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File: OZ-8489
Planner: A-B Watson

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: CITY OF LONDON, REALTY SERVICES PUBLIC PARTICIPATION MEETING ON NOVEMBER 26, 2015

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of City of London, Realty Services relating to the property located at 1156 Dundas Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on December 8, 2015 to amend the Official Plan to change the designation of the subject lands **FROM** a General Industrial and Low Density Residential designation, **TO** Main Street Commercial Corridor, and Multi-Family, Medium Density Residential designation; and **TO** amend Chapter 10 of the Official Plan (Policies for Specific Areas) to add a site-specific policy.
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on December 8, 2015 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a General Industrial (GI1) Zone, **TO** a holding Residential R1 (h-(*)•h-(**)*h-(****)*R1-2) Zone, **AND** a holding Residential R6 Special Provision (h-5•h-120•h-149•h-(**)*h-(***)*h-(****)*R6-5(_)) Zone, **AND** a holding Business District Commercial Special Provision (h-5•h-120•h-149•h-(**)*h-(****)*BDC2(_)*D150•H35) Zone, **AND** an Open Space (OS1) Zone;
- (c) The Site Plan Approval Authority **BE REQUESTED** to consider the following design issues through the Site Plan approval process:
 - i) The inclusion of environmentally sustainable and energy efficient technologies as recommended in the proposed McCormick Area Secondary Plan
 - ii) The implementation of the Urban Design Guidelines, as attached as Schedule "2" to Appendix 'B', the By-law to amend By-law No. Z.-1 to rezone an area of land located at 1156 Dundas Street.

PREVIOUS REPORTS PERTINENT TO THIS MATTER
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|------------------|---|
| December 9, 2009 | Board of Control – Request for Expressions of Interest for Properties That Did Not Sell At a Municipal Tax Sale |
| November 7, 2011 | Municipal Council Meeting |
| 2009 – Present | (OZ- 7601) Staff reports on: McCormick Area Study- Economic Analysis. McCormick Area Study Terms of Reference, McCormick Area Study Background Report Phase One, Economic Analysis, Status Updates. This also includes updated reports presented at multiple PEC and Council Meetings. Reports included the subject lands, known as the McCormick's Factory Redevelopment site. |

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- June 11, 2014 LACH meeting, staff report presented to By-law No. L.S.P.-3441-366 – by-law to designate 1156 Dundas Street to be of historical and contextual value or interest
- November 11, 2014 Council approved By-law No. L.S.P.-3441-366 – by-law to designate 1156 Dundas Street to be of historical and contextual value or interest

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of the requested Official Plan and Zoning By-law amendment, is to permit redevelopment of the former McCormick Factory site in 3 distinct areas:

- **AREA 1:** Retain the original historic portion of the McCormick building and repurpose for mixed-use residential/commercial/parking
- **AREA 2:** Demolish later additions to existing McCormick building, provide open space in the northwest corner, construct two mid-rise apartment buildings, a low-rise seniors apartment building, and townhouses
- **AREA 3:** Construct single detached dwellings.
- **AND ALSO** –extension of Gleeson Street from Ashland Avenue to McCormick Boulevard

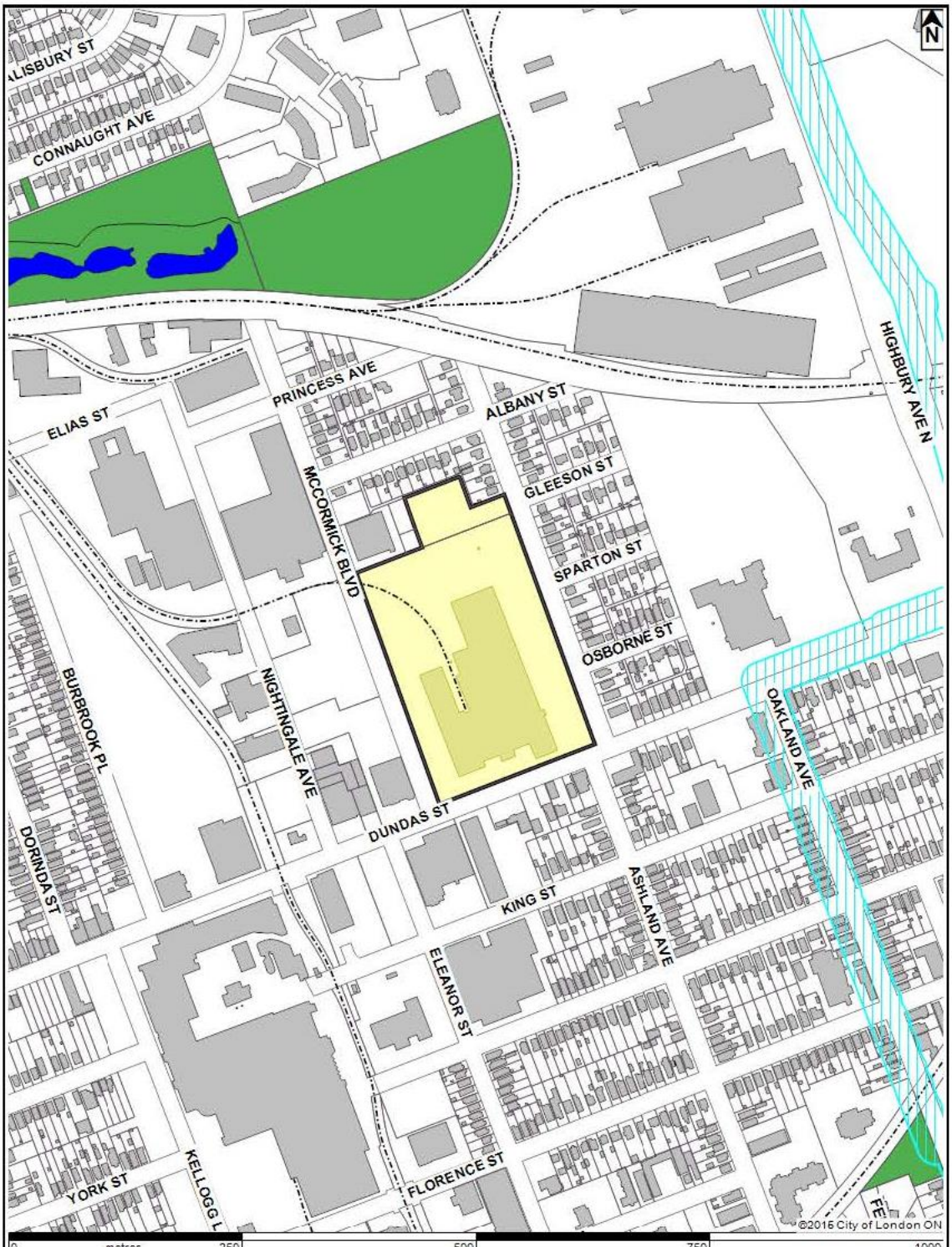
RATIONALE

The proposed amendment, based on the rationale contained in this report:

1. It is consistent with the policies of the *Provincial Policy Statement, 2014* which promotes the redevelopment of both brownfield sites and historically designated properties (both applicable to the subject site) and further supports mixed use development with residential intensification in which the increase in residential units can lead to long-term prosperity and social well-being;
2. Conforms to the general intent of the Official Plan relating to the objectives of Chapters: 3-Residential Land Use, 4-Commercial Land Use, 10-Policies for Specific Areas, 19-Implementation, and 20-Secondary Plans;
3. Conforms to the general intent of the Zoning By-law with respect to Sections 5-Residential R1 Zone, 10-Residential R6 Zone, 25-Business District Commercial Zone, 36-Open Space Zone; and
4. Is in keeping with the policies of the companion report from Planning Services (Urban Regeneration) staff that is being submitted concurrently with this report, recommending that the McCormick Area Secondary Plan be adopted.

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LOCATION MAP	LEGEND										
Subject Site: 1156 Dundas St Applicant: City of London File Number: OZ-8489 Planner: Amanda-Brea Watson Created By: Michael Tomazincic Date: 2015-07-15 Scale: 1:5000	<table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">■</td> <td>Subject Site</td> </tr> <tr> <td style="width: 20px; text-align: center;">■</td> <td>Parks</td> </tr> <tr> <td style="width: 20px; text-align: center;">■</td> <td>Assessment Parcels</td> </tr> <tr> <td style="width: 20px; text-align: center;">■</td> <td>Buildings</td> </tr> <tr> <td style="width: 20px; text-align: center;">■</td> <td>Address Numbers</td> </tr> </table>	■	Subject Site	■	Parks	■	Assessment Parcels	■	Buildings	■	Address Numbers
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<div style="display: flex; justify-content: space-between; align-items: center;"> <div style="font-size: small;"> Corporation of the City of London Prepared By: Planning and Development </div> <div style="text-align: center;"> </div> </div>											

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BACKGROUND

Date Application Accepted: May 15, 2015	Agent: Kevin Muir, GSP Group
<p>REQUESTED ACTION: Amend the Official Plan and Zoning By-law to permit redevelopment of the former McCormick Factory site to include a mixture of residential, commercial, office and/or institutional uses in 3 distinct development areas as follows:</p> <p>Area 1 - Retain the original historic portion of the McCormick building and repurpose the western half of the original building for mixed-use residential/commercial uses with internal parking and accommodating the potential to construct an additional 4-6 storeys for additional residential uses on top of the original building, and repurposing the eastern half of the original building for non-residential uses including commercial, office and/or institutional uses;</p> <p>Area 2 - Demolish the later rear additions to the existing McCormick building, provide open space in the northwest corner, construct two mid-rise apartment buildings up to 6 storeys in height along the McCormick Boulevard frontage, a low-rise apartment building up to 4 storeys in height along the Ashland Avenue frontage, and townhouses up to 3 storeys in height in the centre and northern portion of the site; and</p> <p>Area 3 - Extend Gleeson Street from Ashland Avenue to McCormick Boulevard and construct 8 single detached dwellings.</p> <p>The applicant amended its application on November 4, 2015 pursuant to discussions with City Planning staff. Key changes include increased density for Area 1, reduction in surface area parking and the introduction of open space in Area 2, provision of an east/west pedestrian connection through the site from Ashland Avenue to McCormick Boulevard and a change of use from townhouses to single detached dwellings in Area 3.</p>	

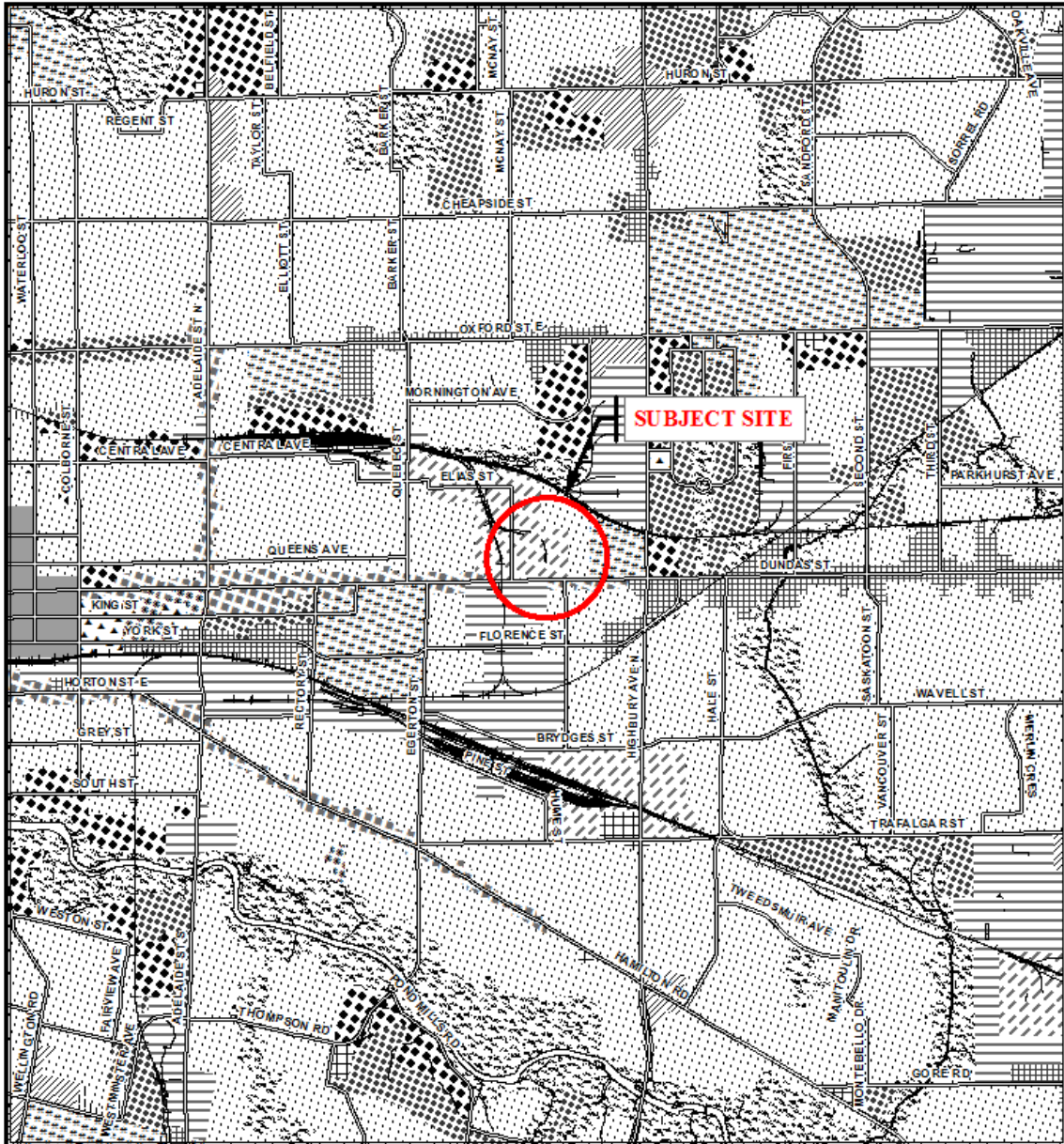
<p>SITE CHARACTERISTICS:</p> <ul style="list-style-type: none"> • Current Land Use – N/A , no current activities, however factory building still on property • Frontage – approximately 178 metres along Dundas Street (284 metres along McCormick’s Boulevard and 262 metres along Ashland Avenue) • Depth – approximately 238 metres • Area – approximately 5.26 hectares(12.99 acres) • Shape – generally rectangular

<p>SURROUNDING LAND USES:</p> <ul style="list-style-type: none"> • North - Single detached residential (R1-6) • South - Commercial, Storage, Auto sales, Restaurant, Residential (AC2/AC5)(LI1)(R2-1) • East - Single detached residential and Automobile Service Station (R1-6) (CC/SS) • West - Auto sales, (G1)

