Bill No. 71
2015

By-law No. C.P.-1455(_)-___

A by-law to amend By-law C.P.-1455-541 entitled, “A By-law to designate site plan control area and delegate Council’s power under Section 41 of the *Planning Act*”

WHEREAS Section 41 of the *Planning Act*, R.S.O. 1990, c.P.13 provides in part that, where in an official plan an area is shown or described as a proposed site plan control area, the council of the local municipality in which the proposed area is situated may, by by-law, either a committee of the council or to an appointed officer of the municipality any of the council’s power or authority under that section;

AND WHEREAS Clause 5(2) (b) of the *Building Code Act* authorizes the council of a municipality to pass by-laws requiring applications for building construction permits to be accompanied by such plans, specifications, documents and other information as is prescribed;

AND WHEREAS in the Official Plan for the City of London Planning Area the whole of the City of London is shown or described as a proposed site plan control area and the Council of The Corporation of the City of London considers it appropriate to designate the whole of the City of London as a site plan control area, to delegate its powers or authority under Section 41 of the *Planning Act*, R.S.O. 1990, c.P.13, to certain appointed officials of the Corporation, and to require applications for building construction permits to be accompanied by plans and drawings referred to in Subsection 41(4) and by one or more agreements with the Corporation that deal with or ensure the provision and maintenance of any of the facilities, works or matters to be provided in conjunction with all buildings and structures to be erected and any of the facilities, works or matters mentioned in Subsection 41(7) of that *Act*.

AND WHEREAS Municipal Council of The Corporation of the City of London passed By-law C.P.-1455-541 being a by-law to designate a Site Plan Control Area and to delegate Council’s power under Section 41 of the *Planning Act*, R.S.O. 1990 c.P.13;

AND WHEREAS it is deemed expedient to amend the said By-law;

Now THEREFORE the Municipal Council of The Corporation of the City of London hereby enact as follows:

1. By-law No. C.P.-1455-541 is hereby being amended by deleting 6.7 and the associated tables & figures and by adding a new 6.7 and the associated tables and figures attached as Schedule “A”

2. This by-law comes into force and effect on the date of passing of the by-law.

Passed in Open Council on February 9, 2015.

Matt Brown
Mayor

Catharine Saunders
City Clerk

First Reading – February 9, 2015
Second Reading – February 9, 2015
Third Reading – February 9, 2015

