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Sean Meksula

<b>TO:</b>	<b>CHAIR AND MEMBERS PLANNING AND ENVIRONMENT COMMITTEE</b>
<b>FROM:</b>	<b>G. KOTSIFAS, P.ENG. MANAGING DIRECTOR, DEVELOPMENT &amp; COMPLIANCE SERVICES &amp; CHIEF BUILDING OFFICIAL</b>
<b>SUBJECT:</b>	<b>APPLICATION BY: HALINA MARACINOWSKI 312 OXFORD STREET EAST PUBLIC PARTICIPATION MEETING ON SEPTEMBER 9, 2014 @ 4:00 P.M.</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Manager, Development Services & Engineering Liaison, the written objection submitted by Halina Marcinowski on July 2, 2014 from the decision of the City of London Residential Boulevard Parking Committee dated June 16, 2014 to refuse an application made by Halina Marcinowski for an agreement to establish residential boulevard parking at 312 Oxford Street East in the City of London, **BE UPHELD** for the following **REASONS:**

1. The requested boulevard parking area does not comply with Municipal Council's direction for exception provisions to the Front Yard/Boulevard Parking policies. Opportunities may exist on private property to comply with the street provisions of the Zoning By-law Z.-1 and S.-1 Streets By-law.
2. The requested parking arrangement may have detrimental impacts on the existing boulevard tree.
3. The proposed parking area does not conform to the Conservation Guidelines for the Bishop Hellmuth Heritage Conservation Plan
4. Approval of the front yard parking areas in the requested location may establish a precedent for front yard/boulevard parking in the area.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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Z-5942- PC- September 25, 2000, City Wide, Boulevard Parking Process

<b>BACKGROUND</b>
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<b>Date Application Accepted:</b> April 23, 2014.	<b>Agent:</b> Alex Kelly
<b>REQUESTED ACTION:</b> To establish a boulevard parking area in front yard of 312 Oxford Street East as shown on the attached drawing. The applicant shares a driveway to only the boulevard with 310 Oxford Street East.	
<b>OFFICIAL PLAN DESIGNATION:</b>	
<ul style="list-style-type: none"> <li>• Medium Density High Density Residential</li> </ul>	
<b>EXISTING ZONING:</b>	
<ul style="list-style-type: none"> <li>• Residential R3-1/R9-3*H13/Office Conversion OC4/Restricted Office RO</li> </ul>	

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<b>PLANNING HISTORY</b>
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On September 25, 2000 the Planning and Development Department submitted a report to Planning Committee recommending amendments to the residential boulevard parking process. Prior to September 2000, all applications to permit residential boulevard parking were submitted to Planning Committee for the approval of Council. Council delegated the approval of boulevard parking to Municipal Staff. The intent of Council was to create an administrative committee to streamline the process, reduce application fees and reduce the amount of time that Planning Committee has to spend on these matters, while preserving the opportunity for public input and appeal.

On November 19, 2001 the Bishop Hellmuth Heritage Conservation District under Part V of the Ontario Heritage Act came into effect. The Bishop Hellmuth Heritage Conservation District is an area of the City with outstanding historical, architectural and natural character. With a strong sense of community pride and support for preserving the heritage character of the neighbourhood.

On May 9, 2014 a notice of application to permit a boulevard parking space in front of 312 Oxford Street East in the City of London's road allowance was circulated to all property owners within a 60m radius of the property. Attached to the notice of application was a location map along with the below requested site plan. Notice of the proposed application was advertised in the Public Notices & Bidding Opportunities section of the Londoner on May 15, 2014. Two letters were received one in opposition of the proposed boulevard parking space from the abutting neighbour and one in support of the application (**see attached Appendix 1**).

The property is located on the north side of Oxford Street East, mid-block between Hellmuth Avenue and Waterloo Street. The applicant has indicated that parking in front of the dwelling has never existed since the previous owner did not drive. To make the property easier to sell or rent the applicant would like to establish one legal parking space for the property.

On June 11, 2014 the City of London Boulevard Parking Committee met. Based on the comments received by Staff and based on Council Policy (**see attached Appendix 3**), the request for a residential boulevard parking space in front of 312 Oxford Street East in the City of London Road Allowance was refused (**see attached decision Appendix 4 and below**).

On June 16, 2014, the London Boulevard Parking Committee released the Notification of Decision regarding refusal of the application for boulevard parking in front of the lands municipally known as 312 Oxford Street East based on the following **REASONS**:

1. The proposed boulevard parking area does not conform to the intent of Chapter 27 (4) of the City of London Council Policies, Residential Front Yard and Boulevard Parking;
2. The proposed boulevard parking areas does not conform to the intent of the Z.-1 Zoning By-law or the S.-1 Streets By-law;
3. The proposed driveway does not conform to the Conservation Guidelines for the Bishop Hellmuth Heritage Conservation Plan;
4. The requested parking arrangement would have detrimental impact on the existing boulevard tree; and
5. Approval of the front yard parking area in the requested location would establish a precedent for front yard/boulevard parking in the area.

On July 2, 2014, the applicant filed an appeal to the decision of the Boulevard Parking Committee (**see Appendix 5**).

In the letter the applicant lists the following reasons for appeal:

- *"The reason for opposition of the Notice of Decision of the London Boulevard Parking Committee (namely that the Committee refused the application) is that all of the*

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*requirements set out in all of the above documentation have been met, and as such the proposed residential boulevard parking space in front of the building should be granted.”*

The applicant as also indicated there is no legal access to the rear of the property, as a meeting between the owners of 312 and 310 Oxford Street East confirmed that they will not provide the owner at 312 Oxford Street East with a right-of-way over the driveway bordered by both houses. The property at 312 has no side yards and the only other possible area for parking for this property for the property is in front of the property, on land owned by the City of London. The parking area the applicant is proposing will be directly in front of the house.

<b>ANALYSIS</b>
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**COMMITTEE’S RATIONALE FOR REFUSAL**

The Committee refused the application based on the policies Council established in 2000 and the impact the expanded parking areas will have on the character of the Bishop Hellmuth community and existing boulevard tree. Specifically, the following five points were identified:

1. That there exists the opportunity to provide on-site parking in accordance with Chapter 27 (4) of the City of London Council Policies, Zoning By-law Z-1 and S.-1 Streets By-law for Residential Front Yard and Boulevard Parking;

The intent of Council Policy 27 (4) is to allow for front yard parking where there is no ability to park in conformity with Zoning By-law. The intent is to allow for a maximum of one parking space per dwelling unit in the front yard where it can be demonstrated that the parking space can be accommodated without creating adverse impacts on the abutting land uses.

Currently 312 Oxford Street East does not have access to the rear yard, does not have sufficient space in a side yard and does not have a garage which to provide for a legal parking space on the lot. Council’s policy allows for the creation of one parking space in the boulevard were:

- A maximum lot coverage 40% of the land area between the front of the main building and the roadway;
- The Parking Area length shall not be permitted parallel to the street line; and
- The parking area is generally in keeping with the scale and forms of parking on surrounding properties and will have minimal negative impact on existing vegetation and/or municipal services.

The intent of Council is to limit the area of parking in the City owned boulevard, to minimize the visual impact of hard surface parking in the boulevard and to minimize vehicle dominated residential streetscapes.

Zoning By-law Z.-1 at the time the request was reviewed by the Boulevard Parking Committee Section 4.19 required that in all residential zones all required parking be provided either in a rear yard, a side yard or a garage. The By-law allows vehicles to be parked in a driveway that leads to all or a portion of a parking space in a rear yard, side yard or a garage. Section 4.19 requires that for lots with a lot frontage of 12m or greater the maximum driveway width of shall be 6m or 40% of a lot frontage, whichever is less and for lots with lot frontages of 12m or less the maximum width shall not exceed 50% of the lot frontage. The By-law prohibits front yard parking in residential zones and regulates maximum driveway widths. The intent of the Zoning By-law Z.-1 is to minimize vehicle parked in front yards, provide for front amenity areas and to reduce vehicle dominated residential streetscapes.

