

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

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



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Prepared by:  
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March 4, 2024

## Sign-off Sheet

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# PLANNING JUSTIFICATION AND DESIGN REPORT: ZONING BY-LAW AMENDMENT EXTENSION

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# PLANNING JUSTIFICATION AND DESIGN REPORT: ZONING BY-LAW AMENDMENT EXTENSION

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 zoning by-law amendment application to extend the existing Temporary Zone for 376, 378, 380, 382, 386, 390 Hewitt Street and 748 King Street, in London, Ontario. The purpose of this request is to allow continued use of the site as a private, controlled access accessory parking lot on a temporary 3-year basis, until construction of an adjacent tower can be completed.

This report outlines the intention to continue the facilitation of parking as an interim use for the subject lands and provides rationale and recommendations regarding the use of these properties including design of the proposed temporary accessory parking lot.

## 2.0 Development Background

### 2.1 Site Description

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”). The site is approximately  $\pm 0.24$  ha ( $\pm 0.59$  acres) with a flat topography, containing approximately  $\pm 89$  metres of frontage along Hewitt Street and  $\pm 19$  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 subject site, as shown in Figure 1, is currently being used as an accessory at-grade asphalt parking lot for tenants of the neighbouring developments 700 King Street & 400 Lyle Street, also owned by the applicant. Immediately surrounding the site are two-three storey residential properties to the north, the East Village Holdings Ltd. high rise residential complex (1,100+ units) to the west, 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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Development Background  
March 4, 2024