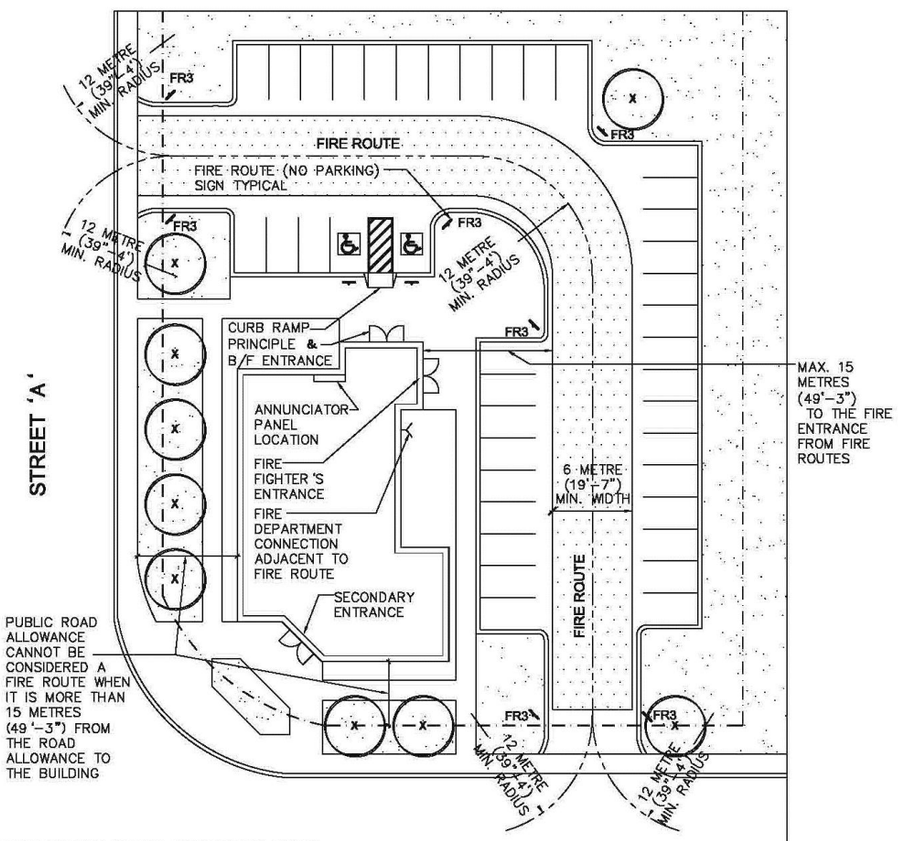
6.7. **Fire Department Access**

(a) Access routes for firefighting including the location, width, turning radius, vertical alignment and location of fire route signs shall be shown on the site plan (a sample site plan is shown in Figure 6.3 Private Property Fire Routes).

(b) When required in association with a development, fire routes shall be constructed, installed and maintained by the owner in accordance with Table 6.2 Design Standards for Fire Routes. The construction, installation and maintenance of fire routes shall include fire route signs in accordance with Table 6.3 Design and Installation Standards for Fire Route Signs.

FIGURE 6.3

PRIVATE PROPERTY FIRE ROUTES



FIRE ROUTES (O.B.C. SUBSECTION 3.2.5)

- LOCATED NOT LESS THAN 3 METRES (9'-10") AND NOT MORE THAN 15 METRES (49'-3") FROM THE BUILDING
- FIRE HYDRANT TO BE MAX 45 METRES (147'-6"), UNOBSTRUCTED TO FIRE DEPARTMENT CONNECTION AND 90 METRES (295'-3") TO PRINCIPLE ENTRANCE WHEN NO FIRE CONNECTIONS ARE REQUIRED
- OVERHEAD CLEARANCE MIN 5 METRES
- CHANGE IN GRADIENT MAX 1 IN 12.5 OVER A MIN, DISTANCE OF 15 METRES
- MUST BE DESIGNED TO SUPPORT FIRE EQUIPMENT UNDER ALL CONDITIONS
- HAVE TURN AROUND FACILITY FOR DEAD END PORTIONS EXCEEDING 90 METRES (295'-3")
- HAVE ACCESS OPENINGS EVERY 15 METRES (49'-3") ON WALLS REQUIRED TO FACE A STREET UNLESS BUILDNG IS SPRINKLERED

NUMBER OF STREETS (O.B.C. ARTICLE 3.2.2.10)

- FOR TWO STREETS ACCESS TO 50% OF BUILDING PERIMETER FROM FIRE ROUTE
- FOR THREE STREETS ACCESS TO 75% OF BUILDING PERIMETER FROM FIRE ROUTE
- LOCATED WITHIN 15 METRES (49'-3") OF THE BUILDING

Schedule "A"

TABLE 6.2

DESIGN STANDARDS FOR FIRE ROUTES

Width:	6.0 metres
Overhead Clearance:	5.0 metres
Minimum Centreline Turning Radius:	12.0 metres
Maximum Gradient:	1 vertical in 12.5 horizontal over a minimum distance of 15 metres
Maximum Dead end Distance without an Approved Turnaround Facility:	90 metres
Design Loading:	To support the expected loads of firefighting equipment
Surface Material:	Concrete, asphalt or other material designed to permit accessibility under all climate conditions.

TABLE 6.3

DESIGN AND INSTALLATION STANDARDS FOR FIRE ROUTE SIGNS

1.	Sign Plate:		Lettering, colour, size and material in accordance with Figure 6.4
2.	Sign Post:		Type and material in accordance with Figure 6.4
3.	Sign Mounting Alternatives:	a)	standard sign post (figure 6.4)
		b)	light standard or other equivalent utility pole located not more than 1.8 metres from the limit of the fire route
		c)	fences, landscape walls and building faces located not more than 1.8 metres from the limit of the fire route (Figure 6.5)
4.	Mounting Height:		no greater than 3 metres measured from the top limit of the sign to the grade of the fire route surface adjacent to the fire route sign and no less than 2.4 metres to the bottom of the sign
5.	Spacing between Signs:		not more than 30 metres (100 ft) between signs located on the same side of the Fire Route and spaced such that at least 1 sign is clearly visible and lettering is legible within the Fire Route
6.	Location of Signs:	a)	Fire Routes greater than 9.1 metres in width - one side of the Fire Route
		b)	Fire Routes 6.1 metres and less than 9.1 metres in width - both sides of the Fire Route
7.	Setback from the Fire Route:	a)	where a curb or equivalent edge treatment is not provided to define the edge of the Fire Route - minimum 3.0 metres (10 ft) and maximum 4.0 metres (13 ft) to any part of the sign

