

SECONDARY PLAN

20.9

August 2016

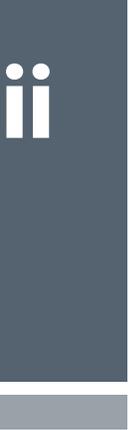


Beaufort / Irwin / Gunn / Saunby (BIGS) Neighbourhood Secondary Plan

City of London

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BIGS Neighbourhood Secondary Plan

Map 1 - BIGS Secondary Plan Areas



Introduction

20.9.1 Introduction

20.9.1.1 This Plan's Role

As a secondary planning document, this plan provides more specific guidance regarding the uses, intensity and form for the Beaufort/Irwin/Gunn/Saunby (BIGS) neighbourhood. Where the requirements of this Secondary Plan differ from those set out in the policies of the Official Plan, the policies of this Plan shall take precedence. Where no policy in this plan is in place to address or alter a policy of the Official Plan, the respective policy of the Official Plan shall apply to the BIGS Secondary Plan Area.

20.9.1.2 Structure

This Secondary Plan is structured around five areas which together comprise the BIGS neighbourhood area as shown on Map 1. The five areas include the Central Neighbourhood Node, Civic Corridor, Heritage Corridor, Neighbourhood Area, and Parks & Open Space. The Central Neighbourhood Node and Civic Corridor will accommodate the most intensive forms of development. Within the Neighbourhood Area, the level of residential intensity will vary from no anticipated intensification to opportunities for triplexes and townhouses in specific locations.

20.9.1.3 Plan Area

The BIGS Secondary Plan Area is defined by the Canadian Pacific Rail Tracks to the South, Platt's Lane to the West, the south edge of the Western University lands to the North, and the Thames River to the North and East. This area is shown on Map 1.

i) Urban Context

Located southeast of Western University and northwest of downtown London along the Thames River, the neighbourhood is in a prominent and strategic location within the City. Bordered by a commercial node on Oxford Street, the neighbourhood is also proximate to other neighbourhoods influenced by the University. A primary feature of the neighbourhood is that it is traversed by Western Road/Wharncliffe Road N., a major arterial road carrying approximately 20,000 vehicles per day. This is particularly important because this road is planned for widening to a four lane road in the London 2020 Transportation Master Plan. This work is currently scheduled for 2018.

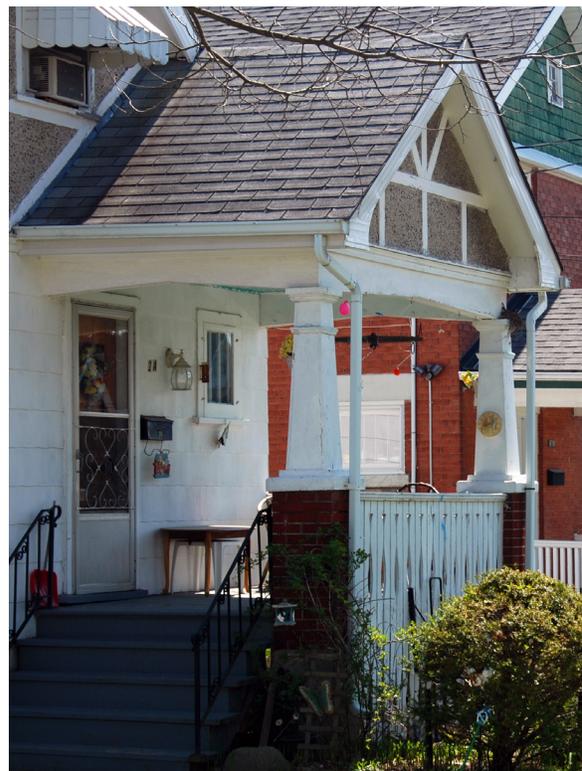
ii) Near- Campus Neighbourhood

Near-Campus Neighbourhood Policies apply to the BIGS Secondary Plan Area. These policies outline a vision and land use planning goals for the Near-Campus Neighbourhoods as well as policies to encourage appropriate intensification and direct preferred intensification to appropriate locations. This Secondary Plan supplements the Near-Campus Neighbourhoods amendments by creating a vision for the future development specific to this neighbourhood.

iii) Historic Context

The history of the Beaufort / Irwin / Gunn / Saunby / Essex Street Neighbourhood is of a community in transition. Since development began in 1848 it has been through three major shifts: from village, to suburb, to mixed housing.

Originally part of a reserve set aside at the Forks by Lieutenant Governor Simcoe, the area developed slowly, attributed to the swampland and frequency of floods. Original holdings were subdivided to provide building lots for market farmers and workers who worked in London proper. The impact of this development pattern on built heritage is that there were fewer “palatial” type homes that would be retained over the years. An exception is the Grosvenor Lodge and Coach House, the central existing historic feature in the neighbourhood. These building and the majority of the Secondary Plan Area was first developed by Samuel Peters as a farmstead.¹



¹ Blackfriars/Petersville Heritage Conservation District Study Report. January 2014.



Incorporated in 1874 as the village of Petersville, the area to the South of the BIGS Secondary Plan Area, was a functioning community, separate from London but tied economically and socially. The village generally consisted of two neighbourhoods, one surrounding Blackfriars Street and the other around the Kensington Bridge, each of which had its own commercial district along Wharncliffe Road. The village was named 'Petersville' after Colonel John Peters who promised to provide land for a school and a town hall. In 1881 the village was renamed London West, after land promises were not upheld.² In what is now the BIGS Study Area the central employer was the Mill built by John Saunby at the end of what is now Beaufort Street.

In 1898 London West was annexed by the City of London. The suburb functioned as home to farmers and working class residents.³ Infill development in the area was gradual until the 1950s when the development of "victory" housing began spreading north from the corner of Oxford Street and Wharncliffe Road N.⁴

Throughout these two periods, the Thames River was a major part of the community and was a recreational feature for residents. The River was also a natural hazard as the area was victim to several major floods prior to the construction of the Fanshawe Dam in 1953.

In recent years the major influence in the area has become Western University. Within the past 20 years the area has seen growing pressure to develop housing for University students. The Essex Street Area Study (1996) examined much of the BIGS area and determined that intensification, particularly conversions to student-oriented units was occurring in the area. The housing in the BIGS Secondary Plan Area has continue to change from single family to single family rental conversions and more recently to new purpose-built rental housing.

² The Petersville Neighbourhood Project. 1994.

³ West London Area Improvement Plan. Department of Planning and Development Community Improvement Division. March 1993.

⁴ The Petersville Neighbourhood Project. 1994.

20.9.1.4 Vision

A complete community focused on a central neighbourhood node surrounded by an established community, the BIGS Secondary Plan Area provides for an enriching residential setting in support of the University and as a part of the City.

