

**Planning and Design  
Report: Zoning By-law  
Amendment**

376, 378, 380, 382, 386, 390  
Hewitt Street and 748 King  
Street, London ON



Prepared for:  
East Village Holdings Ltd.  
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Prepared by:  
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August 17, 2022

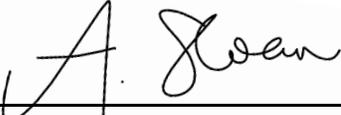
## Sign-off Sheet

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# PLANNING AND DESIGN REPORT: ZONING BY-LAW AMENDMENT

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# PLANNING AND DESIGN REPORT: ZONING BY-LAW AMENDMENT

Introduction  
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## 1.0 Introduction

On behalf of our client, East Village Holdings Ltd., Stantec Consulting Ltd. has prepared this Planning and Design Report in support of their application to amend the Zoning By-law for 376, 378, 380, 382, 386, 390 Hewitt Street and 748 King Street, in London, Ontario to facilitate the site's usage as a private, controlled access parking facility.

This Report provides a review and analysis of pertinent planning policies and outlines the intention to facilitate parking as an interim use for the subject lands. This Planning and Design report provides professional planning opinions and recommendations regarding the use of these properties and the design of the proposed temporary parking facility. Also, the report summarizes the components that comprise the submission requirements associated with the zoning by-law amendment application package.



## 2.0 Site Description and Surrounding Land Uses

### 2.1 Subject Lands

East Village Holdings Ltd. is requesting a zoning by-law amendment to encompass the current interim land use on the subject site to facilitate the allowance of the continued use of the site as a parking lot for a temporary period. The subject lands are located at 376, 378, 380, 382, 386, 390 Hewitt Street and 748 King Street (hereto referred to as the “subject site” or “site”). It is approximately  $\pm 0.23$  ha (0.57 acres) with a flat topography, containing approximately  $\pm 89$  metres of frontage along Hewitt Street and  $\pm 18$  metres along King Street. The site is located on the southwest corner of the block which is bound by Dundas Street, King Street, Hewitt Street and Rectory Street. The proposal is to maintain the existing informal land use of the site, as a temporary and interim use, until future development of the site is feasible. Additionally, the construction of a new podium parking lot on corner of Hewitt and Dundas Streets (identified in Figure 1 as the “Other lands owned by the applicant”) will also begin to alleviate the parking issues related to this Site. As noted by City staff, it is necessary to facilitate this use through the site plan control process and the zoning by-law amendment process to permit surface parking as a temporary use that is associated with the residential uses of the neighbouring residential developments, which are owned by the applicant.

The subject site, outlined in Figure 1, is currently being used as an at-grade asphalt parking lot for tenants of the neighbouring developments 700 King Street & 400 Lyle Street. Immediately surrounding the site are two-three storey residential properties to the north, the East Village Holdings Ltd. high rise residential buildings (1,100+ units) to the west, the St. Johns Ambulance adjacent to Glebe Street to the south, and vacant commercial land along with one two-storey residential to the east. The site is not located within any conservation authority regulated areas.

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Site Description and Surrounding Land Uses  
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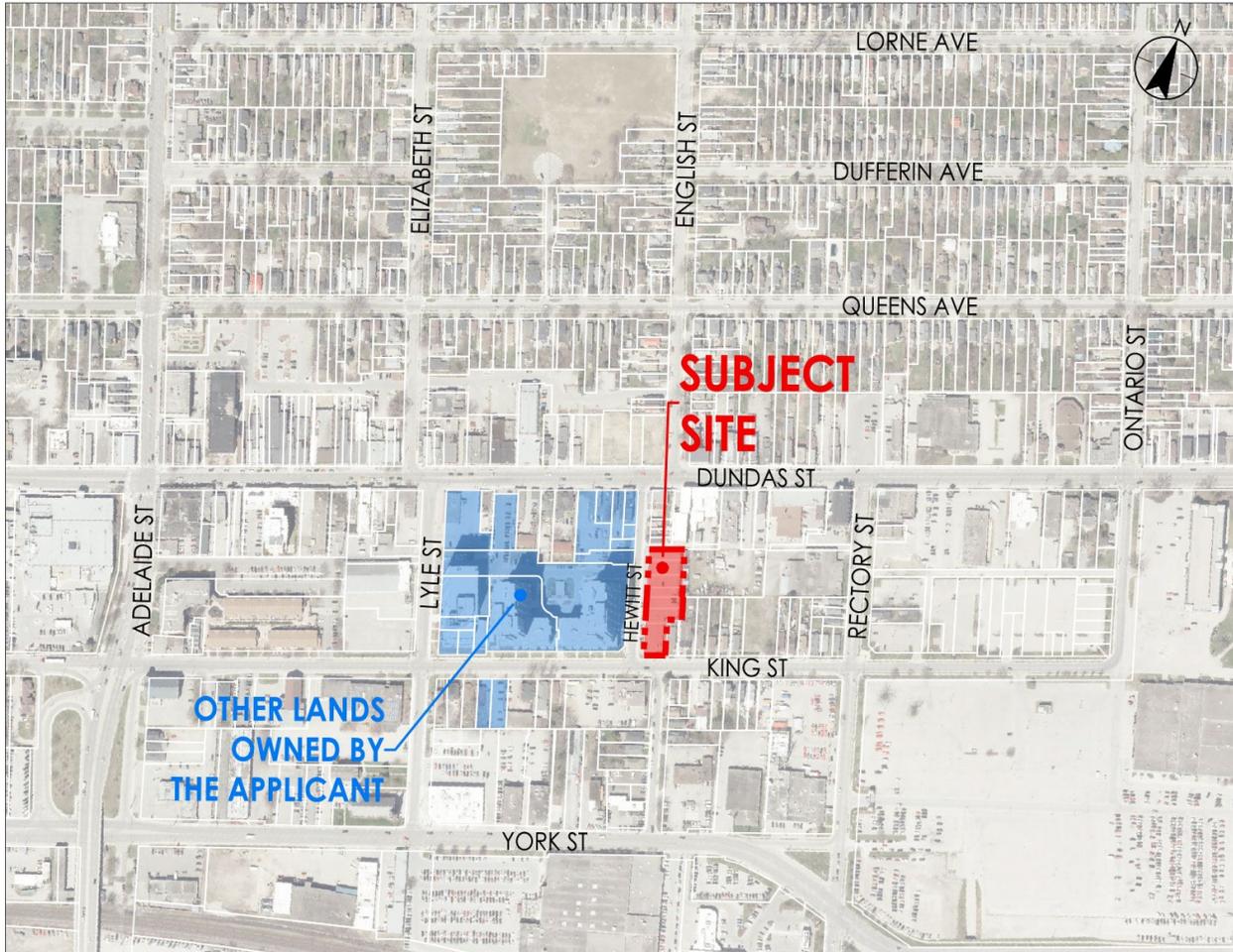