		b) where a curb or equivalent edge treatment is provided to define the edge of the Fire Route - minimum 0.3 metres (1 ft) and maximum **1.8** metre (**6** ft) to any part of the sign
8.	Sign Orientation:	at an angle of not less than 30 degrees and not more than 45 degrees to a line parallel to the flow of traffic, except for wall mounted signs
9.	Visibility:	the property owner is responsible to ensure that physical obstructions are not placed or constructed in locations that interfere with the visibility and/or legibility of any Fire Route sign and to ensure sufficient maintenance of vegetation such that unobstructed views to all Fire Route Signs are maintained at all times and under all circumstances.

Notes:

- Residential Complexes signage for fire routes is to be placed on both sides of the internal drive. Fire route signs should be mounted on light standards where possible to minimize visual clutter.

- Commercial Complexes signage for fire routes is to be placed on both sides of the internal drives. Where drives exceed 9.1 metres in width, signage adjacent to the building is acceptable.

  In both cases, additional signage may be needed to adequately accommodate bends or deflections of the drive being used as a fire route.

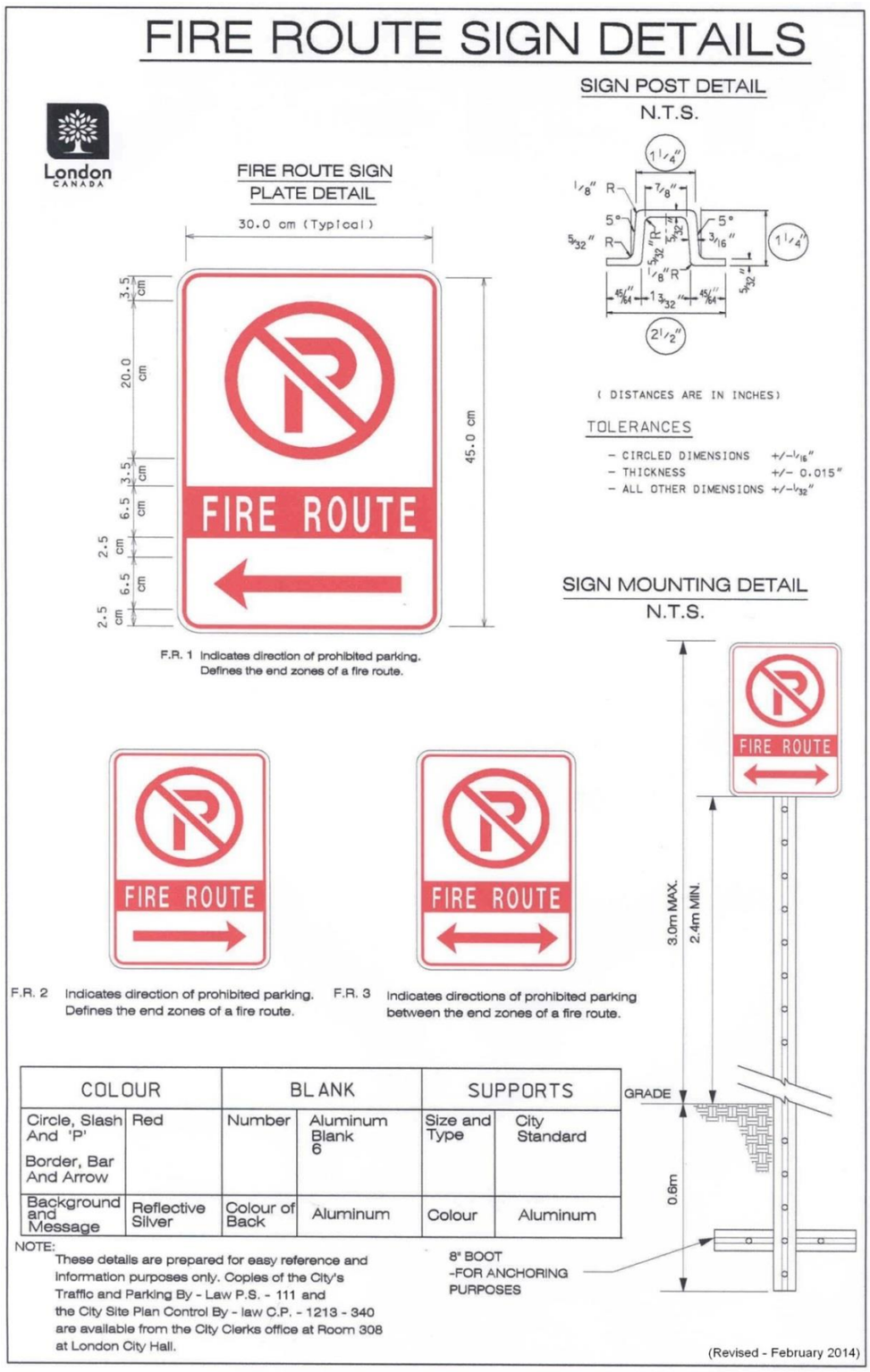
- Fire Route Signs adjacent to the street line & the drive entrance shall be FR3 (see figure 6.3)