<p>OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)</p> <ul style="list-style-type: none"> • General Industrial (most of former factory site) and Low Density Residential (rear portion)
<p>EXISTING ZONING: (refer to Zoning Map)</p> <ul style="list-style-type: none"> • General Industrial (G1)

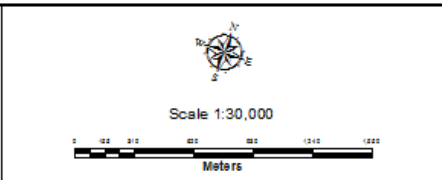
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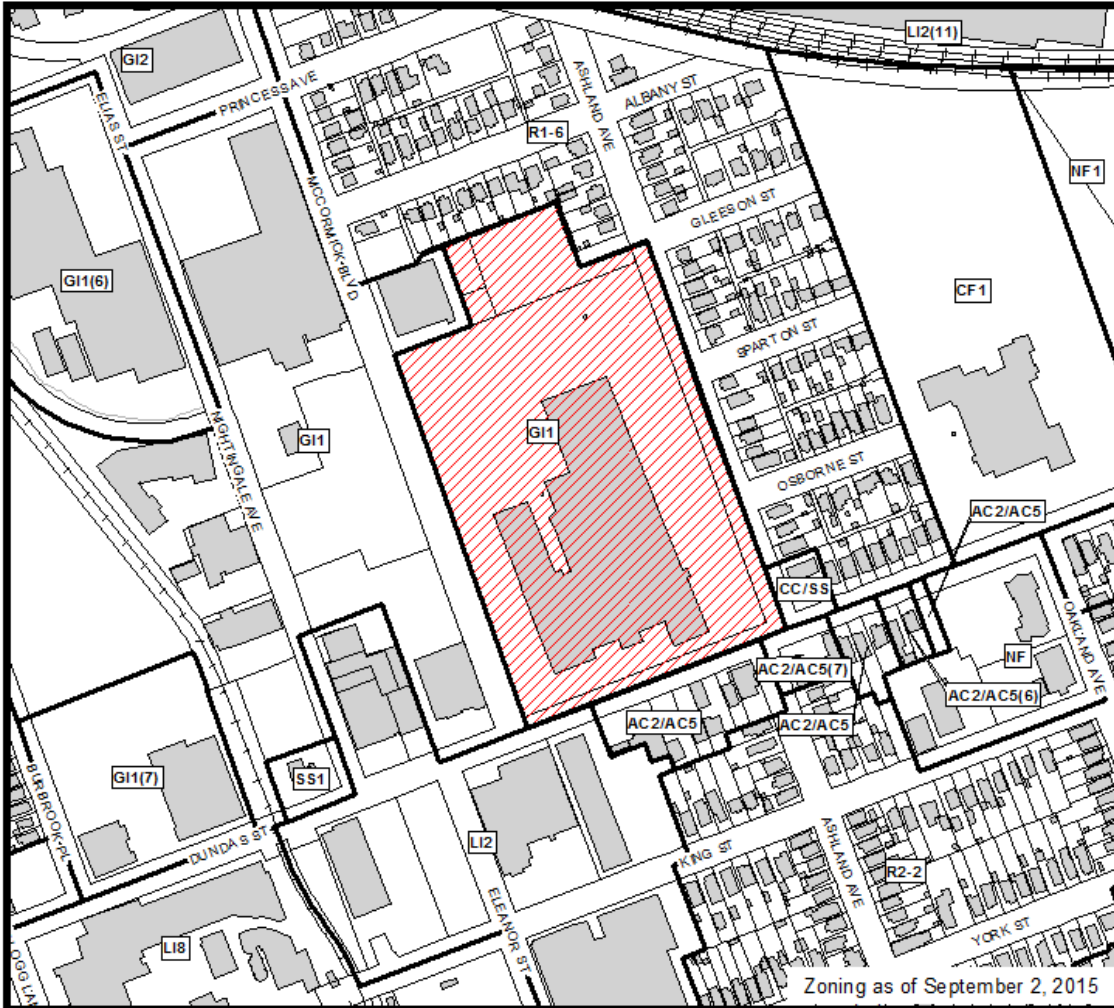
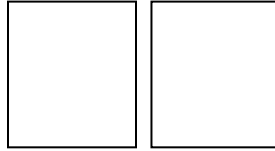


Legend	
	Downtown
	Wonderland Road Community Enterprise Corridor
	Enclosed Regional Commercial Node
	New Format Regional Commercial Node
	Community Commercial Node
	Neighbourhood Commercial Node
	Main Street Commercial Corridor
	Auto-Oriented Commercial Corridor
	Multi-Family, High Density Residential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


CITY OF LONDON
 Department of
 Planning and Development
 OFFICIAL PLAN SCHEDULE A
 - LAND USE -
 PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-8489
 PLANNER: ABW
 TECHNICIAN: MB
 DATE: 2015/10/21



Zoning as of September 2, 2015


 **COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: GH1**

1) **LEGEND FOR ZONING BY-LAW Z-1**

- | | |
|--|---|
| <ul style="list-style-type: none"> R1 - SINGLE DETACHED DWELLINGS R2 - SINGLE AND TWO UNIT DWELLINGS R3 - SINGLE TO FOUR UNIT DWELLINGS R4 - STREET TOWNHOUSE R5 - CLUSTER TOWNHOUSE R6 - CLUSTER HOUSING ALL FORMS R7 - SENIOR'S HOUSING R8 - MEDIUM DENSITY/LOW RISE APTS. R9 - MEDIUM TO HIGH DENSITY APTS. R10 - HIGH DENSITY APARTMENTS R11 - LODGING HOUSE
 DA - DOWNTOWN AREA RSA - REGIONAL SHOPPING AREA CSA - COMMUNITY SHOPPING AREA NSA - NEIGHBOURHOOD SHOPPING AREA BDC - BUSINESS DISTRICT COMMERCIAL AC - ARTERIAL COMMERCIAL HS - HIGHWAY SERVICE COMMERCIAL RSC - RESTRICTED SERVICE COMMERCIAL CC - CONVENIENCE COMMERCIAL SS - AUTOMOBILE SERVICE STATION ASA - ASSOCIATED SHOPPING AREA COMMERCIAL
 OR - OFFICE/RESIDENTIAL OC - OFFICE CONVERSION RO - RESTRICTED OFFICE OF - OFFICE | <ul style="list-style-type: none"> RF - REGIONAL FACILITY CF - COMMUNITY FACILITY NF - NEIGHBOURHOOD FACILITY HER - HERITAGE DC - DAY CARE
 OS - OPEN SPACE CR - COMMERCIAL RECREATION ER - ENVIRONMENTAL REVIEW
 OB - OFFICE BUSINESS PARK LI - LIGHT INDUSTRIAL GI - GENERAL INDUSTRIAL HI - HEAVY INDUSTRIAL EX - RESOURCE EXTRACTIVE UR - URBAN RESERVE
 AG - AGRICULTURAL AGC - AGRICULTURAL COMMERCIAL RRC - RURAL SETTLEMENT COMMERCIAL TGS - TEMPORARY GARDEN SUITE RT - RAIL TRANSPORTATION
 "h" - HOLDING SYMBOL "D" - DENSITY SYMBOL "H" - HEIGHT SYMBOL "B" - BONUS SYMBOL "T" - TEMPORARY USE SYMBOL |
|--|---|

CITY OF LONDON
PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES

ZONING BY-LAW NO. Z-1
SCHEDULE A

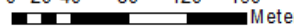


THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS

FILE NO:
OZ-8489 **ABW**

MAP PREPARED:
2015/10/21 **MB**

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 Meters

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PLANNING HISTORY

In 1913 the main McCormick factory building was constructed at 1156 Dundas Street, between McCormick Boulevard and Ashland Avenue. The building featured the early use of the Kahn System of reinforced steel encased in concrete. Considered fireproof, its outside walls were faced with white glazed terra cotta, relatively unique to London. With windows making up about 68% of the outside wall, the plant was exceptionally well lit and ventilated. It was described as a *Sunshine Palace* and *Palace of Sweets*. Meant to be a model factory, the building included state of the art features such as the provision of a baseball park, bowling greens, a tennis court and croquet grounds for workers.

From around 1922 to 1958 additions were added to the rear of the factory building. Both the west wing, facing McCormick Boulevard and the east wing, facing Ashland Avenue were substantially extended to north (toward the back) of the property. (See Figure 1 of this report)

The factory site included a powerhouse building which had a 38 metre (125 feet) tall chimney located on the west side. The powerhouse managed heating and cooling procedures in the plant as well as electrical service and main switch board for factory power. It appears the chimney may have also undergone alterations between being constructed in about 1926 and other site alteration from that time until 1958.

From about 1960 to 1980 the factory underwent another phase of additions. During this period a new space was put onto the front of the south east portion of the building. This covered a portion of the original factory's Dundas facing façade. The other building additions occurred in the interior of the property. The last addition allowed the building to expand north and fill in most of the area between the west and east wings. (See Figure 1 of this report)

The late 20th century seems to have been the period of largest growth for McCormicks with the factory employing approximately 1300 people by 1967.

In 2006 the company went into receivership. By 2007 the factory was closed and equipment removed from the buildings. The property has been vacant since 2008. During this time the subject property went under Tax Registration status and was eventually vested by the City of London who has been working toward selling the lands so they can be remediated and redeveloped for an appropriate adaptive re-use.

Between 2011 and 2012 the subject property was offered for disposal as part of a tax sale conducted by the City. The City received no bids for the property therefore in 2012 City initiated a "Request for Expressions of Interest" for the Purchase and Adaptive Reuse of the former McCormick property. There were two (2) qualified submissions.

On December 18, 2013 Council directed administration to proceed with negotiations with Sierra Construction and report back in two (2) months on progress. The negotiations extended well beyond the proposed timeline, partially because Sierra Construction needed to perform its due diligence. In June of 2014 Council directed staff to proceed with negotiations with Sierra Construction for the purchase of 1156 Dundas Street.

On November 11, 2014 the property was designated under Part IV of the Ontario Heritage Act under By-Law No. L.S.O.-3441-366.

On July 22, 2014 the City of London vested the property with the intent of completing the terms of sale to Sierra Construction.

This Official Plan and Zoning By-law amendment application has been made by Realty Services and is a direct result of a condition of the Agreement of Purchase and Sale between the City of London and Sierra Construction. In order for the land purchase to be completed an Official Plan and Zoning By-law amendment must be finalized on the subject lands so that they can be developed for residential, commercial, and commercial-residential mixed uses.

The originally submitted application was circulated on July 17, 2015 and presented at a Public Information Meeting held at the Boyle Community Centre on September 2, 2015. The applicant

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amended the application on November 4, 2015 pursuant to discussions with City Planning staff based on comments received from the community. Key changes include increased density for Area 1, reduction in surface area parking, the introduction of open space, the provision of an east/west pedestrian connection through the site from Ashland Avenue to McCormick Boulevard, the inclusion of underground parking in Area 2, and a change of use from townhouses to single detached dwellings in Area 3.

SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Please note that the following significant department/agency comments are in response to the original concept plan submitted as part of a complete application. Based on the following department/agency comments and public submissions, a revised conceptual site plan was submitted in October 2015 and the application was formally amended on November 4th.

Bell

A detailed review of the Official Plan Amendment and Zoning By-Law Amendment application has been completed and an easement may be required to service the subject property, depending on a review of more detailed applications under the Planning Act.

Please be advised that Bell Canada requests to be circulated on any future draft plan of subdivision, draft plan of condominium, site plan, or any other development application, that is proposed to implement the subject Official Plan Amendment and Zoning By-law Amendment application. Through these processes, Bell Canada will provide a more detailed review and comments with respect to any requirements Bell Canada may have to service the subject property.

Upper Thames River Conservation Authority

These lands are not affected by any regulations (Ontario Regulation 157/06) made pursuant to Section 28 of the Conservation Authorities Act.

Waste Water and Drainage Engineering

There are significant wet weather flows in the sanitary sewer system which serves this site. As part of a complete application, the applicant will be required to have his consulting engineer submit a sanitary assessment report. The report will need to identify both the expected peak flow from the proposed site development and the expected peak flow based on the maximum density which the proposed zoning would permit. The report will also need to provide an inventory of the existing buildings and site including:

- *All existing sanitary and storm outlets;*
- *All existing connections to the sanitary sewer, including but not limited to weeping tile connections, roof water leaders, catchbasins, reverse grade driveway drain, etc. In some cases, dye testing may be required to verify if the discharge is directed to the sanitary or storm sewer.*

The purpose of the inventory is to identify any storm flows which will be removed from the sanitary system as a result of the re-development of the site (e.g. removal of existing downspouts to the weeping tile).

If necessary, the applicant's consulting engineer can contact Wastewater and Drainage Engineering for further direction related to the required report.

A holding provision should be applied to the site until the sanitary assessment report is submitted, all to the satisfaction of the City Engineer.

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Transportation Planning & Design Division

A road widening dedication will be required on Dundas St measured 20m from centre line.

A TIA will be required through the site plan process.

The site plan concept shows the creation of public streets through the extension of Gleeson St and Osborne St. It should be noted that public streets can only be created through subdivision or consent process.

Transportation is not in support of the multi-use path on the extension of Gleeson St. Sidewalks and bicycle lanes are the preferred options.

These and other Transportation improvements/design parameters will be discussed in more details through the site plan review process.

London Hydro

No objection to this proposal or possible official plan and/or zoning amendment.

Urban Design Peer Review Panel

1.0 The panel supports the proposed rezoning of the subject site to facilitate its redevelopment.

1.1 The panel does not support the proposed redevelopment as illustrated by a schematic site plan for the following reasons:

- 1. No apparent consideration of the significant site topography;*
- 2. Inadequate rationale or justification for the proposed street layout;*
- 3. Reliance on private lanes rather than public streets;*
- 4. No consideration of a north-south circulation spine;*
- 5. No justification for the proposed destruction of existing mature trees at the streets and adjacent to existing residences in the north end of the site;*
- 6. Development focused to the interior of the site: to the detriment of the existing street network in contravention of urban design policy intended to engender active neighbourhood streets; to the detriment of residents' quality of life related to micro-climate and privacy;*
- 7. Dedication of a significant proportion of the site to surface parking to the detriment of the development as a whole and the quality of the imagined residential environment;*
- 8. Insufficient assurance for the sustainable repurposing and utilization of significant heritage structures;*
- 9. Provision of a multi-use trail with no contextual relevance;*
- 10. A lack of viable public open space;*
- 11. A lack of differentiation between private and public space;*
- 12. Inadequate rationale for the type and siting of proposed buildings in terms of function, mass, scale, and layout*

This UDPRP review is based on City planning and urban design policy, the submitted brief and noted presentation. It is intended to inform the ongoing planning and design process. The proposed rezoning is accepted but the proposed site development is not.

