

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Gregg Barrett
Director, City Planning and City Planner

Subject: Zelinka Priamo Ltd.
1153-1155 Dundas Street, London, Ontario
File: O-9207/Z-9198

Date: Public Participation Meeting on March 29, 2021

Recommendation

That, on the recommendation of the Director, City Planning and City Planner, the following actions be taken with respect to the application of Zelinka Priamo Ltd. relating to the property located at 1153-1155 Dundas Street, London, Ontario:

- (a) The proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting on April 13, 2021 to amend the Official Plan to change the designation of the subject lands **FROM** a Light Industrial (LI) designation **TO** a Main Street Commercial Corridor (MSCC) designation;
- (b) The proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on April 13, 2021 to amend Zoning By-law No. Z.-1, in conformity with the 1989 Official Plan as amended in part (a) above, to change the zoning of the subject property **FROM** a Light Industrial 2 (LI2) Zone, **TO** a Business District Commercial Special Provision (BDC(_)) Zone; and
- (c) **IT BEING NOTED** that Site Plan matters have been raised through the application review process for consideration by the Site Plan Approval Authority.

Executive Summary

Summary of Request

The applicant requested an amendment to Zoning By-law Z.-1 for 1153-1155 Dundas Street to change the zoning from Light Industrial (LI2) to a site-specific Business District Commercial (BDC) zone, to permit a mix of uses including office, retail, artisan workshops, restaurant and craft brewery, and a reduction of on-site parking. The applicant requested the following three (3) special provisions:

1. minimum of seventy-eight (78) on-site parking spaces;
2. add "internal display of specialty automobiles" as a permitted use; and,
3. permit a parking rate of zero (0) parking spaces per m² for the "display of specialty automobiles" use.

It was determined that as the internal display of specialty automobiles will not have a commercial component, it does not require a special provision. Therefore, the requested special provisions 2 and 3 as described above are not required.

In October 2020, the applicant submitted a revised site plan illustrating fifty-seven (57) on-site parking spaces, four (4) of which will be accessible. The originally requested parking count of seventy-eight (78) spaces was revised based on site plan requirements, and the exclusion of two proposed rooftop patio areas from Gross Floor Area (GFA) and parking calculations. In the case that the site plan may be further modified to accommodate site plan requirements, the request was further revised to allow a minimum of fifty-five (55) on-site parking spaces and to exempt outdoor patios of 225 m² and less from parking requirements.

The requested amendment to the 1989 *Official Plan* is to change the designation of the subject lands from Light Industrial (LI) to Main Street Commercial Corridor (MSCC) to bring the 1989 *Official Plan* designation and policies into conformity with *The London Plan*.

In summary, a Business District Commercial BDC () zone with the following special provisions is recommended:

- revised reduction to on-site parking calculation to fifty-five (55) on-site parking spaces; and,
- exemption of outdoor patios of 225 m² and less from parking requirements.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended amendment is to permit a mix of uses including office, retail/artisan workshop, restaurant/craft brewery in an existing building, and a reduction of on-site parking and exemption of outdoor patios to a maximum size from parking requirements.

Rationale of Recommended Action

- i) The recommended amendment to Zoning By-law Z.-1 is consistent with the *Provincial Policy Statement (PPS)* which encourages the following: accommodating an appropriate range and mix of employment; promoting economic development and competitiveness; supporting long-term economic prosperity; promoting the vitality and regeneration of settlement areas; supporting and promoting active transportation, transit-supportive land uses; supporting energy conservation, improved air quality, reduced greenhouse gas emissions (GHGs) and climate change adaptation; supporting and promoting intensification and redevelopment to utilize existing services; and, conserving built heritage resources and cultural heritage landscapes;
- ii) The recommended amendment to Zoning By-law Z.-1 conforms to the Main Street Commercial Corridor policies of the 1989 *Official Plan*;
- iii) The recommended amendment to Zoning By-law Z.-1 conforms to the in-force policies of the Rapid Transit Corridor Place Type policies of *The London Plan* and implements Key Directions of the Plan;
- iv) The adaptive re-use of the subject lands supports Council's commitment to reducing and mitigating climate change by making efficient use of existing infrastructure, focusing intensification and growth in already-developed areas, and re-using/adapting an existing structure;
- v) The adaptive re-use of the existing building supports the conservation and enhancement of a listed heritage building in an area identified in *Heritage Places 2.0* as having potential to be a Heritage District; and,
- vi) The subject lands are an appropriate location for a mixed-use development. The recommended amendments are consistent with and appropriate for the site and context and will support with developing opportunities for cultural and economic activity both on the site and in the area and will provide a transit-supportive development.

Linkages to the Corporate Strategic Plan

This application supports the Strengthening our Community and Building a Sustainable City areas of focus in the Corporate Strategic Plan by ensuring London's neighbourhoods have a strong character and sense of place, and that London's growth and development is well planned and sustainable over the long term.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. Through this declaration the City is committed to reducing and mitigating climate change by encouraging intensification and growth at appropriate locations. This includes intensification and efficient use of existing urban lands and infrastructure and the regeneration of existing neighbourhoods. It also includes aligning land use planning with transportation planning to facilitate transit-supportive developments and encourage active transportation

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

This application is the first application on record of this site.

1.2 Property Description

The subject site is located on the southeast corner of Dundas Street and Eleanor Street, in an older industrial area known as the Smokestack District. This subject site is also located adjacent (south of) to the McCormick Secondary Plan Area.

The site is developed with one two-storey building on the property, constructed circa 1919 for the Jones Box & Label Co. The building is currently used for a warehouse / wholesale establishment and office support uses. The remainder of the property consists of a surface parking area located at the rear (south portion) of the property, behind the building, and small landscaped areas. There are public sidewalks along both sides of Dundas Street in front of the property, both sides of King Street at the rear of the property, and along the east side of Eleanor Street to the side of the property.



Figure 1: Front of 1153-1155 Dundas Street (facing Dundas Street)



Figure 2: Rear of 1153-1155 Dundas Street (from parking lot facing King Street)



Figure 3: Side of 1153-1155 Dundas Street (facing Eleanor Street)

The site is a regular rectangular shape with frontage along Dundas Street, Eleanor Street, and King Street. The lands immediately surrounding the subject site consist of:

- an automotive sales and services establishment to the north (1152 Dundas Street);
- the former McCormick's factory to the north east;
- a 4-storey self-storage establishment to the east (1173 Dundas Street);
- a multi-tenanted light industrial building to the south (1170 York Street); and,
- a multi-tenanted mixed-use building and complex to the west – The Factory (100 Kellogg Lane).

Land uses in the broader area include:

- industrial uses further to the north of Dundas Street;
- institutional uses including a church, school board office and school further to the east on Dundas Street;

- low density residential uses further to the east, southeast, southwest and northwest; and,
- mix of commercial uses to the west on Dundas Street within the Old East Village.

1.2 Current Planning Information (see more detail in Appendix D)

- *1989 Official Plan* Designation – Light Industrial (LI)
- *The London Plan* Place Type – Rapid Transit Corridor
- Existing Zoning – Light Industrial 2 Zone (LI2)

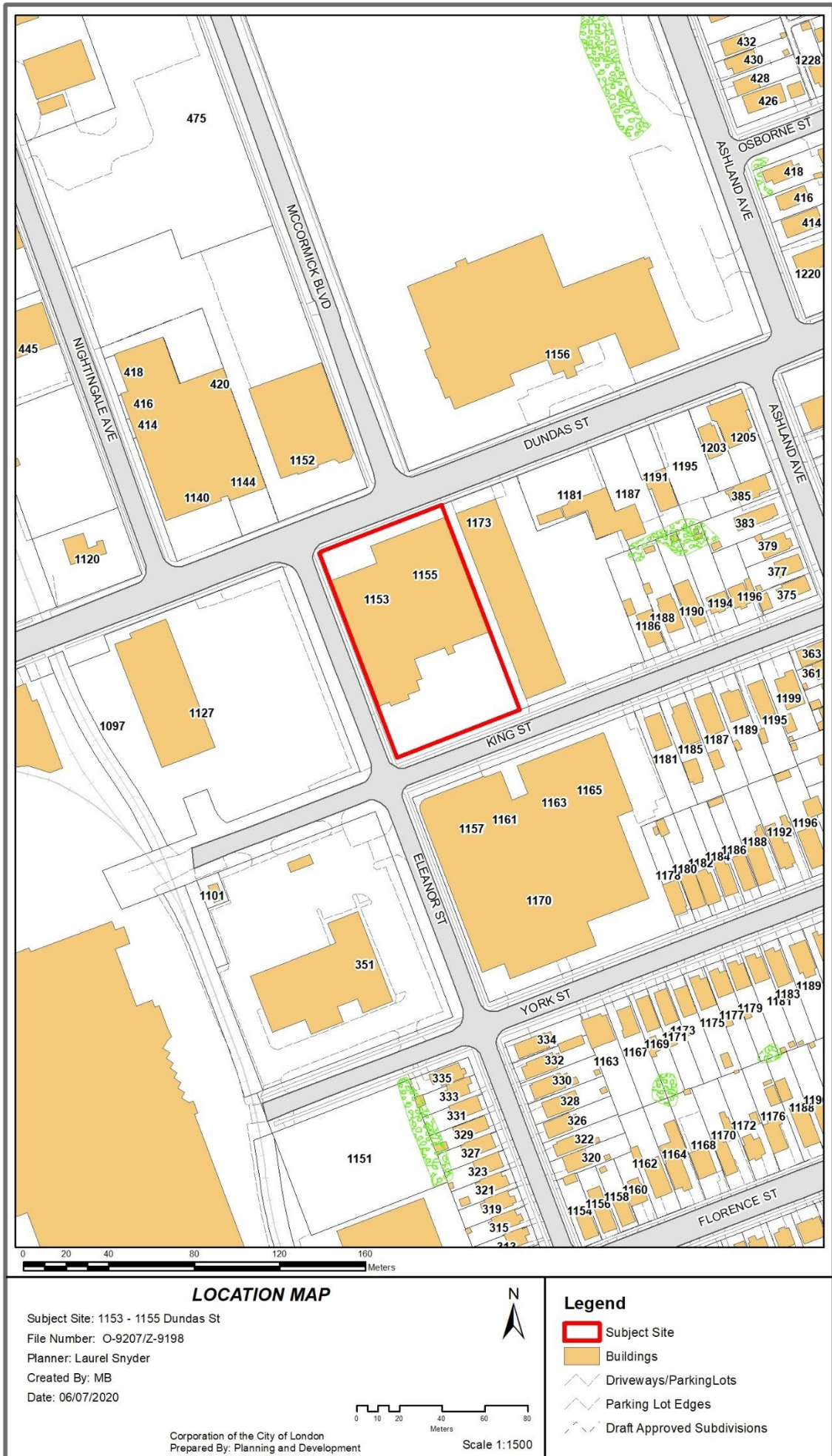
1.3 Site Characteristics

- Current Land Use - light industrial
- Frontage – 63.4 meters
- Depth – 102.4 meters
- Area – 0.649 hectares
- Shape – regular (rectangular)

