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File: OZ-8794
Planner: Mike Corby

TO:	CHAIR AND MEMBERS PLANNING & ENVIRONMENT COMMITTEE
FROM:	JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER
SUBJECT:	APPLICATION BY: E & E MCLAUGHLIN LTD. 100, 335 AND 353 KELLOGG LANE, 1063, 1080, 1097, 1127 DUNDAS STREET AND 1151 YORK STREET PUBLIC PARTICIPATION MEETING ON OCTOBER 10, 2017

RECOMMENDATION

That, on the recommendation of the Managing Director, Planning and City Planner, the following actions be taken with respect to the application of E&E McLaughlin Ltd. relating to the property located at 100, 335 And 353 Kellogg Lane, 1063, 1080, 1097, 1127 Dundas Street and 1151 York Street:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on October 17, 2017 to amend the Official Plan to change the designation of those lands located at the north portion of 100 Kellogg Lane and 1097 and 1127 Dundas Street **FROM** a Light Industrial designation, **TO** a Main Street Commercial Corridor designation;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on October 17, 2017 to amend the Official Plan by **ADDING** a policy to section 10.1.3 – Policies for Specific Areas;
- (c) The proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting on October 17, 2017 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan as amended in part (a & b) above, to change the zoning of the lands at the north portion of 100 Kellogg Lane **FROM** a Light Industrial (LI8) Zone, **TO** a Holding Business District Commercial/Business District Commercial Special Provision (h-(_)*BDC1/BDC2(_)) Zone and on the south portion of 100 Kellogg Lane **FROM** a Light Industrial (LI8) Zone, **TO** a Light Industrial Special Provision/Light Industrial (LI1(_)/LI3/LI4/LI5) Zone and on the lands located at 1097 and 1127 Dundas Street **FROM** a Light Industrial (LI2) **TO** a Holding Business District Commercial Special Provision (h-(_)*BDC1/BDC2(_)) Zone and on the north portion of 1063 Dundas Street and 1080 Dundas Street **FROM** a Business District Commercial (BDC) Zone **TO** a Business District Commercial Special Provision (BDC(_)) Zone and on the lands located at 335 and 353 Kellogg Lane and the south portion of 1063 Dundas Street **FROM** a Residential R2 (R2-2) Zone **TO** a Residential R2 Special Provision (R2-2(_)) Zone and on the lands located at 1151 York Street **FROM** a Light Industrial (LI7) Zone **TO** a Light Industrial Special Provision (LI7(_));
- (d) The proposed by-law attached hereto as Appendix "D" **BE INTRODUCED** at a future Council meeting, to amend The London Plan by **ADDING** new policies to the Specific Policies for the Rapid Transit and Urban Corridor Place Type and Specific Policies for the Neighbourhoods Place Type and Light Industrial Specific Policies **AND ADDING** the subject lands to Map 7 – Specific Policy Areas – of The London Plan **AND** that three readings of the by-law enacting The London Plan amendments **BE WITHHELD** until such time as The London Plan is in force and effect.

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- e) The Site Plan Approval Authority **BE REQUESTED** to consider through the site plan process that accessory parking lots provide quality landscaping and screening along with a knee high wall on Dundas Street.

PREVIOUS REPORTS PERTINENT TO THIS MATTER

“None”

PURPOSE AND EFFECT OF RECOMMENDED ACTION

The purpose and effect of this Official Plan and Zoning amendment is to permit the adaptive reuse of the existing buildings for a variety of residential, commercial, office and light industrial uses while providing accessory parking on abutting lands.

RATIONALE

- 1) The recommendation is consistent with Provincial Policy Statement 2014.
- 2) The recommendation is consistent with the Main Street Commercial Corridor, Light Industrial policies and Policies for Specific Areas of the Official Plan.
- 3) The recommendation provides for a compatible adaptive reuse of a large industrial site located within a community in transition comprised of legacy industrial uses, residential uses and new commercial land use policies.
- 4) The recommendation will provide the subject site a variety of uses that will help activate the pedestrian realm along an arterial road and future rapid transit corridor.
- 5) The lands being designated Main Street Commercial Corridor are in keeping with the future Rapid Transit Corridor place type of the London Plan.
- 6) The recommendation to remove the subject site from the requirements of section 7.3.2 of the Official Plan and 40.3(4)(a) of the Zoning By-law No. Z-1, is appropriate as the London Plan recommends Light Industrial place types within 300 metres of the site.
- 7) The recommended Policies for Specific Areas on the remaining sites is appropriate as it maintains the existing designations identified through the London Plan while providing flexibility for the site to support the uses at 100 Kellogg Lane as they have historically done.

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LOCATION MAP

Subject Site: 1063 - 1131 Dundas St
 Applicant: E. & E. McLaughlin Ltd
 File Number : OZ-8794

Planner : MC
 Created By : MB
 Date : 2017/09/20
 Scale : 1:2500

Legend

Subject Site



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BACKGROUND

Date Application Accepted: June 22, 2017	Agent: Michelle Doornbosch (Zelinka Priamo)
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REQUESTED ACTION: Possible amendment to the Official Plan from Light Industrial to Main Street Commercial Corridor (MSCC) for 1097 and 1127 Dundas Street and on the north portion of 100 Kellogg Lane (on the Dundas Street frontage). Additional Policies for Specific Areas will be considered to permit: Self-storage Establishments as a permitted use; Office uses at a maximum gross floor area of 8,361m² in combination with any office uses in the Light Industrial lands to the south; and, parking on 1063,1080, 1097 and 1127 Dundas Street, 335 and 353 Kellogg Lane and 1151 York Street to support the proposed uses at 100 Kellogg Lane. A policy for Specific Area will be considered for the remaining Light Industrial designation at 100 Kellogg Lane to permit 8,361m² of Office uses in combination with any Office uses in the MSCC lands to the north. The proposed Special Policy is also seeking the full range of commercial uses permitted in the Light Industrial designation and zone. The provision is required due to the site's proximity to existing General Industrial and Heavy Industrial designations which restricts commercial uses.

Possible change to the Zoning By-law Z.-1 FROM a Light Industrial (LI8) Zone TO a Business District Commercial/Business District Commercial Special Provision (BDC/BDC1(_)) Zone for the north portion of the site to permit a wide range of commercial, office and residential uses. The requested special provision would permit self-storage establishments on the first floor, maximum building height of 15 metres, minimum parking requirement of 400 parking spaces in combination with the parking requirements for the uses permitted on the adjacent lands on the south portion zoned LI1(_), and a maximum gross floor area for Office uses of 8,361m² (90,000ft²) in combination with the Office uses permitted in the adjacent lands on the south portion of the site zoned LI1(_). Possible change to the Zoning By-law FROM a Light Industrial (LI8) Zone TO a Light Industrial Special Provision/Light Industrial (LI1(_)/LI3/LI4/LI5) Zone on the south portion of the site to permit a wide range of light industrial uses. The requested special provision would permit a self-storage establishments on the main floor, front and exterior side yard setbacks of 0m (existing), interior side yard setback adjacent to a BDC zone of 0m, minimum parking requirement of 400 parking spaces in combination with the uses permitted on the adjacent lands on the north portion of the site zoned BDC1(_), and a maximum gross floor area for Office uses of 8,361m² (90,000ft²) in combination with the Office uses permitted in the adjacent lands on the north portion of the site zoned BDC1(_). Possible change to the Zoning By-law FROM a Light Industrial (LI2) Zone TO a Business District Commercial Special Provision (BDC1/BDC2(_)) Zone for the lands at 1097 and 1127 Dundas Street. The requested special provision would permit an accessory parking lot to support future uses at 100 Kellogg Lane and FROM a Business District Commercial (BDC) Zone TO a Business District Commercial Special Provision (BDC(_)) Zone for the lands at 1063 and 1080 Dundas Street. The special provision requested would permit a parking lot (existing) as an accessory use to support the permitted uses at 100 Kellogg Lane and FROM a Residential R2 (R2-2) Zone TO a Residential R2 Special Provision (R2-2(_)) Zone for the lands at 1063 Dundas St, 335 and 353 Kellogg Lane. The special provision requested would permit a parking lot (existing) as an accessory use to future uses at 100 Kellogg Lane and FROM a Light Industrial (LI7) Zone TO a Light Industrial Special Provision (LI7(_)) Zone for the lands at 1151 York Street. The special provision requested would permit a parking lot as an accessory use to support the permitted uses at 100 Kellogg Lane.

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SITE CHARACTERISTICS:
<ul style="list-style-type: none"> • Current Land Use – Vacant Industrial Building (Former Kellogg’s Factory) • Frontage – Multiple Frontages, Main Factory has 172.4m along Dundas Street and 347m along Kellogg Lane • Depth -347m from Dundas • Area – approx. 6.6ha (16.3 ac) • Shape – Main Factory site is rectangular with additional properties included in the application.

SURROUNDING LAND USES:
<ul style="list-style-type: none"> • North - Residential/Vacant Industrial • South - Residential • East - Industrial/Residential • West - Residential

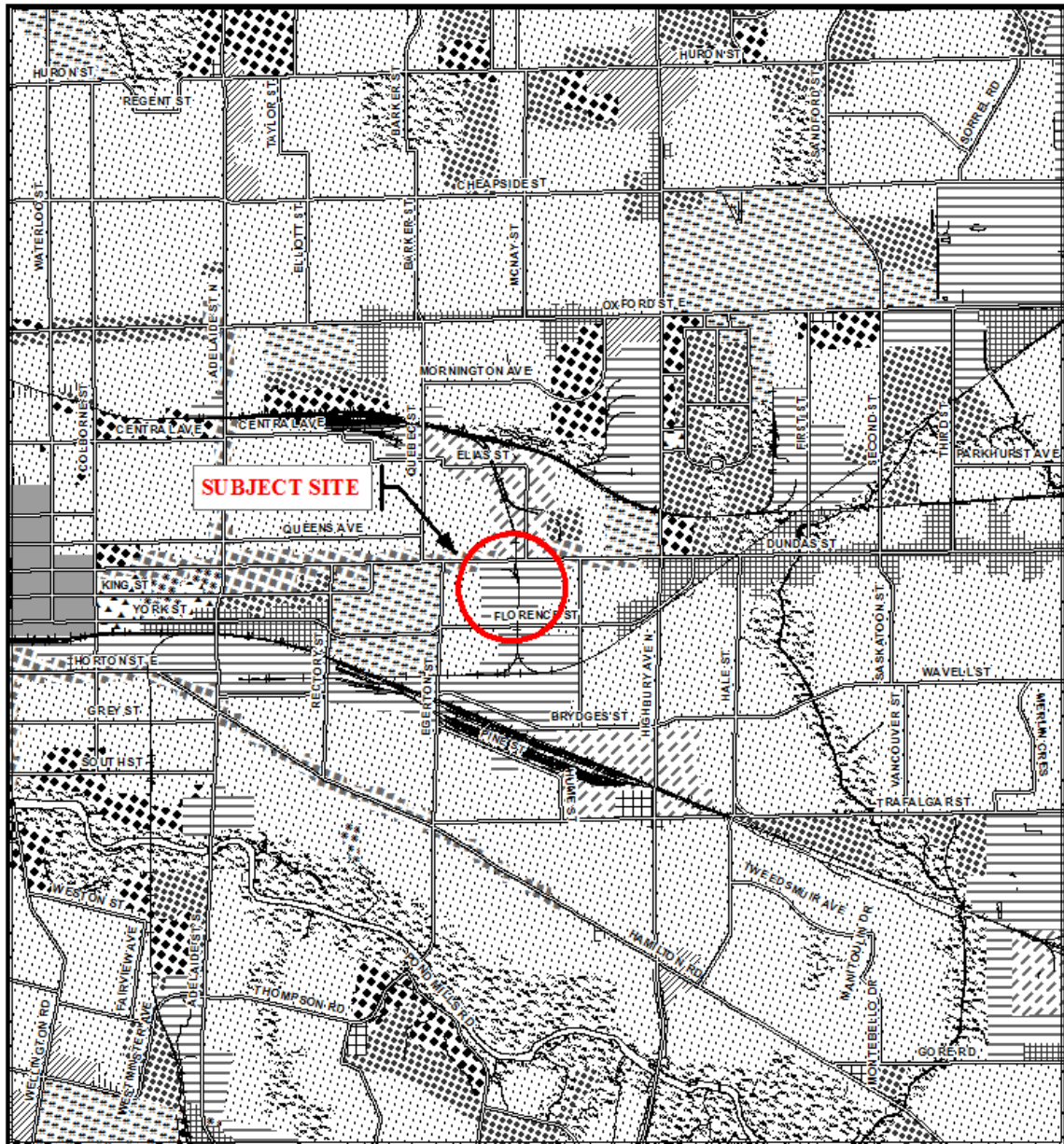
OFFICIAL PLAN DESIGNATION: (refer to Official Plan Map)		
<ul style="list-style-type: none"> • Light Industrial/ Low Density Residential/ Main Street Commercial Corridor 		
THE LONDON PLAN PLACE TYPE: (refer to The London Plan Map)		
<ul style="list-style-type: none"> • Light Industrial/ Neighbourhood/Rapid Transit Corridor 		
INTENSIFICATION: (identify proposed number of units)		
<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">• N/A</td> <td style="width: 50%;">• N/A</td> </tr> </table>	• N/A	• N/A
• N/A	• N/A	
EXISTING ZONING: (refer to Zoning Map)		
<ul style="list-style-type: none"> • 100 Kellogg Lane – LI8 • 335, 353 Kellogg Lane – R2-2 • 1063 Dundas Street – R2-2 and BDC • 1080 Dundas Street – BDC • 1097, 1127 Dundas Street – LI2 • 1151 York Street – LI7 		

