

COMMITTEE OF THE WHOLE FEBRUARY 18, 2002

**CITY-INITIATED AMENDMENT TO BY-LAW 1-88
DRIVEWAY AND CURB CUT CONFIGURATION
FILE 1.6.6.3**

Recommendation

The Commissioner of Planning recommends:

That Staff be directed to schedule a public hearing to consider a City-initiated amendment to the by-law with respect to City zoning standards for driveway and curb cuts.

Purpose

To seek Council's direction regarding the review of the provisions of By-law 1-88 related to driveway and curb cut standards, and the effect on utility equipment, on-street parking and streetscapes.

Background - Analysis and Options

The broad issues surrounding reconfiguration of driveways and curbs after home occupancy, often resulting in by-law and grading infractions, has been an ongoing concern in the City. Apart from enforcement, the alternative option is to change driveway widths and curb cuts standards, which may then have impact on the availability of on-street parking, urban design, streetscape and boulevard landscaping. More particularly, the current zoning standards and engineering design standards serve to accommodate driveways crossing the City boulevard, without interfering with the safe placement of required utility equipment, such as catchbasins, hydrants, telephone pedestals, cable boxes and streetlights.

A review of the current standards would address such matters as:

- Curb cut widths and location
- Width of driveway based on garage size
- Driveway alignment between street and garage
- Circular driveways
- Consideration of the results of a similar review undertaken approximately ten years ago

Such a review would not be intended to compromise the results of the recently completed Design Standards Review.

In this respect, a petition was recently received from the residents of Siderno Crescent, requesting that the City consider amendments to the provisions of By-law 1-88 to increase the driveway width at the curb. Currently, the maximum driveway width permitted is 6m measured at the street curb, and a combined width of 9m for circular driveways. The petition claims that where curb cuts are not aligned with the garage doors, drivers have unknowingly run over curbs on entry and exit of driveways, and lost control of the vehicle. Siderno Crescent is comprised mainly of lots with 18m frontages, and homes with double and triple car garages.

Conclusion

To accurately assess the current driveway and curb cut standards, and to gain public input, Staff is requesting direction from Council with respect to scheduling a Public Hearing to consider a

City-wide amendment to the by-law. The issues to be considered will be further refined at the Public Hearing stage.

Attachments

N/A

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Respectfully submitted,

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