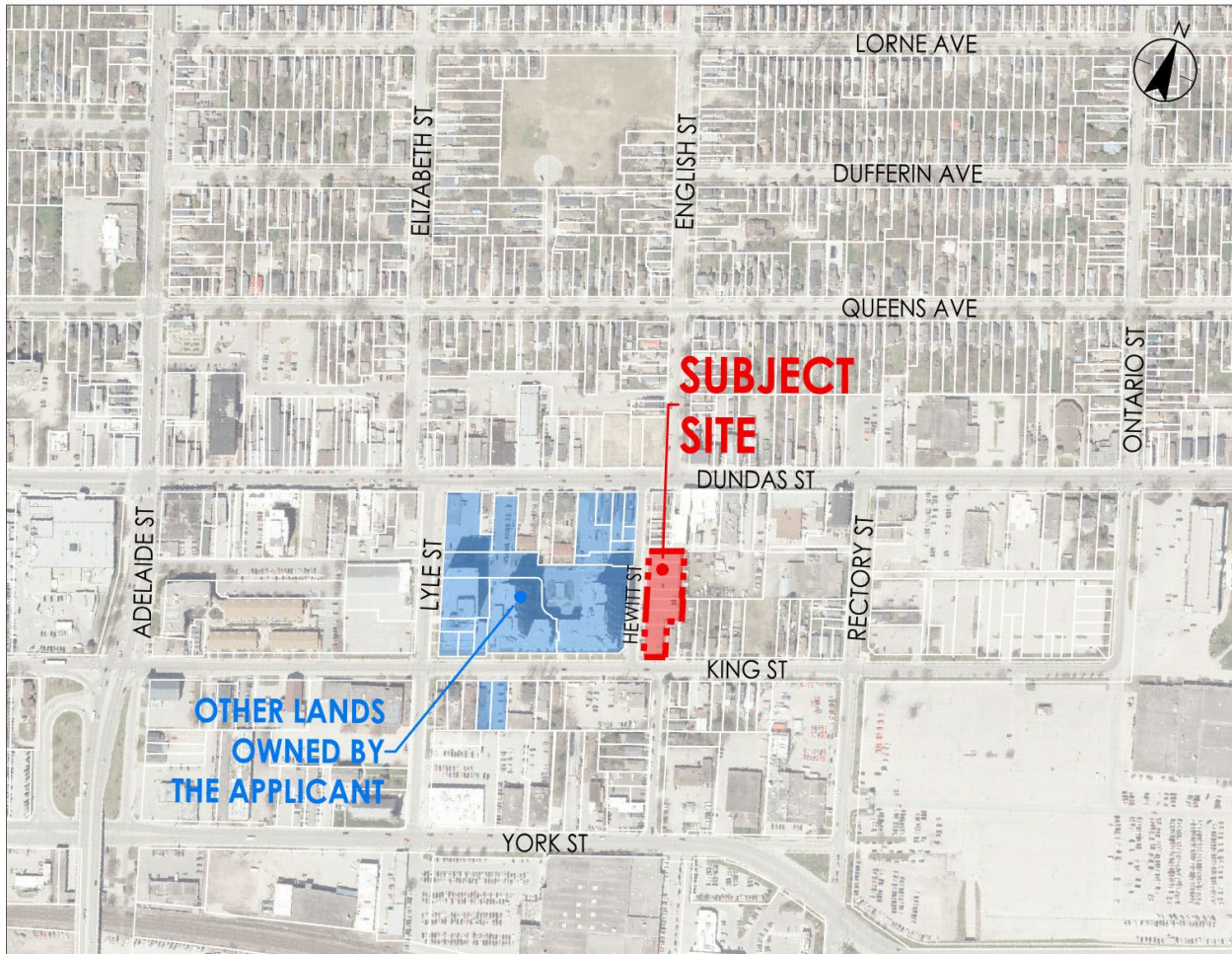


Figure 1 Location of Subject Site

## 2.2 Development Overview

The proposal request is to extend the existing temporary zone T-79 (Approved By-law Z.1.233099) as a temporary and interim use, while the applicant constructs a 24 storey tower as part of a complex on and adjacent property (City file SPA23-097). This existing complex of high density residential towers are not yet supported by the planned rapid transit corridor anticipated for King Street adjacent to the site. As such, a recent shortage of parking in the area has emerged. This proposed 4<sup>th</sup> tower includes underground and podium parking spaces in significant excess of City requirements, which once constructed, will begin to alleviate the parking issues related to this Site. As

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## Temporary Zone Extension Proposal

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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 the at grade parking lot as a temporary use that is accessory to the residential uses of the neighbouring residential tower complex, which are owned by the applicant.

The existing use of the site is an accessory at-grade asphalt parking lot that is permitted under the approved temporary zone T-79 (By-law Z.1.233099). An extension to this temporary zone is being sought that would enable the continued allowance of the 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 extended 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.

## 3.0 Temporary Zone Extension Proposal

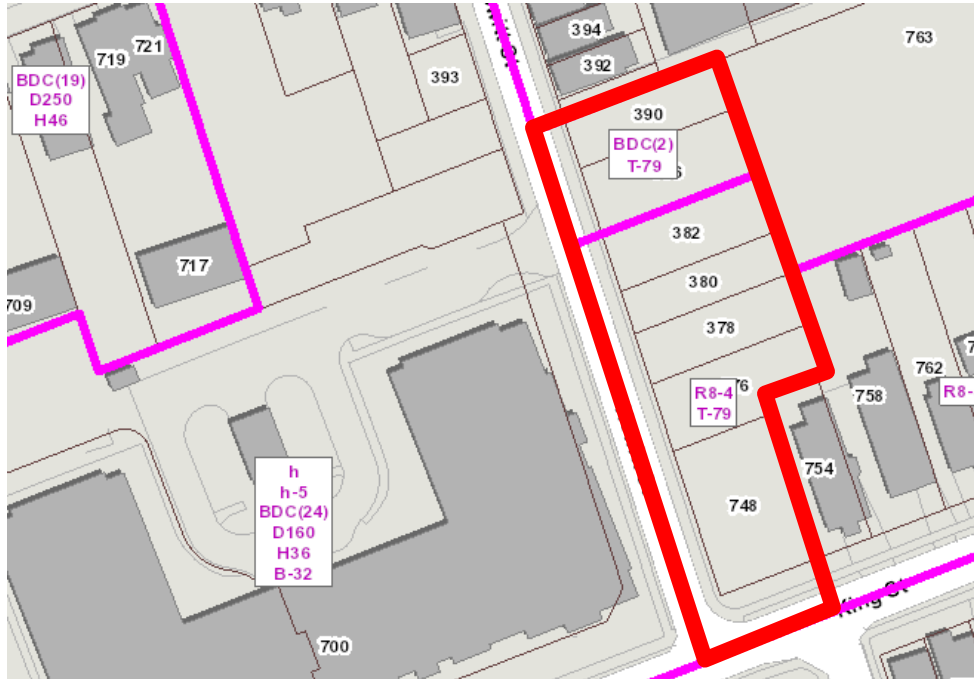
The subject site contains seven (7) properties covered by the existing temporary zone, and two different underlying zones as shown in Figure 2 below. The parcels with addresses 390 and 386 Hewitt Street are zoned Business District Commercial (BDC(2)), with the remaining five (5) parcels zoned Residential (R8-4). All seven (7) parcels have a temporary zone of T-79, valid until April 25, 2024.



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## Temporary Zone Extension Proposal

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**Figure 2 Existing Zoning of Subject Site**

The temporary zone T-79 (By-law Z.1.233099) for the subject site was approved at full council on April 25, 2023, for a period of one year. It is being requested to extend this existing temporary zone, as approved, for an additional three (3) years. This extension is requested to alleviate ongoing parking issues related to the adjacent apartment complex while the applicant constructs a 4<sup>th</sup> apartment tower at the southwest corner of Dundas and Hewitt Streets. This proposed 4<sup>th</sup> tower includes underground and podium parking spaces in significant excess of City requirements, with the goal to address the parking issues once construction is completed.

