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**Z-8142**  
**S. Meksula**

<b>TO:</b>	<b>CHAIR AND MEMBERS PLANNING &amp; ENVIRONMENT COMMITTEE</b>
<b>FROM:</b>	<b>JOHN M. FLEMING MANAGING DIRECTOR, PLANNING AND CITY PLANNER</b>
<b>SUBJECT:</b>	<b>APPLICATION BY: CITY OF LONDON VARIOUS STREETS LISTED IN SECTION 4.21 OF THE Z-1. ZONING BY-LAW PUBLIC PARTICIPATION MEETING ON April 23, 2013</b>

<b>RECOMMENDATION</b>
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That, on the recommendation of the Managing Director, Planning and City Planner, based on the application of City of London relating to various streets listed in Section 4.21 of the Z-1 Zoning By-law, the attached proposed by-law **BE INTRODUCED** at the Municipal Council meeting on April 23, 2013 to amend Zoning By-law No. Z.-1 in conformity with the Official Plan to add, amend and delete various streets listed in Section 4.21 “Road Allowance Requirements – Specific Roads” of the Z-1 Zoning By-law.

<b>PREVIOUS REPORTS PERTINENT TO THIS MATTER</b>
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- |                           |  |
|---------------------------|--|
| <b>July 19, 2010</b>      | London 2030 Transportation Master, “Smart Moves Update” - ETC  |
| <b>March 7, 2011</b>      | London 2030 Transportation Master, “Smart Moves Status Update” - Built and Natural Environment Committee                             |
| <b>March 21, 2011</b>     | London 2030 Transportation Master, “Endorsements and Scope Change to Project TS1028” - Built and Natural Environment Committee       |
| <b>September 26, 2011</b> | Access Management and Transportation Impact Assessment Guidelines - Built and Natural Environment Committee                          |
| <b>December 20, 2011</b>  | London 2030 Transportation Master Plan, “Evaluation of Growth and Intensification Factors” – Strategic Priorities & Policy Committee |
| <b>June 19, 2012</b>      | London 2030 Transportation Master Plan – Civic Works Committee   |
| <b>August 20, 2012</b>    | Access Management and Transportation Impact Assessment Guidelines - Planning and Environment Committee                               |

<b>PURPOSE AND EFFECT OF RECOMMENDED ACTION</b>
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The purpose and effect of this zoning change is to update and amend Section 4.21 (Road Allowance Requirements – Specific Roads) of Zoning By-law Z.-1. to implement the recommendation of the London 2030 Transportation Master Plan (TMP) Study. The implementation of the Bus Rapid Transit (BRT) system will require the establishment of new road rights-of-way widths for the BRT corridors. The Transportation Master Plan (TMP) also identified additional road widenings and lane requirements to accommodate future traffic demand.

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**Z-8142**  
**S. Meksula**

<b>RATIONALE</b>
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1. The amendments to Section 4.21 of the Z-1 Zoning By-law will be consistent with Schedule "C" Transportation Corridors of the Official Plan, and will ensure that the requirements for road allowance and street classifications are current and up to date.
2. The recommended zoning by-law amendment conforms with the policies of the Official Plan and serves to address transportation needs of the City of London.
3. The recommended zoning by-law amendment will implement the recommendations of the Transportation Master Plan (TMP) to accommodate future transportation needs of the City of London.

<b>BACKGROUND</b>
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Staff has identified a number of streets which have been identified through the London 2030 Transportation Master Plan (TMP) Study which necessitate a change of the Limit Allowance in the Z-1 Zoning By-law. These road widenings will be required to provide exclusive transit lanes, to facilitate and support future Bus Rapid Transit (BRT) requirements, to provide for additional lanes to accommodate anticipated traffic needs, and to provide for additional right-of-ways at the intersections of arterial roads.

<b>Date Application Accepted:</b> January 14, 2013	<b>Agent:</b> City of London
<b>REQUESTED ACTION:</b> Change the limit allowance of various streets within the Z-1 Zoning Bylaw to accommodate future Bus Rapid Transit (BRT) lanes.	