1.4 Surrounding Land Uses


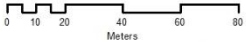
- North – Light Industrial / Business District Commercial
- East – Light Industrial
- South – Light Industrial (multi-tenanted)
- West – Business District Commercial

1.5 Location Map



1.6 Aerial Perspective



LOCATION MAP		  Scale 1:2500	Legend  Subject Site
Subject Site: 1153 - 1155 Dundas St Planner: LS Created By: MB Date: 06/02/2020 Corporation of the City of London Prepared By: Planning and Development			

2.0 Discussion and Considerations

2.1 Development Proposal

The requested zoning amendment is to facilitate the retrofit of the existing building and site to accommodate a mix of uses including office (1725.2 m²), retail/artisan workshop (1284.8 m² - 500 m² of this will be artisan workshop space), restaurant/craft brewery (454.4 m²), two rooftop patios totalling 208 m² (maximum of 40 m² associated with office uses, and maximum of 168 m² associated with restaurant/craft brewery uses), and the internal display of specialty automobiles. The internal display of automobiles, not for sale, is not considered a commercial use and does not require special consideration.

The application included renderings and a conceptual site plan, shown on the following pages as Figures 4, 5, and 6. The overall intent of the development proposal is to maintain, preserve and enhance the building's original industrial style, and the property

owner is interested in obtaining designation of the property under Part IV of the *Ontario Heritage Act* in the future. Much of the building is covered in metal cladding, and the condition of the structure underneath is unknown. Exploratory work will be completed to determine the condition of the structure under the metal cladding.

The height and massing of the building will not be changed. Proposed alterations to the exterior of the building include:

- removal of a small loading dock (added to the rear of the 1900s portion of the structure);
- removal of most of the metal cladding;
- removal of material within blocked window openings where feasible;
- addition of two rooftop patios;
- addition of a canopy over the existing north façade entrance; and,
- repairs to brick where required.

The principal pedestrian entrance at the front of the building along Dundas Street will be maintained. The secondary pedestrian entrance at the rear of the building will be retrofitted, and new secondary pedestrian entrances will be added to the west side of the building (along Eleanor Street) where there are existing sidewalks.

A total of seventy-eight (78) on-site parking spaces were proposed in the initial conceptual site plan (Figure 6). Based on a review of this initial plan, Staff determined that a re-work of the site layout was required to ensure that the site functions effectively and conforms to parking design standards. In response to concerns raised by Staff, the applicant provided a revised conceptual site plan in October 2020 illustrating fifty-seven (57) on-site parking spaces in the surface parking lot located at the rear of the building (Figure 7). Four of these parking spaces will be accessible. In the case that the site plan may be further adjusted, the request was changed to a minimum of fifty-five (55) on-site parking spaces and to exempt outdoor patios of 225 m² and less from parking requirements. The vehicular accesses to the parking lot from King Street and Eleanor Street will be maintained.

In summary, the request, as per the revised conceptual site plan, seeks the following special provisions:

- minimum parking requirement of fifty-five (55) on-site parking spaces, and
- exemption of outdoor patios of 225 m² and less from parking requirements.