20.9.1.5 Principles of the Secondary Plan

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

i) Promote Appropriate Intensification and Redevelopment

Principle: Ensure a complete community that functions as a neighbourhood with access to a variety of amenities.

Objectives

- a) Provide a variety of housing opportunities that accommodate both long term and short term residents of all ages and incomes.
- b) Promote mixed-use and higher density development along Wharncliffe Road North and Western Road corridor within the neighbourhood providing neighbourhood scale commercial services to residents
- c) Foster opportunities to connect pedestrian and cycling routes to public transit networks.
- d) Create an open space network within the neighbourhood that ties the community together and to the Thames River and Gibbons Park
- e) Enhance connections to the Downtown, Western University and other surrounding neighbourhoods.





ii) Enhance Character and Identity

Principle: Enhance the existing character and identity of the neighbourhood through new development.

Objectives

- a) Develop a sense of community pride that fosters responsibility and respect.
- b) Create a neighbourhood centre as development occurs.
- c) Promote quality design standards for all development in the neighbourhood.
- d) Highlight the neighbourhood's heritage in order to build on the existing character and tell the story of the community.
- e) Provide space for community gatherings and social events.
- f) Preservation of view corridors to the Thames River.

iii) Support Sustainability & Healthy Lifestyles

Principle: Support sustainability and healthy lifestyles by fostering the development of a walkable community that protects the environmental integrity of the neighbourhood.

Objectives

- a) Promote appropriate intensification that supports transit oriented development.
- b) Encourage walking and cycling within and through the neighbourhood
- c) Preserve and support the environmental integrity of the Thames River and surrounding features.
- d) Advance sustainable neighbourhood practices.

iv) A Great Near Campus Neighbourhood

Principle: Encourage intensification and the more efficient use of land, infrastructure/services and transportation systems close to Western University. Connect to the University and the educational community by acknowledging students and residents as part of a shared community.

Objectives

- a) Apply design guidelines to ensure a compatible built form and enhanced public realm
- b) Promote appropriate forms of intensification including mid-rise apartments, duplex, triplex and townhouse development.
- c) Promote the physical connections to Western University.

20.9.2

General Policies

20.9.2 General Policies

The policies contained within this section are to apply to all of the BIGS Secondary Plan Area. Where more specific policies are described for a specific area, the specific policy supersedes the general policy.

20.9.2.1 Intensification

Intensification is anticipated and appropriate to make better use of infrastructure in this already developed area of the City. This plan manages growth by directing intensification to appropriate areas within the neighbourhood. The areas intended for intensification from the most intense to the least are: the Central Neighbourhood Node; the Civic Corridor; the Neighbourhood Area and the Heritage Corridor. To maintain housing diversity, buildings should offer a variety of unit sizes to allow for the full variety of households and a variety of rental accommodation at the full range of price-points.

i) Near-Campus Neighbourhoods

The Near Campus Neighbourhood policies of the Official Plan apply to all Near-Campus Neighbourhoods, including the BIGS Secondary Plan Area. These policies outline a vision and land use planning goals for the Near-Campus Neighbourhoods as well as policies to encourage appropriate intensification and direct preferred intensification to appropriate locations.

20.9.2.2 Lot Consolidation

The consolidation of lots may occur as part of the redevelopment of sites within the BIGS Secondary Plan area. Any redevelopment requiring lot consolidation will:

- i) Be in accordance with the policies on amendments to Areas in 20.9.8.6;
- ii) Minimize the intrusion into the Neighbourhood area by siting entrances and access points towards the Western Road-Wharncliffe Road North Corridor;
- iii) Be done in a way which allows for the orientation of buildings such that traffic and noise impacts are directed towards higher order streets; and,
- iv) Not compromise the private amenity space of those adjacent to the development.

20.9.2.3 Form

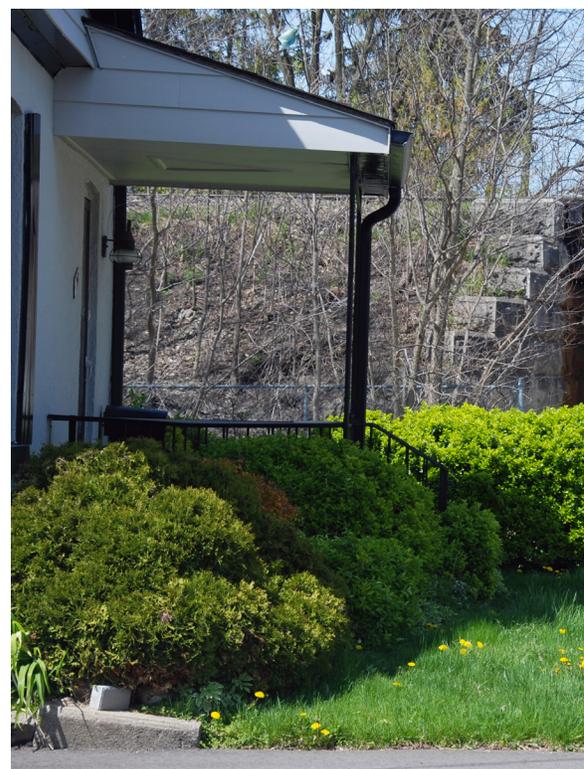
Within the BIGS Secondary Plan Area buildings are to be developed in accordance with the height limitations set out in the specific area policies.

Where a building is situated on more than one street, the building's main entrance shall be oriented to the higher order street.

Built form shall be street-oriented on all streets with front entrances oriented to the street. A diversity of material types, with texture, applied to the base, middle and top of the building(s) is encouraged.

Buildings shall be oriented so that their amenity spaces do not require sound attenuation walls and that noise impacts on adjacent buildings are minimized. The use of pitched roofs will be discouraged for buildings with a height over 4 storeys.

Tall buildings shall provide articulation and massing in a coherent architectural manner to delineate the building's base, middle and top.





20.9.2.4 Priority Sites

There are two primary gateways to the BIGS Secondary Plan Area.

- i) South east corner of the intersection of Western Road at Platt's Lane
- ii) The railway bridge crossing of Wharncliffe Road North.