- “Deadend” drives less than 30m in length are required to have signs on both sides of the drive at the beginning and the end of the drive.

Schedule "A"

FIGURE 6.4

FIRE ROUTE SIGN DETAILS



COLOUR		BLANK		SUPPORTS	
Circle, Slash And 'P' Border, Bar And Arrow	Red	Number	Aluminum Blank 6	Size and Type	City Standard
Background and Message	Reflective Silver	Colour of Back	Aluminum	Colour	Aluminum

Y:\Shared\DEVELOPMENT SERVICES\Site Plan.Section\Bruce Henry\2014\ Proposed Amendments to the Site Plan By-Law - Fire Acces

Schedule "A"

FIGURE 6.5

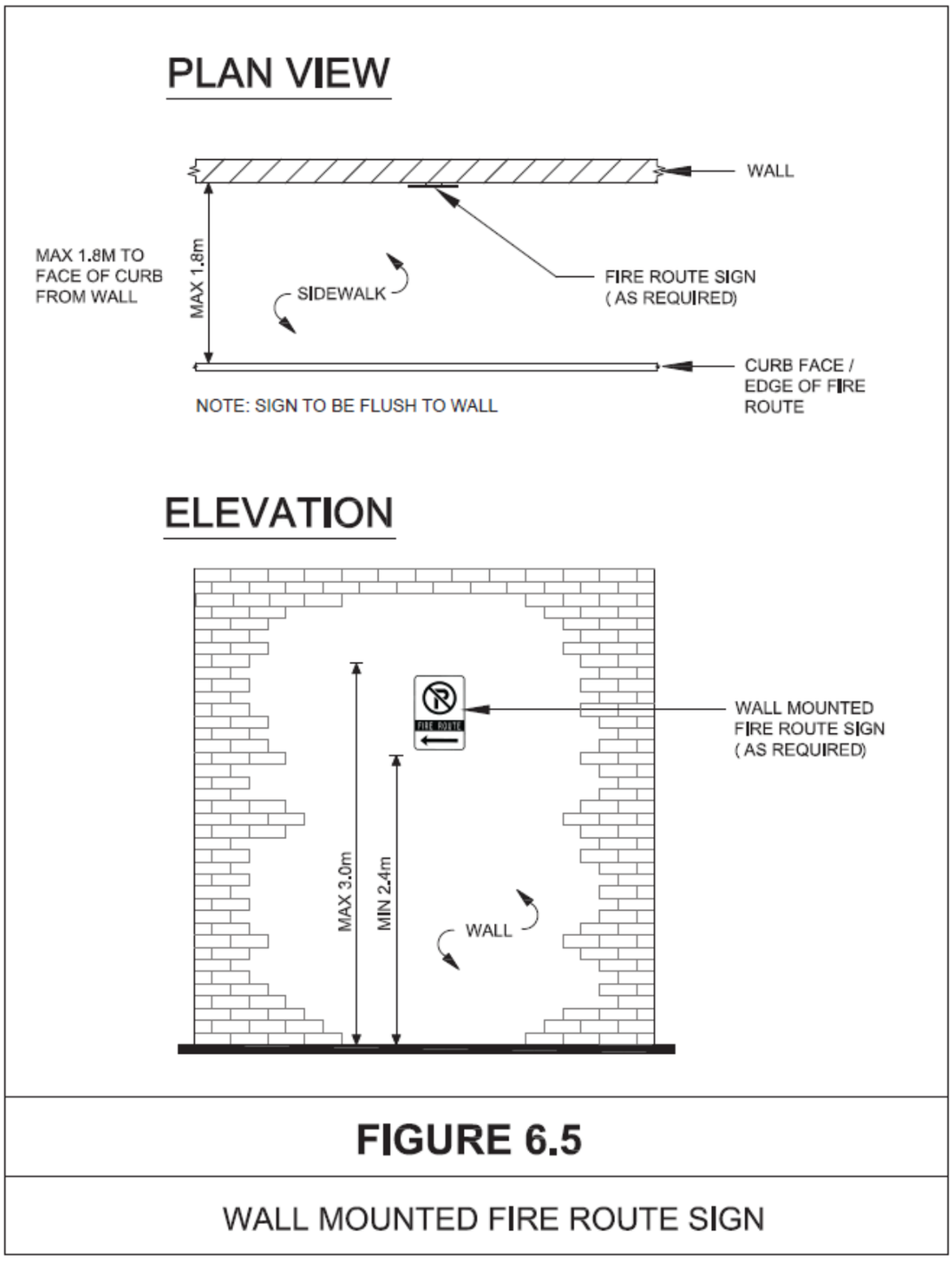


FIGURE 6.5

WALL MOUNTED FIRE ROUTE SIGN

Appendix B (Additions/Deletions)

6.7. **Fire Department Access**

(a) Access routes for firefighting including the location, width, turning radius, vertical alignment and location of fire route signs shall be shown on the site plan (a sample site plan is shown in Figure 6.3 Private Property Fire Routes).

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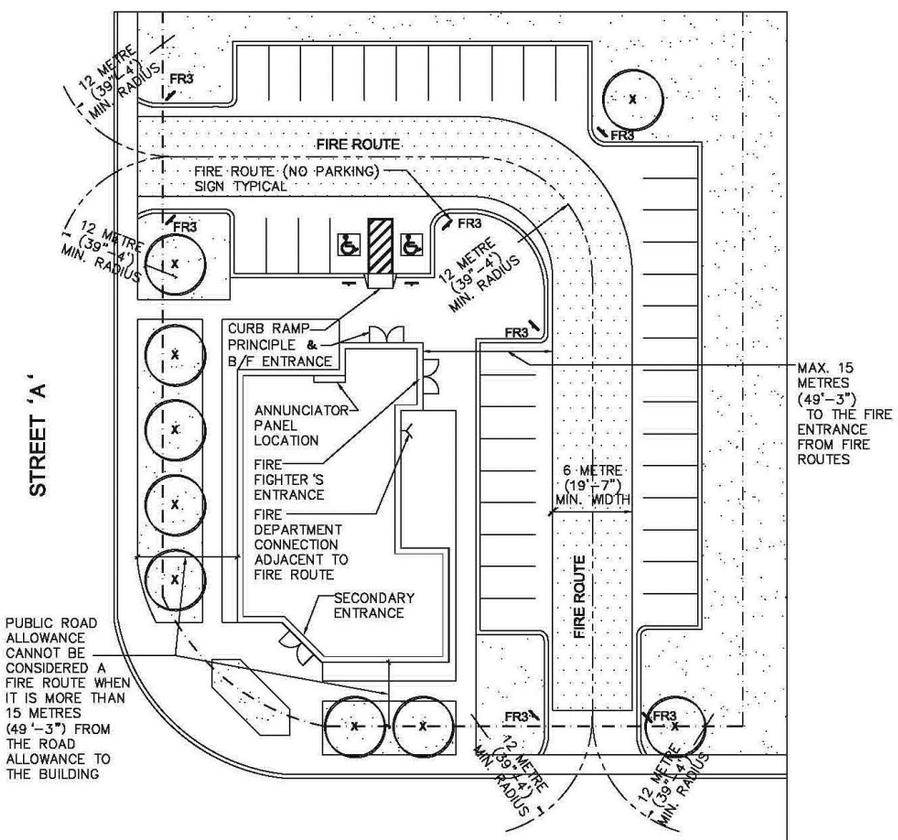

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Appendix B (Additions/Deletions)