Figure 1: Location of Subject Site



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Site Description and Surrounding Land Uses  
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## 2.2 Surrounding Land Uses

The subject site falls within the Old East Village Dundas Street Corridor Secondary Plan. This City-initiated Secondary Plan identifies the subject site to be within the King Street Character Area. The King Street Character Area is characterized by “varying land uses ranging from residential to light industrial to institutional”. The built form is varied with low rise single detached dwellings alongside high-rise apartment buildings. King Street is identified as a Rapid Transit Boulevard with a future rapid transit route passing adjacent to the site. Policies of the Secondary Plan encourage high density intensification in the area surrounding the Rapid Transit Corridor.

Surrounding the site are a variety of amenities and local features including: the Dundas Street Commercial Corridor, Palace Theatre, Aeolian Hall, Western Fairgrounds and Market, Lorne Ave Park, a school, several churches along with various restaurants and commercial spaces. The existing and future development in this location will help support these amenities and businesses, further growing the Old East Village community. Also, the requested temporary use for surface parking will serve to support the residences of this neighbourhood as an interim solution for this rapidly evolving and changing urban area/neighbourhood that is planned as a key, future Bus Rapid Transit Route.



Figure 2. Surrounding Area - 400m Buffer

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Site Description and Surrounding Land Uses  
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**Figure 3. Old East Village Dundas Street Corridor - Character Areas**

## 2.3 Existing Planning Controls

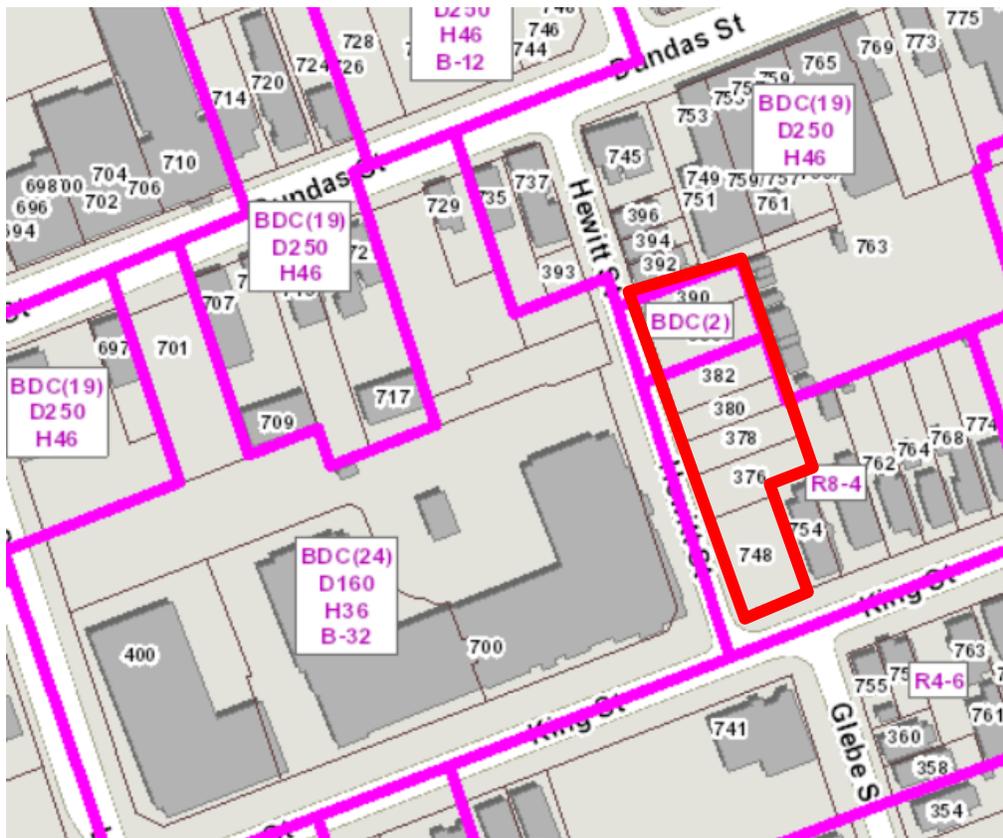
The existing zones surrounding the Subject Site includes R8-4 Zones to the east along King Street, BDC (19), D250 and H46 Zones to the northeast along Dundas Street, and north along Hewitt Street. Directly across from the Site the properties are zoned BC (24), D160, H36, and B-32. These lands are owned by the applicant.



