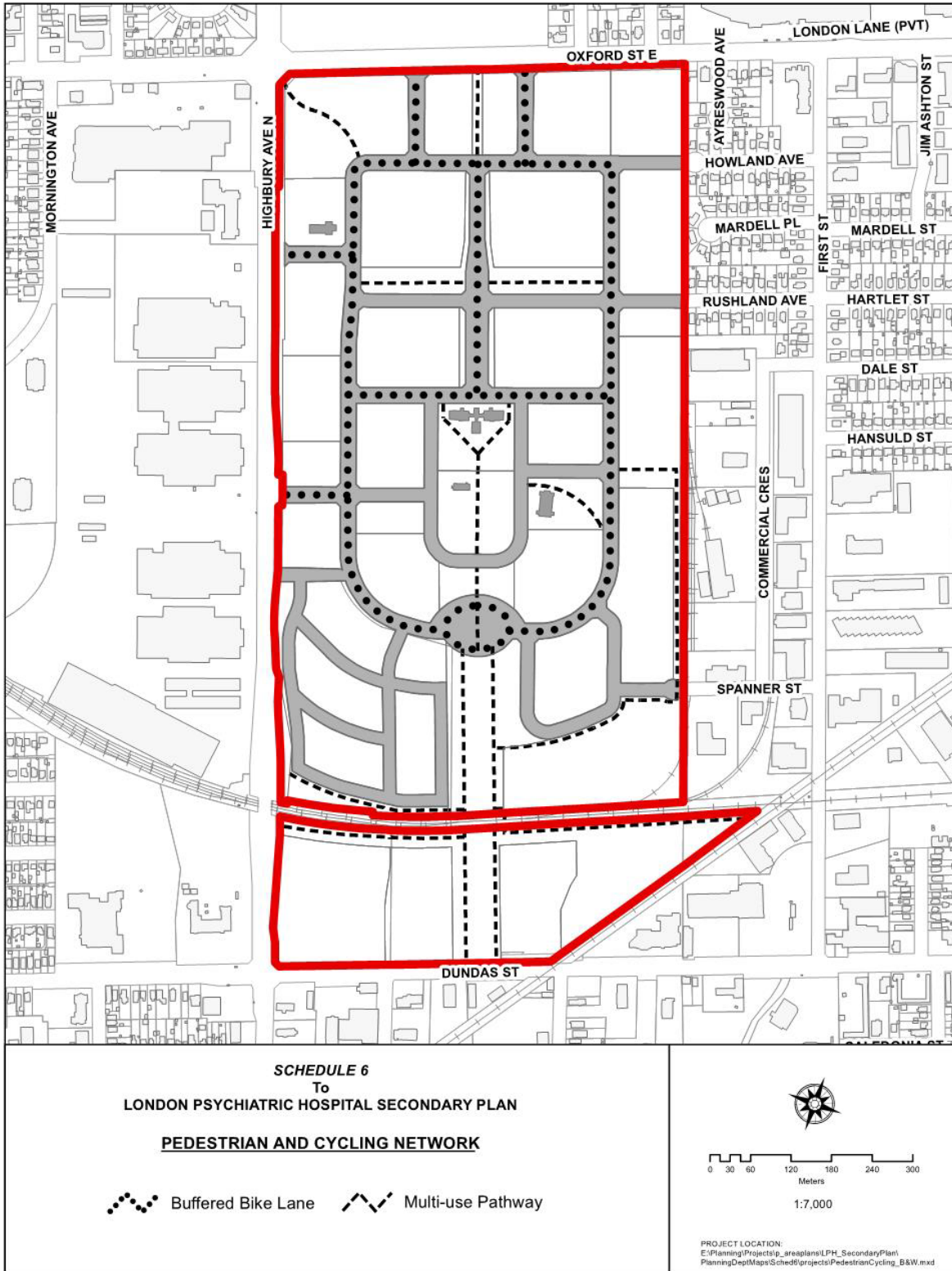
Schedule 4: Building Height Plan



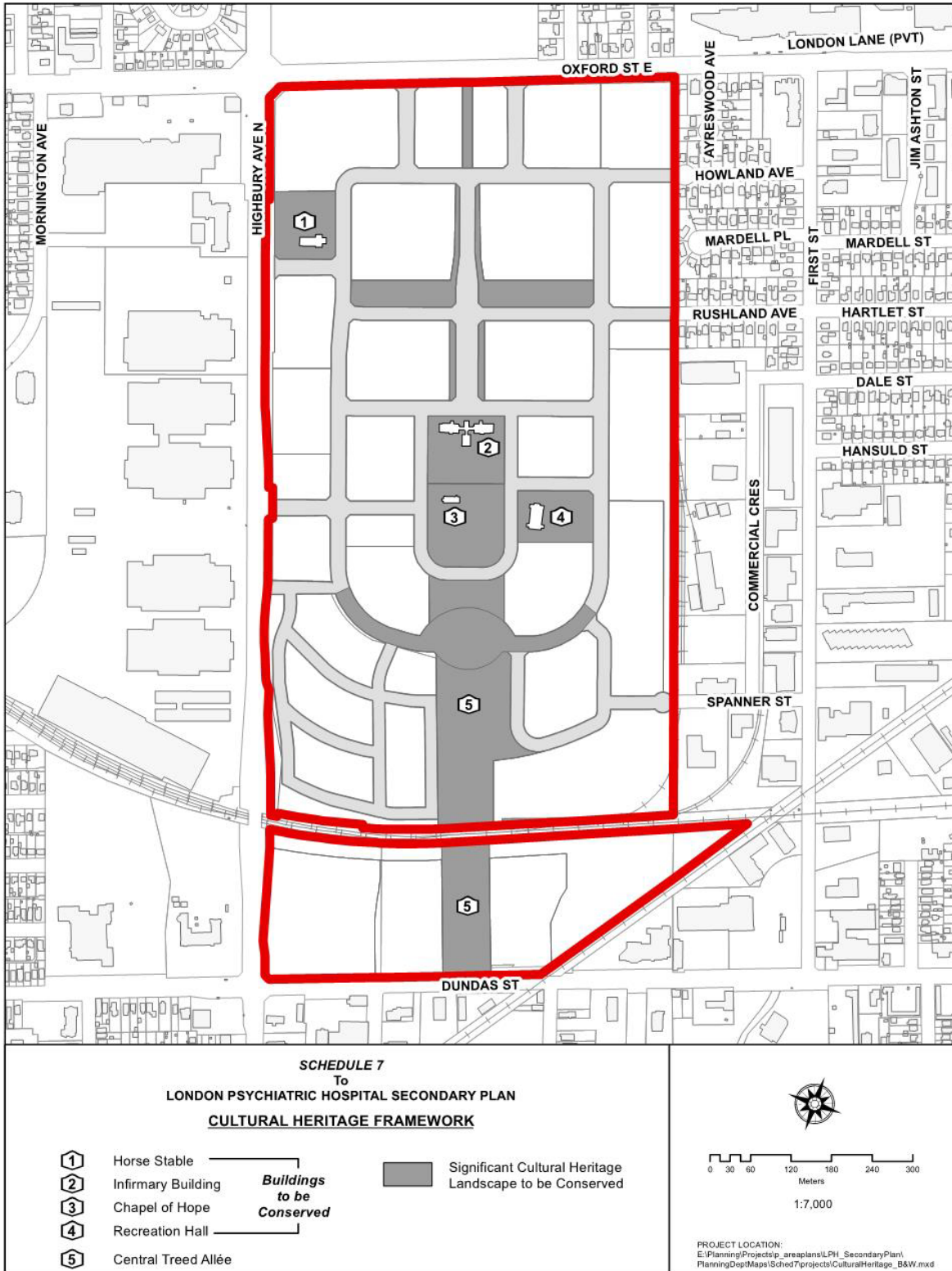
Schedule 5: Street Hierarchy Plan