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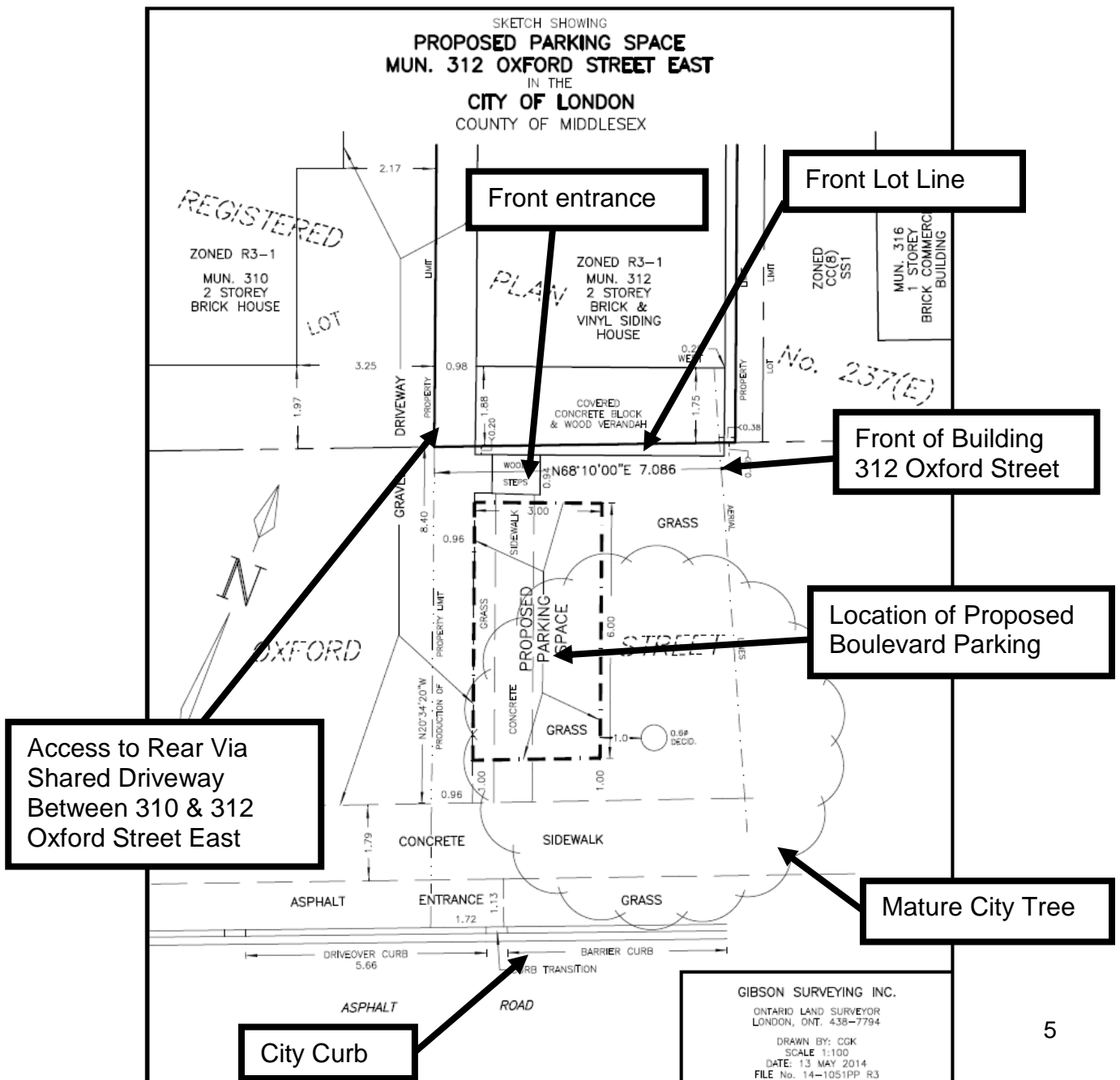
This proposed parking space is entirely in the boulevard and must comply to the Street By-law S.-1 Schedule "A". In this situation it requires the owner to have a private entrance which is perpendicular to the street, and a boulevard parking agreement registered with the City of London. Currently the applicant does not have access to the proposed parking area therefore a curb cut for a driveway at 312 Oxford Street East would have to be established for the property and a boulevard parking agreement would have to be registered with the City of London.

Section 3.1 of these policies lists conditions where Council will not support such an application which includes the ability to park on private property in areas designated by the zoning by-law. There appears to be sufficient room between the two properties however there are no easements which would permit the applicant access to park in the rear of their property.

The proposed boulevard parking space does not conform with the intent of City Council Policy 27 (4).

The proposed boulevard parking space does not conform with the intent of Zoning By-law Z.-1.

The proposed boulevard parking space does not conform with the intent of Street By-law S.-1.



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2. The proposed driveway does not conform to the Conservation Guidelines for the Bishop Hellmuth Heritage Conservation Plan or

Urban Design is not supportive of granting the boulevard parking request, as it will set a precedent along the street and undermine the character of this important urban corridor and the surrounding neighbourhood. The owners of 310 and 312 Oxford St E are encouraged to have a shared access so that parking can be located in the rear yard of each property. The Heritage Planner, Don Menard, has expressed that he is not supportive of this proposal.

This property is also within the Bishop Hellmuth Heritage Conservation District Plan. Relevant policies from the Heritage Conservation District Plan Streetscape Policies are as follows:

**Bishop Hellmuth Heritage Conservation District Plan**

**5. Streetscape Policies**

**5.7 Car Parking**

Front Yards

*Paving over front yards for parking is strongly discouraged. This destroys the landscape integrity of the historic streetscape.*

Should the boulevard parking be appealed and/or granted, Urban Design requests that it is a maximum width of 3m and located abutting the property line so to not extend past the front porch stairs, or impact the mature tree in the front yard.

3. The requested parking arrangement would have detrimental impact on the existing boulevard tree and may not provide safe access on to Oxford Street East.

Urban Forestry does not support the boulevard parking agreement application based on the location of a mature City tree on the boulevard. In addition to soil compaction around the tree, the excavation for and construction of a parking area within the critical root zone of the tree will severely impact the health of the tree. Being that this is a healthy tree, we would also not support a consensual removal of this tree for the parking spot.

Transportation does not support this application for boulevard parking, as the vehicle using the parking space will have to back onto Oxford Street to get out. Oxford Street is a busy Arterial Road with 36,500 Annual Average Daily Traffic. It is suggested that the applicant and neighbour at 310 Oxford Street East, enter into an easement agreement so that they can both use the drive way between 310 & 312 Oxford Street East.

Staff have been advised that the owner of 310 Oxford Street East is not willing to provide an easement for the applicant.

4. Approval of the front yard parking area in the requested location may establish a precedent for front yard/boulevard parking in the area.

The applicant indicates that other properties along Oxford Street East do not conform to the By-laws. Planning Staff are aware that other properties along Oxford Street East do currently have front yard parking. It is noted that these properties may have created front yard parking spaces illegally, or the front yard parking spaces could be permitted as legal non-conforming space or they may have been permitted through a residential boulevard parking agreement. By-law enforcement has been contacted about these

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properties and will take further action to make sure these properties are in compliance with the Zoning By-law Z.-1 and Streets By-law S.-1.

The majority of existing boulevard parking areas have been created as the sole means of parking for these properties. Where side or rear yard parking is available in this area there does not seem to be an accompanying boulevard parking space. In addition, the proposed parking area is in excess of 42% of the lot frontage is uncharacteristic to the area and if approved could establish a precedent for the area. Such a precedent may have an impact on the boulevard. The applicant provided a list of addresses for clarification. Planning Staff notes that all new applications for boulevard parking should comply with the intent of Council Policy.

**NOTE:**

Staff would note that the applicant/owner does not have legal access to the rear yard; the width of the parking area could be reduced to be less than the 40% coverage of the land between the front of the main building and the roadway. The parking is not parallel to the roadway. If the tree is damaged, the owner could reimburse the City and a security deposit could be provided to the City in the event the tree does not survive.

<b>CONCLUSION</b>
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Planning Staff recommends that the objection to the decision of the City of London Residential Parking Committee be upheld for the following reasons:

1. The proposed boulevard parking area does not conform to the intent of Chapter 27 (4) of the City of London Council Policies, Residential Front Yard and Boulevard Parking.
2. The proposed boulevard parking area does not conform to the intent of Zoning By-law Z.-1.
3. The proposed boulevard parking area does not conform to the intent of Streets By-law S.-1.
4. The proposed driveway does not conform to the Conservation Guidelines for the Bishop Hellmuth Heritage Conservation Plan.
5. The requested parking arrangement may have detrimental impact on the existing boulevard tree; and
6. Approval of the front yard parking area in the requested location may establish a precedent for front yard/boulevard parking in the area.