PLANNING HISTORY

The subject site was the location of the Kellogg’s Factory which first started in London in 1914 as the Canada Corn Company producing Kellogg’s Corn Flakes for the Kellogg’s Company. In 1924 Kellogg’s bought the London plant and took over production. Over the years the plant grew and in 1984 a massive expansion occurred which resulted in the plant that exists today. Over time additional parking was provided on the lands directly west of the main factory abutting the residential homes. On December 23, 2014 the plant was permanently closed and has remained vacant since. (Timeline obtained from CTV news article)

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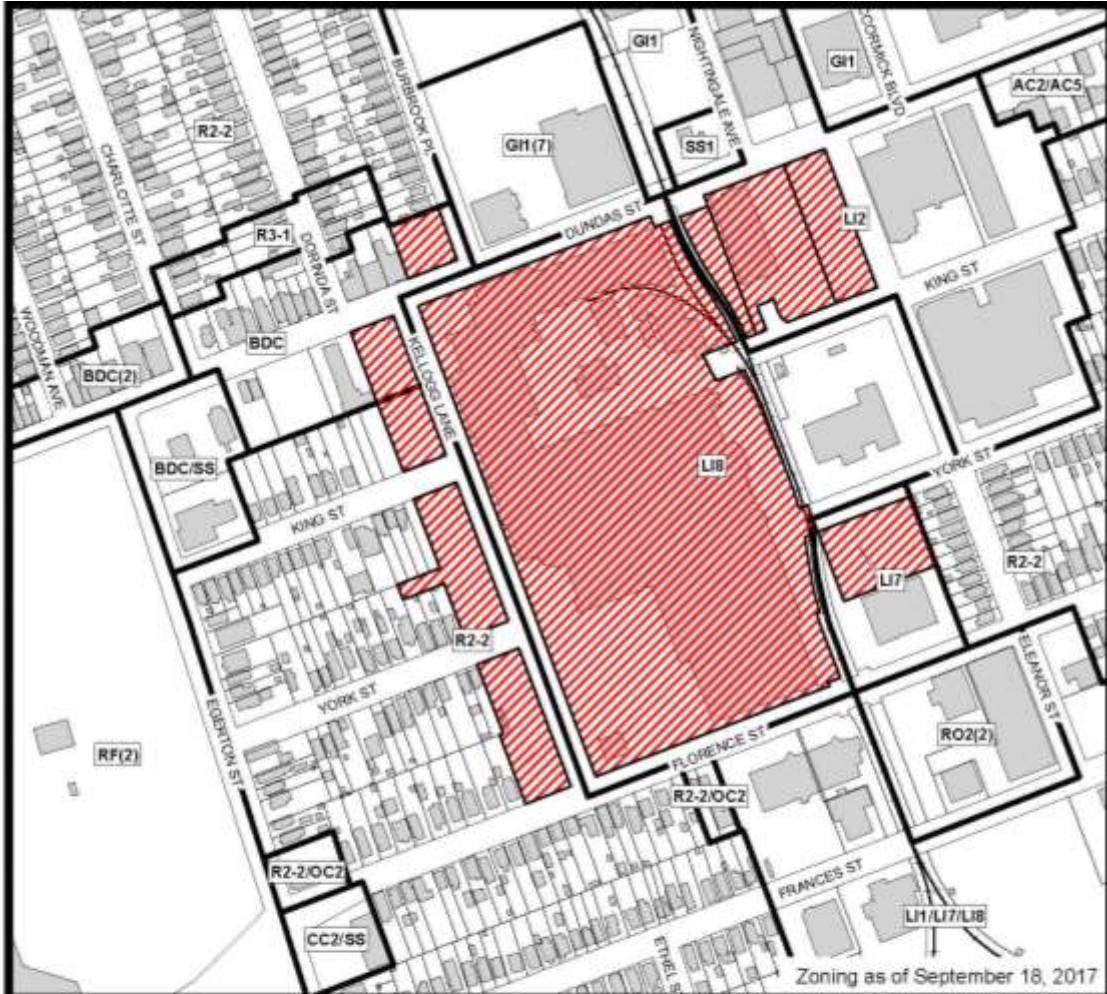


Legend		
Downtown	Multi-Family, Medium Density Residential	Office Business Park
Wonderland Road Community Enterprise Corridor	Low Density Residential	General Industrial
Enclosed Regional Commercial Node	Office Area	Light Industrial
New Format Regional Commercial Node	Office/Residential	Commercial Industrial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

<p>CITY OF LONDON Department of Planning and Development</p> <p>OFFICIAL PLAN SCHEDULE A - LANDUSE -</p> <p><small>PREPARED BY: Graphics and Information Services</small></p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-8794</p> <p>PLANNER: MC</p> <p>TECHNICIAN: MB</p> <p>DATE: 2017/09/20</p>
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Zoning as of September 18, 2017

COUNCIL APPROVED ZONING FOR THE SUBJECT SITE: BDC, R2-2, LI2, LI7, and LI8

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

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| <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
 T* - HOLDING SYMBOL D* - DENSITY SYMBOL H* - HEIGHT SYMBOL B* - BONUS SYMBOL T* - TEMPORARY USE SYMBOL |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

<p>CITY OF LONDON PLANNING, ENVIRONMENTAL AND ENGINEERING SERVICES</p> <p>ZONING BY-LAW NO. Z.-1</p> <p>SCHEDULE A</p>		<p>FILE NO: OZ-8794 MC</p> <hr/> <p>MAP PREPARED: 2017/09/21 MB</p> <hr/> <p style="text-align: center;">1:4,000</p> <p style="text-align: center;">0 20 40 80 120 160 Meters</p>
THIS MAP IS AN UNOFFICIAL EXTRACT FROM THE ZONING BY-LAW WITH ADDED NOTATIONS		

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SIGNIFICANT DEPARTMENT/AGENCY COMMENTS

Memo – August 9, 2017

Verbatim comments as per the Transportation Division:

- *6.0mx6.0m daylight triangles required at Kellogg Lane and Dundas Street & Kellogg Lane and Florence Street*
- *Road widening dedication of 13.0m from centre line is required on Florence Street*
- *Road widening dedication of 20.0m from centre line is required on Dundas Street*
- *Dundas Street has been identified as rapid transit corridor in the Council approved Rapid Transit Master Plan (RTMP) , the corridor and station locations will be refined and examined in greater detail through the Transit Project Approval Process (TPAP), Access in the future may be restricted, for information regarding the RTMP or TPAP please use the following web link: <http://www.london.ca/residents/Environment/EAs/Pages/Rapid-Transit.aspx>*
- *Details regarding parking lot access location and design will be made during the site plan process*

Verbatim comments as per the Water Engineering Division.

Because there are so many old watermain (many old fire lines) throughout the site, Water Engineering would like to see an overall water servicing concept from the developer.

Verbatim comments as per the WADE Division:

*The sewer available on Dundas Street is the 450mm municipal sanitary sewer.
The sewer available on Kellogg Lane is the 300mm municipal sanitary sewer.
The sewer available on Florence Street is the 300mm municipal sanitary sewer.*

Verbatim comments as per the SWM Division:

The SWED staff offers the following points as an addition to the comments provided during the pre-application consultation (see attached e-mail):

- *Due to the amount of parking spaces, the owner shall be required to have a consulting Professional Engineer confirming that water quality to the standards of the Ministry of the Environment is/or will be addressed to the satisfaction of the City Engineer. Addressing water quality could include, but not be limited to such options as the use of an oil/grit separator, catchbasin hoods, bioswales, etc.*
- *Additional comments may be provided upon future review of the development application.*

Attached e-mail:

The Stormwater Engineering staff have no objection to this pre-application considering that as per the proposal summary, it has been proposed the adaptive re-use of the existing former Kellogg’s Facility for a variety of residential, commercial and light industrial uses.

Please ensure the applicant is informed about the following SWM issues/requirements to be considered by the applicant’s consultant engineer when preparing the storm servicing strategy for this land:

- *The subject lands are located in the Central Thames Subwatershed. The Developer shall be required to provide a Storm/drainage Servicing Report demonstrating that the proper*

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SWM practices will be applied to ensure the maximum permissible storm run-off discharge from the subject site will not exceed the peak discharge of storm run-off under pre-development conditions.

- *The existing municipal owned 550mm/800mm storm sewer traversing the site is not to be impacted.*
- *The design and construction of SWM servicing works for the subject land shall be in accordance with:*
 - *The SWM criteria and targets for the Central Thames Subwatershed,*
 - *Any Municipal Class Environmental Assessment in the area,*
 - *The City Design Requirements for on-site SWM controls which may include but not be limited to quantity/quality and erosion controls, and*
 - *The City’s Waste Discharge and Drainage By-Laws; the Ministry of the Environment Planning & Design Manual; as well as all applicable Acts, Policies, Guidelines, Standards and Requirements of all approval agencies.*
- *The design of the SWM servicing work shall include but not be limited to such aspects as water quality requirements to the MOECC and the City standards for any proposed parking area, on-site SWM controls design, possible implementation of SWM Best Management Practices (e.g. Low impact Development “LID” features), grading and drainage design (minor, and major flows), storm drainage conveyance from external areas (including any associated easements), hydrological conditions, etc.*
- *The Owner and their Consulting Professional Engineer shall ensure the storm/drainage conveyance from existing external drainage areas through the subject lands are preserved, all to the satisfaction of the City Engineer.*
- *The Owner shall ensure that increased and accelerated Stormwater runoff from this site shall not cause damage to downstream lands, properties or structures beyond the limits of this site.*
- *Additional comments may be provided upon future review of the site.*

The above comments, among other engineering and transportation issues, will be addressed in greater detail when/if these lands come in for site plan approval.