London Advisory Committee on Heritage

With respect to the 10th Report of the London Advisory Committee on Heritage, from its meeting held on August 19, 2015:

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Specific Area identified in Chapter 10 of the Official Plan for Area 2.

Possible amendment to Zoning By-law Z.-1 **FROM** a General Industrial (GI1) Zone which permits: Auction establishments; Automobile body shop; Automobile repair garages; Building or contracting establishments; Dry cleaning and laundry plants; Food, tobacco and beverage processing industries; Manufacturing and assembly industries; Printing, reproduction and data processing industries; Processed goods industries; Repair and rental establishments; Research and development establishments; Service and repair establishments; Service trades; Storage depots; Terminal centres; Transport terminals; Truck sales and service establishments; Warehouse establishments; and, Warehouse Establishments

TO a Business District Commercial Special Provision (BDC(_)) Zone on the southern portion of the site located between Dundas Street and Osborne Street (Area 1) which permits a wide range of commercial, institutional, office, and residential uses (above the first floor) with a special provision to add “Assembly Halls, Community Centres, and Institutions” to the list of permitted uses and modify to the Zoning regulations to permit development which: permits an increase the minimum front yard building set back from Dundas Street from 0 metres to 9 metres; eliminates the requirement for 3.0 metre maximum front yard building set back from Dundas Street, permits a maximum building height of 10-storeys for a building containing residential dwelling units; permits a minimum building setback of 3 metres for any new storeys above the 4th storey; permits a maximum building height of 4-storeys for new buildings; permits a maximum density of 100 units per hectare for apartment buildings; and reduces the parking requirements for Office uses, Duplex dwellings, Triplex dwellings, Townhouse dwellings, Apartment dwellings and Senior Citizen Apartment Buildings

AND a Residential R6 Special Provision (R6-5(_)) Zone on the middle portion of the site between Osborne Street and Gleeson Street (Area 2) which permits cluster housing in the form of Single detached dwellings; Semi-detached dwellings; Duplex dwellings; Triplex dwellings; Townhouse dwellings; Stacked Townhouse dwellings; Apartment buildings; Fourplex dwellings with a special provision to add “Continuum-of-Care Facility and Retirement Homes” to the list of permitted uses and modify the Zoning regulations to permit development which: increases the maximum building height along the McCormick Boulevard frontage from 12 metres to 19.5 metres; reduces the maximum building height along the Ashland Avenue frontage from 12 metres to 10.5 metres; increases the maximum density from 35 units per hectare to 125 units per hectare; reduces the minimum landscaped open space requirement from 30% to 20%; increases the maximum lot coverage from 45% to 60% and reduces the parking requirements for Townhouse dwellings, Apartment dwellings and Senior Citizen Apartment Buildings

AND a Residential R3 Special Provision (R3-1(_)) Zone on the northern portion of the site along the north side of Gleeson Street (Area 3) which permits: Single detached dwellings; Semi-detached dwellings; Duplex dwellings; Triplex dwellings; Converted dwellings; Fourplex dwellings with a special provision to add “Street Townhouse” to the list of permitted uses with a maximum height of 10.5 metres; a maximum lot coverage of 30%; a minimum landscaped open space coverage of 30%; a minimum rear yard depth of 7 metres; a minimum lot frontage of 5.5 metres; a minimum building set back of 4.5 metres and a minimum lot area of 280m². Council may also consider adding holding provisions to the Zoning which may require the submission of technical studies and impact assessments prior to development occurring.

Subsequent to the September 2, 2015 Community Information Meeting the applicant initiated discussions with City planning staff and submitted revised drawing on October 20, 2015 and after further discussions provided the technical revisions to the application on November 4, 2015.

The notice of Public Meeting application which was mailed out on October 10, 2015 included the revised conceptual plan and outlined the key revisions, as follows: increased density for Area 1, reduction in surface area parking and the introduction of open space in Area 2, provision of an east/west pedestrian connection through the site from Ashland Avenue to McCormick Boulevard and a change of use from townhouses to single detached dwellings in Area 3.

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Responses:

Please note all public comments in this report are reflective of the original concept submitted as part of the complete application.

The comments below are an excerpt from the thematic analysis completed by the Old East Village Community Association based on the public comments raised at the Community Information Meeting. These comments are also reflective of the public comments City staff received in response to Notice of Application.

Comments Received during Sept. 2nd Community Meeting

1. General excitement for the development and people are pleased that development seems to be moving forward.
2. Common concerns are the amount of traffic that will be generated by the intensification in the area, including positioning of traffic lights and if access to the TVDSB parking lot will be closed. Also, the issue of snow removal in the parking lots with regards to the space shown in the plans. Will there be access for routine police patrols/police presence to ensure safety?
3. Green space was another common concern. Many residents expressed their thoughts on what they considered to be a lack of green space in and around the newly developed area. Some suggestions were a park, splash pad, dog park, pathways, benches, community garden etc. in order to bring together residents in the newly formed area.
4. Issues due to Intensified Use
 - o Concern regarding overtaxing the sewer system in that area.
 - o Comments about the possible increase of pollution, student housing or subsidized housing.
 - o Some comments involved the issue of privacy and whether there would be fencing to divide some of the multi-floor apartments from the lower density townhouses and/or single family homes.
5. Design and Affordability of Units and Townhouses
 - o Ensure the units are affordable
 - o Many comments reflected on their dislike for the positioning of the buildings. They were generally seemed as closed in and “fortressing” the community that would be living there. Not really integrating with the rest of the neighbourhood or other areas within the development. Is there a way to connect this area with the commercial corridor and the rest of the OEV residential area?
 - o There were several suggestions for lower density housing including more single family homes.
6. Several comments on wanting to see light commercial space on Dundas
 - o Number of people commented on the need for commercial uses as well. Suggestions included a grocery store / daycare / pharmacy / office space

ANALYSIS

SUBJECT SITE

The subject property, known municipally known as 1156 Dundas Street East consists of one (1) legally described property that is presently owned by the Corporation of the City of London. The lands are located along the north side of Dundas Street and occupy the entirety of the Dundas Street frontage between McCormick Boulevard to the west and Ashland Avenue to the east. The site is located on an eastern gateway into the Downtown Core of the City of London.

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The site is approximately 5.3 hectares (13 acres) in size and is generally rectangular in shape with the property being bound by, and with frontage on public streets, on three sides: being 267 metres along McCormick Boulevard; 177 metres along Dundas Street; and 284 metres along Ashland Avenue. The north side of the site varies and is bound by existing developed properties to the north (see Location Map on page 4 of this report). Inglis Cycle is located at the northwest corner of the site and abuts two property lines with the site. Residential properties fronting onto both Albany Street and Ashland Avenue make up the rest of the boundary along the northern edge with the subject property. The site's topography generally slopes from the northeast corner to the southwest, but is pronounced along the Ashland Avenue, in the vicinity of Sparton Avenue and Osborne Street.

Presently, the site contains the existing 4 storey former McCormick factory building which has ceased operations and remains vacant. The building is approximately 40,000 square metres in size and consists of two distinct components: the original 1913/1914 portion containing the four-storey and five storey portions closest to the Dundas Street; and, several additions to the north side of the building over time which filled in the original wings.



Figure 1 – Site Plan from Heritage Impact Statement showing dates of McCormick Factory Site Development. Please note that the property line shown is not correct but the purpose of the illustration is to show the building enlargements over time.

It is important to note that since November 11, 2014 the property has been designated under Part IV of the Ontario Heritage Act under By-Law No. L.S.O.-3441-366. Reasons for Designation which are attached as Schedule “B” to By-law No. L.S.P.-3441 -366. The chimney is not included in the Statement of Cultural Heritage Value and Interest nor the list of Heritage Attributes which are highlighted below:

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File: OZ-8489
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“Built as the McCormick’s Biscuit Company, this structure retains importance for its historic association with Thomas McCormick and family who played significant roles in London’s economic and cultural development. Architecturally, it is one of the few remaining examples of the early modern industrial style in London with some unique features adding to its importance. Contextually, the former factory illustrates the relationship of the building to the industrial growth of the city and the role the factory played for the east London community....

Key exterior attributes that embody the cultural heritage value of the former McCormick’s factory as a unique example of early 20th century industrial architecture in London include:

- *Rectangular massing set back approximately 18 m. from Dundas Street, with east and west pavilions of four stories and the central projection of five stories; dimensionally, its length across the front, Dundas Street, façade is approximately 109 metres, with a depth of varying dimensions, from 43 metres on the west, to 34 metres in the centre. (Later additions to the original factory are not identified as having heritage interest worthy of preservation.)*
- *White cladding has been applied to define and delineate façade features including a pilaster like effect from ground level to cornice line and to frame window openings on the front, east and west facades. The pattern of the cladding is worthy of preservation in the event a substitute material is applied. Beneath the window sills are rectangular panels with a slightly raised border.*
- *Along the Dundas façade, window openings on each floor form a pattern of five openings on the east and west bays, four between each bay, three in the central bay. One full opening is present on the sides of each projecting bay with a smaller single window at the point where the bay meets the main structure.*
- *A main entrance canopy is supported by chains; Box like pendants on the canopy feature the letters M and C on the outer faces; secondary entrances to the east and west on the front façade have similar, but smaller, canopies.”*



Figure 2 – Original McCormick’s Factory Building showing Dundas Street façade of five story centre block and location of decorative parapet terra cotta. (Source: June 23, 2015 Heritage Impact Assessment)

Aside from the existing building, the current site conditions are generally non-descript as the site is largely developed and paved, and there are limited clusters of vegetation. The site has been identified as a brownfield as a result of the previous industrial uses, as per the Environmental Site Assessments completed for the property.

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Figure 3 – Existing condition of central main entrance to original McCormick Factory building



Figure 4 – Existing condition of Dundas Street front façade showing east portion of McCormick Factory (both the original 4 storey and the post 1950s addition to the front of the building)

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Figure 5 – Existing condition of Ashland Avenue facing façade showing east portion of McCormick Factory (both original 4 storey front portion and 1922-1958 rear addition)



Figure 6 – Existing condition of McCormick Boulevard facing façade showing west portion of McCormick Factory (both original 4 storey front portion and 1922-1958 rear addition). The existing chimney was built sometime between 1926 and 1958, made of brick and located on the west of the former powerhouse.

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Figure 7 – Existing condition of rear portion of subject lands showing rear facing of McCormick Factory building (blending of original 1913/1914 construct and both 1922-1958 and post 1950s additions). Note the grade significant grade change from a high point on the northwest corner of the site (foreground) dropping in elevation throughout the site to both the south and east (background).

NATURE OF THE APPLICATION

The applicant is requesting an Official Plan and Zoning By-law amendment to permit redevelopment of the former McCormick Factory site to include a mixture of residential, commercial, office and/or institutional uses in 3 distinct development areas.

Notice of the application which includes the original conceptual plan (Figure 9 of this report) was circulated to 157 property owners and subsequent Notice of a Community Information Meeting was circulated to an increased radius of 250 metres to include an additional 101 property owners. In total 258 neighbourhood land owners were provided a notice by mail.

Pursuant to the September 2, 2015 Community Information Meeting the applicant continued to dialogue with City planning staff. On October 20, 2015 revised conceptual plan (Figure 10 of this report) drawings was submitted and after further discussions provided the formal revisions to the application on November 4, 2015.

On November 10, 2015 Notice of Public Meeting, for the statutory Public Meeting of PEC was circulated to the increased radius to 258 neighbourhood land owners. The notice included the revised conceptual plan drawing and outlined the key revisions, based on the feedback received from the community, as being: increased density for Area 1, reduction in surface area parking and the introduction of open space in Area 2, provision of an east/west pedestrian connection through the site from Ashland Avenue to McCormick Boulevard and a change of use from townhouses to single detached dwellings in Area 3.

The application has consistently separated the former McCormick factory site into 3 distinct development areas which differ with respect to the proposed use, density and form of development, as summarized here.

Area 1 - Retain the original historic portion of the McCormick building and repurpose the western half of the original building for mixed-use residential/commercial uses with internal parking and accommodating the potential to construct an additional 4-6 storeys for additional residential uses on top of the original building, and repurposing the eastern half of the original building for non-residential uses including commercial, office and/or institutional uses

Area 2 - Demolish the later rear additions to the existing McCormick building, provide open space in the northwest corner, construct two mid-rise apartment buildings up to 6 storeys in height along the McCormick Boulevard frontage, a low-rise apartment building up to 4 storeys in height along the Ashland Avenue frontage, and townhouses up to 3 storeys in height in the centre and northern portion of the site

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Area 3 - Extend Gleeson Street from Ashland Avenue to McCormick Boulevard and construct 8 single detached dwellings.



Figure 8 – Former McCormick Factory property, known municipally at 1156 Dundas Street, shown as three distinctly separate areas, as set out by the applicant.

