

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development

Subject: Application by McCormick Villages Inc.
1156 Dundas Street
Public Participation Meeting

Date: October 5, 2022

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to the application by McCormick Villages Inc. relating to lands located at 1156 Dundas Street:

- (a) the proposed by-law attached hereto as Appendix "A" **BE INTRODUCED** at the Municipal Council meeting to be held on October 17, 2022 to amend The London Plan by revising policy 1059_ to allow uses permitted under the Mid-Rise Residential designation and a maximum height of up to 4 storeys instead of 5 storeys south of the extension of Gleeson Street between McCormick Boulevard and Ashland Avenue; and to allow uses permitted under the Low-Rise Residential designation north of the western extension of Gleeson Street, consistent with the McCormick Area Secondary Plan;
- (b) the proposed by-law attached hereto as Appendix "B" **BE INTRODUCED** at the Municipal Council meeting on October 17, 2022 to amend the McCormick Area Secondary Plan to revise Schedule 1 "Community Structure Plan" to remove two segments of the "Potential Connection" delineation extending west from Sparton Street between Ashland Avenue and McCormick Boulevard and extending west from Osborne Street between Ashland Avenue and McCormick Boulevard, and to add a new segment of the "Potential Connection" between Ashland Avenue and McCormick Boulevard; to revise policy 20.8.2.2 to include wording such that "opportunities should be explored to create new public connections to increase the walkability of the area", and "the creation of other east-west local streets as public connections, either in the form of public streets or public pathways, are also ideal opportunities to provide new linkages when sites redevelop"; and to revise Schedule 3 "Street Hierarchy" to remove one segment of the "Future Publicly Accessible Connection" delineation extending west from Osborne Street between Ashland Avenue and McCormick Boulevard, and to add a new segment of the "Future Publicly Accessible Connection" between Ashland Avenue and McCormick Boulevard;
- (c) the proposed by-law attached hereto as Appendix "C" **BE INTRODUCED** at the Municipal Council meeting October 17, 2022 to amend Zoning By-law No. Z.-1, in conformity with the Official Plan, to change the zoning of the subject property **FROM** a Holding Business District Commercial Special Provision (h-5•h-67•h-120•h-149•h-204•h-205•BDC2(11)•D150•H35) Zone, a Holding Residential R6 Special Provision (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)) Zone, a Holding Residential R6 Special Provision (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H15) Zone, a Holding Residential R1 (h-67•h-202•h-203•h-205•R1-2) Zone, and an Open Space (OS1) Zone **TO** a Holding Business District Commercial Special Provision (h•h-5•h-100•h-120•h-149•h-204•h-205•h-__•BDC2(11)•D150•H35) Zone, a Holding Residential R6 Special Provision (h•h-5•h-100•h-120•h-149•h-203•h-204•h-205•h-__•h-__•R6-5(41)•H13.5) Zone, a Holding Residential R6 Special Provision (h•h-5•h-100•h-120•h-149•h-203•h-204•h-205•h-__•h-__•R6-5(41)•H15) Zone, a Holding Residential R4 Special Provision (h•h-5•h-100•h-202•h-203•h-205•h-__•h-__•R4-3()) Zone, and an Open

Space (OS1) Zone;

- (d) the Approval Authority **BE ADVISED** of the issues, if any, raised at the public meeting with respect to the application for Draft Plan of Subdivision submitted by McCormick Villages Inc. relating to the lands located at 1156 Dundas Street;
- (e) the Approval Authority **BE ADVISED** that Municipal Council supports issuing draft approval of the proposed plan of subdivision as submitted by McCormick Villages Inc. (Project No. 180204), certified by Terry Dietz O.L.S., dated September 21, 2021 and revised September 2022, as red-line amended, which shows 1 medium density/commercial block, 3 medium density blocks, 1 park block, 1 future road block, 1 road widening block, 1 road realignment block, and 3 reserve blocks, served by 1 new street (Gleeson Steet), **SUBJECT TO** the conditions contained in the attached Appendix 'D'; and,
- (f) the request to amend Zoning By-law No. Z.-1 to amend the zoning on Block 3 of the proposed draft plan of subdivision from a Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H15) Zone to a Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H21•D150) Zone permit a maximum height of 21 metres and a maximum density of 150 units per hectare whereas a maximum height of 15 metres and a maximum density of 125 units per hectare are currently permitted, **BE REFUSED** for the following reasons:
 - i) The proposed amendment does not conform to the in-force policies of The London Plan, including but not limited to the Key Directions, Rapid Transit Corridors Place Type and Neighbourhoods Place Type Policies.
 - ii) The proposed amendment does not conform to the in-force policies of The McCormick Area Secondary Plan, including but not limited to the Principles and Character Area Land Use Designations Policies.

Executive Summary

Summary of Request

The request is for approval of a Draft Plan of Subdivision consisting of one (1) medium density residential/commercial block, three (3) medium density residential blocks, one (1) park block, one (1) future road block, one (1) road widening block, one (1) road alignment block, three (3) reserve blocks, serviced by the extension of the Gleeson Street; and for approval of zoning by-law amendments associated with blocks with the proposed Plan of Subdivision. Amendments to *The London Plan* and the *McCormick Area Secondary Plan* have been initiated by the City to ensure clearer interpretation of the Official Plan and to assist in implementing future development proposals.

Purpose and Effect of the Recommended Action

The purpose and effect is to recommend that the Approval Authority for the City of London issue draft approval of the proposed draft plan of subdivision, subject to conditions attached to this report; and that Municipal Council approve the recommended Official Plan amendment and Zoning By-law amendment. It is noted that City staff are recommending refusal of the requested Zoning By-law Amendment on Block 3 of the proposed Draft Plan to a maximum height of 21 metres and a maximum density of 150 units per hectare as it is not consistent with *The London Plan* and the *McCormick Area Secondary Plan*. Staff are recommending that the current zone regulations for density and height are appropriate for the block and should be maintained, consistent with the City-initiated amendment to *The London Plan* policy to allow a height of up to 4 storeys instead of 5 storeys on the western half of the subject site fronting McCormick Boulevard, consistent with the *McCormick Area Secondary Plan*.

Rationale of Recommended Action

1. The proposed and recommended amendments are consistent with the *Provincial Policy Statement 2020*, which promotes a compact form of development in strategic locations to minimize land consumption and servicing costs, provide for and accommodate an appropriate affordable and market-based range and mix of housing type and densities to meet the projected requirements of current and future residents.
2. The proposed Draft Plan of Subdivision and zoning conforms to the in-force policies of *The London Plan*, including but not limited to the Rapid Transit Corridor Place Type, Neighbourhoods Place Type, Our Strategy, City Building and Design, Our Tools, and all other applicable London Plan policies.
3. The proposed and recommended amendments conform to the in-force policies of *The London Plan*, including but not limited to the Rapid Transit Corridor Place Type and the Neighbourhoods Place Type.
4. The proposed and recommended amendments conform to the in-force policies of the *McCormick Area Secondary Plan*, including but not limited to the Transit Oriented designation, Mid-Rise Residential designation and the Low-Rise Residential designation.
5. The proposed and recommended zoning amendments will facilitate an appropriate form of low and medium density residential development that conforms to *The London Plan*, and the *McCormick Area Secondary Plan*.
6. The recommended Draft Plan is focused on the restoration and adaptive re-use of the former McCormick's Factory into a mid-rise mixed use building. The recommended Draft Plan also supports a mix of housing types within the site including street townhouses, a long-term care facility and a seniors' apartment building. The Draft Plan has been designed to support these uses and to achieve the adaptive re-use of a significant, heritage designated former industrial building and a future development pattern that is pedestrian friendly, transit supportive and accessible to the surrounding community. The Applicant will providing a publicly accessible multi-use pathway to allow for interior and exterior connectivity to the site. The Applicant will enter into a public use agreement with the City.

Linkage to the Corporate Strategic Plan

This application supports the Building a Sustainable City area of focus in the Corporate *Strategic Plan* by ensuring that the City of London's growth and development are well planned and sustainable over the long term.

Analysis

1.0 Background Information

1.1 Previous Reports Related to this Matter

November 26, 2015 – Report to Planning and Environment Committee – Draft McCormick Area Secondary Plan (File No. OZ-7601).

November 26, 2015 – Report to Planning and Environment Committee – 1156 Dundas Street Application for Approval Official Plan Amendment and Zoning By-law Amendment – City of London (File No. OZ-8489).

1.2 Property Description

The subject lands are located at 1156 Dundas Street and consist of the lands associated with the former McCormick' Factory with a total area of approximately 5

hectares (12 acres). The property is in the McCormick Area Secondary Plan area, and is unique to the area as it is the only property currently designated under Part IV of the *Ontario Heritage Act*. The former industrial property is a brownfield site and has been vacant for a number of years.

The lands are surrounded by an established residential neighbourhood to the north and east, and to the south has frontage along Dundas Street, which is designated as one of the City's Rapid Transit corridors. Directly to the west, the lands consist of active and non-active industrial and office uses that are transitioning over time to less-intensive uses. Within this area and further to the west and northwest, a number of properties contribute the industrial heritage character of the area, and are under consideration for identification as being of potential heritage value or interest by the City. To facilitate the transition to less-intensive uses, the surrounding lands are designated for residential, mixed-use, industrial-commercial, and the greatest level of commercial and residential use intensity is focused along Dundas Street to support the Rapid Transit corridor.

1.3 Current Planning Information (see more detail Appendix F)

- The London Plan Place Type – Rapid Transit Corridor and Neighbourhoods
- McCormick Area Secondary Plan Designation – Transit Oriented, Mid-Rise Residential and Low-Rise Residential
- Zoning – Holding Business District Commercial Special Provision (h-5•h-67•h-120•h-149•h-204•h-205•BDC2(11)•D150•H35) Zone, Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)) Zone, Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H15) Zone, Holding Residential R1 (h-67•h-202•h-203•h-205•R1-2) Zone, Open Space (OS1) Zone

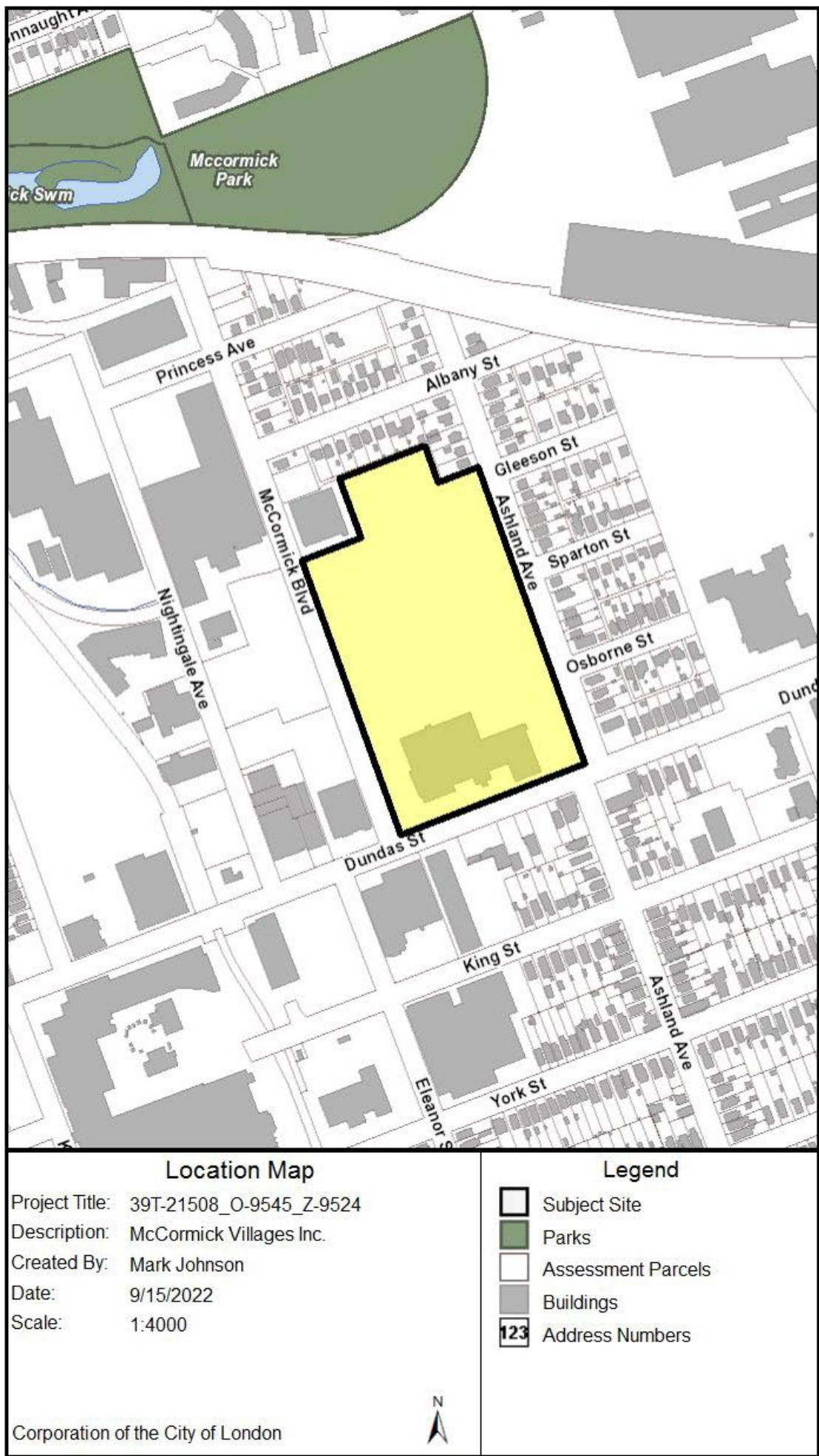
1.4 Site Characteristics

- Current Land Use – industrial, vacant
- Frontage – approx. 178 metres (584 ft) on Dundas Street
- Depth – 318 metres (1043 ft)
- Area – 5 hectares (12 acres)
- Shape – irregular

1.5 Surrounding Land Uses

- North – existing residential
- East – existing residential
- South – commercial
- West – industrial/office

1.6 Location Map



1.7 Planning History

On December 8, 2015, Municipal Council adopted the McCormick Area Secondary Plan to guide the evolution of the former McCormick's Factory and adjacent lands into a vibrant mixed-use neighbourhood which permits specified new uses within the industrial heritage area, creates open space linkages, integrates with the surrounding neighbourhood and supports emerging businesses. At the same Council meeting, City staff also brought forward a report to amend the Official Plan and Zoning By-law to facilitate the redevelopment of the McCormick Factory property. The recommended amendments were approved by Municipal Council and delineated the site into 3 distinct areas, including the extension of Gleeson Street from Ashland Avenue to McCormick Boulevard, as illustrated below in Figure 1. Area 1 is to retain the original historic portion of the McCormick Factory building and repurpose for mixed-use residential/commercial and parking. Within Area 2, the later additions to existing McCormick building are to be demolished and open space is to be provided in the northwest corner, and it is envisioned that mid-rise apartment buildings, a low-rise seniors apartment building, and townhouses would be developed. Within Area 3, it's contemplated that single detached dwellings will be developed, including the extension of Gleeson Street from Ashland Avenue to McCormick Boulevard. Since the adoption of the Plan in 2015, the Owner of the subject lands has been working remediate the site, and on March 4, 2022, a Record of Site Condition was filed on the Ministry of Environment, Conservation and Parks (MOECP) Environmental Site Registry.



Figure 1 – Former McCormick Factory property, known municipally at 1156 Dundas Street, shown as three distinctly separate areas

2.0 Discussion and Considerations

2.1 Current Development Proposal

The Applicant has modified the original proposal that was submitted as part of their application to the City of London. The revised Draft Plan consists of one (1) medium density residential/commercial block (Block 1); three (3) medium density residential blocks (Blocks 2-4); one (1) park block (Block 7); one (1) future road block; one (1) road

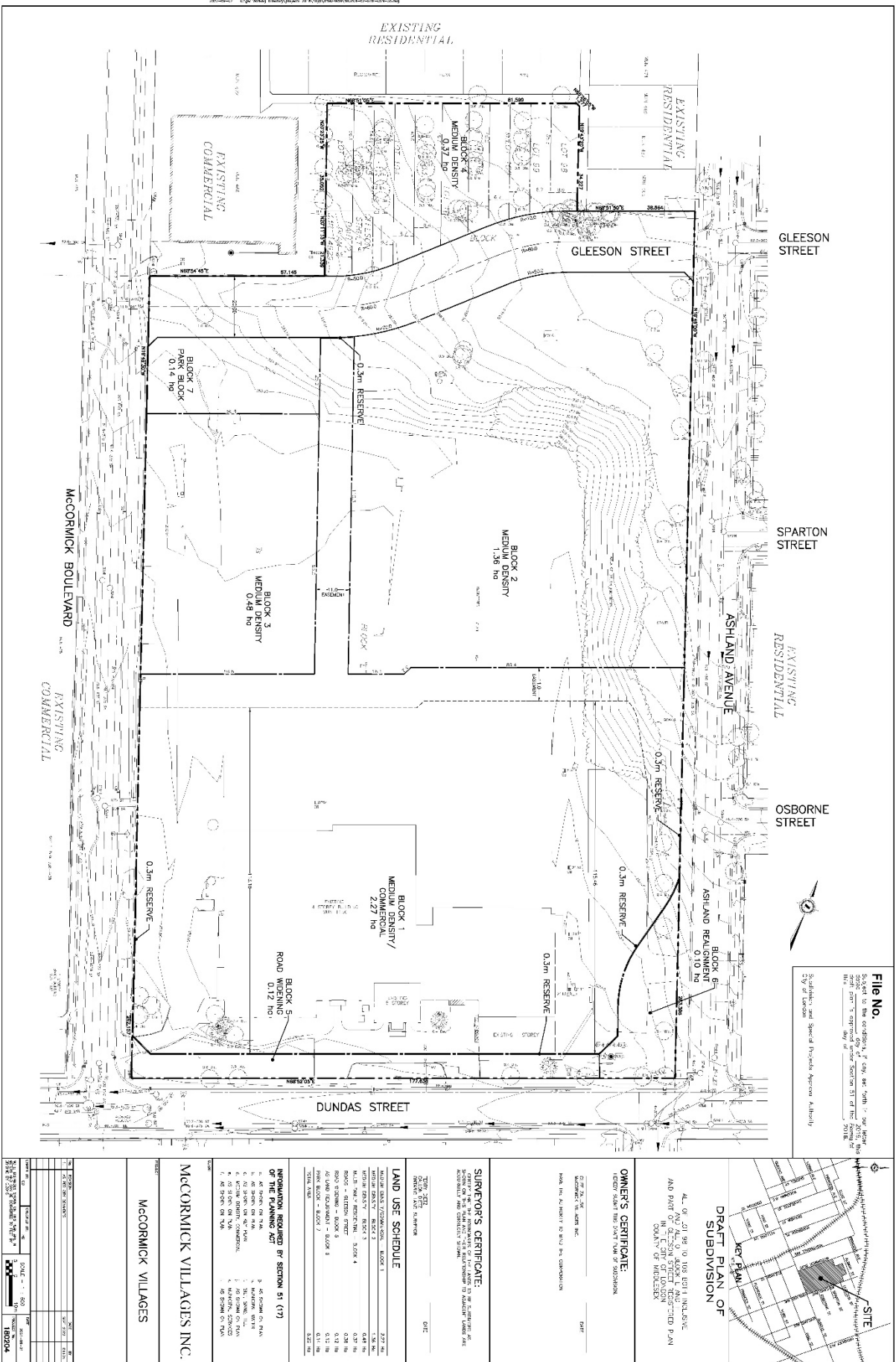
widening block (Block 5); one (1) road realignment block (Block 6); and three (3) reserve blocks, serviced by the extension of Gleeson Street; and for the approval of zoning by-law amendments associated with the blocks with the proposed plan of subdivision.

The Draft Plan incorporates the following key features:

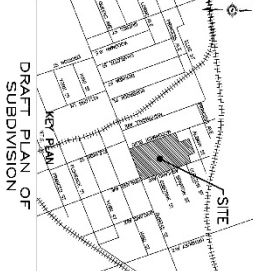
- redevelopment of the former McCormick's Factory property designated under Part IV of the *Ontario Heritage Act*)
- remediation and redevelopment of a brownfield site
- restoration and adaptive reuse of the heritage building into a mid-rise mixed-use building (e.g. office, retail, apartment uses)
- highest building heights and densities will be within existing McCormick building fronting Dundas Street and transition to the interior of the site which is proposed to include a long-term care facility on the eastern side of the site and seniors' apartments for the western side of the site, south of the future extension of Gleeson Street
- street townhouses to the north of the extension of Gleeson Street are planned to complement and integrate with the established residential neighbourhood, and to assist in transitioning from the heights and densities that are proposed for the medium density residential development within the site
- medium density housing is planned to be compatible with the existing residential neighbourhood adjacent to the site, and to help create a "complete community" that provides residents opportunities for different housing options and affords them the ability to age in place as their housing needs change
- neighbourhood park is planned for northwest area of the site, and is intended to provide amenity space for the residents within the neighbourhood
- proposed pathway system to provide internal and exterior connectivity to site, and Gleeson Street will be extended to west and the "Green Link" corridor will be incorporated within public right-of-way
- further detail on the application can be found in the "Requested Amendment" section of the report

It is noted that an end user has been identified for Block 2 (Extendicare Canada Inc.), and is concurrently proceeding through the site plan process to facilitate a long-term care facility for the lands.

2.2 Proposed Draft Plan of Subdivision



FILE NO.
 Subdivision and Special Projects Approval Authority
 200 of London
 File No. 2018-0001
 Site No. 2018-0001
 Site Name: McCormick Villages
 Site Address: 200 of London
 Site Area: 1.58 ha
 Site Zoning: R10
 Site Use: Residential
 Site Date: 2018-01-01
 Site Status: Proposed
 Site Owner: McCormick Villages Inc.
 Site Contact: 200 of London
 Site Phone: 200 of London
 Site Email: 200 of London
 Site Website: 200 of London
 Site Notes: 200 of London
 Site References: 200 of London
 Site Sources: 200 of London
 Site Credits: 200 of London
 Site Acknowledgements: 200 of London
 Site Disclaimers: 200 of London
 Site Warnings: 200 of London
 Site Cautions: 200 of London
 Site Restrictions: 200 of London
 Site Conditions: 200 of London
 Site Assumptions: 200 of London
 Site Dependencies: 200 of London
 Site Interactions: 200 of London
 Site Impacts: 200 of London
 Site Mitigations: 200 of London
 Site Resolutions: 200 of London
 Site Outcomes: 200 of London
 Site Conclusions: 200 of London
 Site Recommendations: 200 of London
 Site Next Steps: 200 of London
 Site Contact Info: 200 of London
 Site Further Info: 200 of London
 Site Additional Info: 200 of London
 Site Final Info: 200 of London
 Site End Info: 200 of London



ALL OF 201 98 TO THE EAST, INCLUDE
 AND PART OF GLEESON STREET RECONFIGURED PLAN
 COUNTY OF MIDDLESEX

OWNER'S CERTIFICATE:
 I, the undersigned, being the owner of the land shown on the plan of subdivision, hereby certify that the plan of subdivision is a true and correct copy of the original plan of subdivision as filed with the Registrar of Land.

SURVEYOR'S CERTIFICATE:
 I, the undersigned, being a duly qualified and licensed surveyor, hereby certify that the plan of subdivision is a true and correct copy of the original plan of subdivision as filed with the Registrar of Land.

LAND USE SCHEDULE

Block	Area (ha)	Use
Block 1	227	Medium Density/Commercial
Block 2	1.58	Medium Density
Block 3	0.48	Medium Density
Block 4	0.37	Medium Density
Block 5	0.12	Road
Block 6	0.10	Ashland Realignment
Block 7	0.14	Park Block
TOTAL AREA	232.1	

REGULATION REQUIRED BY SECTION 51 (17) OF THE PLANNING ACT

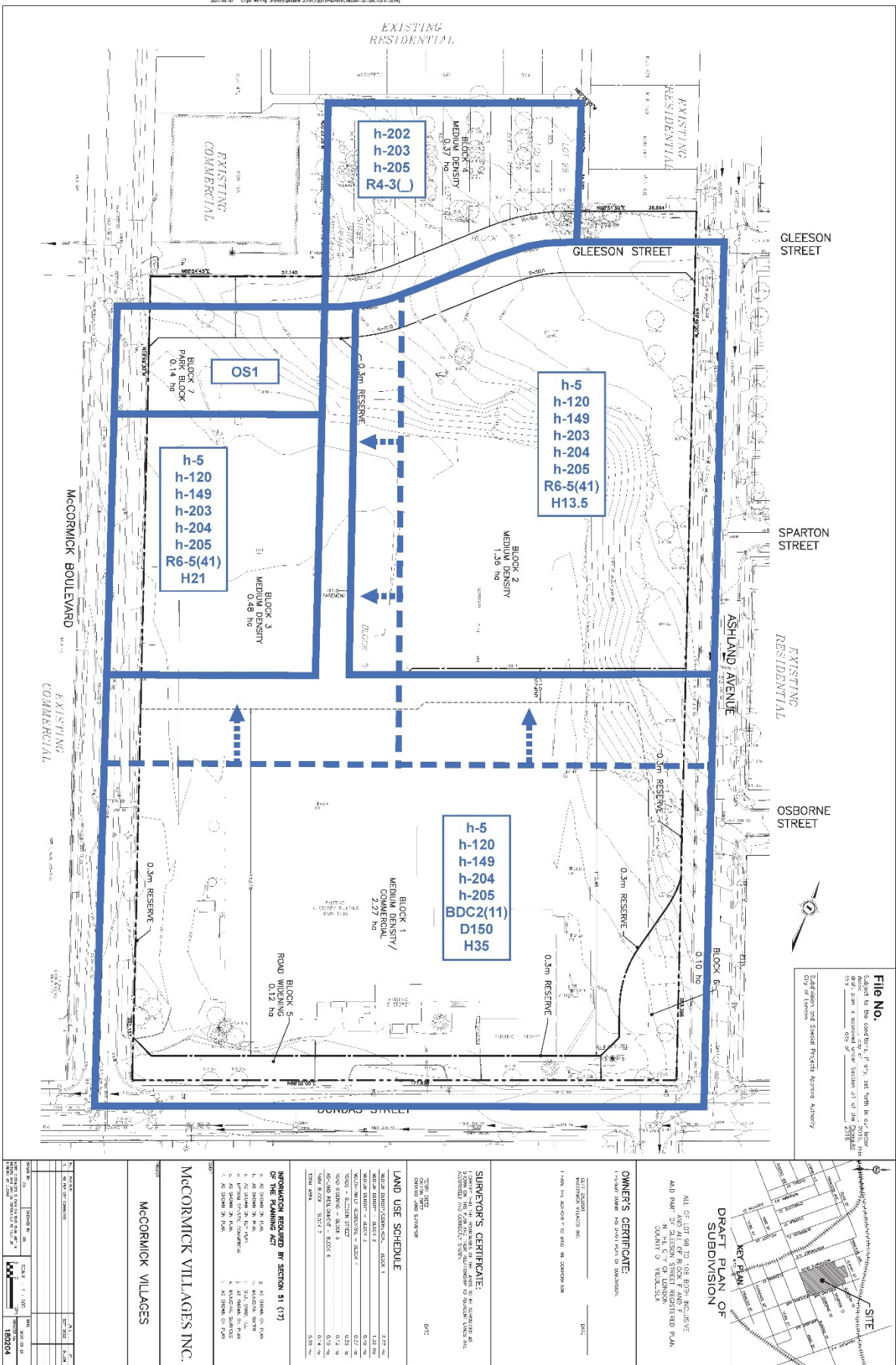
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MCCORMICK VILLAGES INC.