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## Site Description and Surrounding Land Uses

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**Figure 4. Surrounding Zoning**

The subject site contains seven (7) properties with two different zones. The parcels with addresses 390 and 386 Hewitt Street are zoned Business District Commercial (BDC(2)) which supports various permitted commercial uses and includes residential uses such as group homes, residential units at the rear or above commercial uses, and accessory dwelling units. The Zone variation identifies “accessory parking lots on Dundas between Adelaide Street and Rectory Street” as a prohibited use to maintain the streetscape character and built form along the Dundas corridor. The remaining five parcels are zoned R8-4, which supports medium density development in the form of low-rise apartment buildings in various forms. As neither of these zones support a temporary, accessory surface parking lot, a Zoning By-law Amendment is being requested through this submission.

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Site Description and Surrounding Land Uses  
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The following is a listing of the relevant local Municipal Planning framework:

**Table 1 Municipal Planning Framework**

<b>The London Plan Place Type</b>	Rapid Transit Corridor
<b>Old East Village Dundas Street Corridor Secondary Plan</b>	King Street Character Area
<b>Existing Zoning Bylaw Designation</b>	BDC(2) & R8-4

A comprehensive review of relevant local level planning regulatory documents is contained in Section 4.0 of this Report.



## 3.0 Development Background and Overview

### 3.1 Overview

East Village Holdings Ltd. is looking to amend the Zoning By-law on the properties municipally known as 376, 378, 380, 382, 386, 390 Hewitt Street and 748 King Street. As the lands are currently zoned for residential and commercial uses, a permanent parking facility for the subject site is not conducive to the surrounding land uses or planned function of the neighbourhood. That said, recent high density residential developments are not yet supported by the planned higher order transit anticipated for the King Street corridor. As such, a recent shortage of parking in the area has emerged.

The existing use of the site is an at-grade asphalt parking lot that is not currently in alignment with the intent of the zoning by-law provisions for parking. Therefore, a temporary zone is being sought that would enable the allowance of an accessory, residential parking lot that would have controlled access to be utilized by the residents of the neighbouring developments at 700 King Street and 400 Lyle Street. The allowance of the temporary zone in this location would maintain the provision for residential as an underlying Zone to facilitate the ability to redevelop the site to its desired future land use. The requested zoning is to provide two purposes: a. to allow the existing land use to continue as an interim use; and, b. to allow for future development of the site at a suitable time.

The temporary zone requested is to allow this existing parking lot to maintain operation until development of the site is suitable. The nature of a temporary zone will allow for public review and comment after a 3-year timeframe and will require approval of Council before the zone can be extended further. The temporary nature of this zone is a suitable option for the site and can better enable future infill development, when appropriate.

The Client is aware that a future site plan approval will be required as a subsequent application to this proposal and is therefore providing a parking design that better addresses the requirements for landscaping, drainage, and right-of-way setbacks of City parking lots. This report outlines the appropriateness of the surface parking in this particular location for the next three years, as justified through an analysis of the City's policies and the characteristics of the subject lands.

East Village Holding is proposing to make upgrades to the existing parking lot as part of this application approval. Upgrades to the parking lot include, but are not limited to, removal of excessive asphalt adjacent to property limits, treed and landscaped boulevards along King Street and Hewitt Street frontages, landscaping along internal property limits, repainting parking lines with a more efficient layout, upgrading poor

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## Development Background and Overview

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quality fencing that may surround the site, and updated stormwater management quality controls. See **Appendix A** for detailed designs of the existing and proposed conditions plans.



**Figure 5. View looking south along Hewitt Street**



## 4.0 Land Use Policy Framework Overview

A compilation of provincial and local policies that pertinent to this development proposal are outlined in this section. The Provincial Policy Statement (PPS) provides the basis for land use planning in Ontario. The City of London's policy framework for development within the urban boundary is guided by the City of London new Official Plan the London Plan. Associated secondary plans for specific geographies are also components for the local planning framework, including the Old East Village Dundas Street Corridor Secondary Plan.

### 4.1 Provincial Policy Statement

The proposed redevelopment is consistent with the Provincial Policy Statement (PPS) as it protects a necessary component of the *transportation system* that facilitates the movement of people and goods in a manner that aligns with the projected needs of the area, both in the short-term (i.e. 3 years) and for the long-term (i.e. 4 to 25 years), as required by Policy 1.6.7.1.