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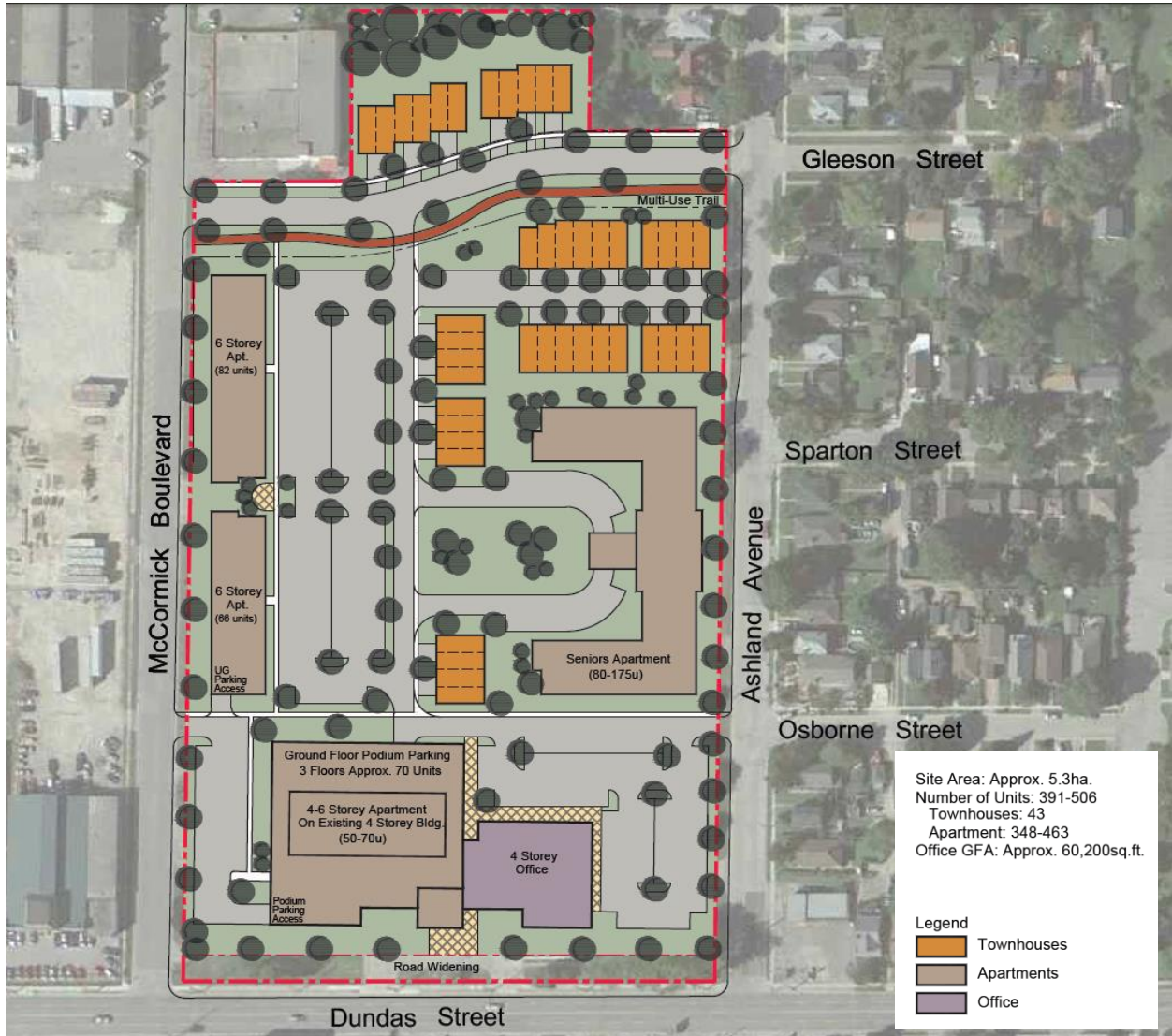


Figure 9 – Original conceptual plan submitted as part of complete application which was circulated in the Notice of Application and presented at the Community information meeting on September 2, 2015

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Planner: A-B Watson

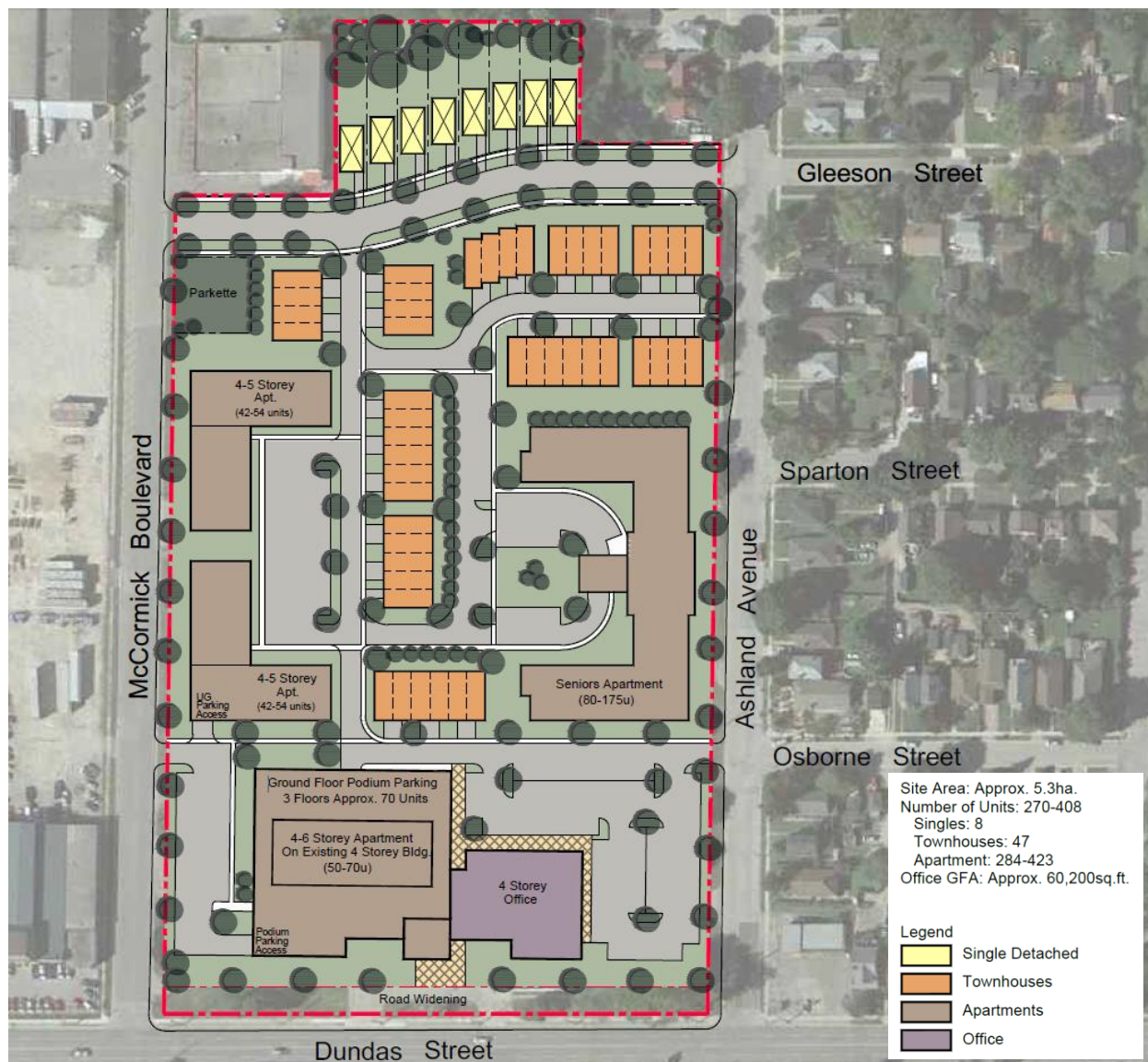


Figure 10 – Revised conceptual plan, circulated with the Notice of Public Meeting which was mailed out to the 250 metres radius on November 10, 2015

USE

Provincial Policy Statement 2014

The Provincial Policy Statement 2014 (PPS) provides policy direction on matters of provincial interest related to land use and development. The policies support the development of healthy, liveable and safe communities by “*promoting efficient development and land use patterns*” [1.1.1.a)], and by “*accommodating an appropriate range and mix of residential, institutional, recreational, park and open space...uses to meet long-term needs*” [1.1.1.b)].

This application considers the redevelopment of a brownfield site as a means of promoting intensification. The PPS directs that *planning authorities shall identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs.* [1.1.3.3]. The property is currently tied to municipal services and is located along Dundas Street which is identified part of the LRT and at the intersection with McCormick Boulevard which is a future hub and is identified as a brownfield site.

Given that the lands are located within an older part of the City that was established around industrial uses, some of which are still in operation, there may be concerns with land use compatibility. The PPS provides policy direction requiring that major facilities and sensitives land

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uses are appropriately designed, buffered and/or separated from each other to prevent or mitigate adverse effects from odour, noise and other contaminants, minimize risk to public health and safety, and to ensure the long-term viability of major facilities” [1.2.6.1]. A holding provision is recommended for the entire property to insure that site specific studies are undertaken prior to site plan approval in order to determine if any mitigation measure will be needed.

The PPS directs Planning authorities to promote economic development and competitiveness by: “providing for an appropriate mix and range of employment and institutional uses to meet long-term needs” [1.3.1a)] and by “encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities” [1.3.1c)]. The proposed development is defined as infill which includes a mix of residential and commercial/institutional uses which is consistent with these policies of the PPS.

The PPS also provides direction on how long term economic prosperity should be supported. This proposal is consistent with policies which *encourage a sense of place, by promoting well-designed built form and cultural planning, and by conserving features that help define character, including built heritage resources and cultural heritage landscapes* [1.7.1d)]

Furthermore, the PPS provides policy with respect to cultural heritage, specifically stating that “Significant built heritage resources and significant cultural heritage landscapes shall be conserved” [2.6.1]. As of November 2014 the property has been designated under Part IV of the Ontario Heritage Act under By-Law No. L.S.O.-3441-366. Through this By-Law key exterior attributes that embody the cultural heritage value of the former McCormick’s factory as a unique example of early 20th century industrial architecture in London are to be protected, which is in keeping with the PPS.

The proposed redevelopment of the former McCormick’s Factory site, which is both a brownfield site and historically designated property, for commercial and residential use, through which the increase in residential units can lead to long-term prosperity and social well-being is consistent with the Provincial Policy Statement.

Official Plan

The majority of the subject site is currently designated General Industrial in the Official Plan which permits a broad range of industrial and industrial-supportive uses. A portion of the northern edge of the site is however currently within the Low Density Residential designation in the Official Plan which permits housing formats such as: single detached, semi-detached, duplex dwellings, as well as multiple attached dwelling subject provided they meet the density provisions within the Official Plan. It is also important to recognize that this application is considered as Residential Intensification, as defined by Section 3.2.3.1 of the Official Plan and *is a means of providing opportunities for the efficient use of land and encouraging compact urban form* [3.2.3]. In order to consider a Residential Intensification application which seeks compact urban form at this site, the Official Plan requires that studies be undertaken as part of the application which demonstrate that the proposal is a good fit and the subject property can accommodate the higher densities.

Area 1 - This area is to be redeveloped by converting the original portion of the former McCormick factory building and repurposing it for mixed residential/commercial uses. An amendment is required to change the designation of the Official Plan from *General Industrial* to *Main Street Commercial Corridor*, which would permit a range of small-scale retail uses, including: food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; small-scale offices; small-scale entertainment uses; galleries; studios; community facilities and residential uses in mixed-use buildings.

As stated in the Official Plan the *Main Street Commercial Corridor designation is normally applied to long established, pedestrian-oriented shopping areas in the older parts of the City. This designation may also be applied to new commercial areas provided that a mixed use, street oriented form of development is proposed* [4.4.1.3]. Given the substantial frontage and presence Area 1 has on Dundas Street, an Arterial Road which has been identified as future rapid transit corridor, the uses permitted by the *Main Street Commercial Corridor* designation are appropriate at this location.

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Area 2 - This area is to be redeveloped by demolishing the rear additions of the existing McCormick Factory building and construct two mid-rise apartment buildings up to 5-storeys in height along the McCormick Boulevard frontage, a low-rise apartment building with a 3-storey height along the Ashland Avenue frontage, townhouses up to 3-storeys in height in the centre and northern portion of the site, as well as a public park space on the north west corner. The demolition of the rear addition is in keeping with By-law No. L.S.P.-3441 -366 these were not part included in the Reasons for Designation under Part IV of the Ontario Heritage Act. An amendment is required to change the designation of the Official Plan from *General Industrial* to *Multi-Family Medium Density Residential*, which would permit: multiple-attached dwellings, such as row houses or cluster houses; low-rise apartment buildings; rooming and boarding houses; emergency care facilities; converted dwellings; and small-scale nursing homes, rest homes and homes for the aged. These areas may also be developed for single-detached, semi-detached and duplex dwellings.

As stated on the Official Plan, consideration will be given to locations for the Multi-Family, Medium Density Residential designation based on the criteria in Section 3.3.2 which are reviewed under the INTENSITY section of this report.

Due to the surrounding land uses it is appropriate that Area 2 provides a transition by means of Medium Density Residential uses from the potential mixed-use commercial and high density uses that are proposed in Area 1, and the existing, as well as the proposed Low Density Residential uses in Area 3 to the north. Staff support the proposed Multi-Family, Medium Density Residential designation based on 3.3.2 of the Official Plan.

Area 3 - As proposed, this area is to be redeveloped through the extension of Gleeson Street from Ashland Avenue to McCormick Boulevard and construction of Single Detached dwellings. Given that Area 3 is designated Low Density Residential in the Official Plan which permits the requested housing forms there is no need for an amendment to the current designation.

McCormick Area Secondary Plan

The subject site is located within the study area of the McCormick Area Secondary Plan which is not currently adopted by City Council. There is, however, is a companion report from Planning Services (Urban Regeneration) staff which is being submitted concurrently with this report, recommending that the McCormick Area Secondary Plan be adopted.

The companion report recommends that the Official Plan be amended by adding the "McCormick Area Secondary Plan" to the list of Secondary Plans adopted in Chapter 20 – Secondary Plans and any development within the McCormick Area Secondary Plan boundaries would have to comply to the policies of the Secondary Plan.

The proposal to redevelop the former McCormick’s factory site is in keeping with the principles, policies and objectives of the McCormick Area Secondary Plan being tabled for adoption. Particular attention has been paid to allowing for this site to transition to more sensitive land uses while balancing the needs of surrounding established businesses. Similar considerations have gone into the overall site connectivity and how the proposed development can be integrated into the existing residential neighbourhood, primarily consisting of one and two storey single-detached dwellings, many of which were constructed in the early 1900s. As the subject site areas (1, 2 &3) differ with respect to the proposed use, density and form of development particular Secondary Plan sections were reviewed, and are summarized as follows:

Area 1 – The adaptive re-use of the original structure of the former McCormick factory building provides a means of conserving and protecting a cultural heritage resource that will also help to redefine Dundas Street and strengthen Dundas Street’s role as a future rapid transit corridor in conformity to the Secondary Plan.

Area 2 – A variety of housing types, building forms, heights, and densities will promote the efficient use of land and provide a variety of housing options to cater to a range of socio-economic groups and lifestyles. The Mid-Rise Residential Designation of the Secondary Plan will accommodate a significant population density which will help to support the provision of

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transit along Dundas Street. This area provides a safe east-west pedestrian connection through the site as envisioned in the Secondary Plan.

Area 3 – Low rise residential uses will integrate well with the surrounding neighbourhood and provide a transition between the existing low density residential uses to the north.

INTENSITY

Official Plan

Area 1 – The Official Plan provides direction with respect to the scale of development within the *Main Street Commercial Corridor* designation and further specifies that Office Buildings *shall be limited through regulations in the Zoning By-law to a size which is compatible with surrounding land uses* [4.4.1.7ii)]; and that Residential Densities within mixed-use buildings *should be consistent with densities allowed in the Multi-Family, High Density and Medium Density Residential designations according to the provisions of Section 3.4.3. of this Plan* [4.4.1.7iii)]. Which, *excluding provisions for bonusing, net residential densities will normally be less than 150 units per hectare outside of Central London* [3.4.3]. Consistent with these policies it is recommended that the former McCormick factory building be permitted a maximum density of 150 metres. The Urban Design policies of the Main Street Commercial Corridor designation provides for appropriate building height to ensure that main streets define public spaces. Given the existing industrial buildings along this portion of Dundas Street, the proposal for a public easement between Areas 1 and 2, and the height of the proposed buildings in Area 2 it is recommended that a maximum height of 35 metres (10 storeys) be permitted.