PUBLIC LIAISON:	On July 5, 2017, Notice of Application was sent to 207 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on July 6, 2017. A “Possible Land Use Change” sign was also posted on the site.	0 replies were received
	On September 13, 2017, Revised Notice of Application and Public Meeting was sent to 242 property owners in the surrounding area. Notice of Application was also published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on September 14, 2017. A “Possible Land Use Change”.	0 replies were received
	A community information meeting was also held by the applicant and the Old East Village BIA on September 14, 2017.	62 Comments were received

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Nature of Liaison:

The purpose and effect of this Official Plan and Zoning amendment is to permit the re-use of the existing buildings for a variety of residential, commercial and light industrial uses. Possible amendment to the Official Plan from Light Industrial to Main Street Commercial Corridor (MSCC) for 1097 and 1127 Dundas Street and on the north portion of 100 Kellogg Lane (on the Dundas Street frontage). Additional Policies for Specific Areas will be considered to permit: Self-storage Establishments as a permitted use; Office uses at a maximum gross floor area of 8,361m² in combination with any office uses in the Light Industrial lands to the south; and, parking on 335 and 353 Kellogg Lane to support the proposed uses at 100 Kellogg Lane. A policy for Specific Area will be considered for the remaining Light Industrial designation at 100 Kellogg Lane to permit 8,361m² of Office uses in combination with any Office uses in the MSCC lands to the north. The proposed Special Policy is also seeking the full range of commercial uses permitted in the Light Industrial designation and zone. The provision is required due to the site's proximity to existing General Industrial and Heavy Industrial designations which restricts commercial uses.

Possible change to the Zoning By-law Z.-1 FROM a Light Industrial (LI8) Zone TO a Business District Commercial/Business District Commercial Special Provision (BDC/BDC1(_)) Zone for the north portion of the site to permit a wide range of commercial, office and residential uses. The requested special provision would permit self-storage establishments on the first floor, maximum building height of 15 metres, minimum parking requirement of 415 parking spaces in combination with the parking requirements for the uses permitted on the adjacent lands on the south portion zoned LI1(_), and a maximum gross floor area for Office uses of 8,361m² (90,000ft²) in combination with the Office uses permitted in the adjacent lands on the south portion of the site zoned LI1(_). Possible change to the Zoning By-law FROM a Light Industrial (LI8) Zone TO a Light Industrial Special Provision/Light Industrial (LI1(_)/LI3/LI4/LI5) Zone on the south portion of the site to permit a wide range of light industrial uses. The requested special provision would permit a self-storage establishments on the main floor, front and exterior side yard setbacks of 0m (existing), interior side yard setback adjacent to a BDC zone of 0m, minimum parking requirement of 415 parking spaces in combination with the uses permitted on the adjacent lands on the north portion of the site zoned BDC1(_), and a maximum gross floor area for Office uses of 8,361m² (90,000ft²) in combination with the Office uses permitted in the adjacent lands on the north portion of the site zoned BDC1(_). Possible change to the Zoning By-law FROM a Light Industrial (LI2) Zone TO a Business District Commercial (BDC1/BDC2) Zone for the lands at 1097 and 1127 Dundas Street and FROM a Business District Commercial (BDC) Zone TO a Business District Commercial Special Provision (BDC(_)) Zone for the lands at 1063 Dundas Street. The special provision requested would permit a parking lot (existing) as an accessory use to support the permitted uses at 100 Kellogg Lane and FROM a Residential R2 (R2-2) Zone TO a Residential R2 Special Provision (R2-2(_)) Zone for the lands at 1063 Dundas St, 335 and 353 Kellogg Lane. The special provision requested would permit a parking lot (existing) as an accessory use to future uses at 100 Kellogg Lane.

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Revised Notice, September 14, 2017

The purpose and effect of this Official Plan and Zoning amendment is to permit the re-use of the existing buildings for a variety of residential, commercial and light industrial uses. Possible amendment to the Official Plan from Light Industrial to Main Street Commercial Corridor (MSCC) for 1097 and 1127 Dundas Street and on the north portion of 100 Kellogg Lane (on the Dundas Street frontage). Additional Policies for Specific Areas will be considered to permit: Self-storage Establishments as a permitted use; Office uses at a maximum gross floor area of 8,361m² in combination with any office uses in the Light Industrial lands to the south; and, parking on 1063,1080, 1097 and 1127 Dundas Street, 335 and 353 Kellogg Lane and 1151 York Street to support the proposed uses at 100 Kellogg Lane. A policy for Specific Area will be considered for the remaining Light Industrial designation at 100 Kellogg Lane to permit 8,361m² of Office uses in combination with any Office uses in the MSCC lands to the north. The proposed Special Policy is also seeking the full range of commercial uses permitted in the Light Industrial designation and zone. The provision is required due to the site's proximity to existing General Industrial and Heavy Industrial designations which restricts commercial uses.

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Responses:

Community Information Meeting (as summarized by Old East Village BIA)

- See appendix 'E'

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ANALYSIS

Subject Site

The subject site consists of multiple properties located at 100, 335 And 353 Kellogg Lane, 1063, 1080, 1097, 1127 Dundas Street and 1151 York Street. The main property is located at 100 Kellogg Lane which was home to the Kellogg's Factory which played a major role in the community over the past 100 years. It is this old industrial site that will be subject to the majority of the requested amendments and ultimately the area which will provide the facilities and services that will be used by the public.

Nature of Application

The application is seeking to permit the adaptive reuse of the existing industrial building by providing multiple uses which include commercial, retail, restaurant and entertainment type uses along with potential residential or hotel uses. A wide range of uses and special provisions has been requested to recognize existing site conditions and parking while permitting uses that could effectively be accommodated in the facility helping facilitate the building's adaptive reuse.

PPS 2014

The Provincial Policy Statement (PPS) 2014 provides policy direction on matters of provincial interest related to land use and development. Section 1.1 "Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns" of the PPS encourages healthy, livable and safe communities which are sustained by accommodating an appropriate range and mix of residential, employment, institutional, recreational and other uses to meet long-term needs. It also promotes cost-effective development patterns and standards to minimize land consumption and servicing costs along with efficient development and land use patterns to help sustain the financial well-being of the Province and municipality over the long term. Avoiding development and land use patterns which may cause environmental or public health and safety concerns and improving accessibility for persons with disabilities and older persons are also key aspects of the PPS. The PPS also encourages settlement areas (1.1.3 Settlement Areas) to be the main focus of growth and development, and that their vitality and regeneration be promoted as it is critical to the long-term economic prosperity of our communities. It seeks to ensure the effective use of infrastructure and public service facilities and that land use patterns within settlement areas shall be based on a mix of uses that support active transportation and are transit-supportive, where transit is planned, exists or may be developed.

This proposed application ensures that the goals of the PPS 2014 are being achieved by re-developing lands within a settlement area that have been unused since December of 2014. The continued use of existing, planned functional lots ensures that no additional land consumption is required and minimizes servicing costs as the subject site has been fully serviced for a large factory and no upgrades are anticipated. The proposed Official Plan and Zoning By-law amendments provide the ability to develop a mix of uses ranging from residential, commercial to office and light industrial use to meet the current and future demands of the City and community. The proposal also provides an opportunity to contribute to the vitality and regeneration of the City and contribute to the long-term economic prosperity of the community. The proposed development will go through the Site Plan Approval process which will address any public health and safety concerns and ensure that accessibility for persons with disabilities and older persons is available. The proposal is also transit supportive as Dundas Street is the future route of a Rapid Transit corridor and currently has bus routes along Dundas Street and Florence St (South side of the property) both which abut the site.

The policies of the PPS require municipalities to identify appropriate locations and promote opportunities for intensification and redevelopment where this can be accommodated taking into account existing building stock [1.1.3.3]. The subject site provides a unique building stock as a former industrial site with multiple building types and styles that could be used for variety of uses.

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Planner: Mike Corby

The site's location within the City is also unique as a parcel of land this size located so close to central London is rare and provides a good opportunity for redevelopment. The policies of the PPS also require the promotion of appropriate development standards which facilitate intensification, redevelopment and compact form [1.1.3.4]. The recommended amendment facilitates the redevelopment of the existing built form that has proven compatible through its long history. The redevelopment of the site is required to go through the Site Plan Approval process which will increase the site's ability to be sensitive to the surrounding context and ensure that this policy has been achieved.

The proposed amendment also creates employment opportunities [1.3 Employment] by providing an appropriate mix and range of employment uses and developing a compact, mixed-use development that incorporates compatible employment uses to support liveable and resilient communities [1.3.1]. In creating employment opportunities the proposal also contributes to the Long-Term Economic Prosperity [1.7] of the City and community. The amendment would promote economic development opportunities on the site and in the area and enhance the vitality and viability of Dundas Street and the abutting community. The redevelopment of a historical industrial site would re-establish a sense of place by re-purposing the Kellogg's factory which was a significant corporate entity in London's history. This proposal is also seeking to create a tourist attraction within the City of London that will attract patrons from across Ontario and further. It has been identified that the applicant is considering the potential heritage designation of the front portion of the site and it is their plan to maintain and reuse the significant built heritage resources on the site [2.6.1].

Official Plan

The north portion of 100 Kellogg Lane and properties at 1097 and 1127 Dundas St are designated as Light Industrial. The proposed Official Plan amendment for this portion of the site is seeking to change the designation to a Main Street Commercial Corridor Designation (MSCC). The MSCC designation currently exists along the north and south side of Dundas Street spanning from Maitland Street to the subject site.



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The Main Street Commercial Corridor designation is applied to long established commercial areas, primarily along arterial roads, in older parts of the City that mostly consist of small, separately-owned and often pedestrian-oriented commercial uses, but may also include a mix of residential, light industrial uses, and community facilities. [4.4.1.3. Function, 4.4.1.5 Location]. The subject site is in keeping with the locational criteria outlined above and the potential uses on the site would provide for the desired mix of uses. The applicant has noted that a wide range of commercial, retail and restaurant type uses will be implemented on the main floor with office or a hotel use occupying the majority of the upper floors. The proposed re-designation is a natural progression of the existing MSCC designation that was placed on a long established, pedestrian oriented shopping area. The proposed amendment would be in keeping with the Planning Objectives [4.4.1.1] and Urban Design Objectives [4.4.1.2] of the MSCC designation by providing a large, mixed-use building along a main arterial road (Dundas Street). The designation of the lands to MSCC would facilitate the redevelopment of an underutilized site for commercial uses that would be considered compatible with adjacent land uses as the majority of uses along Dundas Street are commercial in nature. The reuse of the existing buildings also ensures compatibility with the scale, setbacks and character of the existing uses in the area. The adaptive reuse of the building along Dundas Street will also provide for an enhanced pedestrian environment while encouraging the rehabilitation of the existing building. Also, by activating the street frontage, the development will be transit supportive and will maintain and create the strong identity that once existed with the Kellogg's factory. The intent of the application is to maintain the cultural heritage value of the existing buildings and potentially designate the north portion of the property.

The Main Street Commercial Corridor designation provides a wide range of uses in order to achieve its goals of mixed use development along main arterial roads. These uses include small-scale retail uses; service and repair establishments, food stores; convenience commercial uses; personal and business services; pharmacies; restaurants; financial institutions; small-scale offices; small-scale entertainment uses; galleries; studios; community facilities such as libraries and day care centres, correctional and supervised residences; residential uses (including secondary uses) and units created through the conversion of existing buildings, or through the development of mixed-use buildings [4.4.1.4. Permitted Uses]. The requested Business District Commercial zones are intended to implement the MSCC designation and, as such, the uses permitted in the zoning are in keeping with the permitted uses of the Official Plan.

The Main Street Commercial Corridor clearly identifies the desired form and scale of development that should occur. The existing building which fronts onto Dundas Street is in keeping with these policies as the existing building provides a continuous form of development along the street and with potential alterations to the interior main floor to provide for a range of commercial, retail, restaurant type uses will help create a pedestrian friendly development. The existing built form will maintain the same setbacks and create storefront visibility to Dundas that is consistent with the surrounding lands.

The site also has the potential to provide for residential uses above the main floor. The residential densities in the Main Street Commercial Corridor should be consistent with those permitted in the Multi-Family, Medium Density and High Density Residential designations and in keeping with the provisions for section 3.4.3 of the Official Plan. The applicant has identified that a hotel and/or office uses are the preferred use in the upper storeys of the building along Dundas Street however an apartment or condominium type use could also be implemented (4.4.1.7. Scale of Development). This is also in keeping with policy 4.4.1.8. (Mixed Use Development) which encourages mixed use developments to help promote active street life and movement in these area beyond work-day hours.