MCCORMICK VILLAGES

NO.	REVISION	DATE	BY	APP'D BY
1	ISSUED FOR PUBLIC COMMENT	2018-01-01	J. SMITH	M. JONES
2	REVISED PLAN	2018-01-15	J. SMITH	M. JONES
3	REVISED PLAN	2018-02-01	J. SMITH	M. JONES
4	REVISED PLAN	2018-02-15	J. SMITH	M. JONES
5	REVISED PLAN	2018-03-01	J. SMITH	M. JONES
6	REVISED PLAN	2018-03-15	J. SMITH	M. JONES
7	REVISED PLAN	2018-04-01	J. SMITH	M. JONES
8	REVISED PLAN	2018-04-15	J. SMITH	M. JONES
9	REVISED PLAN	2018-05-01	J. SMITH	M. JONES
10	REVISED PLAN	2018-05-15	J. SMITH	M. JONES
11	REVISED PLAN	2018-06-01	J. SMITH	M. JONES
12	REVISED PLAN	2018-06-15	J. SMITH	M. JONES
13	REVISED PLAN	2018-07-01	J. SMITH	M. JONES
14	REVISED PLAN	2018-07-15	J. SMITH	M. JONES
15	REVISED PLAN	2018-08-01	J. SMITH	M. JONES
16	REVISED PLAN	2018-08-15	J. SMITH	M. JONES
17	REVISED PLAN	2018-09-01	J. SMITH	M. JONES
18	REVISED PLAN	2018-09-15	J. SMITH	M. JONES
19	REVISED PLAN	2018-10-01	J. SMITH	M. JONES
20	REVISED PLAN	2018-10-15	J. SMITH	M. JONES

2.3 Proposed Zoning By-law Amendment Sketch



2.4 Requested Amendment

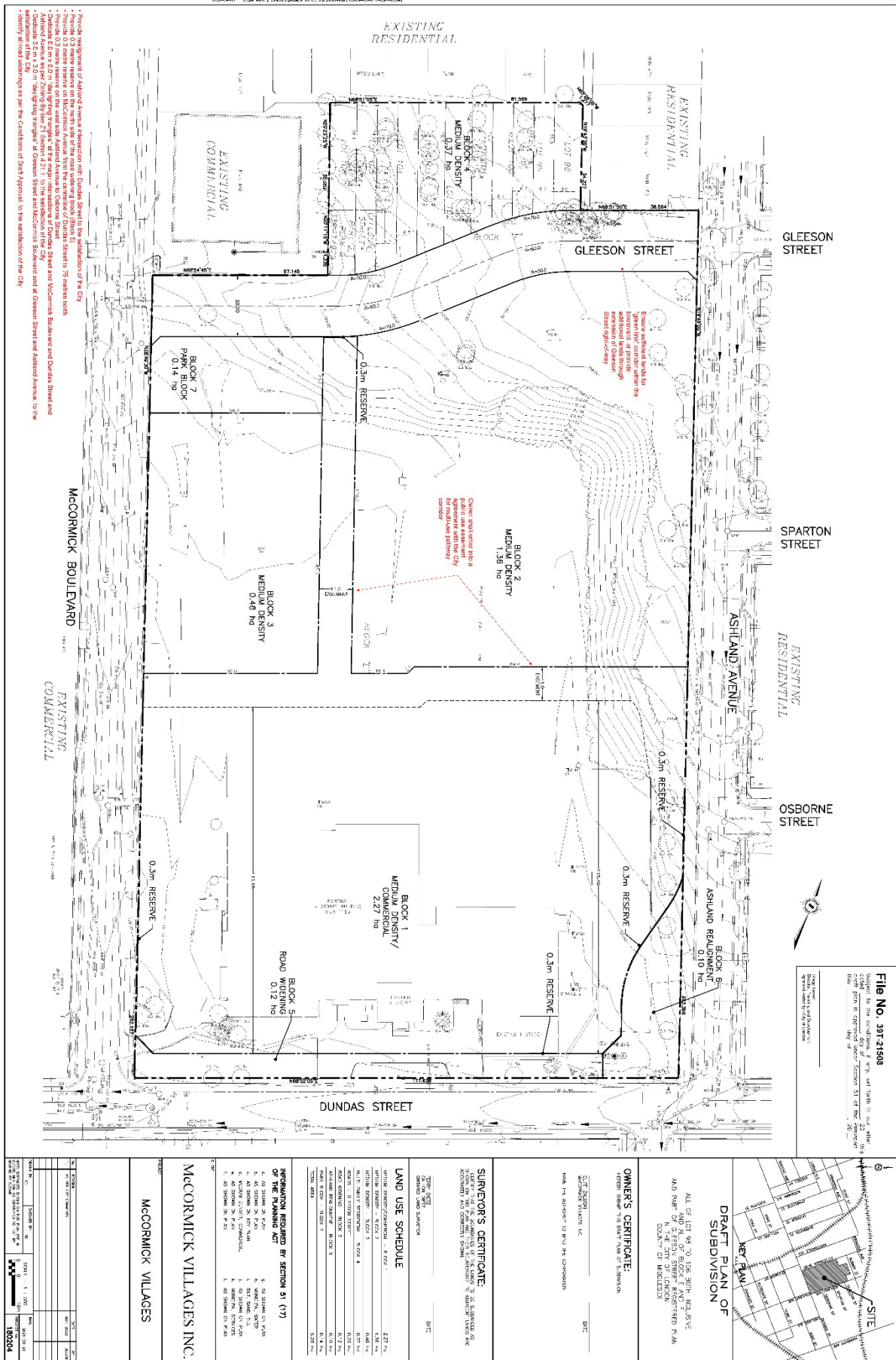
Request for consideration of a proposed Draft Plan of Subdivision consisting of one (1) medium density/commercial block (Block 1); three (3) medium density residential blocks (Blocks 2-4); one (1) park block (Block 7) one (1) future road block; one (1) road widening block (Block 5); one (1) road realignment block (Block 6); and three (3) reserve blocks, serviced by the extension of Gleeson Street.

Request to amend to the zoning by-law to change the zoning from a Holding Business District Commercial Special Provision (h-5•h-67•h-120•h-149•h-204•h-205•BDC2(11)•D150•H35) Zone, Holding Residential R6 Special Provision (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)) Zone, Holding Residential R6 Special Provision (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H15) Zone, Holding Residential R4 Special Provision (h-202•h-203•h-205•R4-3) Zone, and Open Space (OS1) Zone to the following zones:

- **Holding Business District Holding Business District Commercial Special Provision (h-5•h-120•h-149•h-204•h-205•BDC2(11)•D150•H35) Zone (Block 1)** to permit a broad range and mix of uses, such as animal hospitals, apartment buildings with any or all of the other permitted uses on the first floor, bake shops, clinics, commercial recreation establishments, commercial parking structures and/or lots, day care centres, dry cleaning and laundry depots, duplicating shops, emergency care establishments, financial institutions, grocery stores, laboratories, laundromats, libraries, medical/dental offices, personal service establishments, private clubs, restaurants, retail stores, service and repair establishments, studios, video rental establishments, cinemas, convenience store, dwelling units restricted to the rear portion of the ground floor or on the second floor or above with any or all of the other permitted uses in the front portion of the ground floor, antique store, artisan workshop, craft brewery, assembly halls, places of worship, community centres, funeral homes, institutions, schools, and fire halls; together with a special provision to permit senior citizen apartment buildings, special zone regulations to include minimum front yard depth of 9 metres, building step-back of 3.0 metres above the height of the building as existing on the date of passage of the by-law, parking standard for office uses minimum 1 parking space per 90 m², parking standard for senior citizen apartment buildings minimum 0.25 spaces per unit, parking standard for apartment buildings minimum 1 parking space per unit, and the maximum density of 150 units per hectare and maximum height 35 metres;
- **Holding Residential R6 Special Provision (h-5•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H13.5) Zone (Block 2)** to permit cluster housing in the form of single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings, and apartment buildings; together with a special provision to permit continuum-of-care facility, retirement homes, and senior citizen apartment buildings, special zone regulations include parking standard for senior citizen apartment buildings minimum 0.25 spaces per unit, parking standard for cluster townhouses minimum 1 parking space per unit, parking standard for apartment buildings minimum 1 parking space per unit, and maximum density of 125 units per hectare and a maximum building height of 13.5 metres;
- **Holding Residential R6 Special Provision (h-5•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H21) Zone (Block 3)** to permit cluster housing in the form of single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings, and apartment buildings; together with a special provision to permit continuum-of-care facility, retirement homes, and senior citizen apartment buildings, special zone regulations include parking standard for senior citizen apartment buildings minimum 0.25 spaces per unit, parking standard for cluster townhouses minimum 1 parking space per unit, parking standard for apartment buildings minimum 1 parking space per unit, and maximum density of 150 units per hectare and a maximum building height of 21 metres;

- **Holding Residential R4 (h-202•h-203•h-205•R4-3) Zone (Block 4)** to permit street townhouse dwellings on lots with a minimum lot area of 200 square metres and minimum lot frontage of 5.5 metres per unit; and,
- **Open Space (OS1) Zone (Block 7)** to permit such uses as conservation lands, golf courses, private parks, public parks, and recreational buildings associated with conservation lands and public parks.

2.5 Red-lined Draft Plan of Subdivision



2.6 Community Engagement (see more detail in Appendix E)

There was one (1) e-mail response received from the community. Comments/concerns received are summarized as follows:

- Concern with proposed change in density on north portion of property.

2.7 Policy Context (see more detail in Appendix F)

Planning Act

The *Ontario Planning Act* delegates and assigns much of the authority and responsibility to municipalities to undertake land use planning within their jurisdictions, as well as establishing the rules and legislation the municipalities must conform to or be consistent with when making planning decisions. The *Act* identifies twenty (20) matters of Provincial Interest in Section 2 that all planning authorities shall have regard for when carrying out their responsibilities. Section 51, subsections 24 and 25 set out further criteria and conditions when considering draft plans of subdivision. Planning and Development Staff have reviewed this criterion, and the proposed Draft Plan of Subdivision has regard for and is not limited to health, safety, accessibility for persons with disabilities, cultural features, location of growth and development, supportive of public transit and the welfare of the present and future inhabitants of this Municipality.

Provincial Policy Statement (PPS), 2020

The *Provincial Policy Statement (PPS)* provides policy direction on matters of Provincial Interest as identified in Section 2 of the *Planning Act*. In accordance with Section 3 of the *Planning Act*, all planning decision shall be consistent with the *PPS* and the land use planning policies: Building Strong Healthy Communities; Wise Use and Management of Resources; and, Protecting Public Health and Safety. The *PPS* is to be read in its entirety. The development applications has been reviewed for consistency with the Provincial Policy Statement. Policy objectives of significance are highlighted below, and a full analysis can be found in Appendix F.

Policies within the *PPS* promote efficient land use and development patterns through the accommodation of appropriate affordable and market-based range and mix of residential, employment, institutional, recreation, park and open space, and other uses to meet long-term needs; integration of land use planning growth management, transit supportive development, intensification and infrastructure planning to optimize transit investments, and improving accessibility for differently abled and older persons (Section 1.1). *PPS* encourages settlement areas to be focus of growth and development (1.1.3.1), and directs that land uses within this area provide for densities and a mix of uses which: are appropriate and efficiently use land, infrastructure, and public services; support active transportation, and are transit-supportive (1.1.3.2). Planning authorities are also directed to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment, including brownfield sites, and the availability of existing or planned infrastructure and public service facilities (1.1.3.3). A coordinated, integrated and comprehensive approach when dealing with planning matters is promoted in the *PPS*, and specifically when managing or promoting growth and development that is integrated with infrastructure planning, and managing cultural heritage resources (Section 1.2.1). The *PPS* also promotes an appropriate range and mix of housing types and densities to meet projected market-based and affordable housing needs of current and future residents (Section 1.4.3). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3 b) and c)). It encourages densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas, and that that healthy and active communities should include

planned public streets, spaces and facilities that are safe and meet the needs of pedestrians and facilitate community connectivity (1.4.3 d) and 1.5.1 a)). It also identifies that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management (Section 1.6.1). The *PPS* also seeks to protect significant built heritage resources and significant cultural heritage and requires that these be conserved (2.6.1).

The London Plan

The London Plan includes criteria for evaluation plans of subdivision through policy 1688* and required consideration of the following sections:

- Our Strategy
- Our City
- City Building policies
- Applicable Place Type policies
- Our Tools

The subject lands are designated within the Rapid Transit Corridors Place Type along the frontage of Dundas Street and Neighbourhoods Place Type for the balance of the site. The lands are also adjacent to future Rapid Transit Station, and is within Protected Major Station Areas as identified on Map 10. The Rapid Transit Corridor Place Type permits a range of residential, retail, service, office, cultural, recreational, and institutional uses. Mixed-use buildings are encouraged while large floor plate, single use buildings will be discouraged. Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade (policy 837). Rapid Transit Corridors require a minimum height of 2-storeys or 8 metres, and permit a standard maximum height of 10 storeys and an upper maximum height of 12-storeys. When a property is located on a Rapid Transit Corridor and is within 100 metres of a rapid transit station 16-storeys can be achieved. Development within these Corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility. The Neighbourhoods Place Type at this location permits a range of residential uses, including: single detached, semi-detached, duplex, converted dwellings, townhouses, secondary suites, home occupations, and group homes (Table 10). A minimum height of one (1) storey and maximum of three (3) storeys is permitted at the intersection of Neighbourhood Streets (Table 11*). The Neighbourhoods Place Types also contains a specific policy for 1156 Dundas Street, the location of the former McCormick's Factory property, and provides direction on permitted uses, heights, and densities within the subject lands.

McCormick Area Secondary Plan

The lands are within the McCormick Area Secondary Plan and are subject to the vision, principles and detailed policies of the Secondary Plan. The Secondary Plan was completed prior to the adoption of *The London Plan*, and before the front portion of the lands were envisioned to form one of the Rapid Transit Corridors in the City. The Secondary Plan establishes a more specific policy framework to guide the evolution of the former McCormick's Factory and adjacent lands into a vibrant mixed-use neighbourhood which permits specified new uses within the industrial heritage area, creates open space linkages, integrates with the surrounding neighbourhood and supports emerging businesses. The Plan acknowledges that it is located between two established residential neighbourhoods, and they have residential street patterns that are considerably finer than the existing street network in the Secondary Plan area. The Secondary Plan has identified "Potential Connections" to these neighbourhoods on Schedule 1 and also has identified a street network that contains a "Future Publicly Accessible Connection" on Schedule 3. The Secondary Plan designates the lands as Transit Oriented, Mid-Rise Residential, and Low-Rise Residential on Schedule 4.

Z.-1 Zoning By-law

The appropriateness of the proposed zoning by-law amendment has been reviewed against the current regulatory requirements of Zoning By-law Z.-1. The current zoning on the subject lands is as follows:

Holding Business District Commercial Special Provision (h-5•h-67•h-120•h-149•h-204•h-205•BDC2(11)•D150•H35) Zone which permits a broad range and mix of uses, such as animal hospitals, apartment buildings with any or all of the other permitted uses on the first floor, bake shops, clinics, commercial recreation establishments, commercial parking structures and/or lots, day care centres, dry cleaning and laundry depots, duplicating shops, emergency care establishments, financial institutions, grocery stores, laboratories, laundromats, libraries, medical/dental offices, personal service establishments, private clubs, restaurants, retail stores, service and repair establishments, studios, video rental establishments, cinemas, convenience store, dwelling units restricted to the rear portion of the ground floor or on the second floor or above with any or all of the other permitted uses in the front portion of the ground floor, antique store, artisan workshop, craft brewery, assembly halls, places of worship, community centres, funeral homes, institutions, schools, and fire halls; together with a special provision to permit senior citizen apartment buildings. Special zone regulations include minimum front yard depth of 9 metres, building step-back of 3.0 metres above the height of the building as existing on the date of passage of the by-law, parking standard for office uses minimum 1 parking space per 90 m², parking standard for senior citizen apartment buildings minimum 0.25 spaces per unit, parking standard for apartment buildings minimum 1 parking space per unit. The maximum density is 150 units per hectare and maximum height 35 metres.

Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)) Zone which permits cluster housing in the form of single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings, and apartment buildings; together with a special provision to permit continuum-of-care facility, retirement homes, and senior citizen apartment buildings. Special zone regulations include parking standard for senior citizen apartment buildings minimum 0.25 spaces per unit, parking standard for cluster townhouses minimum 1 parking space per unit, parking standard for apartment buildings minimum 1 parking space per unit, and maximum density of 125 units per hectare. The maximum building height is 12 metres.

Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H15) Zone which permits the same range of uses and zone regulations as the zone above, with a maximum building height of 15 metres.

Holding Residential R1 (h-67•h-202•h-203•h-205•R1-2) Zone which permits single detached dwellings on lots with a minimum lot frontage of 9.0 metres and minimum lot area of 300 square metres.

Open Space (OS1) Zone which permits such uses as conservation lands, golf courses, private parks, public parks, and recreational buildings associated with conservation lands and public parks.

Several holding provisions have also been applied in conjunction with the zoning of the subject lands. The conditions and requirements for removing the holding provision are briefly summarized as follows:

- h-5 requirement for public site plan review
- h-67 requirement for completion of Record of Site Condition
- h-120 requirement for completion of Traffic Impact Study
- h-149 requirement for completion of sanitary and stormwater servicing reports
- h-202 requirement for tree preservation report and plan
- h-203 requirement for dedication and construction of Gleeson Street as a public road through an agreement associated with a plan of subdivision
- h-204 requirement for high quality urban design consistent with the conceptual

site plan and Urban Design Guidelines attached as schedules to previously approved zoning by-law amendment h-205 requirement for Land use Compatibility report associated with a site plan

A map excerpt from Zoning By-law Z.-1 Schedule A can be found at Appendix G.

3.0 Financial Impact/Considerations

Through the completion of the works associated with this application fees, development charges and taxes will be collected. There are no direct financial expenditures associated with this application.

4.0 Key Issues and Considerations

4.1. Issue and Consideration #1 – Conformity with Secondary Plan

The McCormick Area Secondary Plan was approved prior to the adoption of *The London Plan*, and before the portion of the lands fronting Dundas Street were identified as a Rapid Transit Corridor. The purpose of the Secondary Plan is to establish a more specific land use policy framework to guide the evolution of the former McCormick's Factory and adjacent lands into a vibrant mixed-use neighbourhood which permits new uses within the industrial heritage area, creates open space linkages, integrates with the surrounding neighbourhood and supports emerging businesses. The vision for the McCormick community is to be a connected, green, mixed-use neighborhood with a unique industrial heritage character.

The Secondary Plan provides a greater level of detail than the general policies in the Official Plan. The Secondary Plan serves as a basis for the review of planning applications and constitutes Official Plan policy which will be used in conjunction with the other policies of the Official Plan.

Use

The subject lands are designated as Transit Oriented, Mid-Rise Residential and Low-Rise on Schedule 4 of the Secondary Plan, permitting a variety of low and medium residential development, including small scale office and commercial uses for the site. The former McCormick's Factory property is a brownfield site and is unique to the Secondary Plan area as it is the only property designated under Part IV of the *Ontario Heritage Act*. The proposal is focused on the restoration and adaptive reuse of the heritage building into a mid-rise mixed-use building (Block 1). The proposed reuse of the heritage building consists of retail, office and residential apartment uses. The Draft Plan also proposes two (2) medium density blocks and one (1) low density residential block. The proposed higher density housing options will help create a "complete community" that provides residents opportunities for different housing options and affords them the ability to age in place as their housing needs change. Inclusion of a public park and a privately-owned but publicly accessible multi-use pathway within the subject lands will enhance the neighbourhood character, provide a gathering place to serve the residents within new community, and create a linkage to the existing established residential neighbourhoods located outside the Secondary Plan area, enhancing the walkability of the area. The Draft Plan will create a connected neighbourhood to allow residents opportunities to enjoy amenities that are close by along Dundas Street and nearby Old East Village, and provide residential and non-residential uses that can integrate with established residential neighbourhoods to the north and east, and to the future uses planned to the west of the site.

Lands within the Secondary Plan area have been historically used for industrial purposes; several industrial uses are near the site and appear to be active businesses. Compatibility between new sensitive residential uses, and existing industrial uses needs to be planned for as part of the subdivision design. The subject lands are also in proximity to the Canadian Pacific (CP) rail corridor to the north, and the spur rail line that connects the CP and Canadian National (CN) main lines. The potential impacts created by these industrial uses, such as noise, vibration, dust and odour can be

reduced through mitigation measures at both the source and the receiving lands. As part of the City initiated rezoning of the lands that was undertaken in 2015, an 'h-205' was placed on the entirety of site, which requires that a Land Use Compatibility report associated with the site plan process be undertaken to provide direction on how the proposed sensitive land uses can be appropriately designed, buffered and/or separated from the existing major facilities to prevent or mitigate potential adverse effects. The subdivision design includes possible mitigation measures that can be employed within the site to ensure adverse impacts from industrial uses are minimized which includes, and is not limited to, siting the proposed park at the corner of McCormick Boulevard and the future extension of Gleeson, orientation of future building envelopes with Block 2 and 3, and location future residential outdoor amenity space away from potential sources.

Intensity

The Secondary Plan land use designations across the site permit a range of low and medium residential development. Along the Dundas Street frontage the Transit Oriented designation permits the most intensive form of development, with a maximum density of 150 units per hectare, and 5 storeys. Transitioning from the Transit Oriented designation to the interior and northerly portion of the site, medium density residential and low density residential designations are identified for the lands, including the Mid-Rise and Low-Rise designations, permitting up to a maximum density of 75 units per hectare and a height of 4 storeys, and up to a maximum density of 30 units per hectare and a height of 3 storeys, respectively. However, as part of a condition of the Purchase and Sale Agreement between the City of London and Sierra Construction, a City initiated Zoning By-law amendment was undertaken in 2015 to pre-zone the lands to facilitate the future development of residential, commercial, and commercial-residential mixed uses.

The Council-approved zoning includes a Holding Residential R1 (h-67•h-202•h-203•h-205•R1-2) Zone, a Holding Residential R6 Special Provision (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41) Zone, a Holding Residential R6 Special Provision (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H15) Zone, a Holding Business District Commercial Special Provision (h-5•h-67•h-120•h-149•h-204•h-205•BDC2(11)•D150•H35) Zone, and an Open Space (OS1) Zone. It is noted that the special provisions accompanying each of the zones put in place a maximum density of 150 units per hectare and height of 35 metres for the Business District Commercial zone, a maximum density of 125 units per hectare and height of 12 metres for the Residential R6 zone adjacent to Ashland Avenue, a maximum density of 125 units per hectare and height of 15 metres for the Residential R6 zone adjacent to McCormick Boulevard.

The proposal consists of a mix of housing types consisting of street townhouses, a long-term care facility, and a seniors' apartment building within the Draft Plan. The proposal transitions from the existing McCormick building along the southerly edge facing Dundas Street, which as noted previously is proposed to include the restoration and adaptive reuse of the heritage designated building into a mid-rise mixed use building (Block 1), to the interior of the site which will include a long-term care facility (Block 2) and proposed seniors' apartments (Block 3). Fronting the future extension of Gleeson Street and at the corner of McCormick Boulevard is proposed for a City owned park, and street townhouses to the north of Gleeson Street. The street townhouses will assist in transitioning from the heights and densities that are proposed medium density residential development (Block 2 and 3) to better integrate with the adjacent established residential neighbourhoods. The applicant has provided a conceptual plan to the City that demonstrates an appropriate form of housing that is consistent with the Urban Design Guidelines for the McCormicks Site and the concept plan that accompanied the 2015 City initiated pre-zoning of the lands. It is noted that there are significant differences between the 2015 concept plan and the concept plan that has been submitted by McCormick Villages Inc. in support of the Draft Plan. Based on background reports that were submitted and discussions between the Applicant and City staff, it has been identified that due to the topographical challenges of the site (i.e. steep slope coming down from Ashland Avenue across the property), the block size

needed to accommodate the long-term care facility for Block 2, and the amount of surface parking that has been requested to facilitate the redevelopment of Block 1 and the development of Block 2, the proposed street network and block sizes differ from what was envisioned by the 2015 concept plan and the Secondary Plan. Further discussion and analysis of these differences follows in the “Form and Connectivity” section provided below. It is noted that a holding symbol (h-204) is already in place for the site to provide an opportunity for the City to work with the Applicant to refine the concepts for Block 1 (McCormick building), and Blocks 2-4 (medium density blocks) to maintain the intent of the 2015 concept plan and the Secondary Plan. The holding symbol (h-5) is already in place for Blocks 1 -3 and is recommended to be added to Block 4.

It is also noted that Blocks 1-4 will be subject to the site plan review. Interior and rear yard setbacks adjacent to the pathway corridor (easement) will be minimum 1.5 metres to provide a grassed strip to be used in conjunction with the landscaping (i.e. trees) that is to be planned within the 11 metre pathway corridor to create an appropriate landscape strip for each development. Plantings within the walkway block will function as a buffer and screening for the adjacent parking lots. A conceptual design and landscape plan for the pathway easement will be submitted during Engineering Review to address issues such as servicing, grading and lighting. The detailed design and landscape plan for the pathway easement will be undertaken/implemented at the time of development for Block 1.

While the built form proposed by the Applicant varies from the 2015 McCormick Secondary Plan and the development concept accepted by Council, the proposed unit count is comparable and will provide similar densities to support future rapid that is planned along Dundas Street.

Form and Connectivity

The Secondary Plan provides more specific land use policy framework to guide the evolution of the former McCormick’s Factory and adjacent lands. The Plan acknowledges that it’s located between two established residential neighbourhoods, and has a street pattern that is finer than the existing street network in the Secondary Plan area. The Secondary Plan envisions that the existing east-west residential streets should be extended to create appropriately-sized blocks and to enhance the walkability of the area.

Within the subject site, the Secondary Plan has identified “Potential Connections” on Schedule 1 – Community Structure Plan as east-west extensions of Osborne Street and Sparton Street. These linkages are to be public connections, either in the form public streets or public pathways. Schedule 1 – Community Structure Plan is to be reviewed in conjunction with the street network identified on Schedule 3 – Street Hierarchy. The intent of the street network is to establish the framework for the community structure and provide access and connections within the site and to the surrounding area.