The current temporary zone T-79 (By-law Z.1.233099) is as follows:

*A surface parking lot, accessory to 690, 696, 698, and 700 King Street and 400 Lyle Street, is permitted at 376, 378, 380, 382, 386 & 390 Hewitt Street and 748 King Street, for a temporary period not exceeding one (1) year from the date of the passing of this By-law beginning April 25, 2023. Regulations: Parking Area Setback: 2.0 metres from the ultimate road allowance, 1.0 metres from interior lot lines, and 0.4 metres from the sight triangle.*

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## Temporary Zone Extension Proposal

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The extension of this already approved temporary zone is critical to address the existing ongoing parking issues of the complex. The requested three (3) year extension will be needed to build the proposed development at Dundas and Hewitt Streets and get occupancy. Once this is achieved, the residents of the existing developments will be able to utilize that podium parking lot within the development, which will resolve the parking issues that are currently faced as this development provides parking far beyond the City requirements. In addition, the east leg of the BRT, running directly on King Street, is expected to be functioning by the end of this three (3) year period, and will lower the parking needs for the existing and proposed developments, as the route and bus stop is in close proximity to the complex.

### 3.1 Temporary Parking Lot Design

A detailed Site Plan for the temporary accessory parking lot has been designed in accordance with approved zoning, City review comments, and City design standards, as shown in Appendix A. The existing use of the site is an at-grade asphalt parking lot, with no landscaping or buffering in place. The proposed Site Plan includes removal of excessive asphalt adjacent to property limits, proposes treed and landscaped boulevards along King Street and Hewitt Street frontages, landscaping along internal property limits, repainting of parking lines in a more efficient layout, upgrading poor quality fencing that may surround the site, and installing new stormwater management quality controls. The final design has received city sign-off and is nearing final approval. The proposed design is a significant improvement to existing conditions on site. A comparison of the existing conditions versus the proposed design can be found in Appendix B.

#### 3.1.1 Site Plan Approval Application

A Site Plan Approval (SPA) application (File number SPA23-097) is currently underway to finalize design requirements to improve the existing parking lot, as described above. Through this process, detailed site plans, engineering plans, landscape plans, and related reports underwent several rounds of City review and revisions, with the final design receiving City sign-off. The SPA process is nearing completion with only administrative items left before full approval is received. Full SPA approval is expected in 2024. The final design, soon to be officially approved, will outline all features to be constructed on this site. This final site plan design can be found in Appendix A.

### 3.2 Building Permit

As discussed within this report, this parking lot will be used in the interim to support the existing residential development parking demand at 400 Lyle Street and 700 King





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Street, until the proposed apartment building is constructed at Dundas Street and Hewitt Street (File number SPA22-057). The proposed building at Dundas and Hewitt Streets is 24 storeys tall including ground floor commercial, 270 residential units, with 13 of those being dedicated affordable housing for use by City of London's central waiting list. The proposed tower includes 2 levels of underground parking and 4 levels of podium parking with significant excess parking spaces provided to reduce parking issues within the existing tower complex.

As approved by full Council at the April 25, 2023 meeting, the approval to further extend the temporary zone would be contingent on submitting a building permit application for the proposed apartment building within the adjacent complex (SPA22-057). This specific condition is captured on the revised report to Planning and Environment Committee (PEC) dated April 11, 2023. At the time writing this report, a building permit application package for the proposed apartment building is being prepared. It is expected that by the time this ZBA application is in front of the PEC, a building permit number will be tied to the proposed development. With a building permit application submitted, and permit number tied to the file, we feel this contingent criteria will be satisfied and should be supported by City staff and council.

## 4.0 Planning Justification

The requested extension of the temporary zone (Z.1.233099) does not require any changes to what was approved on April 25, 2023. The policy analysis which led to the passing of the Zoning By-law Amendment can be viewed below.

It is our professional planning opinion that the proposed temporary zone extension is consistent with the Provincial Policy Statement (PPS) and the intent of City of London Zoning By-law, and objectives and general intent of The London Plan. This requested three (3) year extension is critical to the complex to alleviate parking issues faced by the existing developments. It will act as an interim solution until the proposed development at Dundas and Hewitt Streets is built, which will provide ample parking for the complex.

### 4.1 Land Use Policy Framework Overview

A compilation of provincial and local policies that are 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

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components for the local planning framework, including the Old East Village Dundas Street Corridor Secondary Plan.

### 4.1.1 Provincial Policy Statement

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.

The proposed temporary zone extension 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 short term needs of the area, as required by Policy 1.6.7.1.

Furthermore, Policy 1.6.7.2 of the PPS aims for efficient use of existing and planned infrastructure. The proposed temporary zone extension is consistent with the PPS as the existing infrastructure is being used efficiently to alleviate the parking issues related to this site in the interim while planned infrastructure, the 4th tower, is being constructed, which will provide a permanent solution to resolve the parking issues faced in the complex.

