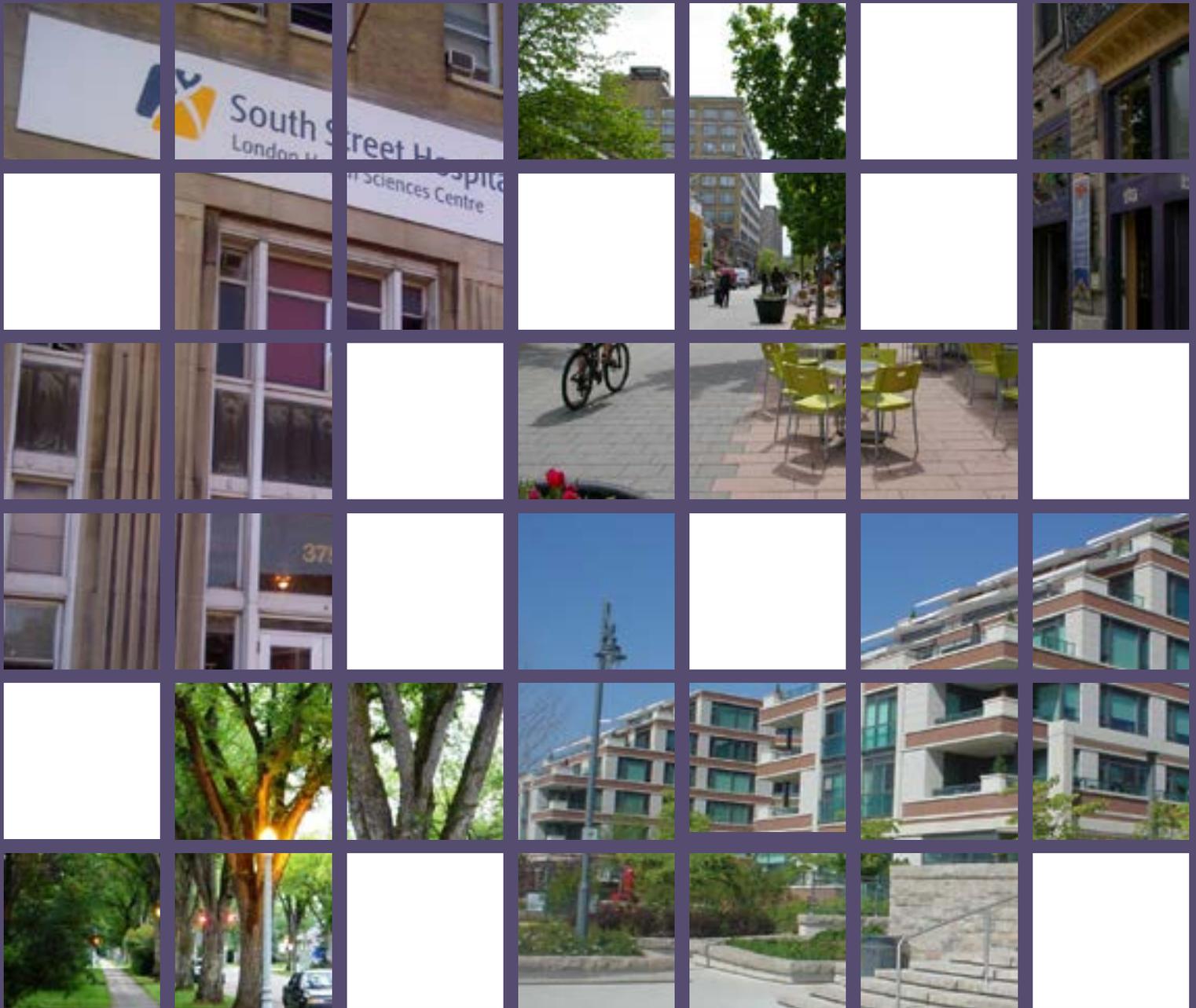


SECONDARY PLAN

20.6

June 2014



Old Victoria Hospital Lands
City of London

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Old Victoria
Hospital Lands
Secondary Plan

Introduction



20.6.1 Introduction

The area south of Horton Street, more commonly known as the SoHo Neighbourhood, has a long history as a community in the City of London from its early days as a place of refuge on the Underground Railroad, to housing one of the City's major medical facilities, to being located along the edges of the downtown and the Thames River.

From May 2009 to November 2010 the property owners in SoHo, the SoHo Community Association and the City of London staff worked together to prepare a Community Improvement Plan that would guide future development in the neighbourhood. It was a community-led process that sought to engage the neighbourhood as a means to foster community ownership for the Plan's future implementation.

Adopted by Municipal Council on June 20th, 2011 the CIP *Roadmap SoHo* provided an overall framework to direct public and private investment into the neighbourhood in order to achieve the community's **vision** of a:

Vibrant and healthy urban neighbourhood that celebrates its rich sense of community and heritage and, with its unique links to the Downtown and the Thames River, will be a great place to live, work, shop and play!

To implement the community vision, *Roadmap SoHo* identified key economic, social and environmental initiatives for neighbourhood places, neighbourhood movement and public spaces. *Roadmap SoHo* recommended the preparation of a Secondary Plan for the Old Victoria Hospital Lands noting:

"[These] lands represent a prominent site within SoHo and the City at large. These lands provide an opportunity to promote economic development within Central London and improve the overall quality of life in SoHo... as the site develops out, it must be ensured that vibrant neighbourhood places, movement corridors and public spaces are designed and implemented to help build a healthy and socially diverse SoHo community."

20.6.1.1 Location

The Old Victoria Hospital Lands, which are located along the Thames Valley Corridor, between Waterloo and Colborne Street, represent a prominent site within the SoHo community and the city at large. Until recently, it housed one of the city's first medical facilities. This facility originated in 1866 when the City of London purchased these lands to provide for a proper City Hospital. London General Hospital was constructed in 1875, renamed Victoria Hospital in the 1890's in honour of Queen Victoria's Diamond Jubilee. The new Victoria Hospital officially opened in 1899. The 1875 building was expanded with the addition of various buildings, and additions to existing buildings, to create the present day complex. Given its prominent location, the Old Victoria Hospital Lands play an important role in the future development of the SoHo community.

The Old Victoria Hospital Secondary Plan applies to the lands previously occupied by the hospital and surrounding lands. The limits of the Secondary Plan Area are identified on Figure 1.

20.6.1.2 Purpose, Use and Interpretation

The purpose of this Secondary Plan is to establish a more specific land use policy framework to guide the evolution of the former Old Victoria Hospital property, and adjacent lands, into a vibrant residential community which incorporates elements of sustainability, cultural and natural heritage, mixed use development, walkability and

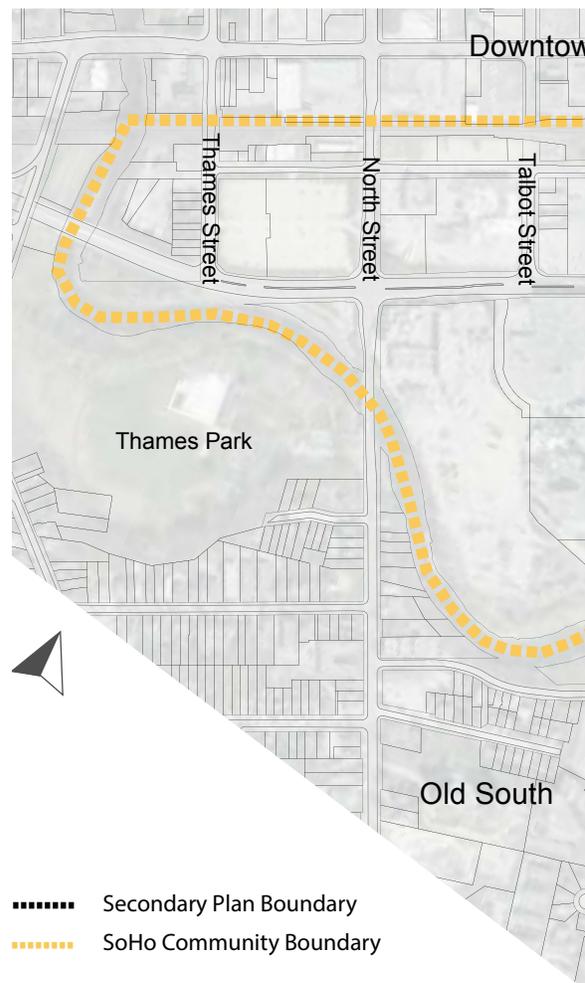
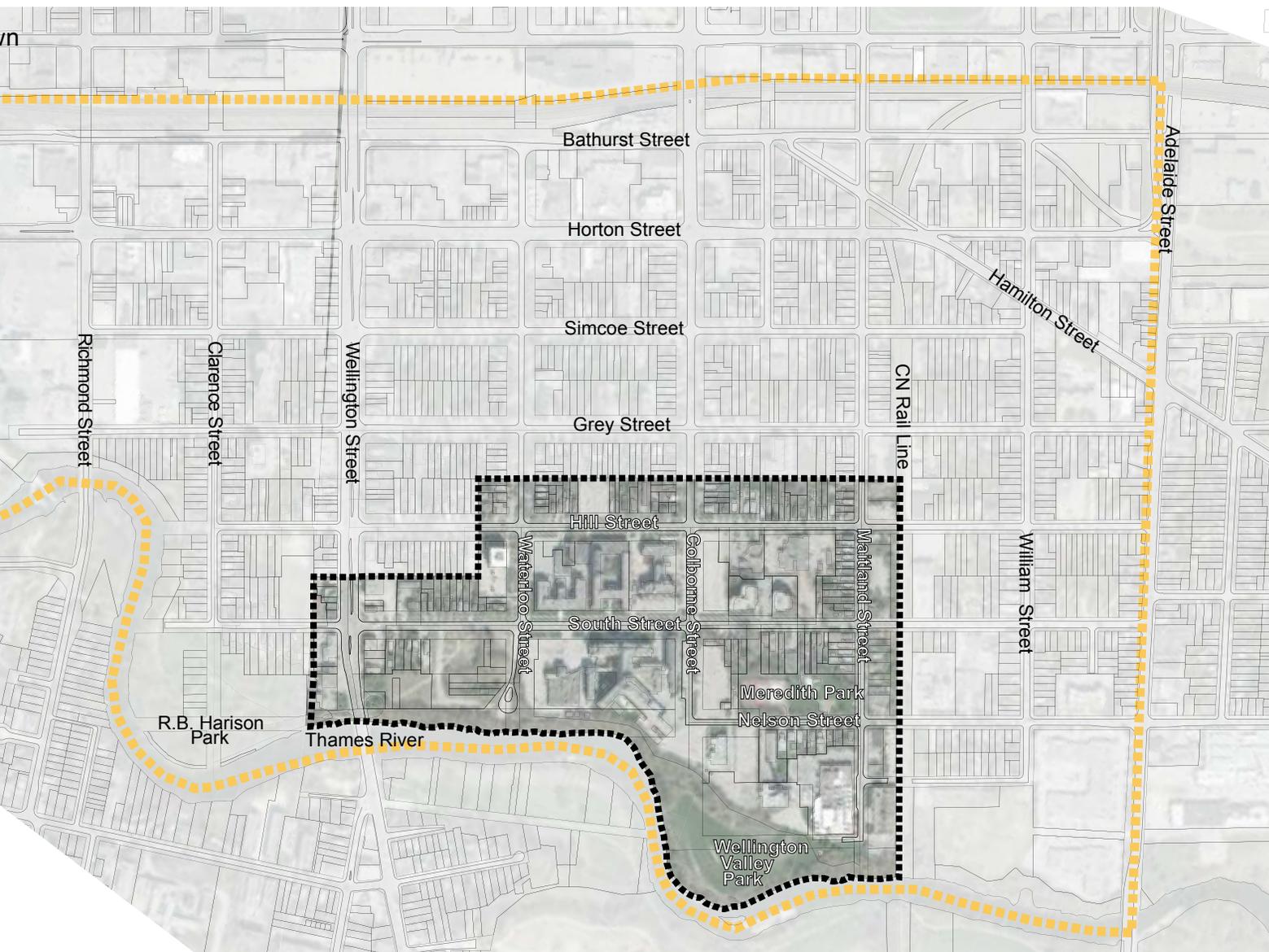


Figure 1: Secondary Plan Area

high quality urban design. This Secondary Plan provides a greater level of detail than the general policies of the Official Plan and is guided by the policies of the 2014 Provincial Policy Statement.

This Secondary Plan shall be used for the review of planning applications and constitutes Official Plan policy. The Secondary Plan is further intended to be used in



conjunction with other policies of the Official Plan. In instances where the overall Official Plan and Secondary Plan are inconsistent, the Secondary Plan shall prevail. The text and Schedules of the Old Victoria Hospital Lands Secondary Plan constitutes Section 20.6 of the *City of London Official Plan*. The Schedules form part of the Secondary Plan and have policy status whereas other maps, graphs, tables and illustrations and photographs in this Secondary Plan are provided for graphic reference, illustration and information.