These locations should be developed in accordance with the character of the neighbourhood and include the following design elements and schemes:

v) Intersection of Western Road at Platt's Lane

- The site on the south corner of the intersection should be treated as a priority based on its visual prominence as a view terminus when approaching from the north on Western Road.
- Future built form should address the intersection of Western Road and Platt's Lane, and frame the streetscape along Western Road to the Grosvenor Lodge site.
- Landscape treatment should emphasize the transition to the Heritage Corridor at the Grosvenor Lodge site.

vi) The Railway Bridge Crossing of Wharncliffe Road North

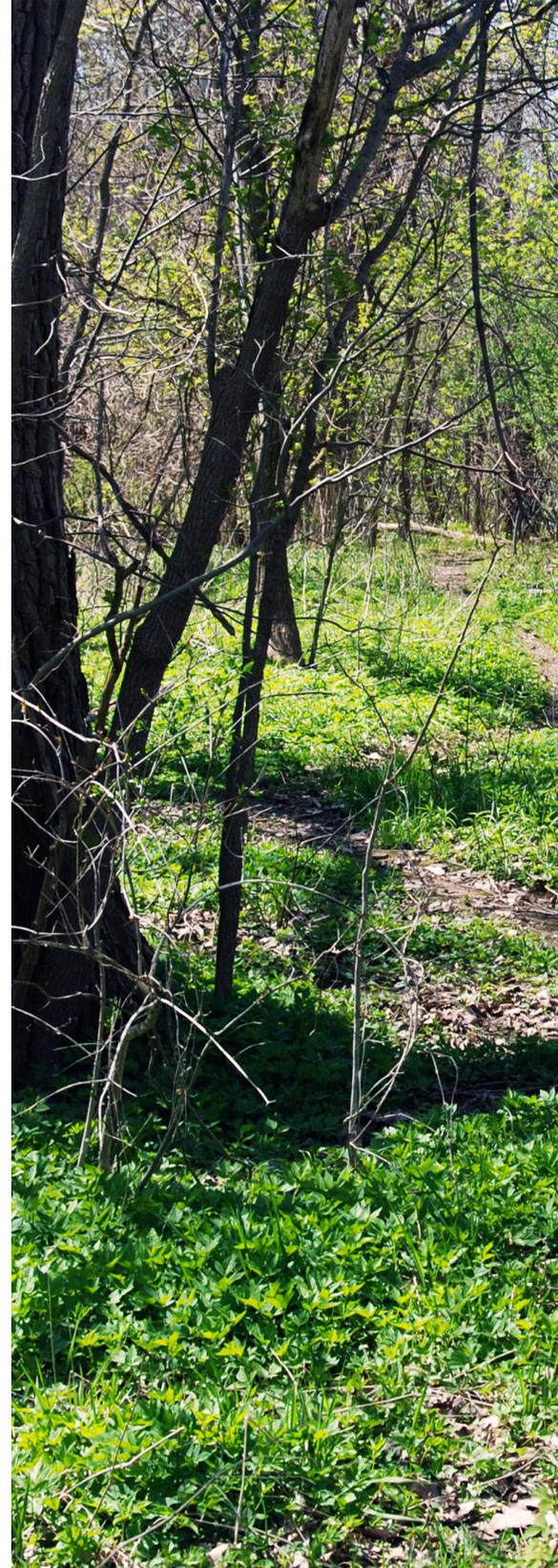
- The design of the bridge should include elements that reference the heritage character of the neighbourhood and important history of the rail bridge.
- The underpass should place a priority on the comfort of cyclists and pedestrians, including wide sidewalks and attractive physical buffers.
- Planter beds and enhanced landscaping are to be incorporated around the rail bridge to add interest and create an attractive pedestrian environment.
- Design of the underpass should highlight the entrance into the neighbourhood.



20.9.2.5 Parking

Within the BIGS area parking is to be in accordance with the following policies.

- i) On-street parking should be allowed on neighbourhood area streets only.
- ii) Underground parking entrances should be located in the rear or side yard.
- iii) New curb cuts will be minimized.
- iv) Off-street parking for all uses other than single detached, semi-detached, duplex and townhouse dwellings, shall be located underground or to the rear of the site (behind the building), in a structure or surface parking field. If these options are not possible, then surface parking can be considered in the interior side yard, provided design measures are used to mitigate the visual impact of the parking field on the public realm. Parking is not permitted between the building line and the public street for the excluded uses.
- v) Appropriate buffering shall be provided between parking areas, service and loading type functions, and adjacent land uses.
- vi) Off-street parking for single detached, semi-detached, duplex and townhouse dwellings may include parking in rear yards, side yards or in an enclosed attached garage located at the front of the dwelling. An enclosed attached or detached garage or surface space maybe permitted in the rear yard. Garages located at the front of the dwelling may not project beyond the front wall of the dwelling. Porches do not form an extension of the front wall.





20.9.2.6 Urban Design

The urban environment involves physical elements, including location and size of streets, blocks, open spaces and built form. It also involves developing the design details of streets, buildings and parks to express and enhance the character of the place. Urban design can enhance the quality of the public realm, natural environment and define community identity, sense of pride and sense of place. The following urban design policies promote appropriate urban design within the neighbourhood and will be applied in addition to the design policies of the Official Plan.

i) Relationship to Street

- a) Building fronts should be parallel to the street.
- b) Buildings should have primary entrance facing the street.
- c) Buildings should have a walkway connecting primary entrance to the street.
- d) Buildings in the Neighbourhood Area should have a front setback consistent with the front setback of the adjacent buildings.
- e) Buildings in the Central Neighbourhood Node and Civic Corridor setback from the property line shall provide enhanced pedestrian and/or landscape features within the setback area.

ii) Quality of Facade

- a) Buildings should have high quality building materials that wrap around all facades.
- b) Windows should all be vision glass and not utilise spandrel or reflective glass or lifestyle panels.
- c) Architectural style and rooflines should be appropriate for the use and scale of buildings.
- d) Primary building entrances are to be highlighted with architectural features and/or site enhancement, such as porches, articulation, placement of windows and lighting, patios, verandahs, etc.

iii) Amenity Space

- a) Residential buildings shall provide private amenity space. This amenity space shall be located to maximize opportunities for access by the building residents.
- b) Where patios and decks are provided, they shall be separated from one another with a screen at a maximum height of 2.2m from ground level.

iv) Landscaped Open Space

- a) Lots in the Neighbourhood Areas should have a minimum of one tree in the front yard to maintain the existing character.
- b) Open space in front and exterior side yards should have a minimum of 30% landscaped area.
- c) Trees and plant species should be native to the London region.