Within the subject site “Future Public Streets” and “Future Publicly Accessible Connections” have been identified on Schedule 3, as east-west extensions of Gleeson Street and Osborne Street. “Future Publicly Accessible Connections” are to be public connections and can be established as public streets or public pathways. The Secondary Plan also contains a “Green Link” overlay that identifies streets and public pathways that are critical to connecting the Secondary Plan area and the surrounding neighbourhoods to the established park and open space system north of the CP rail corridor. Figures 2 and 3 are provide below to illustrate the policy context of Schedule 1 – Community Structure Plan and Schedule 3 – Street Hierarchy.



Figure 2 – Schedule 1: Community Structure Plan



Figure 3 – Schedule 3: Street Hierarchy

The proposal builds upon the grid system of established neighbourhoods by implementing the extension Gleeson Street as a new public street connection, and also by incorporating a section of the “Green Link” within the right-of-way of the future street. However, the potential east-west connections identified on Schedule 1 as the extensions of Sparton Street and Osborne Street, and on Schedule 3 as the extension of Osborne Street have posed challenges to implementation.

The existing building envelope for the McCormick building does not allow enough physical separation between the heritage building and the extension of Osborne Street to make the street feasible. Due to topography challenges with the grade from Ashland Avenue, it was determined that the siting of the building for the long term facility (Block 2) was not able to be located along the street frontage. Instead a privately-owned publicly accessible open space (or POPS) is to be situated along the frontage of the extension of Gleeson Street as a solution to the topography challenges of the site. For these two reasons the potential extensions of Sparton Street and Osborne Street as identified on Schedules 1 and 3 are not recommended to be implemented as envisioned by the Secondary Plan. The Secondary Plan provides flexibility that the exact location of “Potential Connections” may be modified to accommodate development proposals as needed, provided the intent of these connections is maintained. The Secondary Plan contemplates variations in the routes of “Future Local Streets” identified on Schedule 3 due to circumstances such as topography constraints and other land use challenges, however, this flexibility is not afforded to “Future Publicly Accessible Connections”.

To address the implementation challenges as it relates to the potential east-west extensions identified on Schedule 1 and Schedule 3, City staff have worked with the Applicant, and are recommending a possible east-west public pathway and an extension of the pathway to the north-south to connect with the “Green Link” corridor and public park that is planned along the frontage of the extension of Gleeson Street at the corner of McCormick Boulevard. These two privately owned but publicly accessible pathways will provide interior and exterior connectivity to the site and adjacent lands. Figure 4 provided below illustrates the routing of the proposed pathway for the site. While the Secondary Plan contemplates the extension of the local streets as pathway corridors, the public pathway proposed in this Draft Plan will provide a midblock connection through the site and be aligned to connect with Ashland Avenue between the potential extensions of Sparton Street and Osborne Street.

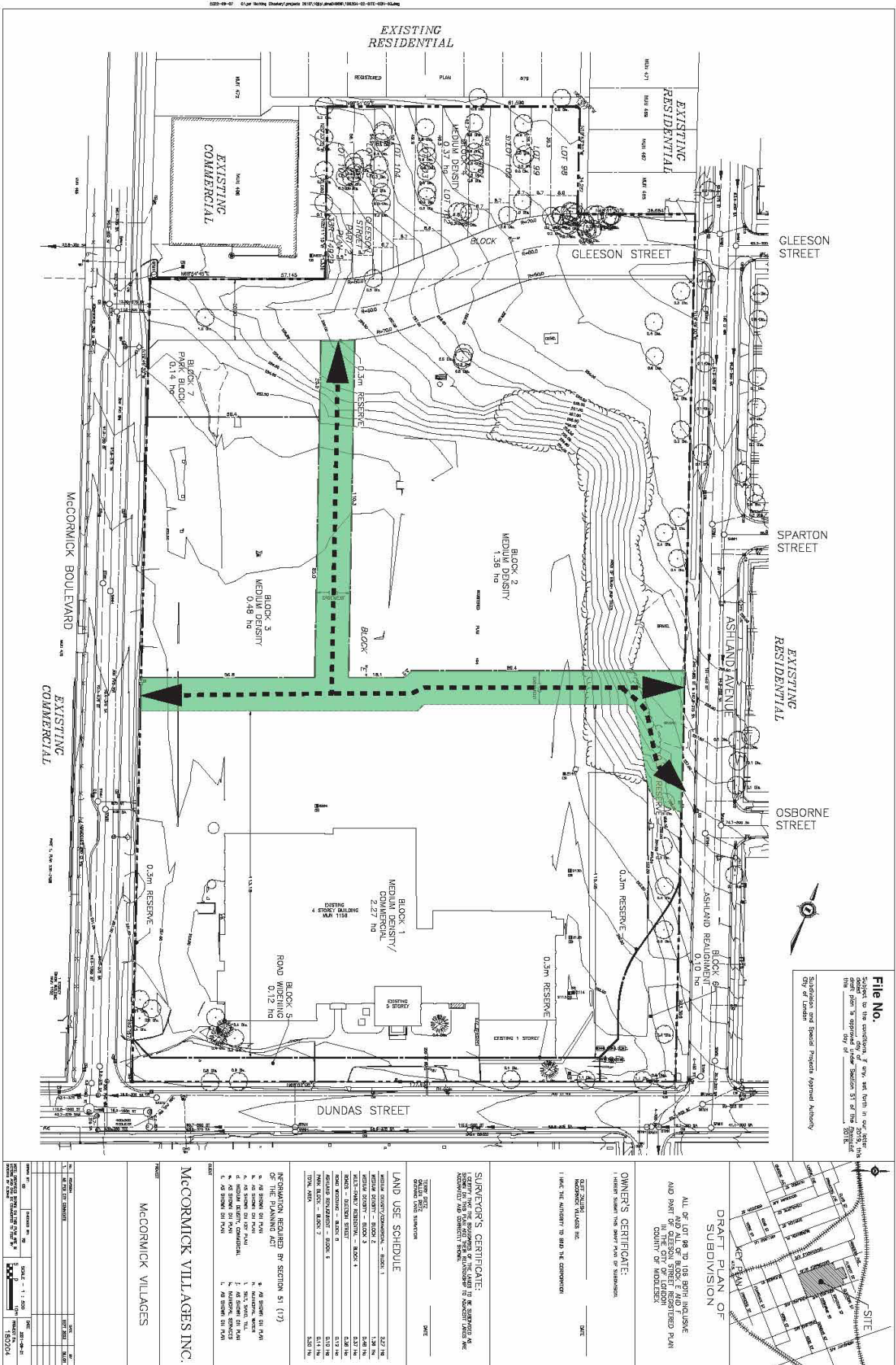


Figure 4 – Draft Plan with proposed pathway overlay

The proposed public pathway will be owned and maintained by the Applicant, and will require a public easement over the lands to delineate the boundaries of the proposed pathway and also require the Applicant to enter into a joint use agreement with the City. The extent of the proposed pathway easement will be 11 metres in width, with additional 1.5 metres of landscape strips on either side of the pathway that will have a dual purpose of providing additional grassed area for trees adjacent to the pathway to grow and snow storage space during the winter months. This public connection will meet the intent of the Secondary Plan, and also have a width that is larger than the street width

that would be provided by the private condominium street pattern that was envisioned by the 2015 conceptual plan.

The planned street network and block pattern creates a subdivision layout that provides a safe environment for pedestrians, cyclists and motorists. The neighbourhood park is planned to meet the needs of the residents within the neighbourhood. It is also integrated with the “Green Link” corridor and proposed east-west and north-south public pathway to connect to the established residential neighbourhoods outside the Secondary Plan area, and as the McCormick area redevelops, an ultimate connection to the park and open space system north of the CP rail line.

The extension of Gleeson Street and proposed public pathway within the site will enhance connectivity through the site, and increase opportunities for residents to access amenities along Dundas Street and nearby Old East Village. To ensure street oriented development for the medium density blocks along Ashland Avenue and McCormick Boulevard, a ‘h-’ holding provision is recommended to ensure building orientation to the street, park, or open-space frontages. It is also recommended that a ‘h-’ holding provision be added with respect to the easement for townhouses for Block 4 to ensure that access easements benefiting adjacent landowners be provided to protect the abutting landowners’ access to the rear yards of the units.

Heritage Conservation and Adaptive Re-Use of McCormick Factory

The Secondary Plan area contains a number of significant cultural heritage resources that reflect London’s industrial heritage. These cultural assets contribute to the industrial-heritage character of the area, and conserving the character is a fundamental principle of the Secondary Plan. As noted above, the former McCormick’s Factory property is the only property in the Secondary Plan area currently designated under Part IV of the *Ontario Heritage Act*. The Secondary Plan seeks to conserve and encourage adaptive re-use and redevelopment of the heritage property, including the McCormick Factory building. The proposal is focused on the restoration and adaptive reuse of the former McCormick’s Factory into a mid-rise mixed-use building (Block 1). The proposed Plan of Subdivision will conserve the property’s cultural heritage value and interest, and the McCormick’s Factory will maintain its prominent location along Dundas Street and continue to be a contributing property to the streetscape. The views to the existing building within the immediate area will remain unobstructed as the proposed development is built at the rear of the property.

It is noted that the concept plan submitted with the Draft Plan application includes a large amount of surface parking associated with redevelopment of the McCormick’s factory building (Block 1). The Applicant has indicated that the amount of requested surface parking is needed to make the redevelopment of the heritage building financially feasible. As part of discussions between the City and the Applicant regarding the surface parking that is proposed, City staff shared with them recent initiatives that have been undertaken by the City to encourage a reduction in surface parking, including but not limited to the goals of the City’s Climate Emergency initiative, City-wide study of reduced parking requirements, City’s Rapid Transit project, and heritage considerations to ease the transition from the existing heritage building to new development on the property.

As noted previously, it is a primary goal of the Secondary Plan to ensure the conservation and adaptive re-use of the McCormick Factory, so with this in mind it is recommended that a phased parking approach be considered to allow the proposed surface parking to be approved as part of the development applications to enable the feasibility of the work to be undertaken to rehabilitation and reuse the McCormick building. In addition, it is recommended all site plan requirements will be implemented through the site plan process, including but not limited to buffering, landscaping, screening of parking lots, and the parking lot not extending beyond the front of the building along Dundas Street as currently proposed in the concept plan. In the future, when Rapid Transit is in operation along Dundas Street, the applicant may re-evaluate the amount of surface parking required. If the current amount of parking is no longer

needed, it recommended that development opportunities to more efficiently use the land be pursued.

It is anticipated that an updated Heritage Impact Assessment will be undertaken as part of the Focused Design Studies submission (draft plan condition 17) and implemented at time of site plan. Future approvals will also be required including an amendment of the heritage designating by-law for the subject property to accurately reflect the legal description of the property that is of cultural heritage value or interest, and approval of a Heritage Alteration Permit for the adaptive re-use and conservation of the existing factory.

4.2. Issue and Consideration #2 – Proposed Secondary Plan Amendments

The proposed Draft Plan of Subdivision and recommended zoning have been reviewed within the context of the Secondary Plan, and in conjunction with the other policies of The London Plan, and are generally consistent with and conform to them. However, in some instances there are differences between the proposal that was submitted by the Applicant and the Secondary Plan, noting that the intent of the policy framework has been maintained despite some elements of the proposal not being in complete alignment. The Secondary Plan provides a degree of flexibility to allow for the potential extensions of Sparton Street and Osborne Street to not be implemented as identified on Schedule 1, however, the current policy framework does not afford “Future Publicly Accessible Connections” as identified on Schedule 3 the flexibility to vary the location of them. Therefore, it is recommended by City staff that the following revisions be made to the Secondary Plan to ensure clearer interpretation and assist in implementing future development proposals.

Proposed Amendment #1

As noted previously, the potential east-west connections identified on Schedule 1 – Community Structure Plan as the extensions of Sparton Street and Osborne Street have posed challenges in being implemented as part of the redevelopment of the site. To provide clearer interpretation and assist in implementing future development proposals for the site, it is recommended that a City initiated amendment be made to the Secondary Plan to revise Schedule 1 “Community Structure Plan” to remove a segment of the “Potential Connection” extending west from Osborne Street between Ashland Avenue and McCormick Boulevard, and a segment of the “Potential Connection” extending west from Sparton Street between Ashland Avenue and McCormick Boulevard identified on Schedule 1 – Community Structure Plan. The two segments will be replaced by a new segment of the “Potential Connection” between Ashland Avenue and McCormick Boulevard. Figure 5 below is provided to illustrate the proposed change to the Schedule 1 of the Secondary Plan.

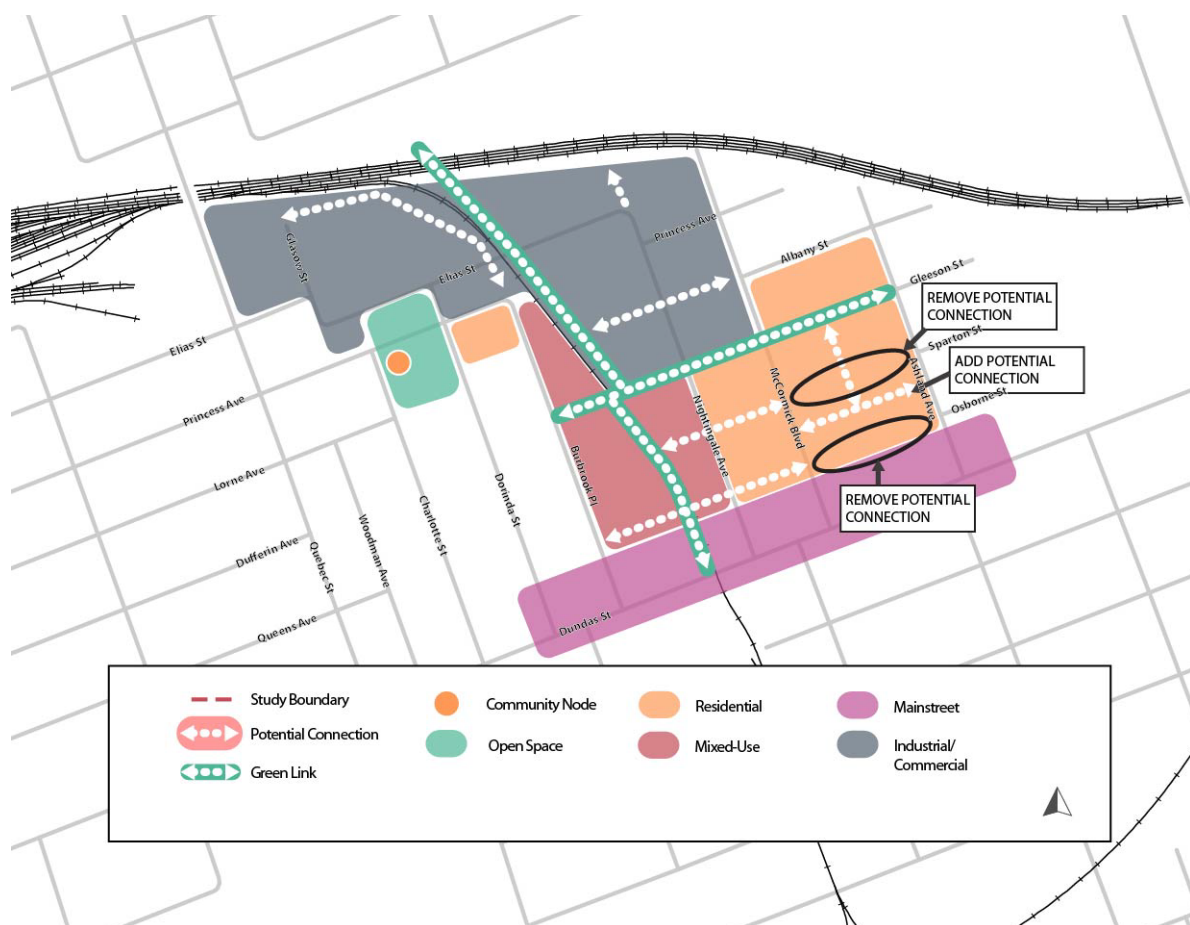


Figure 5 – Proposed Amendments - Schedule 1: Community Structure Plan

Proposed Amendment #2

As noted in Proposed Amendment #1, the potential east-west connections identified on Schedule 1 – Community Structure Plan have posed challenges in being implemented as part of redevelopment proposal. Currently, the direction in policy provided by the Community Structure Plan, specifically policy 20.8.2.2 Connectivity encourages the street patterns within the established residential neighbourhoods that are adjacent to the subject lands to be extended to decrease the block sizes, which will increase the walkability of the area. To provide clearer interpretation and assist in implementing future development proposals for the site, it is recommended that a City initiated amendment be made to the Secondary Plan to revise policy 20.8.2.2 to include wording such that “opportunities should be explored to create new public connections to increase the walkability of the area”, and “the creation of other east-west local streets as public connections, either in the form of public streets or public pathways, are also ideal opportunities to provide new linkages when sites redevelop”.

Proposed Amendment #3

As noted previously, the potential east-west connection identified on Schedule 3 – Street Hierarchy as the extension of Osborne Street has posed challenging in being implemented as part of the redevelopment of the site. To provide clearer interpretation and assist in implementing future development proposals for the site, it is recommended that a City initiated amendment be made to the Secondary Plan to revise Schedule 3 “Street Hierarchy” to remove a segment of the “Future Publicly Accessible Connection” extending west from Osborne Street between Ashland Avenue and McCormick Boulevard. The segment will be replaced by a new segment of the “Future Publicly Accessible Connection” between Ashland Avenue and McCormick Boulevard. Figure 6 below is provided to illustrate the proposed change to the Schedule 3 of the Secondary Plan.

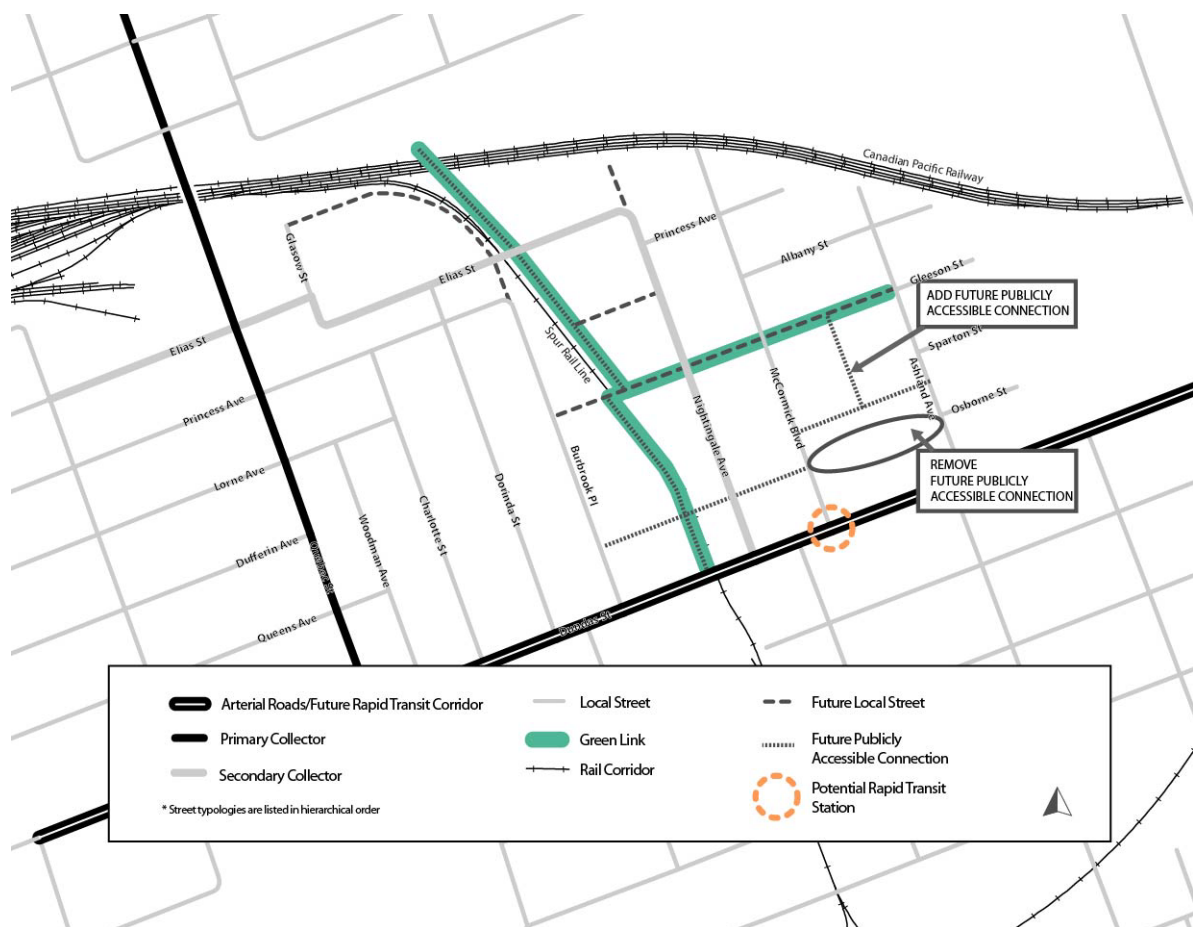


Figure 6 – Proposed Amendments - Schedule 3: Street Hierarchy

4.3. Issue and Consideration #3 – Proposed London Plan Amendments

The front portion of the site is located in the Rapid Transit Corridor Place Type, and the interior of the lands are currently designated with the Neighbourhoods Place Type. The Neighbourhoods Place Type contains specific policy direction to guide the development of interior of the McCormick site and north of the future extension of Gleeson Street (policy 1059). For the western half of the site fronting McCormick Boulevard, a height of 5 storeys may be permitted, and for the eastern half of the site fronting Ashland Avenue, a maximum height of 3 storeys may be permitted to provide a transition between the existing residential neighbourhood on the east side of Ashland Avenue. The policy also directs that Gleeson Street will be extended to the west to provide access to the subject site and allow for the development of single detached dwellings to the north.

In the McCormick Area Secondary Plan, the interior of the site is identified as Mid-Rise Residential designation, permitting a maximum height of 4 storeys, and Low-Rise Residential, permitting single detached and semi-detached, including row houses and cluster houses. To create better alignment with *The London Plan* policy 1059 and the direction of the Secondary Plan and to ensure clearer interpretation of the Official Plan to assist in implementing future development proposals, it is recommended that a City initiated amendment to *The London Plan* to revise policy 1059 to allow uses permitted under the Mid-Rise Residential designation and a maximum height of up to 4 storeys instead of 5 storeys south of the extension of Gleeson Street between McCormick Boulevard and Ashland Avenue, and to allow uses permitted under the Low-Rise Residential designation north of the western extension of Gleeson Street, consistent with the Secondary Plan.

4.4. Issue and Consideration #4 - Servicing

The proponents have updated and resubmitted the draft plan of subdivision to incorporate the future realigned intersection of Ashland Avenue and Dundas Street. This realignment was envisioned as part of the City’s Rapid Transit Initiative and identified as part of the project planning for the rapid transit corridor along Dundas

Street. Conditions of draft plan approval are recommended to ensure the dedication of sufficient lands (depicted as Block 6 on the proposed draft plan) for the future realignment to be designed and constructed by the City. A road widening dedication to widen Dundas Street to 24.0 metres from the centreline of the existing road allowance is reflected on the proposed draft plan (Block 5) and in the conditions of draft approval, as well as the standard “daylighting triangles” and 0.3 metre reserve blocks have been incorporated to restrict vehicular access along the Dundas Street frontage. Access will be provided to Block 1 from Ashland Avenue aligned with the intersection of Osborne Street, and from McCormick Boulevard located at a minimum 75 metres north of Dundas Street.

With respect to sewer and water services, conditions of draft approval will require the owner to construct sewers and connect them to the existing sanitary and stormwater sewers systems, namely the 375 mm diameter sanitary sewer located on McCormick Boulevard, the 750 mm diameter storm sewer located on McCormick Boulevard and 450mm diameter storm sewer on Ashland Avenue. Through the focused design studies and engineering drawing review process the owner will be required to confirm population estimates for compatibility with sanitary drainage area plans and sewer outlet design. A Storm/Drainage and SWM Servicing Report of Confirmation will also be required through this review process. The proposed watermain to service this plan are to connect with the existing low-level municipal system, namely the existing 300 mm diameter watermain on McCormick Boulevard, the existing 300 mm watermain on Dundas Street, and the 150 mm diameter watermain on Ashland Avenue.

A Water Servicing Report will be required as part of the servicing drawing review, including water distribution system analysis and modeling, hydraulic calculations, and fire flows from the low-level water distribution system. Future calculations and modeling will be required again at the site plan approval stage for each development block. It is recommended that a holding provision be applied to the zoning until such time as the owner/developer can demonstrate whether the existing municipal water system is adequate to support the proposed developments, and if fire flows required are larger than what is identified in the Dillon Consulting revised report, it would be a responsibility of the developer to upsize any municipal watermain(s) necessary to meet the fire flow demands required for development to the satisfaction of the City.

4.5. Issue and Consideration #5 - Requested Zoning Amendments

To facilitate the development proposal, the Applicant has requested a number of Zoning By-law amendments. Provided below is a summary of the requested amendments and the City’s response to them.

Proposed BDC2(11) and R6-5(41) Boundary Change

The McCormick Factory and adjacent land has been pre-zoned by the City with the Business District Commercial Special Provision (h-5•h-67•h-120•h-149•h-204•h-205•BDC2(11)•D150•H35) Zone Business District Commercial Zone to facilitate the adaptive re-use of the heritage building. The areas immediately adjacent to the heritage buildings have been pre-zoned by the City with a Holding Residential R6 Special Provision (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41) Zone, and a Holding Residential R6 Special Provision (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H15) Zone. These zones provide for a range of housing forms and commercial uses at varying levels of intensity.

The Applicant has requested to adjust the boundaries between the BDC2(11) and R6-5 zones and move the line to the north to align with the proposed block sizes in the Draft Plan of Subdivision. The justification provided by the Applicant is the need to ensure that the renovated McCormick building can be flexibly used in a way that is economically sustainable. The Applicant has indicated the maximum parcel size area currently zoned BDC2(11) does not provide enough room to provide adequate off-street parking for the proposed mixture of residential and commercial uses that are integral to the redevelopment proposal. To support the City’s request for the realignment of

Ashland Avenue the Applicant is proposing a parking structure attached to the heritage building in order to mitigate the loss of on-site parking.

City staff has had discussions with the Applicant regarding the amount of surface that is proposed, and has encouraged them to consider a reduction in surface parking, given the context of the City's Climate Emergency initiative, City-wide study of reduced parking requirements, City's Rapid Transit project, and heritage considerations. To ensure the conservation and adaptive re-use of the McCormick Factory, staff support the proposed surface parking and realignment of the zone boundaries as this will support the rehabilitation and reuse the McCormick building. When Rapid Transit is in operation along Dundas Street, the applicant may re-examine the amount of surface parking. If the amount of parking is no longer needed, it recommended that future development opportunities to more efficiently use the land be pursued.