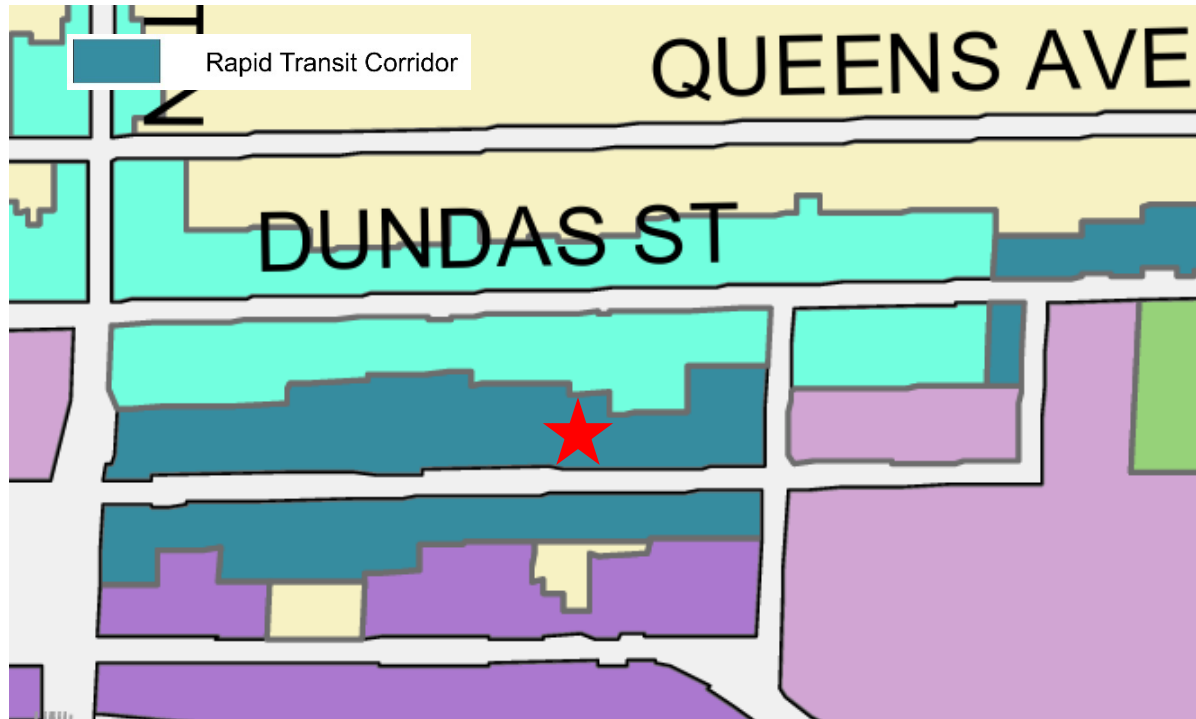
### 4.1.2 The London Plan

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



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Planning Justification  
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**Figure 3 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. The existing complex supports 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 to extend the temporary zoning to allow for this accessory parking lot 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 temporary zone extension proposal is supported by the policies of the London Plan as an interim use that will support the recent efforts made to intensify the area, creating a more compact community. The accessory parking lot will be screened by landscaping along the perimeter of the parking lot, including the frontage of King and Hewitt Streets, as outlined in Policies 278 and 282. These landscaped areas have been designed to include a sustainable tree canopy at 20 years of anticipated tree growth, as per Policy 277. Due to the temporary nature of the proposed use, no streetlights are being

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proposed on site, which will not create any negative light impacts on adjacent properties, aligning with Policy 279. Stormwater management has been incorporated into the design for the accessory parking lot, as per Policy 283 of the London Plan.

By maintaining the underlying residential zoning of the subject site, the site will provide an opportunity in the long-term for growth and contribute to a vibrant pedestrian 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 policies of the Official Plan. In our opinion, the proposal supports the vision and key elements of the Rapid Transit Place Type, parking provisions, and general intent of the London Plan.

### 4.1.3 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.

The complex 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 along King Street, which is not yet functioning. Therefore, this application is requesting an extension to the temporary zone to allow the accessory interim use of the subject site to alleviate the parking issues faced by the complex, until the 4<sup>th</sup> tower is constructed which will provide



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appropriate parking internal to the site, as outlined in the OEV Dundas Street Corridor Secondary Plan.

## 5.0 Conclusion

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

- The Site design and improvements are appropriate for the temporary nature of this request, and supported by detailed City review through the Site Plan Approval process.
- The proposed extension to the approved temporary zone T-79 (Z.1.233099) is consistent with the Provincial Policy Statement;
- The proposed extension to the approved temporary zone T-79 (Z.1.233099) is consistent with the intent of City of London Zoning By-law, and objectives and general intent of The London Plan;
- The April 25, 2023 City Council request that a further extension of the temporary zone T-79 (Z.1.233099) be contingent on a building permit submission for the adjacent tower has been satisfied.

