URBAN DESIGN BRIEF

1156 Dundas Street East
Former McCormick Property

City of London

Official Plan Amendment
Zoning By-law Amendment

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Prepared for:
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BACKGROUND

GSP Group was retained by the City of London (Realty Services) to assist with planning approvals for the former McCormick’s / Beta Brands property at 1156 Dundas Street (the “Site”). Realty Services is working with a private sector developer for the Site’s disposition and ultimate development. As part of the Purchase and Sale Agreement, the City has agreed to submit applications for an Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) to permit future redevelopment of the Site for a mixture of residential and non-residential uses. This Urban Design Brief provides an assessment of the proposed forms and massing, recognizing that detailed design has not been undertaken as yet.

The Site is municipally known as 1156 Dundas Street East and occupies the entirety of the Dundas Street frontage between McCormick Boulevard and Ashland Avenue. Approximately 5.3 hectares in size, it is generally rectangular in shape and bounded by public streets on three sides with approximately 177 metres of frontage on Dundas Street, 267 metres on McCormick Boulevard, and 284 metres on Ashland Avenue. Its fourth side is bounded by existing developed properties to the north, including an existing industrial/service commercial abutting the Site’s northwest corner (Inglis Cycle) and residential properties along the northern edge.

The Site is a brownfield as a result of the previous industrial uses, as per the Environmental Site Assessments completed for the property. Based on the exceedances of some parameters, further assessment and site remediation will be required moving forward with the proposed development on the Site.
1. DESIGN CONTEXT

1.1 Design Goals and Objectives

The goal for the proposed development of 1156 Dundas Street East is to reinvigorate the McCormick Area through the restoration and redevelopment of the former McCormick’s factory into a mixed-use residential and commercial building together with a mixture of residential uses on the balance of the land. To reach this goal, the following design objectives will guide the proposed development:

1. Retain the McCormick factory as landmark heritage building representative of the McCormick area’s industrial past, with the key heritage key elements retained and restored.

2. Create a permeable block street and block pattern that breaks up the larger property with a more fine-grained circulation pattern connecting to the surrounding neighbourhood.

3. Incorporate an “age-in-place” concept for the McCormick block that provides a diversity of housing choices and a continuum of care for residents.

4. Establish a built form pattern that provides built form intensity closest to the Dundas Street transit corridor, and a transition in scale to the surrounding residential neighbourhood.

5. Establish zoning flexibility to accommodate different forms and uses throughout the McCormick block to respond to market interests.

6. Implement an overall structure for the McCormick block that can be implemented in a phased approach over time ultimately leading to a fully integrated development.
1.2 Design Response to City Documents

1.2.1 General Design Principles

The Preliminary Development Concept is consistent with the relevant general urban design principles in Section 11.1.1 of the Official Plan as follows.

- **Trees**: the Site is largely developed and paved, and there are limited clusters of vegetation or individual trees, so possible retention would be limited. Landscape plans as part of the detailed design will explore planting schemes that reinforce public streetscapes, internal walkways, and amenity areas, and surrounding the perimeter of parking areas.

- **High Design Standards**: a high standard of design will be utilized for the rehabilitation and re-use of the former McCormick’s factory along the prominent Dundas Street corridor. This will include considerations for restoring the original heritage elements of the heritage building, including replacement of blocked windows, sympathetic exterior cladding replacement materials, conservation of existing entrance doors and canopies, and additional floors on the existing building that are complementary in design.

- **Architectural Continuity**: there does not appear to be a defined, distinct architectural style within the surrounding area. Detailed design at the Site Plan stage can explore opportunities for incorporating styles and architectural elements with the surrounding industrial vernacular, as appropriate or warranted. Massing of new buildings on the bounding streets of the Site follows the principle of framing the street edge set by the former McCormick’s factory. The supporting Heritage Impact Statement identified that there would the style or design of new buildings to the north of the former McCormicks factory would not impact the heritage resource given the non-original northern elevation.

- **Redevelopment**: the proposed development would redevelop the vacant, deteriorating industrial facility on the Site through the adaptive re-use of significant portions of the designated form McCormick’s factory together with supporting residential uses on the balance of the Site.