Figure 4: 1153 -1155 Dundas Street rendering – Dundas Street perspective

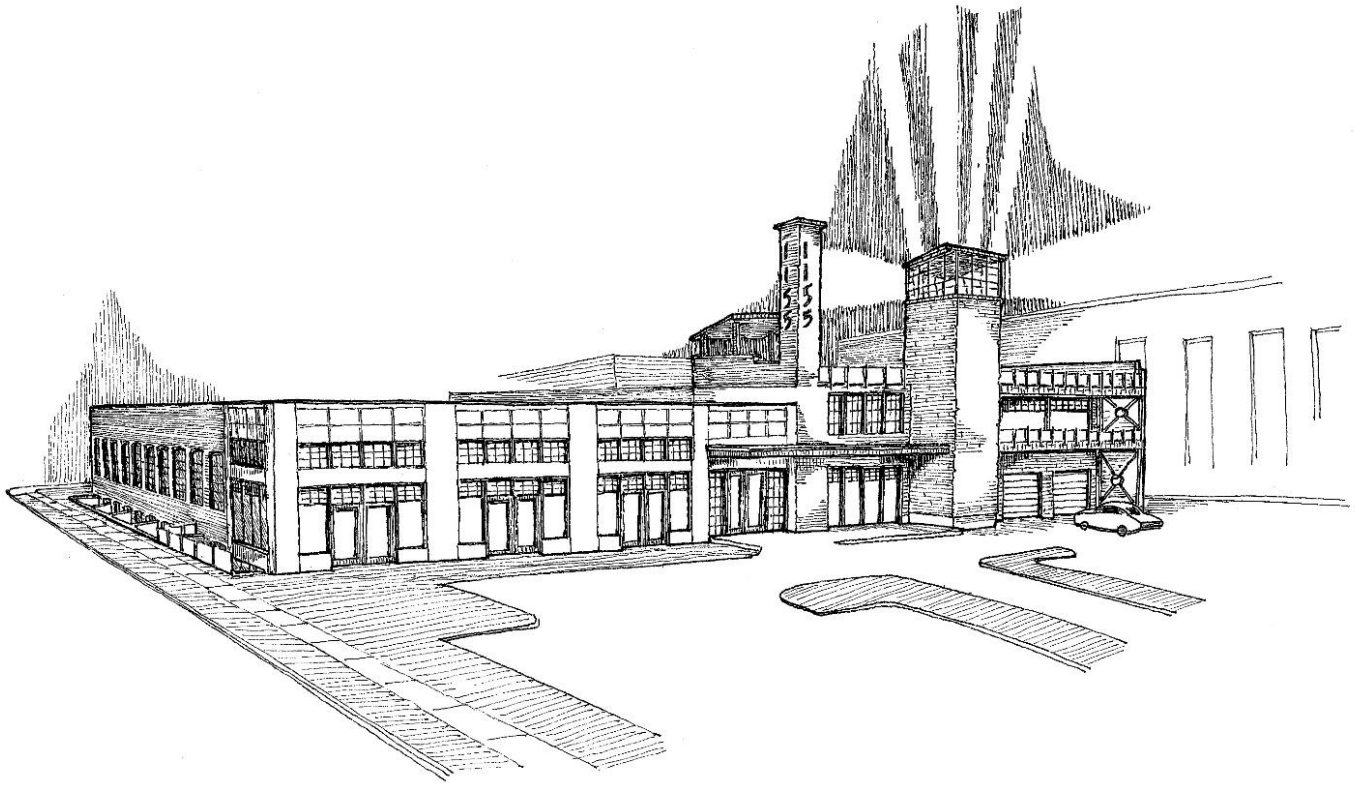


Figure 5: 1153-1155 Dundas Street rendering- King Street perspective

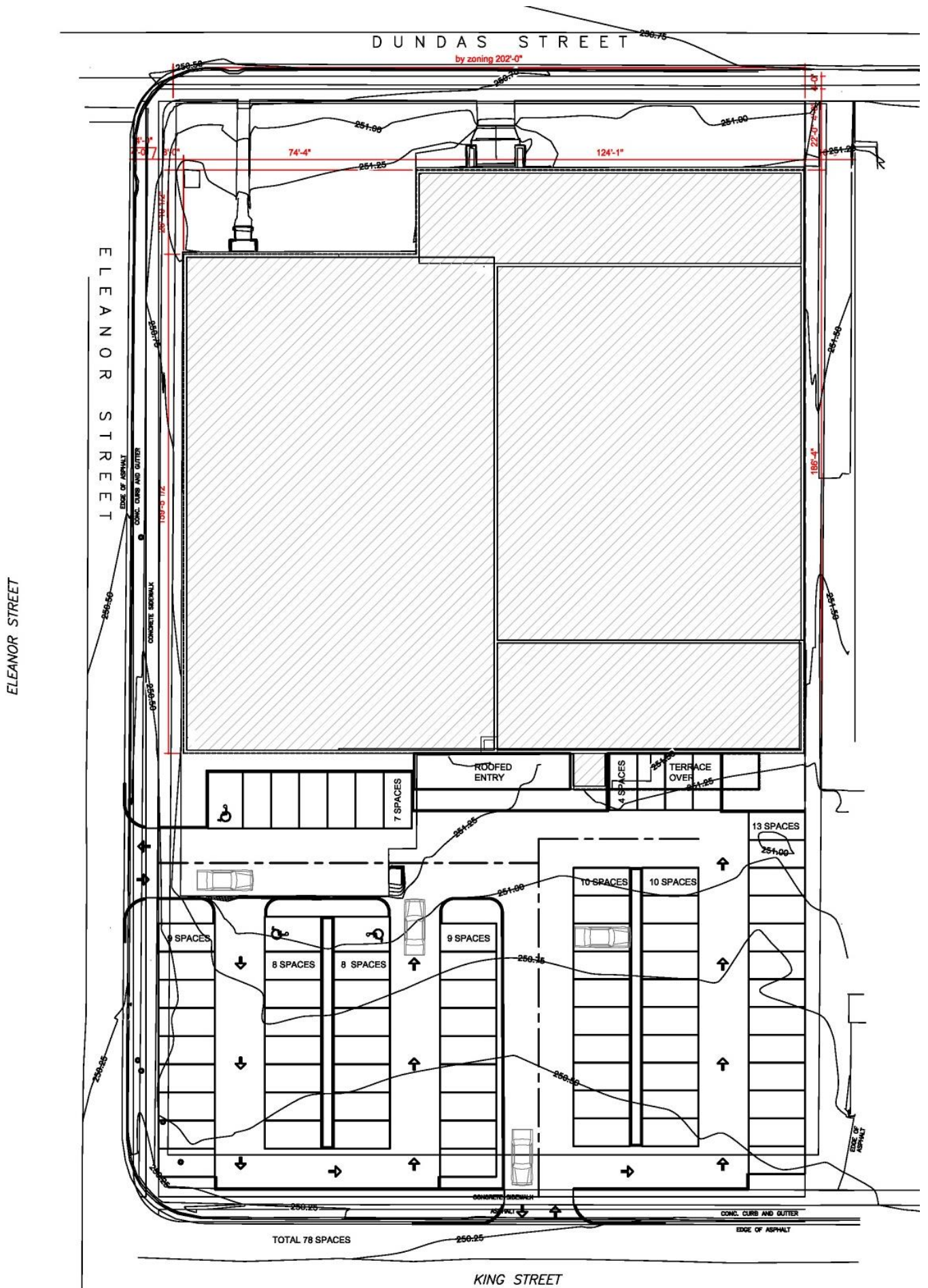


Figure 6: 1153-1155 Dundas Street – Initial Conceptual Site Plan

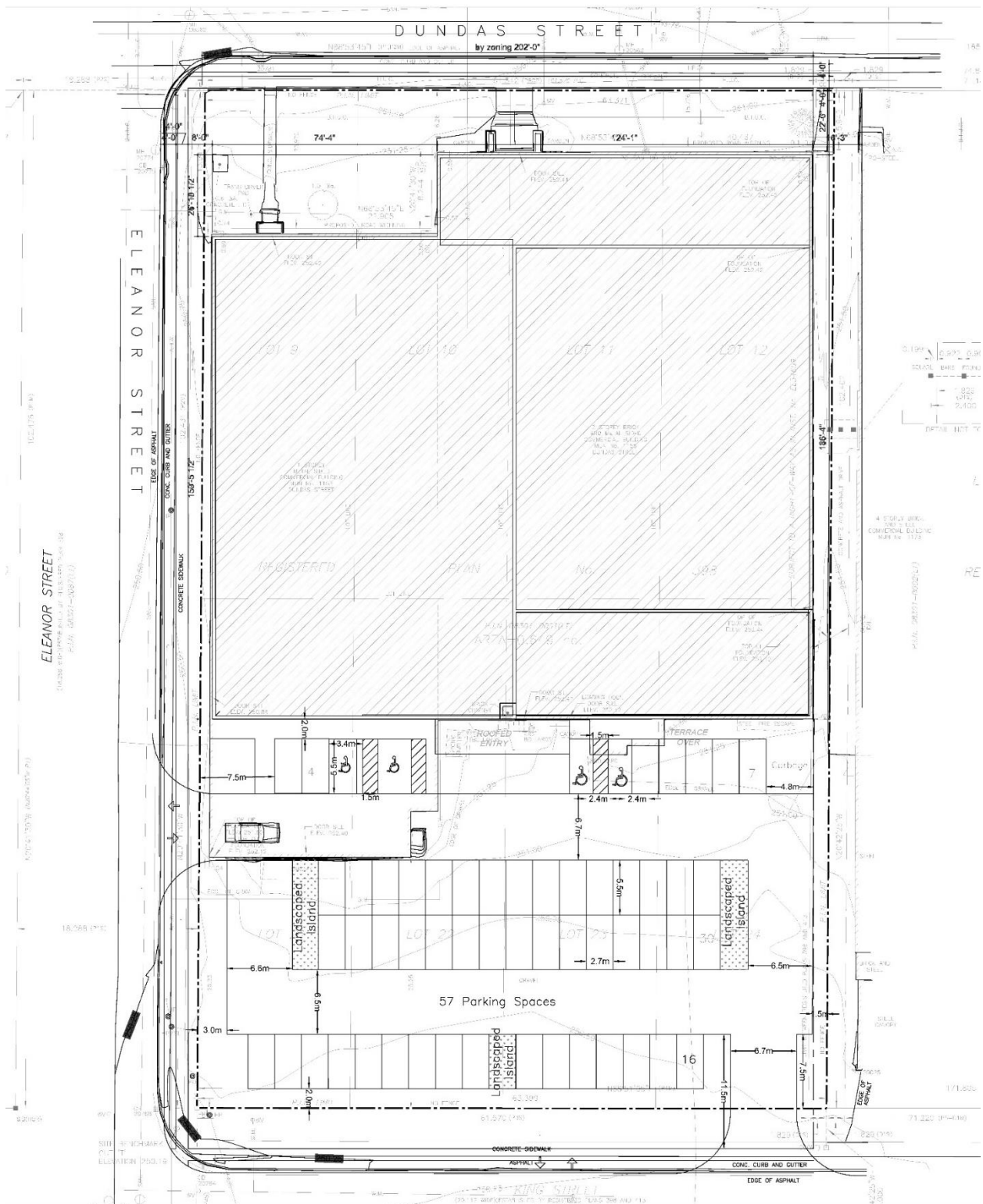


Figure 7: 1153-1155 Dundas Street – Revised Conceptual Site Plan

2.2 Requested Amendments

Official Plan Request

The City has initiated an amendment to the 1989 Official Plan to change the designation from Light Industrial (LI) to Main Street Commercial Corridor (MSCC) to permit a mix of office, retail, artisan workshops, restaurant, and craft brewery. The site is in the Rapid Transit Corridor (RTC) Place Type in *The London Plan*. This amendment would bring the 1989 Official Plan designation for the subject property into conformity with *The London Plan* RTC Place Type. The RTC policies in *The London Plan* were fully in force as of October 23, 2020. However, as the application was received before this date, an amendment to the 1989 *Official Plan* is still required to bring the 1989 OP designation into conformity with the policies of *The London Plan*.

Main Street Commercial Corridors typically take the form of either long-established, pedestrian oriented business districts or newer mixed-use areas. They have a street-oriented form with buildings located close to the street, providing for easy pedestrian movement. Main Street Commercial Corridors permit a broad range of uses and support the infill and redevelopment of underutilized properties into mixed-use development.

Zoning Request

The applicant requested an amendment to Zoning By-law Z.-1 to change the zoning from Light Industrial 2 (LI2) to Business District Commercial Special Provision (BDC_) to permit a mix of office (1725.2 m²), retail/artisan workshops (1284.8 m²) restaurant/craft brewery (454.4 m²), rooftop patios, and a site-specific regulation to allow a reduction of on-site parking.

Based on the requested uses, a total of 176 on-site parking spaces are required. The initially requested minimum amount of on-site parking was revised from seventy-eight (78) spaces to fifty-five (55) on-site spaces to conform to parking design standards. A request was also made to exempt outdoor patios of up to 225 m² from parking requirements. A total of 208 m² of outdoor patio space is proposed, a maximum of 40 m² associated with the office use and a maximum of 168 m² associated with the restaurant/craft brewery uses.

The Business District Commercial Zone is intended to implement the Main Street Commercial Corridor Official Plan designation. This zone is typically applied to corridors with a main street character. It provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses located along pedestrian-oriented business districts in older parts of the City and in hamlets or small business areas in rural areas.

2.3 Community Engagement

On May 21, 2020, Notice of Application was sent to forty-two (42) property owners in the surrounding area. Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on Thursday May 21, 2020. A “Planning Application” sign was also placed on the site.

The public was provided with opportunities to provide comments and input on the application.

At the time of writing this report, zero (0) comments have been received from members of the public.

2.4 Internal and Agency Comments (see more detail in Appendix C)

The application and associated materials were circulated for internal comments and public agencies to review. Comments received were considered in the review of this application and are addressed in 4.0 of this report. Detailed comments are included in Appendix C of this report.

2.5 Policy Context (see more detail in Appendix D)

Provincial Policy Statement (PPS), 2020

The *Provincial Policy Statement (PPS)* provides key policy directions on land use issues that affect communities in Ontario. In accordance with Section 3 of the *Planning Act*, all planning decisions shall be consistent with the *PPS*. The *PPS* is meant to be read in its entirety.

The subject site is in a developed area of the City historically characterized by light industrial uses. Consistent with the transition of inner-city industrial areas in municipalities throughout North America, this area is transitioning from a primarily industrial economic base to using the existing infrastructure, buildings, and sites for mixed-use projects aligned with and reflective of current local economies. These projects typically incorporate a broader mix of uses, including but not limited to retail, office, entertainment, and residential.

This planning application is consistent with the *PPS* and the following summarizes the most relevant policies.

The *PPS* encourages and supports healthy, livable, and safe communities, supporting and promoting efficient development and land use patterns, the regeneration of communities, downtowns, and main streets, transit-supportive development, heritage preservation, infill and adaptive reuse and the wise and efficient use of existing infrastructure (1.1.1 b, 1.1.3.1, 1.1.3.2, 1.3.1, 1.6). The *PPS* also promotes economic development and competitiveness by increasing employment and business opportunities, supporting a diversified economic base, and encouraging mixed-use and compact development (2.6). The *PPS* supports actions that reduce impacts on climate change and prepares us for the impacts of a changing climate. By focusing growth and development on an existing site, using existing infrastructure, and supporting the adaptive re-use of a building, this application is consistent with *PPS* goals and policies regarding preparing for the impacts of climate change (1.6.3 b.).