Based on the material within this report and summary above, it's of our opinion that this requested extension to the temporary zone satisfies the intent of the original approval and should be supported by City staff and council.

Other supporting material can be provided to the City upon request.

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# **Appendix A**

## **Site Plan**



**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:	T-79 & BDC(2) & R8-4	
Proposed Zone:	Maintain Existing	
Proposed Use:	Temporary surface parking lot	
Site Area - Total (m <sup>2</sup> )	2,403.9 m <sup>2</sup>	
Road Widening (m <sup>2</sup> )	74.06 m <sup>2</sup> (Included in Area Above)	
Lot Frontage - King Street	19.06m	
Regulations - T-79 Zone	Requirement	Provided
Parking Setback - ROW (min)*	2.0 m*	2.0 m*
Parking Setback - Internal Limits (min)*	1.0 m*	1.39 m*
Parking Setback - Daylight Triangle (min)*	0.4 m*	0.6 m*
Drive Aisle Width (min)*	6.0 m*	6.0 m*
Drive Aisle Hammerhead Depth (min)	1.0 m*	1.5 m
Landscaped Islands - Internal (min)*	0.5 m*	0.5 m Concrete*
Landscaped Islands - Entrance (min)*	2.0 m*	2.0 m*
Parking Spaces - Total	n/a	59 Spaces
Accessible Parking (Incl. in total above)	4% = 3 Spaces	1 = Type A 2 = Type B
Landscape Open Space (min)	n/a	29.1%

All data marked with a \* approved through T-79 zone through by-law Z-1.233099.

**Notes**

1. T-79 ZONE APPROVED BY FULL COUNCIL ON APRIL 25, 2023 THROUGH BY-LAW Z.1.233099.
2. EXISTING SITE CONDITION INCLUDES AT GRADE SURFACE PARKING LOT, EXISTING ASPHALT TO BE SAW CUT WITH PORTIONS REMOVED TO CREATE NEW LIMIT SHOWN ON PLAN. EXISTING ASPHALT TO REMAIN WHERE POSSIBLE. SEE CIVIL ENGINEERING PLANS FOR REMOVAL DETAILS.
3. ALL EXISTING FENCING TO REMAIN ALONG PROPERTY LIMITS.
4. DUE TO THE TEMPORARY NATURE OF THE PROPOSED USE, NO STREET LIGHTS ARE PROPOSED ON SITE.
5. NO SANITARY OR WATER SERVICES PROPOSED FOR SITE.
6. NO GARBAGE PICKUP REQUIRED FOR SITE.

2. PER CITY COMMENTS	AB	BB	23.12.11
1. FOR SITE PLAN APPROVAL	AB	BB	23.10.06
Revision	By	Appd.	YY.MM.DD
3. FOR SITE PLAN APPROVAL	AB	BB	23.12.11
2. FOR SITE PLAN APPROVAL	AB	BB	23.10.06
1. ZONING BY-LAW AMENDMENT	AB	BB	22.08.17
Issued	By	Appd.	YY.MM.DD

File Name: 161413817_1.dwg	AB	BB	AB	21.06.01
	Dwn.	Chkd.	Desgn.	YY.MM.DD

**Permit-Seal**



**Client/Project**

EAST VILLAGE HOLDINGS LTD.