20.9.2.7 Noise and Vibration

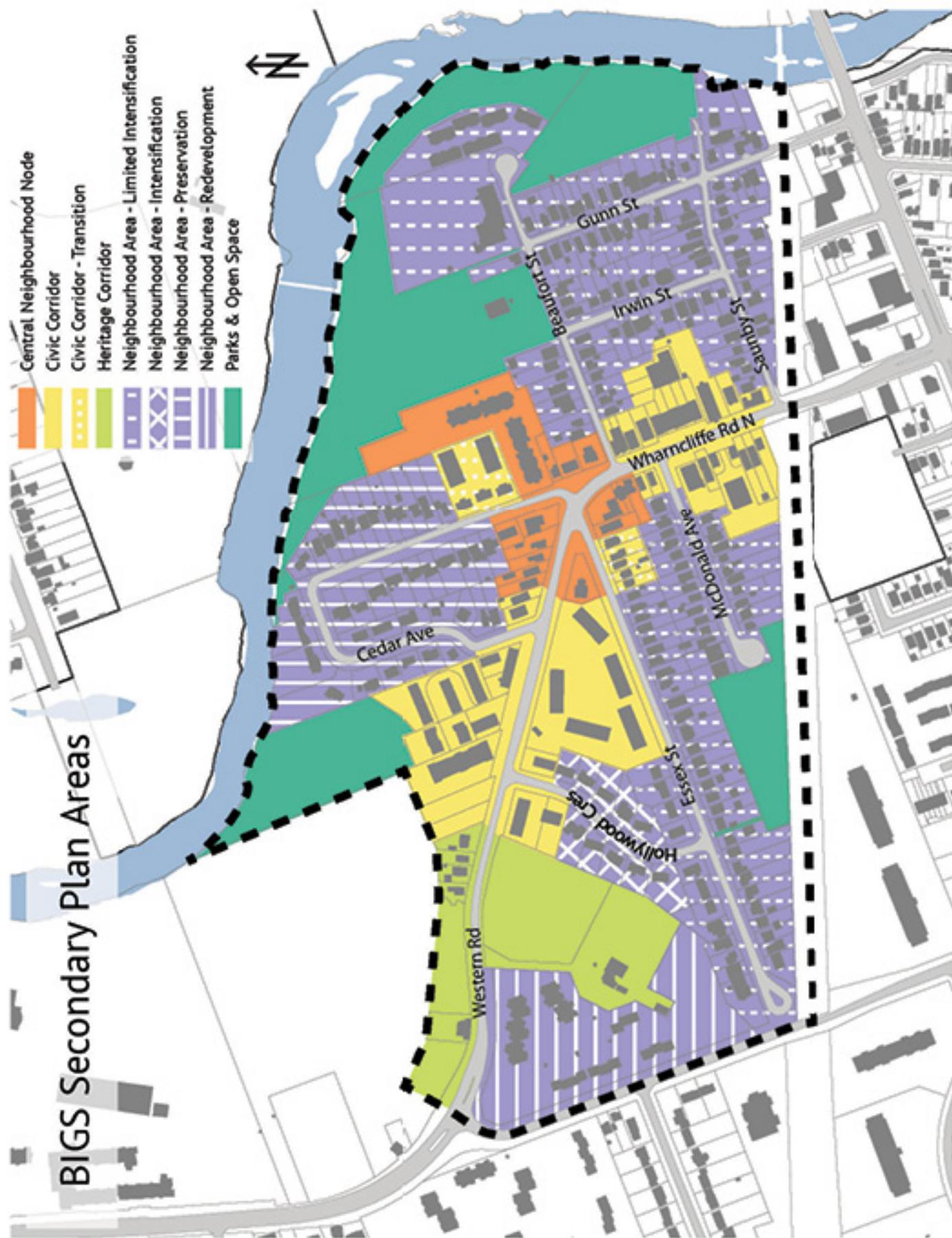
The BIGS Secondary Plan Area is bordered to the south by the Canadian Pacific rail corridor. Rail lines may negatively impact residential land uses. Residential development expected to be exposed to noise and vibration levels which are above acceptable provincial standards will be required to incorporate noise attenuation measure into the development. The Province and City of London provide regulations and guidelines on assessing the potential for these adverse impacts. The following policies will help to ensure that negative impacts are minimized during future development:

- i) Development proposals within 120m of the rail line will be circulated to the Ministry of the Environment, Canadian Pacific, the public, and any other applicable agency to identify appropriate attenuation measures, if any.
- ii) Development proposals for lands which may be affected by rail noise and/or vibration will be circulated to the Canadian Pacific for comment. Where a guideline document is not adopted, the City will rely on provincial and agency input, and input from a qualified consultant for the applicant, to determine potential noise impacts and appropriate attenuation measures.





- iii) Proponents of new developments may be required to undertake studies to ensure that the following applicable guidelines and regulations are being met:
 - a) Ontario Ministry of the Environment and Climate Change Environmental Noise Guideline NPC-300: Stationary and Transportation Sources – Approval and Planning;
 - b) Federation of Canadian Municipalities and the Railway Association of Canada – Guidelines for New Development in Proximity to Railway Operations; and,
 - c) City of London Noise By-law PW-12.
- iv) In many cases, adverse impacts of noise, vibration, dust and odour can be greatly reduced through mitigation measures at both the source and the receiving lands. Such measures may include:
 - a) Locating residential outdoor amenity space away from the source of the adverse impact;
 - b) Orienting habitable portions of the building away from the source of the adverse impact;
 - c) Constructing barriers, enclosed balconies, deep foundations, and/or enclosed delivery areas;
 - d) Upgrading façade materials and construction techniques;
 - e) Implementing vibration isolation, ventilation, and/or dust suppressants;
- v) Physical mitigation measures should visually integrate with the building design and site layout and be compatible with the surrounding neighbourhood.
- vi) Landscaping may be used to screen noise walls, barriers, and berms.



20.9.3

Area 1 - Central Neighbourhood Node

20.9.3 Area 1 – Central Neighbourhood Node

The Central Neighbourhood Node at the centre of the BIGS Secondary Plan Area consists of the properties which border the intersection of Wharncliffe Road North, Western Road and Essex Street, as indicated on Map 1.

i) Role

The Central Neighbourhood Node is to be the centre of neighbourhood functionally, and architecturally. Containing the neighbourhood square, the Central Neighbourhood Node is the only area where commercial uses are to be permitted.

ii) Character

The Central Neighbourhood Node is to function as a gathering space and provide the most intensive residential and commercial components within the BIGS Secondary Plan Area.

a) Neighbourhood Square

The corners of the Essex Road/Western Road/Wharncliffe Road N intersection are to define a neighbourhood square. This space will serve as a site for local gathering and community activities. To achieve this goal:

- Development adjacent to the Neighbourhood Square shall orient to the square.
- Enhanced pavement treatment for the public right-of-way including pedestrian elements shall be used to indicate the extent of the square.
- Public art may be used as a focal point within the Neighbourhood Square
- A uniform enhanced pavement treatment across the roadway and the pedestrian realm shall provide for a contiguous and defined square.

iii) Uses

This area will permit:

- Apartment buildings with commercial at grade;
 - Apartment buildings.
- a) Non-residential uses will be limited to the ground floor of any new buildings.
 - b) Commercial uses permitted at grade are to be provided at a neighbourhood scale with a focus on convenience uses and services. Permitted commercial uses include:
 - professional and services offices;
 - medical/dental offices;
 - personal service establishments;
 - retail stores;
 - convenience stores;
 - studios and galleries;
 - day care centres;
 - small-scale restaurants;
 - food stores; and,
 - fitness and wellness establishments.
 - c) Where feasible, underground parking is the preferred option to accommodate commercial parking demand.

iv) Intensity

- a) Within this area the buildings are to be between 2 and 4 storeys with no more than 6 storeys with bonusing.
- b) Office uses will not exceed 200 m² per building. The zoning by-law may limit the amount of commercial uses.