- **Streetscape**: the proposed development would contribute to the enhancement of the Dundas Street East streetscape through the removal of driveway accesses, enhancements to the facing building façade (as per “High Density Standards” considerations above), opportunities for ground floor commercial uses that could provide activity to the street, and planting schemes along Dundas Street (including opportunities for re-establishing the original landscaping scheme of the former McCormick’s factory).

- **Pedestrian Traffic Areas**: conservation of the existing entrance doors and canopies and implementation of the original landscaping scheme of the former McCormick’s factory is recommended along Dundas Street East as per the supporting Heritage Impact Statement, which would contribute to this principal pedestrian corridor.

- **Access to Sunlight**: proposed development heights are limited to 3 storeys along the Ashland Avenue frontage (at highest finished grade) as a transition to the surrounding residential context that is up to 2 storeys in height. Taller
buildings on the Site are situated along the Dundas Street East edge (up to 10 storeys) and McCormick Boulevard edge (up to 6 storeys) of the Site, away from the established residential neighbourhood to the east. Further assessment and refinement concerning potential shadowing impacts could be explored through detailed design.

- **Landscaping:** planting opportunities for the Site would be focused on the edges of the Site along Dundas Street, Ashland Avenue, McCormick Boulevard, and the extended Gleeson Street, including considerations of ground level plantings and street trees to reinforce the sidewalk edge.

- **Building Positioning:** buildings are schematically positioned to reinforce the abutting streetscapes and pedestrian sidewalks, although they accommodate opportunities for usable amenity spaces internal to the block for residents.

- **Parking and Loading:** vehicular access to the development is principally provided by an "L"-shaped internal private street that connects Gleeson Street to Ashland Avenue, Driveways and vehicular routes to the frontage portion of the Site are situated at least 60 metres from the Dundas Street East intersection in keeping with City access policies.

- **Privacy:** the Site is bounded on three sides by public streets, which ensure privacy to surrounding uses on the west, south and east sides of the Site. The building form and setbacks envisioned for Area 3 (up to townhouses in scale) is consistent with the surrounding form, and can be further buffered at the future detailed design through landscape treatments, as necessary.

- **Outdoor Space and Recreational Facilities:** the proposed development is targeted to an adult lifestyle and/or seniors’ lifestyle, so recreation facilities would be accommodated with internal building facilities as well as opportunities for modest outdoor spaces.

- **Noise Attenuation:** a noise and air quality assessment concerning surrounding existing industrial uses is required prior to lifting of the holding provision for development to ensure that the proposed development on the Site can occur without adversely impacting the continued operation of surrounding industrial operations. Specific mitigation measures for the site development or building design may be required from those assessments.

- **Waste Management:** locations for waste handling, composting and recycling facilities will be explored as part of the detailed design of the Site Plan stage with opportunities for a combination of internal and/or external spaces.

- **Resource Conservation:** the proposed development retains the significant heritage portion of the former McCormick’s factory and would explore methods for replacement and renovations with sympathetic materials. Opportunities for sustainable materials and techniques will be explored as part of the detailed design of the Site Plan stage.

- **Gateways:** the proposed rehabilitation and original landscaping scheme associated with the former McCormick’s factory would contribute to the establishment of a gateway to the broader McCormick neighbourhood.
1.2.2 Main Street Commercial Corridor Designation

The Preliminary Development Concept (Area 1) responds to the urban design objectives of the “Main Street Commercial Corridor” designation in Section 4.4.1.2 of the Official Plan, as follows:

i) Encourage the rehabilitation and renewal of Main Street Commercial Corridors and the enhancement of any distinctive functional or visual characteristics;

The rehabilitation and re-use of the former McCormick’s factory along the prominent Dundas Street corridor will include considerations for restoring the original heritage elements of the heritage building in order to retain the distinct, visual character of this designated heritage resource.

ii) Provide for and enhance the pedestrian nature of the Main Street Commercial Corridor;

iii) Enhance the street edge by providing for high quality façade design, accessible and walkable sidewalks, street furniture and proper lighting;

Restoration of the former McCormick’s factory façade (including considerations for replacing blocked windows, sympathetic exterior cladding replacement materials, conserved existing entrance doors and canopies) and a supporting landscape scheme will contribute to an enhanced pedestrian environment on the Dundas Street frontage.

iv) Design development to support public transit;