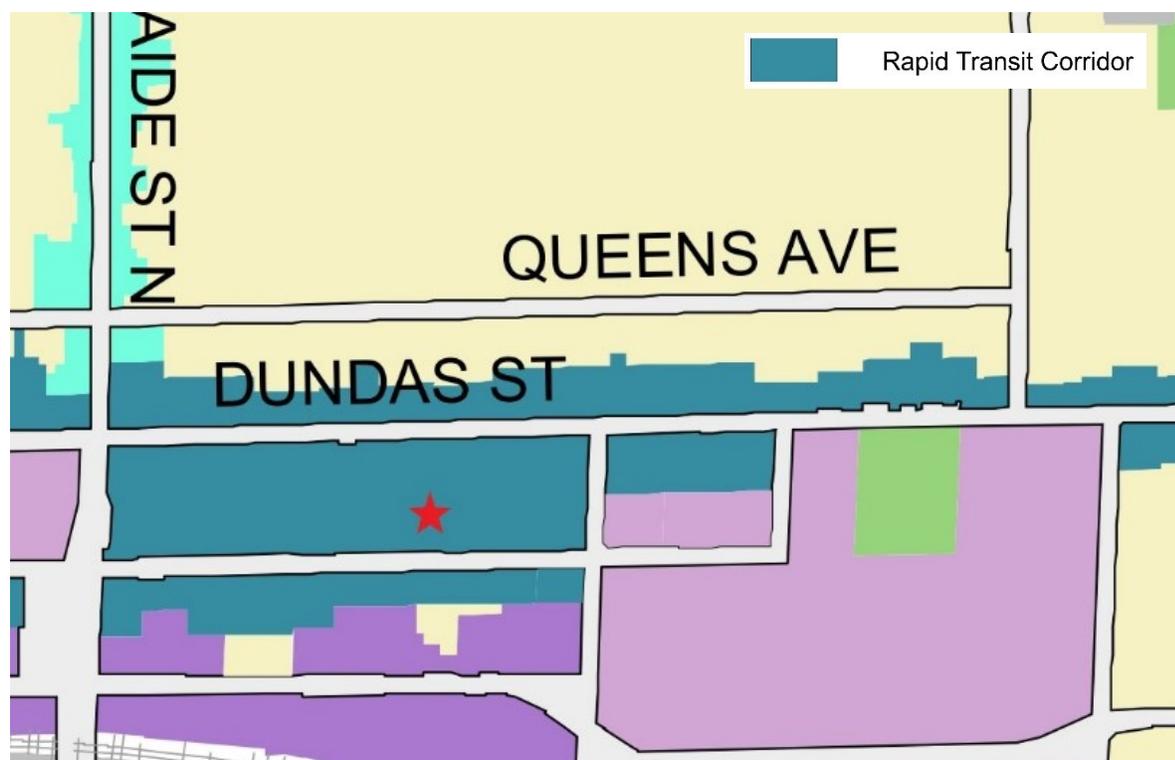
As defined by the PPS, the *transportation system* is a system consisting of facilities, corridors and rights-of-way for the movement of people and goods, as associated transportation facilities including transit stops and stations, sidewalks, cycling lanes, bus lanes, parking and carpool lots, among other rail, air and marine facilities and components, in addition to the storage and maintenance facilities that may be associated with such uses.

Furthermore, the PPS aims to ensure that a land use pattern, density and mix of uses should be promoted in a manner that minimizes the length and number of vehicle trips and supports current and future uses of transit and *active transportation* (Policy 1.6.7.4).

In relation to the desired intent of the subject site, these policies would facilitate a decision to allow a parking facility that supports an immediate and temporary need for these lands to be used as a surface parking lot, as a pivotal component of the *transportation system*, while looking to the future to support a re-development that follows appropriate land use patterns and densities that can maximize the use of future planned transit and active transportation options, such as those being proposed for London's BRT corridor and the King Street Character Area of the Old East Village Dundas Street Corridor Secondary Plan. As the neighbourhood transitions into an increasingly mixed use and higher density area, the proposed request represents an appropriate and use of the lands to service the existing community, while planning for a more compact future form, better served by planned transit.

## 4.2 The London Plan

The City of London's new Official Plan, "The London Plan" is in full force and effect as of May 2022.



**Figure 6. The London Plan Place Type Mapping**

Within the London Plan, the subject property is designated as Rapid Transit Corridor Place Type. The vision for the Rapid Transit Place Type is to support mid to high-rise residential and mixed-use development, encourage pedestrian and transit-oriented development, and allow for greater intensity and height of development to support transit usage. In the long-term, this proposal will support the objectives of the Rapid Transit Corridor Place Type and the overall vision of the London Plan by providing a mixed-use redevelopment, high level of urban design and pedestrian-oriented frontage. In the short-term, this proposal will provide assistance in maintaining a needed component of the transportation system, in a rapidly evolving neighbourhood that is transitioning from a reliance on automobiles to a more transit-oriented hub.

The London Plan outlines several Directions in the Our Strategy section to give focus and clear path to lead the City to its vision for 2035. The proposed temporary parking lot supports the following of these directions:



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## Land Use Policy Framework Overview

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- *Direction #1 is to plan strategically for a prosperous city promoting strong consistent growth and a vibrant business environment that offers a wide range of economic opportunity; creating a strong civic image by improving the downtown, creating and sustaining great neighbourhoods, and revitalizing our urban neighbourhood and business areas.*
- *Direction #5 is to build a mixed-use compact city by promoting strong and consistent growth, direct high intensity mixed-use development in strategic locations, look ‘inward and upward’, and plan for infill and intensification; mix land uses to provide live-work arrangements that respect the character of neighbourhoods, while enhancing walkability and generating pedestrian activity; and manage growth by supporting infill and intensification.*
- *Direction #6 is to place a new emphasis on creating attractive mobility choices. This is realized by creating mobility choices such as walking, cycling and transit; and promoting, strengthening, and growing the existing commuter and recreational cycling network.*
- *Direction #7 is to build strong and attractive neighbourhoods for everyone by promoting active living, social connectedness and designing complete neighbourhoods meeting the needs of all people, and placemaking by promoting design that is safe, diverse, walkable, healthy and connected.*

The **City Building Policies** support and encourage intensification which could be achieved by infill development and vacant and underutilized lots, or redevelopment. The subject site is located within Old East Village, where infill and intensification are promoted. The redevelopment proposal is supported by the policies of the London Plan and will eventually assist with realizing the City’s objectives to promote compact form and build complete live-work communities. In the meantime, an interim use will support the recent efforts made to intensify the area, creating a more compact community.