20.6.1.3 The Vision, Principles and Objectives

The Old Victoria Hospital Lands Secondary Plan is based on achieving the vision and principles of the *Roadmap SoHo* CIP. That vision is quoted in Section 20.6.1 of this Secondary Plan. The CIP is based on achieving urban regeneration through sustainable, efficient, cost-effective development and land use patterns, the conservation of natural and cultural heritage features, and the protection of public health and safety. The Secondary Plan is also to achieve the goals and objectives of the *City of London Official Plan*.

The principles in the SoHo CIP included:

- desirable, vibrant and diverse (a great place to be);
- greener and integrated;
- creative and leading edge;
- connected to people and places;
- safe;
- healthy;
- pride and a strong sense of community;
- balanced; and,
- historically and culturally enriched.

These principles form the bases of the following Secondary Plan principles:





i) Principle 1: The Creation of a Distinct Community

Create a diverse and inclusive residential neighbourhood which has a mix of uses and a high standard of urban design.

Objectives:

- a) Provide for a range of land uses including residential, mixed use, parks and open space and community facilities;
- b) Integrate new development with the surrounding neighbourhoods;
- c) Enhance recreational opportunities throughout the neighbourhood;
- d) Identify opportunities for places and activities that foster community identity;
- e) Ensure that the “Four Corners”, “South Street Promenade” and “Riverfront Promenade” remain as focal points of the community; and,
- f) Communicate the area’s legacy as a medical facility.

ii) Principle 2: Fundamental Planning Principles and Urban Design

The Old Victoria Hospital Lands Secondary Plan strives to achieve fundamental principles of good planning and exceptional urban design.

Objectives:

- a) Utilize a multi-faceted approach to the planning, design and management of public spaces, including streetscapes, in combination with buildings in the private realm;
- b) Encourage sustainable transit and pedestrian-oriented development;
- c) Provide high quality streetscapes;
- d) Encourage design excellence in the public and private realm; and,
- e) Protect the character of existing residential areas.

iii) Principle 3: Retention of Cultural Heritage

Retain as much of the identified cultural heritage as possible.

Objectives:

- a) Create a distinct urban community that builds upon the cultural heritage significance of the Old Victoria Hospital Lands and the surrounding neighbourhood and creates a strong sense of place;
- b) Preserve heritage designated properties;
- c) Encourage the sustainable re-use of heritage buildings;
- d) Promote the legacy of the Old Victoria Hospital through appropriate heritage conservation; and,
- e) Promote the use of public art elements that recognize the history of uses in the area.

iv) Principle 4: Protection of Natural Heritage

Protect and enhance as much of the natural heritage as possible.

Objectives:

- a) Preserve and enhance the existing native vegetation within the Thames Valley Corridor and remove invasive species and replace with native species;
- b) Preserve and enhance views and connections to the Thames Valley Corridor and natural features;
- c) Protect Significant River, Stream and Ravine Corridors;
- d) Protect Species at Risk;
- e) Promote sensitive intensification adjacent to the Thames Valley Corridor; and,
- f) Integrate natural features as part of the neighbourhoods character and open space system.





v) Principle 5: Provide for a Range of Housing Choices

Provide for a mix of housing types and designs.

Objectives:

- a) Provide for a range and mix of housing types, including affordable forms of housing, 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,
- e) Provide live/work opportunities.

vi) Principle 6: Provide for Safe and Efficient Transportation Systems

Provide for a form of development that promotes connectivity, mobility and accessibility within and between neighbourhoods, Downtown, employment lands, parks and open space and other parts of the city.

Objectives:

- a) Walking and cycling are to be the primary means of transportation within the neighbourhood while also providing for broader connections to the City-wide transportation network;
- b) Develop street and block patterns for an interconnected network of sidewalks, bicycle routes, transit, multi-use paths, and on-road bicycle lanes to ensure integration with surrounding neighbourhoods, the natural heritage system where feasible, and neighbourhood destinations;
- c) Provide streetscape elements that enhance walkability;
- d) Plan pedestrian and cycling routes, and related infrastructure, to travel to enhance or from transit stops;

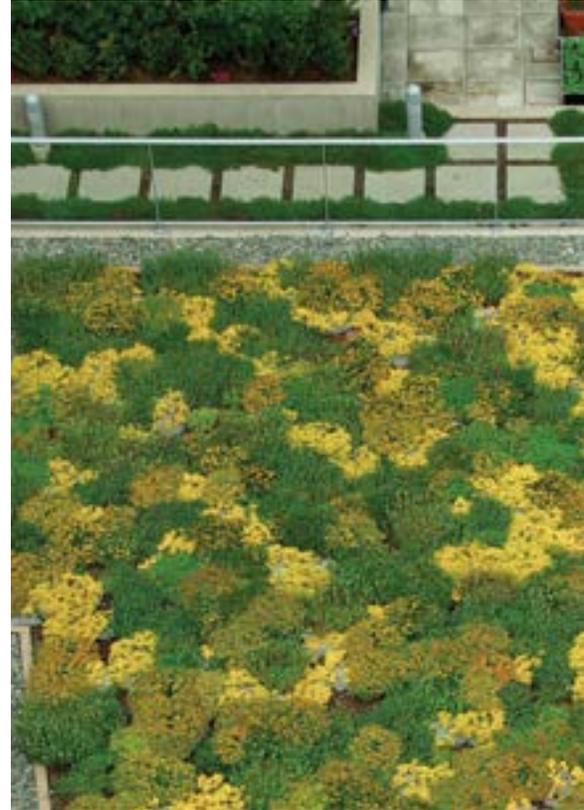
- e) In areas of mixed use, create enhanced pedestrian zones that include expanded sidewalks;
- f) To increase cycling ridership, provide cycling infrastructure;
- g) Complement and support the transit system through a network of active transportation facilities;
- h) Develop the transit network to support bike use at transit stations; and,
- i) Incorporate appropriate traffic calming strategies and methods to minimize the impact of automobile traffic.

vii) Principle 7: Environmental Sustainability

Achieve high standards of environmental sustainability.

Objectives:

- a) Integrate the neighbourhood into the greater City through walking, cycling and transit opportunities to reduce the need to use private automobiles;
- b) Create an interconnected open space system;
- c) Enhance livable neighbourhoods using green space as a significant design feature and by fostering walkable neighbourhoods;
- d) Recognize the importance of the urban canopy by protecting existing significant trees and identifying opportunities to plant new ones;
- e) Establish a planting strategy based on reinforcing and enhancing the attributes of existing vegetation, enhancing the urban tree canopy, promoting a diverse tree population and utilizing native, non-invasive, drought and salt tolerant stock wherever possible;
- f) Significant trees should provide shade over at least 40% of the sidewalk and/or paths or streets to reduce heat island effects and enhance pedestrian comfort and safety;
- g) Plant street trees on all streets to provide a generous canopy at maturity;





- h) Where appropriate, convert angled street parking to parallel parking and restore natural/permeable conditions to facilitate the creation of tree-lined streets;
- i) Encourage LEED approved developments to reduce impacts on the environment;
- j) Encourage sustainable construction practices that seek to reduce construction waste by recycling;
- k) Recycled/reclaimed materials are encouraged to be used for new infrastructure;
- l) All buildings should utilize best practices for design and construction techniques to reduce the amount of construction waste produced;
- m) Where possible, all building materials should be harvested and recovered, manufactured or extracted locally;
- n) All new municipal buildings and projects will encourage the use of green technologies; and,
- o) Encourage the use of porous or permeable pavement to retain and utilize stormwater.

viii) Principle 8: Financial Viability/Sustainable Development

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

Objectives:

- a) Extend infrastructure in a logical and cost-effective manner;
- b) Establish the key heritage and community features to be retained the earliest phases of development;
- c) Implement the vision for The Four Corners as one of the first phases of development;
- d) Begin the implementation of the vision for the South Street Promenade as one of the first phases of development in order to set the context for public realm quality;

- e) Establish clear responsibilities for maintaining key heritage and community features so that their long-term stewardship is secured; and,
- f) Develop partnerships for the logical disposition of municipally owned lands to ensure the effective implementation of the secondary plan and long-term sustainability of heritage and community features.



20.6.2

Community Structure



20.6.2.1 Introduction

The Community Structure Plan, illustrated in Schedule 1 and described in the policies below, is intended to implement the vision for the built form and the public realm within the neighbourhood by identifying the key elements which will be used as “anchors” for redevelopment and rehabilitation of the former hospital lands. Development proposed through planning applications for the Old Victoria Hospital Lands shall be integrated with the following elements:

- a) Designated heritage buildings shall be conserved and integrated with any new development and future public spaces;
- b) A central mixed-use activity node, known as the “Four Corners”, will be located at the intersection of Colborne and South Streets, incorporating the existing adjacent heritage buildings;
- c) The primary gateway to the Secondary Plan area shall be generally focused at the intersection of Wellington Street and the River;
- d) The Thames Valley Parkway (TVP) shall be extended along the riverfront from Wellington Street to Maitland Street;
- e) A high quality pedestrian promenade shall be created, integrated with the Thames Valley Parkway (TVP), along the top of the slope of the river;
- f) A pedestrian/cycling link between the north and south of the river shall be implemented possibly with a structure attached to the existing railway bridge;
- g) Mid-block pedestrian connections shall be preserved or implemented through the redevelopment of the lands

- in order to provide efficient pedestrian access;
- h) The function of Wellington Street as a pedestrian oriented mixed-use corridor shall be maintained and enhanced to provide the primary retail corridor for the community;
 - i) Lands adjacent to the river corridor shall generally experience a higher intensity of development than the interior portions of the neighbourhood;
 - j) Several new park spaces shall be incorporated into the neighbourhood varying from small urban parks, including those proposed along the river promenade, and the urban plaza at the Four Corners to a large district park located in the flats of the Thames River;
 - k) All streets within the Old Victoria Hospital Lands area are intended to be “green streets” as per the *Roadmap SoHo*; and
 - l) Opportunities for views and vistas of the River corridor shall be created at the ends Colborne Street and Waterloo Street, as well as at any mid-block connections created through the development of the lands.

20.6.2.2 Cultural Heritage Landmarks

The South Street campus of Victoria Hospital comprises one of London’s historically significant collections and arrangements of medical buildings, reflecting the evolution of the public hospital and its services since its foundation there in 1875. Many of these buildings illustrate a combination of architectural features and historic associations.

i) The Colborne Street Building

What is known as the Colborne Wing was built in 1899 as the Paying Patients Pavilion at its northern end and the Children’s Hospital at its southern end. Citizens of London assumed considerable responsibility for both parts. The Children’s pavilion, including its decagonal south end was financed largely by the London Branch of the National Council of Women. The corner location of the Paying Patient’s Pavilion established it as a landmark





at this location at the corner of South Street and Colborne Street. Built of local buff-coloured brick, with its stone foundations and terracotta trim, architecturally it echoes Palladian influences. Later additions to the north end of the pavilion have been skillfully integrated into the original structure designed by London architect H.C. McBride. Interior features of the former Paying Patients Pavilion were designed to allow clients to be treated in as much comfort as possible featuring spacious, individually decorated, rooms with their own fireplaces. Currently, this building is rated as a Priority 1 property on London's Inventory of Heritage Resources.



ii) War Memorial Children's Hospital

Opened in 1922, the hospital was financed by the fundraising efforts of the Imperial Order of the Daughters of the Empire as a *unique and beautifully conceived monument, which memorialized the dead by saving the living*. A rear wing was added in 1945 dedicated to the local heroes of World War II. Adding to its historic significance is the fact that this site became the first site in the world for the use of Cobalt-40 radiation therapy. Designed by the prominent London firm, Watt and Blackwell, the building expresses its memorial function with a wide ashlar façade and a formal frontispiece featuring stone pilasters forming plinths for funerary garlanded urns along the cornice. This building, too, is rated as a Priority 1 property on London's Inventory of Heritage Buildings.

Like the Colborne Building on the south-west corner, the War Memorial Children's Hospital is a landmark structure on the north-west corner, notwithstanding its greater setback from South Street. Together, various heritage attributes of these two buildings, including the open space in the foreground of the Children's Hospital and the expansive width of South Street provide a strong base for the Four Corners proposed as part of the Community Structure Plan.

iii) The Nurses' Residence

The Gartshore Nurses' Residence, honouring Colonel William Gartshore, was constructed in 1926-27 with later wings added in 1946 and 1962 extending the building to Hill Street. The original Nurses' Residence was H-shaped with the cross-wing well set back from the street. Designed by John M. Moore its layout allowed all rooms to look out into a landscaped yard and encouraged a sense of a sheltered accommodation. The parapet and stepped gables on the front wings reflected the forms used in the Medical School Building to the west while the façade details of the building echoed features on the adjacent War Memorial Children's Hospital to the east. Many original interior features remain. Contextually, the Nurses' Residence is important for defining the character of the hospital precinct and its continuity on the north side of the street. This building also is a Priority 1 structure on London's Heritage Properties Inventory.

iv) The Health Services Building (former Medical School)

In 1921, the building at the corner of South Street and Waterloo Street was erected as the new medical school for Western University and remained there until 1965. Also designed by Watt & Blackwell, it was characteristic of the period's school architecture, an E-shaped building with wings extending towards the rear. The red tapestry brick is set off with an ashlar foundation and details in Indiana limestone. Art Deco influences are present and notable in the frontispiece. On the interior, the use of the building for medical research and teaching is evident with the presence of an elegant auditorium.