In Area 1 the application of *Multi-Family, High Density Residential* densities under the *Main Street Commercial Corridor* designation are appropriate due to the substantial frontage and presence Area 1 has on Dundas Street, an Arterial Road. The high density is also supported as now proposed since Dundas Street has been identified as future rapid transit corridor with a transit hub to be located at the intersection of McCormick’s Boulevard and Dundas Street. The amount of intensity is also appropriate to facilitate the adaptive reuse of this former industrial building which has a large floor-plate to occupy with future uses.

Zoning By-law

Area 1 – The Business District Commercial (BDC2) Zone variation allows for a range of commercial, institutional, office, and residential uses (above the first floor). In this instance Special Provisions are being included to the zone to allow for: reduction in minimum parking requirements, reduced setback requirements to recognize the existing McCormick factory building as well as reduced setbacks for the future upper floor additions to the McCormick factory building to protect the historical attributes.

Staff is recommending a holding Business District Commercial Special Provision (h-5•h-120•h-149•h-(***)•h-(****)•BDC2(_).D150•H35) Zone be applied to Area 1.

In addition to the wide range of uses, the recommended zone would permit Senior Citizen Apartment Buildings.

The recommended zone also provides special site specific regulations including:

- increased minimum Front Yard Depth of 9 metres (29.5 feet)
- reduced building setback of 3.0 metres above the height of the building as existing on the date of the passage of this by-law
- reduced minimum parking standard of 1 parking space per 90m² for Office uses
- reduced minimum parking standard of 0.25 spaces per unit for Senior citizen apartment buildings
- reduced minimum parking standard of 1 parking space per unit for Apartment Buildings

It should be noted that there are number of holding provisions, or “h-” symbols recommended for the zone. Each “h-” symbol is applied for a specific reason as summarized below:

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- h-5 To ensure that there is a Public site plan review process
- h-120 To ensure a Transportation Impact Study has been completed and the accepted recommendations are implemented
- h-149 To ensure sanitary and stormwater servicing reports have been completed and the accepted recommendations are implemented
- h-*** Newly drafted holding provision to ensure high quality urban design and compliance with design guidelines
- h-**** Newly drafted holding provision is in place to ensure a Land Use Compatibility report associated with a site plan is undertaken which provides direction on how the proposed sensitive land uses can be appropriately designed, buffered and/or separated from the existing industrial facilities

Recognizing the development of Area 1 incorporates the adaptive re-use of the original McCormick factory building, designated under the Ontario Heritage Act, and classified as a brownfield site staff support high densities at this location which staff believe are appropriate and compatible at this location.

Official Plan

Area 2 – The Official Plan provides policy direction with respect to the appropriate *Location and Scale of Development* within the *Multi-Family, Medium Density Residential* designation. These criteria of Section 3.3.2 include:

- i) *Compatibility*: Site specific Urban Design guidelines have been prepared in terms of height, scale and setbacks for the proposed residential development which are meant to ensure that the new infill development does not adversely impact the amenities and character of the surrounding area.
- ii) *Municipal Services*: Recognizing there are significant wet water flows in the sanitary sewer system which serves this site and in keeping with WADE’s comments a holding provision (h-149) is recommended to be applied to the any proposed zone until a satisfactory sanitary assessment report is submitted to, review and accepted by the City.
- iii) *Traffic*: In keeping with Transportation Planning & Design Division comments a holding provision (h-120) is recommended to be applied to the proposed zone until a until a satisfactory transportation impact assessment is submitted to, review and accepted by the City which demonstrates how traffic to and from the location should have no significant impact on the surrounding stable, low density residential areas.
- iv) *Buffering*: Existing and proposed roads act as a principal means of protecting adjacent low density residential uses form the higher density residential as well as commercial development. In order to ensure high quality urban design a holding provision (h-***) shall be applied. A further holding provision (h-****) shall be applied to ensure that Land Use Compatibility report associated with a site plan is undertaken to mitigate potential impacts between the existing industrial uses and future uses proposed for the subject site.

The Official Plan also provides policy direction in Section 3.3.3 with respect to the Scale of Development within the *Multi-Family, Medium Density Residential* designation. It is important to note that there are policies that do allow *exceptions to the usual density limit of 75 units per hectare*, which include developments *designed and occupied for seniors citizen’s housing* and by means of applying bonus zoning. In these circumstances the density cannot exceed 100 units per hectare.

Area 2 also serves as a transition between Area 1 which is mixed with commercial and high density residential uses and Area 3 which is low density residential and existing industrial to the east and Low Density Residential to the west. Allowing flexibility of residential densities in Area 2 means that various building forms can be developed in the middle of the property that support

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the shift from higher and more intense uses along Dundas Street to lower intensity uses toward the north and east that are in keeping with the existing neighbouring properties.

Therefore, in this instance, a special Policy for Specific Area in Chapter 10 of the Official Plan is recommended to permit a maximum height of up to 5 storeys on the western half of the subject site fronting McCormick Boulevard without a bonus zone where the interface consist of existing industrial uses. In order to provide a transition between the existing Low Density Residential uses on the east side of Ashland Avenue, a maximum height of 3 storeys may be permitted on the eastern half of the subject site fronting Ashland Avenue to create a compatible interface with the existing single detached dwellings, as shown below in Figure 11.

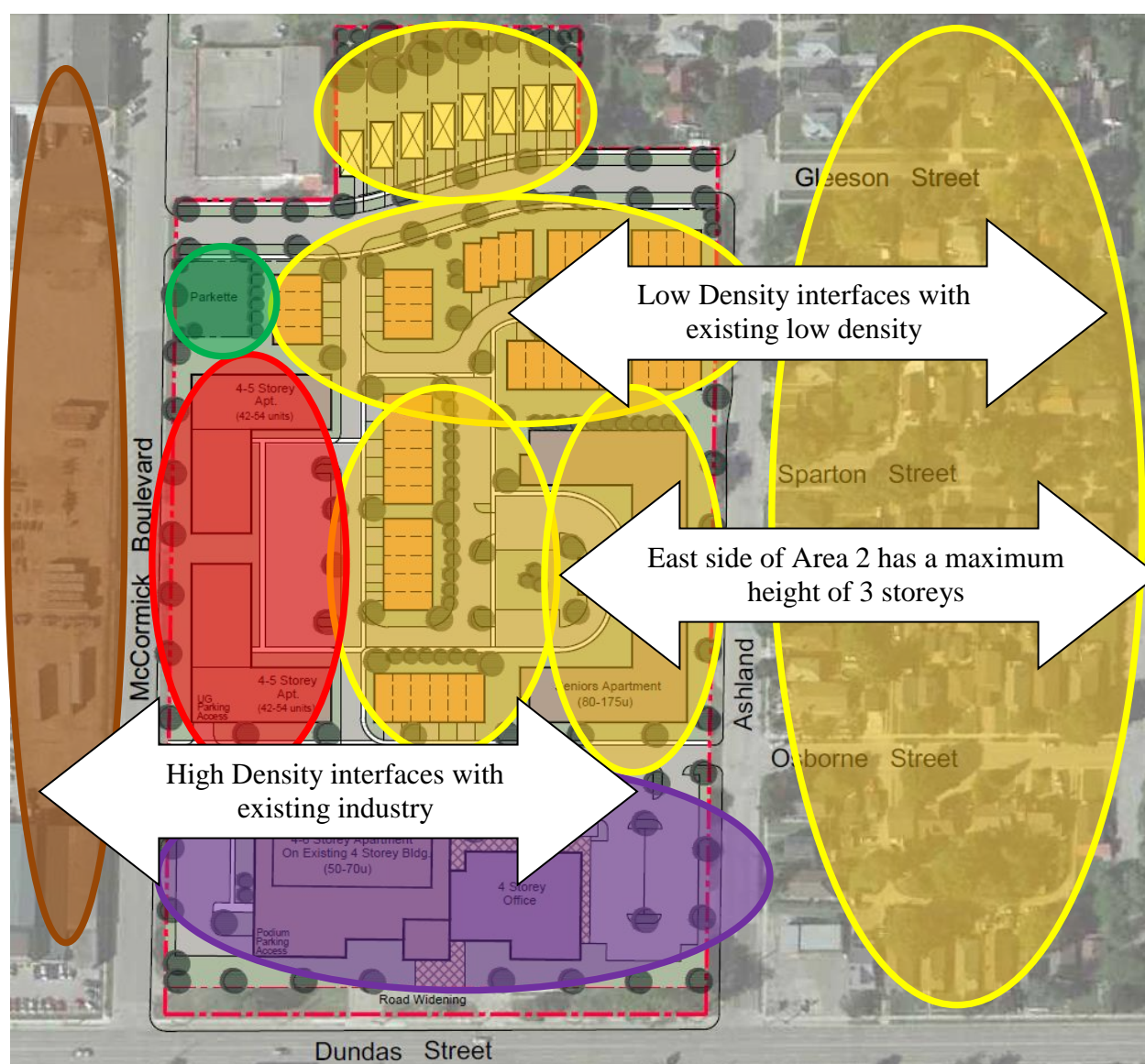


Figure 11 – Revised conceptual plan, illustrating existing land use interface with proposed forms of development

Being that this application is defined as a residential intensification and in accordance with Section 3.7.3 of the Official Plan, a Planning Justification Report was submitted as part of the application which included a Planning Impact Analysis. This analysis satisfies the relevant criteria concerning the proposed amendments and indicates that *there are no adverse impacts identified. Further assessments of traffic impacts and noise and air quality impacts moving forward in detailed design approvals may necessitate mitigation measures and/or refinements to the development plan.*

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Given the industrial property has historically accommodated high levels of municipal services and significant amounts of vehicular traffic the City has deferred the requirement for completing the site servicing and transportation studies. Holding (h-) provisions are recommended to be included with all of the zones with the exception of the Open Space (OS1) Zone. The holding provision cannot be removed until the studies are completed and it is demonstrated the proposed intensity of development can be accommodated by the proposed transportation and servicing improvements. Also, being a residential intensification proposal, it is recommended that a Public Site Plan Review is undertaken which is a separate planning process that must be completed before the holding provision can be removed by the City of London.

Zoning By-law

Area 2 – The Multi-Family, Medium Density Residential (R6-5) Zone variation allows for a range of residential uses. In this instance Special Provisions are being included to the zone to modify the Zoning regulations to increase the maximum density to 75 units per hectare for non-senior related uses; reduce the landscaped open space requirement, increase the maximum lot coverage and reduce the parking requirements.

Staff is recommending a holding Residential R6 Special Provision (h-5•h-120•h-149•h-(**)*h-(***)•h-(****)*R6-5(□) Zone be applied to Area 2.

In addition to the range of uses, the recommended zone would permit Continuum-of-Care Facility, Retirement Homes and Senior citizen apartment buildings.

The recommended zone also provides special site specific regulations including:

- reduced minimum parking standard of 0.25 spaces per unit for Senior citizen apartment buildings
- reduced minimum parking standard of 1 parking space per unit for Cluster Townhouses
- reduced minimum parking standard of 1 parking space per unit for Apartment Buildings
- Increase the maximum density from 35 to 75 units per hectare for non-seniors related uses
- Increase the maximum density from 35 to 125 units per hectare for seniors related uses

It should be noted that there are number of holding provisions or “h-” symbols recommended for the zone. Each “h-” symbol is applied for a specific reason, with the h-5, h-120, h-149, h-(***) and h-(****) being previously described under the Zoning By-law details for Area 1, and an additional h-(**) as summarized below:

h-** Newly drafted holding provision is in place to ensure the dedication and construction of a new road (to extend Gleeson Street from McCormick Boulevard to Ashland Avenue)

Area 2 – The Open Space OS Zone is a two-tier zone. The OS1, OS2 and OS3 Zone variations are intended to be applied to areas located outside of conservation lands and areas which are not environmentally significant. The OS1 Zone variation is typically applied to City and private parks with no or few structures.

Staff is recommending an Open Space (OS1) Zone be applied to the northwest corner of Area 2. This Open Space zone is to be dedicated to the City of London and used as a public park space. There are no additional uses, special provisions or holding zones being recommended for the (OS1) Zone.

Recognizing the subject lands are classified as a brownfield site and taking into consideration the size of Area 2 and the significant amount of frontage there is onto both McCormick Boulevard and Ashland Avenue, staff support higher densities at this location. It is particularly important to distinguish how the increased densities would be applied to the varying residential uses. The upper limit of 125 units per hectare is only to be used for the added permitted uses including Continuum of care facilities, Retirement homes and Senior citizen apartment buildings all other residential uses are limited to a density of 75 units per hectare.

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Official Plan

Area 3 – This area is currently designated Low Density Residential in the Official Plan. However, a zoning by-law amendment is required to implement the designation. The Low Density Residential designation is applied to lands that are primarily developed or planned for low-rise, low density housing forms including detached, semi-detached, and duplex dwellings. The development of low density residential uses shall be subject to appropriate site area and frontage requirements in the Zoning By-law.

Zoning By-law

Area 3 – The R1 Zone is the most restrictive residential zone, and provides for and regulates single detached dwellings. There is no main Residential R1 Zone variation as the zone is restricted to only single detached dwelling units. Zone variations R1-1 to R1-3 deal with existing inner-City smaller lot single dwelling developments

Staff is recommending a holding Residential R1 (h-*•h-**•h-****•R1-2) Zone to Area 3.

There are no additional uses or special provisions being recommend to this zone.

It should be noted that there are number of holding provisions, or “h-” symbols recommended for the zone. Each “h-” symbol is applied for a specific reason, with the h-(**) and h-(****) being previously described under the Zoning By-law details for Areas 1&2, and an additional h-(*) as summarized below:

- h-* Newly drafted holding provision is in place to ensure a tree/preservation report/retention/ management plan is undertaken and included as part of any future site plan approvals,

FORM

Staff’s recommendation includes direction that the Site Plan Approval Authority considers the site specific design guidelines in Schedule “2” of the amending By-law through the site plan process which directly address the overall site organization and built form for each of the distinct development area. The site specific design guidelines have been prepared in consideration of the McCormick Area Secondary Plan design guidelines and are in keeping with a higher level of design standards which would be expected relating to bonus zoning and the provision of Special Policies under Chapter 10 of the Official Plan.

Generally, the form of development on the subject lands can be summarized as follows:

Area 1 –Is intended to be a walkable mixed-use environment with a combination of repurposed industrial buildings and new mixed-use buildings. Properties fronting Dundas Street are intended to have active ground-floor uses to create a mainstreet environment conducive to walking and supporting rapid transit. New and repurposed buildings should be street-oriented and place priority on creating an animated streetscape.