The proposed development accommodates a compact and mixed-use form of development with a context-appropriate, transit-supportive residential density and significant opportunities for non-residential floor space (retail, office, institutional) that together would contribute directly to encouraging transit use and active transportation modes of travel along a principal corridor. The sidewalks on McCormick Boulevard and Ashland Avenue, a proposed multi-use trail and sidewalk within the Gleeson Street extension, and opportunities for mid-block public walkways through the Site all contribute to a permeable circulation system to access the Dundas Street corridor and support transit use.

v) Create high quality public places;

The proposed development can contribute to high quality streetscapes along McCormick Boulevard and Ashland Avenue through building positioning that frames the streets, as well as the linear multi-use trail corridor along the Gleeson Street extension that provides connections from west to east across the Site.

vi) Maintain and create a strong organizing structure;

A defined street and block pattern is established for the Site through a combination of the Gleeson Street extension, the internal private street that effectively organizes the central portion of the site into two flexible blocks (Areas 2 and 3), and the frontage portion of the Site accommodating the retained former McCormick’s factory (Area 1).
vii) *Maintain or create a strong identity and place;*

The proposed development contributes to the sense of place and identity of the broader McCormick area through the retention, enhancement, and re-use of the former McCormick’s factory that reflects the area’s industrial heritage character.

viii) *Maintain the cultural heritage value or interest of listed buildings and ensure through the application of the Commercial Urban Design Guidelines that new development is consistent with the form of existing development; and*

The original portion of the designated former McCormick’s factory will be retained, in keeping with the recommendations of the submitted Heritage Impact Statement. Complementary building forms, styles, and architectural treatments for new buildings on the balance of the Site will be explored through the detailed design of the Site Plan stage.

ix) *Encourage the transition and connection between the gateway Main Street Commercial Corridors and the Downtown through pedestrian, transit and design linkages*

Connections to the Downtown are supported through the transit and pedestrian considerations identified above.

### 1.2.3 Medium Density Residential Designation

The Preliminary Development Concept (Area 2) is consistent with the location and form criteria for the “Multi-Family, Medium Density Residential” designation in Section 3.3.2 and 3.3.3 of the Official Plan as follows:

- Area 2 abuts the proposed Main Street Commercial Corridor designation on Area 3 for the front portion of the Site along Dundas Street, an arterial transit corridor, in keeping with the criteria for preferred locations for such designations.
- The preliminary development form proposed for Area 2 reflects a form that recognizes the existing low-rise residential character of the neighbourhood to the east and north of the Site, while accommodating intensification in keeping with the Official Plan policies.
- A transition in height is accommodated in Area 2 generally from southwest to northeast through the Site, with areas for taller buildings situated to the south (up to 10 storeys on existing building) and west (up to 6 storeys) of the Site, while lower rise buildings (up to 3 storeys in height at finished grade) are situated along the Ashland Avenue interface.
- The Gleeson Street extension through the Site provides further circulation opportunities within the broader neighbourhood, while development forms are oriented largely to McCormick Boulevard and Ashland Avenue leading directly to Dundas Street East to minimize traffic impacts the surrounding neighbourhood.
- The Site is large, rectangular in shape, and has sufficient width and depth to accommodate the proposed medium
density housing while providing flexibility for different site configurations at detailed design. The Site is bounded on three sides by public streets which provides an existing transition to surrounding uses to facing properties. Existing residential properties abutting to the north can be buffered through landscape treatment at detailed design.

- Proposed setback regulations for Area 2 along Ashland Avenue and the Gleeson Street extension are similar to the zoning for the surrounding residential properties to the east and north.

- A potential density range of 90 to 125 units per hectare can be accommodated in Area 2 (up to 100 per hectare for Areas 1 and 2 taken together) depending on the ultimate form and mix of residential uses, which is generally in keeping with the intent of the Multi-Family, Medium Density Residential designation.

### 1.2.4 Low Density Residential Designation

The Preliminary Development Concept (Area 3) is consistent with the intent of the existing Low Density Residential designation on this portion of the Site. The proposed multiple attached dwellings shown would provide an upper net density up to 29.7 units per hectare, which is consistent with the “general upper limit” for residential density of 30 units per hectare as per Section 3.2.2.