Along with the above-mentioned policies, Applications to Expand or Add Main Street Commercial Corridor designations [4.4.1.11] have a specific list of items that it will be evaluated on. The subject site is appropriate to add to the MSCC designation as the existing facility is in keeping with the scale, function and form policies of the MSCC designation as well as provides an opportunity to integrate residential uses through a mixed-use development.

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Planner: Mike Corby

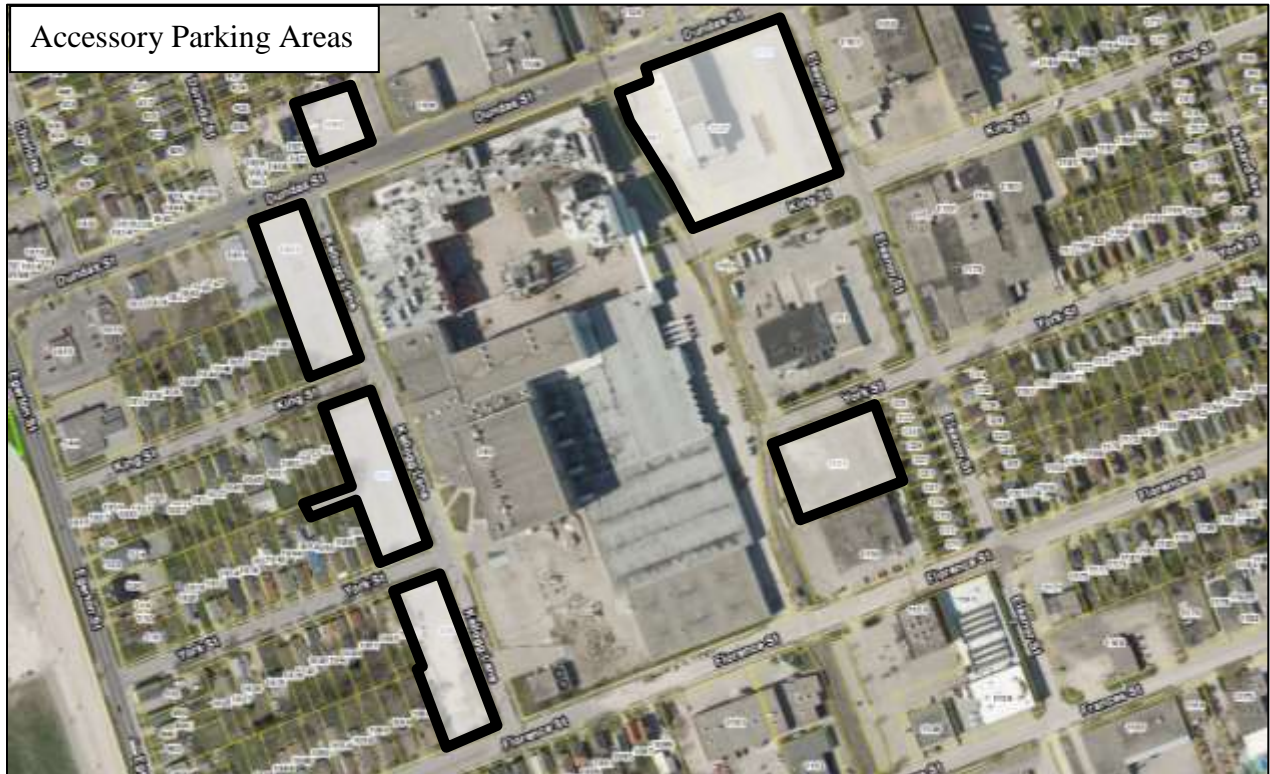
For all of the above mentioned reasons Staff is supportive of the change in Official Plan designation from the existing Light Industrial designation to the Main Street Commercial Corridor Designation.

Policies for Specific Areas - Chapter 10

The challenge with the subject site is to repurpose a large, purpose built facility for a new use which differs from its intended purpose. The current Official Plan provides the ability to implement Policies for Specific Areas (Chapter 10) which allows Council to maintain the existing land use designations while providing for a mix of uses that cannot be incorporated within one specific land use designation. The recommended amendment recognizes many unique situations based on the existing built form, zoning and Official Plan designations and the past uses previously occurring on the sites. Several of the lands identified in this application were used to provide parking for the Kellogg's factory. The lands at 1063 Dundas Street and 335 and 347 Kellogg Lane were previously single detached dwellings which were then demolished to provide parking for the factory as it expanded. The Low Density Residential designation and Residential (R2-2) zoning remained as the sites were used for accessory parking. At the time the parking was never formally recognized and the recommended amendment seeks to regularize the parking areas that had historically serviced the site. The properties at 1080 Dundas and 1151 York Street have also been vacant for several years. Though it is not known if these were used for parking for the Kellogg's factory, 1080 Dundas was clearly an accessory parking lot and 1151 York is a vacant industrial lot proposed to be used for parking for the future facility. Since the underlying designations on these properties are not intended to change through this application they retain their long-term planned function should the subject site evolve over time causing these lands to become surplus to their needs. The applicant has requested a Chapter 10 amendment to formally recognize the previous accessory parking on these sites and add additional parking in a supporting role for the future uses at 100 Kellogg Lane. If the future uses at 100 Kellogg Lane were to cease to exist the recommended amendment would require that the sites revert back to the underlying designations and zones. This makes a site specific policy appropriate to provide for the adaptive reuse of the existing facilities in place.

In the Low Density Residential designation at 335, 353 Kellogg Lane, 1063 Dundas Street and Main Street Commercial Corridor designation at 1063, 1080, 1097, 1127 Dundas Street, and Light Industrial designation at 1151 York Street in addition to the permitted uses policies of the respective designations, accessory parking in favour of the uses at 100 Kellogg Lane will be permitted

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A Chapter 10, Policy for Specific Area has also been requested to permit additional uses at 100 Kellogg Lane and recognize the previous office gross floor area in the current facility. The lands that are recommended to be designated Main Street Commercial Corridor along Dundas Street include a request for a Self-Storage Establishment use (restricted to the lower level) while the Light Industrial lands at 100 Kellogg Lane are recommended to add Self Storage Establishments and Offices as permitted uses in order to effectively use the vacant office and industrial space on the site. The office uses in the Light Industrial designation have been requested by the applicant to recognize the previously existing 8,361m² of office space over the entire property at 100 Kellogg Lane.

General office uses are not permitted in Light Industrial areas and other office uses are restricted to supportive and accessory type office uses. The Main Street Commercial Corridor does permit office uses but restricts it to a maximum GFA of 2000m². Due to the size of the existing facility in this unique situation, it is appropriate to recognize the existing office space on the site and permit the full range of office uses as this provides opportunities to re-use the existing purpose-built office space. The size of the facility and range of potential commercial, industrial and office type uses highlights the need for a Policy for a Specific Area as there is no specific designation that would help direct the potential future development of the site in an appropriate fashion. As such, it would be appropriate to consider the application of a Site Specific policy to provide for the range of requested uses and increase in GFA for office uses within the existing buildings.

The proposed self-storage establishment use in the Light Industrial area is appropriate as warehouse uses and existing self-storage establishments are permitted and new self-storage establishments are permitted where an approved secondary plan indicates that the area currently designated Light Industrial is intended to transition out of industrial use. Though no secondary plan has been completed for the subject site, the McCormick lands across the street, which were once industrial, have been incorporated into a secondary plan which recognize that they are transitioning away from industrial uses. The recommended site-specific policies proposed for the subject site are intended to substitute the need for a full secondary plan and recognize that the site will likely transition away from typical industrial uses toward a greater mix of commercial uses providing greater compatibility with the surrounding residential and future mixed-uses on the site. The recommended amendment would also restrict any self-storage establishment to the lower floor of the building along Dundas Street as this area has limited opportunity for commercial uses

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**File: OZ-8794
Planner: Mike Corby**

and is considered to be an appropriate location to place the use if desired. The proposed Chapter 10 amendments to permit the additional Office uses at a total gross floor area of 8,361m² and Self-Storage establishments as permitted uses would read as follows:

In the Light Industrial designation at 100 Kellogg Lane in addition to the uses permitted in the Light Industrial Designation, Self-Storage Establishments and Offices (within the existing building) will also be permitted.

In the Main Street Commercial Corridor designation and the Light Industrial Designation at 100 Kellogg Lane, Office uses (within the existing building) are permitted at a maximum gross floor area of 8,361m² for the whole of the property.

The final Policy for Specific Area seeks relief from to existing policies that restrict secondary uses in the Light Industrial zones when located within 300m of a Heavy Industrial or General Industrial zones and do not have access from an arterial or primary collector road. In the case of the subject site a General Industrial designation and zone are located directly across the street within the McCormick secondary planning area. Though the lands have remained in the General Industrial designation within the Official Plan and Zoning By-law, the McCormick Secondary Plan removes the General Industrial designation and replaces it with mixed use, commercial and residential uses while the London Plan identifies this area as a Rapid Transit Corridor and Neighbourhood Place Type. Since the intent is to no longer have General Industrial uses within 300m of the subject site and the site itself still has frontage on an arterial road it is appropriate to provide an exemption from these policies through a Chapter 10 amendment. Additionally, the recommended Zoning By-law amendment includes a holding provision to undertake a review to assess compatibility between industrial facilities (see Zoning section below)

The Chapter 10 Policy will read as follows to exempt 100 Kellogg Lane from both the Official Plan and Zoning provisions that would restrict the secondary uses:

Notwithstanding policy 7.3.2 of the Official Plan or 40.3(4)(a) of the Zoning By-law No. Z-1, secondary uses may be permitted within 300m of lands zoned for General Industrial (GI) uses and do not require access from an arterial or primary collector road.

Zoning

Several zoning amendments have been applied for in conjunction with the requested Specific Area Policies and new Main Street Commercial Corridor designation. The lands that have been identified for accessory parking through the Chapter 10 amendments are recommended to maintain their existing zoning and add a special provision to implement the accessory parking as a permitted use in favour of 100 Kellogg Lane. The proposed accessory parking amendments are highlighted below. Accessory Parking in favour of 100 Kellogg Lane is recommended to be added to the following properties by way of special provision zoning:

Address	Proposed Change
1080 Dundas Street	BDC to BDC()
335 and 353 Kellogg Lane	R2-2 to R2-2()
1063 Dundas Street	BDC and R2-2 to BDC() and R2-2()
1151 York Street	LI7 to LI7()

A Zoning By-law amendment from a Business District Commercial (BDC) zone has been applied for on the north portion of 100 Kellogg Lane and 1097 and 1127 Dundas Street, recommended to be designated as Main Street Commercial Corridor, to implement the new designation. The BDC zone is most commonly used to implement the MSCC designation and Staff has no objection to the requesting zoning. Special provisions are also required in order to implement the recommended Chapter 10 amendments regarding additional uses and increases in gross floor area. Along with the provisions requested through the Chapter 10 amendments a minimum parking requirement of 400 spaces has been requested over the entire property at 100 Kellogg

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Lane. This can be accommodated on the lands located at 335 and 353 Kellogg Lane and 1063 Dundas Street while the additional parking on the other lands identified will be used as the additional phases of the development occur. The new zoning to implement recommended MSCC designation is identified below:

Address	Proposed Change
1097 and 1127 Dundas Street	LI2 to BDC1(_)/BDC2
Special Provision:	
<ul style="list-style-type: none"> - To permit Accessory Parking in favour of 100 Kellogg Lane 	
North Portion 100 Kellogg Lane	LI8 to BDC1(_)/BDC2
Special Provisions:	
<ul style="list-style-type: none"> - Additional permitted use: Self-Storage Establishment restricted to the basement floor - 15 metre height regulation to recognize existing height - a minimum of 400 parking spaces is required for the entirety of 100 Kellogg Lane and can be provided in combination with parking spaces on site and lands zoned to permit accessory parking lots in favour of 100 Kellogg Lane. - A maximum Gross Floor Area of 8,361m² (89,997ft²) shall be permitted for Office Uses (within the existing building) in combination with the Office uses permitted in the LI1(_) zone on 100 Kellogg Lane. 	