<b>PREPARED BY:</b>	<b>REVIEWED BY:</b>
<b>SEAN MEKSULA PLANNER II DEVELOPMENT PLANNING</b>	<b>BRUCE HENRY MANAGER DEVELOPMENT PLANNING</b>
<b>RECOMMENDED BY:</b>	<b>SUBMITTED BY:</b>
<b>JENNIE RAMSAY, P.ENG MANAGER DEVELOPMENT SERVICES &amp; ENGINEERING LIAISON</b>	<b>GEORGE KOTSIFAS, P.ENG MANAGING DIRECTOR, DEVELOPMENT &amp; COMPLIANCE SERVICES AND CHIEF BUILDING OFFICIAL</b>

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Appendix 1 – Residential Boulevard Parking Application and letters of support and objection

Appendix 2 – Notice of Application

Appendix 3 – Boulevard Parking Committees comments

Appendix 4 – Notice of Decision

Appendix 5 – Appeal of Decision of London Boulevard Parking Committee



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Appendix 1



**RESIDENTIAL BOULEVARD PARKING APPLICATION**  
(This application to accompany General Application Form)

SITE INFORMATION	
Municipal Address of Site:	<u>1312 Oxford Street East</u>
No. of Existing Spaces on the Site: _____	No. of Dwelling Units at Site: _____
No. of spaces applied for: _____	Width of Driveway: _____
Lot frontage: _____	Copy of Deed: <u>ف</u>
Survey or Detailed Drawing (3 copies) <input type="checkbox"/>	<b>RECEIVED BY</b> <b>APR 23 2014</b> <b>CITY OF LONDON</b> <b>DEVELOPMENT SERVICES</b>
Reasons why additional parking is required and can not be provided except through boulevard parking: _____	
<u>See attached</u>	

GENERAL INFORMATION
<ol style="list-style-type: none"> <li>1. Notice of your application for boulevard parking will be circulated to all assessed property owners within 60 metres (200 ft) of your land, to all relevant agencies and to relevant City Departments.</li> <li>2. A public meeting will be held by the Planning Committee to consider your application.</li> <li>3. The decision of the Municipal Council is final and binding. Decisions will be made giving consideration to the Council Policy with respect to boulevard parking, a copy of which is available from the Planning and Development Department, City Hall.</li> <li>4. If your application is approved, you will be required to enter into an agreement with the City of London, to register the Agreement on title and provide the city with proof of registration. The Agreement will provide, amongst other things: <ul style="list-style-type: none"> <li>- Indemnification of the City from any and all liability.</li> <li>- All construction at the applicant's expense of the parking area in accordance with the specifications and requirements in an approved parking plan.</li> <li>- The restoration of the site at the applicant's expense and to the satisfaction of the General Manager of Environmental Services &amp; City Engineer if the Agreement is terminated by either party.</li> <li>- The General Manager of Environmental Services &amp; City Engineer reserves the right to terminate the Agreement at any time.</li> </ul> </li> </ol>

**NOTICE:** This application is used only when 100% of the lands available for boulevard parking are City-owned lands. I understand that the determination of the location of the parking area is my responsibility in the absence of a survey, on the understanding that, if any portion of the parking area is on my private property, a minor variance approval will be required.

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**Kelly  
&  
Hayes**

Associates at Law

2014-017

305 Oxford Street East  
London, Ontario  
N6A 1V3

tel: 519.672.1075  
fax: 519.672.1292

from the office of Thomas J. Kelly  
tomkelly@forestcitylawyers.com



May 13, 2014

London Boulevard Parking Committee  
6th Floor  
City Hall  
300 Dufferin Avenue  
London, ON  
N6A 4L9

City Clerk No. 1597  
Subject Residential Blvd  
Parking Application -  
312 Oxford St E  
MAY 21 2014  
Ref. Danello ✓  
C.C. \_\_\_\_\_

Dear Sirs:

RE: Residential Boulevard Parking Committee Application - 312 Oxford St. E  
Application# BP. 01/14

As set out in your notification dated May 9, 2014, I support the proposed residential boulevard parking requested by the owner of 312 Oxford St. East. I also request to be notified of the decision of the London Boulevard Parking Committee with respect to the above application, namely BP. 01/14.

Yours very truly,

**305 OXFORD STREET EAST HOLDINGS INC.**

Per:   
Authorized Signing Officer

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**WRITTEN OBJECTION TO APPLICATION No BP.01/14,  
FOR A RESIDENTIAL PARKING AGREEMENT AT 312 OXFORD ST EAST**

I Guy DeBock act as agent for Heritage Investment Group Incorporated, the property owner of 310 Oxford St E. I am also a Director of the company. We have several reasons for our objection to an agreement for boulevard parking at 312 Oxford St.

- 1) 310 Oxford St E is a legal triplex which consists of a four bedroom apartment, a two bedroom apartment, a one bedroom apartment and a two car garage. The owners of the property have upgraded the rear yard and driveway to esthetically accommodate parking at the rear of the house and access to the garage. At the front of the house a concrete sidewalk doubles as a walkway to the front porch and an accommodation for standing a vehicle while jockeying cars on the property, thus negating the need to back into Oxford St for this purpose. **310 Oxford St is not in a position to share the driveway entrance with a vehicle trying to manouever itself into the front of 312 Oxford St. 310 Oxford St has sole ownership of the existing driveway and for over a quarter of a century has maintained and improved this driveway. It is not a mutual driveway.**
- 2) The space described on the surveyors sketch suggests a proposal for two parking spaces. It would be difficult to park one vehicle between the tree and the front porch when limited turning radius is taken into consideration. **A vehicle cannot be parked without accessing the driveway owned by 310 Oxford St.**
- 3) If a vehicle is parked as described in the surveyors report it would likely be driven into the space in a forward direction. This will create two problems. The first is that there is a likelihood that a **vehicle backing out of the driveway of 310 Oxford St could easily collide with the vehicle backing out of the front of 312 Oxford St. Both vehicles would be backing into a blind spot.** The second concern is that **the vehicle parking in front of 312 Oxford St E might not have pulled in enough** to remove its tail from the driveway of 310 Oxford St. E.
- 4) Currently a vehicle has been parking at the front of 312 Oxford St at right angles to the road. That vehicle **impedes a vehicle stopping in the driveway at 310 Oxford St E to disembark passengers.** Passengers are required to use extra care upon opening their door to exit the vehicle, similar to mall parking lot. It should not be so in one's own home.
- 5) The applicant inherited this property about one year ago. No effort has been made to improve the exterior of this property. During the past year the applicant has allowed the property to deteriorate. The property has been listed for sale without success. It is apparent that the sole objective of the applicant is to secure a boulevard parking agreement to exact a better sale price. The driveway that was part of the property of 312 Oxford St was sold for \$10,000 to the Shell station more than 25 years ago. We deem it **unethical that the financial gains of the owners of 312 Oxford St E, past and present, should come at a loss to the owners of 310 Oxford St E.**

9784  
**RECEIVED BY**

MAY 30 2014

CITY OF LONDON  
DEVELOPMENT SERVICES


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- 6) There are three houses on the north side of Oxford St between Waterloo St and Helmuth Ave. 308 Oxford St E is a private residence from which a business is operated. The business is a spa operated as Beauty Total by the proprietor Kim Boughner. The property offers customer parking on its north side and is accessed from Helmuth Ave. The next is 310 Oxford St E. It is operated as a residential triplex. Its tenants are young professionals and senior level university students. Both properties are maintained befitting their place in the historic Bishop Helmuth Heritage Conservation District. The third is 312 Oxford St. It is an eye sore and no effort appears to be made to improve this. **The addition of a vehicle parked on the front lawn will only serve to further deteriorate the appearance of the property of 312 Oxford St E.**
- 7) The applicant has not demonstrated an apparent degree of stewardship over the property. The applicant has proceeded with this application without dialogue with the owners of 310 Oxford St E. The applicant seems to have no concern beyond her profit. The owners of 310 Oxford St E fear that if the applicant is successful in securing an agreement for boulevard parking it will be tantamount to being thrown into an abyss of **neighbor problems wherein now, non exist**
- 8) If a parking space was properly groomed in front of 312 Oxford St E. that surface preparation would necessitate preparing the surface more than one foot above the current grade of the driveway or **cut the tree roots of the city owned tree.**

Dated at the City of London, May 27, 2014

  
 Guy DeBock  
 Director/ Agent  
 Heritage Investment Group Incorporated  
 1394 Hastings Dr., London  
[debock@sympatico.ca](mailto:debock@sympatico.ca)  
 519-660-0228

*I am in agreement  
with this*  
  
 Kim Boughner  
 308 Oxford St. E.

*Please advise Guy DeBock of  
decision.*

*Thouler*

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Appendix 2



300 Dufferin Avenue  
P.O. Box 5035  
London, ON  
N6A 4L9

**NOTICE OF APPLICATION**  
**FOR A RESIDENTIAL BOULEVARD PARKING AGREEMENT**  
**BY THE LONDON BOULEVARD PARKING COMMITTEE**  
**APPLICATION FILE NUMBER: BP.01/14**

TAKE NOTICE that pursuant to s.102.1 of the Municipal Act R.S.O.1990, as amended; the London Boulevard Parking Committee has received application for a residential boulevard parking agreement. The applicant, **Halina Marcinowski**, is seeking a residential boulevard parking agreement for two parking spaces at **312 Oxford Street East**.