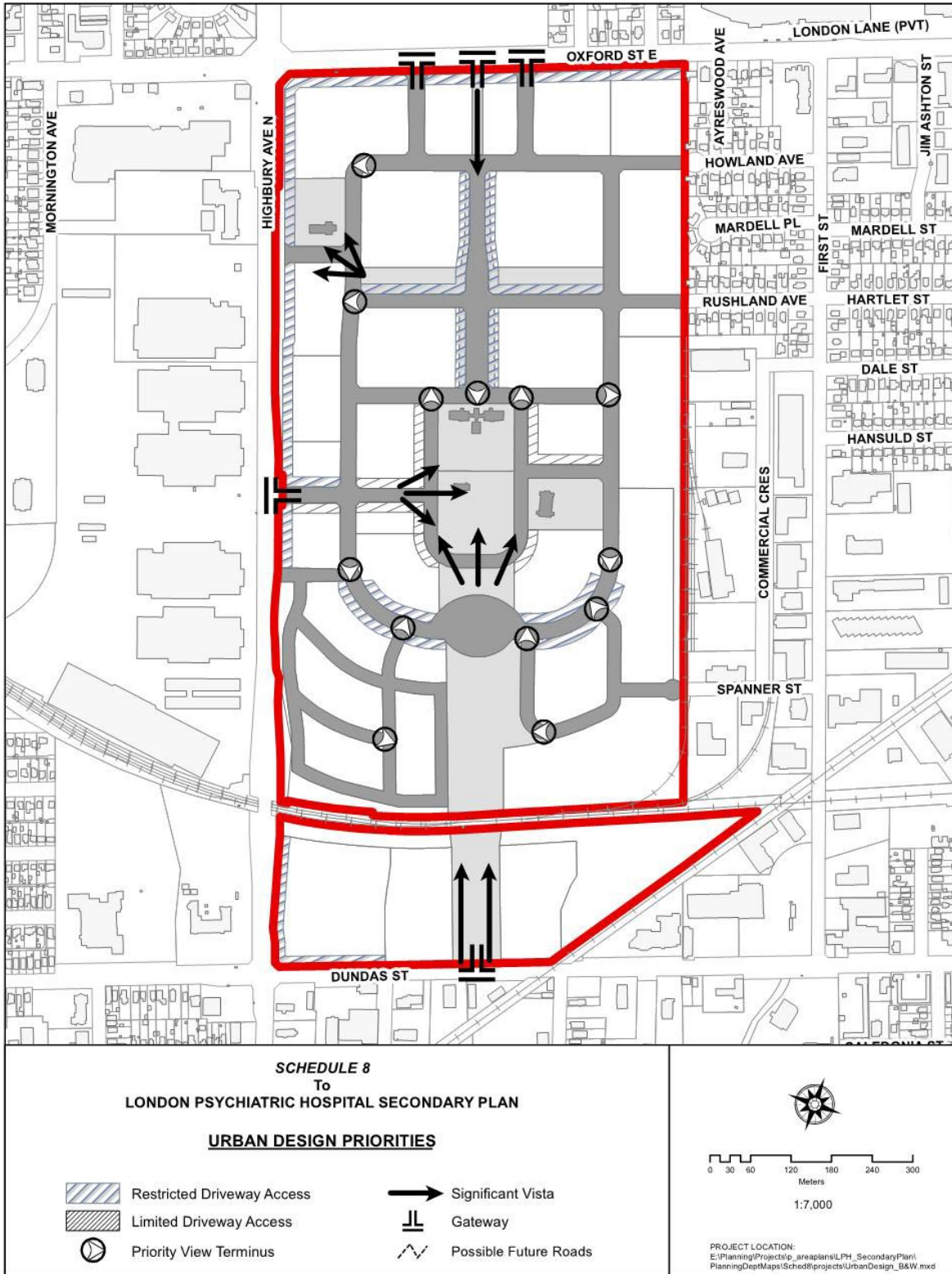
Schedule 6: Pedestrian and Cycling Network



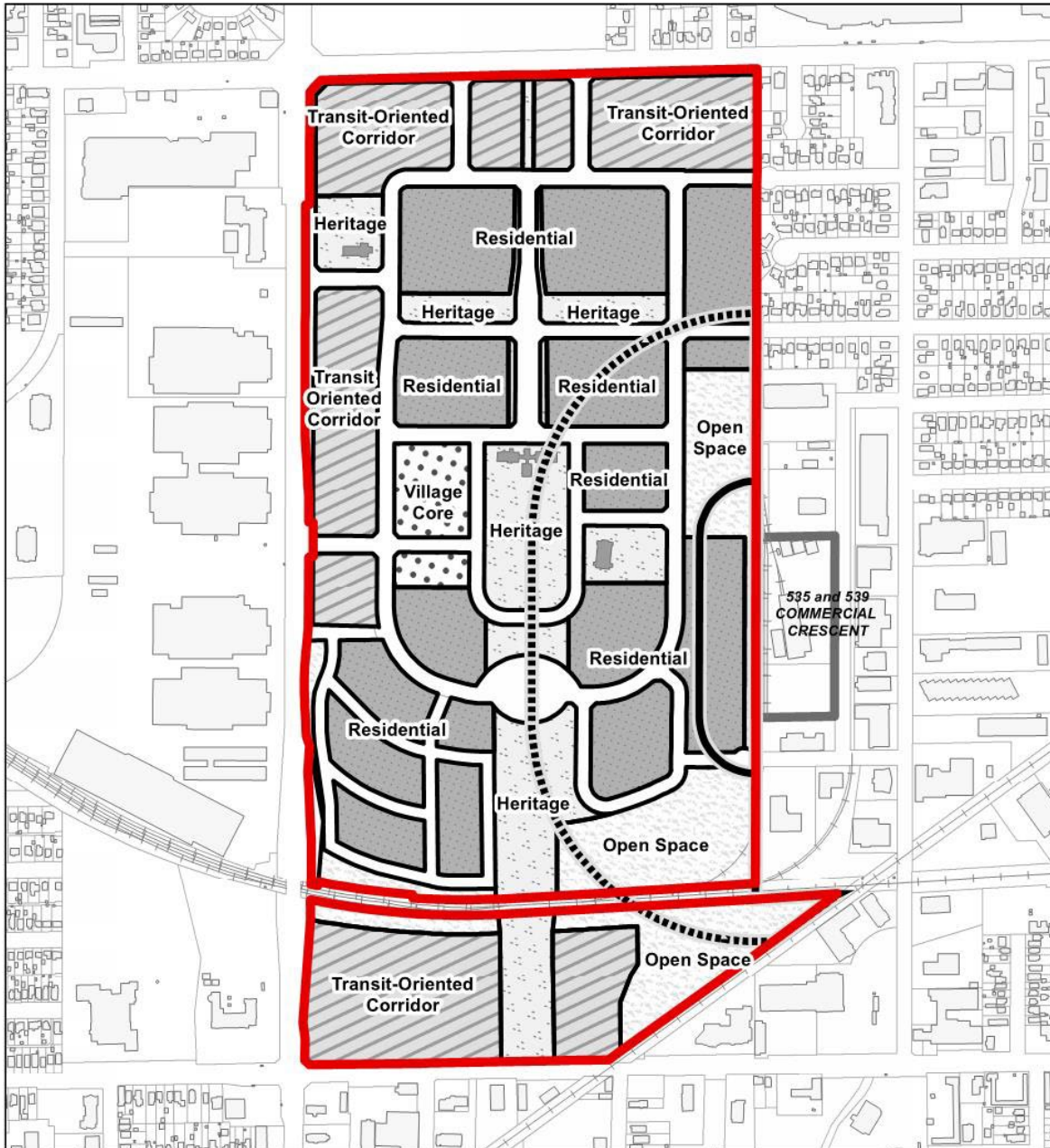
Schedule 7: Cultural Heritage Framework





Schedule 8: Urban Design Priorities



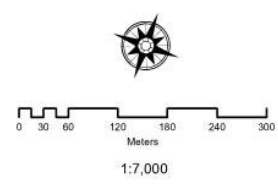
Schedule 9: Potential Noise and Vibration Impact Area



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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