The existing Light Industrial Designation requires zoning amendments in order to implement the Chapter 10 amendments recommended to implement a wider range of permitted uses and increases in office gross floor area. The requested wider range of uses is being implemented through different Light Industrial zone variations all which are in conformity with the existing Light Industrial designation and the proposed Chapter 10 amendment to permit secondary uses. Additional special provisions have been identified to recognize existing site conditions.

Proposed zoning in the Light Industrial designation:

Address	Proposed Change
South Portion 100 Kellogg Lane	LI8 to LI1(_)/LI3/LI4/LI5
Special Provisions:	
<ul style="list-style-type: none"> - Additional permitted use: Self-Storage Establishment, Offices (within existing building) and all listed secondary uses in section 40.3(4)(a) - North side yard, West Side yard, East Side yard setbacks of 0m. (The north side yard condition is created by the new zone line that will split the site into a north BDC zone and a south LI zone on the subject site.) - a minimum of 400 parking spaces is required for the entirety of 100 Kellogg Lane and can be provided in combination with parking spaces on site and lands zoned to permit accessory parking lots in favour of 100 Kellogg Lane. - a total maximum Gross Floor Area of 8,361m² (89,997ft²) shall be permitted for Office Uses (within the existing building) in combination with the Office uses permitted in the BDC1/BDC2(_) zone on 100 Kellogg Lane. 	

Staff is supportive of the above mentioned amendments as they are all in keeping with the existing Official Plan policies, future London Plan policies and proposed Chapter 10 amendments.

Other Issues:

As part of a complete application a Phase II ESA was undertaken by the applicant. This report expanded on a Phase I ESA that was previously completed on the site in November 2014. Though some contaminants were indicated on the site they were not at levels which required any remediation or threat to the property. The only recommendation from the report was to complete an air quality test in the northwest corner of the building as this corner was once home to a gas station and solvent and paint room inside the building. Planning Staff are noting that the recommendation provided by the ESA was to complete an indoor air quality assessment to determine if there is any potential impact as a result of PHCs contamination at the northwest

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corner of the site and completing a Screening Level Risk Assessment. If any future residential use is desired within the building a record of site condition will be required prior to any building permits being granted in order to ensure residential uses are appropriate for the site.

D-6 Holding Provision

The applicant has acknowledged that a review of the D-6 Guidelines will be required prior to any use being implemented on the site. At the time of the application the specific range of uses were still being finalized and given the wide range of permitted uses that would be available after the rezoning it was determined the best course of action is to place a holding provision on the site that will ensure that a review of the D-6 Guidelines are undertaken once final uses have been determined.

h-___ Purpose: To prevent or minimize possible adverse effects on sensitive land uses created by industrial properties an analysis of compatibility between industrial facilities (D6 Guidelines) shall be carried out by a qualified professional and submitted to the City and any recommendation contained therein for mitigation measures be undertaken to the satisfaction of the Site Plan Approval Authority, prior to the removal of the "h-(___)" symbol.

London Plan

The Place Types identified through the London Plan are in keeping with the current Official Plan designation with the only difference being the lands along Dundas Street which are identified as a Rapid Transit Corridor in the London Plan as opposed to Light Industrial in the current Official Plan. The proposed amendments however bring the front portion of the site into the Main Street Commercial Corridor designation which is in keeping with the London Plan designation. The remaining amendments are those to the Specific Area Policy (Chapter 10) which will be required to be carried over into the future London Plan's Specific Area Policies.

CONCLUSION

The requested amendment would permit a wide range of commercial, residential, retail, office and light industrial uses on the subject site. This would facilitate the adaptive re-use of the Kellogg's factory which has remained vacant since December of 2014. The recommendation is consistent with Provincial Policy Statement 2014 and the Main Street Commercial Corridor policies and Chapter 10 policies of the Official Plan. The recommendation provides the opportunity for an adaptive reuse of a large industrial site located within a community in transition from industrial uses. The proposed Main Street Commercial Corridor designation is along an arterial road and future rapid transit corridor which will benefit from a variety of uses that will activate the pedestrian realm within the existing structure. The proposed amendments are in keeping with the place types of the London Plan. The recommendation to remove the subject site from the requirements of section 7.3.2 of the Official Plan and 40.3(4)(a) of the Zoning By-law No. Z-1, is appropriate as the London Plan and McCormick Area Secondary Plan removes all General Industrial designations within 300 metres of the site and the subject site continues to front an arterial road. The use of Chapter 10 provisions on the remaining sites will maintain the designations identified through the London Plan while providing flexibility for the site to function for alternative uses.

Agenda Item # Page #

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File: OZ-8794
Planner: Mike Corby

PREPARED BY:	SUBMITTED BY:
MIKE CORBY, MCIP, RPP CURRENT PLANNING	MICHAEL TOMAZINCIC, MCIP, RPP MANAGER, CURRENT PLANNING
RECOMMENDED BY:	
JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER	

September 19, 2017

MC /mc

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File: OZ-8794
Planner: Mike Corby

Appendix "A"

Bill No. (number to be inserted by Clerk's Office)
2017

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

A by-law to amend the Official Plan for the City of London, 1989 relating to the north portion of 100 Kellogg Lane, 1097 and 1127 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 October 17, 2017.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading - October 17, 2017
Second Reading - October 17, 2017
Third Reading - October 17, 2017

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**File: OZ-8794
Planner: Mike Corby**

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to change the designation of certain lands described herein from Light Industrial to Main Street Commercial Corridor on Schedule “A”, Land Use, to the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to the lands located at the north portion of 100 Kellogg Lane and 1097 and 1127 Dundas Street in the City of London.

C. BASIS OF THE AMENDMENT

The proposed Main Street Commercial Corridor fronts an arterial road and future rapid transit corridor uses that will interact and activate the pedestrian realm. This designation is also in keeping with the future Rapid Transit Corridor Place Type identified in the London Plan.

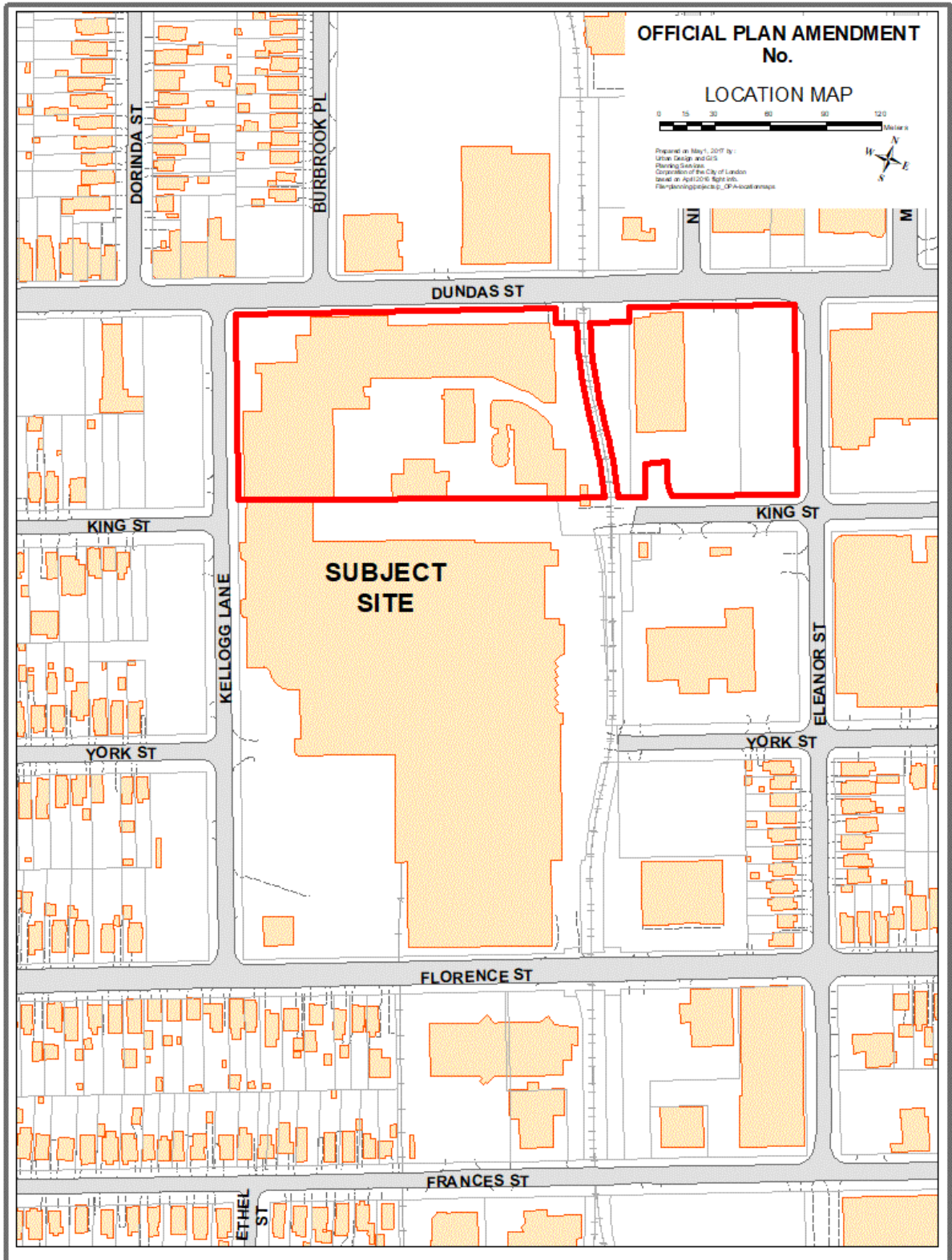
D. THE AMENDMENT

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 the north portion of 100 Kellogg Lane and 1097 and 1127 Dundas Street in the City of London, as indicated on “Schedule 1” attached hereto from Light Industrial to Main Street Commercial Corridor.

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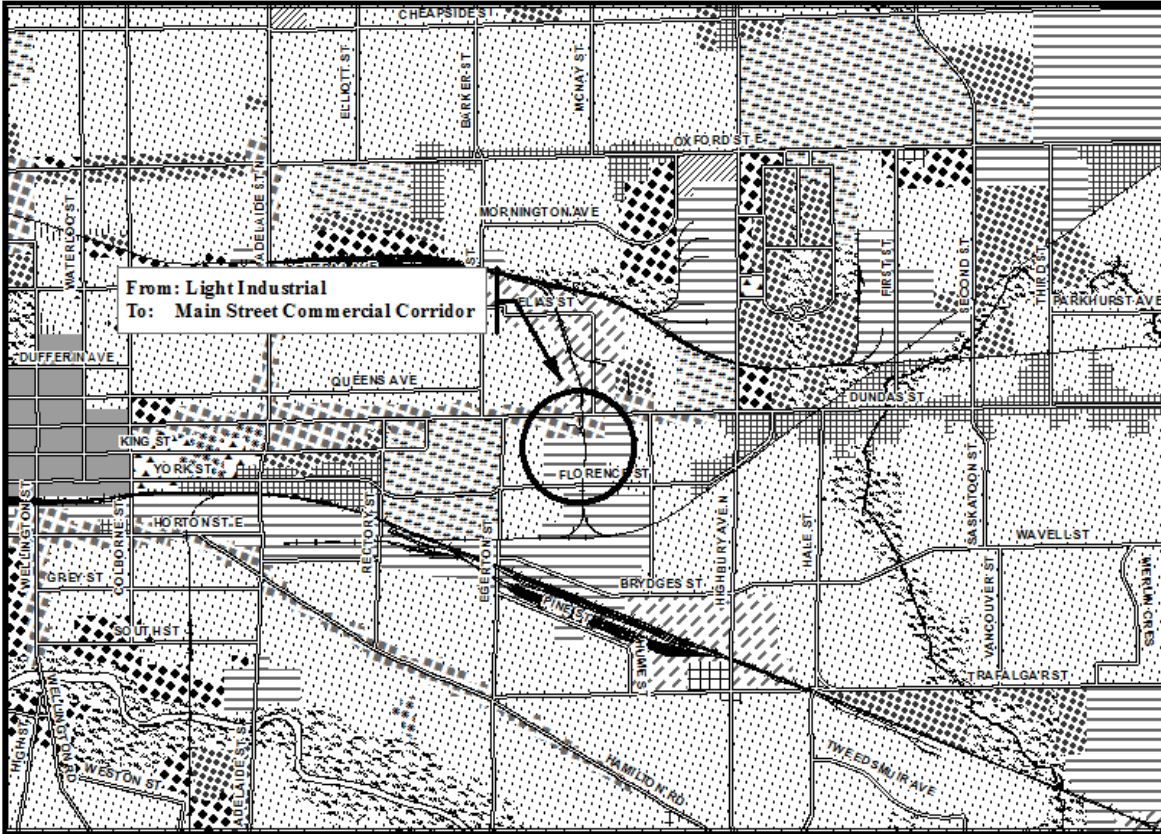
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Planner: Mike Corby