The **Rapid Transit Corridor** Place Type is located within the Primary Transit Area and rapid transit routes, which encompasses the north-south stretch of Richmond Street and Wellington Road, extends west through the downtown core along portions of Wharncliffe Road and Oxford Street West, and to the east along King Street and Dundas Street. The place type policies generally support mid to high-rise residential and mixed-use development, encourage pedestrian and transit-oriented development, and may allow for greater intensity and height of development to support transit usage (827\_). The proposed redevelopment satisfies these policies by providing supportive infrastructure for existing mixed-use development.

By maintain the underlying medium density residential land use of the subject site, the proposal will provide an opportunity for growth and contribute to a vibrant pedestrian

# PLANNING AND DESIGN REPORT: ZONING BY-LAW AMENDMENT

## Land Use Policy Framework Overview

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and transit-oriented environment that offers a range of economic opportunity. The Planning Framework (Chapter 2) contains the underlying vision, priorities and principles for the long-term land use planning strategic plan in the City of London and provide the basis for polices of the Official Plan. In our opinion, the proposal supports the vision and key elements of the Rapid Transit Place Type and general intent of the London Plan.

### 4.3 Old East Village Corridor Secondary Plan

The City of London has recently completed a Secondary Plan for the lands fronting onto Dundas Street, King Street and Ontario Street, generally bound between Colborne Street and Burbrook Place. The OEV Dundas Street Corridor Secondary Plan (Consolidated March 2020) was assessed in relation to this proposal. The purpose of the Secondary Plan is to guide development within the defined study area to support a vibrant commercial core with unique heritage character that serves as a community hub for residents. Four distinct character areas are identified, and the subject lands are identified within the King Street character area. The vision for this segment of King Street is to support the future rapid transit service that is anticipated along King Street, from the Downtown through to Ontario Street. The plan encourages intensification here, especially around future planned stations, which are to be located within 200m of the existing Site both west and east along King Street (see Figure 2).

The development located on the other lands owned by the applicant, which border the subject site to the west, intended to conform to the policies of the OEV Dundas Street Corridor Secondary Plan in that the parking facilities were to be internal to the site with access provided from Hewitt Street. Also, pedestrian connectivity and safety were prioritized with access to the lot to be provided via the sidewalk connection from both King and Hewitt Streets (3.5a/b). Furthermore, the site design considered the landscape zones, potential road widenings and sidewalks (3.6.5.2); and proposes to enhance pedestrian and cycling connections along Hewitt Street.

That being said, the projected need for parking spaces and the OEV Corridor Secondary Plan took into consideration a future rapid transit route that has yet to come to fruition along King Street. Therefore, this application is requesting an interim use of the subject site in anticipation for a future proposal that will contribute to the revitalization of the King Street Transit Corridor and the Dundas Street Corridor.

The success of future development of the subject site is inherently linked with multi-modal transportation options and City's plans to develop the area with higher density residential uses, including ground floor commercial opportunities within mixed use buildings. The public realm policies of the plan, aligned with the OEV Design Guidelines (2016), recognize the transitional uses that may be required here, and ultimately will cater to future rapid-transit users along King Street. In the short-term, however, there is



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a significant need to address the lack of parking for existing residents of the neighbouring high-density developments.

Zoning By-law Amendment Proposal  
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## 5.0 Zoning By-law Amendment Proposal

The subject site contains two distinct zones, and an accessory parking lot is not permitted in the R8-4 Zone unless tied with a permitted residential use, such as an apartment building or lodging house. Within the Business District Commercial Zone (BDC(2)), normally buildings are located near the street line with parking to the rear.

Neither zone that is applicable to these subject lands are intended to facilitate a permanent surface parking lot; therefore, triggering the need for a Zoning By-law Amendment. Furthermore, the proposal is intended to be temporary in nature which can be supported by the Section 50 Temporary (T) Zone of the City of London Zoning By-law No. Z-1. This zone permits temporary uses for a specific period of time after which the zone symbol and text are removed and revert back to the main zone. It is not intended that a temporary zone will permanently establish a use on a property.