Proposed Rezoning of Block 4 from R1-2 to R4-3

The proposal includes street townhouses in the north portion of the site, adjacent to future extension of Gleeson Street. The Secondary Plan designates the lands Low-Rise Residential and provides policy direction for a transition between the existing low density residential forms in the surrounding community and the medium density forms planned for the majority of the Secondary Plan area south of Gleeson Street. Row houses or cluster houses may also be permitted subject to the policies the Secondary Plan, provided they do not exceed a maximum density of 30 units per hectare. The Applicant has requested to amend the zoning from R1-2 to R4-3 to permit the development of street townhouses. The proposed street townhouses would provide a transition between the established single detached neighbourhood to the north and the proposed medium density residential development that is proposed immediately south the extension of Gleeson Street. The proposed rezoning of Block 4 to Residential Zone 4 (R4-3) to permit street townhouse dwellings is in conformity with the McCormick Area Secondary Plan. Special provisions are recommended for minimum lot frontage and to discourage projecting garages. More detail is provided in Appendix F – Policy Context.

Increasing the Maximum Height for Block 2 Zoning

The proposal for Block 2 includes a long-term care facility and private park space along the frontage of the extension of the Gleeson Street. The Secondary Plan designates the lands Mid-Rise Residential, and permits continuum of care facilities, rest homes and homes for the aged, with a maximum height of four (4) storeys. The Applicant has requested that the maximum height for Block 2 zoning increase from 12 metres to 13.5 metres. This proposed change has been requested due to uncertainty about the final average finished grade on the site. The requested height increase will provide the prospective purchaser (Extendicare Canada Inc.) the flexibility required to ensure that their proposed building is designed to meet their unique needs while responding to the topographical challenges of the site (i.e. steep slope coming down from the Ashland Avenue). City staff is in agreement with the Applicant that requested height will not negatively impact the public realm or the surrounding properties. It is noted that the proposed height increase of 1.5 metres is not large enough to permit the proposed building to create an additional fourth storey, but would provide flexibility for building design. The requested amended is in conformity with the Secondary Plan.

Increasing the Maximum Height and Density for Block 3 Zoning

The proposal for Block 3 includes a seniors' apartment building on the east side of McCormick Boulevard, south of the proposed park fronting the extension of Gleeson Street. The Secondary Plan designates the lands Mid-Rise Residential, and permits continuum of care facilities, rest homes and homes for the aged, with a maximum height of four (4) storeys. As noted previously, this area of the site was pre-zoned to R6-5(41), and includes a special provision to allow senior citizen apartment buildings. The Applicant has requested that the maximum height for Block 3 zoning increase from 15 metres to 21 metres, and the maximum density to increase from 125 units per hectare to 150 units per hectare. These changes have been requested to increase the intensity

of development that would be permitted on Block 3. The Applicant has indicated that the height increase of 6 metres would allow two additional storeys for the future development proposal. In support of the requested height and density the Applicant has submitted justification that has been reviewed by the City.

City staff are not in agreement with this request, and note that the request for increased height and density is not consistent with the principles and land use designations of the Secondary Plan, which include Principle 2: Integration with Adjacent Neighbourhoods - transition uses, building heights, and densities to be compatible with those in surrounding neighbourhoods, Principle 4: Redefine Dundas Street - direct the highest development intensity within the Secondary Plan area towards Dundas Street to focus activity and support transit, Principle 5: Cultural Heritage Conservation - ensure the industrial heritage character within the Secondary Plan area is reinforced through sensitive and compatible design of new buildings. Transit Oriented Designation directs the tallest building heights and the highest intensity of residential uses in the Secondary Plan area to support future rapid transit service along Dundas Street.

Removal of Holding Provisions

The Zoning By-law Amendment that was submitted the Applicant requested that several of holding provisions that are currently on the lands be lifted. With recent changes to the *Planning Act* the ability to remove holding provisions has been delegated by Municipal Council to Civic Administration, and as such, it is no longer a requirement that requests to remove holding provisions to be brought forward for consideration and approval by Municipal Council. It has been communicated to the Applicant that City staff are now able remove the holding provisions administratively when the conditions have been satisfied. The Applicant has provided to the City a clearance letter from the Province as it relates to their Record of Site Condition. This satisfies the requirements for h-67, and the holding provision can be removed from the site.

4.6. Issue and Consideration #6 – Public Comments

As noted previously, there was one (1) e-mail received from the community in response to the Notice of Application that was sent on June 15, 2022 to property owners in the surrounding area, and that was published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 16, 2022. The concern expressed by a member of the public relates to the proposed change in density on north portion of property. It is noted that the lands north of the extension of Gleeson Street that are identified as Block 4 on the Draft Plan are proposed to be street townhouses. This housing type is consistent with the Low-Rise Residential designation in the Secondary Plan and Neighbourhoods Place Type in *The London Plan* that are identified for this portion of the site. The street townhouses will provide a transition in the heights and densities that are proposed for the medium density residential development within Blocks 2 and 3 to better integrate with the adjacent established residential neighbourhoods.

Conclusion

The recommended Draft Plan of Subdivision, and official plan and zoning amendments are appropriate and consistent with the Provincial Policy Statement and conform to The London Plan and the McCormick Area Secondary Plan. The proposed development will facilitate restoration and adaptive reuse of the McCormick's Factory building, a unique cultural heritage resource within the Secondary Plan area. The recommended Draft Plan and conditions of draft approval have been reviewed by City staff and are considered appropriate and compatible with the existing development and surrounding lands. City staff are satisfied the proposal represents good planning and recommend approval.

Prepared by: Mark Johnson, MCIP, RPP
Senior Planner, Planning and Development

Reviewed by: Bruce Page
Manager, Planning and Development

Recommended by: Gregg Barrett, AICP
Director, Planning and Development

Submitted by: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic
Development

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 Development Services.

CC: Matt Feldberg, Manager, Subdivisions and Development Inspections
Matt Davenport, Manager, Development Engineering

September 27, 2022
GB/BP/MJ/

Z:\DEVELOPMENT SERVICES\4 - Subdivisions\2021\39T-21508 - 1156 Dundas Street (MJ)\02-Working\01-Draft
Approval\PEC\DRAFT 1156 Dundas Street - 39T-21508_Z-9524.docx

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. C.P. _____

A by-law to amend The London Plan for
the City of London, 2016 relating to 1156
Dundas Street.

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

1. Amendment No. (to be inserted by Clerk's Office) to The 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 October 17, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – October 17, 2022
Second Reading – October 17, 2022
Third Reading – October 17, 2022

**AMENDMENT NO.
to the
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To revise policy 1059_ within the Neighbourhoods Place Type, to The London Plan for the City of London to bring it into alignment with the policy framework of the McCormick Area Secondary Plan.

B. LOCATION OF THIS AMENDMENT

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

C. BASIS OF THE AMENDMENT

The recommended amendment is generally consistent with the policies of the *Provincial Policy Statement, 2020*, it conforms to the in-force policies of *The London Plan* for the City of London, and are appropriate in order to facilitate the proposed Draft Plan of Subdivision. The recommended housekeeping amendment would align *The London Plan* policy 1059_ better with the direction of the Secondary Plan to ensure clearer interpretation of the Official Plan and to assist in implementing future development proposals.

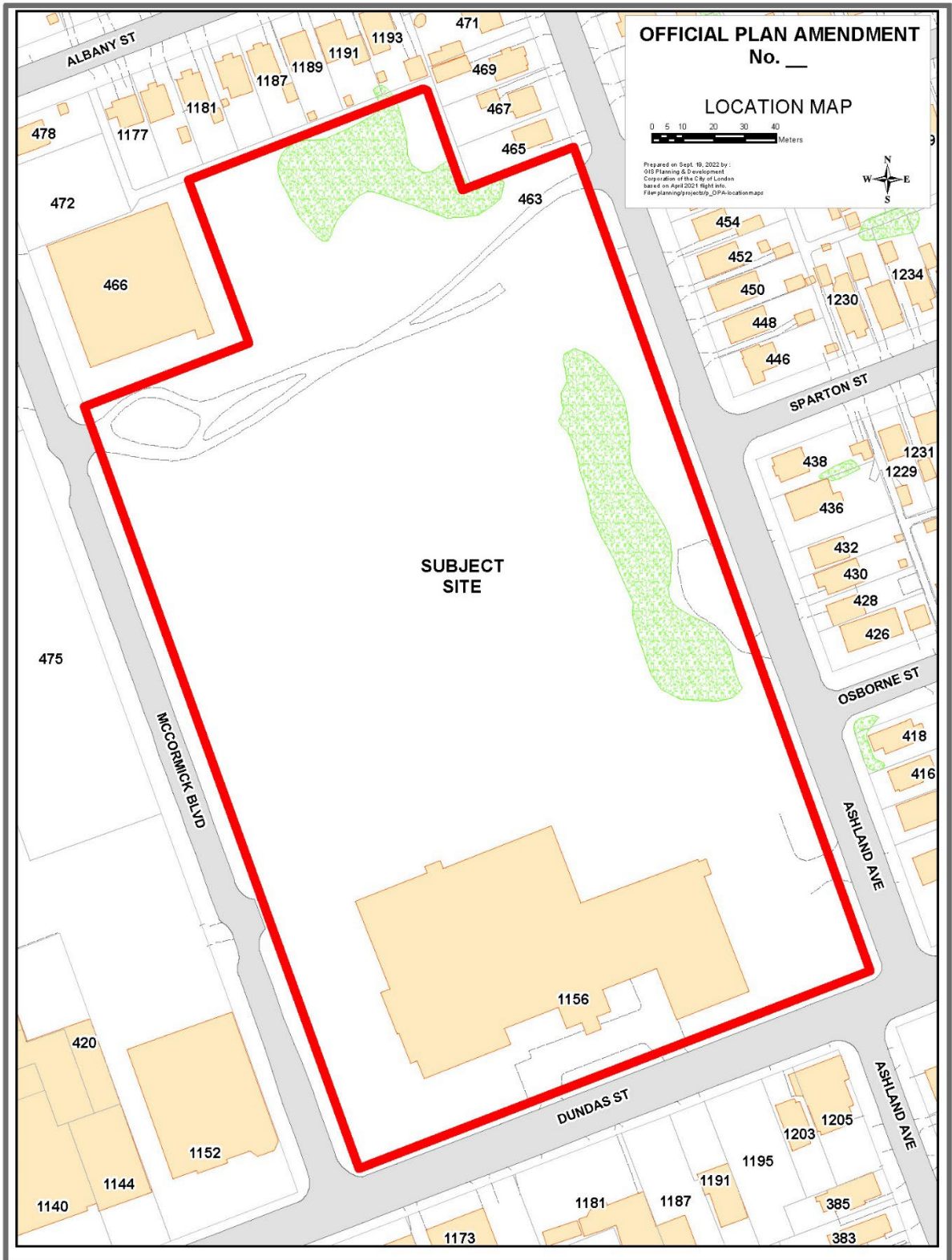
D. THE AMENDMENT

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

The London Plan is hereby amended as follows:

1. Policy 1059_ within the Neighbourhoods Place Type, to The London Plan for the City of London Planning Area is deleted in its entirety, and replaced with the following:

1059_ South of the extension of Gleeson Street between McCormick Boulevard and Ashland Avenue the uses within the Mid-Rise Residential designation may include cluster townhomes fronting on Gleeson Street. A maximum height of up to 4 storeys may be permitted on the subject site, consistent with the *McCormick Area Secondary Plan*, to provide a transition to existing neighbourhood to the east of Ashland Avenue. A western extension of Gleeson Street will be required to be constructed and dedicated at no cost to the City between Ashland Avenue and McCormick Boulevard to provide access to the subject site and to allow uses permitted under the Low-Rise Residential designation north of the western extension of Gleeson Street, consistent with the *McCormick Area Secondary Plan*. A park block with a minimum frontage and depth of 25 metres will be required to be dedicated to the City at the southeast corner of McCormick Boulevard and the future extension of Gleeson Street.



Appendix B

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. C.P. ____

A by-law to amend the McCormick Area
Secondary Plan.

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 McCormick Area Secondary Plan for the City of London Planning Area, 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, 2022.

Ed Holder
Mayor

Michael Schulthess
City Clerk

First Reading – October 17, 2022
Second Reading – October 17, 2022
Third Reading – October 17, 2022

AMENDMENT NO.
to the
OFFICIAL PLAN FOR THE CITY OF LONDON

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To remove two segments of the “Potential Connection” identified on Schedule 1 “Community Structure Plan” of the McCormick Area Secondary Plan and add a new segment of the “Potential Connection” identified on Schedule 1 “Community Structure Plan”.
2. To revise policy 20.8.2.2 Connectivity within the Community Structure of the McCormick Area Secondary Plan to recognize the topography challenges of the McCormick Factory site (i.e. steep slope coming down from Ashland Avenue across the property), and to assist in implementing future development proposals.
3. To remove one segment of the “Future Publicly Accessible Connection” identified on Schedule 3 “Street Hierarchy” of the McCormick Area Secondary Plan and add a new segment of the “Future Publicly Accessible Connection” identified on Schedule 3 “Street Hierarchy”.

B. LOCATION OF THIS AMENDMENT

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

C. BASIS OF THE AMENDMENT

The recommended amendment is generally consistent with the policies of the *Provincial Policy Statement, 2020*, it conforms to the in-force policies of *The London Plan* for the City of London, and are appropriate in order to facilitate the proposed Draft Plan of Subdivision. The recommended housekeeping amendment would ensure clearer interpretation of the Secondary Plan and to assist in implementing future development proposals.

D. THE AMENDMENT

The McCormick Area Secondary Plan, 2015 is hereby amended as follows:

1. Schedule 1, Community Structure Plan, to the McCormick Area Secondary Plan is amended by changing the “Potential Connection” of those lands located 1156 Dundas Street in the City of London, as indicated on “Schedule 1” attached hereto to remove two segments of the “Potential Connection” extending west from Sparton Street between Ashland Avenue and McCormick Boulevard and extending west from Osborne Street between Ashland Avenue and McCormick Boulevard. A new segment of the “Potential Connection” will be added between Ashland Avenue and McCormick Boulevard.
2. 20.8.2.2 Connectivity within the Community Structure, to the McCormick Area Secondary Plan is deleted in its entirety, and

replaced with the following:

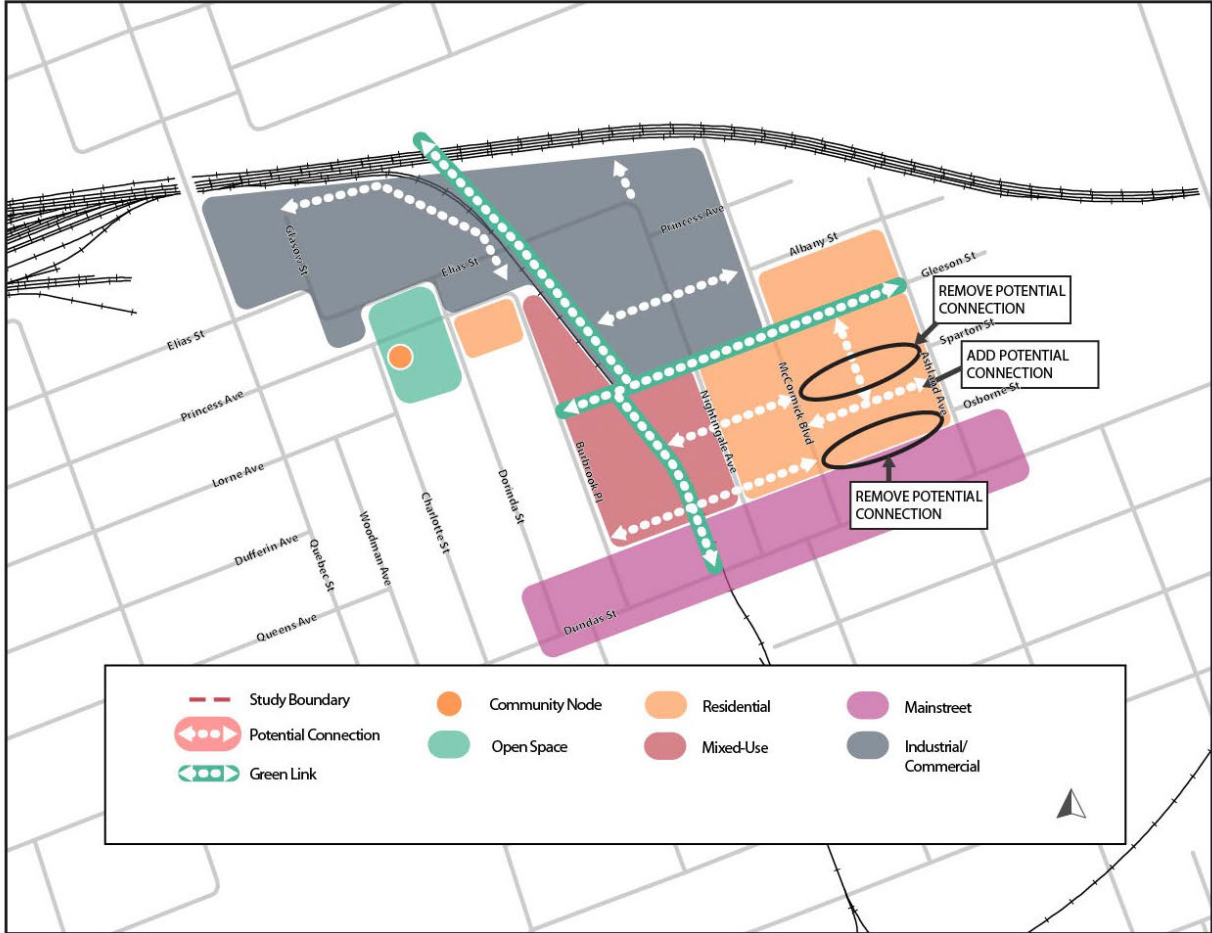
The McCormick Area Secondary Plan area is located between two well-established residential neighbourhoods. Their residential street patterns are considerably finer than that existing in the Secondary Plan area; opportunities should be explored to create new public connections to increase the walkability of the area.

The extension of Gleeson Street presents the best opportunity for creating a new public street connection, as there are currently no structures that would prevent the construction of this street extension. The creation of other east-west local streets as public connections, either in the form of public streets or public pathways, are also ideal opportunities to provide new linkages when the sites redevelop.

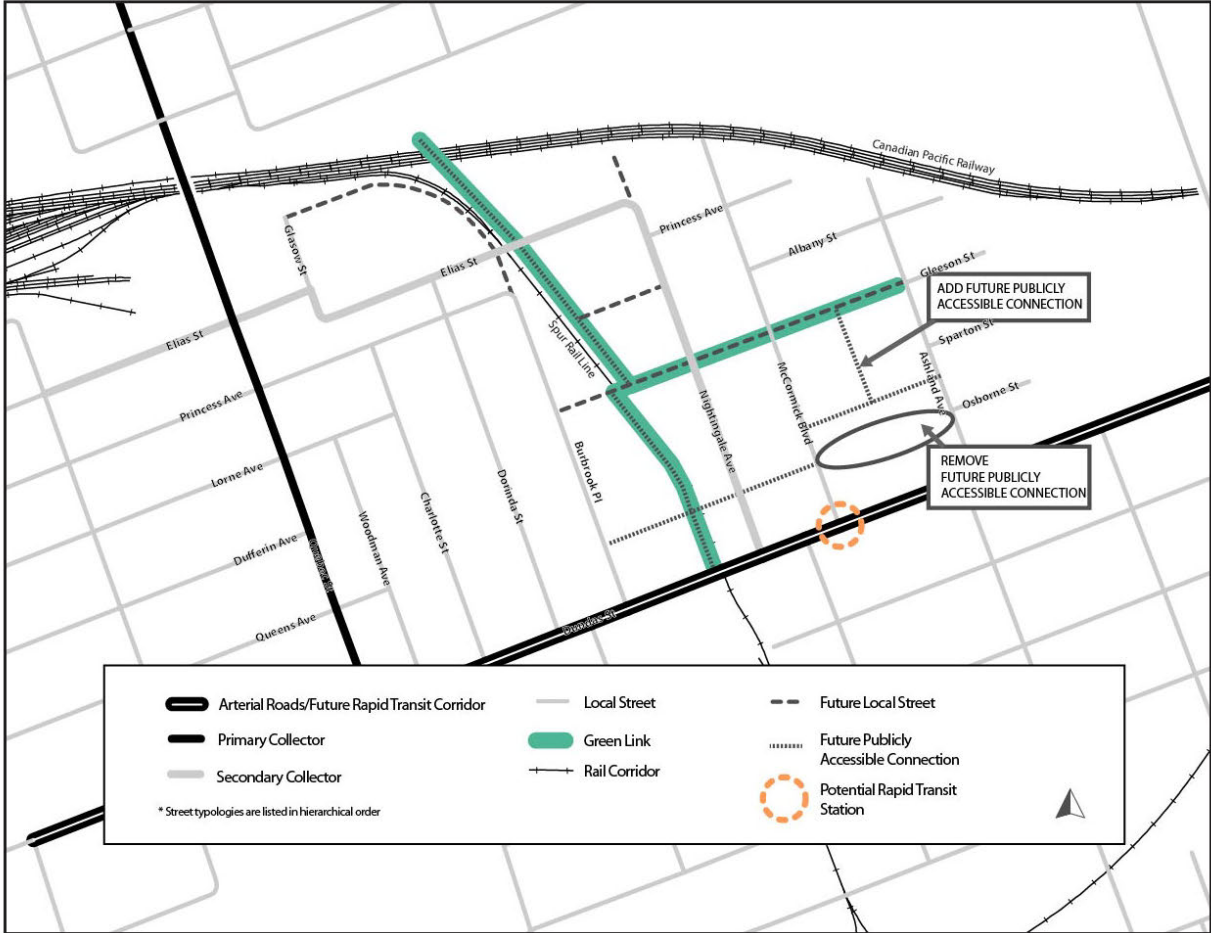
Better access to the northern extent of the Secondary Plan area can be gained by creating a publicly accessible connection from Dundas Street over the CP Rail corridor. This connection would create the opportunity to link to McCormick Park, the green space to the north. A pedestrian linkage would require an overpass to cross the rail corridor to create a safe connection.

The intent of these connections should be maintained, however the exact location may be modified to accommodate new development as needed. Additional connections can be included even if not identified on Schedule 1.

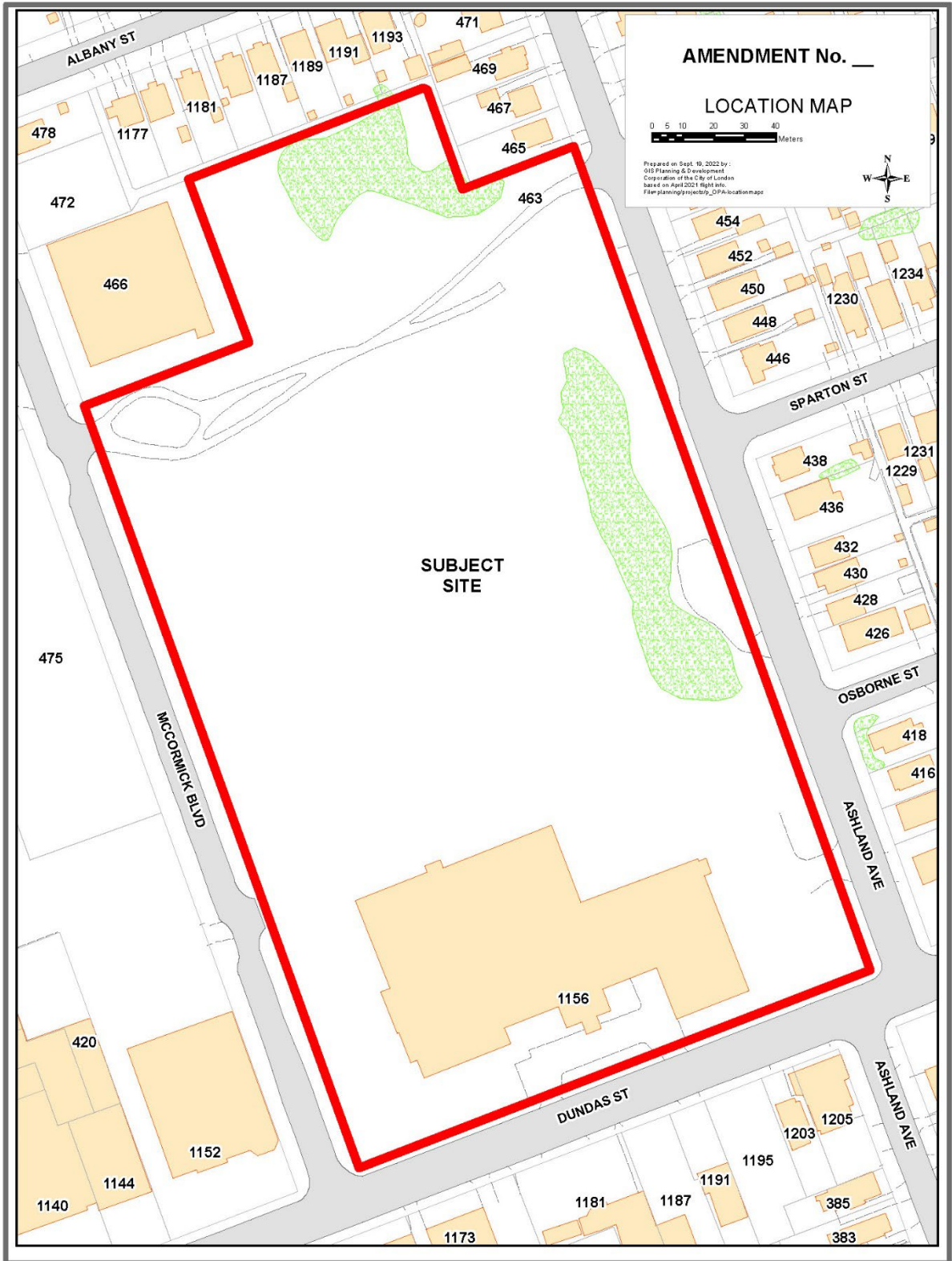
3. Schedule 3, Street Hierarchy, to the McCormick Area Secondary Plan is amended by changing the “Future Publicly Accessible Connection” of those lands located 1156 Dundas Street in the City of London, as indicated on “Schedule 2” attached hereto to remove one segment of the “Future Publicly Accessible Connection” extending west from Osborne Street between Ashland Avenue and McCormick Boulevard. A new segment of the “Future Publicly Accessible Connection” will be added between Ashland Avenue and McCormick Boulevard.



