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“SCHEDULE - A”

Bill No. (number inserted by Clerk's Office)
2014

By-law No. S.-1 _____

A by-law to amend By-law No. S.-1 being A By-law to provide for the regulation of Streets, for the purpose of regulating driveway with and access for residential properties in the City.

WHEREAS subsection 5(3) of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, provides that a municipal power shall be exercised by by-law;

AND WHEREAS subsection 10(1) of the *Municipal Act, 2001* provides that a municipality may provide any service or thing that the municipality considers necessary or desirable for the public;

AND WHEREAS subsection 10(2) of the *Municipal Act, 2001* provides that a municipality may pass by-laws respecting: in paragraph 7, Services and things that the municipality is authorized to provide under subsection 10(1);

NOW THEREFORE the Municipal Council of The Corporation of the City of London enacts as follows:

1. Schedule 'A' of By-law S.-1 as amended, being a by-law to provide for the regulation of Streets, is hereby amended by deleting, part (a) of Section A.5, in its entirety and replacing it with the following new part (a) of Section A.5:

"(a) For single, semi-detached, duplex, or converted two unit dwelling, private entrances to permit the passage of vehicles shall not be less than 2.7 metres (8.8 feet) in width;

The combined total of all private entrances to permit the passage of vehicles may exceed 2.7 metres (8.8 feet) in accordance with the following;

- i. For lots with a width of up to 12 metres: 50% of the required lot frontage to a maximum of 6.0 metres in total width, whichever is less
- ii. For lots with a width greater than 12 metres: 50% of the required lot frontage to a maximum of 8.0 metres in total width, whichever is less

The width of a private entrance to permit the passage of vehicles shall be measured parallel to the said street, at any point between the street line and the roadway excluding the radii at the curb which are not to exceed 1.8 metres (6.0 feet);

It shall be further provided that no lot shall have more than two private entrances to permit the passage of vehicles for the first 30 metres (98.7 feet) of street line. Where more than one driveway to a parking area for a single detached, semi-detached, duplex or converted two-unit dwelling is provided, the combined total of all driveways shall not exceed the provisions included above related to maximum driveway width and lot frontages.

The combined total of all private entrances for single, semi-detached, duplex and converted two unit dwellings to permit the passage of vehicles between the street line and curb line should be as narrow as possible. In no case should it be wider than

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the width required for access to a garage or other required parking spaces of the adjacent residential lot, subject to the regulation provided in this By-law.

Unless otherwise permitted in this By-law, the width of the private entrance shall project no greater 2 metres in the front yard of a single-detached, duplex or converted two- unit dwelling.

Driveway shall be no closer than 1.5 metres to any street light.

Curb cuts / driveway access points at the curb shall be spaced to preserve the maximum number of on-street parking spaces.

Driveway widths shall be spaced to preserve opportunities for street tree plantings.”

2. This by-law shall come into force and effect on the day it is passed.

PASSED in Open Council September 2, 2014

J. Beachler
Mayor

Catharine Saunders
City Clerk

First Reading – September 2, 2014
Second Reading – September 2, 2014
Third Reading – September 2, 2014