AND TAKE NOTICE that the London Boulevard Parking Committee will make a decision on this application NO EARLIER THAN **Monday, June 2, 2014** and that any submissions with respect to this application must be made in writing before this date to the London Boulevard Parking Committee, 6th Floor, City Hall, 300 Dufferin Avenue, London, Ontario, N6A 4L9.

If a person or public body that files a written objection of the decision of the London Boulevard Parking Committee with respect to the proposed residential boulevard parking agreement does not make a written submission to the London Boulevard Parking Committee before the London Boulevard Parking Committee gives or refuses to give approval to enter into a residential boulevard parking agreement, the City of London Municipal Council may dismiss the requested objection. Your written submissions to the London Boulevard Parking Committee should refer to Application No. **BP.01/14**

IF YOU WISH TO BE NOTIFIED OF THE DECISION OF THE LONDON BOULEVARD PARKING COMMITTEE IN RESPECT OF THIS APPLICATION, YOU MUST SUBMIT A WRITTEN REQUEST TO THE LONDON BOULEVARD PARKING COMMITTEE. THIS WILL ALSO ENTITLE YOU TO BE ADVISED OF ANY POSSIBLE OBJECTION OF THE DECISION OF THE LONDON BOULEVARD PARKING COMMITTEE TO THE CITY OF LONDON MUNICIPAL COUNCIL. EVEN IF YOU ARE THE SUCCESSFUL PARTY, YOU SHOULD REQUEST A COPY OF THE DECISION SINCE THE LONDON BOULEVARD PARKING COMMITTEE DECISION MAY BE OBJECTED TO BY THE APPLICANT OR ANOTHER MEMBER OF THE PUBLIC TO THE CITY OF LONDON MUNICIPAL COUNCIL. YOUR WRITTEN REQUEST FOR NOTIFICATION SHOULD REFER TO APPLICATION NO. BP.01/14

The decision of the Committee may be objected to by the applicant or any member of the public within 20 days of the decision to the City of London Municipal Council. Notification of the objection of the decision of the London Boulevard Parking Committee to Municipal Council and the associated date of the public meeting to consider the objection will be forwarded to those individuals who received a copy of the decision of the Boulevard Parking Committee.

A map showing the location of the land and a site plan showing the proposed location of the boulevard parking space which is the subject of the application is attached. The Planning and Development Department and Environmental and Engineering Services Department comment reports will be available at the Development Services Division - Room 609, City Hall one week prior to the decision being made. Additional information with respect to the application is available from the London Boulevard Parking Committee or by telephoning 519 930-3500 during business hours (weekdays from 8:30 a.m. to 4:30 p.m.).

The land to which this application applies is not the subject of an application under the Planning Act for an amendment to the Official Plan or a Zoning By-law or for a minor variance.

Dated at the City of London, May 9, 2014

London Boulevard Parking Committee  
/sm

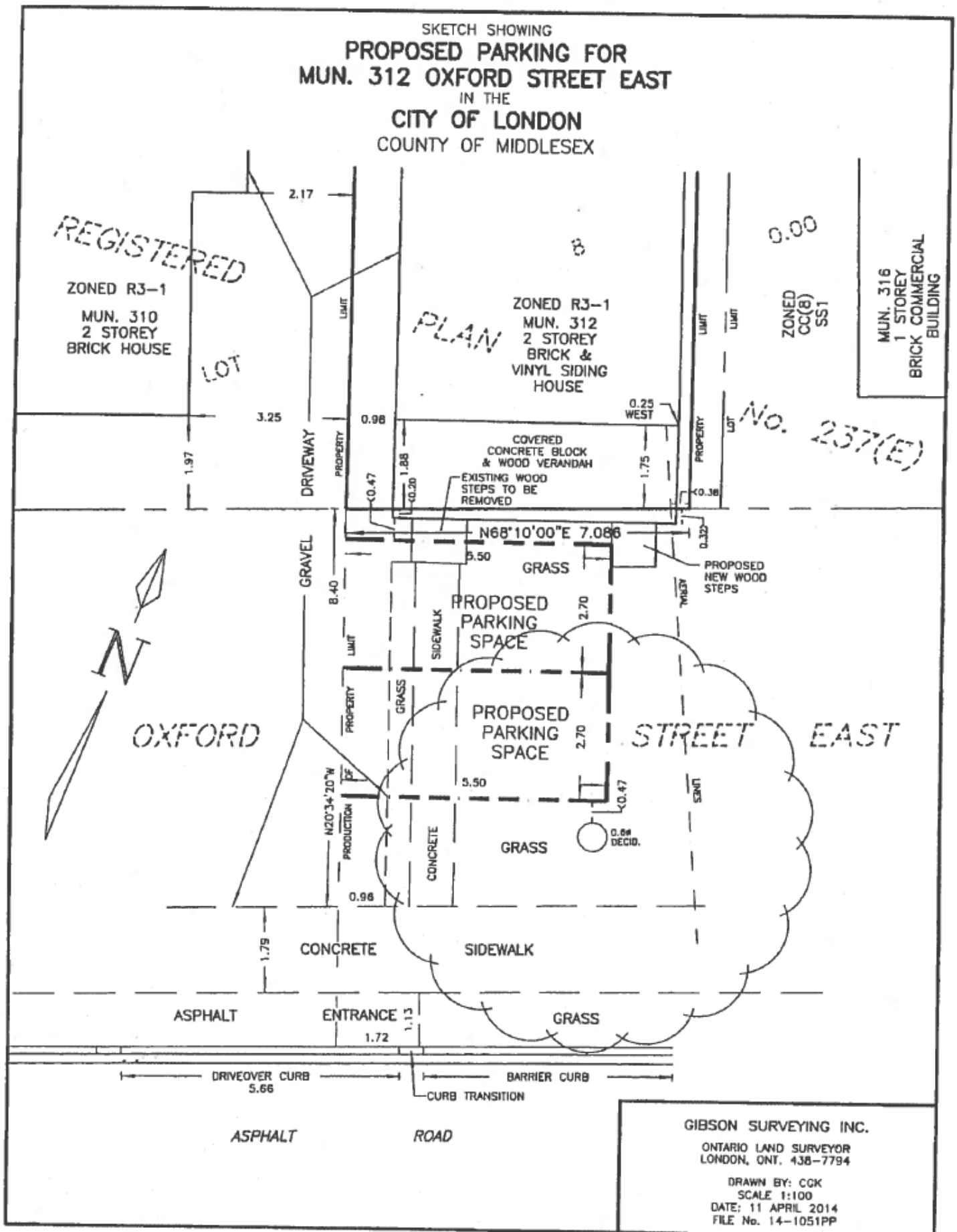
The Corporation of the City of London  
Phone: 519 930-3500  
Fax: 519 930-3501  
smeksula@london.ca  
www.london.ca

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<p align="center"><b>NOTIFICATION MAP</b> 60m Radius Buffer</p> <p>Subject Site: 312 Oxford Street East File Number: B.01/14 Created By: Sean Meksula Date: 2014-05-09 Scale: 1:1200</p> <p align="right">Corporation of the City of London Prepared By: Planning and Development</p>	<p align="center"><b>LEGEND</b></p> <ul style="list-style-type: none"> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; margin-right: 5px;"></span> Subject Site</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #90EE90; margin-right: 5px;"></span> Parks</li> <li><span style="display: inline-block; width: 15px; height: 15px; border: 1px dashed black; margin-right: 5px;"></span> Assessment Parcels</li> <li><span style="display: inline-block; width: 15px; height: 15px; background-color: #D3D3D3; margin-right: 5px;"></span> Buildings</li> <li><span style="display: inline-block; border-bottom: 1px solid black; width: 15px; margin-right: 5px;"></span> 123 Address Numbers</li> </ul>
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Appendix 3

**From:** Giesen, Andrew  
**Sent:** Thursday, June 12, 2014 9:49 AM  
**To:** Meksula, Sean; Couvillon, Andrew; Anello, Domenic; O'Hagan, Britt; Galloway, Sean; Postma, Rick; Wise, Sonia; Listar, Ivan  
**Subject:** 312 Oxford Street East Residential Blvd Parking

Good Afternoon,

Transportation does not support this application for blvd parking, as the vehicle using the parking space will have to back onto Oxford Street to get out. Oxford Street is a busy Arterial Road with 36,500 AADT.

It is suggested that the applicant and neighbour at 310 Oxford Street, enter into an easement so that they can both use the drive way between 310 & 312 Oxford Street.