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File: OZ-8794
Planner: Mike Corby

AMENDMENT NO.:



Legend

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

<p>SCHEDULE 1 TO OFFICIAL PLAN</p> <p>AMENDMENT NO. _____</p> <p>PREPARED BY: Graphics and Information Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-8794</p> <p>PLANNER: MC</p> <p>TECHNICIAN: MB</p> <p>DATE: 2017/09/20</p>
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**File: OZ-8794
Planner: Mike Corby**

Appendix "B"

Bill No. (number to be inserted by Clerk's Office)
2017

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

A by-law to amend the Official Plan for the City of London, 1989 relating to 100, 335 And 353 Kellogg Lane, 1063, 1080, 1097, 1127 Dundas Street and 1151 York 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 October 17, 2017.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading - October 17, 2017
Second Reading - October 17, 2017
Third Reading - October 17, 2017

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**File: OZ-8794
Planner: Mike Corby**

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add a policy in Section 10.1.3 of the Official Plan for the City of London to permit the re-use of the existing lands and buildings for a variety of residential, commercial and light industrial uses while providing accessory parking on abutting lands.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to lands located at 100, 335 And 353 Kellogg Lane, 1063, 1080, 1097, 1127 Dundas Street and 1151 York Street in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with Provincial Policy Statement 2014 and Policies for Specific Areas of the Official Plan. The recommendation provides the opportunity for an adaptive reuse of a large industrial site located within a community in transition from industrial uses. The recommendation to remove the subject site from the requirements of section 7.3.2 of the Official Plan and 40.3(4)(a) of the Zoning By-law No. Z-1, is appropriate as the London Plan and McCormick Area Secondary Plan removes all General Industrial designations within 300 metres of the site and the subject site continues to front an arterial road. The use of Policies for Specific Areas will maintain the existing designations, which are in keeping with the Place Types identified through the London Plan, while providing flexibility for the site to function for alternative uses.

D. THE AMENDMENT

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

1. Section 10.1.3 – Policies for Specific Areas of the Official Plan for the City of London is amended by adding the following:

100, 335 And 353 Kellogg Lane, 1063, 1080, 1097, 1127 Dundas Street and 1151 York Street

In the Main Street Commercial Corridor designation at 100 Kellogg Lane and 1097 and 1127 Dundas Street in addition to the uses permitted in the Main Street Commercial Corridor Designation, Self-Storage Establishments may also be permitted in the basement of the existing buildings.

In the Light Industrial designation at 100 Kellogg Lane in addition to the uses permitted in the Light Industrial Designation, Offices will be permitted within the existing building and Self-Storage Establishments will also be permitted. Notwithstanding policy 7.3.2 of the Official Plan or 40.3(4)(a) of the Zoning By-law No. Z-1, secondary uses may be permitted within 300m of lands zoned for General Industrial (GI) uses and do not require access from an arterial or primary collector road.

In the Main Street Commercial Corridor designation and the Light Industrial Designation at 100 Kellogg Lane, Office uses (within existing building) are permitted at a maximum gross floor area of 8,361m² for the whole of the property.

Agenda Item # Page #

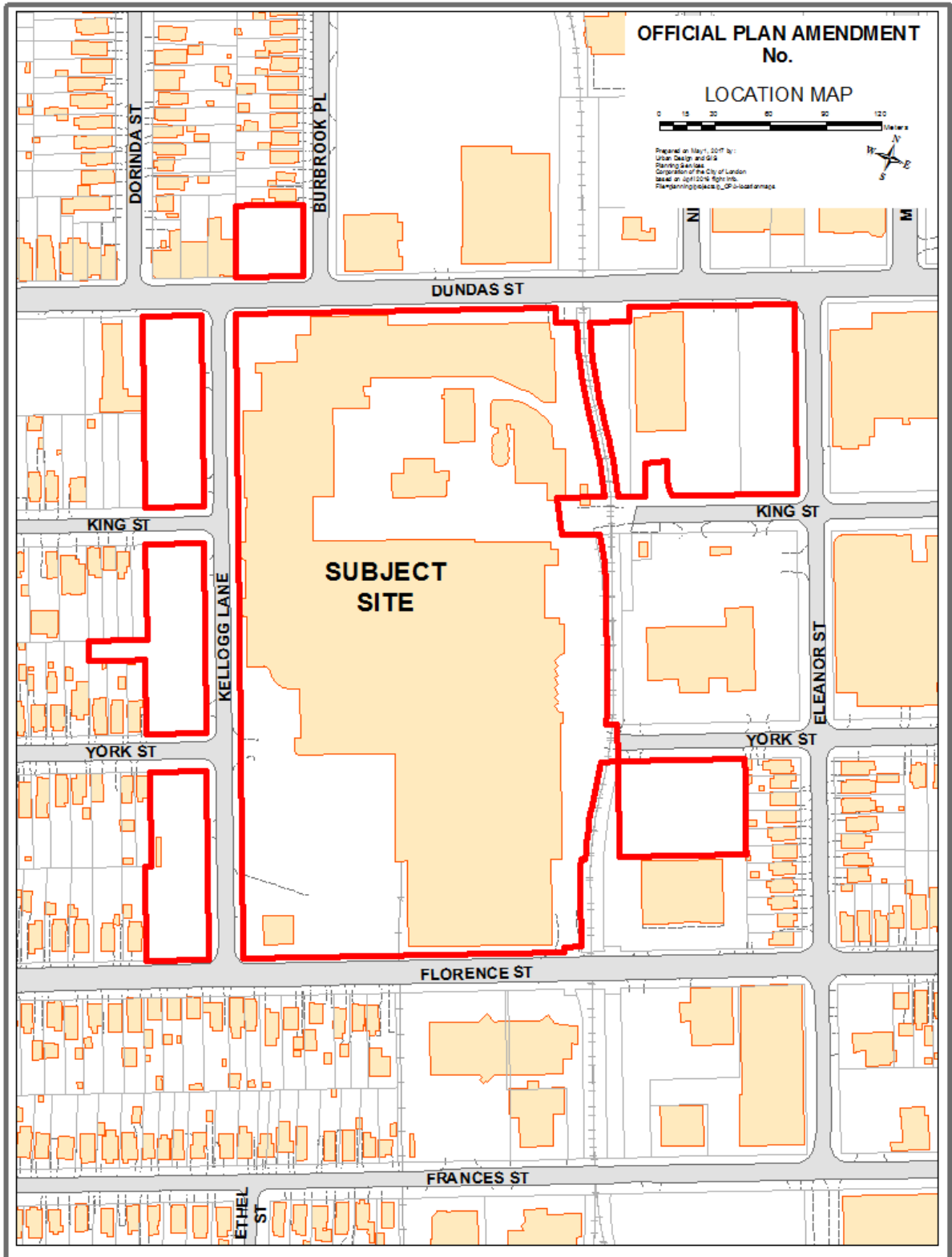
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File: OZ-8794
Planner: Mike Corby

In the Low Density Residential designation at 335, 353 Kellogg Lane, 1063 Dundas Street and Main Street Commercial Corridor designation at 1063, 1080, 1097, 1127 Dundas Street, and Light Industrial designation at 1151 York Street in addition to the permitted uses of the respective designations, accessory parking in favour of the uses at 100 Kellogg Lane will be permitted.

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File: OZ-8794
Planner: Mike Corby



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File: OZ-8794
Planner: Mike Corby

Appendix "C"

Bill No. (number to be inserted by Clerk's Office)
2017

By-law No. Z.-1-17 _____

A by-law to amend By-law No. Z.-1 to rezone an area of land located at 100, 335 and 353 Kellogg Lane, 1063, 1080, 1097, 1127 Dundas Street and 1151 York Street .

WHEREAS E&E McLaughlin Ltd. has applied to rezone an area of land located at 100, 335 And 353 Kellogg Lane, 1063, 1080, 1097, 1127 Dundas Street and 1151 York 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 the north portion of 100 Kellogg Lane, as shown on the attached map comprising part of Key Map No. A.108, from a Light Industrial (LI8) Zone to a Holding Business District Commercial Special Provision/Business District Commercial (h-(_)*BDC1/BDC2(_)) Zone.

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

3.8) h-(_)

Purpose: To prevent or minimize possible adverse effects on sensitive land uses created by industrial properties an analysis of compatibility between industrial facilities (D6 Guidelines) shall be carried out by a qualified professional and submitted to the City and any recommendation contained therein for mitigation measures be undertaken to the satisfaction of the Site Plan Approval Authority, prior to the removal of the "h-(_)" symbol.

3) Section Number 25.4 of the Business District Commercial (BDC2) Zone is amended by adding the following Special Provision:

-) BDC2 () 100 Kellogg Lane
 - a) Additional Permitted Use
 - i) Self-Storage Establishments (restricted to basement floor of the existing building)
 - b) Regulation[s]
 - i) Height 15 metres (49.21ft)
(maximum)
 - ii) Notwithstanding the provisions of Section 4.19 (10) of Zoning By-law No. Z.-1, a minimum of 400 parking spaces is required for the entirety of 100 Kellogg Lane and can be provided in combination with parking spaces on site and lands zoned to permit accessory parking lots in favour of 100 Kellogg Lane.
 - iii) A maximum Gross Floor Area of 8,361m2 (89,997ft²) shall be permitted for Office Uses (within existing building), in

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**File: OZ-8794
Planner: Mike Corby**

combination with the Office uses permitted in the LI1() zone on 100 Kellogg Lane.

4) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at south portion of 100 Kellogg Lane, as shown on the attached map comprising part of Key Map No. A.108, from a Light Industrial (LI8) Zone to a Light Industrial Special Provision/Light Industrial (LI1()/LI3/LI4/LI5) Zone.

5) Section Number 40.4 of the Light Industrial (LI1) Zone is amended by adding the following Special Provision:

-) LI1 () 100 Kellogg Lane
 - a) Additional Permitted Use[s]
 - i) Self-Storage Establishments
 - ii) Offices (within existing building)
 - iii) Notwithstanding the provisions of Section 40.3(4)(a) of Zoning By-law No. Z.-1, all listed secondary uses shall be permitted on the subject site.
 - b) Regulation[s]
 - i) North yard setback (minimum) 0 metres (0 feet)
 - ii) West yard setback (minimum) 0 metres (0 feet)
 - iii) East yard setback (minimum) 0 metres (0 feet)
 - iv) Notwithstanding the provisions of Section 4.19 (10) of Zoning By-law No. Z.-1, a minimum of 400 parking spaces is required for the entirety of 100 Kellogg Lane and can be provided in combination with parking spaces on site and lands zoned to permit accessory parking lots in favour of 100 Kellogg Lane.
 - v) A maximum Gross Floor Area of 8,361m² (89,997ft²) shall be permitted for Office Uses (within existing building) in combination with the Office uses permitted in the BDC1/BDC2() zone on 100 Kellogg Lane.

6) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1097 and 1127 Dundas Street, as shown on the attached map comprising part of Key Map No. A.108, from a Light Industrial (LI2) Zone, to a Holding Business District Commercial Special Provision (h-()*BDC1/BDC2()) Zone.