Sections 1.3 and 1.7 of the *PPS* outline the employment, economic development and competitiveness, and long-term economic prosperity priorities and policies. The requested mix of uses will enhance the vitality and viability of this area. Specifically, the requested uses will provide a new range of employment, retail, and entertainment opportunities for the site and area, adding diversity and building on the area's transition to a more diverse local economy. Retail, restaurant, brewery, and artisan workshop uses have the potential to attract people beyond the hours of a typical workday, which will add more activity and vitality to the area and different intensities of use throughout the day. With more people in the building and on the site throughout the day and evening, there will be more "eyes on the street", contributing to the safety of the immediate area and strengthening the identity of the area as a destination.

Maintaining and enhancing the architectural form and character of the building is also supported by *PPS* policy. The adaptive re-use and proposed enhancements to the building and site will encourage and support a unique sense of place and identity, which in turn, supports economic viability (2.6.4).

Allowing the requested uses on the subject site also aligns with *PPS* policies to support current and future use of transit and active transportation. As the subject site is in a Rapid Transit Corridor and along a street classified as a Rapid Transit Boulevard in *The London Plan*, it is in an area designed for high-intensity mixed-use and prioritizing efficient movement and access using multiple modes of transportation. Consistent with the *PPS*, the requested uses are transit-supportive, use existing infrastructure, and maintains active transportation connectivity with the surrounding area through existing sidewalks (1.1.1 e, 1.6.7).

The London Plan

The site is in the Rapid Transit Corridor Place Type and on a Rapid Transit Boulevard in *The London Plan*.

The London Plan is the new Official Plan for the City of London (Council adopted, approved by the Ministry with modifications, and the majority of which is in force and effect).

The London Plan sets out Key Directions which clarify priorities that must be considered to help the City effectively achieve its vision (54_). They also provide planning strategies

to guide planning and development over the next 20 years. The following paragraph summarizes the Key Directions and policies most relevant to and supported by this application.

Key Direction # 1 is to “Plan strategically for a prosperous city”. Policies 1 and 3 of this Key Direction are to plan for and promote strong and consistent growth and vibrant business environments that offer a wide range of economic opportunities, and to revitalize urban neighbourhoods and business areas. The addition of the range of requested uses and the adaptive re-use of a site in an urban area supports these policies. Key Direction #4 is to “Become one of the greenest cities in Canada”. This proposal will focus growth in an existing settlement area, make efficient use of an existing site, building and infrastructure, and add transit-supportive uses, which support Policy 6 of this Key Direction - to reduce our human impact on the environment. Key Direction #5 is to “Build a mixed-use compact city”. The proposal supports Policies 1, 2, 3, 4, 6, 7 and 8 of this Key Direction. The creation of a mixed-use development in an RTC will draw people for employment and entertainment which will sustain, enhance, and support the revitalization of Dundas Street and adjacent neighbourhoods. The project is an adaptive re-use of an existing site and building, which utilizes existing services and infrastructure and reduces our need to grow outward. The proposed mix of uses is respectful of the character of the area and neighbourhoods and will generate and support pedestrian activity. Key Direction #7 is to “Build strong, healthy, and attractive neighbourhoods for everyone”. As per Policy 4 of this Key Direction, the addition of restaurant, brewery, retail and artisan workshop uses will provide social gathering places within an existing community. Consistent with Policy 5 of this Key Direction, enhancing the built heritage of the site will enhance the City’s cultural identity and neighbourhood character.

The subject site is within the Rapid Transit Corridor (RTC) Place Type in *The London Plan* and the requested mix of uses for the subject site align with the vision and policies for RTCs in several ways. RTCs are to be vibrant, mixed-use, mid-rise communities that border the length of rapid transit services (826_). A wide range of uses including retail, residential, service, office, cultural, recreational, and institutional are permitted in RTCs, and mixed-use buildings are encouraged (837_). RTCs are meant to connect the Downtown and Transit Villages with highly urban forms of development and allow for a broad range of uses and moderate intensity along rapid transit routes (829_). Allowing the requested mix of uses on the subject site supports development and activity consistent with the area, and will generate more demand for rapid transit services, supporting policies and the vision for RTCs (830_). The proposed amount of office use for the subject site is 1725.2 m², well within the maximum of 5000 m² permitted in RTCs (847_).

The subject site is on a Rapid Transit Boulevard (Street Classification). As this is a future rapid transit route, greater transportation efficiency and mobility options for the site and area will be provided through the East London Link project. This will provide alternative transportation options that will reduce reliance on private vehicles, which will reduce the need for on-site parking requirements.

City of London 1989 Official Plan

The 1989 *Official Plan* contains policies that guide the use and development of land within the City of London and is consistent with the policy direction set out in the *PPS*.

The subject site is designated Light Industrial (LI) in the 1989 *Official Plan*. This designation is primarily intended for small-scale industrial uses that have a limited / minimal impact on the surrounding environment. The main permitted uses of this designation include industrial uses that involve assembling, fabricating, manufacturing, processing and/or repair, and are located within enclosed buildings, require limited amount of outdoor storage, and are unlikely to cause adverse effects.

An amendment to the 1989 *Official Plan* is required to permit the requested uses on the subject site and to bring the 1989 *Official Plan* designation into conformity with subject

site's Rapid Transit Corridor Place Type designation as set out in *The London Plan*.

The requested 1989 *Official Plan* designation for the subject site is Main Street Commercial Corridor. Main Street Commercial Corridors take the form of either long-established, pedestrian-oriented business districts or mixed-use areas where, through conversion or small-scale redevelopment, there has been a transition from predominantly low-density residential housing to a mix of commercial, office and remnant residential uses. The subject site is in an area transitioning to uses compatible with the current economy and away from light-industrial uses as the predominant land use. Examples of recent change in the immediate area, the former Kellogg's site (1063 Dundas Street/100 Kellogg Lane) was recently re-zoned and re-designated to permit a wide range of commercial, office and residential uses, and residential and commercial uses are planned for 1156 Dundas Street.

The Main Street Commercial Corridor designation permits a wide range of uses and mixed-uses developments including but not limited to small-scale retail uses, restaurants, offices, small-scale entertainment uses, galleries and studios. The range of permitted uses cater to adjacent residential neighbourhoods within easy walking distance. The requested mix of uses and form as a mixed-use development conforms to the MSCC designation and objectives.

An objective of the MSCC designation is encouraging intensification and redevelopment in existing commercial areas within the built-up area of the City. This helps to meet commercial needs, makes better use of existing City infrastructure, and strengthens the vitality of these areas (4.2.1). The intent of the Main Street Commercial Corridor designation is to support the strength of these areas for a wide variety of uses. The requested mix of uses for the subject site is consistent with these policies. Intensification and redevelopment also support public transit and connections to the Downtown and other parts of the city - other key objectives of the MSCC designation (4.4.1.2). As the subject site is located within walking distance of established residential neighbourhoods and future residential development, the requested uses can be supported by existing and future residents.

MSCC policies in the 1989 *Official Plan* also support uses that encourage and strengthen active street life and movement beyond typical work-day hours (4.4.1.8). Approving the redesignation and rezoning of the subject site will support this, and the continued development of a concentration of compatible uses and synergies in the area - a "hub". This will add to the attractiveness of the overall area and support continued investment and regeneration of nearby sites and buildings.

The requested uses for the subject site are consistent with and support the MSCC policies regarding form, permitted uses and intensity of uses in the 1989 *Official Plan*, and support the objectives for the MSCC designation.

Zoning

The subject site is zoned Light Industrial 2 (LI2) which provides for and regulates a broad a range of primarily light industrial uses and activities but does not allow for the specific mix of requested uses, the reduction in on-site parking spaces, or the exemption of outdoor patios from parking requirements.

The requested zone is Business District Commercial Special Provision (BDC(_)) to permit a mix of office, retail, artisan workshops, restaurant, and craft brewery uses, and site-specific regulations to allow a reduction of on-site parking requirements to fifty-five (55) spaces and exemption of outdoor patios of up to 225 m² from parking requirements.

The Business District Commercial Zone is intended to implement the Main Street Commercial Corridor Official Plan designation. The BDC zone provides for and regulates a mix of retail, restaurant, neighbourhood facility, office and residential uses. BDC zones are typically located along pedestrian-oriented business districts in older

parts of the City, in hamlets or small business areas in rural areas, and in corridors with a main street character.

The location of the subject site is consistent with the types of areas where the BDC zone is typically used. The requested uses are consistent with the uses permitted in the BDC zone. The table below illustrates that the proposed GFA for the requested uses fit within the maximum GFA amounts permitted in the base BDC zone.

Use	Maximum Gross Floor Area permitted in the BDC Zone	Proposed Gross Floor Area for 1153-1155 Dundas Street
Office	2000 m ²	1725.2 m ²
Retail and/or/ Artisan Workshop		1284.8 m ²
• Artisan Workshop	500 m ²	500 m ²
• Retail	No maximum	784.8 m ²
Restaurant / Craft Brewery	500 m ²	454.4 m ²

3.0 Financial Impact/Considerations

There are no financial impacts to the City of London associated with this application.

4.0 Key Issues and Considerations

4.1. Heritage and Built Form

The site is one of many listed heritage properties in the immediate area and located within The Smokestack District – an area dotted with early 20th century industrial complexes along Dundas Street. The Smokestack District was identified in the *Cultural Heritage Landscape Study of London* (1996) as a potential Cultural Heritage Landscape and identified as a potential Heritage District by the *Heritage Places 2.0* (2019) report. The subject site is adjacent to a Designated Heritage Property (1156 Dundas Street).

As part of a complete application, a Heritage Impact Assessment (HIA) and a Stage 1-2 Archaeological Assessment were submitted.

The proposed adaptive re-use of the building for a mix of retail, office, restaurant, craft brewery, and artisan workshop uses will not alter the building's massing or height. The proposed work includes removing most of the exterior cladding, removing material within blocked window openings (where feasible), adding two outdoor rooftop patios, adding a roof over the existing main entrance on Dundas Street, and repairing brick where required.

The current orientation of the building on the site will be maintained, meaning that the building will remain physically and visually connected and compatible with the surrounding area. The building will continue to be street-facing; the main entrance will continue to front onto Dundas Street and remain accessible by public sidewalks. There are pedestrian entrances at the front and rear of the building and new accesses planned for the side of the building. These will all maintain connectivity with the adjacent sites and areas.