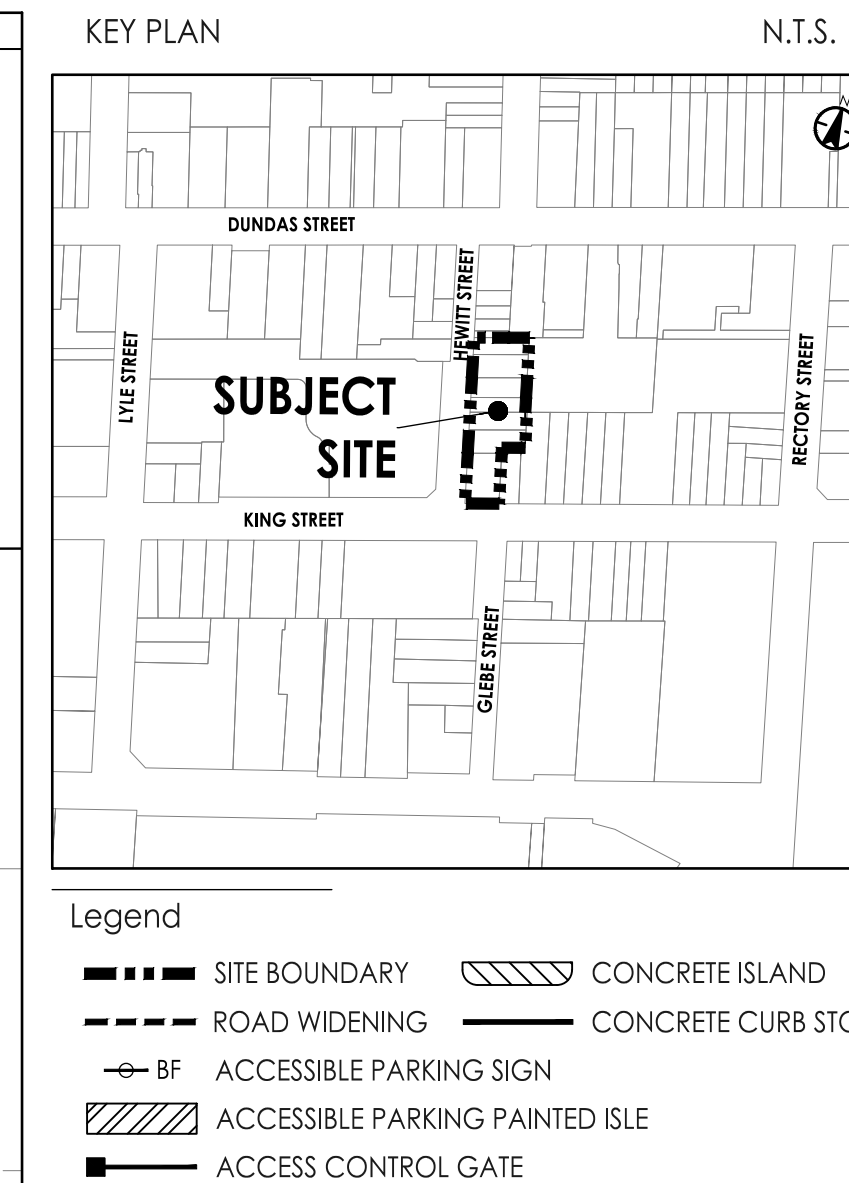
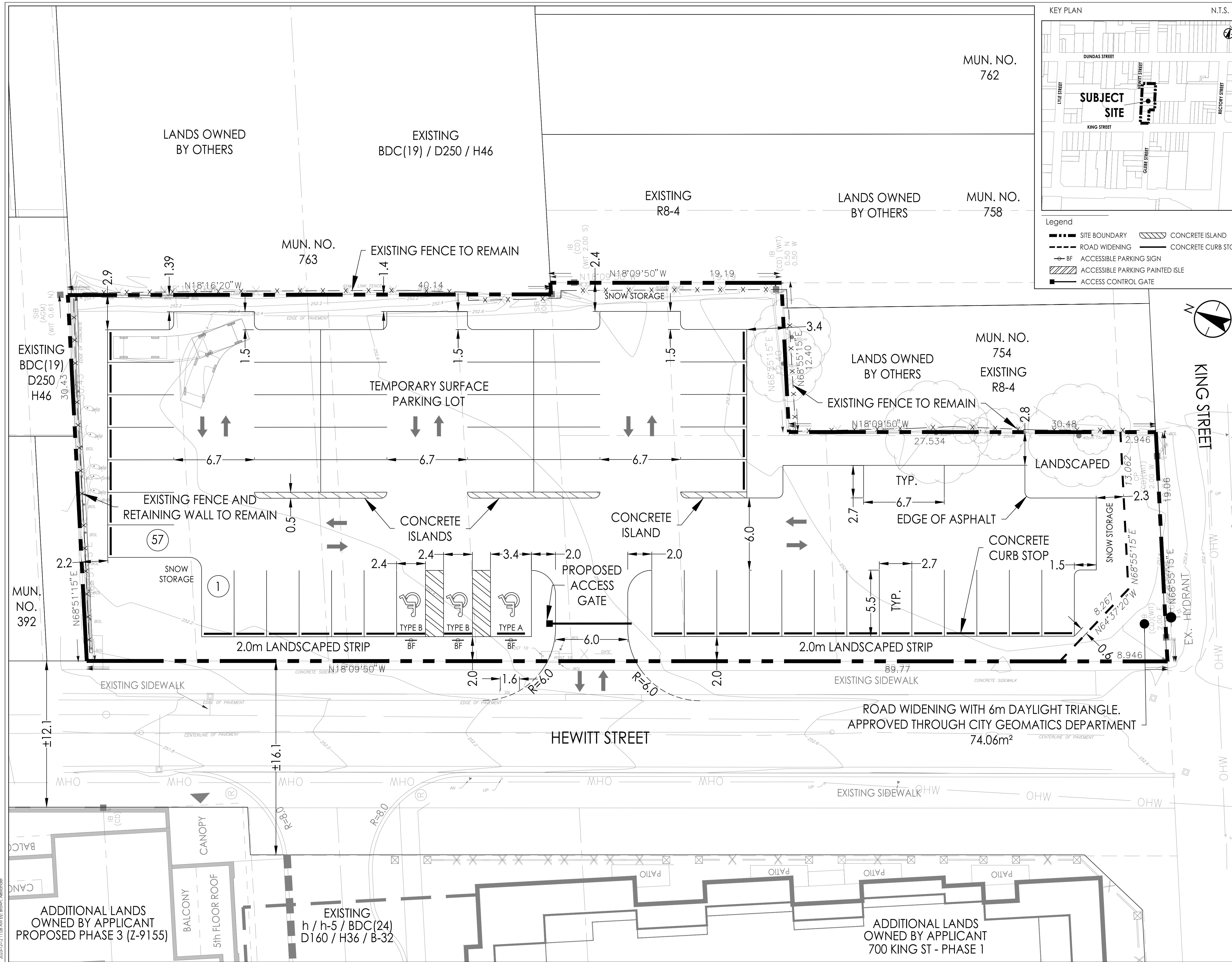
376, 378, 380, 382, 386, 390 Hewitt Street  
and 748 King Street  
London, ON Canada