7) Section Number 3.8 of the Holding "h" Zone is amended by adding the following Holding Provision:

3.8) h-()

Purpose: To prevent or minimize possible adverse effects on sensitive land uses created by industrial properties an analysis of compatibility between industrial facilities (D6 Guidelines) shall be carried out by a qualified professional and submitted to the City and any recommendation contained therein for mitigation measures be undertaken to the satisfaction of the Site Plan Approval Authority, prior to the removal of the "h-()" symbol.

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**File: OZ-8794
Planner: Mike Corby**

- 8) Section Number 25.4 of the Business District Commercial (BDC2) Zone is amended by adding the following Special Provision:
 -) BDC2 () 1097 and 1127 Dundas Street
 - c) Additional Permitted Use
 - i) Accessory Parking in favour of 100 Kellogg Lane

- 9) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at the north portion of 1063 Dundas Street and 1080 Dundas Street, as shown on the attached map comprising part of Key Map No. A.108, from a Business District Commercial (BDC) Zone, to a Business District Commercial Special Provision (BDC(_)) Zone.

- 10) Section Number 25.4 of the Business District Commercial (BDC) Zone is amended by adding the following Special Provision:
 -) BDC() North portion of 1063 Dundas Street and 1080 Dundas Street
 - a) Additional Permitted Use
 - i) Accessory Parking in favour of 100 Kellogg Lane

- 11) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 335 and 353 Kellogg Lane and the south portion 1063 Dundas Street, as shown on the attached map comprising part of Key Map No. A.108, from a Residential R2 (R2-2) Zone, to a Residential R2 Special Provision (R2-2(_)) Zone.

- 12) Section Number 6.4 of the Residential (R2) Zone is amended by adding the following Special Provision:
 -) R2-2 () 335 and 353 Kellogg Lane and south portion of 1063 Dundas Street
 - a) Additional Permitted Use
 - i) Accessory Parking in favour of 100 Kellogg Lane

- 13) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1151 York Street, as shown on the attached map comprising part of Key Map No. A.108, from a Light Industrial (LI7) Zone, to a Light Industrial Special Provision (LI7(_)) Zone.

- 14) Section Number 40.4 of the Light Industrial (LI7) Zone is amended by adding the following Special Provision:
 -) LI7 () 1151 York Street
 - a) Additional Permitted Use
 - i) Accessory Parking in favour of 100 Kellogg Lane.

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.

Agenda Item # Page #

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PASSED in Open Council on October 17, 2017.

Matt Brown
Mayor

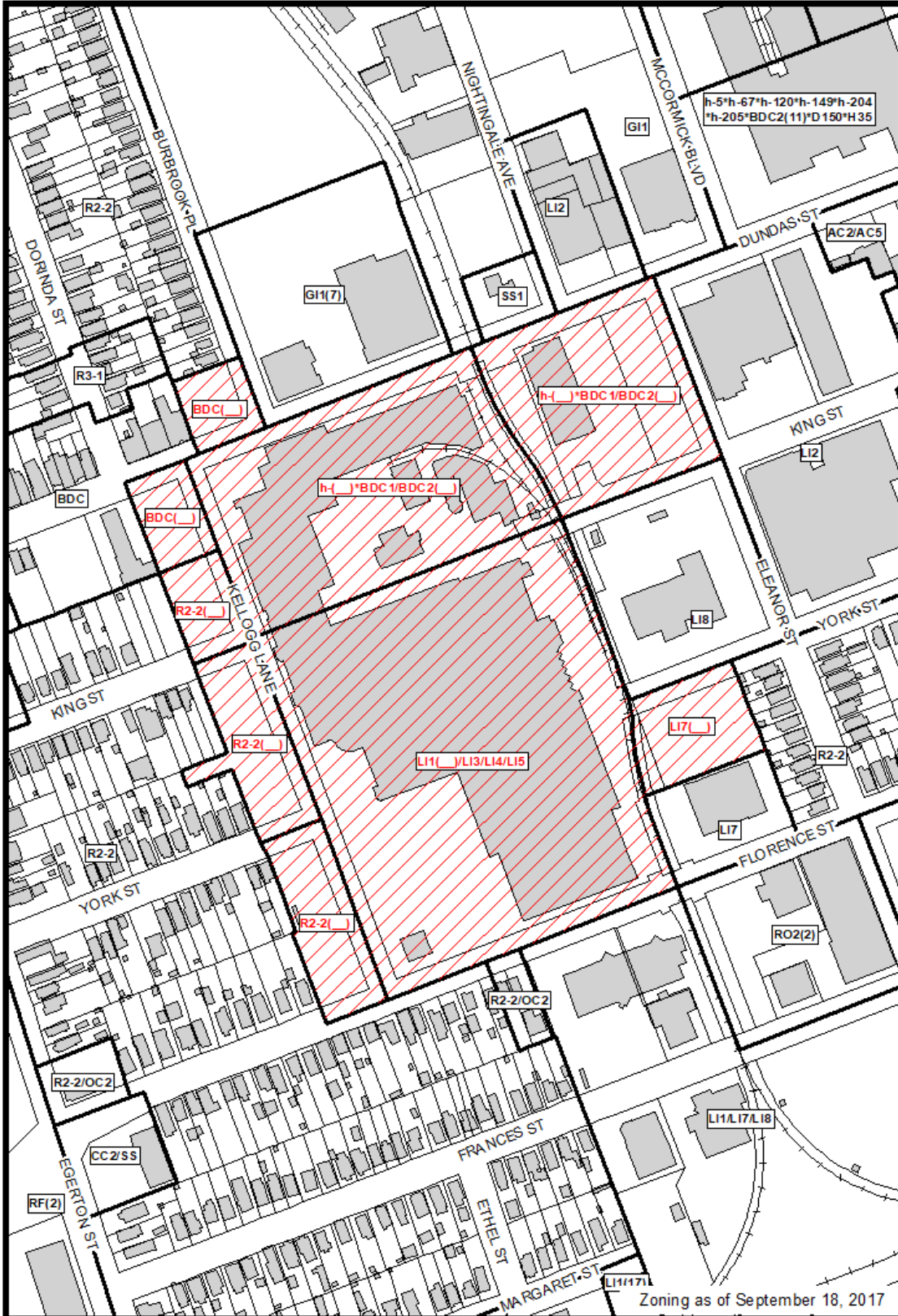
Catharine Saunders
City Clerk

First Reading - October 17, 2017
Second Reading - October 17, 2017
Third Reading - October 17, 2017

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File: OZ-8794
Planner: Mike Corby

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



Zoning as of September 18, 2017

<p>File Number: OZ-8794 Planner: MC Date Prepared: 2017/09/20 Technician: MB By-Law No: Z.-1-</p>	<p>SUBJECT SITE </p> <p>1:3,000</p> <p>0 15 30 60 90 120 Meters</p>
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Geodatabase

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File: OZ-8794
Planner: Mike Corby

Appendix "D"

Bill No. (number to be inserted by Clerk's Office)
2017

By-law No. C.P. _____

A by-law to amend The London Plan for the City of London, 2016 relating to 100, 335 and 353 Kellogg Lane, 1063, 1080, 1097, 1127 Dundas Street and 1151 York 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 London Plan for the City of London Planning Area – 2016, 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

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading -
Second Reading -
Third Reading -

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**File: OZ-8794
Planner: Mike Corby**

AMENDMENT NO.

to the

OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is to add new policies to the Specific Policies for the Rapid Transit and Urban Corridor Place Type and Specific Policies for the Neighbourhoods Place Type and Light Industrial Specific Policies and adding the subject lands to Map 7 – Specific Policy Areas – of The London Plan.

B. LOCATION OF THIS AMENDMENT

This Amendment applies to the lands located at 100, 335 and 353 Kellogg Lane, 1063, 1080, 1097, 1127 Dundas Street and 1151 York Street in the City of London.

C. BASIS OF THE AMENDMENT

The recommended amendment is consistent with the Provincial Policy Statement, 2014 and Policies for Specific Areas of the London Plan. The recommendation provides the opportunity for an adaptive reuse of a large industrial site located within a community in transition from industrial uses. The use of the Policies for Specific Areas will maintain the existing designations while providing flexibility for the site to function with alternative uses.

D. THE AMENDMENT

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

1. Specific Policies for the Rapid Transit and Urban Corridor Place Type of The London Plan for the City of London is amended by adding the following:

100 Kellogg Lane and 1063, 1080, 1097, 1127 Dundas Street

()_ In the Rapid Transit Corridor Place Type located at 100 Kellogg Lane and 1097, 1127 Dundas Street, Self-Storage Establishments may also be permitted in the basement of the existing buildings. Office uses may be permitted at 100 Kellogg Lane up to a total maximum gross floor area of 8,361m² (within the existing building) in combination with the with the Light Industrial Place Type portion of the site to the south. Accessory parking in favour of the uses located at 100 Kellogg Lane may be permitted at 1063, 1080, 1097, and 1127 Dundas Street.

2. Specific Policies for the Neighbourhoods Place Type of The London Plan for the City of London is amended by adding the following:

335 and 353 Kellogg Lane

()_ In the Neighbourhoods Place Type located at 335 and 353 Kellogg Lane, accessory parking in favour of the uses at 100 Kellogg Lane will be permitted

3. Light Industrial Specific Polies of The London Plan for the City of London is amended by adding the following:

100 Kellogg Lane and 1151 York Street

()_ In the Light Industrial Place Type located at 100 Kellogg Lane, Self-Storage Establishments and Offices (within the existing

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File: OZ-8794
Planner: Mike Corby

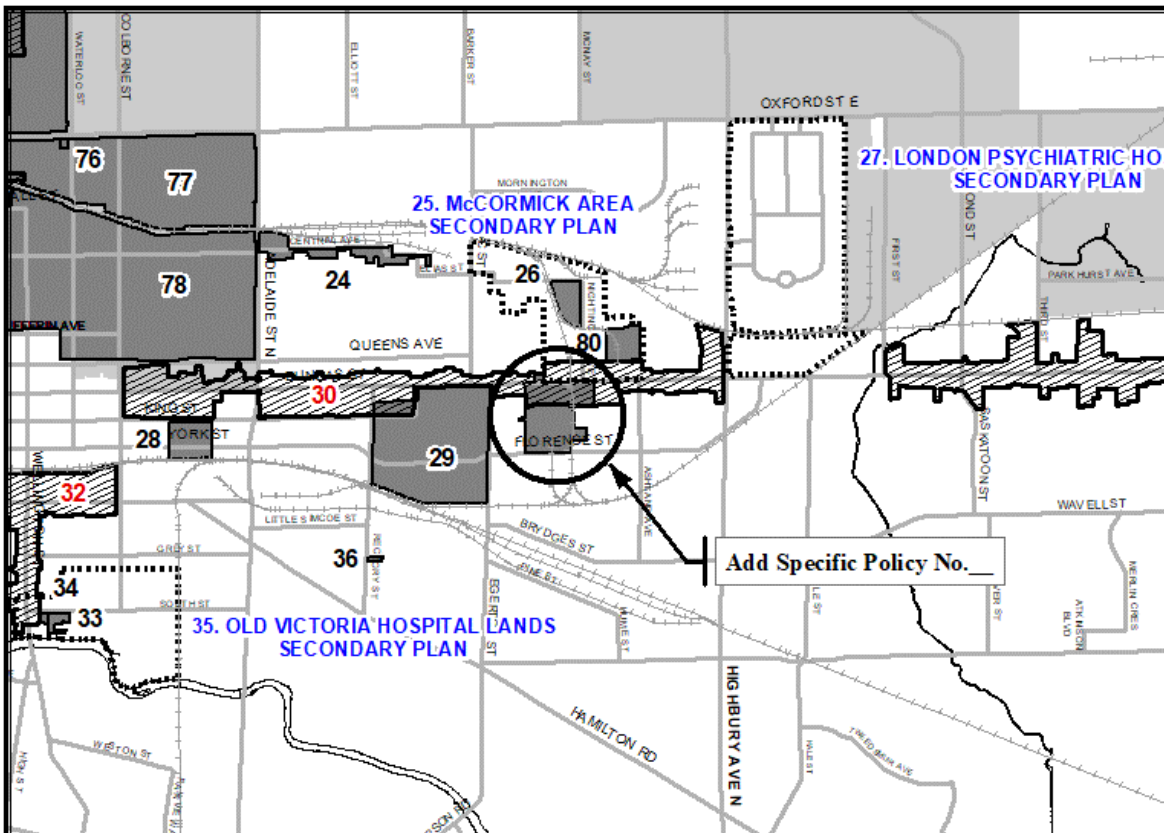
building) will also be permitted. Office uses (within the existing building) may be permitted up to a total maximum gross floor area of 8,361m² in combination with the with the Rapid Transit Corridor Place Type portion of the site to the north. Accessory parking in favour of the uses located at 100 Kellogg Lane may be permitted at 1151 York Street.