Contextually, the former medical school still plays a key role as one of three structures composing a well-integrated, unique and attractive streetscape along South Street. This property is also worthy of inclusion as a Priority 1 property on London's Inventory of Heritage Resources.





The proposed South Street promenade focuses attention on the wide road allowance of South Street. The three buildings on the north side of South Street complement each other and the street. The adaptive repurposing of the buildings along this streetscape may help to retain the landmark character of the former hospital complex that has long served this area and the City.

20.6.2.3 South Street Promenade

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

- a) Develop South Street as an enhanced tree-lined pedestrian promenade, utilizing the existing boulevards as walkways, and adding landscaping, tree planting and site furnishings;
- b) Ensure development is coordinated with public transit which currently runs along South Street and is anticipated to connect to a future rapid transit route along Wellington Street;
- c) Ensure the coordination of public realm improvements with adjacent development and that buildings within adjacent development blocks are sited and designed to reinforce and enhance the South Street Promenade; and,
- d) Continue to provide opportunities for on-street parallel parking in the context of any streetscape improvements.



20.6.2.4 “The Four Corners” and Colborne/South Streets

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

- a) Develop the intersection and adjacent lands as ‘The Four Corners’, the central focus for the neighbourhood and a ‘gateway’ to the Thames Valley Corridor;
- b) Ensure planning and design considerations for both the private and public realm extends along both sides of Colborne Street to the top of the Thames Valley Corridor;
- c) Create a mixed-use pedestrian node that has strong visual and pedestrian connections to the Thames Valley Corridor;
- d) Promote and integrate a modest amount of mixed-use/commercial, and other employment generating uses, within existing and new buildings, to serve the local neighbourhood. These commercial uses are not intended to compete with the Wellington Street Main Street Corridor;
- e) Seek feasible methods of incorporating the War Memorial Children’s Hospital building and the Colborne building into the development of the Four Corners. Built form and public realm design will highlight and enhance these heritage features as integral components of the building(s) and public space(s); and,
- f) Recognize the significance and importance of these buildings to the neighbourhood through interpretative signage.





20.6.2.5 Riverfront Promenade

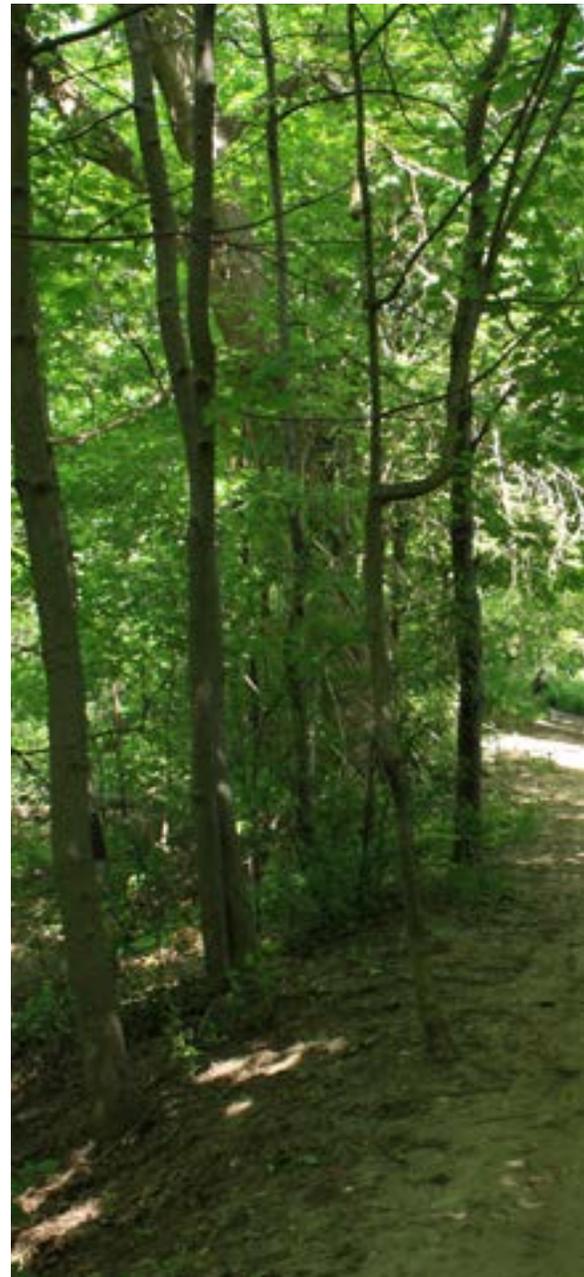
Access to the Thames Valley Corridor is recognized as an important objective for the neighbourhood and is one of the principles of the *Thames Valley Corridor Plan*. As such, it is the intent of this Secondary Plan to:

- a) Develop the area along the top of the Thames Valley Corridor, as a 'Riverfront Promenade', implementing key strategies of the Thames Valley Corridor Plan;
- b) Develop the Riverfront Promenade as a new public park under the category of 'Urban Park', an important park/open space amenity within the neighbourhood, the community and the City;
- c) Ensure that the planning and design of adjacent private development is considered in the context of achieving the animated, activated and pedestrian-oriented amenity that is envisioned for the Riverfront Promenade.
- d) Ensure that buildings within adjacent development blocks are sited and designed with main facades and entrances oriented to the Thames River Valley;
- e) Develop the Riverfront Promenade as a shared use zone that provides access to both private development as well as the public Thames Valley Corridor;
- f) Develop the Riverfront Promenade as a transition from the natural areas associated with the Thames Valley Corridor to the SoHo neighbourhood;
- g) Develop the Riverfront Promenade to include a series of small vista parks located along the valley to allow viewing and gathering opportunities; and,
- h) Consider the Riverfront Promenade as an extension of the Thames Valley Parkway.



20.6.2.6 Views and Vistas, Pedestrian Connections and Potential Pedestrian Linkages

Visual and physical connections that serve to link, or frame, significant elements of the natural, built and open space environment to each other and/or the residents of the community are seen as critical organizing community structure elements. The Community Structure Plan identifies opportunities for the preservation, enhancement and creation of these visual and physical linkages. These opportunities are identified on the Community Structure Plan as Views and Vistas, Pedestrian Connections and Potential Pedestrian Linkages.



20.6.3

General Policies



20.6.3.1 Plan Goal

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

20.6.3.2 General Policies for Development

All development in the Secondary Plan Area shall contribute to achieving the following characteristics of the neighbourhood:

- a) creation of a balanced, sustainable, energy efficient and pedestrian-oriented community comprised of residential areas in a variety of housing types with retail/office uses, employment opportunities, and community facilities scaled appropriately to the neighbourhood.
- b) ensuring a complete and integrated community comprised of:
 - A mix of uses that meet the daily needs of all residents;
 - An appropriate integration of compatible land uses; and,
 - Compatibility of building types, achieved through consideration of their scale, massing and relationship to each other.
- c) directing development in the Area to be most intensive between the top of bank of the Thames Valley Corridor

and those lands fronting the south side of South Street (generally between Colborne Street and Wellington Street) and fronting the south side of Nelson Street (between Maitland Street and Colborne Street).

- d) Providing for significant views and vistas by:
- preserving and enhancing the existing north-south streets;
 - preserving and enhancing views to the parks and open space system including the Thames Valley Corridor, natural heritage features, cultural heritage resources, and across parks and open spaces;
 - providing opportunities for views of important public buildings, heritage buildings, open spaces and parks, natural heritage features, and other landmarks; and,
 - providing for sites that terminate roads and view corridors.

20.6.3.3 Bonusing Policies

Bonus zoning may be used to permit increases in height or density of proposed development to encourage development of a high or exceptional quality which implements the Vision and Principles of this Plan and which is consistent with realizing the function, purpose and intent of the applicable Character Area Land Use Designations in this Secondary Plan.

All of the following policies shall apply in determining the appropriateness of the amounts increased height and density.

- a) The permitted increases in height or density of proposed development shall be only within the ranges of increases cited in the applicable Character Area Land Use Designations in this Secondary Plan.
- b) The paramount principle in determining the appropriateness of the amounts of increased height and density shall be that the approved increases will be in proportion with the public benefit derived in the eligible facilities, services, and matters specified below





that are received in return for the increases.

- c) The facilities, services, and matters received in return for the increases in each development shall be deemed by City Council to provide substantial public benefit.
- d) Notwithstanding the bonus zoning provisions of the Official Plan, increases in height and/or density may be offered for developments which incorporate one or more of the facilities, services, and matters specified below or those determined by Council to be similar in nature:
 - Conservation of the heritage attributes of properties designated under Part IV of the Ontario Heritage Act;
 - Buildings and landscaping of a very good or exceptional design quality. The Urban Design Peer Review Panel will provide guidance to such proposals;
 - Underground parking only in combination with buildings and landscaping of a very good or exceptional design quality;
 - The provision of affordable housing;
 - Developments achieving the equivalent of LEED gold rating or higher;
 - Public Art as defined in this Plan;
 - Development of public realm elements such as publicly accessible promenades, parks, plazas, look-outs or seating areas.

20.6.3.4 Public Art

- a) For the purposes of this Secondary Plan, public art is defined as visual art that exists in the public realm of the community/neighbourhood, either outdoors or indoors, and builds a visually rich environment. It is accessible to the community and encourages interaction between residents, visitors and people who work in the area. There are three broad categories of public art: independent, integrated and site-specific. Public art can also be community-based and should be led by a professional artist. Public art may consist of, but is not limited to:

- sculpture;
 - murals;
 - memorials, monuments or artifacts such as the Cenotaph, Victoria Park Tank, cannons, etc.;
 - fountains or water features that contribute aesthetically to their surroundings (i.e. not spray pads);
 - hard and soft landscaping components which are not a mere extension of the landscape architecture;
 - special engineering or architectural features of existing capital projects that contribute aesthetically to their surroundings; and,
 - community public art related to neighbourhood beautification.
- b) The Secondary Plan encourages a public art program which will identify existing and potential sites for public art and ensure that public art is provided in a coordinated manner as the community develops.
- c) Public art should be located in areas that are publicly accessible, highly visible and that have cultural significance. Municipally-owned public space with these attributes may include, but is not limited to, parks, road allowances, tunnels, boulevards, streets, courtyards, squares and bridges, as well as building exteriors, foyers, concourses and significant interior public areas of municipal buildings.
- d) Priority locations for public art in this Secondary Plan Area are:
- The Four Corners (Gateway to the Thames Valley Corridor)
 - Heritage Square
 - Riverfront Promenade
 - Wellington/South Street Intersection
 - Private courtyards and mews which are accessible to the public
- e) 'Themes' for public art in this Secondary Plan Area, as well as the design of public spaces, should recognize the heritage of the area and the legacy of the hospital.
- f) Implementation of Municipal public art shall reference the City of London's Public Art policy.





20.6.3.5 Services and Utilities

i) General

- a) The Old Victoria Hospital Lands Secondary Plan area is currently fully serviced.
- b) The City's 2012-2013 infrastructure review has identified in a Servicing Area Plan the upgrades necessary to water and sewer systems in place in the Area.
- c) District energy may be connected to serve the development of the Old Victoria Hospital Lands Secondary Plan Area.

ii) Stormwater Management

- a) In considering options for Stormwater management (SWM), the following principles will apply:
 - stormwater will be considered as a resource, not a waste product.
 - Stormwater Management (SWM) facilities or mitigation measures will be designed to provide the required stormwater quality and quantity controls, to ensure environmental and ecological integrity and to ensure functionalities are preserved and maintained.
 - Moreover, they will be designed to provide a net benefit to the environment in accordance with provincial and federal Acts.
 - Low Impact Development (LID) principles and practices will be promoted, including the use of rain gardens, green roof systems, rain barrels and permeable paving.
 - while stormwater management facilities will be designed to fulfill their functional purpose, their design shall contribute to the aesthetic components of the greenlands system and not negatively impact on natural heritage features or cultural heritage landscapes at any time in the land development process.

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





iii) Utilities and Telecommunications

- a) All local power and telephone lines and other cable services serving the Secondary Plan Area shall, where possible, be located underground and be grouped into a single utility conduit.
- b) Utility services shall be permitted in all land use designations.
- c) The City will support the provision of electronic communications technology involving high capacity fibre optics to enhance telecommunications services within the Secondary Plan Area.
- d) Cable requirements for telecommunications shall be located underground consistent with the intent of this Secondary Plan.
- e) Utilities are to be located to provide for a landscaped growing area that supports tree longevity. Where possible all utilities should be located underground and/or within utility rooms within buildings.
- f) Recognizing the importance of creating great streetscapes, to which street trees and street furnishings are vital, existing standard utility locations may be revised in order to accommodate these elements.