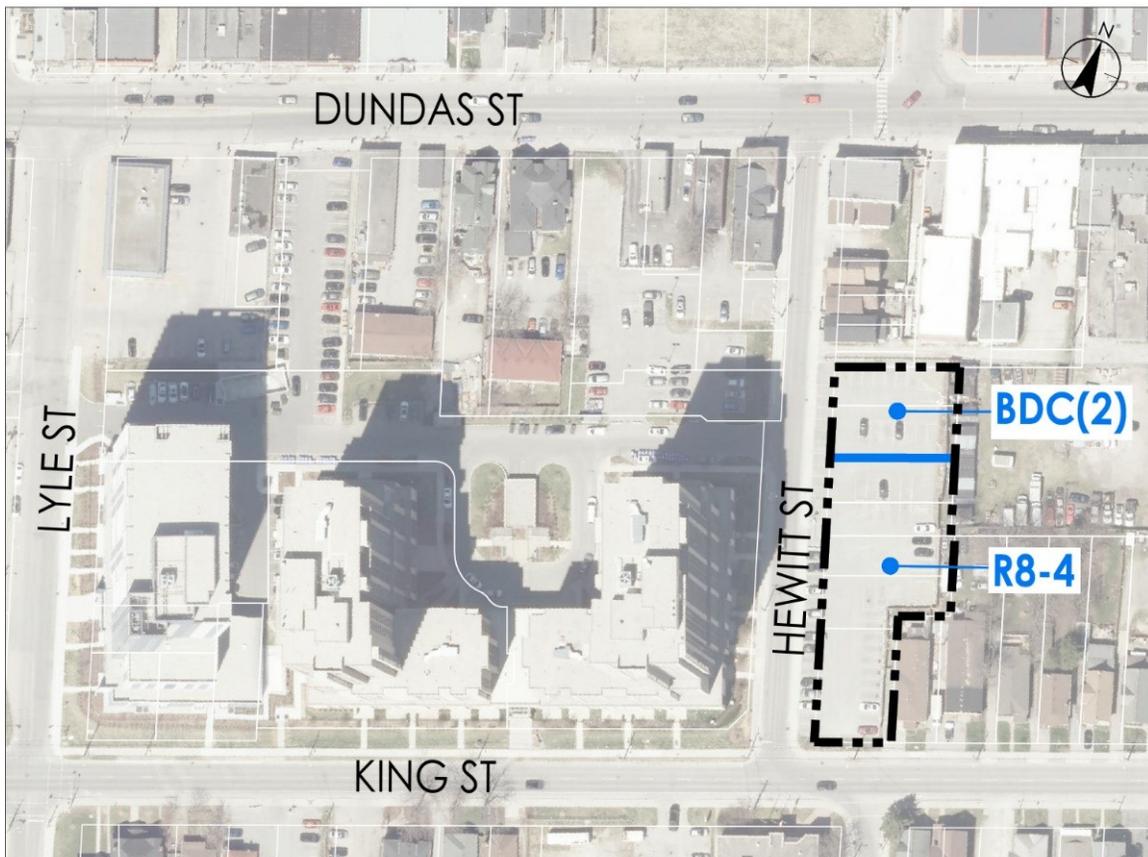


Figure 7. Existing Zoning of Subject Site



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Zoning By-law Amendment Proposal

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## 5.1 Temporary Parking Lot Design

Section 50 of the Zoning By-law outlines that temporary zones are to provide for and regulate temporary uses in accordance with Section 39 of the Planning Act. The intent is not to permanently establish a use on this property, but rather support an interim three (3) year allowance for the subject site to operate in its current capacity as a parking lot, with secured and controlled access. Suggested wording for the proposal is, as follows:

*T- # Lands located at 376, 378, 380, 382, 386, and 390 Hewitt Street, and 748 King Street, as shown on the attached map hereto comprising part of Key Map No.A108 may be used for a surface residential parking lot with reduced landscape and site plan control requirements, as described, for a temporary period not exceeding three (3) years beginning [insert approval date]. Reduced provisions are identified as follows: ... [insert table with design provisions]*

Furthermore, the design and layout of the existing parking lot area would be improved to better meet City's standards and guidelines for its use as a privately-owned off-street parking lot. For instance, as depicted in **Appendix A**, a 2m landscaped buffer strip would be added abutting the existing sidewalk along the Hewitt Street frontage.. These areas would contain landscaped plantings which will screen the cars from pedestrians and other passing vehicles. A similar 2m landscaped strip will be established along the King Street frontage of the privately-owned off-street parking lot. The anticipated road widening along King Street would also be planted and landscaped, providing a 4.9m width buffer along King Street. The costs of maintaining the buffer areas, as well as the entire property (e.g. grass cutting and vegetative maintenance, snow clearance) would be borne by the property owner, the applicant.

Encompassing the interior limits of the parking area will be a landscaped buffer between the parking lot and the existing wood and/or chain link fences. The width of this landscape buffer will vary, but at minimum be a width of 1.0m where the hammer heads are located. In areas without the hammerheads, the minimum requirement of the distance from adjacent properties (1.5m) will be met.

All individual parking spaces of the entire lot will be 5.5m by 2.7m, which is consistent with the requirements for any vehicle parking space in the City.

The applicant is seeking relief from the standard parking lot requirements of Section 4 of the Zoning By-law provisions by requesting the permission of a landscaped buffer that is less than the 3m buffer requirement from a road allowance, as required by section 4.19 (4 c). The applicant is also seeking relief from parking lot requirements as outline in the Site Plan Control By-Law (C.P.-1455-541). **Table 2** below outlines the zoning data provisions requested for the Site.

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## Zoning By-law Amendment Proposal

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**Table 2. Design Provisions of the Site Plan Control By-law**

<b>Design Feature</b>	<b>Requirement</b>	<b>Proposed Provision</b>
Parking Setback: Minimum External Property Line Setback (ROW)	3.0m	2.0m
Parking Setback: Minimum Internal Property Line Setback	1.5m	1.0m
Parking Setback: Minimum Daylight Triangle Property Line Setback	3.0m	0.4m
Minimum Drive Aisle Width	6.7m	6.0m
Minimum Drive Isle Hammerhead Depth	1.5m	1.0m
Landscape Island Width: Minimum Interior Islands	3.0m with landscaping	0.5m Concrete
Landscape Island Width: Minimum Entrance Islands	3.0m with landscaping	2.0m with landscaping

Based on the unique configuration of the property, and its intended user to be only the residents of the neighbouring development with controlled access for entrance through a gate (as designated by individual parking spaces), we believe that these reduced standards are appropriate for the short-term, temporary nature of this proposal.

As required by Part 8 of the City's Traffic and Parking By-law PS-113, the privately-owned, off-street parking lot, will not be open for any vehicle that is not authorized by the owner, and signs will be posted at the entrance to this effect.



# PLANNING AND DESIGN REPORT: ZONING BY-LAW AMENDMENT

Conclusion

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## 5.1.1 Future Site Plan Control Process

In addition to the requested zoning by-law, a site plan control process will follow. At such time, we will prepare the necessary studies and reports in order to accompany the detailed design considerations for the subject property. The following is anticipated to be required through site plan control:

- A Servicing and Lot Grading Plan stamped by a licensed engineer, showing current conditions on the adjacent streets and properties such as existing roads, accesses, sidewalks, sewers, watermains, utilities, etc.
- A Landscape Plan stamped by a licensed landscape architect, outlining that the space in the landscaped buffer is sufficient to support the trees and shrubs that would be proposed there, in accordance with the City's Tree Planting and Protection Guidelines. Additionally, consideration will be given to planting vegetation that supports pollinators and to incorporating LID within the proposed landscaped buffer that address water quality and stormwater management.