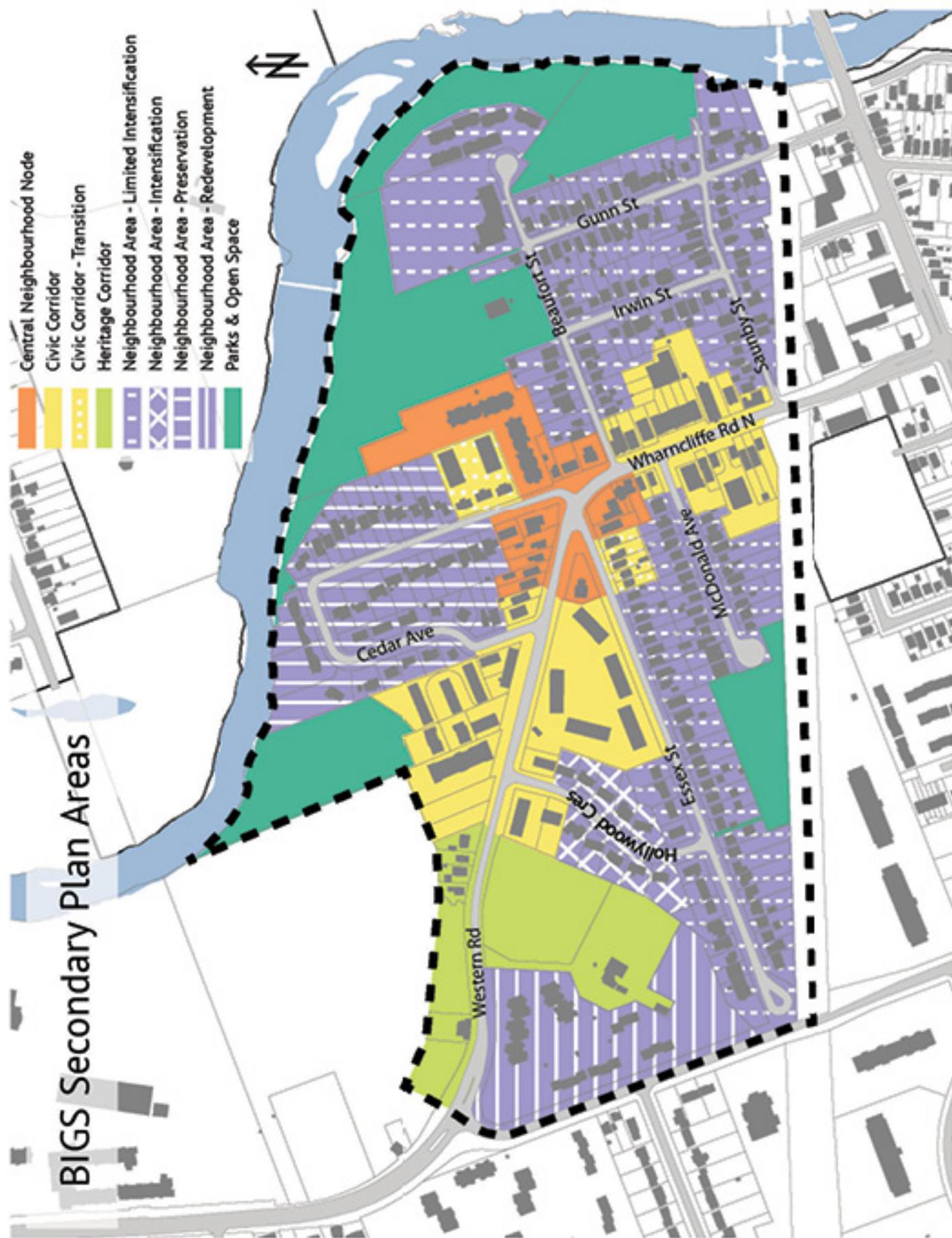
v) Form

- a) The ground floor of the residential units within the Central Neighbourhood Node shall be designed and constructed in a manner which ensures flexibility and adaptability over time. No entire building shall be used exclusively for non-residential uses.
- b) Large windows, patio space and canopies are encouraged at ground level. Rooftop patios and balconies are encouraged and shall be considered as amenity areas for mixed use buildings.
- c) In mixed use developments, buildings should be designed with defined locations for signage in accordance with a building's scale, architectural features and the established streetscape design objectives.





- d) Enhanced street tree planting will be undertaken to provide for a comfortable pedestrian environment.
- e) Rooftop patios and balconies should be designed to ensure the privacy of both the building and neighbourhood residents
- f) Development within the Central Neighbourhood Node will be sensitive to adjacent land uses and employ such methods as transitioning building heights and providing sufficient setbacks and/or buffers to ensure compatibility.
- g) Lot assembly is encouraged within the area to create comprehensive developments that reduce vehicular accesses and parking conflicts, and ensure that new development is oriented to the neighbourhood square.
- h) Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses.
- i) Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marking pedestrian pathways, widening sidewalks, and general site layout that reinforces pedestrian safety and easy navigation.
- j) Wayfinding signage will be encouraged in the Central Neighbourhood Node to direct people to the Gibbons Park Pedestrian Bridge and other park and pedestrian amenities in the area.



20.9.4

Area 2 – Civic Corridor

20.9.4 Area 2 – Civic Corridor

The Civic Corridor consists of the Wharncliffe Road North frontage from the Canadian Pacific tracks to the southern limit of Grosvenor Lodge, excluding the Central Neighbourhood Node at the intersection of Wharncliffe Road/Western Road and Essex Street, are as indicated on Map 1

i) Role

The Civic Corridor provides for the highest intensity residential uses outside the Central Neighbourhood Node.

ii) Character

This area is to provide a continuous high-quality residential street frontage throughout the length of the corridor.

iii) Uses

This area will permit:

- Stacked townhouses
- Street townhouses
- Fourplexes
- Low-rise apartments
- Emergency Care Establishments
- Lodging houses
- Supervised Residences

iv) Intensity

- a) Within this area the buildings are to be between 2 and 4 storeys and no more than 6 storeys with bonusing (unless otherwise specified in the 20.9.4.1: Civic Corridor – Transition).

v) Form

- a) Buildings will be located at or along the property line in order to create a street wall that sets the context for a comfortable pedestrian environment.
- b) Enhanced street tree planting will be undertaken to provide for a comfortable pedestrian environment.
- c) The ground floor of the residential units within the Civic Corridor area shall be designed and constructed in a manner which ensures flexibility and adaptability over time.
- d) Development within the Civic Corridor will be sensitive to adjacent land uses and employ such methods as transitioning building heights and providing sufficient setbacks and/or buffers to ensure compatibility.
- e) Lot assembly is encouraged within the Civic Corridor to create comprehensive developments that reduce vehicular accesses and parking requirements.
- f) Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses. Individual developments should be at a scale to contribute to the role and function of the civic corridor.
- g) Individual projects should be co-ordinated to insure that the role and function of the civic corridor can be realized.
- h) Buildings and the public realm will be designed to be pedestrian, cycling and transit-supportive through building orientation, location of entrances, clearly marking pedestrian pathways, widening sidewalks, and general site layout that reinforces pedestrian safety and easy navigation.
- i) While access to development along the Civic Corridor may be provided from “side streets”, traffic impacts associated with such development will be directed away from the internal portions of Neighbourhood Area.
- j) Underground parking and structured parking integrated within the building design is encouraged.