### 1.2.5 Transit Corridors

The Preliminary Development Concept (Area 1) is consistent with the policy intent for the Dundas Street Transit Corridor of Policy 18.2.11 of the Official Plan, in that it would accommodate a compact and mixed-use form of development with a context-appropriate residential density of generally up to 90 units per hectare, plus significant opportunities for non-residential floor space (retail, office, institutional), that would contribute directly to encouraging transit use and active transportation modes of travel along this principal corridor.
1.3 Regional Spatial Analysis

The Site currently forms a seam between low-rise residential uses to the east and north and the existing industrial areas and activities to the west of McCormick Boulevard.
1.4 Site Spatial Analysis

The following provides the spatial analysis for the Site and the context surrounding the Site.

1.4.1 Existing Building

The Site contains the vacated former McCormick factory, designated under Part IV of the Ontario Heritage Act by the City of London as a property of cultural heritage value or interests. The building contains is approximately 40,000 square metres in size and consists of two distinct components: the original 1913/1914 portion containing the four-storey and five-storey portions closest to the Dundas Street; and, several additions to the north side of the building over time. The general condition of the exterior of the existing building is described as follows:

“The McCormick Blvd, Dundas Street and Ashland Ave facades appear remarkably unchanged from the original construction. The replacement of steel sash windows with cast glass block windows is possibly the biggest visual change. The window glazing of the three Dundas Street entrances has also been replaced with glass block but the overall design of the entrances and projecting canopies are intact. All of the parapet terra cotta fenestration has been removed and the parapets capped with sheet metal copings. Enclosed, external staircases have been fitted to the McCormick Blvd and Ashland Ave facades.”

( Heritage Impact Statement, Golder Associates, Page 17)
Photo: southern elevation of existing building facing Dundas Street East.

Photo: southern elevation of existing building facing the northern property boundary (and proposed Gleeson Street extension).

Photo: eastern elevation of existing building facing Ashland Avenue.

Photo: western elevation of existing building facing McCormick Boulevard.
1.4.2 Topography

The Site’s topography slopes from the northeast corner to the southwest, pronounced along the Ashland Avenue in the vicinity of Sparton Avenue and Osborne Street where the grades drop 5 metres between Ashland Avenue and the existing building edge, but gradual elsewhere.

1.4.3 View and Vistas

The Site sits at the western end of Osborne Street, Sparton Street, and Gleeson Street, terminating the views of those short stretches of road. The flat higher portion in the northeast corner of the Site has views looking south through the Site towards Dundas Street and west through the Site to the industrial areas to the west.

1.4.4 Landscaping

Aside from the existing building, the existing site conditions are generally non-descript as the site is largely developed and paved, and there are limited clusters of vegetation. Landscaping opportunities for the Site are focused on the edges of the Site along Dundas Street, Ashland Avenue, McCormick Boulevard, and the extended Gleeson Street, including considerations of ground level plantings and street trees to reinforce the sidewalk edge.
1.4.5 Neighbourhood Composition and Urban Pattern

The Site forms a seam between low-rise residential uses to the east and north, the existing industrial areas and activities to the west of McCormick Boulevard, and the existing commercial and industrial activities on the south side of Dundas Street. The blocks to the east of Ashland Avenue north of Dundas Street as well as the block north of the Gleeson Street extension are a mixture of one-storey and two-storey residences. There is an existing industrial/service commercial use (Inglis Cycle) abutting the site at what would be northeast corner of McCormick Boulevard and the Gleeson Street extension. The abutting block to the west of McCormick Boulevard contains a mixture of active industrial uses, vacant industrial buildings, and cleared industrial properties. Blocks on the south side of Dundas Street facing the Site contain a mixture of industrial and auto-oriented commercial uses.

Photos: existing industrial composition to the west of the Site (left) and existing residential composition to the east and north of the Site (right).
1.4.6 Accessibility and Connectivity Patterns

The Site is well connected to the existing street network in the surrounding neighbourhood, directly fronting Dundas Street East (arterial street) and with flanking sides on McCormick Road and Ashland Avenue (local streets). The street pattern to the west of the Site is generally comprised of long blocks generally oriented in a north-south fashion; while the street pattern to the east of the Site are short, terminated streets oriented in an east-west fashion. Dundas Street East has continuous sidewalks on both sides on the subject block, while McCormick Boulevard currently has a continuous sidewalk only on the west side and Ashland Avenue only on the east side.
1.4.8 Surrounding Official Plan Designations

The area immediately surrounding the Site has a mixture of industrial, residential, commercial designations. Land to the north and west of the Site is similarly designated “General Industrial”; on the south side of Dundas Street “Light Industrial”; to the north and east of the site “Low Density Residential”; and, along Dundas Street to the east and west of the Site generally “Main Street Commercial Corridor” and “Light Industrial”.