The *PPS* supports using an existing site and building; it is efficient development and land use as it focuses growth and development in settlement areas rather than greenfield areas. This also supports and promotes the regeneration of settlement areas as an important part of maintaining and enhancing an area's sense of place and identity (1.1.1, 1.1.2, 1.1.3,1.6). The 1989 *Official Plan* also encourages development which maintains the scale, setback, and character of the existing areas, and mixed-use development (4.4.1.1).

The *PPS* and *The London Plan* prioritize conservation of significant built heritage resources and significant cultural heritage landscapes for a few reasons. The *PPS* identifies that promoting a well-designed built form and conserving features that help define character (including built heritage resources) support a sense of place and long-term economic prosperity (1.7, 2.6). Key Direction #3 in *The London Plan* is to “Celebrate and support London as a culturally rich, creative, and diverse city” (57_). The proposed adaptive re-use of the site and building protects London’s built heritage, promotes a unique identity, and supports the revitalization of London’s downtown, urban main streets, and surrounding urban neighbourhoods which can serve as the hubs of London’s cultural community. The conservation and enhancements will also highlight the significance of the building’s form and style as part of the Dundas Street streetscape and London’s industrial heritage as outlined in *Heritage Places 2.0*. The project will potentially attract a wider range of people to the site and building beyond the typical workday and on weekends. This will result in a greater awareness of London’s industrial built heritage and appreciation for how existing sites and buildings can easily accommodate a wide variety of uses today’s economy.

Consistent with Form policies in *The London Plan* for RTCs, the current building provides a strong “street wall” along Dundas Street. This will be maintained, and the architecture will continue to provide visual interest and an enhanced, pleasant, and interesting pedestrian experience. Highlighting the main entrance with a canopy, removing exterior cladding and opening window openings where possible will further enhance the pedestrian environment and experience (841_). Specific goals for urban design in the 1989 *Official Plan* include providing continuity of the urban fabric, flexibility for redevelopment opportunities, protecting heritage buildings and landscapes, and maintaining the diversity of the urban environment (4.4.1.9). Specific design objectives for the Main Street Commercial Corridor designation include encouraging the enhancement of any distinctive functional or visual characteristics; maintaining or creating a strong identity and place; and maintaining the cultural heritage value or interest of listed buildings (4.4.1.2). The Dundas Street street edge will also be enhanced by the work to the front façade to restore the façade design where appropriate (4.4.1.2).

The Architectural Conservancy Ontario (ACO) – London Branch, the City’s Local Architectural Heritage Committee (LACH), and the City’s Heritage Planner were part of the circulation of this planning application on May 21, 2020 and had access to the complete application package, including the Heritage Impact Assessment. Comments in support of the proposal and planning application were received (Appendix C). The Heritage Planner concluded that the proposed work will not result in any adverse impacts to the adjacent listed property and the ACO provided comments in support of the proposal and planning application. The ACO stated that the appropriate adaptive re-use of buildings listed on London’s Register of Cultural Heritage Resources is also one of ACO’s foremost goals, and this project may bring new life and business to the Smokestack District.

The adaptive re-use of the building will result in the conservation and enhancement of a listed heritage site and a form consistent with the policies, directions and priorities in the *PPS*, *The London Plan*, the 1989 *Official Plan*, *Heritage Places 2.0*, and is an important part of city-building and creating a sense of place. The form of the building will be consistent with policies for RTCs as set out in *The London Plan*.

4.2 Species at Risk (SAR): Chimney Swifts and Barn Swallows

The Ministry of Natural Resources administers *The Endangered Species Act* to protect and conserve species at risk and their habitats. The Species at Risk Branch (SARB) of the Ministry of the Environment (MOE) identified that there have been occurrences of Chimney Swifts on the subject site and occurrences of Barn Swallows in the general location. Both are identified as Species at Risk (SARs) by the MOE.

The *PPS* states that natural features and areas shall be protected for the long term, and ecological function and biodiversity of natural heritage systems should be maintained,

restored, or where possible, improved (2.1). Key Direction #4 of *The London Plan* is “Become one of the greenest cities in Canada” (58_) and Policy 4 of this Key Direction supports the *PPS* by stating that we will protect and enhance the health of our Natural Heritage System.

Policies in *The London Plan* set out priorities regarding protecting, managing, and enhancing the environment, and state that these are central to all the planning the city undertakes (1293_). Policies in this section also provide direction for the identification, protection, conservation, enhancement, and management of the Natural Heritage System which includes Habitat of Endangered Species and Threatened Species like Chimney Swifts and Barn Swallows (1319_). The habitats of endangered and threatened species are protected under the *Endangered Species Act*, and development and site alteration shall not be permitted in the habitat of endangered species and threatened species, except in accordance with provincial and federal requirements (1327_, 1328_). This is consistent with Species at Risk policy in the 1989 Official Plan (15.4.4).

In these circumstances, policies require that a qualified professional complete a Species at Risk (SAR) field assessment and submit the results, details and timing of the proposed project to the SARB for review and guidance on any authorizations under the ESA 2007 that may be required before the project and/or site alteration can occur.

The applicant has addressed these policies and requirements by retaining the services of a qualified professional to evaluate for potential presence of species or habitat protected under the ESA 2007 and submitting a report to the SARB. The SARB accepted the applicant’s report and mitigation measures. This was reviewed by the City’s ecologist who has no additional concerns for this project moving forward.

4.3 Public Transit, Active Transportation, and Parking

The site is in a Rapid Transit Corridor, on a Rapid Transit Boulevard, immediately adjacent to a future Rapid Transit Station, accessible by public sidewalks, and close to established neighbourhoods (i.e., people live within a short walk to the site) and future residential uses. The subject site is currently serviced by London Transit Commission (LTC) bus service, Route #2. The site is in the East London Link project area which will revitalize more than 6 km of Dundas Street from Downtown to Fanshawe College and add rapid transit and transportation improvements including transit links to the City’s eastern industrial employment areas. The public sidewalks are on both sides of Dundas Street, both sides of King Street, and on the east side of Eleanor Street, providing for accessible and safe connections to the site and surrounding area. The Rapid Transit Station is proposed on Dundas Street, just east of McCormick Boulevard which is immediately across from the subject site.

The applicant has requested a parking reduction to a minimum of fifty-five (55) on-site parking spaces (four (4) of which will be accessible), and exemption of patios up to a maximum of 225 m² from parking requirements. This is a reduction from the 176 spaces that would be required for the requested uses under the current Zoning By-law parking standards. The applicant provided a parking study completed by Paradigm Transportation Solutions to support this request.

Paradigm Transportation Solutions notes that the subject site is located within the City’s Rapid Transit corridor and proposed to be a Main Street Commercial Corridor which will “...create opportunities for reducing auto-mode usage and reducing parking demand” on the subject site. The report also notes that parking usage in mixed-use developments varies by time of day, “...creating opportunities for sharing the parking allocation between different land uses.” Support for the reduced on-site parking is also based on pedestrian connections, available on-street parking within convenient walking distance from the subject site, current and planned transit services, and the proximity of the subject site to residential neighbourhoods and planned residential uses within walking distance. The report concludes by acknowledging that “the justification for the proposed

parking supply at the subject development is predicated on study area opportunities for reducing auto-usage and encouraging the use of non-auto modes.”

Policies and directions in the *PPS*, *The London Plan*, and the 1989 *Official Plan* encourage and support Traffic Demand Management (TDM) - reducing vehicle use (length and number of trips), transit-supportive development, and active transportation (walking, cycling) as primary modes of transportation. One way of achieving this is through intensification and redevelopment within settlement areas on existing municipal services (1.1.3.4, 1.6.6.2, 1.6.7, 1.7.1 c & d). The proposed adaptive re-use will add a range of uses on a developed site well-served by existing and planned future transit.

Development that supports existing transportation networks is also a direction and policy in the *PPS* (1.1.3.4), *The London Plan* (58_), and the 1989 *Official Plan* (18.1). Key Direction #4 in *The London Plan* is “Become one of the greenest cities in Canada” (58_). Policies 1, 5, 6 of this Key Direction specifically pertain to this application. Redeveloping an existing site and building supports the use of existing transit networks (BRT, walking) which reduces reliance on the private automobile and therefore, our carbon footprint. The connection of the site to existing sidewalks links it to its surroundings, supporting and promoting active forms of mobility. Key Direction #6 in *The London Plan* is to “Place new emphasis on creating attractive mobility choices” (60_). The requested mix of uses on the site will generate and attract activity throughout the entire day (beyond a standard workday), further supporting active transportation and public transit use. Transportation Objectives relating to this application are found in Section 18.1 of the 1989 *Official Plan*. Allowing the requested uses on the subject site will promote land use planning and development conducive to the efficient operation and increased use of the existing and future public transit system and alternative modes of transportation.

Consistent with Form policies in Section 841_ of *The London Plan*, the on-site parking area is located at the rear of the site. *The London Plan* states that parking requirements may be lower in parts of the city that have high accessibility to transit or are close to areas providing employment and generating high levels of attraction. The subject site is currently well-served by public transit. The existing building form and orientation, the location of its current and proposed entrances, and presence of public sidewalks along Dundas Street and Eleanor Street are pedestrian and transit supportive. The mix of uses will provide employment and generate activity and build on the attraction of the area with varying peak demand throughout the day. The area will be enhanced as a walkable environment consistent with the RTC Place Type through the East Link Project and anticipated future development. Short-term parking needs can also be accommodated by on-street parking within 200 metres of the subject site.

City of London Transportation is in support of the requested reduction in on-site parking. The subject site is well-connected via active transportation infrastructure and public transit, and future activity will support and be well-served by a developing public transit system. The requested reduction of on-site parking spaces to fifty-five (55) and exempting of outdoor patios to a maximum of 225 m² from parking requirements are supported by the location of the subject site, existing infrastructure, policies, priorities, and directions provided in the *PPS*, *The London Plan*, and the 1989 *Official Plan*.