- k) Surface parking in the rear or interior side yard may be permitted.
- l) Appropriate transition of building scale between developments within the Civic Corridor and adjacent areas will be provided.

20.9.4.1 Transition

For the properties on Essex Street and Wharncliffe Road North within the Civic Corridor outlined on Map 1 as Civic Corridor – Transition the following policies apply in addition to the policies of 20.9.4.

- a) Where direct access to the Civic Corridor is not possible, vehicular entrances are to be directed towards the side of the property which is closest to the Western Road/Wharncliffe Road North corridor so as to minimize intrusion into the core of the Neighbourhood Area.
- b) No bonusing will be permitted for height beyond 4 storeys.
- c) The development will be required to demonstrate how it appropriately addresses adjacent properties through its design.
- d) Front yard setbacks for new development should align new buildings with the existing front yard setbacks along the streetscape.
- e) For the property at 351-365 Wharncliffe Road North, redevelopment along the streetscape shall maintain the existing scale and setback so as to maintain the character of the streetscape.



20.9.5

Area 3 - Heritage Corridor

20.9.5 Area 3 - Heritage Corridor

The Heritage Corridor consists of the portion of Western Road from Platt's Lane to the end of the Grosvenor Lodge site including the Grosvenor Lodge site, as indicated on Map 1.

i) Role

The Heritage Corridor acts as a connection between the University to the north to the Central Neighbourhood Node at the core of the neighbourhood. The primary focus of this area is on the preservation of cultural heritage and natural features.

a) Grosvenor Lodge

The presence of Grosvenor Lodge, a designated property under the Ontario Heritage Act, along the south side of Western Road is a significant feature of the corridor. Future adjacent development should be sensitive to this significant cultural heritage resource.

To ensure that the setting of Grosvenor Lodge is maintained, the following policies apply:

- Placement of buildings and plantings should maintain the campus-like setting around and adjacent to Grosvenor Lodge.
- Driveway access shall be restricted to the existing access.

In order to maintain the cultural heritage landscape associated with Grosvenor Lodge:

- Utilities located within and/or adjacent to Grosvenor Lodge shall be placed below-grade so as not to interfere with the cultural heritage landscape.
- On parcels adjacent to Grosvenor Lodge, the preservation of the heritage character of Grosvenor Lodge shall be maintained.
- New development on parcels adjacent to Grosvenor Lodge shall require a Heritage Impact Assessment which includes design elements that maintain and protect the heritage character of Grosvenor Lodge.
- On-site surface or structured parking is not permitted between the building line of Grosvenor Lodge and Western Road within the Heritage Corridor.
- Built form adjacent to Grosvenor Lodge shall be designed to be compatible with the character of the cultural heritage landscape and address matters including articulation, massing, landscaping and materials.
- New construction on parcels adjacent to Grosvenor Lodge should be compatible with, but visually distinguishable from the heritage resource. Grosvenor Lodge must be identifiable as a landmark, with new construction distinguishable as secondary.
- New development should incorporate materials and finishes that are consistent with the existing building materials. Colours and materials should be selected that enhance or complement the historic buildings.
- Salvaged building materials in landscaping, public art and/or new building construction are encouraged should any existing structures be demolished.
- Municipal Works contemplated for the area should minimize disruption to the Grosvenor Lodge site





ii) Character

The north side of Western Road in this area is defined by a significant physical grade change. The vegetation and slopes should be maintained and continue to be the principal feature on the north side of the Road.

The south side of Western Road is the Grosvenor Lodge site. This cultural heritage and landscape feature is to be maintained.

iii) Uses

- a) Existing institutional uses are permitted on the Grosvenor Lodge site.
- b) Existing residential uses are permitted on the north side of Western Road. Over time, these uses shall transition to open space.

iv) Form

- a) Mature trees will be preserved and new trees will be planted along streetscapes wherever possible and appropriate to support the long-term sustainability of a mature tree-lined streetscape.
- b) Redevelopment may occur only on those sites currently occupied by residential uses. Redevelopment of existing sites will be limited to the scale and massing of the existing development.



20.9.6

Area 4 - Neighbourhood Area

20.9.6 Area 4 - Neighbourhood Area

Within the BIGS Secondary Plan Area, a large portion is dedicated to residential uses. The Neighbourhood Area consists of the residential lands on either side of the Civic Corridor and adjacent to the Central Neighbourhood Node, as indicated on Map 1.

i) Role

The Neighbourhood Area provides for lower intensity residential development and integrates into the adjacent park space and developed area. Although some intensification is contemplated, it will be in forms and at a scale compatible with the existing character. The Neighbourhood Area will provide for small-scale redevelopment opportunities.

This designation is to recognize existing low-density residential in the area as an integral component of attracting a varied and diverse resident base. Neighbourhood areas will maintain their existing character while allowing for low intensity forms of intensification.

ii) Character

The Neighbourhood Area is characterized by varied residential forms from single-family homes through to low-rise apartments. For this reason, specific sub-area policies exist to address the diverse character of the neighbourhood.

iii) Intensity

- a) Within this area the buildings are to be between 2 and 3 storeys (unless otherwise specified).

iv) Form

- a) Development along Platt's Lane should be street facing.
- b) Any redevelopment or renovations within the designation should maintain the form, intensity and architectural style that currently exist.

v) Protecting Stable Neighbourhoods

- a) The purpose of these policies is to maintain the low intensity residential character of the area. Not all of the permitted forms of intensification are appropriate in all locations within the Neighbourhood Area. The Zoning By-law may not permit all uses on all parcels within the Neighbourhood Area.

20.9.6.1 Limited Intensification

The properties on Essex Street, McDonald Avenue, Beaufort Street, Saunby Street, Irwin Street and Gunn Street which are not within the Civic Corridor or Central Neighbourhood Node as shown on Map 1 constitute the Limited Intensification portion of the Neighbourhood Area.