Thanks,  
Andrew Giesen

Transportation Technologist  
Transportation Planning and Design  
City of London  
Phone: (519) 661-2500 Ext. 8486  
Fax: (519) 661-4734  
E-mail: [agiesen@london.ca](mailto:agiesen@london.ca)

**From:** Postma, Rick  
**Sent:** Thursday, June 12, 2014 10:35 AM  
**To:** Meksula, Sean; Couvillon, Andrew  
**Subject:** RE: 312 Oxford Street East - BP Committee Meeting

Urban Forestry does not support the boulevard parking agreement application based on the location of a mature City tree on the boulevard. In addition to soil compact around the tree, the excavation for and construction of a parking area within the critical root zone of the tree will severely impact the health of the tree. Being that this is a healthy tree, we would also not support a consensual removal of this tree for the parking spot.

Rick Postma  
Forestry Technologist  
City of London  
(519) 661-2500 ext 8480  
[rpostma@london.ca](mailto:rpostma@london.ca)

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**From:** O'Hagan, Britt  
**Sent:** Thursday, June 12, 2014 1:52 PM  
**To:** Meksula, Sean; Wise, Sonia  
**Cc:** Couvillon, Andrew; Giesen, Andrew; Galloway, Sean; Postma, Rick; Listar, Ivan; Menard, Don; Anello, Domenic  
**Subject:** RE: 312 Oxford Street East Residential Blvd Parking

Good afternoon,

Urban Design is not supportive of granting the boulevard parking request, as it will set a precedent along the street and undermine the character of this important urban corridor and the surrounding neighbourhood. The owners of 310 and 312 Oxford St E are encouraged to have a shared access so that parking can be located in the rear yard of each property.

This property is also within the Bishop Hellmuth Heritage Conservation District. Attached are some relevant policies from the Heritage Conservation District Plan. The Heritage Planner, Don Menard, has expressed that he is not supportive of this proposal.

Should the boulevard parking be appealed and/or granted, Urban Design requests that it is a maximum width of 3m and located abutting the property line so to not extend past the front porch stairs, or impact the mature tree in the front yard.

Please advise of any questions.  
Regards,

**Britt O'Hagan**, BAA, MScPI  
Urban Designer

City of London, Planning Services  
Urban Design & GIS  
T: (519) 661-2500 ext. 7543 | F: (519) 661-5397 | E: [bohagan@london.ca](mailto:bohagan@london.ca)

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## 5.2 STREET TREES

A distinguishing feature of the district is the large and mature street trees that form a continuous overhead canopy along the streets. They provide summer shade, winter wind protection and visual cohesion to the streetscape. The wide street boulevards on Wellington, Waterloo, Grosvenor and St. James Streets have enabled a healthy treescape to develop and, to a lesser degree, on the narrower Hellmuth Avenue as well. Many boulevards are 15 feet wide, providing plenty of root growth area, moisture and road salt protection. The tree age and species are mixed, with a predominance of mid-age maple cultivars. The street tree policies are as follows:

### Guidelines

*The Tree Policy Guideline for Home Owners*, published by the City of London, should be promoted and sent to all property owners as part of the Plan's implementation program in Section #7.

---

## 5.5 BACK LANES

A late 19th century town planning feature found in the Bishop Hellmuth district is a network of back lanes. This enabled narrow lots, largely covered by houses at the front and with stabling, now garages, at the rear. As a consequence, there are fewer front driveways and parked vehicles and more trees and gardens on the street side. This has enabled a beautiful park-like and pedestrian character in the heritage district. However, most back lanes are in a neglected state of repair. Most are gravel, pot-holed and overgrown. Security is a real concern. The back lane policies are as follows:

### Governance

The governance of the back lanes between the City and property owners should be established as a necessary first step to their repair and improvement.

**Name** The back lanes should be given names in the same manner as the streets.

### Security

Public street lights should be installed to improve security.

### Design

Design guidelines should be established for fences and landscaping in the back lanes.

### Funding

Funding to improve the back lanes could include a number of options from wholly property owner funded to a shared property owner / City formula.

## 5.7 CAR PARKING

It was beyond the scope of this study to research the adequacy of car parking in the district although, from discussion with the Steering Committee, it was suggested that car parking, both private and on-street, was adequately provided. The main problem is the visual intrusion of private car parks for businesses and institutions on the residential character of the heritage district. To address this problem, the car parking policies are as follows:

### Front Yards

Paving over front yards for car parking is strongly discouraged. This destroys the landscape integrity of the historic streetscape.

### Landscape Buffers

Where car parks are established to the side or rear of a building, landscape buffers should be planted to visually screen the parked cars.

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**London**  
CANADA

## THE CORPORATION OF THE CITY OF LONDON

Date: **June 9, 2014**

To: **London Residential Boulevard Parking Committee**

From: **Development Services**

Subject: **Development Services  
Comments – Residential Boulevard Parking Application  
Deadline Date – June 2, 2014**

**BP.01/14 312 Oxford Street East  
Halina Marcinowski**

The applicant is requesting permission to permit a parking space to be located in the City of London street allowance. The proposed parking space is located in front of 312 Oxford Street East measuring 6.0 metres in depth by 3.0 metres in width.

Permission to obtain residential boulevard parking shall be in conformity with Chapter 27 (4) of the City of London Council Policies, Residential Front Yard and Boulevard Parking.

The Policy states:

Schedule "A"

### CRITERIA FOR CONSIDERATION OF EXCEPTIONS

#### 3.1 Suitable Alternatives

*The approval of front yard or boulevard parking will not be supported by Council where a suitable alternative exists for parking entirely on the owner's property, as described in one or more of the following situations:*

- a) *Tandem parking is available in a legal existing driveway when the land use is single detached dwellings;*
- b) *The use of rear service lanes is possible where such lanes are accessible and in use by more than one property owner;*
- c) *The removal of, alteration to or relocation of accessory buildings or structures, fences and landscaping will result in the accommodation of parking entirely on the owner's property; and/or*
- d) *The side and/or rear yard of the lot can be used for a parking area, provided such parking area does not occupy more than 25% of the total lot area.*

#### 3.2 Criteria for Approval of an Exception

*The approval of a front yard or boulevard parking exception may be supported by Council where the application for an exception meets the following criteria:*

- a) *None of the parking area alternatives described in Section 3.1 of this policy are available;*
- b) *The parking area exception conforms to the general intent and purpose of the Official Plan policies and Zoning By-law regulations;*
- c) *The parking area exception is generally in compliance with the purpose and intent of the Streets By-law;*
- d) *The change to the Zoning By-law regulations for the residential parking area is minor;*

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- e) *The parking area is generally in keeping with the scale and form of parking on surrounding properties and will have minimal negative impact on existing vegetation and/or municipal services.*

### 3.3 Front Yard and Boulevard Parking Standards

*The following minimum and maximum standards apply to parking area exceptions. They are intended to generally reflect the standards currently found in the Zoning By-law as they apply to parking areas for single, semi-detached, duplex, converted two (2) unit type dwellings.*

*No parking area will be approved which conflicts with any by-laws or regulations of the City of London.*

- a) *Number of Boulevard Parking Spaces (max.) - 1 per legal dwelling unit*
- b) *Parking Area size (min.) - 2.7 meters (8.8 feet) wide by 5.5 meters (18.0 feet) long.*
- c) *Parking Area and Driveway Width (max.) - maximum 6.0 m. (19.7 feet) or 40% of the front lot line whichever is less but in no case less than 2.7 meters (8.8 feet).*
- d) *Parking Area Lot Coverage (max.) - 40% of the land area between the front of the main building and the roadway.*
- e) *The Parking Area length shall not be permitted parallel to the street line.*
- f) *The Parking Area shall not be permitted closer than 1.0 m. (3.0 feet) from an existing or future public sidewalk.*
- g) *In the case of corner properties, where a driveway would be constructed within 10 meters (30 feet) from the intersecting road allowance, approval for permission will be at the discretion of the General Manager of Environmental Services & City Engineer subject to the provisions of the Streets By-law (By-law S-1).*
- h) *All parking areas and driveways shall be provided and maintained with a stable surface, treated to prevent the raising of dust or loose particles, such as any asphalt, concrete or other hard-surfaced material.*
- i) *The Corporation reserves the right to require landscaping, fencing and buffering on and around the parking area and/or to require the preparation by the owner of a site plan for the parking area.*

#### Conservation Guidelines for the Bishop Hellmuth Heritage Conservation District states:

- *Paving over front yards for car parking is strongly discouraged. This destroys the landscape integrity of the historic streetscape.*
- *Where car parks are established to the side or rear of the building, land scape buffers should be planted to visually screen the parked cars.*

#### Z.-1 Zoning By-law Section 4.19 states:

4. a) *No person shall use any land or cause or permit the use of any land situated in any zone for the purpose of parking or storage of a vehicle in any front yard or exterior side yard.*