20.6.3.6 Transportation

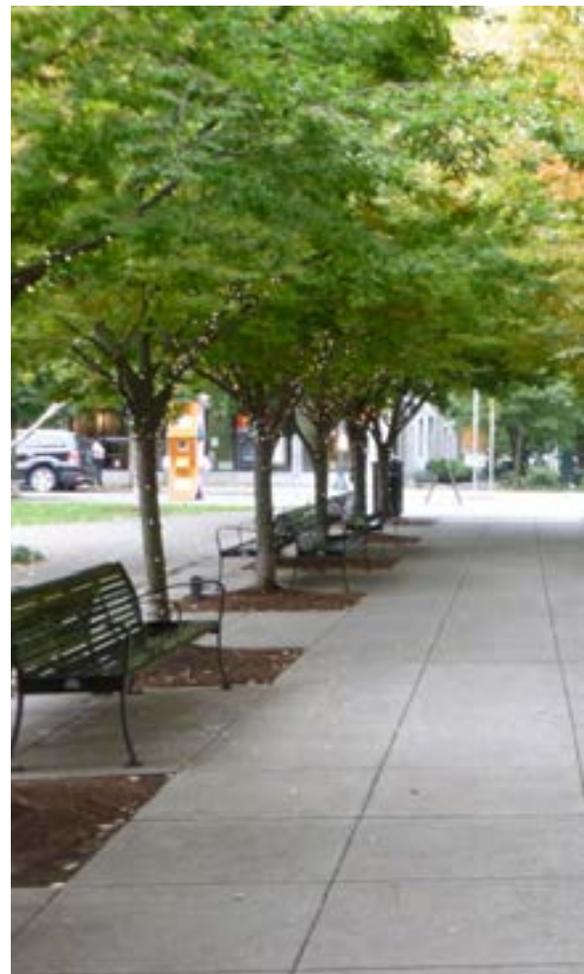
i) General

- a) Components of the active transportation system serving the Secondary Plan Area shall include roads, paths, transit, bicycle and pedestrian routes and facilities.
- b) The City has completed a Transportation Impact Assessment at the time of this Secondary Plan which will provide important information with respect to the road needs and timing of road improvements as development of the neighbourhood proceeds.
- c) The Transportation Impact Assessment makes recommendations to convert South Street and Grey Street to two-way operations.

- d) Final designs and requirements for roads, paths and other components of the transportation system shall be established based on the findings and recommendations of the Transportation Impact Assessment, the policies of this Secondary Plan, and the Environmental Impact Study (EIS).
- e) Minor revisions to the existing road design within the rights-of-ways, as required to incorporate design features such as streetscaping and enhanced pedestrian zones may be made without further Amendment to this Secondary Plan, provided the requirements are established and confirmed through detailed studies and development approvals.

ii) Road Network

- a) Roads shall generally be maintained in their existing patterns.
- b) Roads shall provide access for vehicles, pedestrians and bicycles, opportunities for vistas, view corridors and pedestrian amenity areas, and space for utilities and transit services.
- c) Comprehensive streetscape requirements, including landscaping, shall be required to ensure that the public realm is consistent in quality and design.
- d) Roads adjacent to environmental areas shall be carefully considered based on an appropriate balance between the need for the road, the principles of connectivity and permeability and the protection of the integrity of the significant natural feature.





iii) Road Rights-of-Way Design

The design of South Street (illustrated in Figure 2), Colborne Street (illustrated in figure 3), Waterloo Street, and Nelson Street will include:

- a) Wide sidewalks, enhanced with decorative pavement. Sidewalks should be expanded in width in mixed-use areas from street curb to building face and enhanced with decorative pavement especially at the entrance of adjacent buildings and public spaces.
- b) Large deciduous canopy trees planted on both sides of the sidewalk to create an allee. Tree species should be native and display a high tolerance for urban conditions.
- c) Pedestrian-scaled decorative street lights. The location and design of street lights should be coordinated with the location of trees and other street furniture.
- d) Planters/seatwalls to enhance key locations such as at the Four Corners, building entrances, and mid-block pedestrian connections.
- e) A coordinated street furniture program included seating, planters, waste/recycling receptacles, newspaper/publications boxes, bicycle lock-ups, bollards, and community information kiosks. Stylistically, designs should be complementary to both heritage and contemporary forms of design.
- f) Traffic calming elements in the roadway such as raised intersections, decorative and/or textured paving at intersections.
- g) Public art elements and interpretive signage.

iv) New Local Road

- a) A new local road is proposed for the Secondary Plan area, located along the top of the Thames Valley Corridor between Waterloo Street and Colborne Street, as illustrated in Figure 4.

- b) The proposed road is intended to merge the presence of the Thames Valley Corridor within the urban fabric of the neighbourhood and create new opportunities for access, recreation, and connectivity. The new local road is a pedestrian-oriented street that allows for vehicular access.
- c) The design of the road may not be required to include the full complement of elements standard for City Local Roads.
- d) The design of a local road will include all of the features cited in iii) above, with the exception of a), and the following:
 - Continuous decorative paving from building face to the UTRCA regulation limit, between Waterloo Street and Colborne Street, including lay-by parking areas, pedestrian areas and vehicular areas;
 - Rolled curb edges defining the roadway and the pedestrian areas, which allow for the shared use of the space, as needed (i.e. community events, festivals, markets, gatherings);
 - Provision for removable bollards installed at the 'elbows' of the street; and,
 - Street trees planted within the right-of-way either in raised planters, to provide seating or in tree pits flush with the pavement, to allow for pedestrian circulation.

v) Transit-Supportive Development

- a) The City shall consult with the London Transit Commission to determine the needs of the neighbourhood as it develops over time.
- b) To facilitate the development of a transit supportive urban structure, pedestrian routes that provide for direct pedestrian access to transit routes and stops will be encouraged such that most residents and businesses within 200 metres of a transit stop.

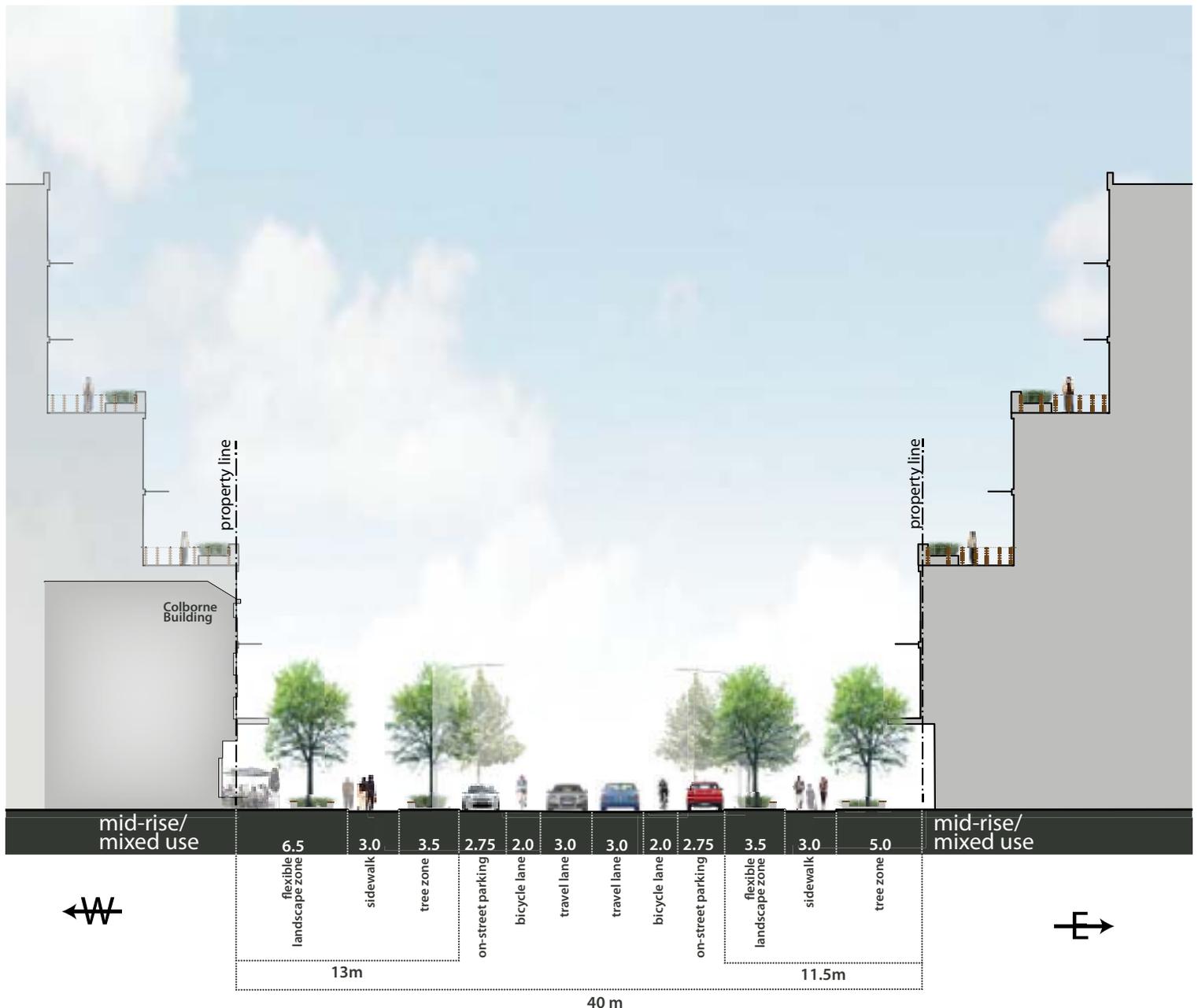




Dimensions cited above are for illustrative purposes only.

South Street

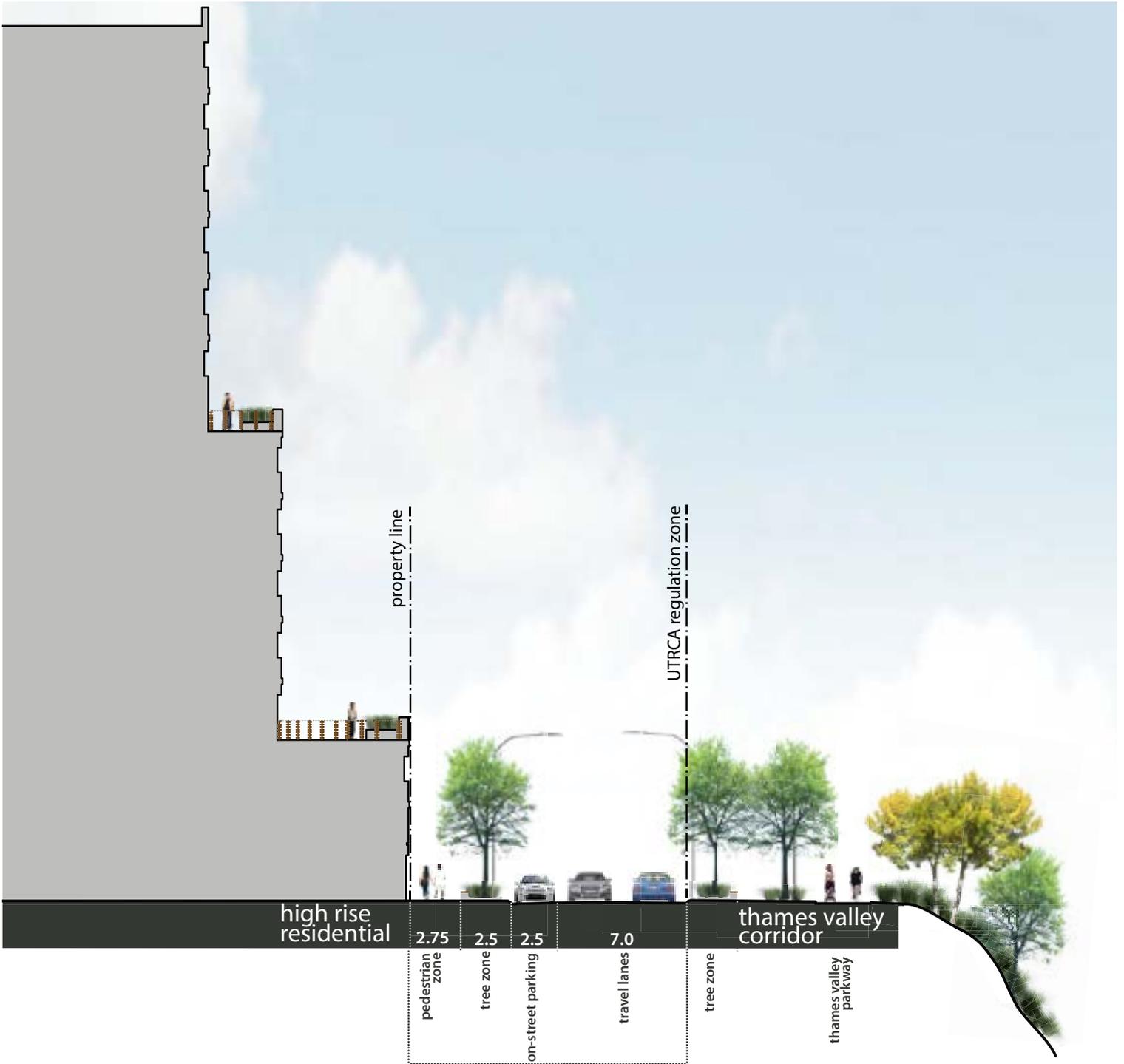
Figure 2: South Street Section



Dimensions cited above are for illustrative purposes only.