<p>CITY OF LONDON McCormick Area Secondary Plan AMENDMENT NO: __ PREPARED BY: Planning & Development</p>		<p>File Number: Z-9524/39T-21508 Planner: MJ Technician: RC Date: 2022/9/14</p>
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<p>CITY OF LONDON McCormick Area Secondary Plan AMENDMENT NO: __ PREPARED BY: Planning & Development</p>		<p>File Number: Z-9524/39T-21508 Planner: MJ Technician: RC Date: 2022/9/14</p>
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Appendix C

Bill No.(number to be inserted by Clerk's Office)
2022

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

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

WHEREAS McCormick Villages Inc. has applied to rezone an area of land located at 1156 Dundas Street, as shown on the map attached to this by-law, as set out below;

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

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

- 1) Schedule "A" to By-law No. Z.-1 is amended by changing the zoning applicable to lands located at 1156 Dundas Street, as shown on the attached map, **FROM** a Holding Business District Commercial Special Provision (h-5•h-67•h-120•h-149•h-204•h-205•BDC2(11)•D150•H35) Zone, a Holding Residential R6 Special Provision (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)) Zone, a Holding Residential R6 Special Provision (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H15) Zone, a Holding Residential R1 (h-67•h-202•h-203•h-205•R1-2) Zone, and an Open Space (OS1) Zone **TO** a Holding Business District Commercial Special Provision (h•h-5•h-100•h-120•h-149•h-204•h-205•h•BDC2(11)•D150•H35) Zone, a Holding Residential R6 Special Provision (h•h-5•h-100•h-120•h-149•h-203•h-204•h-205•h-____•h-____•R6-5(41)•H13.5) Zone, a Holding Residential R6 Special Provision (h•h-5•h-100•h-120•h-149•h-203•h-204•h-205•h-____•h-____•R6-5(41)•H15) Zone, a Holding Residential R4 Special Provision (h•h-5•h-100•h-202•h-203•h-205•h-____•h-____•R4-3()) Zone, and an Open Space (OS1) Zone
- 2) Section 3.8 of the Holding (h) Zones to By-law No. Z.-1 is amended by adding the following Holding Provisions:

h-()

Purpose: To ensure the Owner/Developer can demonstrate the existing municipal water system is adequate to support the proposed development and if fire flows required are larger than what is identified in Dillons revised report, it would be a responsibility of the developer to upsize any municipal watermain(s) necessary to meet the fire flow demands required for that development, all to the specifications and satisfaction of the City.

h-()

Purpose: To encourage street orientated development for the two medium density blocks, the Owner shall prepare a concept plan to demonstrate how the front façade of the buildings can be oriented towards public streets, parks and open spaces, which will be executed by a future development agreement for Blocks 2 and 3 prior to the removal of the "h-_" symbol.

h-()

Purpose: To ensure that access easements benefiting adjacent landowners be provided to protect the abutting landowners' access to the rear yards of the units, which will be executed by a future development agreement for Block 4 prior to

the removal of the “h-__” symbol.

- 3) Section Number 8.4 of the Residential R4 Zone is amended by adding the following special provision:

R4-3()

- a) Regulations
- i) Lot Frontage (minimum) 6.7 metres
 - ii) Garages shall not project beyond the façade of the dwelling or façade (front face) of any porch, and shall not occupy more than 50% of lot frontage.

- 4) Section Number 10.4 e) of the Residential R6 Zone is amended by amending the following special provision to read as follows:

R6-5(41) 1156 Dundas Street

- a) Additional Permitted Uses:
- i) Continuum-of-Care Facility
 - ii) Retirement Homes
 - iii) Senior Citizen apartment buildings
- b) Regulations
- i) Parking Standard for Senior Citizen Apartment Building (Minimum) 0.25 spaces per unit
 - ii) Parking Standard for Cluster Townhouses (Minimum) 1 parking space per unit
 - iii) Parking Standard for Apartment Buildings (Minimum) 1 parking space per unit
 - iv) Density (Maximum) 125 units per hectare
 - v) Interior Side Yard Depth for Buildings adjacent to a Pathway Easement (Minimum) 1.5 metres

- 5) Section Number 25.4 of the Business District Commercial Zone is amended by amending the following special provision to read as follows:

BDC2(11) 1156 Dundas Street

- a) Additional Permitted Uses
- i) Senior Citizen apartment buildings
- b) Regulations
- i) Front Yard Depth 9 metres (29.5 feet) (Minimum)
 - ii) Building setback of 3.0 metres above the height of the building as existing on the date of the passage of this by-law
 - iii) Parking Standard for Office uses 1 parking space per 90m² (969 sq.ft)

- (Minimum)
- iv) Parking Standard for Senior Citizen Apartment Building 0.25 spaces per unit (Minimum)
- v) Parking Standard for Apartment Buildings 1 parking space per unit (Minimum)
- vi) Interior Side Yard Depth 1.5 metres For Buildings adjacent to a Pathway Easement (minimum) per hectare

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.

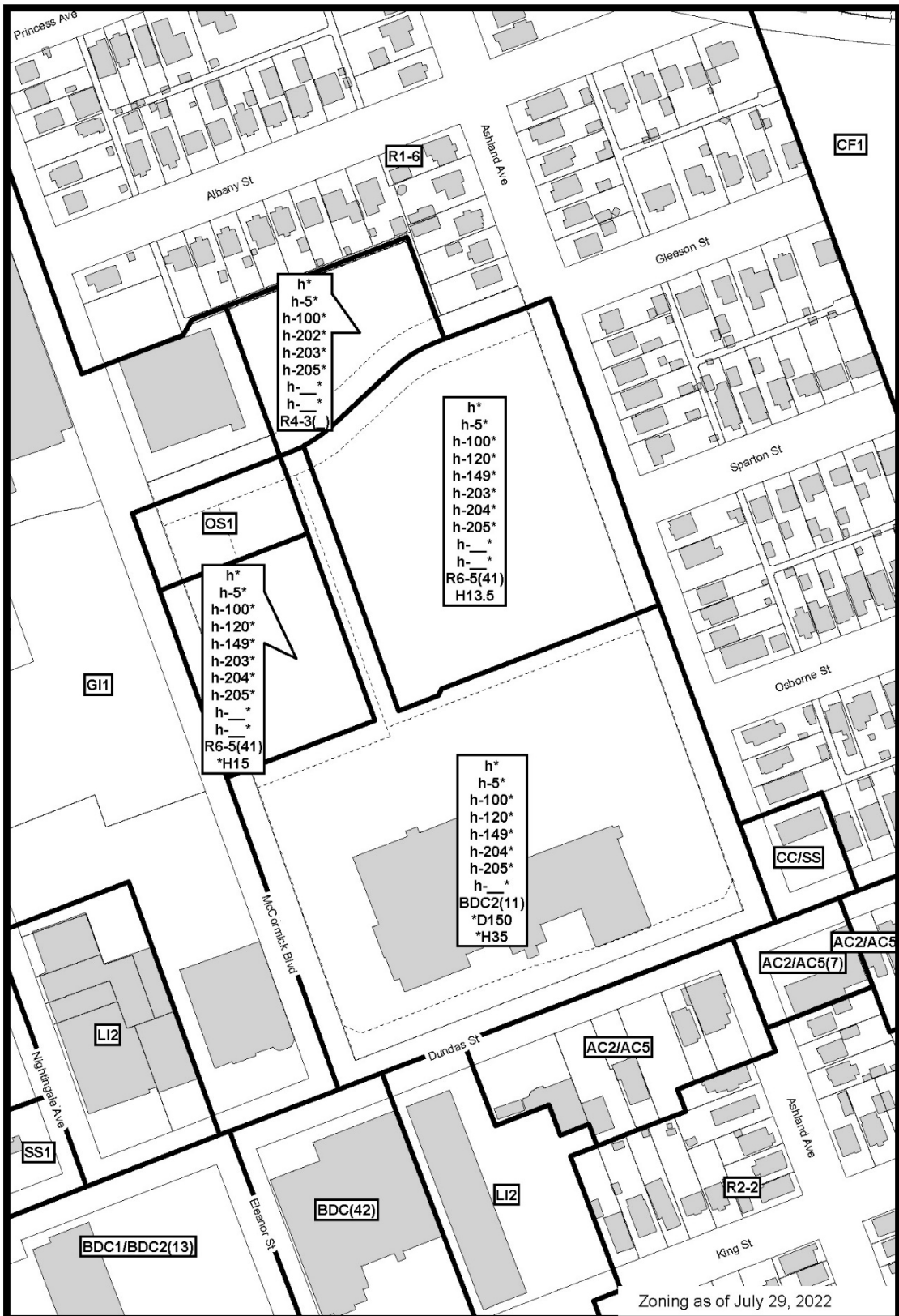
PASSED in Open Council on October 17, 2022.

Ed Holder
Mayor


Michael Schulthess
City Clerk

First Reading – October 17, 2022
Second Reading – October 17, 2022
Third Reading – October 17, 2022

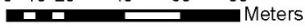
AMENDMENT TO SCHEDULE "A" (BY-LAW NO. Z.-1)




File Number: Z-9524/39T-21508
 Planner: MJ
 Date Prepared: 2022/09/13
 Technician: RC
 By-Law No: Z.-1-

SUBJECT SITE 

1:2,000

0 10 20 40 60 80 Meters 



Appendix D – Draft Approved Conditions

THE CORPORATION OF THE CITY OF LONDON'S CONDITIONS AND AMENDMENTS TO FINAL APPROVAL FOR THE REGISTRATION OF THIS SUBDIVISION, FILE NUMBER 39T-21508 ARE AS FOLLOWS:

NO.	CONDITIONS
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General

1. This draft approval applies to the draft plan submitted by McCormick Villages Inc., prepared by Dillon Consulting, certified by Terry Dietz, File No. 39T-21508, drawing no. 180204, **as red-line amended**, which shows a total of four (4) medium density residential blocks, one (1) park block, two (2) road widening blocks, one (1) road alignment block, served by the extension of Gleeson Street.
2. This approval of the draft plan applies for three (3) years, and if final approval is not given by that date, the draft approval shall lapse, except in the case where an extension has been granted by the Approval Authority.
3. The Owner shall enter into a subdivision agreement with the City, in the City's current approved form (a copy of which can be obtained from Planning and Development), which includes all works and services required for this plan, and this agreement shall be registered against the lands to which it applies.
4. The Owner shall comply with all City of London standards, guidelines and requirements in the design of this draft plan and all required engineering drawings, to the satisfaction of the City. Any deviations from the City's standards, guidelines or requirements shall be satisfactory to the City.
5. In conjunction with the engineering drawings submission, street(s) shall be named and the municipal addressing shall be assigned to the satisfaction of the City.
6. Prior to final approval, the Owner shall submit to the Approval Authority a digital file of the plan to be registered in a format compiled to the satisfaction of the City of London and referenced to NAD83UTM horizon control network for the City of London mapping program.
7. The Owner shall satisfy all the requirements, financial and otherwise, of the City of London in order to implement the conditions of this draft approval.
8. Prior to final approval the Owner shall pay in full all financial obligations/encumbrances owing to the City on the said lands, including property taxes and local improvement charges.
9. Prior to final approval, the Owner shall provide copies of all transfer documentation for all land transfers/dedications and easements being conveyed to the City, for the City's review and approval.
10. Prior to final approval, for the purposes of satisfying any of the conditions of draft approval herein contained, the Owner shall file with the Approval Authority a complete submission consisting of all required clearances, fees, final plans, and any required studies, reports, data, information or detailed engineering drawings, and to advise the Approval Authority in writing how each of the conditions of draft approval has been, or will be, satisfied. The Owner acknowledges that, in the event that the final approval package does not include the complete information required by the Approval Authority, such submission will be returned to the Owner without detailed review by the City.

Planning

Planning

11. Prior to final approval, appropriate zoning shall be in effect for this proposed subdivision.
12. In conjunction with the engineering drawings submission, the Owner shall submit a lotting plan which complies with all City standards and zoning regulations all to the satisfaction of the City.
13. In conjunction with the Focused Design Studies submission, the Owner shall have a qualified acoustical consultant prepare a noise study concerning the impact of the adjacent industrial uses. The noise study shall be prepared in accordance with the Ministry of the Environment Guidelines and the City of London policies and guidelines. Any recommended noise attenuation measures are to be reviewed and accepted by the City. The final accepted recommendations shall be constructed or installed by the Owner, or may be incorporated into the subdivision agreement.
14. In conjunction with the engineering drawings submission, the Owner shall submit a landscape plan detailing the design of the pathway corridor including the alignment of the multi-use pathway, vegetation, benches and lighting to the satisfaction of the City.
15. In conjunction with the engineering drawings submission, the Owner shall submit for review a draft public use agreement and reference plan for the north-south and east-west multi-use public pathway corridor on Block 1 of this Plan. The agreement should describe, but not be limited, use, ownership, construction timing, maintenance, security and liability requirements for the pathway corridor.
16. At the time of registration of the plan of subdivision, the Owner shall enter into a public use agreement with the City for the north-south and east-west pathway corridor included in Block 1.

Heritage and Urban Design

17. In conjunction with the Focused Design Studies submission, the Owner will provide an updated Heritage Impact Assessment, completed to the satisfaction of the City to address the following:
 - i) Changes/updates to the Plan of Subdivision or proposed heights/densities since the last submission of the HIA;
 - ii) Adjacent heritage listed properties and potential impacts as a result of the build out of the blocks within the Subdivision;
 - iii) Comment on/prepare recommendations related to building design strategies for the blocks and their relationship to the existing factory;
 - iv) Re-affirm the requirement to amend the heritage designating by-law to accurately reflect the legal description of the property that contains the existing factory;
 - v) Address specific interim protections for the existing factory building and to recommend potential mitigation requirements for any potential impacts that may be experienced during construction of other phases or blocks; and,
 - vi) Identify additional technical heritage studies or permitting requirements for the adaptive re-use of the factory including but not limited to a Conservation Plan and Heritage Alteration Permit.
18. Prior to final approval of the subdivision, the Owner shall make application to the City to amend the heritage designating by-law for the rear portion of the subject property to accurately reflect the legal description of the property that is of cultural heritage value or interest.

19. In conjunction with the engineering drawings submission, the Owner shall provide conceptual block plans for the medium density blocks, detailing locations of buildings, parking areas, building orientation towards the public streets and open spaces, and other relevant information, to the satisfaction of City.
20. As part of Design Studies Submission, the Owner will show a "Green Link" corridor along the south side of the proposed Gleeson Street extension. The "Green Link" should be fully accommodated in the Gleeson Street road allowance.

Environmental and Parks

21. The Owner shall dedicate the Park Blocks as partial fulfillment of the required parkland dedication associated with this draft plan. The balance of parkland dedication shall be provided as cash-in-lieu consistent with the requirements of by-law CP-9.
22. Within one (1) year of registration of this plan, the Owner shall grade, service and seed all Park Blocks, transferred to the City as part of the parkland dedication requirements, pursuant to current City Park development standards, to the satisfaction of City, and at no cost to the City. Park Blocks shall not be used for stockpiling of any kind.
23. Within one (1) year of registration of this Plan or otherwise approved by the City, the Owner shall install a 1.5 metre chain link fence, without gates, along the property limit interface of all private Lots and Blocks adjacent to any park and/or open space Blocks, in accordance with the approved engineering drawings and City Standard S.P.O.-4.8, to the satisfaction of the City, and at no cost to the City. Any alternative fencing arrangements shall be to the approval and the satisfaction of the City.

Engineering

Sanitary:

24. In conjunction with the engineering drawings submission, the Owner shall have their consulting engineer prepare and submit the following sanitary servicing design information:
 - i) Provide a sanitary drainage area plan, including the sanitary sewer routing and the external areas to be serviced through this draft plan to the satisfaction of the Deputy City Manager, Environment and Infrastructure;
 - ii) Provide clarification that the proposed zoning amendments and the respective changes in population, drainage area and the outlet(s) is compatible with accepted record drawings and drainage area plans. Any areas that are tributary are to be accommodated and routing and sewer extensions are to be shown such that they connect to their respective outlet locations. Any upgrades, if required, are to be at no cost to the City;
 - iii) Provide confirmation of all proposed build forms, lot fabric and layout and ensure that all street facing dwelling units meet municipal standards for narrow lot servicing and are individually serviced to the fronting sewer;
 - iv) Provide confirmation how all blocks are expected to be serviced including block 1 and provide an inventory of all existing storm and sanitary connections as no storm connections from existing McCormick Buildings are permitted to be directed to the sanitary sewer;
 - v) Propose a suitable routing for the sanitary sewer to be constructed through this plan. Further to this, the consulting engineer shall be required to provide an opinion for the need for an Environmental Assessment under the Class EA requirement for this sanitary trunk sewer; and
 - vi) Provide a hydrogeological report which includes an analysis of the water table level of the lands within the subdivision with respect to the depth of the local sanitary sewers and an evaluation of additional measures, if any,

which need to be undertaken in order to meet allowable inflow and infiltration levels as identified by OPSS 410 and OPSS 407.

- vii) Demonstrate that the servicing to the proposed street townhouses can be constructed with adequate separation distances and avoid conflicts with City services, which meet City of London standards and requirements.
25. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure, the Owner shall complete the following for the provision of sanitary services for this draft plan of subdivision:
- i) Construct sanitary sewers to serve this Plan and connect them to the existing municipal sewer system, namely, the 375mm (15inch) diameter sewer located on McCormick Boulevard ;
 - ii) Construct a maintenance access road and provide a standard municipal easement for any section of the sewer not located within the road allowance, to the satisfaction of the City Engineer;
 - iii) Make provisions for oversizing of the internal sanitary sewers in this draft plan to accommodate flows from the upstream lands external to this plan, all to the specifications of the City Engineer. This sewer must be extended to the limits of this plan and/or property line to service the upstream external lands; and
 - iv) Where sewers are greater than 8 metres in depth and are located within the municipal roadway, the Owner shall construct a local sanitary sewer to provide servicing outlets for private drain connections, to the satisfaction of the City Engineer. The local sanitary sewer will be at the sole cost of the Owner. Any exception will require the approval of the City Engineer.
 - v) Implementing all inflow and infiltration mitigation measures to meet allowable inflow and infiltration level as identified by OPSS 407 and OPSS 410 as well as any additional measures recommended in the hydrogeological report

Storm and Stormwater Management (SWM)

26. In conjunction with the Focused Design Studies, the Owner shall have their consulting engineer prepare and submit a Storm/Drainage and a SWM Servicing Report of Confirmation to address the following:
- i) Identifying the storm/drainage and SWM servicing works for the subject and external lands and how the interim drainage from external lands will be managed, all to the satisfaction of the City;
 - ii) Identifying major and minor storm flow routes for the subject and external lands, including but not limited to major and minor storm flow routes and water quantity and quality controls for the subject land and those stormwater/drainage and SWM servicing works shall be design all to the satisfaction of the City;
 - iii) Make provisions to oversize and deepen the internal storm sewers in this plan, if necessary, to accommodate flows from upstream lands external to this plan;
 - iv) Ensure that all existing upstream external flows traversing this plan of subdivision are accommodated within the overall minor and major storm conveyance servicing system(s) design, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure;
 - v) Develop sediment and erosion control plan(s) that will identify all sediment and erosion control measures, responsibilities, and inspecting/reporting requirements for the subject lands in accordance with City of London, the Ministry of the Environment, Conservation and Parks (MECP) standards and requirements, and current industry standards all to the specification and satisfaction of the City. The sediment and erosion control plan(s) shall

confirm and identify all interim and long-term drainage measures as well as a monitoring program that would be required for both registration and construction phasing/staging of the development and any major revisions to these plans after the initial acceptance shall be reviewed/accepted by the City for conformance to our standards and the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019). The erosion and sediment control plan and monitoring program shall be developed with consideration for the sensitive downstream habitat and any recommendations associated to the habitat features, if any. Prior to any work on the site, the Owner's professional engineer shall submit these measures and is to have these measures established and approved all to the satisfaction of the City where applicable. Further, the Owner's Professional Engineer must inspect and confirm that the required erosion and sediment control measures are maintained and operated as intended during all phases of construction;

- vi) Implement SWM soft measure Best Management Practices (BMP's) within the Plan, where possible, to the satisfaction of the City. The acceptance of these measures by the City will be subject to the presence of adequate geotechnical conditions within this Plan and the approval of the Deputy City Manager, Environment and Infrastructure; and,
 - vii) Ensure the post-development discharge flow from the subject site must not exceed capacity of the stormwater conveyance system. In an event where the condition cannot be met, the Owner shall provide SWM on-site controls that comply with the accepted Design Requirements for permanent Private Stormwater Systems.
 - viii) Provide an erosion/sediment control plan associated with any proposed LID features, if any, that will identify all erosion and sediment control measures to be used prior during and after the LID features are implemented. These measures shall be a component of the Functional Storm/Drainage Servicing Report along with any other identified erosion and sediment control measures for the site, all to the satisfaction of the City.
 - ix) Demonstrate that post-development major stormwater discharge flows from this plan and any identified external area can be contained within the proposed right-of-way throughout this plan and be safely conveyed to the intended outlet, including the evaluation of any required traffic calming measures. If major flows cannot be contained within ROWs, additional quantity storage shall be provided within the limits of this Plan all in accordance with the City's updated Stormwater Management Design Specifications and Requirements Manual (section 6.2.3).
 - x) Include rationale and calculations of representative lot level runoff coefficient values based on all anticipated impervious surfaces such as buildings and hardscaping to verify the proposed development meets approved "C" runoff coefficients.
27. The subdivision to which this draft approval relate shall be designed such that increased and accelerated stormwater runoff from this subdivision will not cause damage to downstream lands, properties or structures beyond the limits of this subdivision. Notwithstanding any requirements of, or any approval given by the City, the Owner shall indemnify the City against any damage or claim for damages arising out of or alleged to have arisen out of such increased or accelerated stormwater runoff from this subdivision.
28. The Owner shall have his professional engineer design and oversee the construction of the proposed storm/drainage to service the total catchment area, all to the satisfaction of the City and according to the recommendations and requirements of the following:
- i) The City's SWM criteria and the environmental targets for the Central Thames Subwatershed Study;

- ii) The Functional Storm/Drainage Servicing Report for the subject development demonstrating that the proper 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 allocated by the City as part of the 2016 Infrastructure Renewal Program – Contract # 4 (AGM, 2017);
 - iii) The City Design Requirements for Permanent Private Stormwater Systems were approved by City Council and is effective as of January 01, 2012. The stormwater requirements for PPS for all medium/high density residential, institutional, commercial and industrial development sites are contained in this document, which may include but not be limited to quantity/quality control, erosion, stream morphology, etc.
 - iv) The City's Waste Discharge and Drainage By-Laws, lot grading standards, policies, requirements and practices;
 - v) The Ministry of the Environment, Conservation and Parks (MECP) Low Impact Development (LID) Stormwater Management Guidance Manual, and
 - vi) Applicable Acts, Policies, Guidelines, Standards and Requirements of all required approval agencies, including but not limited to the Erosion and Sediment Control Guideline for Urban Construction (TRCA, December 2019), etc.
29. In accordance with City standards or as otherwise required by the Deputy City Manager, Environment and Infrastructure, the Owner shall complete the following for the provision of stormwater management (SWM) and stormwater services for this draft plan of subdivision:
- i) Construct storm sewers to serve this plan, located within the Central Thames Subwatershed, and connect storm servicing to serve this Plan to the existing municipal storm sewer system, namely, the 750 mm diameter storm sewer located on McCormick Boulevard and 450 mm diameter storm sewer on Ashland Avenue.
30. In conjunction with the Focused Design Studies submission, the Owner shall have a professional engineer prepare a hydrogeological investigation and/or addendum/update to any existing hydrogeological investigation(s) based on the final subdivision design and as directed by the City's Hydrogeologist Engineer, to determine the potential short-term and long-term effects of the construction associated with the development on existing groundwater elevations and to assess the impact on the water balance of the subject plan, identifying all required mitigation measures, including Low Impact Development (LIDs) solutions to the satisfaction of the City. Elements of the hydrogeological investigation may include, but are not to be limited to, the following:
- i) Evaluation of the hydrogeological regime, including specific aquifer properties, static groundwater levels, and groundwater flow direction;
 - ii) Evaluation of water quality characteristics and the potential interaction between shallow groundwater, surface water features, and nearby natural heritage features, if any;
 - iii) Completion of a water balance and/or addendum/update to any existing water balance for the proposed development to include the use of LIDs for any nearby natural heritage feature, if any, as appropriate;
 - iv) Details related to proposed LID solutions, if applicable, including details related to the long-term operations of the LID systems as it relates to seasonal fluctuations of the groundwater table;
 - v) Evaluation of construction related impacts and their potential effects on the shallow groundwater system;
 - vi) Confirmation that allowable inflow and infiltration levels have been met as identified by OPSS 410 and OPSS 407, include an analysis to establish the water table level of lands within the subdivision with respect to the depth of

- the sanitary sewers and recommend additional measures, if any, which need to be undertaken, all to the satisfaction of the City;
- vii) Evaluation of construction related impacts and their potential effects on local significant features, if any;
 - viii) Development of appropriate short-term and long-term monitoring plans (if applicable);
 - ix) Development of appropriate contingency plans (if applicable) in the event of groundwater interference related to construction.
 - x) the effects of the construction associated with this subdivision on the existing ground water elevations and domestic or farm wells in the area
 - xi) identify any abandoned wells in this plan
 - xii) any fill required in the plan
 - xiii) provide recommendations for foundation design should high groundwater be encountered
 - xiv) address any contamination impacts that may be anticipated or experienced as a result of the said construction
 - xv) provide recommendations regarding soil conditions and fill needs in the location of any existing watercourses or bodies of water on the site.
31. In conjunction with the first submission of engineering drawings, the Owner's professional engineer shall certify that any remedial or other works as recommended in the accepted hydro geological report are implemented by the Owner, to the satisfaction of the City, at no cost to the City.
32. Should the Owner be considering the use of LIDs on this plan of subdivision to manage water quality in lieu of any other alternatives such as OGSs etc., their consultant and Qualified Person must ensure that no groundwater contaminants are mobilized as a result of the incorporation of LID strategies. As a result, any proposed LID for the site, as part of the first phase of this subdivision and subsequent development applications for Blocks 2, 3 and 4, shall not be designed for infiltration. Please refer to Section 6.0 of the City of London Design Standards for guidance on LID implementation and design.
33. In conjunction with the first submission of engineering drawings, the Owner's consulting Professional Engineer shall submit, a Monitoring and Operational Procedure Manual (if applicable) for the maintenance and monitoring program for each of the SWM features within this plan (i.e., LIDs, OGSs, etc.) or within each of the identified phases/stages of development, in accordance with the City's "Monitoring and Operational Procedure for Stormwater Management Facilities" and other available guidance document requirements to the City for review and approval. The program shall include but not be limited to the following:
- i) A work program manual for the phasing, maintenance and monitoring of these facilities during all phases of buildout as well as following assumption.
 - ii) A verification and compliance monitoring program the developer will need to complete to verify the SWM features meet the intended design prior to assumption.
34. Following construction and prior to the assumption of the stormwater management features, if any, the Owner shall complete the following at no cost to the City, and all to the satisfaction of the City:
- i) Operate, maintain and monitor of any SWM Features in accordance with the approved maintenance and monitoring program and the City's "Monitoring and Operational Procedure for Stormwater Management Facilities";
 - ii) Have its consulting Professional Engineer submit monthly monitoring reports (beginning March 1st to November 1st in a calendar year) in accordance with the approved maintenance and monitoring program and the City's "monitoring and Operational Procedure for Stormwater Management Facilities" to the City.

