

Bill No. 15
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 **The Corporation of the 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 ____ this rezoning will conform to the Official Plan;

NOW 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 (GI1) Zone **to** a Holding Residential R1 (h-67•h-(*)•h-(**)*h-(****)*R1-2) Zone, and a Holding Residential R6 Special Provision (h-5•h-67•h-120•h-149•h-(**)*h-(***)•h-(****)*R6-5(____)) Zone, and a Holding Residential R6 Special Provision (h-5•h-67•h-120•h-149•h-(**)*h-(***)•h-(****)*R6-5(____)•H15) Zone, and a Holding Business District Commercial Special Provision (h-5•h-67•h-120•h-149•h-(**)*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:

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:

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.

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

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:

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)	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)

- ii) Building stepback 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
- v) Parking Standard for Apartment Buildings (Minimum) 1 parking space per unit

8. 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.

9. 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

Schedule "1"



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.

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.
- 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.

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.

Figure 1 – Conceptual Site Plan