1.4.9 Surrounding Zoning

Properties on the west side of McCormick Boulevard facing the Site are similarly zoned General Industrial (GI1). Properties on the south side of Dundas Street West facing the Site are zoned “Arterial Commercial (AC2/5)”, which permit a mix of retail, service, and office uses, and “Light Industrial (LI2)”. 
1.5 Neighbourhood Character Statement

Section 3.7.3 (a) of the City of London Official Plan requires the preparation of a “Neighbourhood Character Statement” for residential intensification developments proposed through an OPA seeking a more intensive residential designation. The proposed development respects the character of the surrounding neighbourhood, as follows:

Character & Image

i) Existing street character: Dundas Street is an arterial street, and McCormick Boulevard and Ashland Avenue are both local streets. There is no defined, consistent character on these streets in terms of plantings, sidewalks, or building setbacks on Dundas Street or McCormick Boulevard. Ashland Avenue north of the Site and the side local streets of Osborne Street, Sparton Street, and Gleeson Street have some semblance of a pattern of tree plantings, either curb-side or on private property. The setback of the residential building along Ashland Avenue is generally consistent with the surrounding area in terms of a pattern of setbacks.

ii) Neighbourhood Context: the proposed development sits at the seam between the residential neighbourhood of low-rise residential uses to the north, east and industrial properties (vacant and operational) to the west, and auto-oriented commercial uses to the south. The proposed development would provide a more defined boundary between industrial uses and residential uses starting at McCormick Boulevard.

iii) Visual Components: the most apparent visual component in the neighbourhood is the existing building stock of older industrial buildings demonstrating the historic character of the early twentieth century. Retention of the former McCormick’s factory as part of the proposed development will conserve the heritage resource on the Site, and would potentially lead similar conservation efforts in the broader McCormick area.

iv) Natural Environment: the Site is largely developed and paved, so there is minimal vegetation on the property. Landscaping on the edges of the Site along Dundas Street, Ashland Avenue, McCormick Boulevard, and the extended Gleeson Street, can tie into the street related plantings to the surrounding residential blocks. Furthermore, the Heritage Impact Statement specifically recommends incorporating the original landscaping scheme as part of adaptive-reuse of the former McCormick’s factory along Dundas Street.

Photo: representative view of grade change between existing building and Ashland Avenue grade in distance.
Site Design

i) Buildings and Street Orientation: the former McCormick’s factory will be retained along the Dundas Street edge to main the existing street pattern. Restoration of the McCormick’s factory façade (including considerations for replacing blocked windows, sympathetic exterior cladding replacement materials, conserved existing entrance doors and canopies) and a supporting landscape scheme will contribute to an enhanced pedestrian environment on the Dundas Street frontage. New buildings along Ashland Avenue and McCormick Boulevard are positioned to reinforce abutting streetscapes and pedestrian sidewalks, with the majority of the respective street frontages lined with buildings. New buildings on the north side of the Gleeson Street extension will reinforce the street with similar setback distances to those in the surrounding residential area.

ii) Building Entrance Locations: the existing three building entrances on the Dundas Street elevation of the former McCormick’s buildings are recommended for conservation, and may be supported by additional building entrances from other elevations. Building entrances from the McCormick Boulevard and Ashland Avenue frontages for the apartment buildings/seniors’ apartment building may be expected along both the public streets to reinforce street activity and internally to the block to access parking areas.

iii) Design Relationship: the principal relationship of the proposed development to the surrounding neighbourhood is a result of the desire for a transition in height and mass from the northeast to the southwest corner of the Site. A transition in height is accommodated with areas for taller buildings situated to the south (up to 10 storeys on existing building) and west (up to 6 storeys) of the Site, while lower rise buildings (up to 3 storeys in height at finished grade) are situated along the Ashland Avenue interface. Considerations can be explored through the detailed design stage of the Site Plan stage for methods to break up larger and longer building elevations into smaller segments to reflect the surrounding residential fabric context.