## 6.0 Conclusion

Based on the analysis of the existing policy framework, and the development intent outlined in this report, we offer the following conclusions:

- The proposed Amendment is consistent with the Provincial Policy Statement;
- The proposed application is consistent with the intent of City of London Zoning By-law, and objectives and general intent of The London Plan;
- The Site design is appropriate for the temporary nature of this request, based on its configuration and controlled access stipulations.

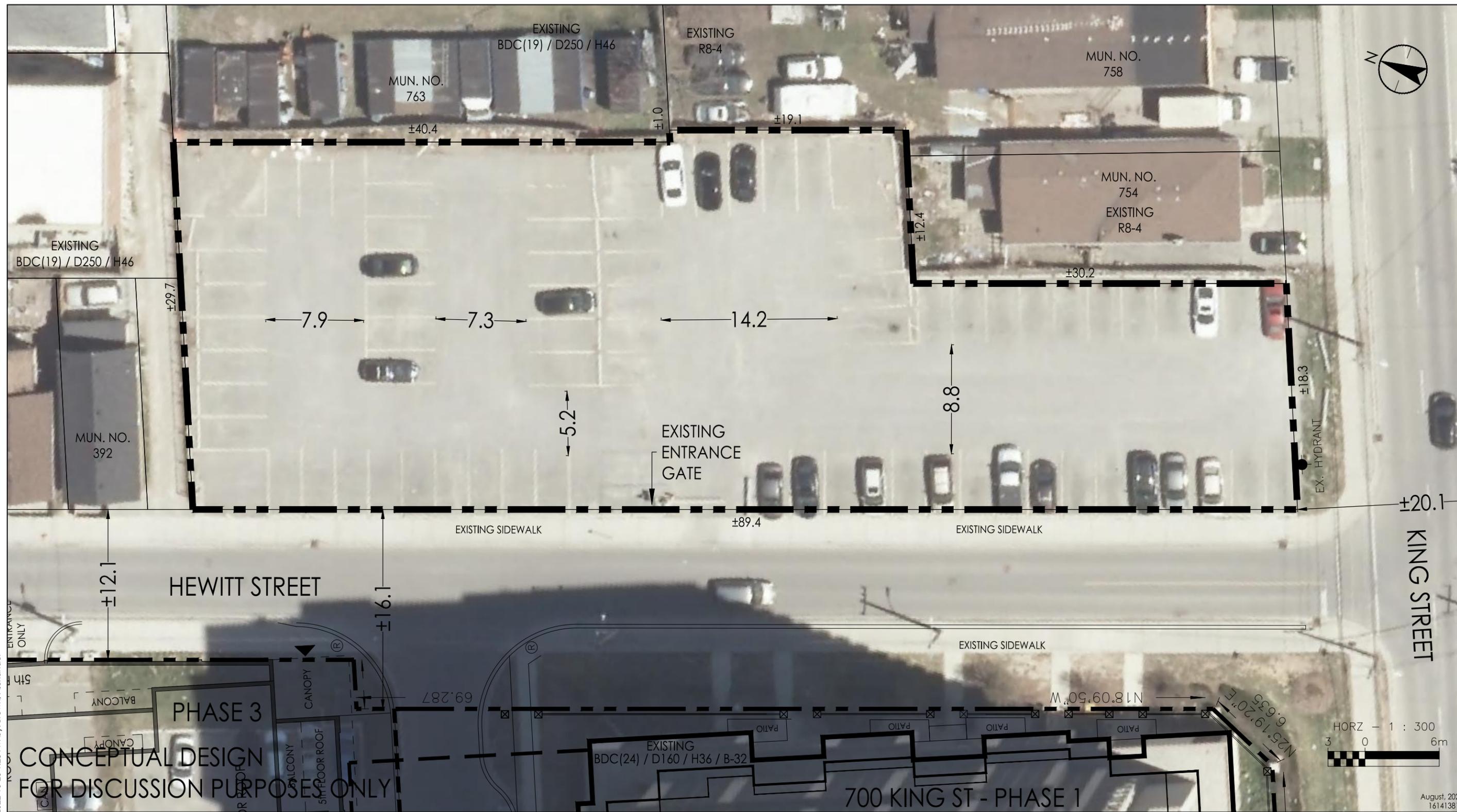
Other supporting material can be provided to the City upon request, and site design considerations will be further refined through the Site Plan Approval process.

Appendix A Existing and Proposed Conditions  
August 17, 2022

# **Appendix A Existing and Proposed Conditions**



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 2022-10-25 1:28 PM by: Brown, Alexander



  
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**Design Details:**  
 Total Site Area = ±0.233ha / ±2,325m<sup>2</sup>  
 Existing Spaces = 76 Spaces

**Notes:**  
 • This is a compiled plan and should not be considered a plan of survey.

Client/Project  
 East Village Holdings Limited  
 376, 378, 380, 382, 386, 390 Hewitt St & 748 King St  
 London, ON Canada  
 Figure No.  
 1.0  
 Title  
 Existing Conditions

August, 2022  
 161413817

**Liability Note**

The Contractor shall verify and be responsible for all dimensions. DO NOT scale the drawing - any errors or omissions shall be reported to Stantec without delay.

