



November 7th, 2014

Chair and Members - Civic Works Committee
City Hall, 3rd Floor
300 Dufferin Avenue
London, ON
N6A 4L9
Attn: Jackie Martin – Committee Secretary

Dear Chair and Members,

Re: Boulevard Parking Application
Mr. Dan Bursic
552 Colborne Street
Our File: BSC/LON/14-01

In response to a letter we received from the Transportation Planning & Design Division, dated September 29th, 2014, in regards to a Commercial Boulevard Parking Application for 552 Colborne Street, we hereby appeal Staff's decision to not grant the requested three (3) boulevard parking spaces, and request that the matter be referred to the Civic Works Committee for consideration.

Front yard and boulevard parking is a common feature in the Woodfield neighbourhood. Many dwellings were constructed prior to the popularization of the automobile, and therefore did not have driveways leading to the rear yard; the triplex dwelling at 552 Colborne Street is one such dwelling. Due to the proximity of adjacent dwellings, vehicular access to the side or rear yard is not possible. When automobiles became commonplace, front yard space was utilized for a parking area.

The property lies within the West Woodfield Heritage Conservation District and is subject to the policies of the West Woodfield Heritage Conservation Plan. Boulevard and front yard parking is permitted in the plan where no other alternative exists. As previously stated, there is no vehicular access to the side or rear yard at 552 Colborne Street, therefore there is no alternative to provide the required three (3) parking spaces for the existing triplex dwelling.

The current 3-space parking area at 552 Colborne Street has existed for over 16 years (confirmed by aerial photography) with no complaints or issues. No issues were raised by the City when the original single detached dwelling was converted to the current triplex dwelling, whereas conversion should not have been permitted without addressing the parking situation.

In June 2014, vehicles parking in the existing parking area began receiving parking tickets. The tickets stated that the vehicles were parked in an unauthorized area. The landowner subsequently received a letter from the City, dated June 4th, 2014, stating that the existing parking area was in contravention of existing by-laws.

Conversations with City staff at that time indicated that the most appropriate course of action to permit the front yard parking spaces was through a Minor Variance rather than a Commercial Boulevard Parking Application. An Application for Minor Variance (A118/14) was submitted to the City to request that the three (3) existing front yard parking spaces be recognized. The Committee of Adjustment amended the requested variance to permit only two (2) front yard spaces, resulting in a deficiency of one parking space, as per the minimum parking requirements for a triplex dwelling in the Zoning By-Law.

However, notwithstanding the original direction given by staff, subsequent discussions with staff after the Committee of Adjustment's decision indicated that a Commercial Boulevard Parking Application would be the most appropriate process for approval of the existing and required three (3) parking spaces.

A Commercial Boulevard Parking Application was submitted to the City on September 24th, 2014. A letter prepared by F.R. Berry & Associates (Transportation Planning Consultants) was submitted to the City on October 9th, 2014, in support of the application, detailing that the 3rd parking space should be permitted (see attached letter). Subsequent correspondence with Transportation staff indicated that, despite the professional opinion of a qualified traffic engineer, staff are still not supportive of the 3 existing boulevard parking spaces. A letter was submitted to the City Clerk's Office on October 24th, 2014 asking that the matter be referred to Council. An e-mail reply from Ms. Heather Lysynski of the City Clerk's Office, dated November 6th, 2014, indicated that the matter should be referred to the Civic Works Committee.

As such, we hereby appeal staff's decision to not grant approval for three (3) boulevard parking spaces for the existing parking area at 552 Colborne Street, and request that the matter be referred to the Civic Works Committee for consideration.

Yours very truly,

ZELINKA PRIAMO LTD.



Mathew Campbell, BA, CPT
Planner

att: Letter - F.R. Berry & Associates re: Boulevard Parking, 552 Colborne Street
cc. Dan Bursic

F.R. Berry & Associates

TRANSPORTATION PLANNING CONSULTANTS

660 Inverness Avenue
London, Ontario N6H 5R4
Tel: (519) 474 2527 Fax: (519) 474 1728

October 9, 2014

Our Ref. **1466**

Mr. M. Campbell
Zelinka Priamo Ltd.
318 Wellington Road
London ON
N6C 4P4

Dear Mr. Campbell:

RE: BOULEVARD PARKING, 552 COLBORNE STREET

I have reviewed the material you sent me with respect to the application to permit three boulevard parking spaces in front of 552 Colborne Street. You have requested my opinion on the safety and functionality of the proposed layout.