Watermains

35. In conjunction with the Focused Design Studies submission the Owner shall have their consulting engineer prepare and submit a Water Servicing Report including the following design information, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure:
- i) Water distribution system analysis & modeling and hydraulic calculations for the Plan of Subdivision confirming system design requirements are being met;
 - ii) Identify domestic and fire flows for the residential/development Blocks from the low-level water distribution system;
 - iii) Address water quality and identify measures to maintain water quality from zero build-out through full build-out of the subdivision;
 - iv) Include modeling as per section 7.14 of the City Design Standards as well as for two fire flow scenarios as follows:
 - i) Max Day + Fire confirming velocities and pressures within the system at the design fire flows, and
 - ii) Max Day + Fire confirming the available fire flows at fire hydrants at 20 PSI residual. Identify fire flows available from each proposed hydrant to be constructed and determine the appropriate colour hydrant markers (identifying hydrant rated capacity);
 - v) Include a staging and phasing report as applicable which addresses the requirement to maintain interim water quality;
 - vi) Develop a looping strategy when development is proposed to proceed beyond 80 units;
 - vii) Identify any water servicing requirements necessary to provide water servicing to external lands, incorporating existing area plans as applicable;
 - viii) Identify any need for the construction of or improvement to external works necessary to provide water servicing to this Plan of Subdivision;
 - ix) Identify any required watermain oversizing and any cost sharing agreements;
 - x) Identify the effect of development on existing water infrastructure and identify potential conflicts;
 - xi) Include full-sized water distribution and area plan(s) which includes identifying the location of valves & hydrants, the type and location of water quality measures to be implemented (including automatic flushing device settings and outlet), the fire hydrant rated capacity & marker colour, and the design domestic and fire flow applied to development Blocks;
 - xii) Provide a servicing concept acceptable to the City Engineer for any proposed street townhouse (or narrow frontage) lots which demonstrates separation requirements for all services is being achieved.
36. The Owner acknowledges that future calculations and water modeling will be required at site plan stage for each block to identify the actual fire flows required for that proposed development, to the satisfaction of the City. These fire flows shall not exceed the maximum fire flows identified in Dillons revised Water Servicing Memo dated June 24, 2022.
- If fire flows required are larger than what is identified in Dillons revised report, it would be a responsibility of the developer to upsize any municipal watermain(s) necessary to meet the fire flow demands required for that development, all to the specifications and satisfaction of the City.
37. In accordance with City standards, or as otherwise required by the Deputy City Manager, Environment and Infrastructure, the Owner shall complete the following for the provision of water service to this draft Plan of Subdivision:

- i) Construct watermains to serve this Plan and connect the proposed watermains to serve this Plan to the existing low-level municipal system, namely the existing 300 mm diameter watermain on McCormick Boulevard, the existing 300 mm diameter watermain on Dundas Street, and the 150 mm diameter watermain on Ashland Avenue.
 - ii) Deliver confirmation that the watermain system has been looped to the satisfaction of the Deputy City Manager, Environment and Infrastructure when development is proposed to proceed beyond 80 units;
 - iii) Available fire flows and appropriate hydrant rated capacity colour code markers are to be shown on the engineering drawings; the coloured fire hydrant markers will be installed by the City of London at the time of Conditional Approval;
38. The Owner shall obtain all necessary approvals from the Deputy City Manager, Environment and Infrastructure for the servicing of all Blocks in this Plan of Subdivision prior to the installation of any water services to or within these Blocks.

Roadworks

39. All through intersections and connections with existing streets and internal to this subdivision shall align with the opposing streets based on the centrelines of the street aligning perpendicular through their intersections and opposite each other thereby having these streets centred with each other, unless otherwise approved by the Deputy City Manager, Environment and Infrastructure.
40. In conjunction with the first submission of engineering drawings, the Owner shall have its consulting engineer provide the following, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure:
- i) provide a proposed layout plan of the internal road network including taper details for streets in this plan that change right-of-way widths with minimum 30 metre tapers for review and acceptance with respect to road geometries, including but not limited to, right-of-way widths, tapers, bends, intersection layout, daylighting triangles, 10 m straight tangents, etc., and include any associated adjustments to the abutting lots. The roads shall be equally tapered and aligned based on the road centrelines and it should be noted tapers are not to be within intersections.
 - ii) confirm that all streets in the subdivision have centreline radii which conforms to the City of London Standard "Minimum Centreline Radii of Curvature of Roads in Subdivisions:"
 - iii) At 'tee' intersection, the projected road centreline of the intersecting street shall intersect the through street at 90 degrees with a minimum 10 metre tangent being required along the street lines of the intersecting road, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
 - iv) shall ensure street light poles and luminaires, along the street being extended, match the style of street light already existing or approved along the developed portion of the street, to the satisfaction of the City of London.
 - v) shall establish and maintain a Traffic Management Plan (TMP) in conformance with City guidelines and to the satisfaction of the Deputy City Manager, Environment and Infrastructure for any construction activity that will occur on an assumed street.

New Special conditions

41. The Owner shall have its professional engineer design and construct the roadworks in accordance with the following road widths:
- i) Gleeson Street has a minimum road pavement width (excluding gutters) of 7.5 metres with a minimum road allowance of 20 metres.
42. In conjunction with the first submission of engineering drawings, the Owner shall implement barrier curb through this plan of subdivision as per the Design

Specifications and requirements Manual (DSRM), to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

43. In conjunction with the first submission of engineering drawings, the Owner shall comply with the Complete Streets Manual to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
44. In conjunction with the first submission of engineering drawings, the Owner shall provide details of the closure and restoration of the boulevard for the existing accesses to Dundas Street, to the satisfaction of the City, at no cost to the City.

Sidewalks

45. In conjunction with the first submission of engineering drawings, the Owner shall provide details of a 1.5 metre (5') sidewalk on both sides of Gleeson Street. A 2.5m boulevard width (back of curb to sidewalk) shall be provided.
46. In conjunction with the first submission of engineering drawings, the Owner shall provide details of a 1.5 metre (5') sidewalk on the east side of McCormick Boulevard. A 2.5m boulevard width (back of curb to sidewalk) shall be provided.
47. In conjunction with the first submission of engineering drawings, the Owner shall provide details of a 1.5 metre (5') sidewalk on the west side of Ashland Avenue. A 2.5m boulevard width (back of curb to sidewalk) shall be provided.

Street Lights

48. In conjunction with the submission of engineering drawings, the Owner shall have a qualified professional engineer provide to the Deputy City Manager, Environment and Infrastructure for review and acceptance appropriate drawings and calculations (eg photometric) for street lights that exceeds the street lighting standards in new subdivisions as required by the Deputy City Manager, Environment and Infrastructure at no cost to the City.
49. In conjunction with the first submission of engineering drawings, the Owner shall provide details of street lighting on all streets and walkways in this plan to the satisfaction of the City, at no cost to the City.
50. In conjunction with the first submission of engineering drawings, the Owner shall provide details of temporary street lighting at the intersection of Gleeson Boulevard and McCormick Boulevard, and Gleeson Boulevard and Ashland Avenue, to the specifications of the City, at no cost to the City.

Boundary Road Works

51. In conjunction with the first submission of engineering drawings, the Owner shall implement all recommendations outlined in the approved Transportation Impact Assessment to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
52. In conjunction with first submission of engineering drawings, the Owner shall provide a pavement marking plan, to include all turn lanes, etc., if necessary, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
53. The Owner shall red-line the draft plan of subdivision to identify the Ashland Avenue realignment to be constructed by the City, to the satisfaction of the City.
54. The Owner shall convey the Ashland Avenue right-of-way, to the City, at no cost to the City, or to the satisfaction of the City.
55. In conjunction with the first submission of engineering drawings, the Owner shall red-line the Plan to realign Ashland Avenue as per the City's design, all to the satisfaction of the City.
56. The Owner shall not develop Blocks 1 until Ashland Avenue is realigned to it's ultimate profile and is constructed to ultimate.

57. The Owner shall provide a temporary working easement along the Dundas Street and Ashland Avenue road frontages of Block 1 in order to allow for the reconstruction of Dundas Street and Ashland Avenue, which shall be released by the City when it is no longer needed, at no cost to the City.
58. The Owner shall convey the Dundas Street right-of-way widening, to the City, at no cost to the City.
59. The Owner acknowledges that the City, in accordance with the City's current Growth Management Implementation Strategy (GMIS) may be reconstructing Ashland Avenue and Dundas Street. The Owner shall co-operate with the City, as necessary, to complete the project, including providing access to their lands and easements as necessary.
60. In conjunction with the first submission of engineering drawings, the Owner shall identify minor boulevard improvements on Dundas Street, McCormick Boulevard and Ashland Avenue adjacent to this Plan, to the specifications of the City and at no cost to the City, consisting of clean-up, grading and sodding as necessary.

Road Widening

61. The Owner shall be required to dedicate sufficient land to widen Dundas Street to 24.0 metres from the centreline of the existing road allowance.
62. The Owner shall be required to dedicate sufficient land to widen Ashland Avenue to 10.75 metres from the the future centreline road once Ashland Avenue has been realigned, to the satisfaction of the City.
63. The Owner shall be required to dedicate 6.0 m x 6.0 m "daylighting triangles" at the major intersections of Dundas Street and McCormick Boulevard and Dundas Street and Ashland Avenue as per Zoning-By-law Z1 Section 4.21.1, to the satisfaction of the City.
64. The Owner shall be required to dedicate 3.0 m x 3.0 m "daylighting triangles" at Gleeson Street and McCormick Boulevard and at Gleeson Street and Ashland Avenue, to the satisfaction of the City.

Vehicular Access

65. The Owner shall ensure that no vehicular access will be permitted to Block 1 from Dundas Street.
66. The Owner shall restrict access to Block 1 by establishing blocks for a 0.3 metre reserve along the entire Dundas Street frontages, to the satisfaction of the City.
67. The Owner shall restrict access to Block 1 by establishing block for a 0.3 metre reserve along McCormick Boulevard from the centreline of Dundas Street 75 metres northerly, to the satisfaction of the City.
68. The Owner shall restrict access to Block 1 by establishing a 0.3 metre reserve along the west side of Ashland Avenue to Osborne Street, to the satisfaction of the City.

Traffic Calming

69. In conjunction with the first submission of engineering drawings, the Owner shall identify and install the following traffic calming measures along the neighbourhood street road network:
 - o Traffic Calming shall be provided on Gleeson Street in the form of speed cushions as per City standards, spaced at 100m, avoiding maintenance covers and intersections to the satisfaction of the Deputy City Manager, Environment and Infrastructure. Coordination with Traffic Calming staff required trafficalming@london.ca.

The traffic calming measures selected for these locations are subject to the approval of the Transportation Planning & Design Division and are to be designed and constructed to the satisfaction of the Deputy City Manager, Environment and Infrastructure.

Construction Access

70. The Owner shall direct all construction traffic associated with this draft plan of subdivision to utilize McCormick Boulevard via Dundas Street or other routes as designated by the City.

General

71. Prior to final approval, the Owner shall make arrangements with the affected property owner(s) for the construction of any portions of services or grading situated on private lands outside this plan, and shall provide satisfactory easements over these works, as necessary, all to the specifications and satisfaction of the City, at no cost to the City.
72. Once construction of any private services, i.e.: water storm or sanitary, to service the lots and blocks in this plan is completed and any proposed re-lotting of the plan is undertaken, the Owner shall reconstruct all previously installed services in standard location, in accordance with the approved final lotting and approved revised servicing drawings all to the specification of the Deputy City Manager, Environment and Infrastructure and at no cost to the City.
73. The Owner shall connect to all existing services and extend all services to the limits of the draft plan of subdivision as per the accepted engineering drawings, at no cost to the City, all to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure.
74. The Owner's professional engineer shall provide full time inspection services during construction for all work to be assumed by the City, and shall supply the City with a Certification of Completion of Works upon completion, in accordance with the plans accepted by the Deputy City Manager, Environment and Infrastructure.
75. Prior to the construction of works on existing City streets and/or unassumed subdivisions, the Owner shall have its professional engineer notify new and existing property owners in writing regarding the sewer and/or road works proposed to be constructed on existing City streets in conjunction with this subdivision along with any remedial works prior to assumption, all in accordance with Council policy for "Guidelines for Notification to Public for Major Construction Projects".
76. The Owner shall not commence construction or installations of any services (e.g. clearing or servicing of land) involved with this Plan prior to obtaining all necessary permits, approvals and/or certificates that need to be issued in conjunction with the development of the subdivision, unless otherwise approved by the City in writing (e.g. Ministry of the Environment, Conservation and Parks Certificates, City/Ministry/Government permits: Permit of Approved Works, water connection, water-taking, crown land, navigable waterways, approvals: Upper Thames River Conservation Authority, Ministry of Natural Resources, Ministry of the Environment, Conservation and Parks, City, etc.)
77. In conjunction with the first submission of engineering drawings, in the event the Owner wishes to phase this plan of subdivision, the Owner shall submit a phasing plan identifying all required temporary measures, and identify land and/or easements required for the routing of services which are necessary to service upstream lands outside this draft plan to the limit of the plan to be provided at the time of registration of each phase, all to the specifications and satisfaction of the City.
78. If any temporary measures are required to support the interim conditions in conjunction with the phasing, the Owner shall construct temporary measures and provide all necessary land and/or easements, to the specifications and satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
79. In conjunction with registration of the Plan, the Owner shall provide to the appropriate authorities such easements and/or land dedications as may be required for all municipal works and services associated with the development of

the subject lands, such as road, utility, drainage or stormwater management (SWM) purposes, to the satisfaction of the City, at no cost to the City.

80. The Owner shall remove all existing accesses and restore all affected areas, all to the satisfaction of the City, at no cost to the City.
81. All costs related to the plan of subdivision shall be at the expense of the Owner, unless specifically stated otherwise in this approval.
82. The Owner shall make all necessary arrangements with any required owner(s) to have any existing easement(s) in this plan quit claimed to the satisfaction of the City and at no cost to the City. The Owner shall protect any existing municipal or private services in the said easement(s) until such time as they are removed and replaced with appropriate municipal and/or private services and these services are operational, at no cost to the City.

Following the removal of any existing private services from the said easement and the appropriate municipal services and/or private services are installed and operational, the Owner shall make all necessary arrangement to have any section(s) of easement(s) in this plan quit claimed to the satisfaction of the City, at no cost to the City.

83. In conjunction with first submission of engineering drawings, the Owner shall submit a Development Charge work plan outlining the costs associated with the design and construction of the DC eligible works. The work plan must be approved by the Deputy City Manager, Environment and Infrastructure and City Treasurer (as outlined in the most current DC By-law) prior to advancing a report to Planning and Environment Committee recommending approval of the special provisions for the subdivision agreement.
84. In conjunction with the Focused Design Studies submission, the Owner shall have it geotechnical engineer identify if there is any evidence of methane gas within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any methane gas within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer, under the supervision of the geotechnical engineer, to the satisfaction of the City, at no cost to the City.
85. In conjunction with the Focused Design Studies submission, the Owner shall have it geotechnical engineer identify if there is any evidence of contamination within or in the vicinity of this draft plan of subdivision, to the satisfaction of the City. Should it be determined there is any contamination within or in the vicinity of this draft plan of subdivision, the Owner's geotechnical engineer shall provide any necessary recommendations. The Owner shall implement any recommendations of the geotechnical engineer to remediate, remove and/or dispose of any contaminates under the supervision of the geotechnical engineer to the satisfaction of the City, at no cost to the City.

New Special conditions

86. In conjunction with the Focused Design Studies submission, the Owner shall provide, to the City for review and acceptance, a geotechnical report or update the existing geotechnical report recommendations to address all geotechnical issues with respect to the development of this plan, including, but not limited to, the following:
 - i) servicing, grading and drainage of this subdivision
 - ii) road pavement structure
 - iii) dewatering
 - iv) foundation design
 - v) removal of existing fill (including but not limited to organic and deleterious materials)
 - vi) the placement of new engineering fill
 - vii) any necessary setbacks related to slope stability for lands within this plan
 - viii) identifying all required mitigation measures including Low Impact Development (LIDs) solutions,

- ix) Addressing all issues with respect to construction and any necessary setbacks related to erosion, maintenance and structural setbacks related to slope stability for lands within this plan, if necessary, to the satisfaction and specifications of the City. The Owner shall provide written acceptance from the Upper Thames River Conservation Authority for the final setback.
- # cutting/filling, erosion, maintenance and structural setbacks related to slope stability associated with the existing wetlands, all to the satisfaction of the City and the Upper Thames River Conservation Authority;
- and any other requirements as needed by the City, all to the satisfaction of the City.
87. In conjunction with the first submission of engineering drawings, the Owner shall implement all geotechnical recommendations to the satisfaction of the City.
88. In conjunction with the submission of engineering drawings, the Owner shall provide a minimum lot frontage of 6.7 metres as per City standards to accommodate street townhouses within this draft plan of subdivision, all the specifications and satisfaction of the City.
89. The Owner shall have the common property line of Dundas Street, McCormick Boulevard and Ashland Avenue graded in accordance with the accepted engineering drawings, to the satisfaction of the City, at no cost to the City.
90. The Owner shall have it's geotechnical engineer provide a Record of Site Condition prior to the issuance of a Certificate of Conditional Approval in accordance with the latest "Guidelines for Use at Contaminated Sites in Ontario", established by the Ministry of the Environment. The Record of Site Condition shall include "Affidavit of Consultant" which summarizes the site assessment and restoration activities carried out at a contaminated site up to the property line. Should the site be free of contamination, the geotechnical engineer shall provide certification to this effect to the City.
91. Should the required hydrogeological and/or the geotechnical investigations confirm the presence of any existing contaminates within this Plan, then prior to the registration of this Plan, the Owner shall complete the following with respect to the remediation, removal and disposal of contaminates within the proposed Streets, Lots and Blocks in this Plan in accordance to provincial regulations and with the satisfaction of the Deputy City Manager, Environment and Infrastructure at no cost to the City:
- i) Have his professional engineer incorporate into the engineering drawings for this Plan, all recommendations in the accepted hydrogeological and/or geotechnical reports in regard to contaminates, and submit these drawings to the City for review and acceptance;
 - ii) Enter into a subdivision agreement with the City, with appropriate securities provided to the City, addressing the remediation and/or removal (and disposal) of all existing contaminates that may be anticipated and/or experienced as a result of existing conditions and/or the proposed construction;
 - iii) Implement the recommendation(s) to remediate, removal and/or disposal of any contaminates within the proposed Streets, Lots and Blocks in this Plan under the supervision of the geotechnical engineer, in accordance with the in the accepted hydrogeological and/or geotechnical reports and accepted drawings;
 - iv) Have his geotechnical engineer certify to the City that the proposed Streets, Lots and Blocks within this Plan are free of contamination in accordance with the accepted hydrogeological and/or geotechnical reports and accepted drawings; and
 - v) Have his geotechnical engineer prepare a report that summarizes the site assessment and restoration and/or removal activities carried out at the contaminated site within this Plan and containing a "Schedule A – Record of Site Condition" including an "Affidavit of Consultant" in accordance with the requirements of latest Ministry of Environment "Guidelines for Use at Contaminated Sites in Ontario" and file appropriate documents to the Ministry in this regard with copies provided to the City.

92. In conjunction with the first submission of engineering drawings, the Owner shall identify locations of all existing infrastructure, ie. Water, septic, storm, hydro, driveways, etc. and their decommissioning or relocation, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
93. In conjunction with the first submission of engineering drawings, the Owner shall identify any adjustments to the existing works and services on streets surrounding this Plan, adjacent to this plan to accommodate the proposed works and services for this Plan (eg. private services, street light poles, traffic calming, etc.) in accordance with the approved design criteria and accepted drawings, all to the satisfaction of the Deputy City Manager, Environment and Infrastructure, at no cost to the City.
94. Should Commercial, Industrial or Institutional blocks exist within this plan of subdivision, the Owner shall either register against the title of Blocks in this Plan, or shall include in the agreement of purchase and sale for the transfer of each of the Blocks, a covenant by the purchaser or transferee stating that the purchaser or transferee of the Blocks may be required to construct sewage sampling manholes, built to City standards in accordance with the City's Waste Discharge By-law No. WM-2, as amended, regulating the discharge of sewage into public sewage systems. If required, the sewage sampling manholes shall be installed on both storm and sanitary private drain connections, and shall be located wholly on private property, as close as possible to the street line, or as approved otherwise by the Deputy City Manager, Environment and Infrastructure.
95. In conjunction with the first submission of engineering drawings, the Owner shall provide all details of any noise walls located within this Plan, all to the specifications and satisfaction of the City.

Appendix E – Public Engagement

Community Engagement

Public Liaison: On June 15, 2022, Notice of Application was sent to 145 property owners in the surrounding area. Notice of Application was published in the *Public Notices and Bidding Opportunities* section of *The Londoner* on June 16, 2022. A Notice of Public Meeting was sent out on September 14, 2022 and published in *The Londoner* on September 15, 2022. A Planning Application Sign was also erected on the subject site. A Notice of Application was sent out to internal stakeholders previous to this on December 17, 2021 dealing only with proposed Draft Plan of Subdivision.

Nature of Liaison: The purpose and effect of this application is to approve a Draft Plan of Residential Subdivision, as well as the corresponding Official Plan, London Plan and Zoning By-law Amendments. The Draft Plan of Subdivision consists of thirteen (13) low density residential blocks, two (2) medium density residential blocks, one (1) park block, one (1) stormwater management facility/medium density residential block, three (3) future road blocks, four (4) road widening blocks, three (3) road reserve blocks, one (1) stormwater management facility/open space block, and one (1) open space block; serviced by five (5) new local streets.

Londoner Notice: 1156 Dundas Street

The purpose and effect of the draft plan of subdivision and zoning by-law amendment would be the creation of residential subdivision. Consideration of a draft plan of subdivision with one (1) medium density residential/commercial block, three (3) medium density residential blocks, one (1) park block, one (1) future road block, and one (1) road reserve block; serviced by the extension of Gleeson Street. Possible amendment to Zoning By-law Z.1 **FROM** a Holding Business District Commercial (h-5•h-67•h-120•h-149•h-204•h-205•BDC2(11)•H35•D150) Zone; a Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)) Zone; a Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H15) Zone; a Holding Residential R1 (h-67•h-202•h-203•h-205•R1-2) Zone; and an Open Space (OS1) Zone **TO** a **Holding Business District Commercial (h-5•h-67•h-120•h-149•h-204•h-205•BDC2(11)•H35•D150) Zone (Block 1)** to permit animal hospitals, apartment buildings, with any or all of the other permitted uses on the first floor, bake shops, clinics, commercial recreation establishments, commercial parking structures and/or lots, converted dwellings, day care centres, dry cleaning and laundry depots, duplicating shops, emergency care establishments, existing dwellings, financial institutions, grocery stores, laboratories, laundromats, libraries, medical/dental offices, offices, personal service establishments, private clubs, restaurants, retail stores, service and repair establishments, studios, video rental establishments, lodging house class, cinemas, brewing on premises establishment, food store, animal clinic, convenience store, post office, convenience service establishments, dwelling units restricted to the rear portion of the ground floor or on the second floor or above with any or all of the other permitted uses, in the front portion of the ground floor, bed and breakfast establishments, antique store, police stations, artisan workshop, craft brewery, assembly halls, places of worship, community centres, funeral homes, institutions, schools, fire halls, together with a special provision for additional permitted uses: senior citizen apartment buildings, and minimum front yard depth of 9 metres, building setback of 3.0 metres above the height of the building as existing on the date of the passage of this by-law, parking standard for office uses of minimum 1 parking space per 90 m², parking standard for senior citizen apartment buildings of minimum 0.25 spaces per unit, parking standard for apartment buildings of minimum 1 parking space per unit, and maximum density of 150 units per hectare and maximum height of 35 metres; a **Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H13.5) Zone (Block 2)** to permit single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, townhouse dwellings, stacked townhouse dwellings, apartment buildings, fourplex dwellings, together with a special provision for additional permitted uses: continuum-of-care facility, retirement homes, and senior citizen apartment buildings, and parking standard for senior citizen apartment buildings of minimum 0.25 spaces per unit,

parking standard for cluster townhouses of minimum 1 parking space per unit, parking standard for apartment buildings of minimum 1 parking space per unit, and maximum density of 125 units per hectare and maximum height of 13.5 metres; a **Holding Residential R6 (h-5•h-67•h-120•h-149•h-203•h-204•h-205•R6-5(41)•H21•D150) Zone (Block 3)** to permit single detached dwellings, semi-detached dwellings, duplex dwellings, triplex dwellings, townhouse dwellings, stacked townhouse dwellings, apartment buildings, fourplex dwellings, together with a special provision for additional permitted uses: continuum-of-care facility, retirement homes, and senior citizen apartment buildings, and parking standard for senior citizen apartment buildings of minimum 0.25 spaces per unit, parking standard for cluster townhouses of minimum 1 parking space per unit, parking standard for apartment buildings of minimum 1 parking space per unit, and maximum density of 150 units per hectare and maximum height of 21 metres; a **Holding Residential R4 (h-67•h-202•h-203•h-205•R4-3) Zone (Block 4)** to permit street townhouse dwellings on lots with a minimum lot area of 200 square metres and minimum lot frontage of 5.5 metres per unit; and an **Open Space (OS1) Zone (Park Block)** to permit conservation lands, conservation works, golf courses, public and private parks, recreational buildings associated with conservation lands and public parks, campgrounds, and managed forests. The City may also consider applying holding provisions in the zoning to ensure adequate provision of municipal services, that a subdivision agreement or development agreement is entered into, and to ensure completion of noise assessment reports and implementation of mitigation measures for development adjacent arterial roads.

Responses: One (1) email response was received. A summary of the comments received include the following:

- Concern with proposed changes in density on northerly portion of property.

Telephone	Written
	Mike Kaye 1187 Albany Street

[EXTERNAL] 1156 Dundas Zoning Application



To: Johnson, Mark

📧 You replied to this message on 6/30/2022 7:52 AM.

I'm sending this email in regards to the application to the rezoning for the McCormick property at 1156 Dundas street.

As a resident and a stakeholder to this proposed development and rezoning, I would like express my opposition to this new proposal.

Back in 2016/17 all this was already decided after public meetings and consultation taking into account the various views and interests of the stakeholders.

For this to come about again which includes a change from a low density to medium density in a key north part of the property fills me with a sense of indignation.