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5.	Sign Post:	Type and material in accordance with Figure 6.4	
6.	Sign Mounting Alternatives:	a)	standard sign post (figure 6.4)
		c)	light standard or other equivalent utility pole located not more than ~~4~~ **1.8** metres from the limit of the fire route
		d)	fences, landscape walls and building faces located not more than ~~4~~ **1.8** metres from the limit of the fire route (**Figure 6.5**)
7.	Mounting Height:	**no greater than** 3 metres measured from the top limit of the sign to the grade of the fire route surface adjacent to the fire route sign **and no less than 2.4 metres to the bottom of the sign**	
8.	Spacing between Signs:	not more than 30 metres (100 ft) between signs located on the same side of the Fire Route and spaced such that at least 1 sign is clearly visible and lettering is legible ~~from all locations~~ within the Fire Route	
9.	Location of Signs:	a)	Fire Routes greater than **9.1** ~~6.1~~ metres in width - one side of the Fire Route
		c)	Fire Routes 6.1 metres **and** ~~or~~ less **than 9.1 metres** in width - both sides of the Fire Route

Appendix B (Additions/Deletions)

10.	Setback from the Fire Route:	a)	where a curb or equivalent edge treatment is not provided to define the edge of the Fire

Route - minimum 3.0 metres (10 ft) and maximum 4.0 metres (13 ft) to any part of the sign

c) where a curb or equivalent edge treatment is provided to define the edge of the Fire Route - minimum 0.3 metres (1 ft) and maximum ~~1.0~~ **1.8** metre (**6** ft) to any part of the sign

11. Sign Orientation: at an angle of not less than 30 degrees and not more than 45 degrees to a line parallel to the flow of traffic, **except for wall mounted signs**

12. Visibility: the property owner is responsible to ensure that physical obstructions are not placed or constructed in locations that interfere with the visibility and/or legibility of any Fire Route sign and to ensure sufficient maintenance of vegetation such that unobstructed views to all Fire Route Signs are maintained at all times and under all circumstances.

Notes:

- **<u>Residential Complexes</u> signage for fire routes is to be placed on both sides of the internal drive. Fire route signs should be mounted on light standards where possible to minimize visual clutter.**

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- **Fire Route Signs adjacent to the street line & the drive entrance shall be FR3 (see figure 6.3)**

- **"Deadend" drives less than 30m in length are required to have signs on both sides of the drive at the beginning and the end of the drive.**

Appendix B (Additions/Deletions)

FIGURE 6.4 (REVISED)

FIRE ROUTE SIGN DETAILS

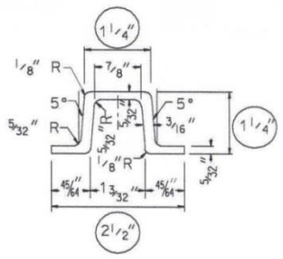
FIRE ROUTE SIGN DETAILS

London CANADA

FIRE ROUTE SIGN PLATE DETAIL

F.R. 1 Indicates direction of prohibited parking. Defines the end zones of a fire route.

SIGN POST DETAIL N.T.S.



(DISTANCES ARE IN INCHES)

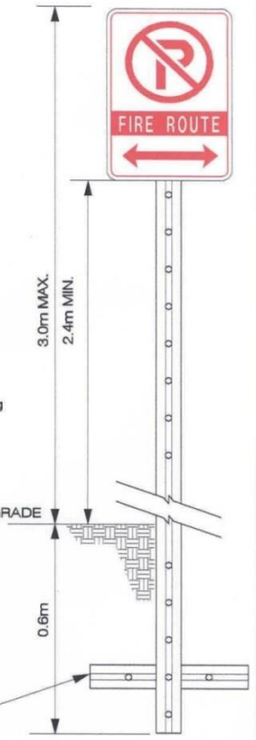
TOLERANCES

- CIRCLED DIMENSIONS +/−1/16"
- THICKNESS +/− 0.015"
- ALL OTHER DIMENSIONS +/−1/32"

F.R. 2 Indicates direction of prohibited parking. Defines the end zones of a fire route.

F.R. 3 Indicates directions of prohibited parking between the end zones of a fire route.

SIGN MOUNTING DETAIL N.T.S.



COLOUR		BLANK		SUPPORTS	
Circle, Slash And 'P' Border, Bar And Arrow	Red	Number	Aluminum Blank 6	Size and Type	City Standard
Background and Message	Reflective Silver	Colour of Back	Aluminum	Colour	Aluminum

NOTE:
These details are prepared for easy reference and information purposes only. Copies of the City's Traffic and Parking By - Law P.S. - 111 and the City Site Plan Control By - law C.P. - 1213 - 340 are available from the City Clerks office at Room 308 at London City Hall.