Colborne Street

Figure 3: Colborne Street Section



Dimensions cited above are for illustrative purposes only.

Riverfront Promenade

Figure 4: Riverfront Promenade Section

vi) Lanes

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



vii) Connections/Linkages

- a) The existing on-street bicycle route along South Street shall be maintained. The City's Transportation Master Plan recommends a new on-street bicycle lane along Colborne Street and Nelson Street.
- b) Pedestrian connections adjacent to the Thames Valley Corridor shall be planned to anticipate use and to avoid impact on the features and their environmental functions.
- c) Mid-block publicly accessible pedestrian connections are needed in larger blocks and are shown on Schedule 1. These connections are generally located at the middle of the block and will be of sufficient width to be utilized as servicing corridors if necessary.
- d) All streets shall have sidewalks.

viii) Parking

- a) On-street parking will continue to be provided within the neighbourhood and in particular, along Colborne Street and the Four Corners where the mid-rise/mixed-use blocks are designated.
- b) The Transportation Impact Assessment identifies the parking strategy for these lands.





- c) Existing on-street angled parking, located along Colborne Street, shall be converted to on-street lay-by parking, in order to increase the landscaped boulevard area, reduce the amount of paved roadway surfaces and to promote a pedestrian-scaled streetscape.
- d) Off-street parking for all uses shall be required and shall be provided on-site.
- e) Parking shall be required in accordance with the provisions of the implementing zoning by-law.
- f) To enhance the quality and safety of the public streetscapes, surface parking lots or parking structures shall not be permitted to occupy significant proportions of the at-grade frontage of public roads shall not be permitted.
- g) To reduce the impact of surface parking and to provide at-grade amenity areas, the provision of structured parking either underground or above ground shall be encouraged for higher density forms of development. Where it is not feasible to locate parking in structures either below or above grade, parking should be located to the rear of the principal buildings and/or within the interior side yard.

20.6.3.7 Housing Policies

i) General

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

i) Affordable Housing

- a) It is the objective of this Plan that a minimum (25) percent of all new residential development within the Old Victoria Hospital Lands Secondary Plan Area meet the Provincial definition of affordable housing. Affordable housing may be achieved through a Community Improvement Plan by:
 - Promoting higher density housing forms, where housing is more affordable due to reduced per unit land costs.
 - Building smaller units, where housing is more affordable due to lower development and/or redevelopment costs.
 - Applying government grants and/or subsidies, including land dedication, that will reduce overall development costs.
 - Waiving or reducing municipal permit fees, taxes and/or development fees.
 - Encouraging the development of accessory apartments/secondary suites.
- b) The City will work with other government agencies, the not-for-profit, and private sectors, to promote innovative housing forms, development techniques, and incentives that will facilitate the provision of affordable housing.
- c) Affordable housing will be encouraged to locate in proximity to local community facilities and existing or potential public transit routes and active transportation facilities.



20.6.4

Character Area Land Use Designations



20.6.4 Character Area Land Use Designations

The following character areas form land use designations unique to the *Old Victoria Hospital Lands Secondary Plan* as shown on Schedule 2. These areas have separate identified character elements, which are defined in the character area policies. The character area policies and general policies of this Plan work together to fulfill the purposes of this Secondary Plan.

- a) “The Four Corners” is to form the mixed use “heart” of the SoHo community and is to be pedestrian oriented. This area will further serve as a gateway to the Thames Valley Corridor.
- b) The Transit-Oriented Mainstreet Corridor Area designation is applied to properties in this Plan that face Wellington Street. The Transit Oriented Mainstreet Corridor is to support the transit functions along the Wellington Corridor with intense mixed-use development. The character in this area is to be pedestrian-oriented.
- c) Three Residential Area designations are organized into categories primarily distinguishable by building, form, density and height, and is applied to areas of this Plan that will contain a variety of residential building types.
- d) The Open Space Area is to provide for passive and active recreational opportunities within the neighbourhood.

20.6.4.1 The Four Corners

i) Function and Purpose

The Four Corners Character Area extends outward in all directions from the intersection of South Street and Colborne Street and south to the top of the Thames Valley Corridor. The intersection of South Street and Colborne Street is recognized as an important cross-road in the neighbourhood, with South Street providing a major east-west link to the Wellington Street Transit-Oriented Mainstreet Corridor and Colborne Street providing a major north-south link to the Thames River.

The intent of the Four Corners Policy Area is to provide for the development of a mid-rise, mixed-use residential district that is pedestrian-oriented, a focal point for neighbourhood level services and civic functions, and a gateway to the Thames Valley Corridor.

ii) Character

The Four Corners is to be a walkable urban mixed-use "main street" with a pedestrian scale. The built form will be street oriented with the main building entrance facing towards all public right-of-ways within this area and will be of a mid-rise height.

The restoration and sensitive adaptation of significant heritage buildings for contemporary urban uses is a preferred approach to achieving the focal point function and purpose of this Character Area.

iii) Permitted Uses

The primary permitted uses of the Mid-Rise Residential Character Area will be permitted in the Four Corners Policy Area. Community facilities are also permitted in the Four Corners designation.





Residential uses shall be integrated as part of any mixed use development in this designation. In order to achieve the focal point function of the Four Corners, residential uses shall be located primarily on the second floor or above and non-residential secondary permitted uses shall be located primarily to the ground floor. Non-residential secondary uses may also be located on the ground floor of any residential unit within a live-work built form. Office uses may be located on the second floor and above in residential mixed-use adaptive re-use of buildings designated under the *Ontario Heritage Act*.

Permitted convenience commercial, community and commercial recreation uses include those which are appropriate in a residential environment, provide a service to local residents, and which do not generate impacts on neighbouring residential uses. These secondary permitted uses could include, but may not be limited to:

- a) Small scale-office uses including medical/dental offices;
- b) Small-scale retail stores;
- c) Small-scale restaurants;
- d) Personal service establishments;
- e) Private and commercial schools;
- f) Convenience stores;
- g) Day care centres;
- h) Small-scale specialty food stores;
- i) Studios and galleries;
- j) Fitness and wellness establishments; and,
- k) Financial institutions.

The Zoning By-law may establish limits in the amounts of permitted primary and secondary uses in order to ensure that neighbourhood level services remain consistent with the function of this character area.

The development of new buildings that would provide for stand-alone secondary permitted uses will not be permitted in the Four Corners Policy Area.

iv) Built Form and Intensity

- a) Within the Four Corners, new residential development shall have a minimum density of 50 units per hectare and a maximum density of 75 units per hectare without bonus zoning.
- b) Building heights in the Four Corners Policy Area shall not be less than 3 storeys and shall not exceed 8 storeys without bonus zoning.
- c) Notwithstanding a) and b) above, residential densities and/or heights exceeding 75 units per hectare and/or 8 storeys in height may be permitted up to 11 storeys in height through site specific bonus zoning and a development agreement that would implement the approved facilities, services, or other matters cited in the bonus policies of this Secondary Plan.
- d) Small-scale office development may be permitted in the adaptive re-use of a heritage building. The adaptive re-use of a heritage building for office uses in excess of 2,000 square metres may be permitted through site specific bonus zoning that would implement the approved facilities, services, or other matters cited in the bonus policies of this Secondary Plan. All other office development shall be limited to 2,000 square metres or less within each new mixed-use building or a total of 5,000 square metres in the entire designation.
- e) New buildings will be aligned parallel to the public road.
- f) New buildings will be located within 3 metres of the property line adjoining the public road.
- g) Building setbacks will be based on defining a pedestrian oriented streetscape, while allowing for the preservation of existing significant trees and the planting of new trees.
- h) Siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads.
- i) Siting and massing of buildings will contribute to the comfort, safety and amenity of the public roads.





- j) Development will integrate with existing heritage buildings.
- k) Building floorplates shall be designed to accommodate for permitted secondary uses at grade with residential uses located above
- l) All new buildings will orient their main public entrance to face the higher order street. For corner lots, buildings will be oriented to provide a primary face on both streets frontages. The massing, siting and scale of buildings located adjacent to, or along the edge of the Riverfront Promenade will orient their principal elevations/entrances to the Thames Valley Corridor and be designed to reinforce an animated and pedestrian oriented public space. "Back-of-house" activities like garbage storage, utility boxes, etc. are specifically not permitted along the Thames Valley Corridor.
- m) Garage doors and service facilities shall be located, where possible, in the rear of buildings in order to not dominate the streetscape or create "blank" spaces along the pedestrian corridors.
- n) Large windows and overhead pedestrian sheltering are encouraged to be incorporated into the building ground level, especially facing streets.
- o) Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged.
- p) The implementing zoning by-law shall include details with respect to front and exterior side yards, for the various anticipated development types and forms.
- q) Where a rear or exterior lot line or building façade abuts a public road and/or public space, special landscaping/building treatments shall be required to ensure that the rear and/or side building facades are attractive and/or appropriately screened from view.
- r) The number of vehicle access points to public roads shall be minimized and the use of a joint or shared vehicle access point is encouraged.
- s) No individual direct vehicle access shall be permitted for any development lot along South Street.

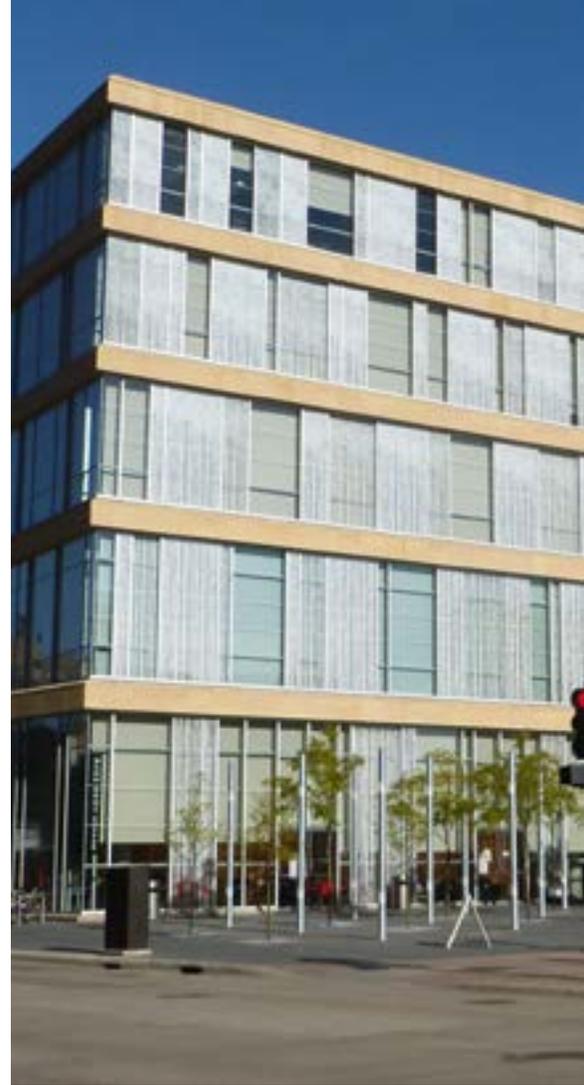
- t) All parking, storage and loading areas should be located in the interior and rear yard and shall be appropriately screened, landscaped and buffered from all adjacent land uses and road rights-of-way.
- u) The implementing zoning by-law shall limit storage and display areas for retail sales within enclosed buildings.
- v) The ground floor height of all buildings shall be greater than the height of any upper storey.
- w) All the available development blocks and lots are defined by the existing grid system of public roads.
- x) Notwithstanding the provisions of this Secondary Plan, a lot that does not have frontage on a public road may be permitted, provided that the front lot line adjoins public open space fronting a public road, and the rear lot line adjoins, and has access from a public rear lane.

v) **Public Realm Feature**

An urban plaza is to be located at the north west corner of the Colborne Street and South Street intersection, between the War Memorial Children's Hospital building and South Street. The design of the plaza will highlight and enhance the heritage features of the surrounding heritage buildings.

The Heritage Square will be designed and built in accordance with City guidelines and be accepted as part of the required parkland dedication, and shall have a minimum size of 0.25 hectares. It will be designed to function as a neighbourhood gathering area, support the mixed-uses within the adjacent buildings and incorporate design elements that reference and reflect the cultural heritage of the neighbourhood.

Parking shall not be allowed within the area between street curbs and the street facing facades of any buildings within the Four Corners Policy Area designation.





20.6.4.2 Transit-Oriented Mainstreet Corridor

i) Function and Purpose

Wellington Street serves as a major gateway to the Downtown. South Street, which intersects Wellington Street, is the primary east/west gateway into the Old Victoria Hospital Secondary Plan Area. Lands fronting Wellington Street within the Secondary Plan Area extending south to the Thames Valley Corridor have been designated Transit-Oriented Mainstreet Corridor.