Conclusion

It is recommended that Municipal Council approve the requested amendment to the 1989 *Official Plan* to change the designation for 1153-1155 Dundas Street from Light Industrial (LI) to Main Street Commercial Corridor (MSCC). This amendment would align the policies of the 1989 *Official Plan* with the policies of *The London Plan* for the subject site. This amendment is consistent with the *Provincial Policy Statement* which encourages focusing growth and development in settlement areas, re-using existing buildings and sites, and providing of a range and mix of land uses to support intensification, regeneration, and achieve compact and efficient forms of growth.

It is recommended that Municipal Council approve the requested amendment to change the zoning for 1153-1155 Dundas Street from Light Industrial 2 (LI2) to Business District Commercial with special provisions. This amendment would allow for a mix of uses on the site which will support the viability of the site and its transition from an industrial economic base, the adaptive re-use of an existing building while respecting its architectural heritage, and the efficient use of existing municipal services and infrastructure. This amendment is also consistent with Council's Climate Emergency declaration, as it supports the adaptive re-use of an existing building, the use of existing municipal services and infrastructure, and assists with reducing emissions and use of resources by reducing on-site parking (i.e., less vehicle trips, higher use of other modes of transportation).

Prepared by: Laurel Davies Snyder, MCIP, RPP
Planner II, Urban Regeneration

Submitted by: Britt O'Hagan, MCIP, RPP
Manager, City Building and Design

Recommended by: Gregg Barrett, AICP
Director, City Planning and City Planner

Note: The opinions contained herein are offered by a person or persons qualified to provide expert opinion. Further detail with respect to qualifications can be obtained from City Planning.

cc: Michael Tomazincic, MCIP, RPP, Manager, Current Planning

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2021

By-law No. C.P.-1284-
A by-law to amend the Official Plan for
the City of London, 1989, relating to
1153-1155 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 April 13, 2021.

Ed Holder
Mayor

Catharine Saunders
City Clerk

First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

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 (LI) to Main Street Commercial Corridor (MSCC) on Schedule "A", Land Use, to the Official Plan for the City of London.

B. LOCATION OF THIS AMENDMENT

1. This Amendment applies to lands located at 1153-1155 Dundas Street in the City of London.

C. BASIS OF THE AMENDMENT

The site-specific amendment allows for a mix of uses. The change in land use is appropriate for the site and compatible with the surrounding neighbourhood.

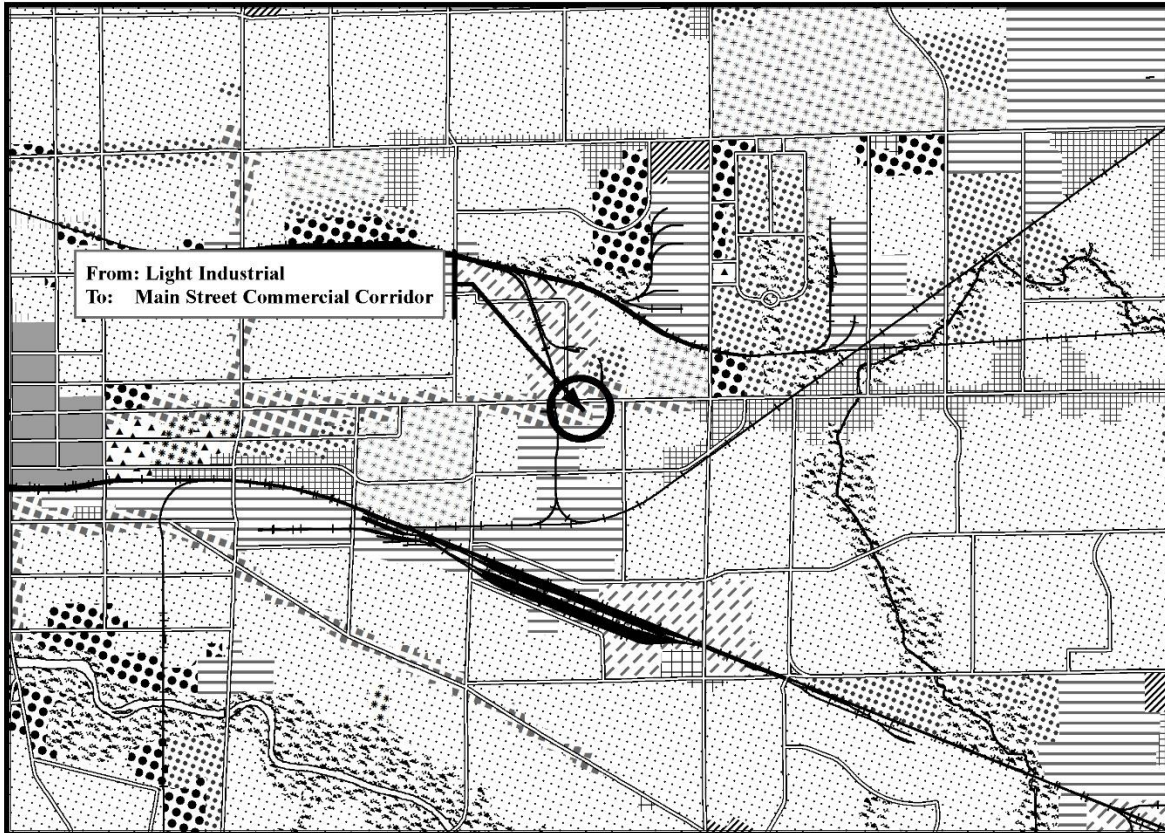
D. THE AMENDMENT

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 1153-1155 Dundas Street in the City of London, as indicated on "Schedule 1" attached hereto from Light Industrial to Main Street Commercial Corridor.

SCHEDULE 1

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 align="center">SCHEDULE A TO OFFICIAL PLAN</p> <p align="center">AMENDMENT NO.</p> <p>PREPARED BY: City Planning</p>	<p align="center"> Scale 1:30,000 0 150 300 600 900 1200 1500 Meters </p>	<p>FILE NUMBER: Z-9198</p> <p>PLANNER: LDS</p> <p>TECHNICIAN: JTS</p> <p>DATE: 2020/08/18</p>
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Appendix B

Bill No. (number to be inserted by Clerk's Office)
(2021)

By-law No. Z.-1-21_____

A by-law to amend By-law No. Z.-1 to
rezone an area of land located at 1153-
1155 Dundas Street.

WHEREAS Zelinka Priamo Ltd. has applied to rezone an area of land located at 1153-1155 Dundas Street, as shown on the map attached to this by-law, as set out below.

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1153-1155 Dundas Street, from a Light Industrial 2 (LI2) Zone to a Business District Commercial Special Provision (BDC ()) Zone.
- 2) Section Number 25.4 of the Business District Commercial (BDC) Zone is amended by adding the following special regulations:

- | | | |
|-----|--------|------------------------------------------------------------------------------------------------------------------------------------------------------|
| () | BDC() | 1153 – 1155 Dundas Street |
| | a) | Regulations |
| | | i) Parking (min) 55 spaces |
| | | ii) Notwithstanding Section 4.18 (5), parking shall not be required for outdoor patios which have a Gross Floor Area of less than 225 m ² |

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

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

PASSED in Open Council on April 13, 2021.

Ed Holder
Mayor


Catharine Saunders
City Clerk

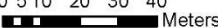
First Reading – April 13, 2021
Second Reading – April 13, 2021
Third Reading – April 13, 2021

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



File Number: Z-9198
Planner: LDS
Date Prepared: 2020/08/18
Technician: JTS
By-Law No: Z.-1-

SUBJECT SITE 

1:1,500
 0 5 10 20 30 40
 Meters



Appendix C – Agency and Departmental Comments

Architectural Conservancy Ontario – London Region Branch



Architectural Conservancy Ontario – London Region Branch
Grosvenor Lodge
1017 Western Road
London, ON N6G 1G5

June 28, 2020

Laurel Davies Snyder, Planning Department – lsnyder@london.ca
Jesse Helmer, Ward Councillor – jhelmer@london.ca

Other members of Planning & Environment Committee:
Maureen Cassidy (Chair) – mcassidy@london.ca
Arielle Kayabaga – akayabaga@london.ca
Anna Hopkins – ahopkins@london.ca
Stephen Turner – sturner@london.ca

Re File: O-9207 & Z-9198, Official Plan and Zoning Amendments for 1153–1155 Dundas Street

Dear Ms. Snyder and Councillors:

I write on behalf of ACO London in support of the proposed official plan and zoning amendments that would change 1153–1155 Dundas St. from Light Industrial to Main Street Commercial Corridor. I understand that this amendment would permit a mix of office and retail uses, artisan workshops, restaurant, craft brewery, display of specialty automobiles, and a site-specific regulation for a reduction in parking.

The appropriate adaptive reuse of buildings listed on London's Register of Cultural Heritage Resources is one of ACO's foremost goals. In this case, we are glad to see the owner intends to retain and reuse the heritage assets in this listed property and is in favour of a heritage designation of the property under Part IV of the Ontario Heritage Act.

Of course, we realize that these are early days in the project. The oldest part of the building is covered in metal cladding and more exploration and reporting will be necessary before the project begins. The applicant's proposal may change depending on the condition of the structure. However, at this stage, ACO supports the proposed zoning amendment to allow the necessary renovations. The proposal sounds like it may bring new life and business to the "Smoke Stack District."

Sincerely,

Jennifer Grainger
President, London Region Branch, Architectural Conservancy Ontario

Copy: Cathy Saunders, City Clerk (csaunders@london.ca)
Heather Lysinski, Secretary, PEC (hlysinsk@london.ca)

Architectural Conservancy Ontario – London Region Branch
Grosvenor Lodge, 1017 Western Road, London ON N6G 1G5
Telephone: 519-645-0981 | Fax: 519-645-0981 | Web: www.acolondon.ca | E-mail: info@acolondon.ca

The past. Our present. Your future.