Attached are a photograph of the existing boulevard parking, your proposed layout and two pages extracted from the publication "Transportation and Land Development" by Stover and Koepke. These pages show standard parking dimensions for various uses and vehicle types.

I understand that the three parking spaces are currently in use. The photograph shows no evidence of vehicle tracks crossing the existing grassed area, which suggests that drivers using the southerly parking space are able to manoeuvre in and out without encroaching on the grassed area.

Your proposed layout incorporates a paved triangle on the west side of the sidewalk, presumably to provide more manoeuvring space. I do not believe that the paved triangle as proposed would provide much benefit. It should either be larger (say 1.5 metres by 1.5 metres) or eliminated altogether.

The layout shows three parking stalls, each 5.5 metres long by 2.7 metres wide. The total depth available in front of the building is 7.67 metres, thus allowing a clearance of 2.17 metres between the edge of the sidewalk and the end of the parking stall. While vehicle lengths vary, only older model full size cars approach a length of 5.5 metres. For example, a Honda Civic has an overall length of 4.5 metres while a Dodge Journey has an overall length of 4.9 metres.



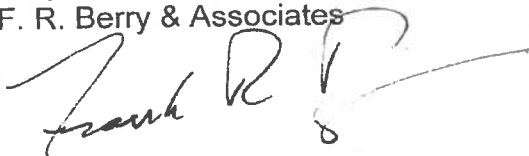
Table 7-3 in the extract from Transportation and Land Development indicates that a parking stall width can be as little as 8 feet (2.44m) for a mid-size car or 7.5 feet (2.38m) for a compact car. These dimensions are suitable for parking stalls used by the same person on a daily basis. Table 7-4 identifies a desirable stall width for employees (or other users on a daily basis) of as little as 8 feet (2.44m).

The space available at 552 Colborne Street to park cars is greater than that identified above, in terms of both stall width and length. It follows, therefore, that there is more space available for drivers to manoeuvre within the existing parking area.

Any vehicle manoeuvre which crosses a pedestrian walkway, including the use of driveways, creates a potential hazard. In most cases, drivers enter a driveway going forward and reverse out. The situation with boulevard parking is no different. In this case, two of the available parking stalls have a relatively direct entry and exit. The third stall requires an "S-turn" manoeuvre. Somewhat paradoxically, it has often been observed that, the more complicated the driving manoeuvre, the safer it is. This is because drivers are aware of potential hazards and exercise more caution.

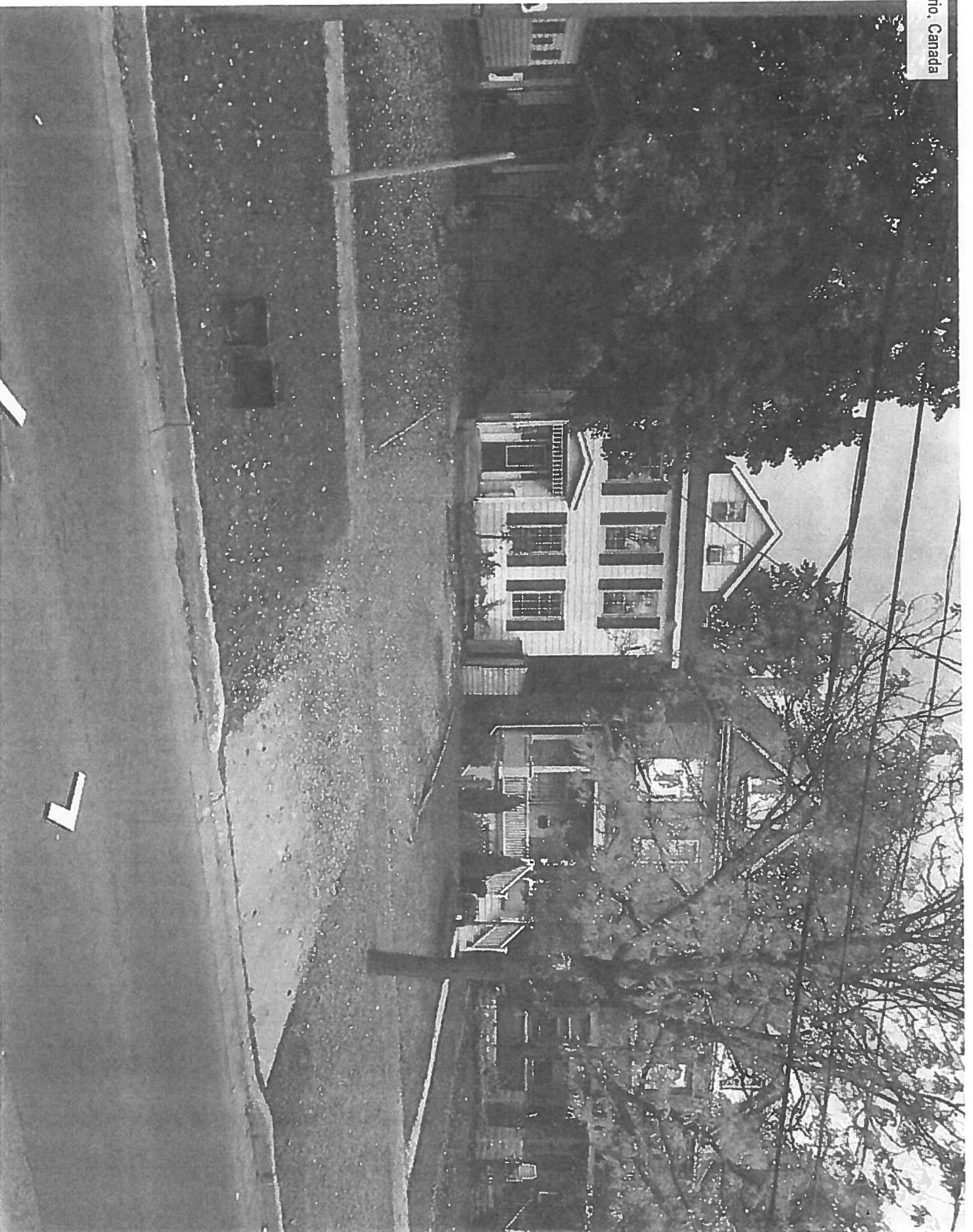
In summary, while no boulevard parking arrangement can be considered completely safe, the fact that a driver would have to turn to enter or leave a parking space does not make such a space inherently more hazardous than any other space. In my opinion, the application for a boulevard parking permit for three spaces is justified.