Policies are included in the Secondary Plan to improve the function and appearance of the Wellington Street commercial area and to enhance the distinctive and visual attributes of South Street and the Thames Valley Corridor. The policies will also serve to encourage the development of a pedestrian-oriented and transit-supportive land use pattern.

ii) Character

The Transit-Oriented Mainstreet Corridor designation is to be a pedestrian-oriented, mixed-use area characterized by built forms that are supportive of transit. These can include higher density residential uses, facility type uses and a broad range of commercial uses. Given the importance of the Wellington Street/South Street intersection, design elements in the public and private realm are to be of the highest standard.

It is not intended that the Transit-Oriented Mainstreet Corridor designation be significantly extended within the abutting residential character area designations of the community.

iv) Permitted Uses

Permitted uses in the Transit-Oriented Mainstreet Corridor designation shall include mid to high-rise apartment building, apartment hotels, nursing homes

and seniors residences. In addition, small-scale office uses with a maximum total floor area of 2,000 square metres or less within each building will be permitted to a maximum of 5,000 square metres in the designation.

Secondary uses will also be permitted on the ground floor of those buildings fronting Wellington Street including, but not limited to: small-scale retail uses, service and repair establishments; food stores; convenience commercial uses; personal and business services; wellness establishments; pharmacies; restaurants; financial institutions; small-scale entertainment uses; galleries; studios; and community facilities with the exception of correctional and supervised residences.

Residential uses will be integrated as part of any mixed-use development in this area with residential uses located on the second floor and above.

The proportion of permitted primary and secondary uses shall be established in the Zoning By-Law.

The development of new buildings that would provide for stand-alone offices and secondary permitted uses will not be permitted.

v) **Built Form and Intensity**

- a) Within the Transit-Oriented Mainstreet Corridor, new residential development shall have a maximum density of 50 units per hectare without bonus zoning.
- b) Building heights in the Transit-Oriented Mainstreet Corridor Policy Area shall not exceed 4 storeys without bonus zoning.
- c) Notwithstanding a) and b) above, residential densities and/or heights exceeding 50 units per hectare and/or 4 storeys in height may be permitted through site specific bonus zoning and a development agreement that would implement the





- approved facilities, services, or other matters cited in the bonus policies of this Secondary Plan.
- d) The frontage of buildings located along Wellington Street and South Street shall be designed to accommodate secondary uses at grade.
 - e) Buildings will be aligned parallel to the public road and the Thames Valley Corridor.
 - f) Buildings will be located within 3 metres of the property line adjoining the public road.
 - g) Building setbacks will be based on defining a pedestrian oriented streetscape, while allowing for the preservation of existing significant trees and the planting of new trees.
 - h) Siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads.
 - i) Siting and massing of buildings will contribute to the comfort, safety and amenity of the public roads.
 - j) Mid-rise and high-rise buildings will be composed of three sections; a base, a middle and a top. The base of high-rise buildings will consist of a 3 to 4 storey podium facades, the middle will be stepped back (3-5m) from the edge of the podium, and the top will be distinguished architecturally from the remainder of the building while incorporating all mechanical penthouses into a design that will enhance the city skyline.
 - k) Corner sites are encouraged to incorporate forecourts that may be private but provide for public access and amenity.
 - l) Large windows, patio space, and overhead pedestrian sheltering are encouraged to be incorporated into the building ground level.
 - m) Buildings should be designed with defined spaces to accommodate signage that respects the buildings scale, architectural features and the established streetscape design objectives.
 - n) Buildings located adjacent to, or at the edge of parks and open spaces will be encouraged to provide opportunities to overlook into the open space through the use of at-grade or rooftop patios, porches, plazas etc.

- o) The massing, siting and scale of buildings located adjacent to, or along the edge of the Riverfront Promenade will orient their principal elevations/ entrances to the Thames Valley Corridor and be designed to reinforce an animated and pedestrian oriented public space. "Back-of-house" activities like garbage storage, utility boxes, etc. are specifically not permitted along the Thames Valley Corridor.
- p) Development and its associated ground disturbance and grading, shall provide for adequate buffer to the existing Thames Valley Corridor and its features, as regulated by the UTRCA.

20.6.4.3 Residential Areas

i) Function and Purpose

It is intended that the Residential Policy Area designations will support an urban housing stock with height and intensity generally increasing closer to the Thames Valley Corridor.

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

Strategically located in proximity to major transportation networks, open space and recreational opportunities, the planned Four Corners, the Wellington Street Transit-Oriented Mainstreet Corridor and the Downtown, residential areas will accommodate a diversity of dwelling types, including mixed-use residential opportunities, and a variety of building forms, heights and densities. Planned residential densities will further serve to use land efficiently and provide for a variety of housing prices allowing members of the neighbourhood to age in place.

The maintenance and enhancement of existing residential areas, and the development of new





residential areas at higher than current densities, will further serve to provide a population base to help support the planned function of the Four Corners and the Wellington Street Transit-Oriented Mainstreet Corridor. Planning applications to reduce the specified minimum residential density of these areas would undermine these objectives and should not be supported.

The Residential Policy Area designation is made of up of three residential sub-areas including:

- a) Low-Rise Residential;
- b) Mid-Rise Residential; and,
- c) High-Rise Residential.

The General Policies which follow apply to the Low, Mid and High-Rise Residential designations of the Plan.

ii) Character

Residential Areas will have a variety of setbacks depending on the built form and intensity allowed for. Generally, the Residential Character Area will be urban in nature and will not allow for the range and size of non-residential uses anticipated in the Four Corners or in the Transit-Oriented Mainstreet Corridor.

Buildings in the Residential sub areas shall be street-oriented with the principal entrance facing the street. For corner lots, buildings will be oriented to provide a primary face on both street frontages. Semi-private outdoor spaces such as stoops, terraces, and porches etc. shall be encouraged on all ground-related residential units and garage doors and/or service facilities shall not be allowed to dominate the view of the streetscape.



iii) Built Form Applicable to All Residential Areas

- a) All the available development blocks and lots are defined by the existing grid system of public roads.
- b) Siting and massing of buildings will provide a consistent relationship, continuity and enclosure to the public roads.
- c) Siting and massing of buildings will contribute to the comfort, safety and amenity of the public roads.
- d) 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.
- e) Over time, new development will be compatible with adjacent and neighbouring development by ensuring that the siting and massing of new buildings does not result in undue adverse impacts on adjacent properties particularly in regard to adequate privacy conditions for residential buildings and their outdoor amenity area.
- f) Buildings will be aligned parallel to the public road or the Thames Valley Corridor.
- g) Buildings will be located close to the property line adjoining the public road.
- h) Building setbacks will be based on defining a pedestrian oriented streetscape, while allowing for the preservation of existing significant trees and the planting of new trees.
- i) Buildings located adjacent to, or at the edge of parks and open spaces will provide opportunities to overlook into the open space.

20.6.4.3.1 Residential Policy Area 1 – Low-Rise Residential

i) Intent

The intent of the Low-Rise Residential Policy Area is to provide for low-intensity residential uses. The Low-Rise





Residential Policy Area is intended to provide for ground related forms of development that have a low- to mid-rise height that minimizes problems of shadowing, view obstruction and loss of privacy.

While existing low-rise residential uses are provided for in the Policy Area, more intensive ground-related development forms are encouraged to meet the overall planning and design objectives of the Secondary Plan.

ii) Permitted Uses

The permitted uses in the designation include single detached, semi-detached, duplex, and converted dwellings with the exception of cluster housing. Street townhousing, stacked townhousing, triplexes and fourplexes are encouraged where appropriate. Community facilities are also permitted in the Low-Rise Residential Policy Area.

iii) Built Form and Intensity

- a) Within the Low-Rise Residential Policy Area, new residential development shall have a minimum density of 15 units per hectare and a maximum density of 30 units per hectare without bonus zoning.
- b) Building heights in the Low-Rise Residential Policy Area shall not exceed 3 storeys without bonus zoning.
- c) Notwithstanding a) and b) above, residential densities and/or heights exceeding 30 units per hectare and or 3 storeys in height may be permitted up to 75 units per hectare and/or 5 storeys in height through site specific bonus zoning and a development agreement that would implement the approved facilities, services, or other matters cited in the bonus policies of this Secondary Plan.
- d) Dwellings will address the road and garage doors shall not dominate the view of the streetscape.



- e) Front and exterior side yard porches shall be encouraged. The implementing zoning by-law shall include details with respect to build within zones for front and exterior side yard. The implementing zoning by-law will set the well as the maximum percentage of lot frontage permitted to accommodate garage doors.
- f) The use of lane-based residential uses shall be encouraged where appropriate.
- g) Notwithstanding the provisions of this Secondary Plan, a lot that does not have frontage on a public road may be permitted, provided that the front lot line adjoins public open space fronting a public road, and the rear lot line adjoins, and has access from a public rear lane.
- h) The following measures shall be undertaken to promote safety and security in public places, including roads, parks, trails and open spaces, schools, public transit routes and the public activity areas of buildings:
 - The design and siting of new buildings shall provide opportunities for visual overlook and ease of physical access to adjacent roads, parks and open spaces;
 - Clear, unobstructed views to parks and open spaces shall be provided from the adjoining buildings; and,
 - Appropriate lighting, visibility and opportunities for informal surveillance shall be provided for in all walkways, parking lots, garages and outdoor amenity areas.
- i) The following measures shall be undertaken to ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces:
 - Public oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public roads; and,
 - Provision of a consistent level of landscaping design, incorporating such elements as





appropriate paving, planting, fencing, lighting and signage.

- j) Avoiding the location of building ventilation systems in or adjacent to pedestrian areas.
- k) Garages on detached dwellings and townhouses shall not project beyond the front wall of the dwelling (front porches do not constitute the front wall).
- l) Single detached dwellings and townhouses units are encouraged to not have blank walls and to provide design elements that support activity in the front setback. These may include, but are not limited to, front porches.
- m) Single detached dwellings, townhouses, triplexes, and fourplexes located at corner sites shall not have blank walls and shall 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.

20.6.4.3.2 Residential Policy Area 2 – Mid-Rise Residential

i) Intent

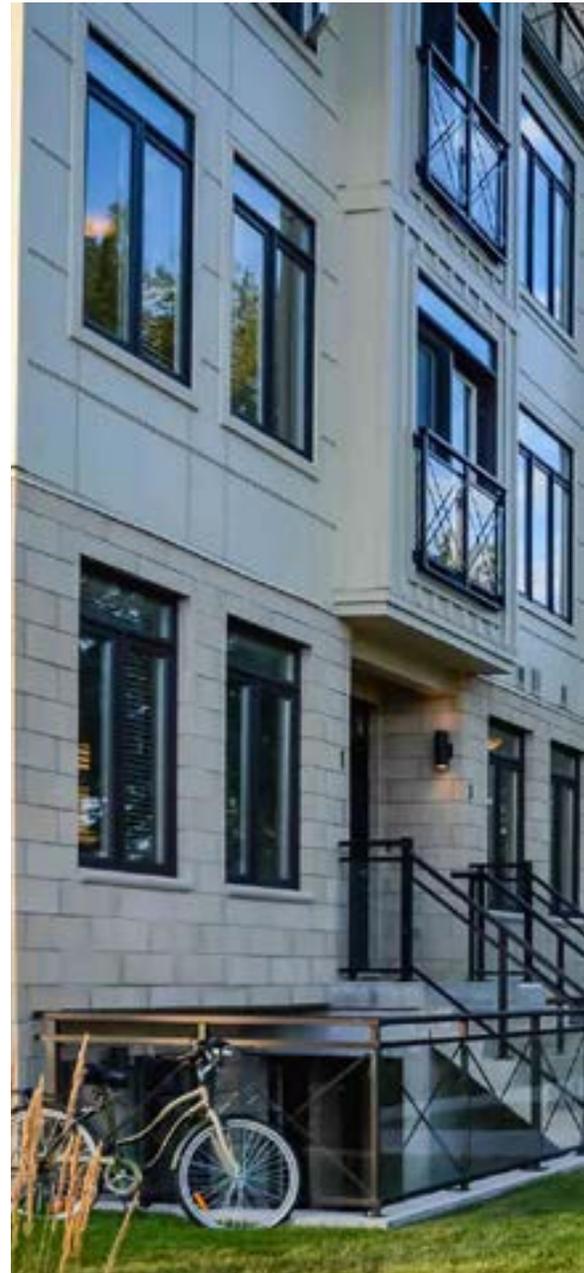
The Mid-Rise Residential Policy Area designation is intended to provide for mid-rise forms of residential development that exceed those intensities found in the Low-Rise Residential Policy Area designation but do not approach those intensities intended for the High-Rise Residential Policy Area designation. The Mid-Rise Residential Policy Area designation is intended to serve as a suitable transition between planned areas of lower and higher residential intensity.

ii) Permitted Uses

The permitted uses of the Mid-Rise Residential Policy Area designation include street townhouses, stacked townhouses, converted dwellings and apartment buildings. Community facilities are also permitted in the Mid-Rise Residential Policy Area.

iii) Built Form and Intensity

- a) Within the Mid-Rise Residential Policy Area designation, new residential development shall have a minimum density of 30 units per hectare and a maximum density of 75 units per hectare without bonus zoning.
- b) Building heights in the Mid-Rise Policy Area designation shall in no case be less than 3 storeys and exceed shall not exceed 5 storeys without bonus zoning.
- c) Notwithstanding a) and b) above, residential densities and/or heights exceeding 75 units per hectare and/or 5 storeys in height may be permitted up to 8 storeys in height through site specific bonus zoning and a development agreement that would implement the approved facilities, services, or other matters cited in the bonus policies of this Secondary Plan.
- d) Mid-rise apartment buildings will be composed of three sections; a base, middle and a top. Each section shall be distinguished architecturally.
- e) All development will address the road, and garage door/service facilities shall not dominate the view of the streetscape.
- f) Front and exterior side yard porches shall be encouraged on all ground-related residential units. The implementing zoning by-law shall include details with respect to build within zones for front and exterior side yards, for the various anticipated development types and forms. Special provisions with respect to porches for the ground-related residential uses shall also be included in the zoning by-law.
- g) The size and configuration of each development block will:
 - Be appropriate for its intended use;
 - Facilitate and promote pedestrian movement; and,
 - Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development.