<b>SIGNIFICANT DEPARTMENT/AGENCY COMMENTS</b>
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Environmental & Parks Planning (City of London)  
No objection.

Wastewater and Drainage (City of London)  
*No objection to the application.*

Water Engineering (City of London)  
No comment.

Urban Forestry (City of London)  
No objection.

London Hydro  
No objection.

Upper Thames River Conservation Authority  
No comment.

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**Z-8142**  
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<b>PUBLIC LIAISON:</b>	Notice of Application was published in the <i>Public Notices and Bidding Opportunities</i> section of <i>The Londoner</i> on January 24, 2013 and February 28, 2013.	One response was received.
<b>Nature of Liaison:</b> The requested amendments to Section 4.21 of the Z-1 Zoning By-law (“Limit of Road Allowance” column) are required to reflect the rights-of-way for both the Bus Rapid Transit (BRT) corridors and the arterial roads identified in the City of London 2030 Transportation Master Plan (TMP) for widening to 6-lanes or for optimization. It will also add a new section regarding increased road allowances at intersections along both the BRT corridors and major arterials.		
<b>Responses:</b> London Development Institute  The proposed ROW widths are required to implement the recommendations of the Transportation Master Plan (TMP) but the public should be informed of the affects of these recommendations on the adjacent properties. The City should provide clear and transparent information regarding this matter when it affects so many residents of the City of London.		

<b>ANALYSIS</b>
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The principles and policies identified in the Transportation Master Plan serve as the basis of the transportation policies of the Official Plan. The Official Plan contains City Council’s objectives and policies to guide short-term and long-term physical development of all lands within the municipal boundary.

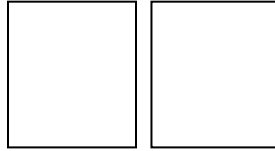
The Transportation Master Plan provides the framework that will guide the implementation of a Bus Rapid Transit (BRT) system that is a key element of London’s future transportation infrastructure. The BRT will assist in reducing emission of air pollutants, complement downtown revitalization, and encourage compact urban development. Some of the City’s main streets, with generous rights-of-way and wide centre medians, have the potential to be used for the proposed rapid transit corridors with some reconstruction and adjustments to the existing infrastructure. The purpose of this amendment is to identify where future intersection and right-of-way requirements will be required.

The establishment of new rights-of-way widths for Rapid Transit corridors (40 m between intersections and 48 m at signalized intersections) and Major Arterials (39 m between intersections and 42 m at signalized intersections) has been identified in the Transportation Master Plan. These widenings will provide for improved capacity for both transit and auto traffic, such that improved transit service levels can be provided.

**Public Consultation Process**

Extensive public consultation was a major component of the Transportation Master Plan Study throughout its progress. A series of four public workshops and meetings were held on November 10, 2009, May 19, 2010, January 19, 2011, and May 16, 2012 with the purpose of providing the public with continuous updates on the study process and to promote and incorporate public feedback into the study to ensure success of the recommended plan.

In addition to the above public workshop meetings, four Advisory Groups workshops were held on October 21, 2009, May 13, 2010, November 23, 2010, and May 9, 2012. The Advisory Groups consisted of the Sustainable Transportation Roundtable Group and the User Vision Group. These groups were made up of local stakeholders and organizations that represent a variety of transportation interests within London, and of community-based groups of London residents who represent the needs of transportation users in the City.



**Z-8142  
S. Meksula**

**Basis for Recommendation**

Schedule "C" - Transportation Corridors of the Official Plan identifies existing and future major streets and their classifications. Section 4.21 of the Z.-1 Zoning By-law provides a description of these streets, their classification (i.e. arterial, primary collector, secondary collector) and the limit of the road allowances. The ultimate road allowance is important as it becomes the basis for determining building setbacks and road allowance requirements.