Sincerely,
Mike Kaye
1187 Albany Street
London, Ontario
N5W 3L6

Significant Agency / Departmental Comments

CP Rail – June 30, 2022

Good Afternoon,

RE: Comments on File 39T-21508 & Z-9524, within 500m of CP Rail line

Thank you for the recent notice respecting the captioned development proposal in the vicinity of Canadian Pacific Railway Company. The safety and welfare of residents can be adversely affected by rail operations and CP is not in favour of residential uses that are not compatible with rail operations. CP freight trains operate 24/7 and schedules/volumes are subject to change. CP's approach to development in the vicinity of rail operations is encapsulated by the recommended guidelines developed through collaboration between the Railway Association of Canada and the Federation of

Canadian Municipalities. The 2013 Proximity Guidelines can be found at the following website address: <http://www.proximityissues.ca/>.

CP recommends that the below condition be inserted in all property and tenancy agreements and offers of purchase and sale for all dwelling units in the proposed building(s):

“Canadian Pacific Railway and/or its assigns or successors in interest has or have a railway right-of-way and/or yard located adjacent to the subject land hereof with operations conducted 24 hours a day, 7 days a week, including the shunting of trains and the idling of locomotives. There may be alterations to, or expansions of, the railway facilities and/or operations in the future, which alterations or expansions may affect the living environment of the residents in the vicinity. Notwithstanding the inclusion of any noise and/or vibration attenuating measures in the design of the development and individual dwellings, Canadian Pacific Railway will not be responsible for complaints or claims arising from the use of its facilities and/or its operations on, over, or under the aforesaid right-of-way and/or yard.”

Should the captioned development proposal receive approval, CP respectfully requests that the recommended guidelines be followed.

Thank you,

CP Proximity Ontario



CP Proximity Ontario
CP_Proximity-Ontario@cpr.ca
7550 Ogden Dale Road SE, Building 1
Calgary AB T2C 4X9

CN Rail – June 30, 2022

Hello Mark,

Thank you for consulting CN on the application mentioned in subject. CN has concerns of developing/densifying residential uses in proximity to railway right-of-way. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated. CN's guidelines reinforce the safety and well-being of any existing and future occupants of the area. Please refer to CN's guidelines for the development of sensitive uses in proximity to railways. These policies have been developed by the Railway Association of Canada and the Federation of Canadian Municipalities.

CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual project approval:

1. The Owner shall engage a consultant to undertake an analysis of noise. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
2. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 1000m of the railway right-of-way:
3. “Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 1000 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns

or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”

4. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the noise isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
5. The Owner shall enter into an Agreement with CN stipulating how CN's concerns will be resolved and will pay CN's reasonable costs in preparing and negotiating the agreement.
6. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

CN anticipates the opportunity to review a Noise study taking into consideration CN development guidelines.

Thank you and do not hesitate to contact me with any questions.

Best regards

Ashkan Matlabi, Urb. OUQ. MBA

Urbaniste sénior / Senior Planner (CN Proximity)
Planning, Landscape Architecture and Urban Design
Urbanisme, architecture de paysage et design urbain

London Advisory Committee on Heritage – February 9, 2022

b) M. Johnson, Senior Planner, BE ADVISED that the London Advisory Committee on Heritage (LACH) does not object to the conclusions and recommendations of the Heritage Impact Assessment (HIS), dated September 27, 2021, from Zelinka Priamo Ltd., with respect to the McCormick's Biscuit Company located at 1156 Dundas Street; it being noted that the proponent is encouraged to attend a meeting of the LACH early in the site design process to ensure meaningful consultation on the adaptive reuse of the former McCormick Biscuit Factory structure; it being further noted that the Notice of Planning Application, dated December 17, 2021, from M. Johnson, Senior Planner, with respect to a Notice of Planning Application related to a Draft Plan of Subdivision for the property located at 1156 Dundas Street, and the above-noted HIS, were received;

Summary of Department Comments Draft Plan of Subdivision and Zoning By-law Amendment 1156 Dundas Street 39T-21508

The following is a summary of the comments received by the respective service areas/agencies in response to the above noted application. It is noted that these comments do not necessarily reflect the final planning recommendation on the proposal.

PLANNING AND DEVELOPMENT - URBAN DESIGN (July 2022):

- Urban design staff are not in support of the proposed ZBA for 1156 Dundas St as the zoning boundary change is not conducive to a site plan that is consistent with

the McCormick Area Secondary Plan [MASP] and more broadly The London Plan [TLP].

Below are outstanding urban design comments that have yet to be demonstrated in the concept plan to support any zoning by-law amendment to 1156 Dundas St that is consistent with MASP.

- This site is located within the Council approved McCormick Area Secondary Plan **[MASP]**, and Rapid Transit Place Type in The London Plan **[TLP]**. In accordance with the policies in MASP and TLP, the following built form and site layout policies apply.
- The **[MASP 20.8.4.4(v)(i)]**, encourages parking areas to incorporate mid-block connections that facilitate public access. Mid-block connections are not demonstrated between Blocks 1, 2 and 3. Pedestrian/vehicular linkages should be established throughout the site. Other than the extension of Gleeson St, the site should provide pedestrian and/or vehicle permeability with the use of delineated/shared walkways and laneways.
- An appropriate block structure to make efficient use of land should be proposed of varying typologies that would allow for a much denser and street-oriented development.
- Provide an east/west linkage from Sparton St and/or Osborne Street as per **[MASP Schedule 1]** to continue the established community street layout and provide opportunities for new accessible pedestrian built frontages.
- Provide a public right of way or private laneway that is publicly accessible and functions like a public street with pedestrian sidewalks.
- Additionally, mid-block connections are encouraged through parking facilities that may be private but provide public access **[MASP (20.8.4.4 (v)(i))]**.
- The proposed parking shown in the provided concept plan is immense with surface parking with long portions abutting public roads (Ashland Ave, Gleeson St and McCormick Blvd) and should be minimized **[TLP 272]**.
- Reduce the visual impact of parking, make efficient use of land, to provide for outdoor amenity space, and promote active uses on street-facing facades, parking for large buildings, such as high-rise residential buildings, office buildings, and mixed-use buildings should be located underground or integrated within the building design **[TLP 275]**.
- The proposed buildings should respond to the established pattern of streetscape entrances and frontages **[TLP 252, 253]**, **[MASP 20.8.4.6 (v)(d)]**.
- Ensure the proposed buildings are sympathetic to the established setbacks and rhythm of entrances within the existing context of the area. Further seek to establish a continuous streetwall along Ashland Ave, Gleeson St and McCormick Blvd to create a sense of enclosure and comfortable pedestrian environment **[TLP 841_2]**.
- Break up the building massing on Block 3 to establish a laneway connection from McCormick Blvd and locate additional massing to frame the Park Block and Gleeson Street to establish a streetwall and screen surface parking.
- The site area within the Transit-Oriented designation should implement a built form that supports the pedestrian streetscape throughout **[MASP 20.8.4.4(v)(b)]**.
- Provide built frontages along Ashland Ave and Gleeson St to extend the pedestrian streetscape from Dundas St while minimizing surface parking.
- Ensure safe pedestrian circulation and connections throughout the surface parking to the proposed buildings.
- Design any large surface parking lots with areas dedicated for pedestrian priority to ensure safe pedestrian connectivity throughout the site **[TLP 281]**. The proposal should demonstrate pedestrian, bicycle linkages from the residential areas within the site to the public streets.

PLANNING AND DEVELOPMENT - HERITAGE PLANNING (July 2022):

1. Overview

The property at 1156 Dundas Street is located on the north side of Dundas Street between McCormick Boulevard and Ashland Avenue. The property is designated pursuant to Part IV of the Ontario Heritage Act per designating by-law L.S.P.-3441-366, which came into force and effect on November 11, 2014. The building on the property includes the former McCormick's Factory.

2. Heritage Impact Statement (HIS)

A Heritage Impact Statement (Zelinka Priamo Ltd., *Heritage Impact Statement, McCormick's Biscuit Company – 1156 Dundas Street, September 27, 2021*) was submitted as a part of the complete application requirements for this Draft Plan of Subdivision. The HIS was prepared by Zelinka Priamo Ltd. on behalf of the property owners to support the application. The primary purpose of an HIS (or Heritage Impact Assessment) is to assess the potential impacts of a proposed development on to designated and/or listed heritage properties, and if needed, recommend appropriate mitigation measures.

The proposed Plan of Subdivision, as described in the HIA, includes the subdivision of the existing property into a proposed four blocks, including a with residential and commercial uses. At this stage, no physical changes are proposed to the subject property, which includes the existing McCormick's Factory.

3. Assessment of Impact – Comments and Summary

The following includes the key points identified within the HIS:

- No physical changes are proposed to the subject lands or the existing McCormick's Factory at this stage;
- Any future development that result in physical changes to the lands, including the McCormick's Factory will required additional heritage studies;
- The heritage designating by-law for the property may require technical amendment following the approval of a Draft Plan of Subdivision for the property;
- The subject lands are also adjacent to eight properties that are listed on the Register of Cultural Heritage Resources;
- The proposed Plan of Subdivision will conserve the property's cultural heritage value and interest;
- There are no exterior changes proposed to the exterior heritage attributes of the former McCormick's Factory at this time;
- At this time, the eight heritage listed properties will not be negatively impacted by the proposal;
- The McCormick's Factory will maintain its prominent location along Dundas Street and will continue to be a contributing property to the streetscape. The views to the existing building within the immediate area will remain unobstructed as the proposed development is at the rear of the property.

The HIS concludes: "It is our opinion the proposed Plan of Subdivision will not negatively impact the preservation of the property's cultural heritage value and attributes. At this stage, there are no physical changes proposed to the subject lands, which includes exterior changes to the existing McCormick's factory building. Any concept plans are preliminary and are subject to further heritage studies through the Site Plan Approval process."

4. Recommendations and Conclusions

Heritage staff strongly encourage the continued retention of the existing McCormick's Factory on the property at 1156 Dundas Street as a part of any planning application for the property. The applicant is also encouraged to consider the following recommendations to assist in the sensitive and compatible development of the subject property:

- The conceptual designs shown in the proposed application includes a vast amount of surface parking located immediately within the vicinity of the existing McCormick's factory building which is the subject of the heritage designation for the property at 1156 Dundas Street. Reducing surface parking to allow for outdoor amenity space may ease the transition from the existing heritage building to any new development on the property.
- As a new development on a heritage-designated property, new buildings or construction on the property should be designed to be sympathetic and compatible with the existing heritage resource on the property. The applicant is encouraged to consider design strategies that sensitively integrate the new development with the existing heritage resource on the property. Attention to details such as height, scale, massing, material finishes, and architectural detailing could be utilized to conceptually integrate the new development with the existing McCormick's Factory.
- Any development on the property should continue to highlight the McCormick's Factory's prominence on the existing property and its streetscape context, as well as seek opportunities to preserve and enhance its cultural heritage value.
- As noted within the HIS, additional planning applications and proposed physical changes to the subject property will require additional heritage studies, including, but not limited to an updated Heritage Impact Assessment, a Heritage Alteration Permit, and/or a Conservation Plan to ensure that the proposed development is compatible with the cultural heritage value of the property as well as to facilitate the appropriate conservation and adaptive re-use of the McCormick's Factory. The LACH should continue to be consulted on planning applications related to the subject property.

PLANNING AND DEVELOPMENT - NATURAL HERITAGE (July 2022):

No Natural Heritage Features on, or adjacent to the site have been identified on Map 5 of the London Plan or based on current aerial photo interpretation.

PARKS PLANNING AND DESIGN (July 2022):

- Parks Planning and Design has reviewed the submission for the above noted plan of subdivision and offers the following comments:
- Parkland dedication for this development is required. PP&D does not require the dedication of land for park purposes in this plan of subdivision and the required parkland dedication will be satisfied through the payment of cash-in-lieu of parkland.
- The 0.06 park block as shown on the submitted concept plan is undersized and does not meet the City of London Design Specifications and Requirements Manual and the Contract Documents Manuals requirements. This Park block will not be accepted as parkland dedication and would be required to be developed privately in conjunction with an abutting development through the site plan approval process.
- As per the McCormick Area Plan a "Green Link" corridor is required along the south side of proposed Gleeson Street extension. The "Green Link" prioritize active transportation modes, including cyclists and pedestrians, and are ideal locations for multi-use trails. The "Green Link" corridor should be fully accommodated in the Gleeson Street road allowance. If there is insufficient space to incorporate the multi-use pathway in the road allowance, park land dedication could be considered to achieve this.

SUBDIVISION ENGINEERING (August 2022):

Please find attached the recommended conditions for the draft plan relating to engineering matters for the above-noted subdivision application. These conditions

represent the consolidated comments of Planning and Development, the Transportation Planning and Design Division, the Sewer Engineering Division, the Water Engineering Division and the Stormwater Engineering Division.

Zoning By-law Amendment

Planning and Development and the above-noted engineering divisions have no objection to the proposed Zoning By-law Amendment for the proposed draft plan of subdivision subject to the following:

1. 'h' holding provision is implemented with respect to servicing, including sanitary, stormwater and water, to the satisfaction of the Deputy City Manager, Environment and Infrastructure and the entering of a subdivision agreement.
2. 'h-100' holding provision is implemented with respect to water services and appropriate access that no more than 80 units may be developed until a looped watermain system is constructed and there is a second public access is available, to the satisfaction of the Deputy City Manager, Environment and Infrastructure.
3. A holding provision until such time as the Owner can demonstrate whether the existing municipal water system is adequate to support the proposed development and if fire flows required are larger than what is identified in Dillon's revised report, it would be a responsibility of the developer to upsize any municipal watermain(s) necessary to meet the fire flow demands required for that development, all to the specifications and satisfaction of the City.
4. A holding provision is implemented on Block 1 until Ashland Avenue has been realigned and constructed

Required Revisions to the Draft Plan

Note: Revisions are required to the draft plan as follows:

- i) Red-line the plan to identify the realignment of Ashland Avenue intersection with Dundas Street as identified by the City project
- ii) Relocate 0.3 metre reserve to be on the north side of the road widening Block, Block 5
- iii) Add 0.3 metre reserve on McCormick Avenue from the centreline of Dundas Street to 75 metres north
- iv) Add 0.3 metre reserve on the west side Ashland Avenue to Osborne Street
- v) Dedicate 6.0 m x 6.0 m "daylighting triangles" at the major intersections of Dundas Street and McCormick Boulevard and Dundas Street and Ashland Avenue as per Zoning-By-law Z1 Section 4.21.1, to the satisfaction of the City.
- vi) Dedicate 3.0 m x 3.0 m "daylighting triangles" at Gleeson Street and McCormick Boulevard and at Gleeson Street and Ashland Avenue, to the satisfaction of the City.
- vii) Identify all road widenings as per the Conditions, to the satisfaction of the City.
- viii) Please include in your report to Planning and Environment Committee that there will be increased operating and maintenance costs for works being assumed by the City.
- ix) Note that any changes made to this draft plan will require a further review of the revised plan prior to any approvals as the changes may necessitate revisions to our comments.

Appendix F – 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 as follows:

Provincial Policy Statement (PPS), 2020

The *Provincial Policy Statement (PPS)* provides policy direction on matters of provincial interest as identified in Section 2 of the *Planning Act*. In accordance with Section 3 of the *Planning Act*, all planning decision shall be consistent with the *PPS* and the land use planning policies: Building Strong Healthy Communities; Wise Use and Management of Resources; and, Protecting Public Health and Safety. The *PPS* is to be read in its entirety.

Building Strong Healthy Communities

This first policy section of the PPS outlines the policies to achieve sustainability through efficient land use and development patterns that promote strong, livable, healthy, and resilient communities. This section also seeks to avoid development and land use patterns that result in inefficient expansion of settlement areas and that the necessary infrastructure and public service facilities are, or will be, available to meet current and projected needs.

To achieve healthy, livable and safe communities, the PPS encourages the following: promoting efficient development and land use patterns; accommodating an appropriate range and mix of residential, employment, institutional, recreation and park and open space uses to meet long-term needs; avoiding development or land use patterns which may cause environmental or public health and safety concerns; integration of land use planning, growth management, transit-supportive development, intensification and infrastructure planning is promoted to optimize investments in transit and achieve cost effective development patterns, optimization of transit investments, and standards to minimize land consumption and servicing costs; and, improving accessibility for those who are differently abled and older persons (Section 1.1.1) This proposed Draft Plan of Subdivision achieves this objectives as it provides for range of housing types and densities, including townhouses, apartments, housing for seniors and a long-term care home, to meet long-term housing needs for current and future residents, and integrates land use planning and infrastructure planning to optimize investments in the planned rapid transit corridor.

The PPS encourages settlement areas to be the focus of growth and development (1.1.3.1), and directs that land use patterns within this area provide for densities and a mix of land uses which: are appropriate and efficiently use land, resources, infrastructure, and public service facilities; support active transportation; and, are transit-supportive, where transit is planned, exists or may be developed (1.1.3.2). Planning authorities are also directed to identify appropriate locations and promote opportunities for transit-supportive development, accommodating a significant supply and range of housing options through intensification and redevelopment where this can be accommodated taking into account existing building stock or areas, including brownfield sites, and the availability of suitable existing or planned infrastructure and public service facilities required to accommodate projected needs (1.1.3.3). The proposed development is located within the built-up area of the City, will redevelop an existing brownfield site, utilize available or planned infrastructure and public service facilities, and will support the future rapid transit corridor that is planned Dundas Street.

A coordinated, integrated and comprehensive approach when dealing with planning matters is promoted in this section of the PPS, and specifically when managing or promoting growth and development that is integrated with infrastructure planning, and managing cultural heritage resources (Section 1.2.1). The proposal is located within the McCormick Area Secondary Plan, and as such, as part of secondary planning process a comprehensive study was completed to identify the appropriateness of development on lands within the study area and to coordinate future development with the provision of

infrastructure and municipal services. In addition, the proposal incorporates the adaptive reuse of the heritage designated McCormick building.

The PPS also promotes an appropriate range and mix of housing types and densities to meet projected market-based and affordable housing needs of current and future residents (Section 1.4.3). It directs planning authorities to permit and facilitate all forms of housing required to meet the social, health and wellbeing requirements of current and future residents, and direct the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs (1.4.3 b) and c)). It encourages densities for new housing which efficiently use land, resources, and the surrounding infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed (1.4.3 d)). As previously noted, the proposal will provide a range of housing types and densities, including townhouses, apartments, housing for seniors and a long-term care home, to meet long-term housing needs for current and future residents. Further, the proposal will be located within the built-up area where existing infrastructure and public service facilities are available to support the needs of future residents within the development.

The *PPS* seeks to create healthy and active communities through planned public streets, spaces and facilities that are safe, foster social interaction and facilitate active transportation and community connectivity (Section 1.5.1 a)). It also identifies that planning for infrastructure and public service facilities shall be coordinated and integrated with land use planning and growth management (Section 1.6.1). The proposed Draft Plan of Subdivision provides a pathway running east/west between Ashland and McCormick and Ashland and north/south to the future extension of Gleeson to enhance the interior connectivity of the site and also a Park block in the northwest corner of the lands, and there are infrastructure and public service facilities available to service the proposed development.

Wise Use and Management of Resources

Section 2 of the PPS acknowledges that the long-term prosperity, environmental health, and social well-being of Ontario depends upon the conservation and protection of our natural heritage, water, agricultural, cultural heritage resources. The policies outlined in this section serve to protect and conserve these sensitive resources. The PPS states that “Significant built heritage resources and significant cultural heritage landscapes shall be conserved.” (Section 2.6.1). As noted, the McCormick building is a designated building and is listed on the City’s Heritage Registry. The Draft Plan of Subdivision incorporates the adaptive reuse of the building as part of the development proposal.

Protecting Public Health and Safety

Section 3 of the PPS acknowledges that the long-term prosperity, environmental health and social well-being of Ontario depends upon reducing the potential for public cost or risk to residents from natural or human-made hazards. Policies in this Section direct development away from areas of natural or human-made hazards where there is an unacceptable risk to public health or safety or of property-damage, as well as to not create new, or aggravate existing, hazards. The proposal does not direct development towards any natural or human made hazards.

The London Plan

The London Plan includes criteria for evaluation plans of subdivision through policy 1688* and required consideration of the following sections:

- Our Strategy
- Our City
- City Building policies
- Applicable Place Type policies
- Our Tools

Our Strategy

This section of *The London Plan* outlines the values and vision that will guide our planning process to create an exciting, exceptional, and connected city. The Key Directions contained in this section outline the planning strategies that will help to achieve the vision. Applicable Key Directions include:

Direction #1 is to *Plan strategically for a prosperous city* (55). The proposed Draft Plan of Subdivision provides new mixed-use development within the Built-Area Boundary.

Direction #4 is to *Become one of the greenest cities in Canada* (58). The proposed development will provide additional parks resources for the neighbourhood and support active forms of mobility.

Direction #5 is to *Build a mixed-use compact city* (59). The proposed subdivision is within the Built-Area Boundary, along a rapid transit corridor and will take advantage of existing services and facilities and to reduce the need to grow outward.

Direction #6 is *Place a new emphasis on creating attractive mobility* (60). The proposed subdivision will create a mixed-use development that will support and be served by rapid transit and includes a pathway to facilitate active mobility choices such as walking and cycling within the neighbourhood and with the surrounding area.

Direction #7 is to *Build strong, healthy and attractive neighbourhoods for everyone* (61). This key direction is achieved as the proposed subdivision provides a mix of housing choices that meet the needs of people of all ages, incomes, and abilities, and allowing for ageing in place and access to amenities within the community.

Direction #8 is to *Make wise planning decision* (62). The proposed Draft Plan of Subdivision has been assessed for conformity with Provincial and Municipal planning policies, and balances economic, environmental, and societal considerations.

Our City

The policies contained in this section of *The London Plan* are designed to plan for the population and economic growth the City will experience over the next twenty (20) years. Growth and development will be in a compact form and directed to strategic locations. The required infrastructure and services to support growth will be planned in a way that is sustainable from a financial, environmental, and social perspective (65).

The adequate supply of municipal infrastructure services is required before proceeding with any development, and planning and development approval will be discouraged where planned servicing capacity is not expected to become available within a five-year time frame (172 and 173). Municipal water, stormwater, sanitary servicing, and transportation infrastructure are available for the lands and within a five-year time frame.

City Building Policies

This section of *The London Plan* provides platform for growth that supports the Plan's vision and priorities, and sets out policies for the shape, character, and form of the City over the next twenty (20) years.

Policies for the street network require the following: the configuration of streets planned for new neighbourhoods will be a grid or modified grid pattern; cul-de-sacs and dead ends will be limited; new neighbourhood streets will be designed to have connections to existing and future neighbourhoods; street patterns will be easy and safe to navigate by walking and cycling and will be supportive of transit services; infrastructure and amenities to support transit and active mobility will be incorporated; street networks should be designed to support connections to transit and other neighbourhood amenities within a ten minute walk; and, neighbourhood streets and all infrastructure will

implement principles of Crime Prevention Through Environmental Design (212, 213, 217, 218 and 228). The proposed subdivision maintains the grid pattern of the existing neighbourhood with connections to the local streets, right-of-way within future extension of Gleeson Street will implement the “Green Corridor” as identified McCormick Area Secondary Plan, and an east/west pathway between Ashland and McCormick and north/south pathway to future extension of Gleeson will enhance interior connectivity of the site. Local Streets proposed within the subdivision are of a size and configuration that will be safe for pedestrians and cyclists.

The City Building Policies set out that public facilities, parks, trails, seating areas, play equipment, open spaces and recreational facilities should be integrated into neighbourhoods to allow for healthy and active lifestyles (243). These spaces should be located in, and designed with, the neighbourhoods to ensure that a minimum of fifty (50) per cent of their perimeter will be bounded by a public street, this will contribute to the visibility and safety of these spaces (247). Active mobility features will be incorporated into the design of new neighbourhoods (348). To support walkability, sidewalks shall be located on both sides of all streets (349). The proposed Draft Plan incorporates an urban park with a minimum of fifty (50 per cent) of this space bounded by a public street, pathway running east/west from Ashland to McCormick and north/south to future extension of Gleeson Street, and there are sidewalks on both sides on Gleeson Street.

The policies relating to site layout encourage new development to respond to its context and character of the surrounding area, topography of a site, promote connectivity and safe movement of users within sites, and buildings should be setback with minimal setback from public streets and public spaces (252, 254, 255 and 259). The policies also outline that those buildings on corners should address the corner through building massing, location of entrances and architectural elements (290). Principal building entrances and transparent windows should be located to face the public right-of way and public spaces, and residential and mixed-use buildings should outdoor amenity areas (291 295). The concept plan provided by the Applicant illustrates that the proposed building for south of the extension of Gleeson Street on the eastern side of the site will be setback from the corner, as the slope coming off Ashland Avenue is steep and is not conducive to siting it close to the public street. An outdoor amenity is proposed between the building and the extension of Gleeson Street, and also an interior courtyard is proposed to provide additional amenity space for the proposed long-term building. The other proposed residential buildings for the site are indicated to be sited with a minimal setback to the street, including the existing McCormick Factory building that fronts Dundas Street. Draft plan conditions and holding provisions are proposed for the medium density blocks to ensure building orientation towards the public streets, parks and pathways is undertaken to the satisfaction of the City (draft plan condition *).

The policies relating to cultural heritage ensure that new development, redevelopment and public works within the city will enhance and be sensitive to cultural heritage resources, and encourage the conservation of whole buildings identified on the City’s Register (554, 565, 568). The proposed redevelopment of the McCormick Factory building will consist of the adaptive reuse of it as a mixed-use building, including retail, office and residential apartments. The proposed draft plan conditions an updated Heritage Impact Assessment will be required to be undertaken as part of the Focused Design Studies submission (draft plan condition *). Future approvals will also be required including: amendment of the heritage designating by-law for the subject property to accurately reflect the legal description of the property that is of cultural heritage value or interest, and approval of a Heritage Alteration Permit for the adaptive re-use and conservation of the existing factory.

Rapid Transit Place Type

The front portion of the subject site is located in a Rapid Transit Corridor Place Type, and adjacent to future Rapid Transit Station and is within Protected Major Station Areas as identified on Map 10. The Rapid Transit Corridor Place Type permits a range of residential, retail, service, office, cultural, recreational, and institutional uses. Mixed-use

buildings are encouraged while large floor plate, single use buildings will be discouraged. Where there is a mix of uses within an individual building, retail and service uses will be encouraged to front the street at grade (837). Rapid Transit Corridors require a minimum height of 2-storeys or 8 metres, and permit a standard maximum height of 10 storeys and an upper maximum height of 12-storeys. When a property is located on a Rapid Transit Corridor and is within 100 metres of a rapid transit station 16-storeys can be achieved. Development within these Corridors will be sensitive to adjacent land uses and employ such methods as transitioning building heights or providing sufficient buffers to ensure compatibility. Lot assembly is encouraged to help create comprehensive developments and reduce vehicular accesses to the street and to allow for coordinated parking facilities. Lots will be of sufficient size and configuration to accommodate the proposed development and to help mitigate planning impacts on adjacent uses. Individual buildings will not contain more than 2,000 m² of office space, except within 100 metres of rapid transit stations where buildings may contain up to 5,000 m² of office space. An aggregate total of no more than 5,000 m² will be allowed within 100 metres of a rapid transit station. The Zoning By-law will include regulations to ensure that the intensity of development is appropriate for individual sites (840). The proposal is generally in keeping with the vision for the Rapid Transit Place Type, noting that there are limitations to what can be achieved with respect to form given the existing nature of the heritage designated McCormick building. The apartment, retail and office uses that are proposed as part of the renovations to the heritage building are in keeping with the permitted uses of The London Plan. However, the proposed office space of 8,400 m² results in an aggregate GFA over the 5000 m² maximum that is permitted within 100 m of a rapid transit station is not in keeping with the policies of *The London Plan*.