Area 2 - Is intended to have a variety of setbacks, depending on the built form and surrounding character. New residential buildings would be compatible with the dwellings in the surrounding neighbourhood through street-oriented design, setbacks, form and materials.

Area 3 – Is intended to have setbacks, built form and intensities similar to that of the surrounding neighbourhood. New residential dwellings will be compatible with the dwellings in the surrounding neighbourhood through street-oriented design, setbacks, form and materials.

To implement this form of development it is recommended that a holding provision be adopted requiring design guidelines with key objectives that include, but are not limited to:

- an unobstructed east-west pedestrian corridor extending from the Osborne Street right-of-way through the site between McCormick Boulevard and Ashland Avenue

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- All building facades directly adjacent to this pedestrian corridor shall be designed to orient towards the corridor by including individual ground floor unit entrances (where applicable) and include the same level of architectural detail as the front elevation.
 - All parking areas adjacent to this pedestrian corridor shall be screened with a combination of low landscape walls and landscaping in order to create a high quality pedestrian experience.
- Step down/terrace development from Dundas Street towards the north end of the site in order to integrate the development into the existing low density residential neighbourhood.
 - Include a high quality publicly accessible urban plaza space using a combination of soft and hardscape from the intersection of Dundas Street and McCormick Boulevard to the principle entrance of the McCormicks building that will form part of a future Rapid Transit station at that intersection as well as contribute to the intended mainstreet character of the Dundas street corridor.
 - Provide landscaping or decorative paving within the parking area to reduce the visual impact of large surface parking areas;
 - Landscaped areas and trees should be planted at regular intervals to soften the appearance of parking areas and to provide shade during summer and reduce the heat island effect.

Given the size of the property, the excess frontage on three different streets, the location within the Old East Village, an established part of the City of London and its complexity as the lands themselves are both historically designated and a brownfield site there is merit to breaking the redevelopment into 3 separate areas. Particularly since only Area 1 contains the original McCormick factory building which will retain unique cultural and heritage features and Area 3 is intend to be developed in a manner that matches the existing residential neighbourhood lot pattern.

While the forms of the proposed buildings are generally described in the application, Planning staff have recommended that holding provisions be put on the Residential Zone in Area 2 and the Business District Commercial Zone in Area 1. Of the various holding provisions staff recommend that the h-(***) be applied to both Area 1 2 to ensure high quality urban design for new infill development, satisfactory with the site specific design guidelines, as attached as Appendix "1" to the recommended zoning by-law.

Through a public site plan, a separate planning process, detailed urban design drawings including the site plan, building elevations and landscaping plan will be completed in accordance with the site specific design guidelines. These drawings will provide a high quality urban design standard for all proposed forms of infill development. Once the drawings are approved and a development agreement is drafted that is acceptable to the City of London the "h-"symbol will be removed.

CONCLUSION

The PPS, which establishes planning policies for the province of Ontario, directs municipalities to grow inward and upward in order to help preserve prime agricultural lands and achieving more sustainable communities by making better use of the existing municipal infrastructure within developed areas. A very good way of achieving this type of inward growth is finding new ways to actively use brownfield properties.

Brownfield properties are lands that are potentially contaminated due to historical, industrial or commercial land use practices, and are underutilized, derelict or vacant. Brownfields are often situated in key areas throughout a community, such as the downtown or along a major corridor. The key to these properties lies in their value - not just their monetary value, but their cultural heritage value and social value as well.

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**File: OZ-8489
Planner: A-B Watson**

When sites are left underutilized they present liability risks and financial losses, not to mention the potential impacts to the environment and human health. It is therefore very important to put effort into brownfield properties as the benefits of redevelopment far outweigh the long term costs of leaving these properties idle. The former McCormick factory property site, located at 1156 Dundas Street has been sitting unused for about nine (9) years.

The original factory building has cultural heritage value because of its historic association with Thomas McCormick and family who played significant roles in London’s economic and cultural development. As well as architecturally, it is one of the few remaining examples of the early modern industrial style in London with some unique key exterior features which add to its importance.

The recommended amendments will permit redevelopment that will generate economic investment in the community and bring life back to a once vibrant and lively property. It is important to note that the site is presently zoned to permit a significant amount of intensity as an industrial operation exemplified by the fact that it once employed approximately 1300 people.

Given the strategic location within the Old East Village, an already built-up area of London the redevelopment of this historically designated brownfield property can take advantage of existing infrastructure including schools, community facilities, and places of worship. A particular focus for the recommended development concept has been on the connectivity of the site by means of pedestrian/public transit modes of transportation. The proposed redevelopment of the site offers a supportive relationship with the existing and planned public transit routes.

Redevelopment of this brownfield property, as recommended, offers an opportunity to include environmental sustainability in the project by incorporating energy efficient technologies, building materials, water and waste management, as described in the proposed Secondary Plan. Furthermore, the development of this property will encourage local economic investment, community pride, and contribute to the health and vitality of the Old East Village, an established community that serves as the eastern Dundas gateway into the Downtown Core of the City of London.

PREPARED BY:	SUBMITTED BY:
AMANDA-BREA WATSON, MCIP, RPP PLANNER II, URBAN REGENERATION	MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

November 13, 2015

ABW

“Attach”

Y:\Shared\implemen\DEVELOPMENT APPS\2015 Applications 8451 to\8489OZ - 1156 Dundas St (ABW)

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**File: OZ-8489
Planner: A-B Watson**

Responses to Public Liaison Letter and Publication in “The Londoner”

<u>Telephone</u>	<u>Written</u>	<u>Email</u>
		Bill Brock (No address provided)
		Trevor Dailey (No address provided)
	Janet Johnston 1185 Albany St, London ON	
Michael Kaye 1187 Albany St, London ON	Michael Kaye 1187 Albany St, London ON	
	Ruth Noble 944 Dufferin Ave, London ON	
	Allison Southern & Belmino Liberato 1193 Albany St, London ON	
	Greg Thompson 334 Wellington Rd S., London ON	
		Benjamin A. Vazquez (No address provided)
		Ron Veitch Osborne St, London ON
		Jesse Whiteside (No address provided)
	Tara Newell 1231 Sparton St, London ON	

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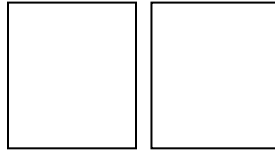
File: OZ-8489
Planner: A-B Watson

Sent: Friday, July 24, 2015 5:04 PM
To: Tomazincic, Michael
Cc: Helmer, Jesse
Subject: Plan and Zoning By-law OZ-8489

Good Afternoon Michael and Jesse,

I hope this email finds you well. This is a follow up to our conversation on Tuesday July 21, and Thursday July 23, 2015. I have many concerns about the plans for this area. This is a wonderful green space that is used all the time by many people. I bought my house for its location. My kids have played many hours back there from walking the dog, building snowmen and riding bikes in a safe area to all the neighbourhood kids getting together for a baseball game. I don't want to be sunbathing with my daughter in the backyard and have a row of townhouses watching. I do believe this area needs something but the plans have gone from a "few" townhouses to over 2000 people in that small of an area. We will have nowhere to go to throw a ball around or walk a dog. The plans are too much! It is way to dense and populated. My street will turn into a racetrack and children will not be safe but they will have nowhere to play out back. I do not like the eyesore that McCormicks has become and I do want something done with it but these plans are far too much. Please consider this email and let me know when the meeting will be held on this topic.

Thanking you in advance
Janet Johnston



File: OZ-8489
Planner: A-B Watson

Date: August 5, 2015 at 6:05:23 AM EDT
To: "mtomazincic@london.ca" <mtomazincic@london.ca>
Subject: Mccormick developement

Mr. Tomazincic
OZ 8489

I would like to express my extreme concern and disagreement with the current proposed development of the Mccormick lands. The proposed development is too high density for the land and is a bad fit for the current community and will create future problems. The proposed development will result in a low quality of life for old and new residents which will not attract the new residents that this project hopes to do. The parcel of land and area is simply not big enough to accommodate the current proposal. As well, there is currently no parkland in the area and while there is already existing potential for a parkland/ green space in area 3 and northern area 2 this is not in the proposal which will further diminish quality of life in the area. There is a unique opportunity in this area to preserve an established and mature green space/ parkland near the city core that current and future residents will enjoy. The city should retain this portion of land to turn into a park. Previous public meetings indicated a desire by the community to include parkland and to have a mix of low to medium density development that has been completely disregarded in the current proposal. I believe this is a short sighted vision that is driven by the cities desire to divest itself of the deteriorating Mccormick factory and Sierra's desire to maximize return without regard for the effect it will have on the existing and future community. Just because the factory is run down doesn't mean the surrounding neighborhood and green space is as well. This is simply the wrong fit for the area. Why would you want to come in live in an area with no park space and that is overcrowded with no amenities near at hand and with traffic issues. It may become a high density slum. My amendment proposal ; remove the two 6 story apartments and replace with lower density single family homes or townhouses. Limit the Mccormick building to 6 stories and limit the seniors apartment in size. Remove the 3 story townhouses from area 3 and the northern area of 2. Straighen Gleeson st and move it to the south and use existing green space in area 3 and and the northern area 2 to create a park for old and new residents that is so desperately needed in the area. These amendments would create a more realistic development that would create an area that would make this area livable for new and old residents and that will draw people to the area where people would actually would want to live. Major changes are needed to bring this development in line with the compatibility of neighborhood and area. Therefore the proposed zoning change must be refused until a suitable new plan is put forth from the developer and city. These suggested changes would not impede the revitalization that the east needs and still spur economic development in the area to a more reasonable and sustainable level.

Regards,
Michael Kaye

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PLANNING DIVISION
SCANNED

Dear Mr. Tomazincic,

I am writing regarding the Notice of Application to Amend the Official Plan & Zoning By-Law I recently received for the McCormick Factory located at 1156 Dundas St. and 463 Ashland Avenue

I understand the purpose of the communication is only to inform me of a possible amendment as these plans are solely in primary stages. As a resident of the area, I obviously have reservations, questions and concerns. I only just recently purchased my home and the main deciding factor in doing so was that I was choosing a quiet, secure and low traffic area. It appears as though this proposal could interfere with it remaining that way! My concerns revolve

around higher traffic volume with more residents living in the area. With the possibility of Gleason St. being extended, this opens up the neighborhood to increased traffic of a different variety as well. Not to mention parking issues! The need for a lighting system? Whether sound barrier walls or simply fences alone would need to be erected? The proposal mentioned landscaped areas. What exactly would the amendment due to the small green space located off Ashland? and the need for a park area? I have further concerns with the high number of tenants that would be potentially

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File: OZ-8489
 Planner: A-B Watson

PLAN
 PLANNING DIVISION
 SCANNED

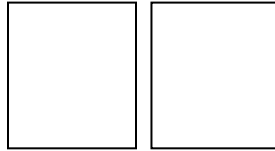
living in the townhouses? Would these
 be rented or owned? Unfortunately
 this often makes a difference in the
 manner and to what standards a
 property is held/maintained. And
 what about a timeline for the partial
 demolition of the McCormick Plant
 should it occur? What about the
 construction? If it was to happen
 where would the construction vehicles
 be travelling through and/or parking?
 I recognize that at this stage you
 are likely unable to answer these questions
 however, I have many legitimate concerns
 so that end, I would appreciate being kept
 informed of any and all further develop-
 ments. Thank you. Respectfully,
 Tara Newell

Sent: Friday, July 24, 2015 12:56 PM
To: Planning
Subject: OZ-8489

I agree with the plan for the McCormick's Property. It appears to be a very well thought out plan. I hope it's completed in my lifetime so I can see the end result.

Ruth

Ruth Noble



File: OZ-8489
 Planner: A-B Watson

RE : Rezoning application for 1156 Dundas Street and 463 Ashland Ave (OZ-8489)

To everyone:

What are you thinking? It is great that you want to triple the amount of people in this area, but this is not how to do it. In all of the plans we have received in the past three years; Area 3 and most of area 2 are low density, and most everyone has been ok with that. Changing that portion to middle to high density is really awful. When all correspondence before with the city, you have been in keeping with what most of us would like, which is single family homes up the hill. Putting 3 story townhouses and in the number they want, is going to deteriorate the sense of community we have over here. People are going to be able to look easily into our backyards, and we feel with this size of increase in density in such a small place, there will be an increase of theft in the area. A lot of us are ok with the rest of the plan as it seems to follow what was set out in earlier plans, so we knew what was coming.

Some questions that were not answered/ not addressed with this:

1. Not enough parking anywhere in this plan
2. With the increase of people and cars there are no stoplights
3. Nothing is said of the access lane, we the people want our share of that lane
4. What kind of fence will be erected?
5. Did they not take into account the hill? The pictures are showing everything being on the same level. They have a set of townhouses (that we don't want) on the steep hill.

In conclusion we All Know that, what we the residents want, will be totally forgotten as the need for the city and builders to make as much money as possible out of this small space, even if it really pisses us off.

Hoping for a better outcome
 Allison and Bel

Sent: Friday, September 04, 2015 10:48 AM
To: Watson, Amanda-Brea
Subject: McCormick property

Hi Amanda Brea,

I was at the community meeting and wanted to give you my personal comments, few as they might be.....

I'm happy to see some progress on the file and a developer who certainly appears to have some expertise in re-purposing old buildings. I've seen their work on the Harvey Woods mill buildings in Woodstock and it's decent.

So, here's my concerns:

1. How do we ensure that if Sierra actually takes ownership of the property with the new zoning in place, they won't flip the property or undertake the "easy" stuff and sell the property on? They are buying it from the City for pennies on the dollar and many Londoners (I suspect) would not be happy if this was purely a speculative exercise on the part of Sierra. Are there any covenants running with the land specifying performance requirements as part of the Agreement of Purchase and Sale? Is it possible to add these during site plan approval, or make the zoning changes conditional upon construction starting?
2. I don't think it's out of line for me to suggest that the sale of the property by the City is motivated largely by a desire to retain and repurpose the significant parts of the McCormicks factory. While Sierra has a track record of doing this rather well, will Sierra be contractually bound to do this work? Would it be possible for redevelopment of the rest of the property to occur without work happening on the factory itself? Is there a staging plan anywhere in the file? I say this only because how awful would it be for the (relatively)"easy" stuff to be completed by Sierra with nothing being done on the factory and then Sierra comes to the City with a professional opinion that the restoration of the factory is not economically viable – remains empty? request for demolition?
3. If the City or Sierra decide to dedicate some land at the back of the property to satisfy the desire of abutting property owners for park space, I trust the City will ensure that it is public land with public access and perhaps this can be accomplished through some form of density bonusing. Let the neighbours decide whether they are more concerned with the density of the property or the provision of their parkland space.
4. I agree with the neighbours that traffic will be an issue. Some traffic calming in the corridor along Elias Street right through to Central should form a part of the development plan. It's a problem already with folks trying to avoid the abomination that is the Egerton?Dundas?Quebec intersection(s). This one intersection is the root cause of so much of entire neighbourhood's traffic problems.