**Title**

SITE PLAN  
TEMPORARY SURFACE PARKING LOT

Project No.	Scale	HORZ - 1 : 150
161414081	1.5	0 3m

Drawing No.	Sheet	Revision
SP-1	1 of 2	2



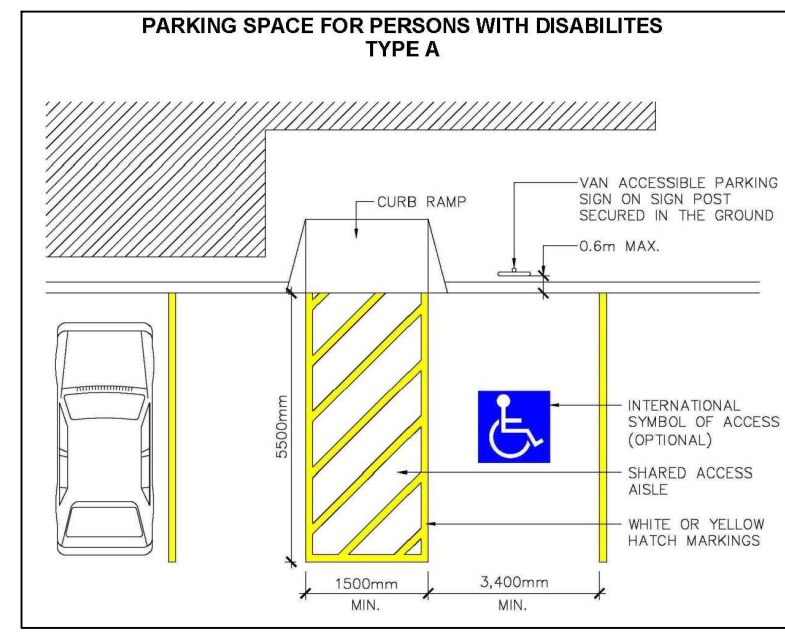
**Legend**

--- SITE BOUNDARY	▨ CONCRETE ISLAND
--- ROAD WIDENING	▬ CONCRETE CURB STOP
⊕ BF ACCESSIBLE PARKING SIGN	▨ ACCESSIBLE PARKING PAINTED ISLE
▬ ACCESS CONTROL GATE	

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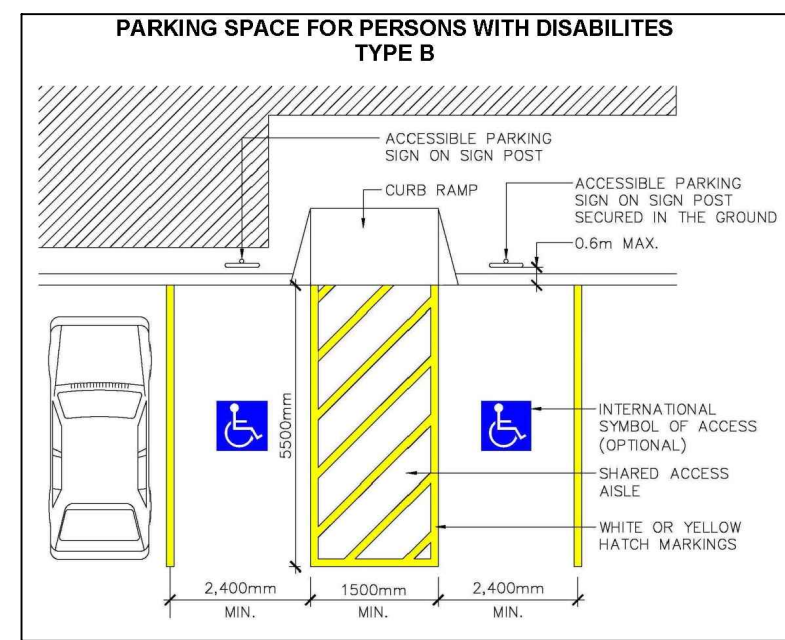
**Liability Note**

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.