Neighbourhoods Place Type

The balance of the subject lands are currently designated with the Neighbourhoods Place Type. The Neighbourhoods Place Type at this location permits a range of residential uses, including: single detached, semi-detached, duplex, converted dwellings, townhouses, secondary suites, home occupations, and group homes (Table 10). A minimum height of one (1) storey and maximum of three (3) storeys is permitted at the intersection of Neighbourhood Streets (Table 11*).

The vision for the Neighbourhood Place Type is to ensure that neighbourhoods are vibrant and exciting places that contribute to community well-being and quality of life. This vision is supported by key elements, some of which include: strong neighbourhood character; attractive streetscapes; diverse housing choices; well-connected neighbourhoods; alternatives for mobility; and, parks and recreational opportunities. The proposal is generally in keeping with the vision for the Neighbourhood Place Type and its key elements. It contributes to a neighbourhood character, attractive streetscapes and a diversity of housing choices. The provision of a park and pathways provide for recreational opportunities and attractive alternatives for mobility within the neighbourhood.

For the lands located at 1156 Dundas Street the Neighbourhoods Place Type has provided specific policy direction for the site (1058 and 1059). For the western half of the subject lands fronting McCormick Boulevard, whereby a height of 5 storeys may be permitted. Additionally, for eastern half of the subject lands fronting Ashland Avenue a minimum height of 3 storeys may be permitted to provide a transition between the existing residential neighbourhood on the east side of Ashland Avenue. Further, the policy directs that Gleeson Street will be extended to the west to provide access to the subject site and allow for the development of single detached dwellings to the north. The policy also requires that parkland be dedicated with a minimum frontage and depth of 25 metres at the southeast corner of McCormick Boulevard and the future extension of Gleeson Street. The lands within western and eastern areas of the site are also within the McCormick Area Secondary Plan, and are identified as Mid-Rise Residential designation, permitting a maximum height of 4 storeys. The lands to the north of the future extension of Gleeson Street are identified as Low-Rise Residential in the Secondary Plan and permit single-detached and semi-detached, duplex dwellings,

including the provision of row houses or cluster houses. It is recommended that policy 1059 be amended to better align it with the direction of the Secondary Plan.

The proposed Draft Plan of Subdivision and recommended zoning have been reviewed in the context of the Official Plan, and are generally consistent with and conform to *The London Plan*. An amendment to policy 1059 is recommended to better align it with the direction of the McCormick Area Secondary Plan to ensure clearer interpretation of the Official Plan and to assist in implementing future development proposals.

McCormick Area Secondary Plan

This site forms part of the McCormick Area Secondary Plan and is subject to the vision, principles and detailed policies of the Secondary Plan. The Secondary Plan was prior to the adoption of *The London Plan*, and before the front portion of the lands were envisioned to form one of the Rapid Transit Corridors in the City. The Secondary Plan establishes a more specific policy framework to guide the evolution of the former McCormick's Factory and adjacent lands, into a vibrant mixed-use neighbourhood which permits specified new uses within the industrial heritage area, creates open space linkages, integrates with the surrounding neighbourhood and supports emerging businesses. The Plan acknowledges that it is located between two established residential neighbourhoods, and they have a residential street pattern that are considerably finer than the existing street network in the Secondary Plan area. The Secondary Plan has identified "Potential Connections" to these neighbourhoods on Schedule 1 and also has identified a street network that contains a "Future Publicly Accessible Connection" on Schedule 3. The Secondary Plan designates the lands as Transit Oriented, Mid-Rise Residential, and Low-Rise Residential on Schedule 4.

The proposed Draft Plan of Subdivision and recommended zoning have been reviewed in the context of the Secondary Plan, and in conjunction with the other policies of the Official Plan, and are generally consistent with and conform to them. However, in some instances there are differences between the development proposal that was submitted by the Applicant and the Secondary Plan, noting that the intent of the policy framework has been maintained. A few amendments to the McCormick Area Secondary Plan are recommended to ensure clearer interpretation of the text and schedules with the Plan and to assist in implementing future development proposals.

Zoning By-law

The following provides a synopsis of the recommended zones, permitted uses, regulations, and holding provisions to be applied to the various blocks within the Draft Plan. Reference should be made to the zoning amendment map found in Appendix C of this report.

Block 1 – Holding Business District Commercial Special Provision (h•h-5•h-100•h-120•h-149•h-204•h-205•h-__•BDC2(11)•D150•H35) Zone. This zoning is intended to provide for a mix of retail, restaurant, neighbourhood facility, office and residential uses located along pedestrian-oriented (and future-transit oriented) business districts in older parts of the City. The current range of permitted uses, zone regulations, and special provisions including density and height, will remain the same, except for a change to the minimum interior yard setback requirement. The current minimum interior yard setback is 0 metres, however, a special provision for minimum interior yard setback adjacent to a pathway corridor of 1.5 metres is recommended to provide a grassed strip to be used in conjunction with the landscaping (i.e. trees) that is to be planned within the pathway corridor to create the required landscape strip for each development. The requested change involves shifting the BDC2(11) zone boundary line further to the north to correspond with the proposed subdivision block lines. This is considered appropriate and consistent with *The London Plan* and McCormick Area Secondary Plan and will provide for greater rear yard depth north of the former McCormick's building for additional on-site parking, landscaping/screening, and a public access easement.

Block 2 – Holding Residential R6 (h•h-5•h-100•h-120•h-149•h-203•h-204•h-205•h-__•h-__•R6-5(41)•H13.5) Zone. This zone permits cluster housing in the form of single detached, semi-detached, duplex, triplex, fourplex, townhouse, and stacked townhouse dwellings, and apartment buildings; together with a special provision to permit continuum-of-care facility, retirement homes, and senior citizen apartment buildings. Special zone regulations include parking standard for senior citizen apartment buildings minimum 0.25 spaces per unit, parking standard for cluster townhouses minimum 1 parking space per unit, parking standard for apartment buildings minimum 1 parking space per unit, and maximum density of 125 units per hectare.

The requested amendment involves shifting the zone boundary line to the west by approximately 25 metres to correspond with the proposed subdivision block line. In addition, an amendment is requested to change the maximum height regulation to 13.5 metres whereas a maximum height of 12 metres is currently permitted. Development concept plans for the block have been submitted for a proposed three to four-storey, long term care facility with 192 beds. The concept plan has undergone review in consultation with City staff guided by the policies in the McCormick Area Secondary Plan and Urban Design Guidelines. The requested zone line adjustment and increase in height are considered appropriate to deal with the grading challenges along the easterly portion of the site and provide additional area for access to rear yard parking and outdoor open space to meet the needs of the long-term care facility; but it also includes a publicly accessible open space area (or POPS) which will be oriented to the intersection of Gleeson Street and Ashland Avenue. The recommended zoning will be consistent with the City-initiated amendment to the specific policy in The London Plan (Policy 1059) for an increase in height of up to 4 storeys instead of 3 storeys on the eastern half of the subject site fronting Ashland Avenue, and the McCormick Area Secondary Plan. The current minimum interior yard setback is 3 metres, however, a special provision for minimum interior yard setback adjacent to a pathway corridor of 1.5 metres is recommended to provide a grassed strip to be used in conjunction with the landscaping (i.e. trees) that is to be planned within the pathway corridor to create the required landscape strip for each development.

Block 3 – Holding Residential R6 Special Provision (h•h-5•h-100•h-120•h-149•h-203•h-204•h-205•h-__•h-__•R6-5(41)•H15) Zone which permits the same range of uses and zone regulations as the zone above, with a maximum building height of 15 metres. The request is to amend the zoning for this block to permit a maximum height of 21 metres and a maximum density of 150 units per hectare whereas a maximum height of 15 metres and a maximum density of 125 units per hectare are currently permitted. Staff recommend the current zone regulations for density and height are appropriate for the block and should be maintained in keeping with the City-initiated amendment to The London Plan policy which is to allow a height of up to 4 storeys instead of 5 storeys on the western half of the subject site fronting McCormick Boulevard, consistent with the McCormick Area Secondary Plan, and therefore are not supportive of the requested increases in height and density. The current minimum interior yard setback is 3 metres, however, a special provision for minimum interior yard setback adjacent to a pathway corridor of 1.5 metres is recommended to provide a grassed strip to be used in conjunction with the landscaping (i.e. trees) that is to be planned within the pathway corridor to create a landscape strip for each development.

Block 4 – Holding Residential R4 Special Provision (h•h-5•h-100•h-202•h-203•h-205•h-__•h-__•R4-3()) Zone. The requested amendment is to rezone Block 4 from an Holding Residential R1 (h-67•h-202•h-203•h-205•R1-2) Zone which permits single detached dwellings on lots with a minimum lot frontage of 9.0 metres and minimum lot area of 300 square metres, to a Holding Residential R4 Special Provision (h•h-5•h-100•h-202•h-203•h-205•h-__•h-__•R4-3()) Zone to permit street townhouse dwellings. This dwelling type is defined as a townhouse with each unit on a separate lot and having legal frontage on a public street. In that regard the tenure is like owning a single detached home on its own lot, except that these dwelling units are attached rather than detached dwellings.

The block is appropriate for development of street-oriented townhouses fronting on the

north side of the future Gleeson Street extension. This form of housing is considered compatible with existing low density residential uses in the surrounding neighbourhood in terms of use, intensity, and form. The recommended zone will also be consistent with the City-initiated amendment to the specific policy in The London Plan (Policy 1059) to allow uses permitted under the Low-Rise Residential designation, consistent with the McCormick Area Secondary Plan. The minimum lot frontage requirement is 5.5 metres minimum per units. However, a special provision for a minimum lot frontage of 6.7 metres per unit is recommended to ensure adequate separation for underground services and utilities to individual street townhouse units. A special provision for garages to not project beyond the façade of the dwelling or façade (front face) of any porch, and to not occupy more than 50% of lot frontage is recommended to ensure the façade of the individual townhouse units are complementary and integrate with the surrounding established neighbourhood.

Block 7 (Park Block) – Open Space (OS1) Zone permits a range of uses such as conservation lands, golf courses, private parks, public parks, and recreational buildings associated with conservation lands and public parks. No changes are recommended to this zoning which is intended to be applied to the proposed neighbourhood park at the southeast corner of Gleeson Street and McCormick Boulevard.

Holding Provisions to be added to the above recommended zones are summarized as follows:

The standard holding (h) provision is applied in almost all subdivision approvals for the purpose of ensuring adequate provision of municipal services, that the required security has been provided, and that conditions of approval of Draft Plan of Subdivision ensure that a subdivision agreement or development agreement is entered into.

A holding provision (h-5) is recommended to be applied to ensure that development takes a form compatible with adjacent land uses, agreements shall be entered into following public site plan review specifying the issues allowed for under Section 41 of the Planning Act, R.S.O. 1990, c. P.13, prior to the removal of the "h-5" symbol.

A holding provision (h-100) is intended to ensure there is adequate water service and appropriate access. A looped watermain system is to be constructed and a second public access must be available, to the satisfaction of the City.

A holding provision (h-__) to ensure the Owner/Developer can demonstrate the existing municipal water system is adequate to support the proposed development and if fire flows required are larger than what is identified in Dillons revised report, it would be a responsibility of the developer to upsize any municipal watermain(s) necessary to meet the fire flow demands required for that development, all to the specifications and satisfaction of the City.

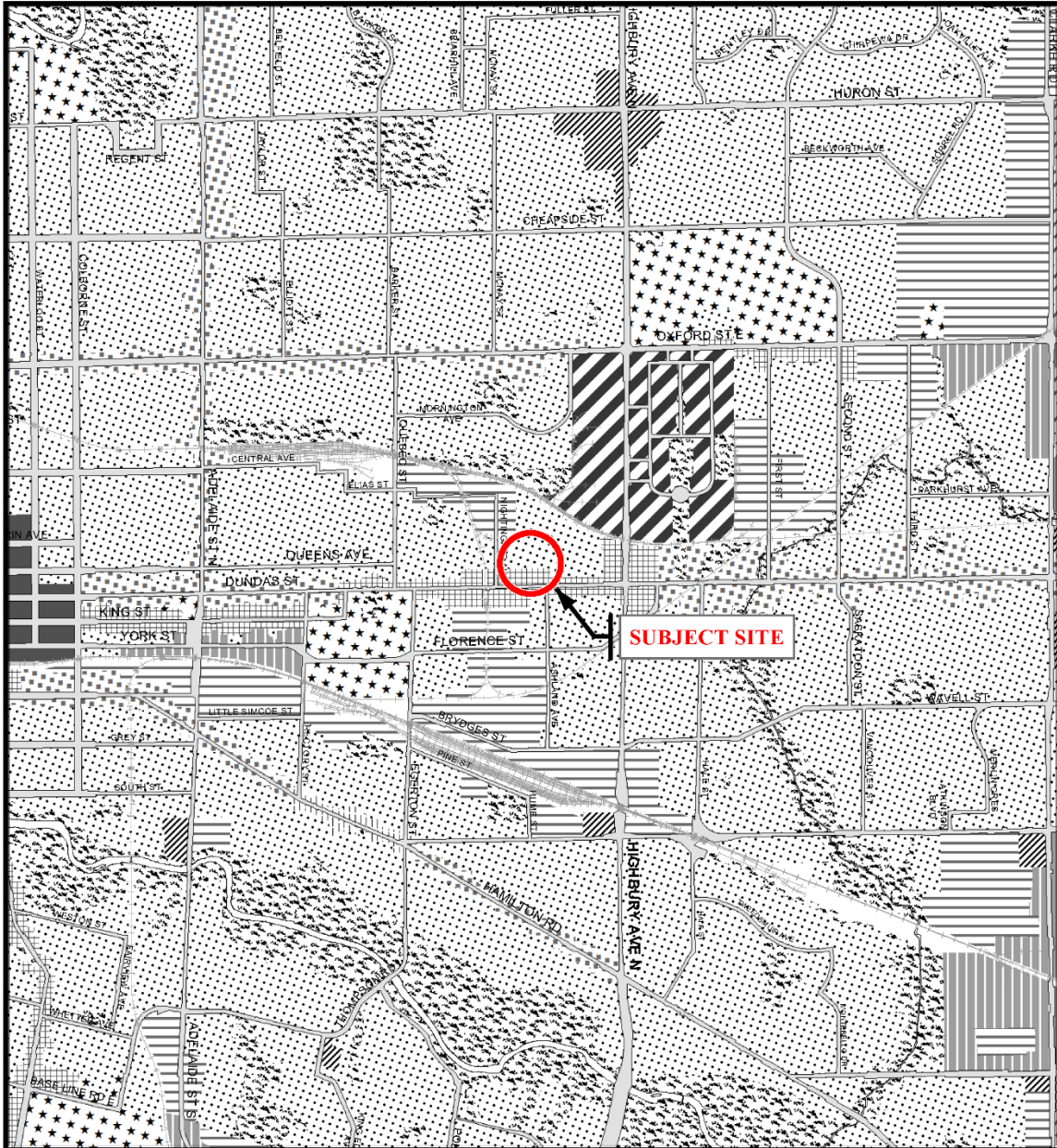
A holding provision (h-__) to encourage street orientated development for the two medium density blocks, the Owner shall prepare a concept plan to demonstrate how the front façade of the buildings can be oriented towards public streets, parks and open spaces, which will be executed by a future development agreement for Blocks 2 and 3 prior to the removal of the "h-__" symbol.

A holding provision (h-__) to ensure that access easements benefiting adjacent landowners be provided to protect the abutting landowners' access to the rear yards of the units, which will be executed by a future development agreement for Block 4 prior to the removal of the "h-__" symbol.

It should be noted that the Holding (h-67) Provision and condition requiring completion of Record of Site Condition with respect to possible site contamination has been satisfied by the applicant. The RSC was recently filed on the Ministry of Environment, Conservation and Parks (MOECP) Environmental Site Registry on March 4, 2022. Therefore, it is recommended that the h-67 symbol applying to the zoning of the subject lands can now be lifted from the zone maps.

Appendix G – Relevant Background

The London Plan Map Excerpt



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 Planning & Development's working consolidation of Map 1 - Place Types of the London Plan, with added notations.

CITY OF LONDON
Official Plan
LONDON PLAN MAP 1
- PLACE TYPES -

PREPARED BY: Planning & Development



Scale 1:30,000



File Number: Z-9524

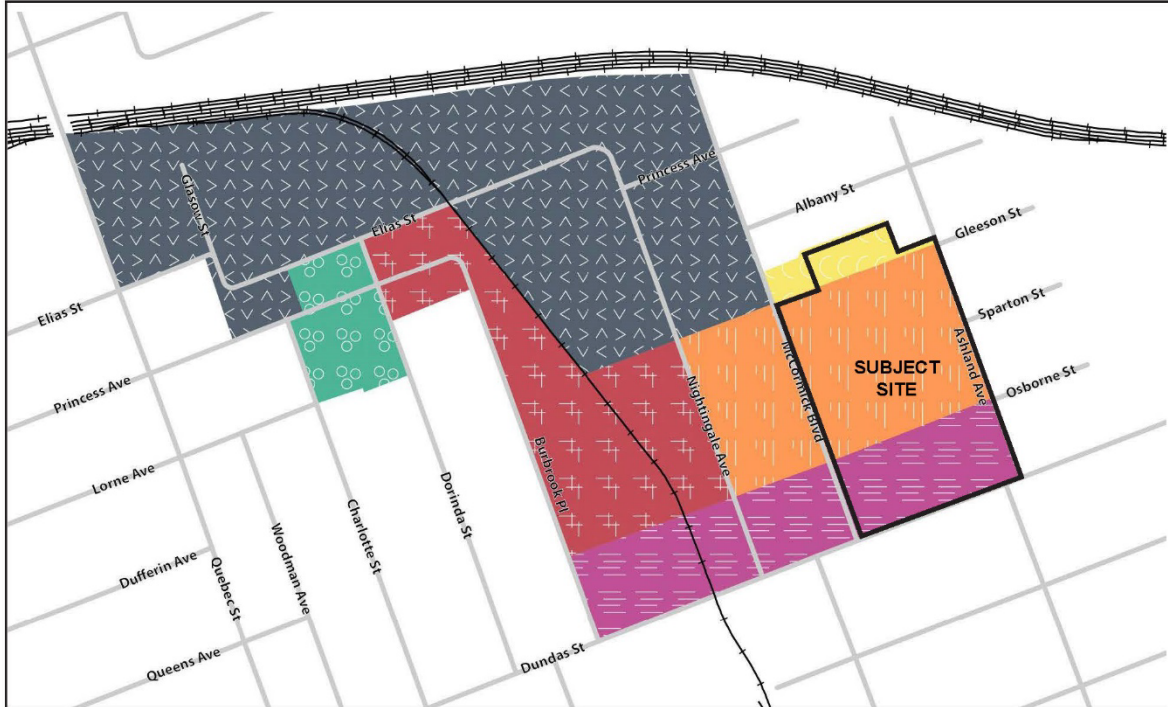
Planner: MJ

Technician RC

Date: 2022/09/01

McCormick Area Secondary Plan Map Excerpt


McCormick Area Secondary Plan Schedule 4: Character Area Land Use Designations Excerpt



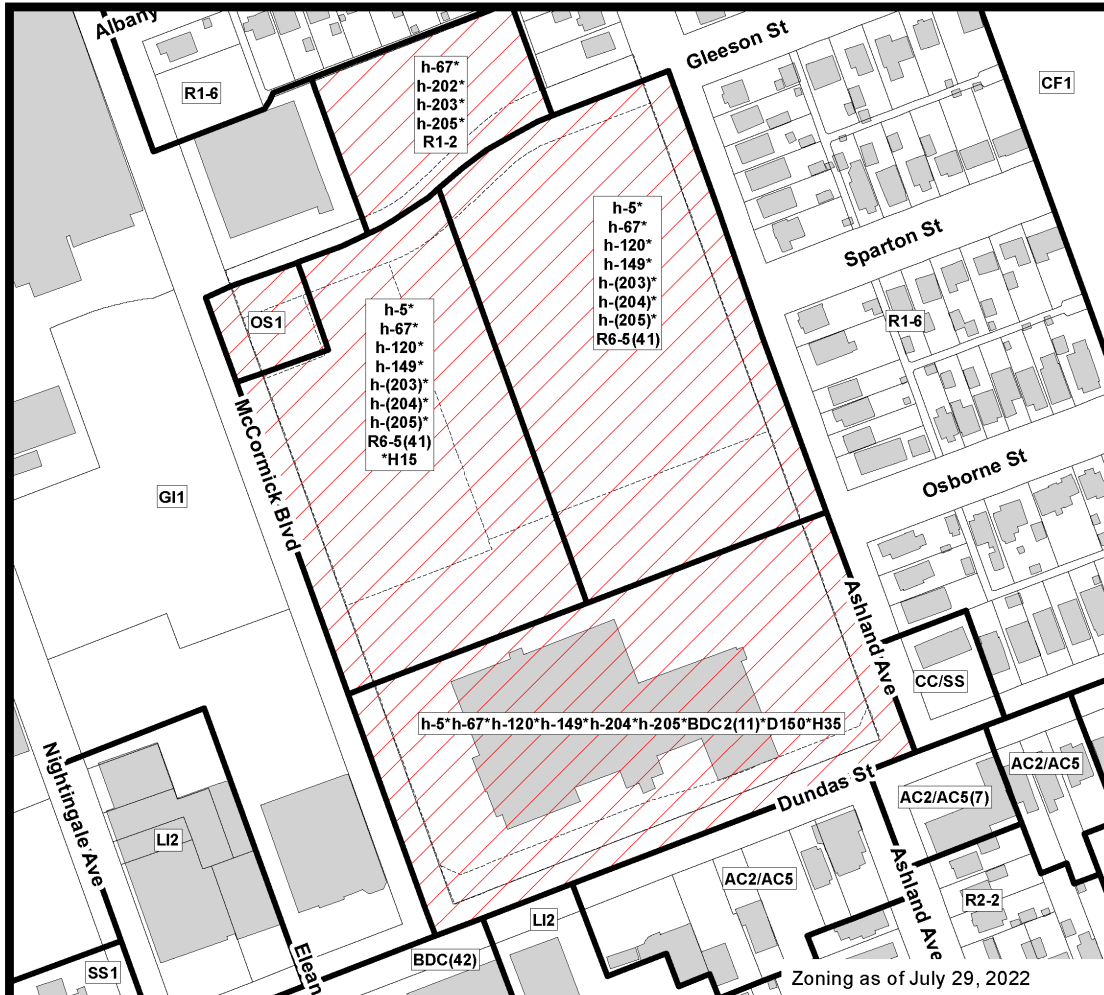
- | | | |
|---|--|--|
|  Industrial-Commercial |  Mixed-Use |  Low-Rise Residential |
|  Transit-Oriented |  Mid-Rise Residential |  Community Parkland |



Schedule 4: Character Area Land Use Designations
(Schedule 4 amended by OPA 654 May 30/17)

<p>CITY OF LONDON McCormick Area Secondary Plan SCHEDULE 4 EXCERPT PREPARED BY: Planning & Development</p>		<p>File Number: Z-9524/39T-21508 Planner: MJ Technician: RC Date: 2022/9/14</p>
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Zoning By-law Map Excerpt



COUNCIL APPROVED ZONING FOR THE SUBJECT SITE:

1) LEGEND FOR ZONING BY-LAW Z-1

- | | |
|---|-----------------------------------|
| R1 - SINGLE DETACHED DWELLINGS | RF - REGIONAL FACILITY |
| R2 - SINGLE AND TWO UNIT DWELLINGS | CF - COMMUNITY FACILITY |
| R3 - SINGLE TO FOUR UNIT DWELLINGS | NF - NEIGHBOURHOOD FACILITY |
| R4 - STREET TOWNHOUSE | HER - HERITAGE |
| R5 - CLUSTER TOWNHOUSE | DC - DAY CARE |
| R6 - CLUSTER HOUSING ALL FORMS | |
| R7 - SENIOR'S HOUSING | OS - OPEN SPACE |
| R8 - MEDIUM DENSITY/LOW RISE APTS. | CR - COMMERCIAL RECREATION |
| R9 - MEDIUM TO HIGH DENSITY APTS. | ER - ENVIRONMENTAL REVIEW |
| R10 - HIGH DENSITY APARTMENTS | |
| R11 - LODGING HOUSE | OB - OFFICE BUSINESS PARK |
| DA - DOWNTOWN AREA | LI - LIGHT INDUSTRIAL |
| RSA - REGIONAL SHOPPING AREA | GI - GENERAL INDUSTRIAL |
| CSA - COMMUNITY SHOPPING AREA | HI - HEAVY INDUSTRIAL |
| NSA - NEIGHBOURHOOD SHOPPING AREA | EX - RESOURCE EXTRACTIVE |
| BDC - BUSINESS DISTRICT COMMERCIAL | UR - URBAN RESERVE |
| AC - ARTERIAL COMMERCIAL | |
| HS - HIGHWAY SERVICE COMMERCIAL | AG - AGRICULTURAL |
| RSC - RESTRICTED SERVICE COMMERCIAL | AGC - AGRICULTURAL COMMERCIAL |
| CC - CONVENIENCE COMMERCIAL | RRC - RURAL SETTLEMENT COMMERCIAL |
| SS - AUTOMOBILE SERVICE STATION | TGS - TEMPORARY GARDEN SUITE |
| ASA - ASSOCIATED SHOPPING AREA COMMERCIAL | RT - RAIL TRANSPORTATION |
| OR - OFFICE/RESIDENTIAL | "h" - HOLDING SYMBOL |
| OC - OFFICE CONVERSION | "D" - DENSITY SYMBOL |
| RO - RESTRICTED OFFICE | "H" - HEIGHT SYMBOL |
| OF - OFFICE | "B" - BONUS SYMBOL |
| | "T" - TEMPORARY USE SYMBOL |

CITY OF LONDON

PLANNING SERVICES / DEVELOPMENT SERVICES

ZONING BY-LAW NO. Z-1 SCHEDULE A



FILE NO:

Z-9524

MJ

MAP PREPARED:

2022/09/01

RC

1:2,250

0 10 20 40 60 80 Meters

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