MEMO

To: Laurel Davies Snyder,
Planner II, Urban Regeneration

From: Laura E. Dent, Heritage Planner

Date: July 8, 2020

**Re: Heritage Impact Assessment – Complete
Application Requirements
1153-1155 Dundas Street (Z-9198)
Development Services Heritage Comments**

This memo is to confirm that I have reviewed the following and find the report's (analysis, conclusions and recommendations) to be sufficient to fulfill heritage impact assessment requirements for (Z-9198):

- Zelinka Priamo Ltd (2020, March 16). *Heritage Impact Assessment, 1153-1155 Dundas Street, City of London.*

The existing buildings on the subject lands are proposed to be retrofitted – internally and externally – to accommodate a range of new uses. This will result primarily in interior retrofitting of the existing buildings. Removal of a small loading dock at the rear can occur without further approvals. No heritage alteration permit (HAP) will be required for exterior alterations on the existing buildings as a condition of site plan approval.

Note that the heritage impact assessment (HIA) indicates that further exploratory work is required to determine the condition of the structure and original windows. DS-heritage staff should be kept abreast regarding results from such investigations and any changes to the scope of the proposal. If the scope of the proposal changes significantly, a revised HIA may be required.

The property owner has expressed interest, and is encourage to pursue, designation of the property under Part IV of the *Ontario Heritage Act*. Outcomes from the HIA determined that it is too early to prepare a draft Statement of Significance because the main and oldest part of the building is covered in metal cladding. (p3) To ensure the retention and conservation of possible heritage attributes at 1153-1155 Dundas Street, identification and protection of attributes should occur as soon as they are revealed from exploratory investigations of the exterior.

Specific supportable conclusions of the HIA are as follows:

The intent is to maintain the building, as much as possible, as it is today with the exception of the removal of the exterior metal cladding. It is intended to restore the facades to their original industrial appearance including retaining and restoring entrances, windows and window openings.

300 Dufferin Avenue | P.O. Box 5035 | London, ON N6A 4L9 | (519) 661-2489 | www.london.ca

At this stage, there are no physical changes proposed to the subject lands, which includes exterior changes to the existing building. Any concept plans are preliminary and subject to the Site Plan Approval process. (p14)

Based on the review of the HIA, heritage staff is satisfied that there will be no adverse impacts to the adjacent LISTED property at 1173 Dundas Street. The property owner and their representative will work with DS-heritage staff to identify and conserve significant heritage attributes identified through exploratory investigation of the exterior at 1153-1155 Dundas Street. The HIA can be accepted to meet heritage impact assessment requirements for (Z-9198).

Sincerely,

Laura E. Dent

Development Services
Heritage Planner
M.Arch, PhD, MCIP, RPP

City of London – Rapid Transit (RT) and Transportation

Rapid Transit:

There do not seem to be any changes that impact the RT corridor. RT comments on the zoning pre-application for 1153-1155 Dundas St:

- Dundas Street is a Rapid Transit Corridor, and the Environmental Project Report (EPR) engineering drawings can be found on the website at: <https://www.londonbrt.ca/epr/> (refer to Appendix A: East Corridor, page 7 of 14 or attached);
- Construction of the “East London Link” corridor is scheduled for 2022 – 2024;
- There is a Rapid Transit station proposed on Dundas Street, just east of McCormick Boulevard; and
- With the implementation of center-running transit lanes on Dundas Street, a raised median will be constructed. Turning movements onto Dundas Street will be restricted to right in / right out at Eleanor Street.

Transportation:

- The future RT plans can be accommodated within the anticipated 20m road widening on Dundas Street. Please pursue the maximum from the zoning by-law.
- 6' x 6' Daylight Triangle at the corner of Eleanor and Dundas Street will be requested.
- Encroachments along Dundas Street should be removable in nature.
- Detailed plans should be submitted for review.

London Advisory Committee on Heritage (LACH)

That the following actions be taken with respect to the Notice of Planning Application, dated May 19, 2020, from L. Davies Snyder, Planner II, related to Official Plan and Zoning By-law Amendments with respect to the properties located at 1153-1155 Dundas Street:

- a) L. Davies Snyder, Planner II, BE ADVISED that the London Advisory Committee on Heritage (LACH) is in support of the preliminary research and findings of the Heritage Impact Assessment, dated March 16, 2020, from Zelinka Priamo Ltd.; it being noted that the LACH believes the smokestacks on the property to be a significant heritage attribute and supports incorporation and retention of the structure in the adaptive reuse of this heritage listed property; and,
- b) the above-noted Notice of Application BE RECEIVED.



**Reply Sheet for City of London Applications
to be Reviewed by
London Hydro Engineering**

Date: May 26, 2020
 To: City of London Planning Division – Room 609
 Attn: Laurel Davies Snyder

RE: Address: 1153 - 1155 Dundas Street
Applicant: City of London and Zelinka Priamo Ltd.
File/Ref #: O-9207 & Z-9198

London Hydro Response:

Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining save clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.	<input checked="" type="checkbox"/>
This site is presently serviced by London Hydro. Contact the Engineering Dept. if a service upgrade is required to facilitate the new building. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining save clearances from L.H. infrastructure is mandatory. Note: Transformation lead times are minimum 16 weeks. Contact the Engineering Dept. to confirm requirements & availability.	<input type="checkbox"/>
Servicing the above proposal should present no foreseeable problems. Any new and/or relocation of existing infrastructure will be at the applicant's expense, maintaining save clearances from L.H. infrastructure is mandatory. A blanket easement will be required. Note: Transformation lead times are minimum 16 weeks. Contact Engineering Dept. to confirm requirements & availability.	<input type="checkbox"/>
London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. Any new or relocation of the existing service will be at the expense of the owner.	<input checked="" type="checkbox"/>
London Hydro has no objection to this proposal or possible official plan and/or zoning amendment. However, London Hydro will require a blanket easement.	<input type="checkbox"/>

Signed: 
 Hans Schreff
 Manager, CDM Department
 519-661-5800 ext. 5014

Committee of Adjustment
 Notice of Application
 Site Plan Consultation
 Site Plan Application

Ministry of the Environment (MOE)

RE: 1153-1155 Dundas Street, Zoning Amendment for Redevelopment, City of London, County of Middlesex and the *Endangered Species Act, 2007*

Thank you for circulating this proposal to the Ministry of the Environment, Conservation and Parks (MECP) Species at Risk Branch (SAR).

Based on the information provided, an initial species at risk (SAR) information screening has been completed under the *Endangered Species Act, 2007* (ESA 2007) for the above-noted project location with respect to endangered and threatened species in Ontario.

- There are known occurrences of Chimney Swift (threatened, with species and general habitat protection) at the project location.
- There are known occurrences of Barn Swallow (threatened, with species and general habitat protection) in the general area with potential to also occur at the project location.
- SARB recommends that SAR field assessments be completed by a qualified professional since there is a high likelihood for SAR species and/or habitat to occur within the proposed project footprint and potentially be impacted. Attached are General Habitat Descriptions for Chimney Swift and Barn Swallow that provide additional information on how to assess habitat for these species as well as how habitat protection is applied under the ESA 2007 for both species.
- The results of the SAR field assessments (as well as details and timing of the proposed project) should be submitted to SAROntario@ontario.ca for review in order for SARB to provide guidance on any authorizations under the ESA 2007 (e.g. permit, registry) that may be required before the project and/or site alteration can occur.

Please note that this is an initial screening for endangered and threatened SAR and the absence of an element occurrence does not indicate the absence of species. The province has not been surveyed comprehensively for the presence or absence of SAR and Ontario's data relies on observers to report sightings of SAR.

The position of SARB is based on the information that has been provided by the City. Should information not have been made available and considered in our review, or new information comes to light, or if on-site conditions and circumstances change, please contact SARB as soon as possible (SAROntario@ontario.ca) to discuss next steps.

Regards,

Catherine Stewart

Management Biologist

Permissions and Compliance, Species at Risk Branch

Ministry of the Environment, Conservation and Parks

Parks Planning and Design

Parks Planning and Design staff have reviewed the submitted official plan and zoning by-law application and notes the following:

Parkland dedication has not been collected for the subject lands. Consistent with the regulations of the Ontario Planning Act, the applicant shall provide cash-in-lieu of parkland equal to 2% of the value of the property assessed on the day before the day of issuance of a building permit at the time of site plan approval.

An appraisal by an Accredited Appraiser (AACI) will be required to review and the value the payment.

Appendix D – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested land use change. The most relevant policies, by-laws, and legislation are identified in the following sections.

Provincial Policy Statement, 2020

Section 1.0 Building Strong Healthy Communities

Section 2.0: Wise Use and Management of Resources

Specific *PPS* policies relevant to and consistent with this application include:

Sustain healthy, liveable and safe communities (1.1.1) by:

- promoting efficient development and land use patterns (1.1.1 a);
- accommodating appropriate affordable employment and other uses to meet long term needs (1.1.1 b);
- using land and resources wisely to promote and support vitality and regeneration of settlement areas and communities and specifically:
 - focus growth and development in settlement areas (1.1.3.1);
 - base land use patterns on a mix of uses that efficiently use land and resources, support active transportation, are transit-supportive (1.1.3.2) and are based on a range of uses and opportunities of intensification and redevelopment.

Promote economic development and competitiveness (1.3.1) by:

- providing for a mix and range of employment, institutional, and broader mixed uses to meet long-term needs (1.3.1 a);
- providing opportunities for a diversified economic base that support a wide range of economic activities and ancillary uses, taking existing and future needs of businesses into account (1.3.1 b);
- encouraging compact, mixed-use development and incorporate compatible employment uses to support liveable and resilient communities (1.3.1 d)

Provide and use infrastructure facilities efficiently and in a way that also prepares for the impacts of a changing climate by considering opportunities for adaptive re-use (1.6.3 b).

Support and make efficient use of transportation systems and existing infrastructure (1.6.7) by promoting a mix of uses that supports current and future use of transit and active transportation (1.6.7.4).

Support long-term economic prosperity (1.7) by:

- promoting opportunities for economic development (1.7.1 a); and,
- encouraging a sense of place by conserving features that help define character (1.7.1 e)

Support energy conservation and efficiency, improved air quality, reduced greenhouse gas emissions and prepare for the impacts of a changing climate through land use and development patterns (1.8.1) which:

- promote use of active transportation and transit in and between different land uses (1.8.1 b);
- focus commercial uses on sites well-served by transit (1.8.1 c); and,
- encourage transit-supportive development and intensification (1.8.1 e).