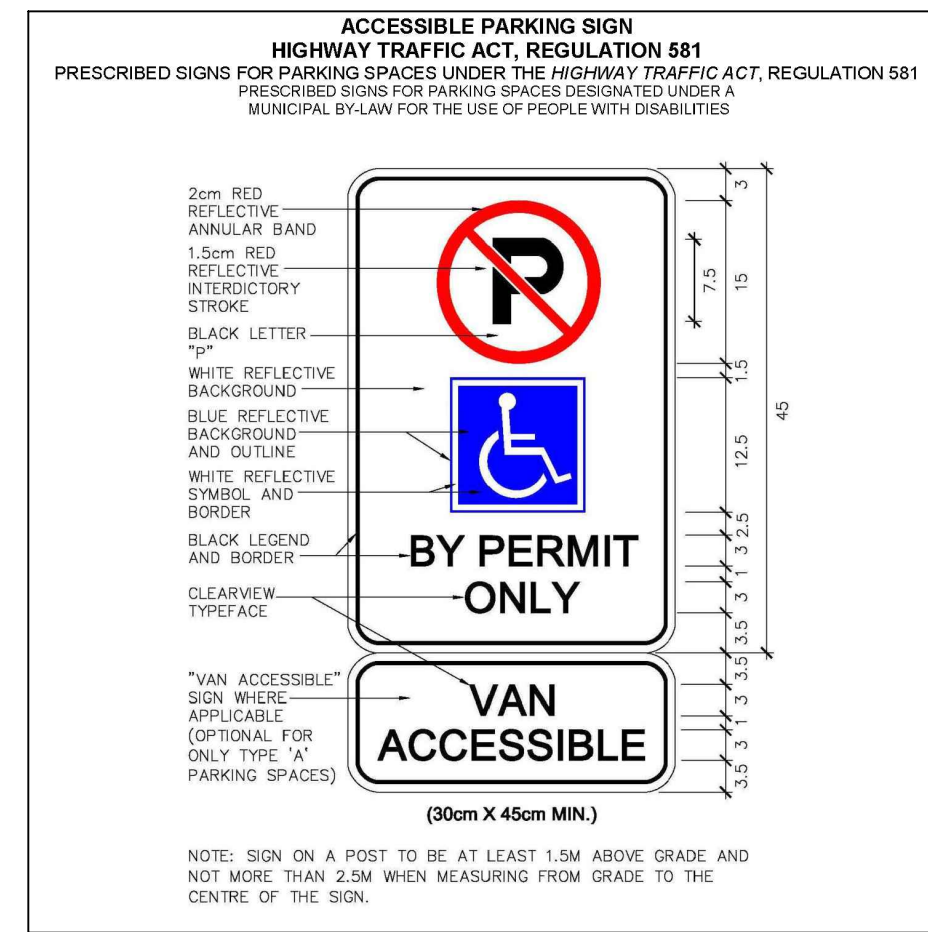
ACCESSIBLE PARKING - TYPE A

D  
1



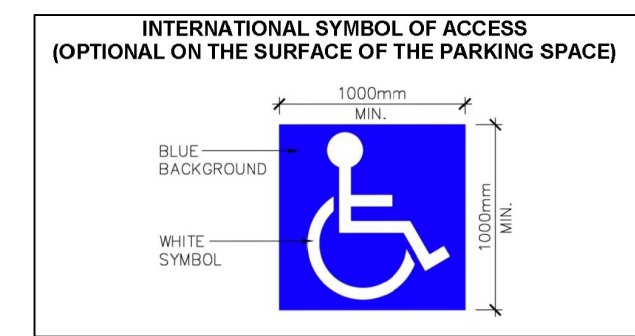
ACCESSIBLE PARKING - TYPE B

D  
2



ACCESSIBLE PARKING SIGN

D  
3



ACCESSIBLE PARKING SURFACE MARKING

D  
4

2.	PER CITY COMMENTS	AB	BB	23.12.11
1.	FOR SITE PLAN APPROVAL	AB	BB	23.10.06
Revision		By	Appd.	YY.MM.DD
3.	FOR SITE PLAN APPROVAL	AB	BB	23.12.11
2.	FOR SITE PLAN APPROVAL	AB	BB	23.10.06
1.	ZONING BY-LAW AMENDMENT	AB	BB	22.08.17
Issued		By	Appd.	YY.MM.DD
File Name: 161413817_c.dwg		AB	BB	AB
	Dwn.	Chkd.	Desgn.	YY.MM.DD

Permit-Seal



Client/Project

EAST VILLAGE HOLDINGS LTD.

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Title

SITE PLAN DETAILS  
TEMPORARY SURFACE PARKING LOT

Project No.	Scale	HORZ - 1 : 150
161414081	1,5	0 3m
Drawing No.	Sheet	Revision
SP-2	2 of 2	2



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# **Appendix B**

## **Existing and Proposed Conditions**