(Revised - February 2014)

Appendix B (Additions/Deletions)

FIGURE 6.5

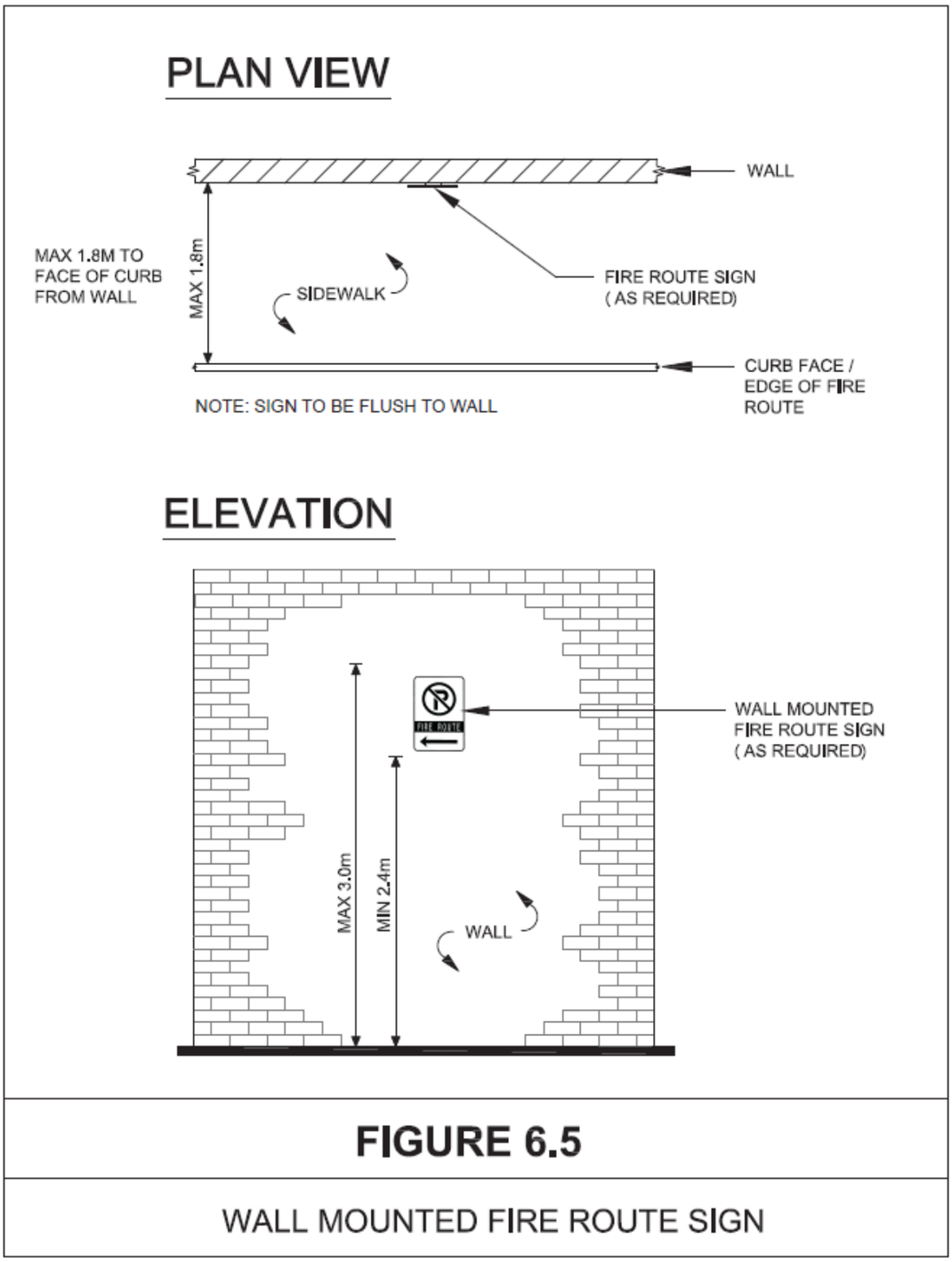


FIGURE 6.5

WALL MOUNTED FIRE ROUTE SIGN