Very truly yours
F. R. Berry & Associates



Frank R. Berry, P.Eng.
Principal





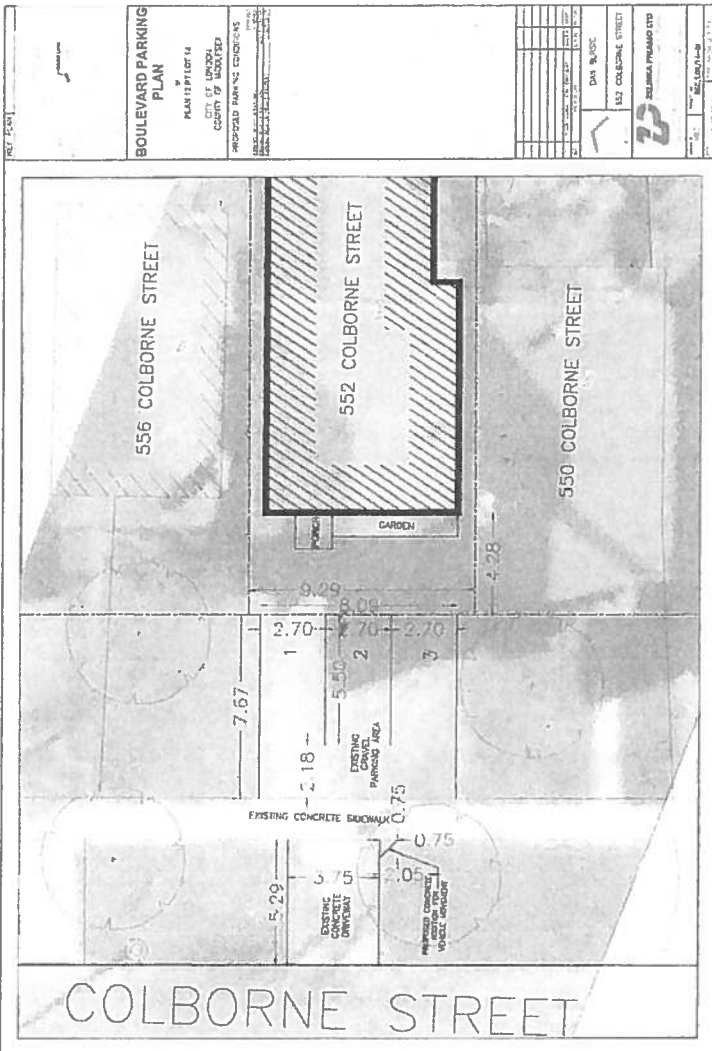


TABLE 7-2
Typical Dimensions of Automobiles with Door Open to First Stop

Auto Classification	Vehicle Width (feet)		Door Outside Edge to Body (inches)
	Body	Door Open	
Full-size, 4-door	6.7	9.2	30
Mid-size, 2-door	5.8	8.7	34
Compact, 2-door	5.1	7.8	32
Compact, 4-door	5.1	6.9	22
Subcompact, 2-door	5.0	6.8	32