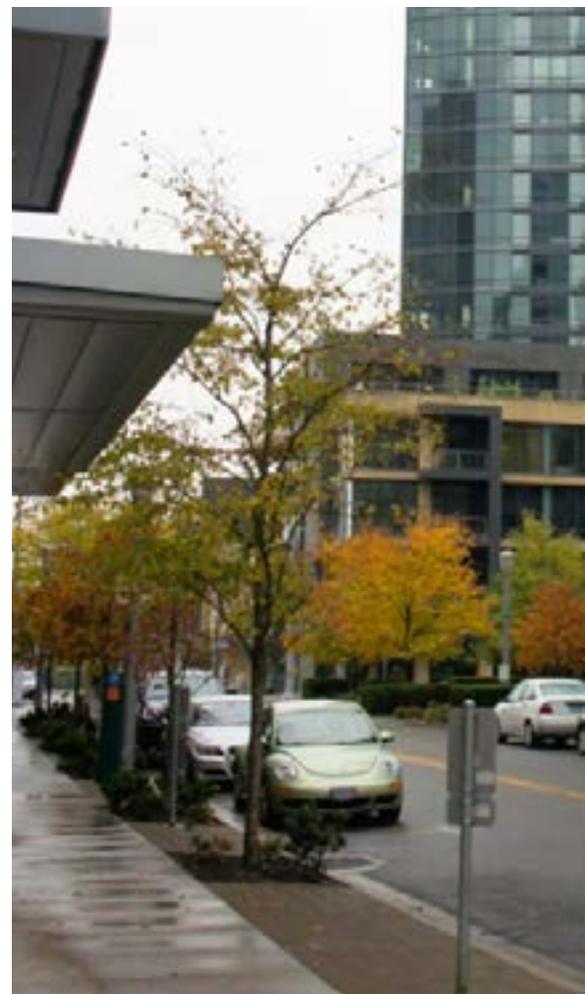
- h) Each development lot in a block will:
- Have frontage on a public road; and,
 - Be of a sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design policies set out in this Secondary Plan.
- i) Notwithstanding the provisions of this Secondary Plan, a lot that does not have frontage on a public road may be permitted, provided that the front lot line adjoins public open space fronting a public road, and the rear lot line adjoins, and has access from a public rear lane.
- j) To support public transit and for reasons of public safety and convenience, primary building entrances shall be clearly visible and located on a public road or onto public spaces. Access from sidewalks and public open space areas to primary building entrances shall be convenient and direct, with minimum changes in grade.
- k) To minimize disruptions to the safety and attractiveness of the Primary roads, individual direct access shall be minimized where possible and in some cases prohibited in accordance with the policies of the Secondary Plan.
- l) The following measures shall be undertaken to promote safety and security in public places, including roads, parks, trails and open spaces, schools, public transit routes and the public activity areas of buildings:
- The design and siting of new buildings shall provide opportunities for visual overlook and ease of physical access to adjacent roads, parks and open spaces;
 - Clear, unobstructed views to parks and open spaces shall be provided from the adjoining buildings; and,
 - Appropriate lighting, visibility and opportunities for informal surveillance shall be provided for in all walkways, parking lots, garages and outdoor amenity areas.

- m) To ensure ease of access for the pedestrian and the enjoyment of public roads and other outdoor spaces, the following measures are necessary:
- Public oriented spaces and activity areas, including building entrances, terraces and porches, will be oriented toward public roads;
 - Provision of a consistent level of landscaping design, incorporating such elements as appropriate paving, planting, fencing, lighting and signage; and,
 - Avoiding the location of building ventilation systems in or adjacent to pedestrian areas.
- n) Garages on townhouses shall not project beyond the front wall of the dwelling (Front porches do not constitute the front wall).
- o) 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 transition between the lower-rise form and the higher-rise form.
- p) Townhouse units and ground level apartments are encouraged to provide design elements that support activity in the front setback. These may include, but are not limited to, front porches.
- q) Built form that is three 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.
- r) 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.

20.6.4.3.3 Residential Policy Area 3 – High-Rise Residential

i) Intent

Appropriately distanced from existing and planned low-rise residential forms of development and strategically





located in proximity to major transportation networks, high order roads, open space and recreational opportunities, the Wellington Street Transit-Oriented Mainstreet Corridor and the planned “Four Corners”, lands on the south side of South Street and Nelson Street, north of the Thames Valley Corridor, have been designated for mid to high-rise residential forms of development that is not mixed-use in nature.

ii) Permitted Uses

The permitted uses in the High-Rise Residential Policy Area include stacked townhouses and apartment buildings. Lower-rise housing forms are not permitted.

To further activate high-rise development forms, grade-related, small-scale restaurant and studio uses may be permitted within the podium of any high-rise building facing the Riverfront Promenade.

iii) Built Form and Intensity

- a) Within the High-Rise Residential Policy Area, new residential development shall have a minimum density of 75 units per hectare and a maximum density of 250 units per hectare.
- b) Building heights in the High-Rise Residential Policy Area shall in no cases be less than 7 storeys and shall not exceed 12 storeys.
- c) Notwithstanding a) and b) above, residential densities and/or heights exceeding 250 units per hectare and/or 12 storeys in height may be permitted through site specific bonus zoning and a development agreement that would implement the approved facilities, services, or other matters cited in the bonus policies of this Secondary Plan.
- d) High-rise buildings will be composed of three sections; a base, a middle and a top. The base of high-rise buildings will consist of a 3 to 4 storey podium, the middle will be set back (3-5m) from the edge of the podium, and the top will be



distinguished architecturally from the remainder of the building while incorporating all mechanical penthouses into a design that will enhance the city skyline.

- e) The middle , or shaft, portion of tall buildings shall have a floor plate which reduces the massing of such tall buildings and provides for a slender tower.
- f) Ground level apartments are encouraged to provide design elements that support activity in the front setback. These may include, but are not limited to, front porches.
- g) A building located at a corner site shall provide for a building entrance, massing, articulation and height that pronounces the corner.
- h) Buildings 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 roofline height elements.
- i) The massing, siting and scale of buildings located adjacent to, or along the edge of the Riverfront Promenade will orient their principal elevations/ entrances to the Thames Valley Corridor and be designed to reinforce an animated and pedestrian oriented public space. "Back-of-house" activities such as garbage storage, utilities boxes, etc. are specifically not permitted along the Thames Valley Corridor.
- j) Development and its associated ground disturbance and grading, shall provide for adequate buffer to the existing Thames Valley Corridor and its features, as regulated by the UTRCA.
- k) The implementing Zoning By-law shall include details with respect to build within zones for front and exterior side yards for the various anticipated development forms and types.
- l) Where a rear or exterior lot line or the rear or side building façade abuts a public road, public open space and/or a residential lot, special landscaping/





- building treatments shall be required to ensure that building facades and servicing areas are attractive and/or appropriately screened from view.
- m) Notwithstanding the provisions of this Secondary Plan, development blocks having substantial frontage onto the Riverfront Promenade, may be permitted to have a second access to parking provided:
- The lot contains a comprehensively designed mixed use development;
 - The principal access to the required service areas on the lot is from the exterior side yard;
 - The need for a second access to parking can be demonstrated to be necessary to facilitate the development pattern, but will not interfere with, or promote unsafe traffic and pedestrian movement;
 - The development pattern is otherwise consistent with the provisions of this Secondary Plan.
- n) The size and configuration of each development block will:
- Be appropriate for its intended use;
 - Facilitate and promote pedestrian movement; and,
 - Provide a sufficient number of building lots and, where appropriate, a range of building types to achieve cost effective and efficient development.
- o) Each development lot in a block will:
- Have frontage on a public road or Thames Valley Corridor "road"; and,
 - Be of a sufficient size and appropriate configuration to accommodate development that reflects the planning and urban design policies set out in this Secondary Plan.
- p) To minimize disruptions to the safety and attractiveness of roads, individual direct access shall be minimized where possible and in some cases prohibited in accordance with the policies of the Secondary Plan.

- q) Site design will provide mid-block pedestrian connections, as identified on Schedule 1 to facilitate access and views to the Riverfront Promenade.
- r) Development will integrate existing heritage buildings where possible.

20.6.4.4 Open Space

i) Function and Purpose

The Open Space Designations identified in this Secondary Plan is meant to protect and enhance existing ecological features and accommodate active and passive recreational activities. The Open Space designation within the Old Victoria Secondary Plan encompasses six distinct open space functions:

- a) Significant Woodlands
- b) Significant Wildlife Habitat
- c) Urban Park
- d) Thames Valley Parkway
- e) District Park
- f) Neighbourhood Park

ii) Character

There are two distinct character areas for the public open space designation within this Plan:

- a) Character Area #1: Natural Heritage Lands
This character area encompasses existing ecological features, as well as additional lands to be restored and enhanced for improved ecological function. The primary function of these lands is the protection and enhancement of existing ecological features and wildlife habitat.
- b) Character Area #2: Park Lands
This character area accommodates both active and passive recreational uses and includes the Thames Valley Parkway, Urban Parks, a District Park and a Neighbourhood Park.





iii) Public Realm

Development adjacent to Open Space lands shall be oriented towards these public features. Well designed, attractive and functional walking and cycling infrastructure shall be incorporated into this Secondary Plan's development and Open Space Lands to encourage active transportation between features and into the surrounding community.

20.6.4.4.1 Open Space Policy Area 1 – Natural Heritage Lands

i) Intent

This policy applies to the woodlands, significant riverfront corridor, and significant wildlife habitat (snapping turtle) identified for ecological protection and enhancements per the SoHo Redevelopment Environmental Impact Study (November, 2013). These Natural Heritage Lands identified on Schedule 2 are partially located within the UTRCA Regulatory Flood Limit and include riparian forests associated with the Thames River, floodplain, ravine slopes and ecological buffers.

ii) Permitted Uses

Natural Heritage Lands are meant to protect existing ecological features and wildlife habitat. Opportunities to provide limited, controlled and sustainable public access to these lands should be considered in an effort to limit uncontrolled access that would be detrimental to these ecological features and/or steep slopes.

iii) Built Form and Intensity

Development is not permitted within the Natural Heritage Lands.

iv) Transportation

Parking and/or transportation related facilities are not permitted within the Natural Heritage Lands.

20.6.4.4.2 Open Space Policy Area 2 – Park Lands

i) Intent

This policy applies to the parklands and parklands constrained by species at risk (SAR).

An Urban Park environment and an extension to the exiting Thames Valley Parkway will be located at the southern limits of the Secondary Plan. The Riverfront Promenade shall be configured as a linear Urban Park and shall be located outside of the 10 meter woodland buffer and outside of the critical habitat for turtles as per the approved EIS. The Thames Valley Parkway shall be located outside of the 10 meter woodland buffer, but can span the turtle nesting habitat with the use of an elevated boardwalk and hand railings as per the EIS.

Opportunities to incorporate complementary Urban Parks and/or Civic Spaces within future development parcels should also be considered in conjunction with future development processes and approvals.

A new District Park is expected to be incorporated into Wellington Valley Park. This existing park will be enhanced to accommodate active public use, including the potential sport fields. Controlled and sustainable access to the Thames River, that ensures protection of surrounding ecological features, is also anticipated within the district park.

The existing Neighbourhood Park (Meredith Park) located on Nelson Street between Colborne and Maitland Street will be retained and will continue to service both passive and active recreational activities.





ii) Permitted Uses

Park Land included within this Secondary Plan will be fully accessible and will accommodate active and passive recreational uses such as, but not limited to sport courts, sport fields, cycling and walking infrastructure and both formal and informal pedestrian gathering spaces. Public gathering spaces which incorporate lookouts and connections to the Thames River are also encouraged. All park infrastructure shall have regard for recommendations made in the approved EIS.

iii) Built Form and Intensity

Park amenities and features are permitted within Park Lands.

iv) Transportation

The Urban Park features proposed between Waterloo and Colborne Street shall be closely integrated with the 'Shared Street' right-of-way (Riverfront Promenade) proposed between Waterloo and Colborne Street, south of South Street.