Protect the habitat of endangered species and threatened species by only permitting development in accordance with provincial and federal requirements (2.1.7).

Conserve significant built heritage resources and cultural landscapes (2.6.1 and consider and promote plans to conserve these resources (2.6.4).

The London Plan

The Critical Importance of Transportation (11_, 12_)

New Demands for Urban Living (13_)

Climate Change (18_)

City Building for Economic Growth and Prosperity (19_-23)

Key Directions (54_-62_))

City Design

Mobility

Cultural Heritage

Green and Healthy City

Rapid Transit Corridor Place Type

Environmental Policies

1989 Official Plan

Chapter 1 - Introduction

Chapter 4 – Commercial Land Use Designations

Chapter 7 – Industrial Land Use Designations

Chapter 14 – Heritage Resources Policies

Chapter 15 – Environmental Policies

Chapter 18 - Transportation

Z-1 Zoning By-law

Section 4: General Provisions

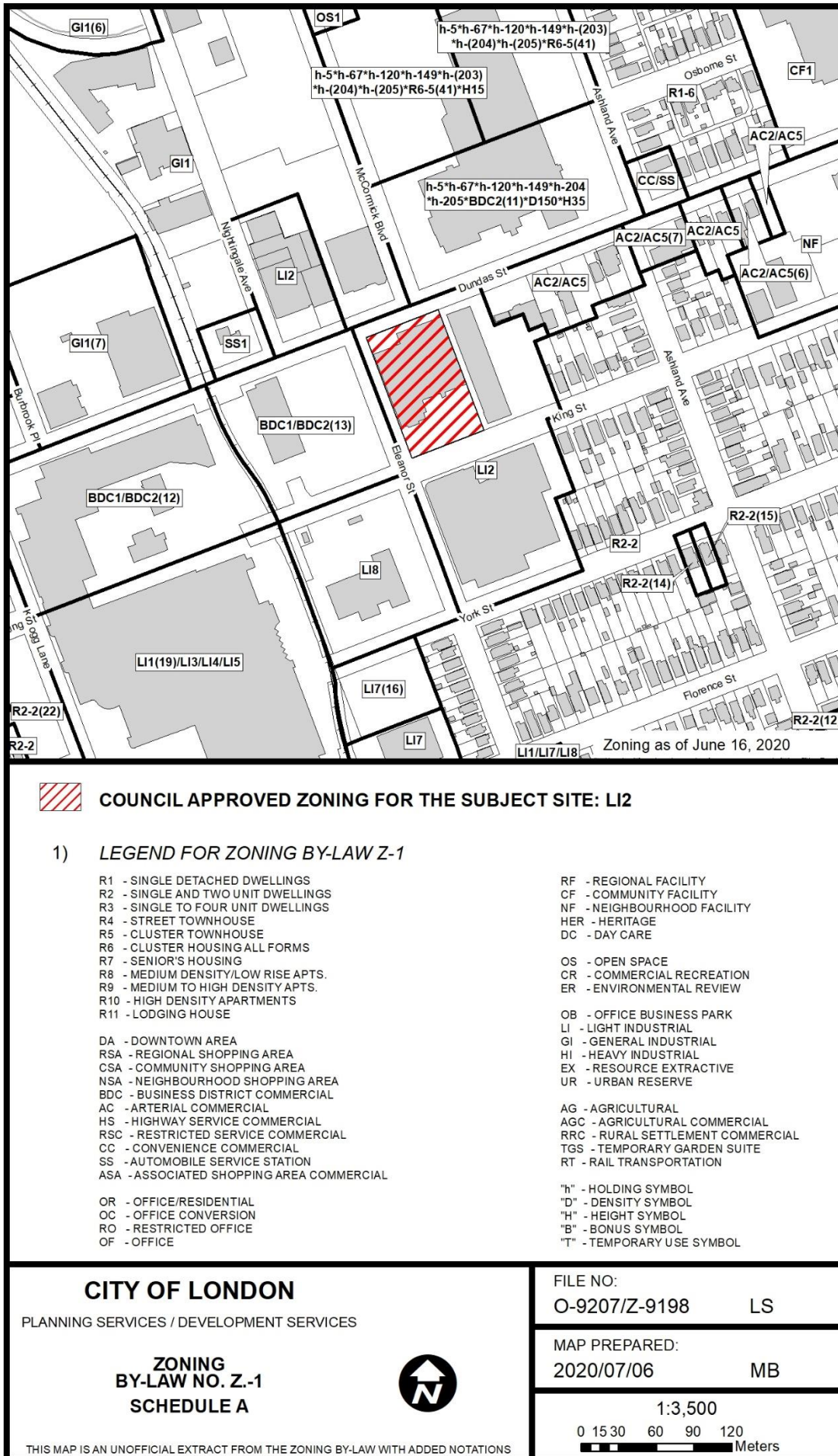
Section 40: Light Industrial (LI) Zone

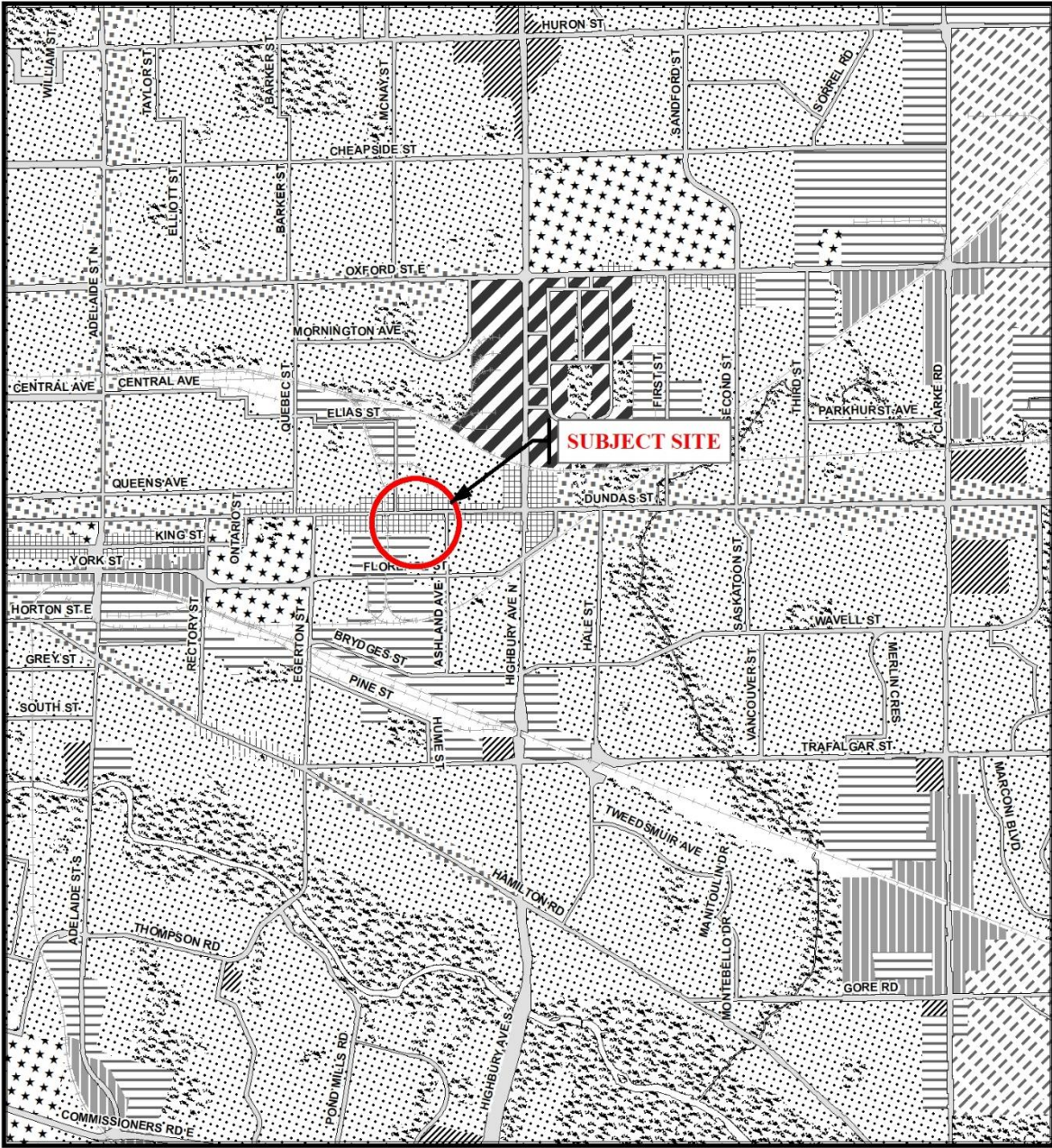
Section 25 - Business District Commercial (BDC) Zone)

Schedule "B" – Key Maps (Parking)

Appendix E – Relevant Background

Additional Maps





Legend

- | | | |
|------------------------|--------------------------|-----------------------------------------|
| Downtown | Future Community Growth | Environmental Review |
| Transit Village | Heavy Industrial | Farmland |
| Shopping Area | Light Industrial | Rural Neighbourhood |
| Rapid Transit Corridor | Future Industrial Growth | Waste Management Resource Recovery Area |
| Urban Corridor | Commercial Industrial | Urban Growth Boundary |
| Main Street | Institutional | |
| Neighbourhood | Green Space | |

This is an excerpt from the Planning Division's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

At the time of the printing of this map, the Rapid Transit EA is in progress. This map shows the Rapid Transit Corridors and Urban Corridors to recognize potential alignments. These Place Types will be modified to align with the results of the EA process for the final version of The London Plan.

CITY OF LONDON

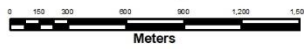
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**LONDON PLAN MAP 1
- PLACE TYPES -**

PREPARED BY: Planning Services



Scale 1:30,000



File Number: O-9207/Z-9198

Planner: LS

Technician MB

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