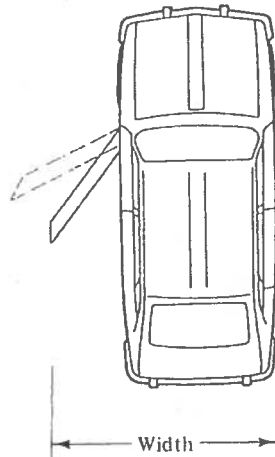


TABLE 7-3
Recommended Parking-Stall Widths for Different Applications

Application	Standard Mid-Size (feet)	Compact (feet)
Convenience store, consumer/visitor: short duration, high turnover	10.0	9.0
↓	9.5	8.5
consumer/visitor: low turnover	↓	↓
employee, 4 hours	9.0	8.0
↓	8.5	↓
employee, all day	8.0	7.5

Often parking designers do not take note of the fact that stall width and module width are related. That is, when a narrower stall width is used, a wider module width must be used to achieve a given convenience in the parking and unparking maneuvers. For example, as illustrated in Figure 7-5 using dimensions suitable for customer parking, the use

TABLE 7-4
Desirable Dimensions for 90-Degree Parking of Standard and Mid-Size Automobiles

<i>Application</i>	<i>S</i> <i>Stall Width</i> <i>(feet)</i>	<i>W</i> <i>Module (Bay) Width</i> <i>(feet)</i>
Customer, high turnover	10.0	60
	9.5	61
Customer, low turnover	10.0	59
	9.5	60
	9.0	62
	8.5	63
Employee	9.5	58
	9.0	60
	8.5	61.5
	8.0	63

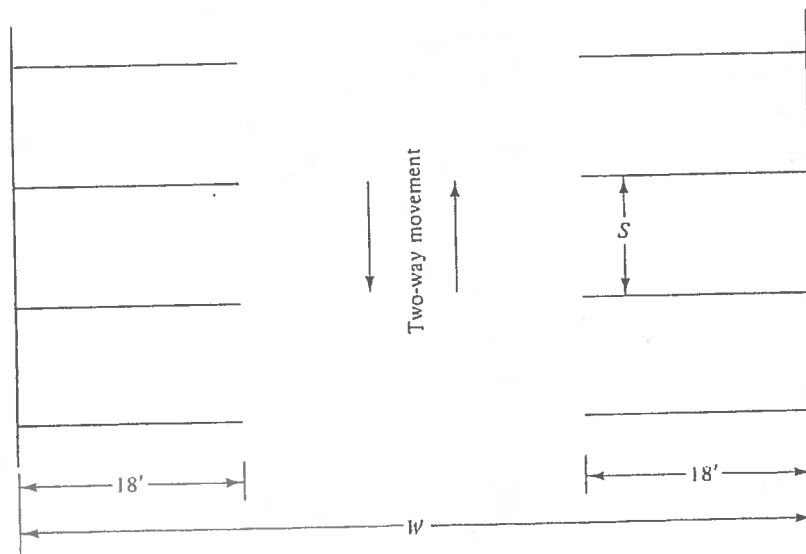


TABLE 7-5
Desirable Dimensions for 60-Degree Parking of Standard and Mid-Size Automobiles

<i>Application</i>	<i>S</i> <i>Stall Width</i>	<i>C</i> <i>Stall Length</i>	<i>D</i> <i>Stall Depth</i>	<i>O</i> <i>Front Overhang</i>	<i>A</i> <i>Aisle Width</i>	<i>W</i> <i>Module Width</i>
----- Dimensions in feet -----						
Customer, high turnover	10.0	11.5	15.6	2.6	22.8	54
	9.5	11.0			23.8	55
Customer, low turnover	10.0	11.5	15.6	2.6	20.8	52
	9.5	11.0			21.8	53
	9.0	10.4			22.8	54
Employee	9.5	11.0	15.6	2.6	20.8	52
	9.0	10.4			21.8	53
	8.5	9.8			22.8	54
	8.0	9.2			23.8	55

Note: Dimensions are given to the nearest 0.1 ft.