4. Map 7 – Specific Policies Areas, to The London Plan for the City of London Planning Area is amended by adding a specific policy area for the lands located at 100, 335, 353 Kellogg Lane, 1063, 1080, 1097, 1127 Dundas Street, and 1151 York Street in the City of London, as indicated on “Schedule 1” attached hereto.

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File: OZ-8794
Planner: Mike Corby

AMENDMENT NO: _____



LEGEND	BASE MAP FEATURES
Specific Policies	Streets (See Map 3)
Rapid Transit and Urban Corridor Specific-Segment Policies	Railways
Near Campus Neighbourhood	Urban Growth Boundary
Secondary Plans	Water Courses/Ponds

This is an excerpt from the Planning Division's working consolidation of Map 7 - Special Policy Areas of the London Plan, with added notations.

<p>SCHEDULE # TO THE LONDON PLAN</p> <p>AMENDMENT NO. _____</p> <p>PREPARED BY: Planning Services</p>	<p>Scale 1:30,000</p> <p>Meters</p>	<p>FILE NUMBER: OZ-8794</p> <p>PLANNER: MC</p> <p>TECHNICIAN: MB</p> <p>DATE: 10/2/2017</p>
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**File: OZ-8794
Planner: Mike Corby**

Appendix "E"

100 Kellogg's Lane Community Meeting – 100 Kellogg Lane
Thursday September 14, 2017

Summary and Thematic Analysis provided by the Old East Village BIA
September 9, 2017

Promotion of Event and Recruitment of Attendees:

Business and property owners of in the Old East Village Community Improvement Plan (CIP) and those businesses located on the Dundas Street corridor that are in close proximity to the Kellogg's redevelopment site received invitations to the community consultation event. Invitations by the BIA were conferred through door-to-door canvassing with flyers and a telephone campaign contacting businesses in the CIP and businesses directly impacted by the redevelopment for the 10 days preceding the event. Direct invitations from door-to-door canvassing reaching approximately 85 business owners and the telephone campaign reached out to 135 business owners.

Information and invitations for the event was circulated to the Old East Village residents through telephone, social media, and individual networks of the Old East Village Community Association and board members of the Old East Village Business Improvement Area (BIA). Residents, property owners, and interested parties were requested to call and RSVP for the event.

Attendees to the event were asked register and fill out and return comment cards. Of those who attended 87 people registered and 62 comment cards were submitted.

Attendance breakdown: Attendees were asked to check all that apply.

- 15 – OEV Commercial Property Owners
- 13 – Business Owners
- 43 – OEV Residents
- 11 – Interested Party
- 5 – Unidentified

Thematic Analysis:

Generally feedback towards the redevelopment was very positive. Of the 62 comment cards submitted 32 expressed approvals for the conceptual plan with repeated themes of "Plans look great!" and "Very exciting!" Many attendees were drawn to the hotel conceptual plan. Residents and business owners enjoyed the visuals presented at the event and were pleased to see this large vacant building that for some was once their place of employment, being utilized.

In addition to the positive comments regarding the project, the cards also identified three themes which included questions and comments focused around interaction and integration with the wider community. The first of these relates to how the redevelopment will connect to the Dundas corridor in built form and economics. Attendees identified that as presented the redevelopment has a "campus" feel and that connectivity to Dundas would be limited which many not elicit visitors of the complex to explore the Dundas Street corridor. Conversely attendees were concerned that the redevelopment would not elicit residents to utilize the new facilities. Visually, comments identified a need to respect the heritage attributes of the Kellogg's Dundas Street façade and also that the façade should be integrated more fulsomely to enhance the outward design of the project.

The second theme identified was in reference to the planned usage of the site. A majority of these comments regarded the hotel. Attendees had questions about the clientele of the hotel i.e. would it be reserved for guests of entertainment section of the redevelopment or any Londoners? Also, will the hotel be a boutique/independent proprietor or an international chain? Others were interested in a more diversity in mixed use including possible residential units, start-up companies, and creative industry.

The final theme from comment cards involved continued community involvement after the event. Attendees recognized the large scale and ambition of this important redevelopment along with the ever evolving changes in concepts and plans. With the inherent impact from the

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File: OZ-8794
Planner: Mike Corby

redevelopment of the Kellogg's site to the Dundas corridor and surrounding neighbourhood attendees expressed a keen interest in being involved in the process. Notably attendees would like further consultation when large scale changes are being made to the conceptual plan especially if usages, including the hotel, brewery, and entertainment complex, are changed from those presented at the event to something not closely related.

Comment Cards

The comments in this report are taken word for word from the received comment cards and they have been categorized according to theme.

Positive General Comments

- Love the idea of a beautiful hotel with restaurant and brewery. Love the Factory plan. Love the potential jobs.
- Very exciting!
- Nice vision
- Hoping it goes well and it up and running soon and has a very positive effect on the area
- Plans look great!
- Looking forward to seeing the plans unfold.
- I am pleased with the plans. I am so excited to have a play park in my area
- So impressed with the vision and scope of this project, so passionately moving forward by a family business.
- Everyone involved brings creativity, experience, and heart.
- Interesting use of vacant building.
- Great development in this area and for London
- Very informative and interesting presentation. Great opportunity for East London.
- Progressive and positive addition to the community
- Looks great! Very excited to have this project in our neighbourhood
- Look forward to seeing the results – it looks good
- I really like how everything is turning out and hopefully this will bring more people to the blossoming area
- Plans overall are very exciting, can't wait to use it
- Can't wait for it to open
- Very impressed with the plans for the area
- Great idea, will help revitalize East London and bring business and excitement back to the end of town
- Very supportive of the project. Bodes well for the future of the area and will be a destination location
- Amazing ideas, I hope everything goes according to plan! Super Exciting!
- Welcome to the neighborhood with this exciting proposal. Very happy with Phase 1 and hopeful for Phase 2
- 10Eighteen is thrilled about your development and look forward to your opening
- Many congratulations on an outstanding proposal, including intelligent and sensitive treatment of the heritage properties on the site.
- Love your ideas!
- Looking forward to watching it evolve.
- The proposal looks fantastic and the area is ready for it.
- Fabulous idea for the building
- Looking forward to future developments
- Granddaughter looking forward to trampoline.
- Would definitely be a place my grandchildren would enjoy.
- It looks very good. Would be a good thing for the East London people
- Hotel idea is interesting
- Absolutely love the concept
- Can't wait for it to open
- We are excited about the development coming to Kellogg's and look forward to it attracting other businesses to the area
- This is great for the east end of London
- Very supportive of the project. Bodes well for the future of the area and will be a destination location
- It will be exciting for our neighbourhood with Aeolian Hall and The Palace

Comments regarding connectivity to Dundas St and the Old East Village neighbourhood

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**File: OZ-8794
Planner: Mike Corby**

- Concern: Visual and Pedestrian connection to north Dundas St corridor
- Long block with no break to courtyard
- Need to increase connectivity to Dundas St (from Kellogg to past the tracks). This is very important.
- How will this project enhance the connectivity to the OEV business corridor? i.e. is this amenity internal destination operation or will it be interactive with the business corridor? This is critical.
- Ensure connectivity with the Dundas corridor and existing commercial establishment.
- Would like to see some connectivity to OEV so facility does not become a 'Great Wolf Lodge' and kill OEV existing businesses.
- Would like to see elements on the Dundas St aspect that enhance streetscape and connect it to the areas west of the site
- How will 'The Factory/100 Kellogg' connect to the Dundas business corridor and the Old East Village/East London communities?
- It looks like Dundas Street presence is not being invested in or improved upon. Can the main entrance be off Dundas?
- Traffic off of Dundas into building.
- Always want to promote consistency with neighborhood look and feel – heritage qualities ect.
- Please ensure attractive, commercial use on Dundas St frontage.
- Design of hotel, restaurant, etc should also look outward not only inward.
- Connect to rest of community.
- I just hope that all of the new visitors to the area will spill out into OEV and positively affect the businesses and neighbourhood
- It will be interesting to see how the concepts incorporate the community. (The visuals look insular/campus-like).
- I would like the Dundas side to be a more interesting feature and to have some draw to attract people and add to the OEV.
- However, I am concerned that the complex is too closed off from the streetscapes surrounding it – particularly Dundas St.
- Everything looks well but nothing can be seen of the streetscape
- Brochures in each hotel room for local businesses/restaurants attracting people PERIOD would make this neighborhood come alive and revive it the way it needs to!
- Traffic off of Dundas into building.
- Also love to see the companies hire local people.
- Also employ area residents

Comments regarding Planned Usage

- Light industrial 'hub' for creative industry and start-ups would be a community/site/London asset (very important), once it's gone its gone
- Would like to see a sizable residential component to provide 24 hour life and safety component. Build it and they will come!
- Build the hotel (boutique) i.e. Broadview hotel development in Toronto. Don't let existing hotel industry extort political influence to thwart something that may be competitive (backward regressive thinking)
- More details on hotel?
- How will the open air space work in winter?
- Will it be public friendly or guests only?
- How will Londoners be able to make use of the hotel spaces? Specifically the stages and open areas?
- For 'The Factory': will other London based companies be able to join the fold? Rent space?
- Please keep it local, 'no franchises'
- Hope pricing for recreation is affordable for all.
- There better be a membership price!
- I was hoping for an indoor waterpark and hotel in this space but this is the next best option.
- Our only hope is that it is kept affordable for us who live nearby to use the facilities regularly

Comments regarding future Community Involvement

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Planner: Mike Corby**

- We as a community need more public forums/feedback on change in future planning/design/zoning use. If there is a significant change in what has been applied for the community needs a change to engage and participate
- How do we ensure the plan is maintained without major revision of use/form/scope and vision one this plan is improved?
- Happy to have this in my neighborhood, but very necessary for the community to know about any divergence from the current plan and have a chance to consult on the changes.
- What happens if the proposed hotel use of the building fronting onto Dundas doesn't come to fruition?
- Would like to be kept informed about how Phase 2 develops and/or changes and be able to provide input as firmer plans develop commercial space at street level on the Dundas aspect should be considered
- As I understand there is currently no further community consultation required. I feel that any major change should trigger another consultation session.

Comments regarding Project Timelines

- How many stages?
- Estimated completion
- When and how – i.e. time frame for build
- When are the go-karts coming?

Miscellaneous comments

- Is site 24hr, 7 days public accessible (or private)?
- Build it, Dundas East is the place to be! (see Liberty Village, Toronto)
- Excellent idea, however, outdoor pool area seasonal?
- I fail to see the purpose of a giant 6" deep pool.
- Traffic flow off Dundas St
- Phasing and activating the street before the third phase.
- Less parking
- I would, however, request that pedestrian access through at King Street be provided for in some manner
- Interesting concepts – like the idea of 'active' space and additional access points
- Positive use of existing office space encouraging influx of people – live workspace
- Hotel?
- Any future plans to buy out York St to expand?
- Any way to get a free or discounted pass every year?
- I would like to talk with someone about this
- Glad to see that the Mill building will be demolished.
- Empty buildings are no good for anyone, get business going.
- I hope council has the good sense to expedite plans
- Please add bicycle racks.
- increase property value
- How many vacuum cleaners will they need?
- With a parking lot beside my home I was concerned for the future
- I am hoping for a [job] opening with any of the businesses coming to the area.
- OEV can use the additional economic boost