4. c) *Notwithstanding the yard and setback provisions of this By-law to the contrary, uncovered surface parking areas that conform to the provisions of Subsection 4.19(7) (Surface*

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and Drainage of parking Areas and Driveways) of this By-law, shall be permitted in the yards or in the area between the required road allowance and the required setback as follows:

*Residential - R1, R2, R3, R4 and R11 Zones:*

- a) *The interior side yard and rear yard, provided that no part of any parking area is located any closer than 1.0 metres (3.3 feet) to any required road allowance; and,*
- b) *Driveways in the front yard or driveways in the exterior side yard.*

6. a) *For single, semi-detached, duplex, or converted two unit dwellings, driveways leading to all or a portion of a parking area shall be provided from an improved street by means of one or more unobstructed driveways not less than 2.7 metres (8.8 feet) in width.*

Background

312 Oxford Street East is located on the north side of Oxford Street East, west of Waterloo Street and east of Wellington Street. Oxford Street East is a 40m road allowance. The residential building was constructed circa 1902. 312 Oxford Street East is designated both under Section 29 (Part IV) of the Ontario Heritage Act and Section 41 (Part V) of the Act. With respect to the Part V designation, it is within the Bishop Hellmuth Heritage Conservation District created in 2001. The property is located on a street that is predominately single detached dwellings with a mix of multi-unit residential and some office conversions.

Analysis

The applicant is proposing to construct and maintain boulevard parking in front of the dwelling unit between the City of London sidewalk and the front lot line. There is a 3.0 metre wide driveway on the west side of the property that leads to the rear yard. The applicant wishes to create an additional parking space east of the existing driveway in front yard in the City of London Boulevard.



As per the Zoning By-law Z.-1, Section 4.19 parking can occur on a driveway that leads to all or a portion of parking space in the rear yard. In this case the driveway leads to the rear yard. The 3.0 metre driveway and the ability to park in the rear yard parking area are permitted by the By-

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law. The proposed parking space is located wholly in the front yard and is contrary to Zoning By-law Z.-1 Section 4.19 4) a) which prohibits parking spaces in the front yard. This parking space and driveway does not lead to all or portion of the permitted rear yard parking and does not conform to Section 4.19 4) c) or Section 4.19 6) of Zoning By-law Z.-1.

To obtain permission to permit a parking space in the City of London road allowance in front of 312 Oxford Street East, the parking spaces are required to conform to the criteria and standards as set out in Council Policy 27 (4), Residential Front Yard and Boulevard Parking and meet the intent of the Streets By-law S.-1 and the Zoning By-law Z.-1. The applicant has more than ample ability to provide for suitable alternatives to park on the property in the rear yard as described in Council Policy 27 (4) Section 3.1.

Conclusion

The proposed request to permit a boulevard parking space does not conform to Council Policy 27 (4). It is noted that the applicant has sufficient parking in the rear yard and a 3.0 metre driveway that leads to the rear yard parking that conforms to Zoning By-law Z.-1. Development Services does not support the request for permission to obtain a Residential Boulevard Parking agreement for the parking space and recommends it be refused.



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Appendix 4

Applicant: Halina Marcinowski  
File No: BP.001/14  
Subject Lands: 312 Oxford Street East

Date of Decision: June 16, 2014  
Last Date of Appeal: July 7, 2014



## NOTICE OF DECISION

Section 102.1 of the Municipal Act R.S.O. 1990

TAKE NOTICE that the London Boulevard Parking Committee, pursuant to s.102.1 of the Municipal Act R.S.O 1990, as amended, **REFUSED** the application for a boulevard parking area on Oxford Street East road allowance, in front of the lands municipally known as 312 Oxford Street East for the following **REASONS**:

- The proposed boulevard parking area does not conform to the intent of Chapter 27 (4) of the City of London Council Policies, Residential Front Yard and Boulevard Parking;
- The proposed boulevard parking areas does not conform to the intent of the Z.-1 Zoning By-law;
- The proposed boulevard parking area does not conform to the intent of the S.-1 Streets By-law.
- The proposed driveway does not conform to the Conservation Guidelines for the Bishop Hellmuth Heritage Conservation Plan.

AND TAKE NOTICE that any person or public body may oppose this decision or any conditions imposed by the London Boulevard Parking Committee to Municipal Council by filing a notice of opposing with the London Boulevard Parking Committee **NOT LATER THAN 4:30 p.m. ON July 3<sup>rd</sup>, 2014**. The notice of opposition must set out the reasons for opposition to the Boulevard Parking Committee's decision.

Additional information with respect to this decision of the London Boulevard Parking Committee is available from Development Services in Development and Compliance Services, 6<sup>th</sup> floor of City Hall, or by telephoning 519-930-3500 during business hours (weekdays from 8:30am-4:30pm).

You will be entitled to receive notice of any changes to the conditions of the provisional decision if you have either made a written request to be notified of the decision of the London Boulevard Parking Committee or you make a written request to the London Boulevard Parking Committee to be notified of changes.

The land to which this application applies is not the subject of an application under the Planning Act.

Dated at the City of London this 16<sup>th</sup> day of June, 2014

Sean Meksula,  
Planner  
Development Services  
300 Dufferin Avenue, London, ON N6A 4L9



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Sean Meksula

Appendix 5

June 23, 2014

London Boulevard Parking Committee  
City Hall  
300 Dufferin Avenue  
London Ontario  
PO BOX 5035  
N6A 4L9

**RECEIVED BY**  
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JUL 02 2014  
**CITY OF LONDON  
DEVELOPMENT SERVICES**

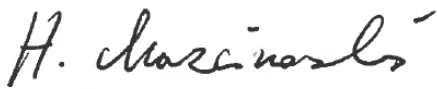
Dear Sirs:

RE: 312 Oxford St E - Appeal of Boulevard Parking

I, Halina Marcinowski, wish to appeal the decision made by the London Boulevard Parking Committee wherein said Committee refused an application for residential boulevard parking on 312 Oxford St E. The reasons for my opposition are enclosed herein.

I also appoint Thomas Kelly to act as my agents in any and all matters therein.

Yours very truly,



Halina Marcinowski

**APPEAL OF DECISION OF LONDON BOULEVARD  
PARKING COMMITTEE**

*FILE No: BP. 001/14: 312 OXFORD ST E*

**RECEIVED BY**  
JUL 02 2014  
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DEVELOPMENT SERVICES**

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## 1 SUMMARY

The property located at 312 Oxford St E does not currently have any legal parking spaces. All residential properties in the City of London are legally entitled to parking. There is no legal access to the rear of the property, as a meeting with the neighbor at 310 Oxford St E confirmed that they will not provide the owner of 312 Oxford St E with a right of way over the driveway bordered by both houses. The property at 312 Oxford St E has no side yards. The only other possible area for parking for this property is in front of the property, on land owned by the City of London.

All of the requirements set out in Chapter 27(4) of the City of London Council Policies, Residential Front Yard and Boulevard Parking have been met. The Zoning By-Law states that this property is to have two parking spots. The property would use an existing driveway off of Oxford St. and would not have any other discernible effect on any public thoroughfares, therefore abiding by the Street By-Law. The driveway conforms to the Conservation Guides for the Bishop Hellmuth Heritage Conservation Plan.

**The reason for opposition of the Notice of Decision of the London Boulevard Parking Committee (namely that the Committee refused the application) is that all of the requirements set out in all of the above documentation have been met, and as such the proposed residential boulevard parking space in front of the building should be granted.**

The property has not been properly maintained in decades, and is essentially falling down. The frame of the property is in excellent shape, as it was obviously well built over 100 years ago. However, the current owner inherited the property and has no desire to renovate it. She is unable to sell the property without parking, and boulevard parking is the only parking available to the property. If something is not done to the building then it will have to be demolished, and the value to the City's tax base will plummet.

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## 2 CHAPTER 27(4) OF THE CITY OF LONDON COUNCIL POLICIES

### 2.1 CRITERIA

The criteria for boulevard parking in Chapter 27(4) of the City of London Council Policies (as set out in Section 3.2) are as follows:

*(a) None of the parking area alternatives described in Section 3.1 of this policy are available;*

There is no tandem parking available, and there are no rear service lanes. No buildings or structures can be altered or relocated to accommodate parking. There is no side yard, and there is no legal access to the rear of the property. Repeated attempts to ask the neighbor located at 310 Oxford St E for a right-of-way over the driveway that would allow access to the rear of the lot have been rebuffed, and the neighbor has stated that no such right-of-way will be granted.

*(b) The parking area exception conforms to the general intent and purpose of the Official Plan policies and Zoning By-law regulations;*

The property is zoned such that 2 parking spots are required. This is the only way to get any parking at all.