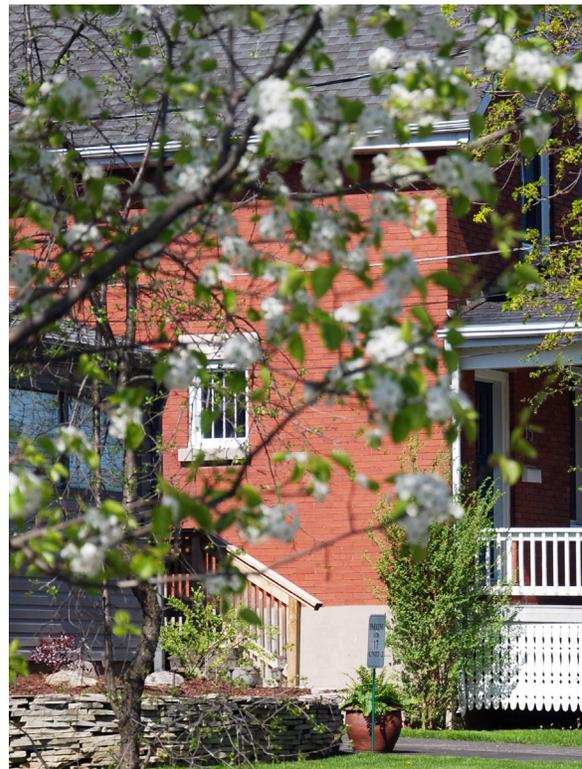
i) Uses

This portion of the Neighbourhood Area will permit the following uses:

- Single Detached
- Semi-detached
- Duplex
- Converted Dwellings to a maximum of two units
- Home Occupations
- Group Homes
- Triplexes
- Street Townhouses where properties are adjacent to open space
- Bed and Breakfast uses (provided sufficient parking is available)

20.9.6.2 Preservation

The portion of Wharncliffe Road North and Cedar Avenue, north of the Central Neighbourhood Node and the Civic Corridor, as shown on Map 1 define the Preservation portion of the Neighbourhood Area for the purposes of this plan.





i) Uses

This portion of the Neighbourhood Area will permit the following uses:

- Single Detached
- Semi-detached
- Duplexes
- Converted Dwellings to a maximum of two units
- Existing Residential Uses
- Home Occupations
- Bed and Breakfast uses (provided sufficient parking is available)

20.9.6.3 Redevelopment

The portion of the Neighbourhood Area located in the triangle between Grosvenor Lodge, Platt's Lane and Western Road, as shown on Map 1 constitute the Redevelopment portion of the Neighbourhood Area.

i) Uses

This portion of the Neighbourhood Area will permit the following uses:

- Street towns up to 3 storeys in height
- A single 6 story apartment at the corner of Platt's Lane and Western Road may be permitted.

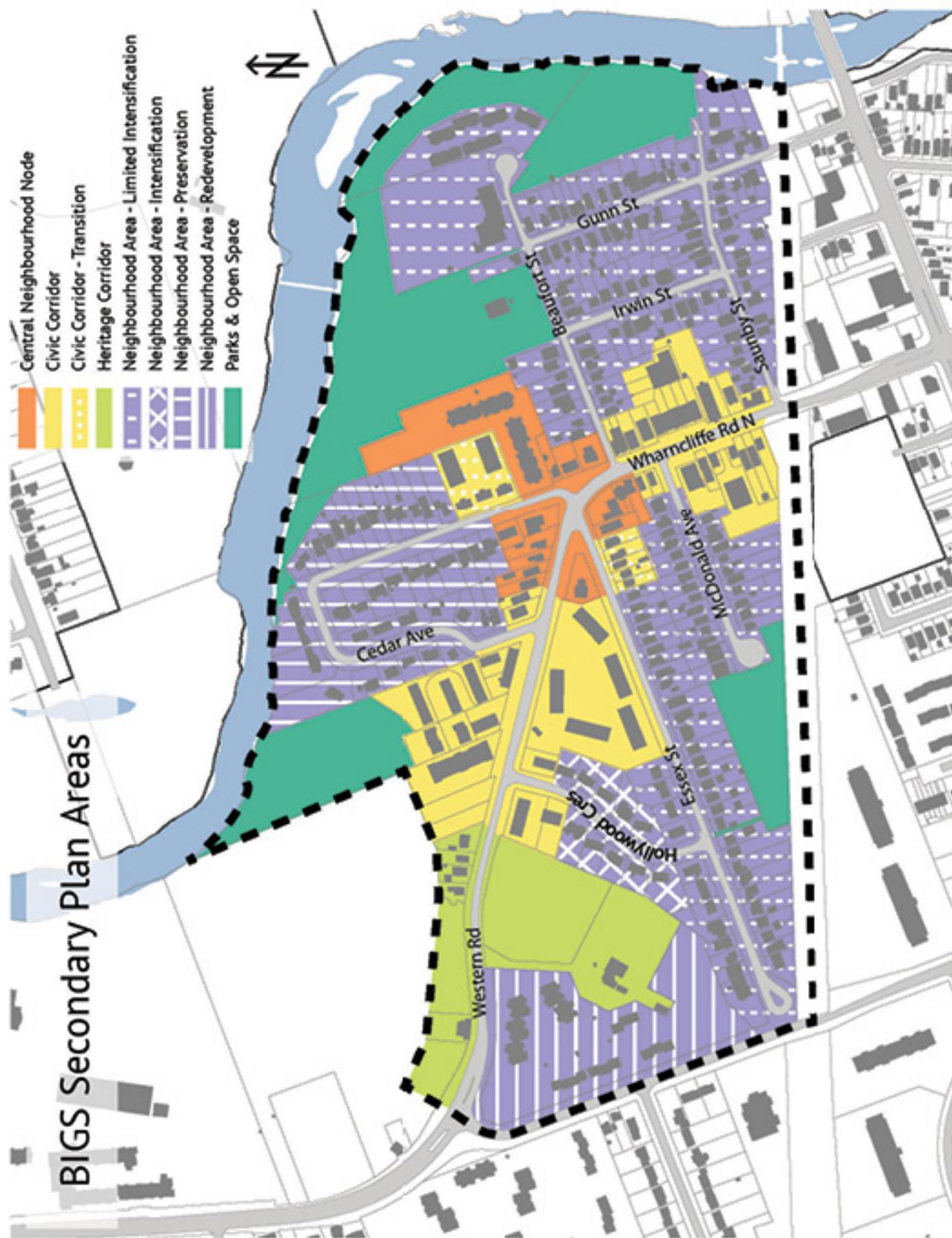
20.9.6.4 Intensification

The properties on Hollywood Crescent which are not within the Civic Corridor as shown on Map 1 constitute the Intensification portion of the Neighbourhood Area.

i) Uses

This portion of the Neighbourhood Area will permit the following uses:

- Single Detached
- Semi-detached
- Duplex
- Converted Dwellings to a maximum of two units
- Home Occupations
- Group Homes
- Triplexes
- Street Townhouses
- Stacked Townhouses
- Bed and Breakfast uses (provided sufficient parking is available)



20.9.7

Area 5 - Parks and Open Space

20.9.7 Parks and Open Space

Parks and Open Space are indicated on Map 1 and consist of the following:

- a) All of the river adjacent lands in public ownership;
- b) The foundation of Saunby's Mill;
- c) The wetland at the west end of McDonald Ave adjacent to the CPR tracks;

i) Role

The Parks and Open Space designation is intended to provide for passive and active recreation.

a) Views

Views and sightlines to the Thames River should be enhanced at all street ends.