Photo: existing principal building entrance to former McCormick’s factory facing Dundas Street East.
iv) Views: proposed new buildings are positioned around the perimeter of Area 2 along McCormick Boulevard and Ashland Avenue to reinforce the public streetscapes as well as to screen views into the internal parking areas of the Site. Visibility across the Site from Osborne Street is maintained through direct sightlines, and through the Gleeson Street extensions although with a curved street. The proposed seniors’ apartment building terminates the viewline from Sparton Street, but considerations can be explored through the detailed design stage of the Site Plan stage to break up the larger mass into smaller residential, segments reflecting the existing pattern on the east side of Ashland Avenue.

v) Vehicular and pedestrian circulation: vehicular access points are minimized on the Site to limits traffic conflicts and interruptions of public sidewalks. Gleeson Street is extended through the Site to accommodate further movements through the broader community, with a multi-use trail as a linear park space along the south side of the street. One entrance from each of McCormick Boulevard and Ashland Avenue, aligned generally with Osborne Street extending across the Site, provides access to parking areas and are located to maximize the distance to Dundas Street and shared between Areas 1 and 2. An “L”-shaped internal private street connects Gleeson Street to Ashland Avenue at the Osborne Street entrance. Furthermore, a pedestrian connection through the Site between McCormick Boulevard and Ashland Avenue is provided along the seam between Areas 1 and 2, which could be publicly accessible.
Servicing

i) Accessibility and Connectivity: the Site is well connected to the surrounding neighbourhood given it is bounded by three public streets. The extension of Gleeson Street through the Site provides an additional east-west connection that could be further extended by future redevelopments to the west. It would provide dedicated vehicular, pedestrian, and cyclist facilities through the roadway, sidewalk, and multi-use trail, respectively. This extension would create a street spacing in the order of 250 metres between Dundas Street East and Gleeson Street, a reasonable distance particularly given Ashland Avenue is the eastern edge for vehicular circulation in the street network. The Gleeson Street extension is complemented by an additional mid-block pedestrian walkway, parallel to Dundas Street and between Areas 1 and 2, that could accommodate public movements from Osborne Street to McCormick Boulevard.

ii) Transit Access: the Site is directly served by existing bus stops on the subject block or adjacent blocks as part of the Dundas Street transit corridor. McCormick Boulevard and Ashland Avenue provide direct north-south connections from the Site to these transit stops.

iii) Shared Services: the “L”-shaped internal private street connecting Gleeson Street to Ashland Avenue through the Site provides the coordinated shared access and opportunities for shared service, loading, and garbage areas for buildings in Area 2. Specific configurations can be considered through the detailed design of the Site Plan stage.

Photo: view of existing park and recreation facilities associated with school to the east of the Site, connected to the Site either through Gleeson Street, Sparton Street, or Osborne Street.
Photo: the commercial/industrial context facing the Site on the south side of Dundas Street East.

Photo: one and two storey residential dwellings that characterizes the residential context facing the Site on the east side of Ashland Avenue.

Photo: one and two storey residential dwellings that characterizes the residential context immediately to the north of the Site on the west side of Ashland Avenue.

Photo: retail/service commercial use (Inglis Cycle) that immediately abuts the northeastern corner of the Site.
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Photo: existing operating industrial use facing the northeastern corner of the Site on the west side of McCormick Boulevard.

Photo: industrial and commercial context along Dundas Street East corridor immediately to the west of the Site.

Photo: vacant industrial property that faces the Site on the west side of McCormick Boulevard.

Photo: existing commercial property on the west side of McCormick Boulevard facing the Site.
2. DESIGN CONCEPT

2.1 Preliminary Development Plan

The Preliminary Development Concept for the Site is organized around an extension of the Gleeson Street through the Site to connect to McCormick Boulevard and the resulting creation of the three development areas previously referenced. The development areas are organized to balance the desire for intensification and redevelopment along a principal corridor in the built-up area of the City and recognition of the site need for integration and transition to the existing residential properties to the north and east of the Site. Accordingly, development intensity on the site in terms of heights and scale is generally organized to transition south to north as well west to east across the Site. Moving south to north across the Site, each of the three development areas has a different intended development form and range of proposed uses.