As usual, I'm more concerned with how we ensure that the property developer does what they say they are going to do after they get their approvals. I will never forget that the podium of the Medallion buildings were to be brownstones....

Best. gregt
 Greg Thompson, e-PRO, C-CREC, Realtor

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**File: OZ-8489
Planner: A-B Watson**

**Bibliography of Information and Materials
OZ-8489**

Request for Approval:

City of London Combined Official Plan & Zoning Amendment Application Form, completed by Kevin Muir of GSP, on behalf of the applicant, City of London Realty Services, April 27, 2015

Reference Documents:

Ontario. Ministry of Municipal Affairs and Housing. *Planning Act, R.S.O. 1990, CHAPTER P.13*, as amended.

Ontario. Ministry of Municipal Affairs and Housing. *Provincial Policy Statement*, 2014.

City of London. *Official Plan*, June 19, 1989, as amended.

City of London. *Zoning By-law No. Z.-1*, May 21, 1991, as amended.

GSP Group. *Preliminary Design Concept*, January 30, 2015.

Golder Associates. *Heritage Impact Assessment – McCormick’s Factory, 1156 Dundas Street*, June 23, 2015.

GSP Group. *Planning Justification Report – McCormick’s Factory, 1156 Dundas Street*, June , 2015.

Correspondence: (all located in City of London File No. OZ-8483 unless otherwise stated)

City of London -

Departments and Agencies -

Raffoul L., BELL. Letter to M. Tomazincic. July 30, 2015.

Creighton C., UTRCA. Letter to M. Tomazincic. July 29, 2015.

Elmadhoon. M., Transportation Planning & Design Division, City of London. E-mail with M. Tomazincic. July 28, 2015.

Moore R., Environmental and Engineering Services- Waste and Drainage Engineering Division, City of London. E-mail with M. Tomazincic. August 7, 2015.

Wilson A., Chair Urban Design Peer Review Panel. Memo to A-B Watson. Respecting August 19, 2015 Panel Presentation and Review

Other:

Site visit August 14, 2015 and photographs of the same date.

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**File: OZ-8489
Planner: A-B Watson**

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2016

By-law No. C.P.-1284-_____

A by-law to amend the Official Plan for the City of London, 1989 relating to 1156 Dundas Street.

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

1. Amendment No. (to be inserted by Clerk's Office) to the Official Plan for the City of London Planning Area – 1989, as contained in the text attached hereto and forming part of this by-law, is adopted.
2. This by-law shall come into effect in accordance with subsection 17(38) of the *Planning Act, R.S.O. 1990, c.P.13*.

PASSED in Open Council on December 8, 2015.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading - December 8, 2015
Second Reading - December 8, 2015
Third Reading - December 8, 2015

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File: OZ-8489
Planner: A-B Watson

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To change the designation of certain lands described herein from Low Density Residential and General Industrial to a Low Density Residential, Multi-Family Medium Density Residential, and Mainstreet Commercial Corridor on Schedule “A”, Land Use, to the Official Plan for the City of London to permit a mixed used redevelopment of the site.
2. To add a policy in Section 10.1.3 – Policies for Specific Areas, of the Official Plan for the City of London to permit a maximum density of 125 units per hectare in the Multi-Family Medium, Density Residential Designation.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 1156 Dundas Street in the City of London.

C. BASIS OF THE AMENDMENT

This policy is consistent with the Provincial Policy Statement 2014 in that it supports the development of healthy, liveable and safe communities. Specifically the amendment promotes remediation of brownfields and the efficient land use patterns through the redevelopment of a designated heritage building by accommodating an appropriate mix and range of residential and employment uses by encouraging compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities.

D. THE AMENDMENT

The Official Plan for the City of London is hereby amended as follows:

1. Schedule “A”, Land Use, to the Official Plan for the City of London Planning Area is amended by designating those lands located at 1156 Dundas Street in the City of London, as indicated on “Schedule 1” attached hereto from Low Density Residential and General Industrial to Low Density Residential, Multi-Family Medium Density Residential, and Mainstreet Commercial Corridor.
2. Section 10.1.3 – Policies for Specific Areas of the Official Plan for the City of London is amended by adding the following:

1156 Dundas Street - Former McCormick’s Factory Site

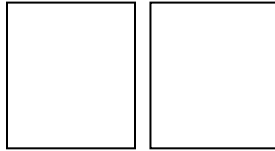
The following special policy applies to lands north of the original McCormick Factory building and south of the extension of Gleeson Street. Notwithstanding the height and density maximums identified in the general Multi-Family, Medium Density Residential policies and the policies of the McCormick Area Secondary Plan, a maximum total density of up to 125 units per hectares may be permitted, subject to the proposed form of development addressing the criteria of Section 3.2.3, the Urban Design Principles in the McCormick Area Secondary Plan, and the Urban Design Guidelines for the McCormick Factory Site.

A height of up to 5 storeys may be permitted on the western half of the subject site fronting McCormick Boulevard without a bonus zone. A maximum height of 3 storeys may be permitted on the eastern half of the

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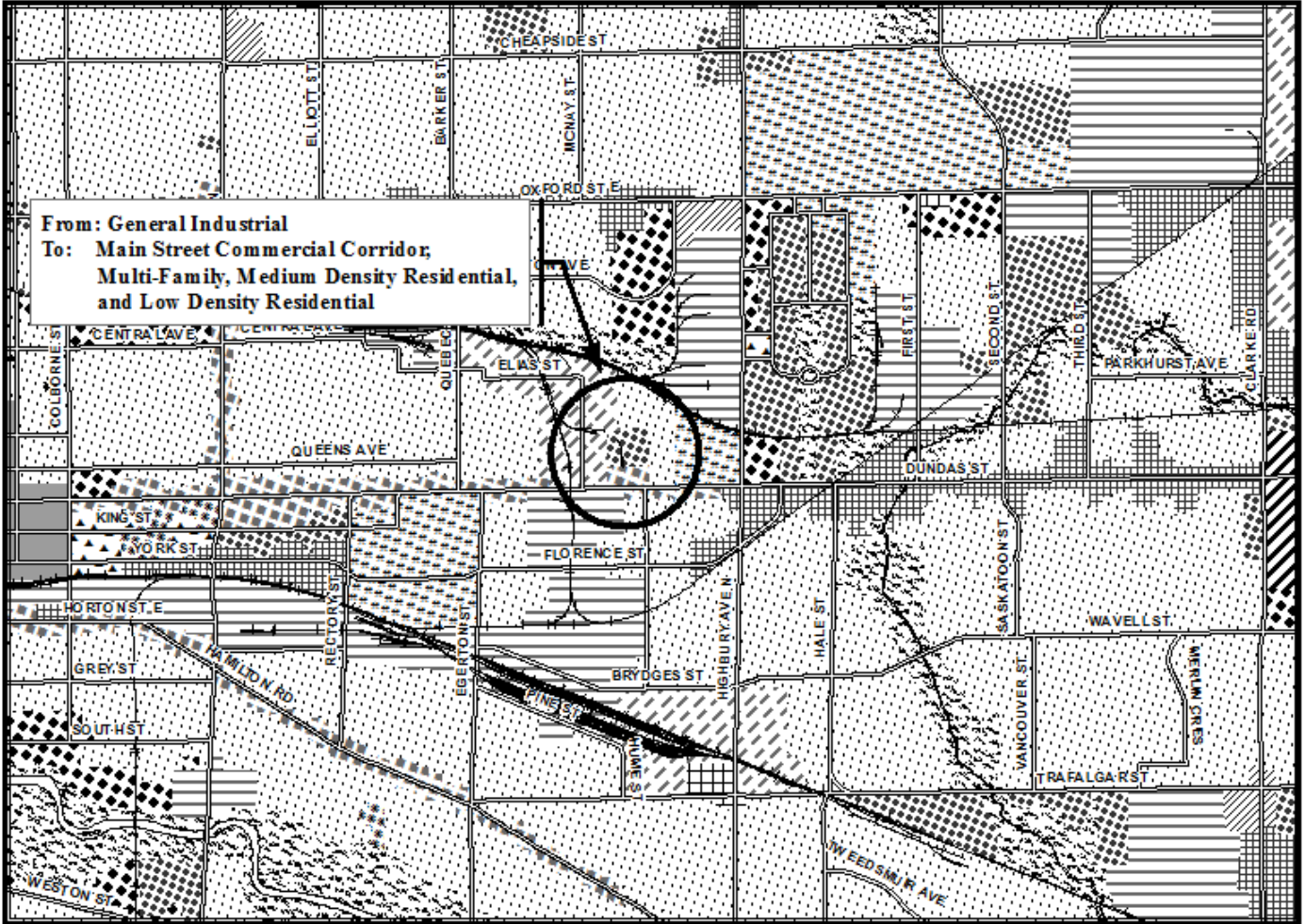
File: OZ-8489
Planner: A-B Watson

subject site fronting Ashland Avenue to provide a transition between the existing Low Density Residential designation on the east side of Ashland Avenue. A western extension of Gleeson Street will be required to be constructed and dedicated at no cost to the City between Ashland Avenue and McCormick Boulevard to provide access to the subject site and allow for the development of single detached dwellings to the north. Cluster townhouses will be permitted on the frontage of the Gleeson Street extension and a parkland dedication with a minimum frontage and depth of 25 metres will be required at the southeast corner of McCormick Boulevard and the future extension of Gleeson Street.



File: OZ-8489
Planner: A-B Watson

AMENDMENT NO: _____



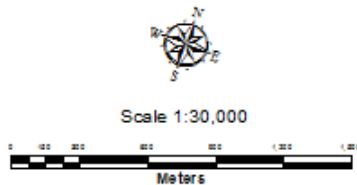
Legend

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

This is an excerpt from the Planning Division's working consolidation of Schedule A to the City of London Official Plan, with added notations.

**SCHEDULE 1
TO
OFFICIAL PLAN**
AMENDMENT NO. _____

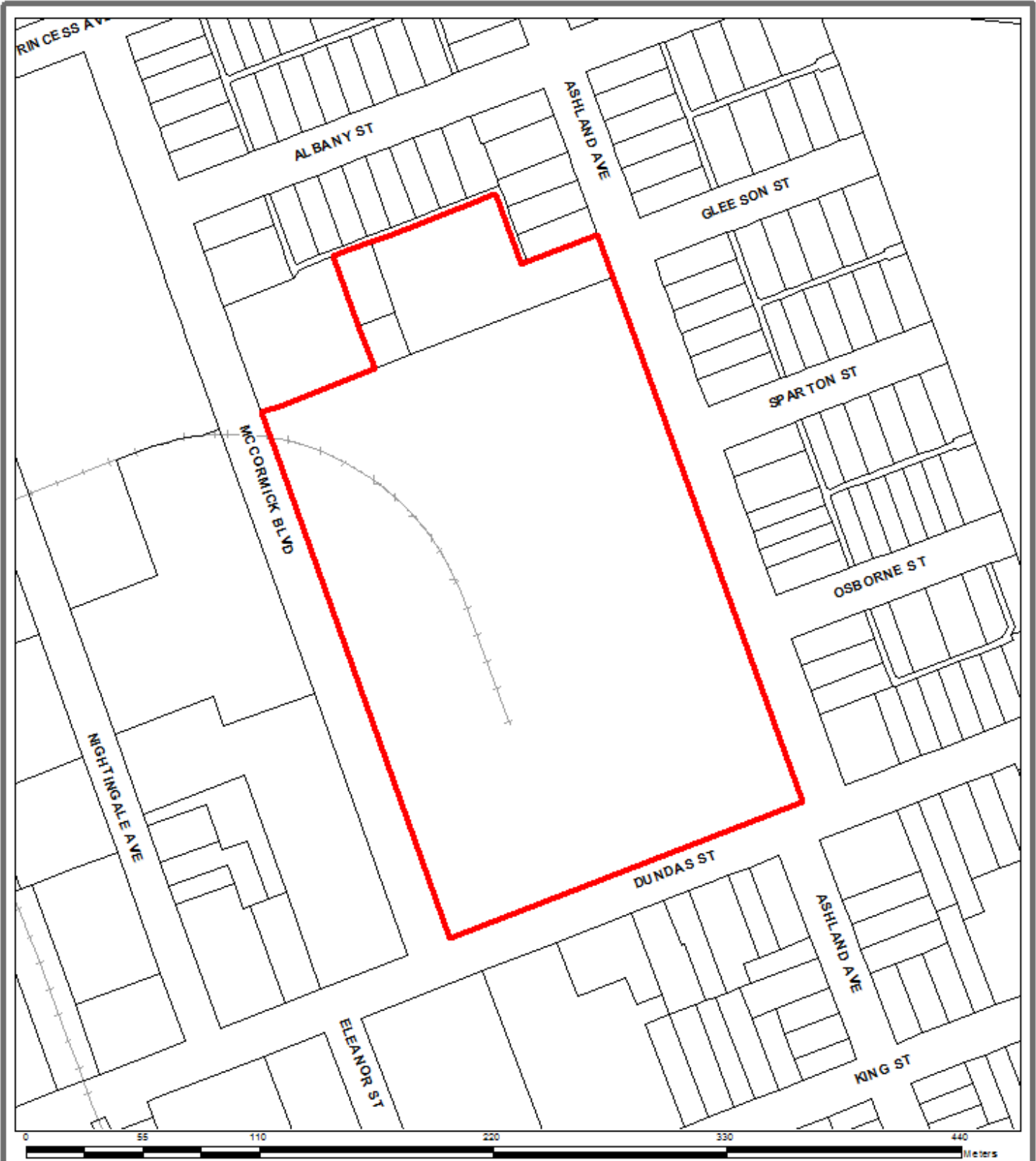
PREPARED BY: Graphics and Information Services



FILE NUMBER: OZ-8489
PLANNER: ABW
TECHNICIAN: MB
DATE: 2015/10/21

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File: OZ-8489
Planner: A-B Watson



LOCATION MAP

Subject Site : 1156 Dundas St
Applicant: Dundas St
File Number : OZ-8489

Planner : ABW
Created By : MB
Date : 2015/10/21
Scale : 1:2,500

Legend

Subject Site

Prepared by : Graphics & Information Services , Planning Division
Corporation of the City of London
File=planning\projects\p_locationmaps\MXDs



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**File: OZ-8489
Planner: A-B Watson**

Appendix “B”

Bill No. (number to be inserted by Clerk’s Office)
2016

By-law No. Z.-1-16_____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 1156 Dundas Street.