*(c) The parking area exception is generally in compliance with the purpose and intent of the Streets By-law;*

The parking area exception does not affect any of the public thoroughfares, or anything covered by the Streets By-Law.

*(d) The change to the Zoning By-law regulations for the residential parking area is minor;*

There is no discernible change required.

*(e) The parking area is generally in keeping with the scale and form of parking on surrounding properties and will have minimal negative impact on existing vegetation and/or municipal services.*

The parking area is minimal in terms of the available front yard space (takes up 25% of the available front yard space), and will have next to no impact on existing vegetation or municipal services. There is ample space between the proposed parking space and the existing tree on the property.

### 2.2 PARKING STANDARDS

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The standards for boulevard parking in Chapter 27(4) of the City of London Council Policies (as set out in Section 3.3) are as follows:

*(a) Number of Boulevard Parking Spaces (max.) - 1 per legal dwelling unit*

The property is zoned for a maximum of 3 legal dwelling units; the proposed one space is within the limits.

*(b) Parking Area size (min.) - 2.7 meters (8.8 feet) wide by 5.5 meters (18.0 feet) long.*

The proposed parking spot is 3 meters wide by 6 meters long, meeting this requirement.

*(c) Parking Area and Driveway Width (max.) - maximum 6.0 m. (19.7 feet) or 40% of the front lot line whichever is less but in no case less than 2.7 meters (8.8 feet).*

The driveway to be used is already present on the land.

*(d) Parking Area Lot Coverage (max.) - 40% of the land area between the front of the main building and the roadway.*

The available land area between the front of the building and the roadway is 72 meters squared, with the proposed parking area taking up 18 meters squared of that, or 25%.

*(e) The Parking Area length shall not be permitted parallel to the street line.*

The proposed parking area is perpendicular to the street line.

*(f) The Parking Area shall not be permitted closer than 1.0 m. (3.0 feet) from an existing or future public sidewalk.*

The proposed parking area is one meter from the closest sidewalk.

*(g) In the case of corner properties, where a driveway would be constructed within 10 meters (30 feet) from the intersecting road allowance, approval for permission will be at the discretion of the General Manager of Environmental Services & City Engineer subject to the provisions of the Streets By-law (By-law S-1).*

N/A

*(h) All parking areas and driveways shall be provided and maintained with a stable surface, treated to prevent the raising of dust or loose particles, such as any asphalt, concrete or other hard-surfaced material.*

Upon being granted the proposed parking area it would be paved as required above.

*(i) The Corporation reserves the right to require landscaping, fencing and buffering on and around the parking area and/or to require the preparation by the owner of a site plan for the parking area.*

Any required landscaping/buffering/fencing would be enacted by the recipient of the boulevard parking spot.

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### 3 Z.-1 ZONING BY-LAW

As set out on the zoning referral record completed by a Zoning By-law enforcement officer (a copy of which is enclosed) for the property in question, the property requires 2 parking spots. All of the other requirements as set out on the zoning referral record have been met, as on the enclosed completed zoning referral record.

On the North Side of Oxford Street, within a one block radius east and west of the property located at 312 Oxford St E, the following 6 properties have boulevard parking (all located on Oxford St E):

- 304
- 370
- 374
- 396
- 398
- 400

As such, granting boulevard parking to 312 Oxford St E will not set a precedent. Rather it will conform to the precedent set by the above 6 properties.

### 4 S.-1 STREETS BY-LAW

As the proposed parking space will use the pre-existing driveway located on City of London property, with no new driveway or curb cutting required, it complies with the S.-1 By-law.

There is ample space available on land in front of the house owned by the City around the proposed boulevard parking space for a car to turn around such that any car exiting the property won't be backing on to Oxford St. As such, there are no issues with the Streets By-Law.

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## 5 BISHOP HELLMUTH HERITAGE DISTRICT

The relevant portions of the Bishop Hellmuth Heritage Conservation District Plan are quoted as follows:

“Car parking should be located to the side or rear of the lot. Where car parking is seen from the street, landscaping should be introduced to provide a visual buffer.”

“A priority is that car parking be accessed off the back lane. If absent, car parking should be located to the side or rear of the new building.”

“Paving over front yards for car parking is strongly discouraged. Where car parks are established to the side or rear of a building, landscape buffers should be planted to visually screen the parked cars.”

As set out above, there is no available car parking on the side or rear of the lot. The front yard will not be paved over, less than 25% of the front yard would be paved over for the proposed parking space. If required, there is no issue placing some sort of hedge such that the parking will not be visible from the street. As such, the guidelines are met.

The house located on the property is around a hundred years old, placing it in the age of the remainder of the properties located in the Bishop Hellmuth Heritage District. The house has not been maintained, as is essentially falling down. Without parking people are unable to live there and there is no reason to maintain the house, and the current owner is unable to sell it. Due to the extreme narrowness of the lot, the only other possible way to get parking would be to demolish the current house, and build one much farther back on the lot, with parking being done in front on the owner’s land. This would blatantly fly in the face of the Conservation Guidelines.

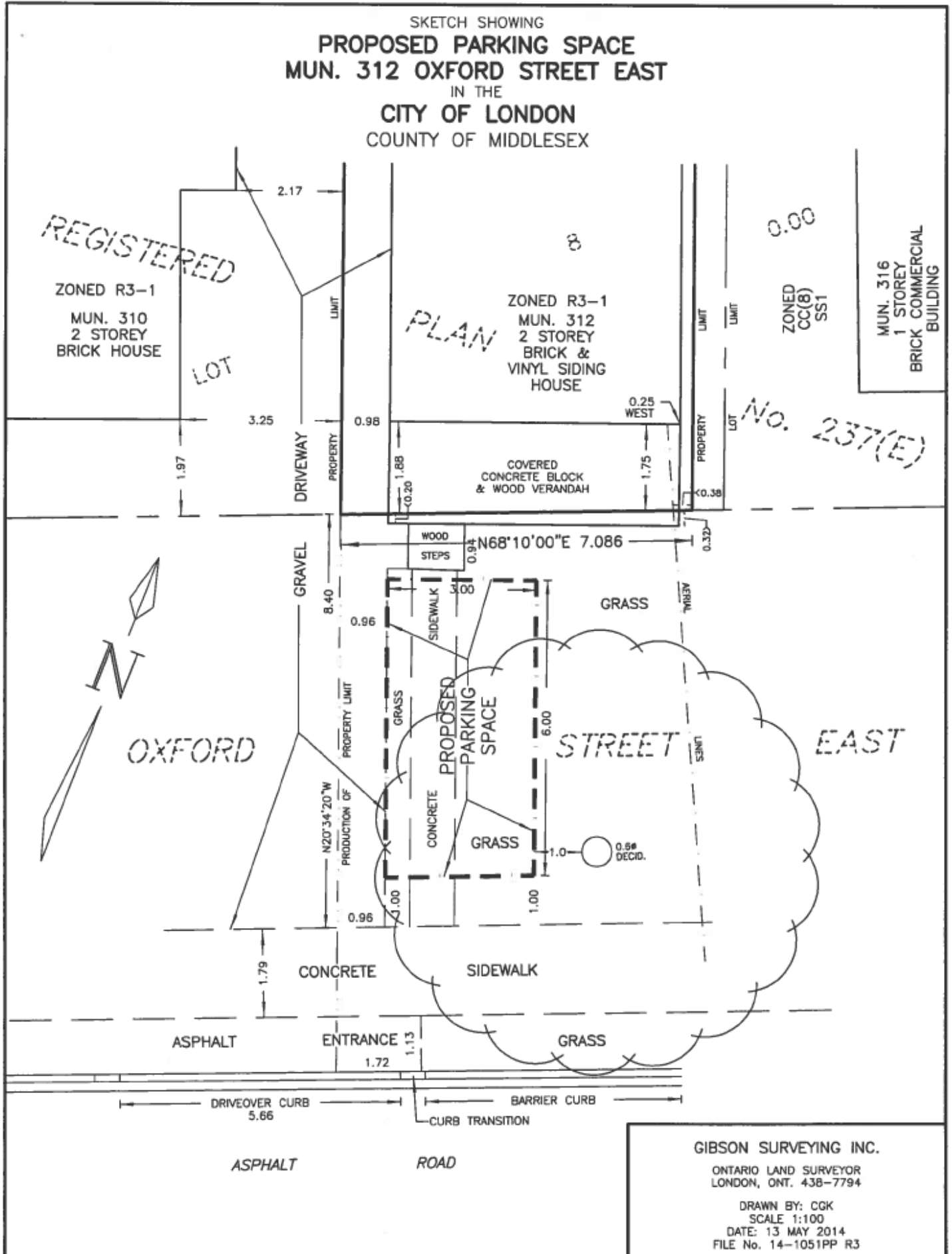
The new three story pharmacy located at the corners of Waterloo St and Oxford St does not comply with the Conservation Guidelines. The Heritage District strongly opposed the building of the pharmacy but the proposed pharmacy was approved by the City of London anyway. Evidently the Guidelines are simply guidelines, not rules, and cannot cover every possibility.