20.6.5

Implementation



20.6.5.1 Implementation of the Secondary Plan

The Old Victoria Hospital Lands Secondary Plan shall be implemented utilizing the following implementation mechanisms:

- i) This Secondary Plan shall be implemented in accordance with the provisions of the *Planning Act*, the Provincial Policy Statement, other applicable Provincial legislation, the provisions of the *City of London Official Plan*, and this Secondary Plan.
- ii) Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of the required road and transportation facilities. These works shall be provided for in site plan agreements. Phasing of the development, based on the completion of the external road works, may be required by the City of London.
- iii) Approval of development applications shall also be conditional upon commitments from the appropriate authorities and the proponents of development to the timing and funding of required stormwater management, sanitary sewer and water supply facilities. These works may be provided for in a development agreement or through identified approved capital budget projects. Phasing of development, based on the completion of external sewer and water services, may be implemented if required by the City of London.
- iv) The City of London may control signage within the Secondary Plan Area through the provisions of the City's Sign By-law.

- v) The City of London shall encourage development within the Secondary Plan Area that is consistent with programs intended to reduce the consumption of energy and water and to promote waste reduction.

20.6.5.2 Interpretation

The following policies are intended to provide guidance in the interpretation and understanding of the policies, objectives, and Schedules of the Plan.

- i) The objectives and policies contained in the *Old Victoria Hospital Secondary Plan* are intended to assist in the achievement of the purposes of the Secondary Plan, as described in 20.6.1. It is intended that the interpretation of these policies should allow for a limited degree of flexibility according to the following provisions:
 - a) The boundaries between character area land use designations as shown on Schedule 2 are not intended to be rigid, except where they coincide with physical features (such as streets, railways, rivers or streams). The exact determination of boundaries that do not coincide with physical features will be the responsibility of Council. Council may permit minor departures from such boundaries if it is of the opinion that the general intent of the Secondary Plan is maintained and that the departure is advisable and reasonable. Where boundaries between land use designations do coincide with physical features, any departure from the boundary will require an Official Plan amendment.
 - b) Minor variations from numerical requirements in the Secondary Plan may be permitted by Council without an Official Plan amendment, provided that the general intent and objectives of the Secondary Plan and Official Plan are maintained.
 - c) Where lists or examples of permitted uses are provided in the policies related to specific land use designations, they are intended to indicate the possible range and types of uses to be considered.

Specific uses which are not listed in the Secondary Plan, but which are considered by Council to be similar in nature to the listed uses and to conform to the general intent and objectives of the applicable land use designation, may be recognized as permitted uses in the Zoning By-law.

This Secondary Plan establishes a road pattern that represents the foundation for the community and establishes the framework for the layout of land uses. This Secondary Plan 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 this Secondary 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 are not undermined.

20.6.5.3 Official Plan Amendments

- i) Any amendment to the text or Schedules of this Secondary Plan represents an Official Plan amendment. Furthermore, amendments to the Schedules of this Plan may require amendments to the associated schedules of the Official Plan - Schedules "A" - Land Use, "B1" - Natural Heritage Features, "B2" - Natural Resources and Natural Hazards, "C" - Transportation Corridors and "D" - Planning Areas.
- 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 *City of London Official Plan*.

20.6.5.4 Zoning

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

- ii) 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 *City of London Official Plan*.
- iii) Consideration of other land uses through a Zoning By-law amendment shall be subject to a Planning Impact Analysis as described in the Official Plan. The Zoning By-law may restrict the size of some uses.
- iv) The lands within the area of this Secondary Plan may be zoned with an 'h' holding symbol in accordance with the *City of London Official Plan*.
- v) A holding symbol may be applied to zoning in all of the lands within the Secondary Plan area, to ensure that the urban design policies of this Plan are implemented to the satisfaction of the City.
- vi) No development shall occur on any lands within the area zoned with an (h) holding symbol until the (h) holding symbol has been removed by an amendment to the by-law.
- vii) For lands within this Secondary Plan Area which, on the date of adoption of this Plan, had in force and effect bonus zoning implementing a development proposal, that bonus zoning shall be deemed to comply with the provisions of this Plan and shall remain in force and effect for those lands.

20.6.5.5 Plans of Subdivision/Plans of Condominium/Consents to Sever

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

20.6.5.6 Site Plan Approval

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

20.6.5.7 Required Studies

- i) This Secondary Plan identifies the following studies, plans, and assessments that are required to be completed to the satisfaction of the City of London and any agency having jurisdiction, prior to the City considering a development application to be complete and prior to the approval of development applications within parts of, or the entire, Secondary Plan Area. The City shall determine on an application by application basis the need for their studies, plans and assessments, and when in the approvals process they may be required:
 - Conceptual Site Design Plan/Building Elevations;
 - Traffic Impact Assessment;
 - Storm Water Management Plan;
 - Functional Servicing Plans (sewer and water);
 - Environmental Impact Studies;
 - Tree Inventory, Preservation, Protection and Edge Management Plans;
 - Archaeological Surveys/Assessments;
 - Urban Design Brief;
 - Cultural Heritage Assessment, including heritage impact statements;
 - Wind Impact Assessment;
 - D-6 Guideline Compatibility Study;
 - Construction Impact Mitigation Study; and
 - Financial Impact Study.
- ii) Additional study requirements may be identified by the City as development within the Secondary Plan Area proceeds.
- iii) Any study may be subject to a peer review to be carried out by the City, at the full cost to the applicant, and subject to approval by the City and any other authority having jurisdiction.

20.6.5.8 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.

20.6.5.9 Development Phasing and Financing

- i) The growth potential within the Old Victoria Hospital Lands Secondary Plan Area includes an estimated additional 1,500 to 2,000 dwelling units, plus additional growth within the mixed use and employment generating districts.
- ii) It is anticipated that the full build-out of the Secondary Plan Area will occur over a long-term planning horizon and will be approved based on a sustainable and logical progression of development.
- iii) The amount of growth permitted for each development phase shall be cognizant of the growth projections for the City of London as a whole, and be of a sufficient scale to be able to efficiently and cost effectively provide all the required infrastructure.
- iv) To maximize the efficiency and cost-effectiveness of the provision of all necessary infrastructure, and to promote optimal opportunity to retain/adopt cultural heritage landmarks and features, development shall generally be pursued in phases focused on one neighbourhood at a time, as established by the City based on the policies of this Secondary Plan.
- v) Recognizing that the community is anticipated to be developed over a long-term time frame, subject to meeting a number of objectives including infrastructure planning, financial, growth management, design and market demand, there are a number of goals that should be considered in the phasing strategy.
 - the initial phase(s) of development should be in key areas of the community plan, such as the Four Corners with a portion of Riverfront Promenade to act as a gateway to the Thames Valley Corridor, and the South Street Promenade linking to Wellington Street;

- exceptional public realm design will establish a benchmark for future development design in the area; and,
 - investment in public realm components will demonstrate the City's commitment to the long term vision for the community, and is intended to stimulate private investment towards the same goal.
- vi) Generally, in considering the approval of any new development proposal within the Old Victoria Hospital Lands Secondary Plan Area, the City of London shall be satisfied that:
- all of the significant natural and cultural heritage features have been adequately defined and protected;
 - the proposal promotes sustainability and energy efficient design and contributes toward the achievement of a complete community, including the provision of a full range of housing types, and/or the provision of commercial and employment opportunities;
 - requirements for community facilities, recreational facilities, schools and emergency services facilities have been adequately considered and can be provided to meet the needs of a growing City of London population;
 - the development application is complete, and includes all of the required studies identified by the City;
 - the development proposal conforms to all of the policies of this Secondary Plan;
 - for residential development in proximity to industrial uses existing on the date of this Plan's adoption, the proponent shall be required to demonstrate that the proposed development is compatible with, and a good fit within the surrounding neighbourhood, and will not adversely impact the continued operation of existing land uses in the area. Where appropriate, determination of compatibility shall be based on an evaluation using the Guideline D-6: Compatibility Between Industrial Facilities and Sensitive Land Uses.

- all required agreements have been adequately executed to ensure the appropriate staging and development of infrastructure and public facilities, such that there is no financial impact on the City of London; and,
 - all required infrastructure and public facilities are approved and implementable in a timely and cost-effective manner.
- vii) Prior to the approval of any development, the City of London shall be satisfied as to the availability of water supply and sewer capacity to accommodate the subject development. This may require front-end agreements consistent with the City's Municipal Service and Financing Agreements (MSFA) Policy.

20.6.5.10 Municipal Works

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

- i) Road development;
- ii) Sewer, water and wastewater infrastructure;
- iii) Stormwater management facilities;
- iv) Parks; and,
- v) Public facilities.

20.6.5.11 Land Dedication and Acquisition

- i) The City of London policies for land dedication and acquisition shall apply.

20.6.5.12 Public Sector Agreement to Comply

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

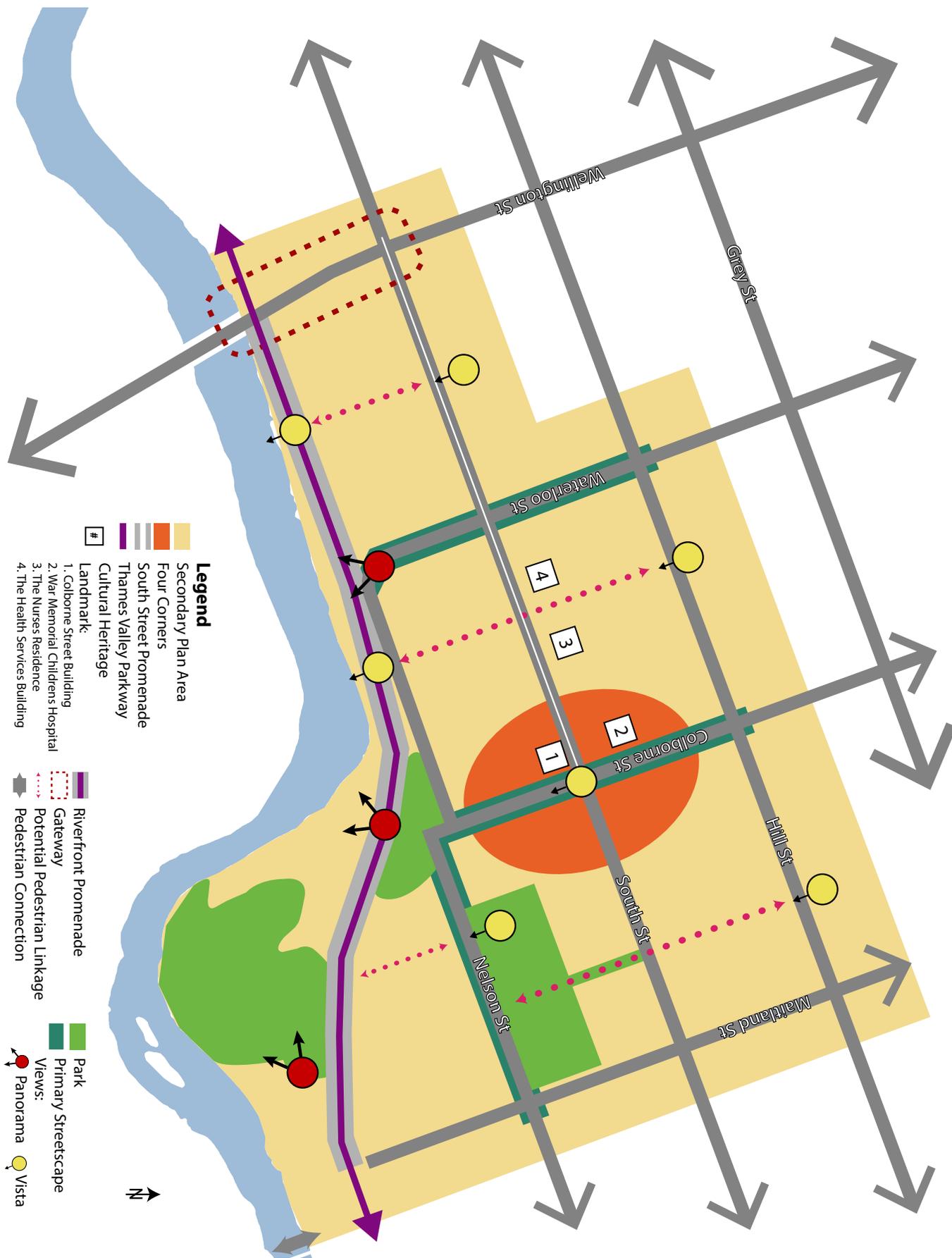
20.6.6

Schedules

Schedule 1: Community Structure Plan

Schedule 2: Character Area Land Use Designation Plan

Schedule 1: Community Structure Plan



Schedule 2: Character Area Land Use Designation Plan