Views and sightlines to Grosvenor Lodge from the surrounding neighbourhoods and Western Road should be enhanced.

b) Trails

Parks and Open Space adjacent to the Thames River have existing and potential trail connections which should be developed as part of any park feature. Given the location of the BIGS neighbourhood, connections to the Thames Valley Parkway should be the priority in trail development.

Public Realm improvements along Beaufort Street should promote the pedestrian connection provided by the Bridge across the Thames River accessible from Beaufort Street to build a connection between the Central Neighbourhood Node and the Thames Valley Parkway.

Trailheads should be developed at all trail connections with seating areas, way finding signage and interpretive signage. Existing pathways, such as the one connecting Western Road to Western University, should be protected.

c) Riverfront Park Policies

A Riverfront Park should be provided east of Gunn Street with direct pedestrian connections from Beaufort and Saunby Streets and mid-block from Gunn Street and Wharncliffe Road North.

The riverfront park should be developed to provide recreation space employing ecological design principles.

The foundation of Saunby's Mill should be preserved and enhanced as a unique feature in the riverfront park.

ii) Character

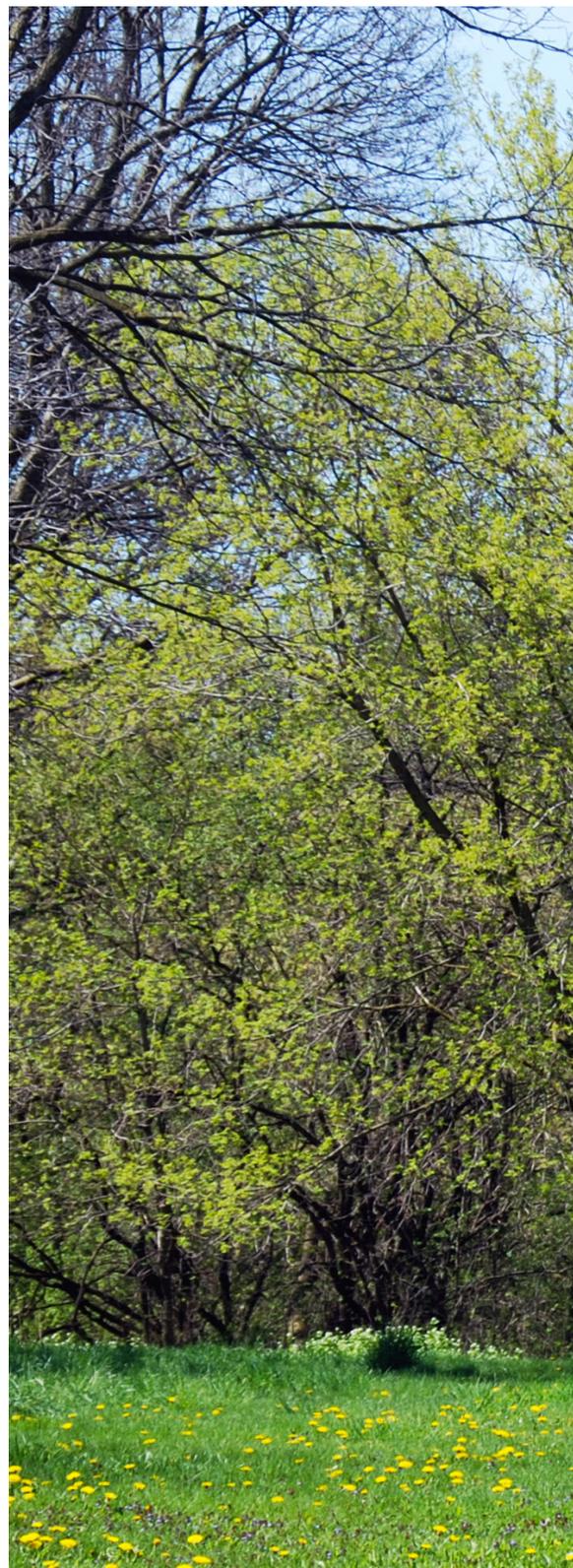
The Open Space Area Designation is intended to provide passive and active recreational opportunities to the residents in the surrounding neighbourhood to support a healthy, active lifestyle and encourage community congregation.

iii) Permitted Uses

Permitted uses include natural parkland, playgrounds and buildings to support parks uses. Community gardens and their associated parking facilities may be permitted in areas not suitable for other parks and open space purposes.

iv) Form

With the exception of those heritage features already located in parks in the BIGS neighbourhood any new buildings are to be solely for park purposes and designed so as to not detract from the heritage and natural features present.





Implementation

20.9.8. Implementation

The BIGS Neighbourhood Secondary Plan will be implemented by ensuring that all planning applications are consistent with the policies of this Plan.

20.9.8.1 Official Plan Amendments

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

20.9.8.2 Zoning

- i) Any applications for amendment to the City of London Zoning By-law shall be subject to the policies of this Secondary Plan and applicable policies of the City of London Official Plan.
- ii) In addition to the policies of the Secondary Plan, consideration of other land uses through a Zoning By-law amendment shall be subject to the Official Plan policies and criteria for the evaluation of planning and development applications. Zoning on individual sites would normally not allow for the full range of permitted uses.
- iii) Appropriate zoning regulations and standards shall be prepared to conform with and implement the provisions of this Secondary Plan.
- iv) The lands within the area of this Secondary Plan may be zoned with the appropriate holding provision in accordance with the Official Plan to achieve objectives set out within this secondary plan.

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

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

20.9.8.4 Site Plan Approval

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

20.9.8.5 Guideline Documents

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

20.9.8.6 Amendments to the Areas Delineated in this Plan

- a) A demonstrated need for the expansion, addition or modification of a designation, given the context of both the site and surrounding area
- b) Area boundaries shall not be permitted to change to a degree which undermines the intended function of the designated areas
- c) The expansion of boundaries shall not have a negative impact on adjacent or nearby properties, including the heritage characteristics of Grosvenor Lodge and the Neighbourhood Area as an area of continued residential use

20.9.8.7 Phasing, Financing and Monitoring

The BIGS lands shall be developed with the following objectives:

- i) Public realm improvement in the Central Neighbourhood Node are important to establish the character of the BIGS Neighbourhood and shall be undertaken with municipal infrastructure projects.