## 6 MISC.

The decision made by the London Boulevard Parking Committee is null and void, as it justifies its decision under Section 102.1 of the Municipal Act R.S.O. 1990. The Municipal Act R.S.O. 1990 was repealed on January 1, 2003 and as such is no longer in force.

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BP.01/14  
Sean Meksula



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BP.01/14  
Sean Meksula

CITY OF LONDON – VARIANCE APPLICATION FORM

**ZONING REFERRAL RECORD**

To be completed by a Zoning By-law Enforcement Officer, 7<sup>th</sup> Floor, City Hall

**Schedule APP-1**

**File No.**  
**A.**

**Description of Land (for Office Use Only):**

Geographic Township / Planning Area: **London**

Lot(s):

Part Lot(s): **PART OF LOT 8  
NORTH OF OXFORD ST.**

Concession(s):

Registered Plan Number: **RP 237(E)**

Municipal street address (if applicable): **312 Oxford Street East**

Assessment Roll Number: **020240070000000**

**Existing Zone(s) in Z.-1 Zoning By-law: R3-1**

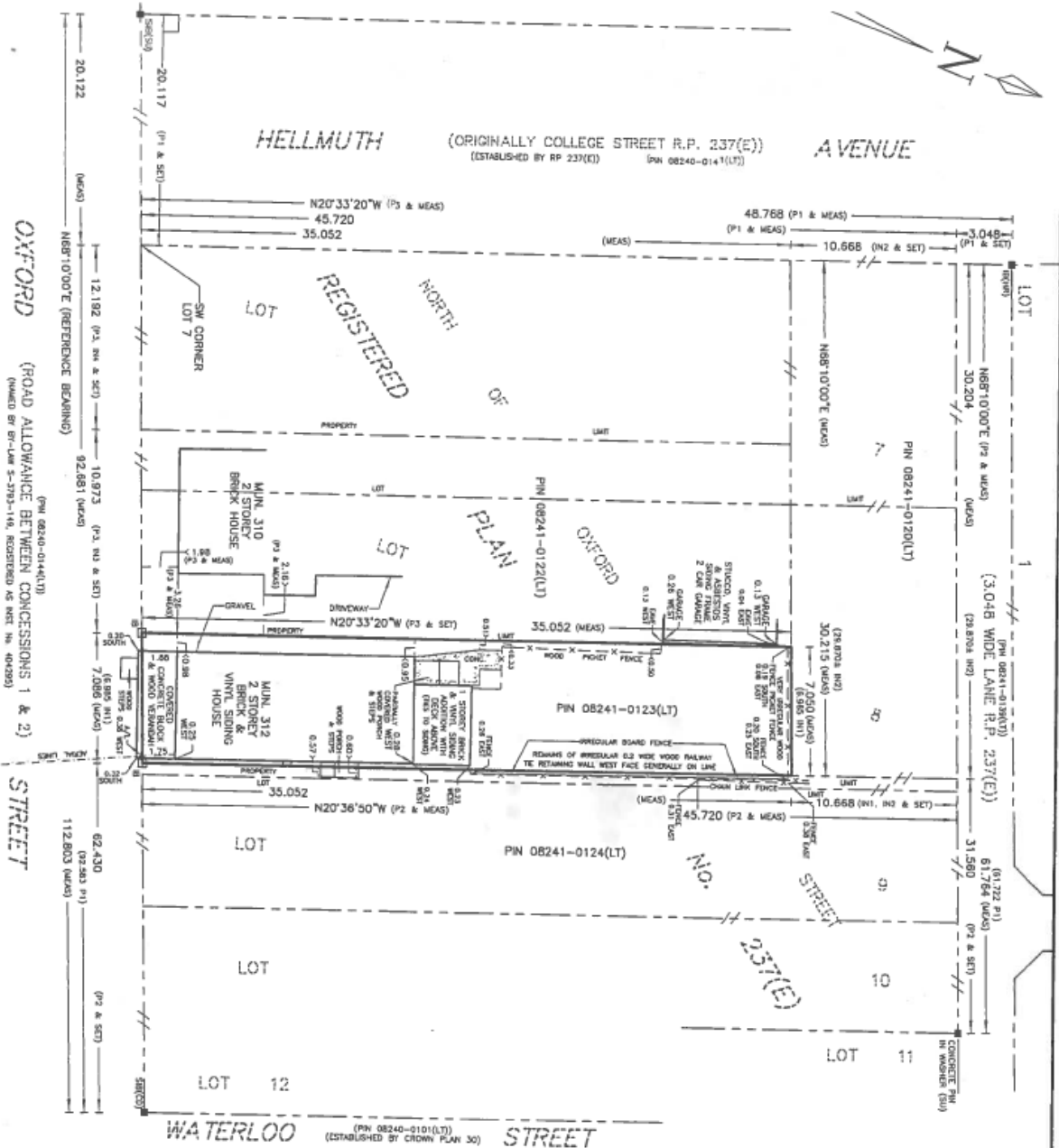
BY-LAW RESTRICTIONS	REQUIRED	AS SHOWN ON PLAN
(a) Use	See Section 7.2	Single Detached Dwelling
(b) Lot Area (m <sup>2</sup> ) (Max)	250	<b>247.5</b> Applicant to Verify
(c) Lot Frontage (m) (Min)	9.0	✓ 7.086 (Existing)
(d) Front Yard (m) Main Building/ Garage (Min)	4.5/6.0	✓ 1.75 (Existing)
(e) Rear Yard (m) (Min)	6.0	<b>17.24</b> Applicant to Verify
(f) Interior Yard (m) West (Min)	See Section 7.3(2)(a)	<b>0.95</b> 0.98 (Existing)
(g) Interior Yard (m) East (Min)	See Section 7.3(2)(a)	<b>0.25</b> 0.38 (Existing)
(h) Landscaped Open Space (Min)	30	<b>59.85%</b> Applicant to Verify
(i) Lot Coverage (%) (Max)	45	<b>40.15%</b> Applicant to Verify
(j) Height (m) (Max)	10.5	<b>6-2</b> Applicant to Verify
(k) Off-street Parking	2	<del>0</del> *0

**CONSENT REQUIRED?**  Yes  No

**ZONING COMMENTS**

\* Denotes variance required





**"PART 1"**  
**SURVEYOR'S REAL PROPERTY REPORT**  
PLAN OF  
PART OF  
**LOT 8, NORTH OF OXFORD STREET**  
**REGISTERED PLAN NO. 237(E)**  
IN THE  
**CITY OF LONDON**  
COUNTY OF MIDDLESEX  
Laila E. Gibson  
Ontario Land Surveyor  
SCALE 1:200  
METRES

**LEGEND**

- DIRECTION
- SURVEY MONUMENT FOUND
- SURVEY MONUMENT SET
- IRON NAIL
- IRON BOLT
- CUT CROSS
- UNIDENTIFIED
- HOLLOW & REBOUND I.D. O.L.S.
- CALLAN DREZ RECORDED I.D. O.L.S.
- SURVEY UNKNOWN
- UNIDENTIFIED
- P1
- P2
- P3
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- P99
- P100

**NOTE:** FOR COMPARISON PURPOSES A BEARING OF 91°00'00" CLOCKWISE HAS BEEN APPLIED TO ALL BEARINGS ON P2.

**PART 2**  
THIS PLAN MUST BE READ IN CONJUNCTION WITH ATTACHED SURVEY REPORT DATED 17 APRIL 2014.

THIS PLAN WAS PREPARED FOR ALEX HELLY AND THE UNDERSIGNED ACCEPTS NO RESPONSIBILITY FOR USE BY OTHER PARTIES

**SURVEYOR'S CERTIFICATE**

I CERTIFY THAT:

- (1) THIS SURVEY AND PLAN ARE CORRECT AND IN ACCORDANCE WITH THE SURVEY ACT, THE SURVEYORS ACT, THE LAND TILLS ACT AND THE REGULATIONS MADE UNDER THEM;
- (2) THE SURVEY WAS COMPLETED ON THE 17th DAY OF APRIL, 2014.

**ASSOCIATION OF ONTARIO LAND SURVEYORS**  
PLAN SUBMISSION FORM  
1894167

17 APRIL 2014  
DATE

Laila E. Gibson  
Ontario Land Surveyor

**GIBSON SURVEYING INC.**  
66 HIGH STREET, LONDON ONTARIO  
519-438-7794  
DRAWN BY: C.A.K. CHECKED BY: L. E. G.