WHEREAS City of London, Realty Services has applied to rezone an area of land located at 1156 Dundas Street, as shown on the map attached to this by-law, as set out below;

AND WHEREAS upon approval of Official Plan Amendment Number (number to be inserted by Clerk’s Office) this rezoning will conform to the Official Plan;

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

1) Schedule “A” to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1156 Dundas Street, as shown on the attached map comprising part of Key Map No. A108, from a General Industrial (G1) Zone to a holding Residential R1 (h-(*).h-(**).h-(****).R1-2) Zone, and a holding Residential R6 Special Provision (h-5.h-120.h-149.h-(**).h-(***).h-(****).R6-5()) Zone, and a holding Business District Commercial Special Provision (h-5.h-120.h-149.h-(***).h-(****).BDC2().D150.H35) Zone, and an Open Space (OS1) Zone.

2) Section Number 3.8 of the Holding “h” Zone is amended by adding the following Holding Provision:

3.8) h-(*)

Purpose: To ensure that as much of the existing vegetation is retained, the holding provision will not be deleted until a tree preservation report and plan has been prepared by a qualified ecological consultant and is implemented to the satisfaction of City of London.

3) Section Number 3.8 of the Holding “h” Zone is amended by adding the following Holding Provision:

3.8) h-(**)

Purpose: To ensure the orderly development of lands, the “h-(**)” symbol shall not be deleted until a development agreement associated with plan of subdivision provides for the dedication and construction of Gleeson Street to municipal standards, between Ashland Avenue and McCormick Boulevard, as proposed in the Concept Plan, attached as Schedule “1” of the amending by-law, as part of a future development proposal.

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**File: OZ-8489
Planner: A-B Watson**

- 4) Section Number 3.8 of the Holding “h” Zone is amended by adding the following Holding Provision:

3.8) h-(***)

Purpose: To encourage high quality urban design for the redevelopment of the former McCormick factory site, a development which, with minor variations at the discretion of the Managing Director, Planning and City Planner, is consistent with the conceptual site plan attached as Schedule “1” to the amending by-law and with the Urban Design Guidelines, attached as Schedule “2” of the amending by-law, will be assessed during the site plan approval/review process and a development agreement is entered into with the City of London prior to the removal of the "h-(***)" symbol.

- 5) Section Number 3.8 of the Holding “h” Zone is amended by adding the following Holding Provision:

3.8) h-(****)

Purpose: To ensure the orderly development of lands, the “h-(****)” symbol shall not be deleted until a Land Use Compatibility report associated with a site plan is undertaken which provides direction on how the proposed sensitive land uses can be appropriately designed, buffered and/or separated from the existing major facilities to prevent or mitigate potential adverse effects.

- 6) Section Number 10.4 of the Residential (R6) Zone is amended by adding the following Special Provision:

R6-5()	1156 Dundas Street	
a)	Additional Permitted Uses	
i)	Continuum-of-Care Facility:	
ii)	Retirement Homes	
iii)	Senior Citizen apartment buildings	
b)	Regulations	
i)	Parking Standard for Senior Citizen Apartment Building (Minimum)	0.25 spaces per unit
ii)	Parking Standard for Cluster Townhouses (Minimum)	1 parking space per unit
iii)	Parking Standard for Apartment Buildings (Minimum)	1 parking space per unit
iv)	Density (Maximum)	75 units per hectare
v)	Density for additional permitted uses (Maximum)	125 units per hectare

- 7) Section Number 25.2 of the Business District Commercial (BDC2) Zone is amended by adding the following Special Provision:

BDC2()	1156 Dundas Street	
a)	Additional Permitted Uses	
i)	Senior Citizen apartment buildings	
b)	Regulations	
i)	Front Yard Depth (Minimum)	9 metres (29.5 feet)

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**File: OZ-8489
Planner: A-B Watson**

- ii) Building setback of 3.0 metres above the height of the building as existing on the date of the passage of this by-law
- iii) Parking Standard for Office uses (Minimum) 1 parking space per 90m² (969sq.ft)
- iv) Parking Standard for Senior Citizen Apartment Building (Minimum) 0.25 spaces per unit
- vi) Parking Standard for Apartment Buildings (Minimum) 1 parking space per unit

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

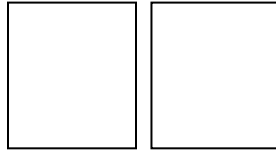
This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on December 8, 2015.

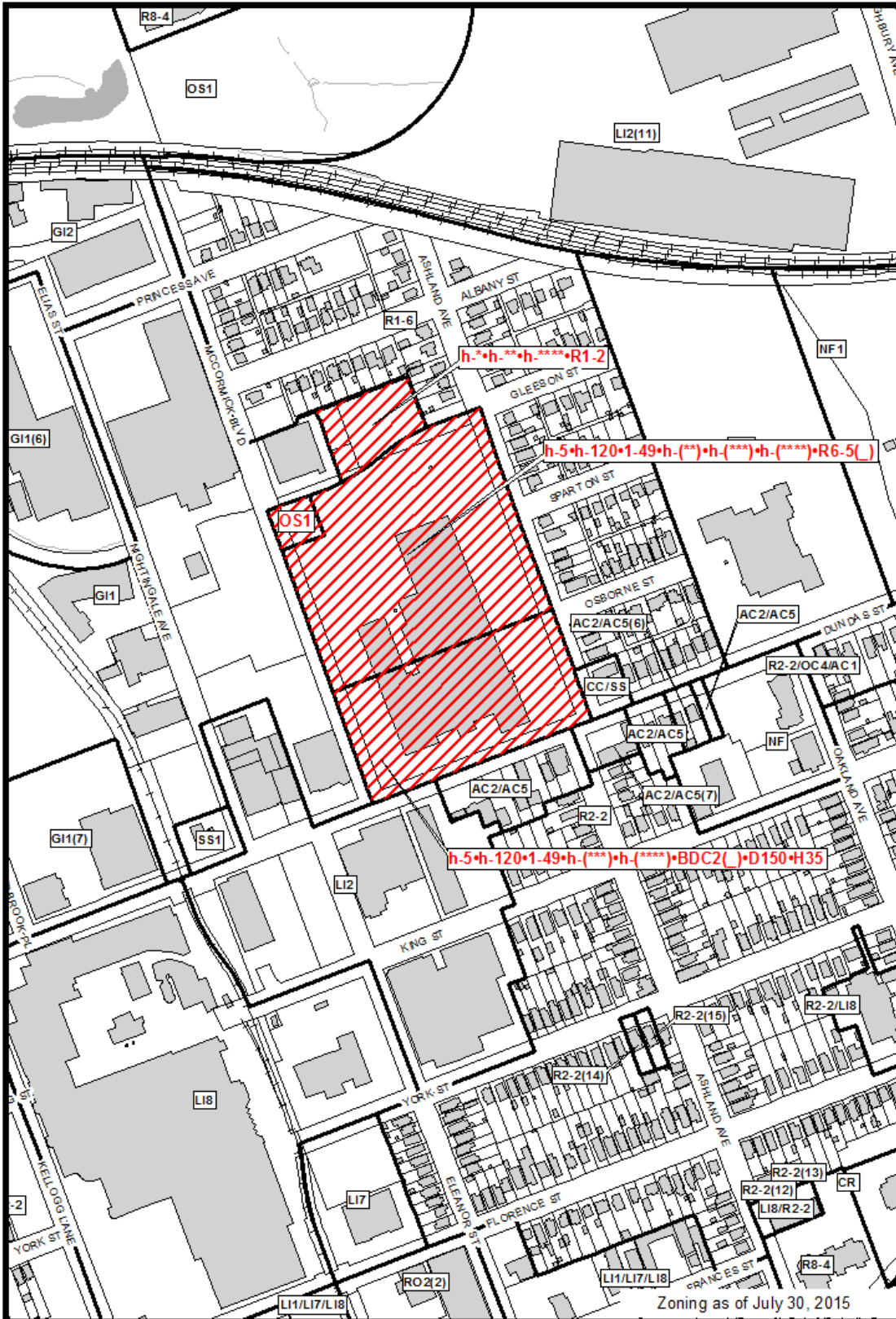
Matt Brown
Mayor

Catharine Saunders
City Clerk


First Reading - December 8, 2015
Second Reading - December 8, 2015
Third Reading - December 8, 2015




AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)



File Number: OZ-8489
Planner: ABW
Date Prepared: 2015/10/21
Technician: MB
By-Law No:

SUBJECT SITE 

1:4,000



0 20 40 80 120 160 Meters

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File: OZ-8489
Planner: A-B Watson

Schedule "1"



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Schedule “2”

Urban Design Guidelines for the McCormicks Site
1156 Dundas Street

Site Organisation

- Development adjacent to heritage resource(s) shall achieve a compatible relationship with the cultural heritage resource(s) and their context through the consideration of such matters as, but not limited to, building height, massing, scale, setbacks, stepbacks, roof line, materials and architectural design (i.e. proportions)
- Include an east-west public street extending the Gleeson Street right-of-way through the site between McCormick Boulevard and Ashland Avenue (as shown in Figure 1).
- Include an unobstructed east-west pedestrian corridor extending from the Osborne Street right-of-way through the site between McCormick Boulevard and Ashland Avenue (as shown in Figure 1).
 - All building facades directly adjacent to this pedestrian corridor shall be designed to orient towards the corridor by including individual ground floor unit entrances (where applicable) and include the same level of architectural detail as the front elevation.
 - All parking areas adjacent to this pedestrian corridor shall be screened with a combination of low landscape walls and landscaping in order to create a high quality pedestrian experience.
- Step down/terrace development from Dundas Street towards the north end of the site in order to integrate the development into the existing low density residential neighbourhood.
- Include a high quality publicly accessible urban plaza space using a combination of soft and hardscape from the intersection of Dundas Street and McCormick Boulevard to the principle entrance of the McCormicks building that will form part of a future Rapid Transit station at that intersection as well as contribute to the intended mainstreet character of the Dundas street corridor.
- Screen parking areas adjacent to public rights-of-way through the use of features such as low decorative fences, walls, and landscaping;
- Provide landscaping or decorative paving within the parking area to reduce the visual impact of large surface parking areas;
- Landscaped areas and trees should be planted at regular intervals to soften the appearance of parking areas and to provide shade during summer and reduce the heat island effect.

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Built Form

Low Density Residential

Character

The portion of the subject site within the Low Density Residential designation will have setbacks, built form and intensities similar to that of the surrounding neighbourhood. New residential dwellings will be compatible with the dwellings in the surrounding neighbourhood through street-oriented design, setbacks, form and materials.

Built Form

- Usable outdoor amenity space that encourages activity in the front yard setback, such as porches and stoops, is encouraged.
- The design of buildings should form a well-defined and continuous street edge to create a pedestrian oriented environment.
- Built form should be street-oriented on all public rights-of-way, with buildings located at or near the property line and front entrances oriented to the street.
- Long expanses of pitched roofs should be further broken down to reduce their visual bulk.
- Garages shall not dominant the streetscape. Garages should not project beyond the front façade of the dwelling or occupy more than 50% of the façade of the dwelling.

Medium Density Residential

Character

The portion of the subject site within the Medium Density Residential designation will have a variety of setbacks, depending on the built form and surrounding character. New residential buildings will be compatible with the dwellings in the surrounding neighbourhood through street-oriented design, setbacks, form and materials.

Built Form

- Buildings on lots where a rear or exterior lot line abuts a public road and/or a public space shall be required to ensure that the rear and/or side building facades include the same level of architectural detail as the front elevation.
- Where a taller building is planned near a significantly shorter building, the taller building's massing and articulation should provide for a transition between it and the lower-rise form.
- Usable outdoor amenity space that encourages activity in the front yard setback, such as porches and stoops, is encouraged.

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Planner: A-B Watson

- Row houses will be limited to six (6) attached units to ensure a reduction in the overall massing and repetition of the built form.
- The design of buildings should form a well-defined and continuous street edge to create a pedestrian oriented environment.
- Built form should be street-oriented on all public rights-of-way, with buildings located at or near the property line and front entrances oriented to the street.
- Apartment buildings located at corner sites shall provide for a building entrance, massing, articulation and height that addresses the corner.
- Apartment buildings located along street frontages should be designed with a principle or secondary building entrance and individual ground floor unit entrances (where applicable) oriented to the street in order to create an active street edge.
- Dwellings located at corner sites shall have design features that assist with signifying their location at a corner site. These design features may include, but are not limited to, wrap around front porches, windows and roof line height elements. A diversity of material types applied to the base, middle and top of building façades is encouraged to avoid long expanses of blank façades.
- Long expanses of pitched roofs should be further broken down to reduce their visual bulk.
- Garages shall not dominant the streetscape. Garages should not project beyond the front façade of the dwelling or occupy more than 50% of the façade of the dwelling.
- Buildings located at the termination of vistas and/or view corridors should incorporate architectural design elements and massing that enhances the terminal view. Garages on all building types should not terminate a vista/view corridor.

Main Street Commercial Corridor

Character

The portion of the subject site within the Main Street Commercial Corridor designation is intended to be a walkable mixed-use environment with a combination of repurposed industrial buildings and new mixed-use buildings. Properties fronting Dundas Street are encouraged to have active ground-floor uses to create a mainstreet environment conducive to walking and supporting rapid transit. New and repurposed buildings should be street-oriented and place priority on creating an animated streetscape.

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Built Form

- New Buildings on lots where a rear or exterior lot line abuts a public road and/or a public space shall be required to ensure that the rear and/or side building facades include the same level of architectural detail as the front elevation.
- Where a taller building is planned near a significantly shorter building, the taller building’s massing and articulation should provide for a transition between it and the lower-rise form.
- The Properties fronting onto Dundas Street shall be designed to accommodate at grade-uses.
- Large windows, patio space and canopies are encouraged to be incorporated at a building’s ground floor for new development.
- Retention and adaptive-reuse of existing buildings is encouraged to help retain the industrial heritage character of the area.
- New buildings, structures and landscaping should be designed to provide visual interest to pedestrians, as well as a “sense of enclosure” to the street.
- Rooftop patios and balconies are encouraged and shall be considered as amenity areas for residents within mixed-use buildings.
- New buildings should be designed with defined spaces to accommodate signage that respects the building’s scale, architectural features and the established streetscape design objectives.
- A diversity of material types applied to the base, middle and top of new building façades is encouraged to avoid long expanses of blank façades.
- To support public transit and for reasons of public safety and convenience, primary building entrances must be clearly visible and located on a public road or onto public spaces. The principal public entrance must provide direct access onto the public sidewalk.
- All development proposals must demonstrate safe, effective and accessible pedestrian, bicycle and transit-oriented transportation linkages from residential areas, and between and within these developments.
- Corner sites are encouraged to incorporate forecourts that may be private, but provide public amenity and access.
- Parking facilities are encouraged to incorporate midblock connections that may be private, but provide for public access.
- Parking lots adjacent to the street will be discouraged.

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Figure 1 – Conceptual Site Plan