2.2 Gleeson Street Extension

Gleeson Street is shown extending through the Site as a 26 metre public right-of-way, which would accommodate a full urban cross-section together with an expanded linear area along the south side of the street that would accommodate a multi-use trail to link pedestrian and cyclist movements through the broader area, mirroring the general intent of the McCormick Area Study concept options. This street width as shown is sufficient to accommodate either the proposed curb-side linear park as shown or a wider street containing on-street cycling facilities and sidewalks.
View of Massing Model looking from southeast (without topography shown)
View of Massing Model looking from northeast (without topography shown)
View of Massing Model looking from northwest towards Dundas Street at top (without topography shown)
View of Massing Model looking from southeast towards Gleeson Street at top (with topography shown)

View of Massing Model looking from northwest towards Dundas Street at top (with topography shown)

Cross-section Key Plan
Cross-Sections of Site

A

Dundas St

B

McCormick Blvd

C

Ashland Ave

D

McCormick Blvd

E

McCormick Blvd

Ashland Ave
2.3 Area 1 – Frontage Portion

Area 1 is the frontage portion of the Site situated generally between Dundas Street and generally the alignment of Osborne Street across the Site. This area is targeted for a mixed-use development within the retained original portion of the former McCormick factory.

Buildings

The proposed development would retain and re-use the original 1913/1914 portion of the McCormick factory for a mixture of uses, corresponding to the 4-storey western portion near McCormick Boulevard, 5-storey centre block with the main building entrance facing Dundas Street, and 4-storey eastern portion nearest Ashland Avenue. The western and centre portion of the retained building would accommodate opportunities for ground floor commercial uses and internal parking, would be a podium for additional 4 to 6 new storeys for residential units set back from the podium base to provide a distinction to the original building. The eastern portion of the retained building would accommodate opportunities for non-residential uses such as office, commercial, and institutional uses.

Parking

Parking would be accommodated through a combination of parking within the retained building envelope and surface parking areas to the sides and rear of the retained building. Surface parking along Dundas Street has been shown to be in line with or behind the setback line of the retained building. The amount of surface parking is dependent on detailed construction feasibility regarding the amount of structured parking that can be accommodated within the retaining building as well as total parking requirements, so some of the surface parking areas could accommodate additional buildings.

Circulation

One entrance from McCormick Boulevard and from Ashland Avenue, aligned with Osborne Street, extend across the Site to provide access to parking areas, and are located to maximize the distance to Dundas Street. They would be shared between Areas 1 and 2, with the Ashland entrance as internal private street that connects to the Gleeson Street extension. A pedestrian walkway alongside the entrances through the Site between McCormick Boulevard and Ashland Avenue would form a seam between Areas 1 and 2, and could be publicly accessible.

Landscaping

There are opportunities to implement a landscape treatment between the building and Dundas Street edge that reflects the original landscaping scheme as part of adaptive-reuse of the former McCormick’s factory. Further landscaping and plantings are warranted surrounding the perimeter of surface parking areas where they face public streets and along public street frontages.
Photos: Demonstration of restoration and adaptive re-use of heritage buildings, including considerations sensitive additional floors (top and bottom left), existing windows re-opened with sympathetic new windows (top right), and compatible new entrances (bottom right).
2.4 Area 2 – Central Portion

Area 2 is the central portion of the Site situated between Area 1 to the south and the proposed extension of Gleeson Street to the north. This area is intended as an integrated adult lifestyle/seniors’ development that provides a range of residential types, forms, and sizes enabling residents to “age in place” on the Site.

Buildings
The remaining one-storey northern wings of the former McCormick’s factory would be demolished to accommodate new buildings. The intended pattern built form is divided generally by the internal private street through Area 2. The portion west of the private street contains two mid-rise apartment buildings up to 6 storeys in height lining the McCormick Boulevard frontage of the Site. The portion east of the private street contains a low-rise adult lifestyle/care facility apartment building (incorporating the existing grades of the Site with a 3-storey height facing Ashland Avenue and a 4-storey height facing internally on the Site) nearest Dundas Street, and block townhouses further north up to 3 storeys in height along Ashland Avenue and facing the Gleeson Street extension.