**Design Data**

Existing Zone:	BDC(2) & R8-4	
Proposed Zone:	T( ) & Maintain Existing	
Proposed Use:	Temporary surface parking lot	
Site Area - Total (m <sup>2</sup> )	±2,325 m <sup>2</sup>	
Road Widening (m <sup>2</sup> )	±71.7 m <sup>2</sup> (Included in Area Above)	
Lot Frontage - Hewitt Street	±80.4m	
Regulation - T( ) Zone	Requirement	Provided
Parking Setback - ROW (min)*	3.0 m	2.0 m*
Parking Setback - Internal Limits (min)*	1.5 m	1.0 m*
Parking Setback - Daylight Triangle (min)*	3.0 m	0.4 m*
Drive Isle Width (min)*	6.7 m	6.0 m*
Drive Isle Hammerhead Depth (min)*	1.5 m	1.0 m*
Landscaped Islands - Internal (min)*	3.0 m	0.5 m Concrete*
Landscaped Islands - Entrance (min)*	3.0 m	2.0 m*
Parking Spaces - Total	n/a	59 Spaces
Landscape Open Space (min)	n/a	21%

All data marked with a \* to be included as special provisions within the T( ) Zone

**Notes**

- THIS IS A COMPILED PLAN AND SHOULD NOT BE CONSIDERED A PLAN OF SURVEY.
- ONTARIO BASE MAPPING USED FOR AREAS AND DIMENSIONS. LEGAL PLAN REQUIRED FOR PRECISE CALCULATIONS.

Revision	By	Appd.	YY.MM.DD
1.	AB	BB	22.08.17
Issued	By	Appd.	YY.MM.DD
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Permit-Seal			

**Client/Project**

EAST VILLAGE HOLDINGS LTD.

376, 378, 380, 382, 386, 390 Hewitt Street  
and 748 King Street  
London, ON Canada

**Title**

Site Plan

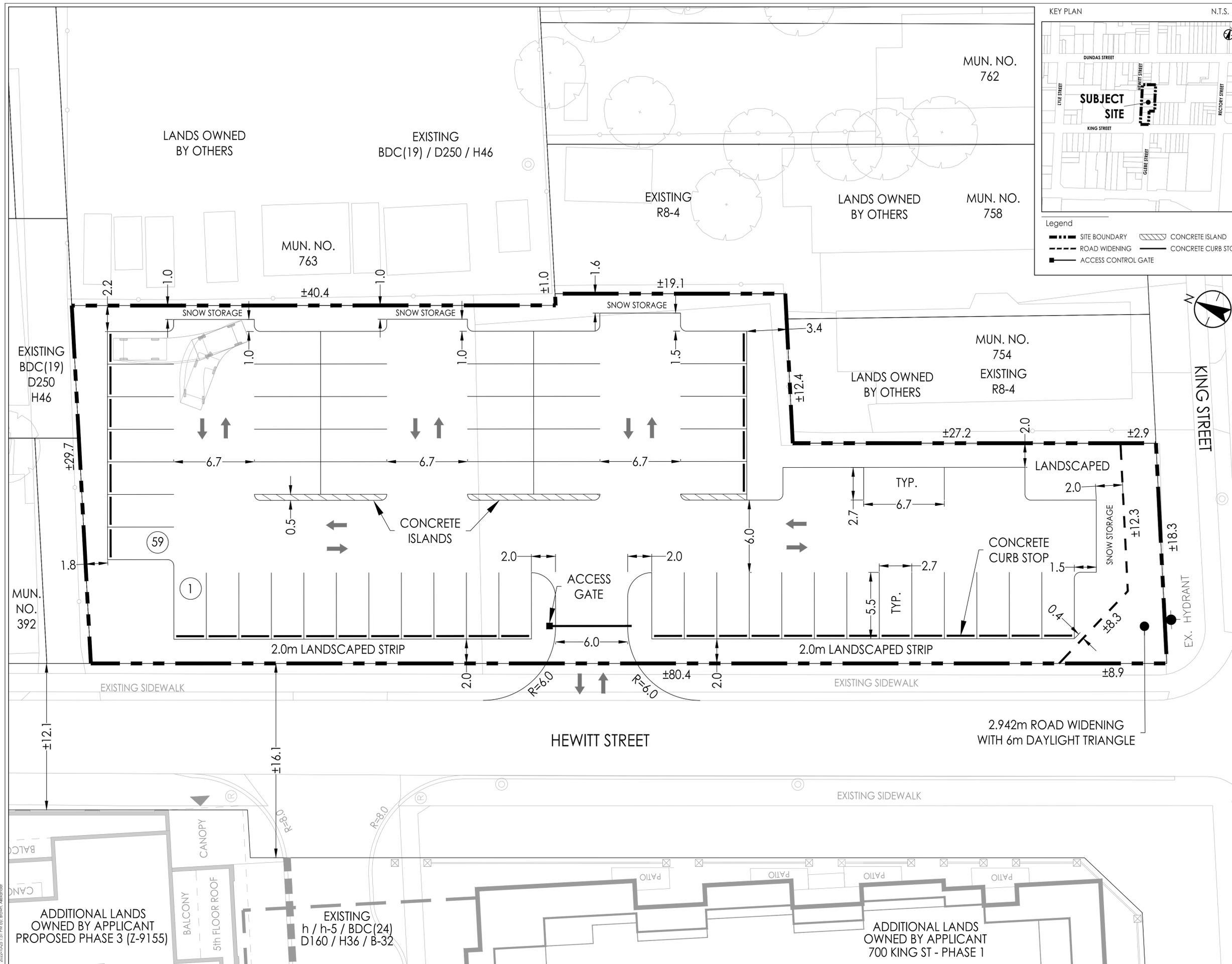
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