Parking
Parking for the McCormick Boulevard apartments may be a combination of parking within buildings, underground parking, and surface parking in behind the buildings internal to the Site. Parking for the Ashland Avenue adult lifestyle/seniors’ apartment building and block townhouses would principally be served by surface parking internal to the block. Accesses to all parking areas would be from the internal private street, rather than the McCormick Boulevard and Ashland Avenue in the interests of maintaining a continuous street edges and minimal disruption of abutting pedestrian sidewalks.

Circulation
An “L”-shaped internal private street connecting Gleeson Street to Ashland Avenue (at Osborne Street) provides the principal vehicular and pedestrian route through Area 2. Access to the parking areas internal to block would be accessed from this private street, rather than from the abutting public streets. A pedestrian walkway between McCormick Boulevard and Ashland Avenue along the between Areas 1 and 2 is provided, which could be publicly accessible.

Landscaping
Landscaping would principally be focused along the public street frontages with opportunities for street tree plantings to reinforce the streetscape, along the internal private street to soften its edges, and in internal courtyards and spaces between buildings for amenity areas for residents.
Photos: Precedent demonstration of potential forms and scale envisioned for Area 2, including low-rise seniors’ apartment building (top and bottom left); block townhouse forms (above); and, mid-rise apartment building (immediate left)
2.5 Area 3 – Transition Portion

Area 3 is the transition portion of the Site situated north of the proposed Gleeson Street extension and abuts the existing residential properties to the north. This area is intended to accommodate a range of low-rise residential uses to transition to surrounding residential properties.

Buildings
The block north of the extension of Gleeson Street through the Site would accommodate any low-rise residential form, including single detached, semi-detached and street townhouses, up to 3 storeys in height. Street townhouses are illustrated on the Preliminary Development Concept, with staggered setbacks to follow the curve of Gleeson Street and provide variety to the streetscape.

Parking
Front access garages and driveways would accommodate parking for the units within Area 3, consistent with the surrounding neighbourhood pattern.

Circulation
The Gleeson Street extension would provide vehicular access to units, as well as a sidewalk on the north side and a multi-use trail on the south side would be provided.

Landscaping
Street tree plantings could be accommodated where driveway spacing permits.
2.6 Sustainability Initiatives

The proposed development will by the nature of its form, location, and intensity deliver a number of sustainability benefits. The location supports active transportation modes including walking and cycling on the grid of surrounding streets. The density of the proposed development will directly support public transit use on the existing routes on Dundas Street and Highbury Avenue. Buildings that may accommodate a range of unit types and sizes in proximity to Downtown London and served by transit will support opportunities for car-free living, while Transportation Demand Management measures and programs can further reduce automobile reliance. Further to these site level sustainability considerations, the detailed design of the Site Plan stage can explore opportunities for building sustainability approaches and measures that are appropriate for the development, including consideration of energy efficiency, water efficiency, and the indoor environment.

2.7 Heritage Initiatives

Recognizing this preliminary nature of the development proposal, the Heritage Impact Statement prepared by Golder Associates identifies that the Preliminary Design Concept “could accommodate retention of the a number of exterior attributes of the McCormick Building identified in the designation by-law”, including the four and five storey portions closest to Dundas Street, white cladding, entrances and canopies, and window openings. It specifically identifies that “[s]ince the north façade of the historic factory is not identified as having heritage attributes, the scale and form of the new buildings proposed north of the factory will not impact the historic character of the original building”.

The scoped Heritage Impact Statement recommends:

- A further understanding and mitigation strategies for the existing terra cotta exterior materials, some of which is recognized as being the “near the end of its functional life”;
- Removal and replacement of the glass block windows with windows that “replicate the pattern and character of the original, multi-pane, thin-section steel mullions and muttons and the opening louvers”;
- Restoration/replication of the main entrance door including the glazed surround and two former staff entrances, and functional or visual retention of existing loading dock doors; and,
- Reduction of the prominence and visual impact of any new additional floors “through minimum setback of the upper floors coupled with a complementary architecture/design”.

The scoped Heritage Impact Statement also identifies a number of potential opportunities that may further enhance the development. These include consideration of opportunities for the property at detailed design to incorporate a recognition of the rail siding onto the property, the original landscaping scheme for the property, and, the original powerhouse chimney. It also recommends the City explore a potential re-introduction of the 1920s boulevard plan for McCormick Boulevard and possibly a Heritage Conservation District for the McCormick area.