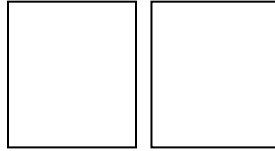
Staff has identified streets which should be listed in Section 4.21 of the Z.-1 Zoning By-law based on new minimum right-of-way widths which have been recently approved in the London 2030 Transportation Master Plan (TMP). Streets which have been reclassified, spelling errors, name changes, missing or wrong directional suffixes, limit of allowance and change of From - To street locations have also been addressed. The following is a list of proposed amendments to Section 4.21 of the Zoning By-law.

**Proposed Amendments to Section 4.21 of the Z.-1 Zoning By-law**

**Additions = shade**

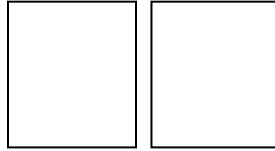
**Deletions = strike through**

Street	From	To	Street Classification (Measured from Centreline)	Limit of Allowance
Adelaide St. N	Thames River South Branch	Hamilton Road	Arterial	18 m (59.1 ft)
	Hamilton Road	Horton Street East	Arterial	<del>48m</del> 19.5 m (59.1 ft) (63.98 ft)
	Horton Street East	Dundas Street	Arterial	As Existing
	West Side Dundas Street	Queens Avenue	Arterial	26.5 m (87 ft) @ Dundas Street tapering to <del>48m</del> 19.5m (59.1 ft) (63.98ft) @ Queens Avenue
	East Side Dundas Street	Queens Avenue	Arterial	As Existing at DundasSt tapering to <del>48m</del> 19.5 m (59.1 ft) (63.9ft) at Queens Ave.
Adelaide St. N.	Queens Avenue	Fanshawe Pk Rd. E	Arterial	<del>48m</del> 19.5 m (59.1 ft) (63.98 ft)
	Fanshawe Pk Rd E	N. City Limits	Arterial	18 m (59.1 ft)
<del>Angel St</del>	<del>Clarence St</del>	<del>Richmond St</del>	<del>Primary Collector</del>	As Existing
Clarence St.	York St.	Queens Ave.	Primary Collector	11.6 m (38.1 ft)
	Queens Ave.	Dufferin Ave.	Primary Collector	As Existing
	<del>Dufferin Ave</del>	<del>Angel St</del>	<del>Primary Collector</del>	As Existing



**Z-8142**  
**S. Meksula**

Clarke Road	Hamilton Road	VMP Extension	Arterial	18 m (59.1 ft.)	
	VMP Extension	Fanshawe Pk Rd E	Arterial	48m (59.1 ft)	19.5 m (63.98 ft)
	Fanshawe Pk Rd E	North City limits	Arterial	18 M (59.1 ft)	
Dundas St.	Riverside Dr	Wellington St	Primary Collector	As Existing	
	Wellington St	Burwell St	Primary Collector	As Existing	
	Burwell St.	Ontario St.	Secondary Collector	10.75 m (35.3 ft)	
	Ontario St.	Highbury Ave	Arterial	48m (59.1 ft)	20 m (65.6ft)
	Highbury Ave	E. City Limits	Arterial	18 m (59.1 ft)	
Fanshawe Pk.	W. City Limits	Wonderland Rd N	Arterial	18 m (59.1 ft)	
	Wonderland Rd N	Clarke Rd	Arterial	48m (59.1 ft)	19.5 m (63.98 ft)
Hamilton Rd.	Horton St.	Adelaide St N	Arterial	18 m (59.1 ft)	
	Adelaide St N	Highbury Ave	Arterial	48m (59.1 ft)	19.5 m (63.98ft)
	Highbury Ave	E. City Limit	Arterial	18 m (59.1)	
Highbury Ave. N. Power St.		Dundas St	Arterial	18 m (59.1 ft)	
	Dundas St	Fanshawe Pk Rd E	Arterial	48m (59.1 ft)	20 m (65.6 ft)
	Fanshawe Pk Rd E	N City Limit	Arterial	18 m (59.1 ft)	
Oxford St. E.	Thames River North Branch	Richmond St	Arterial	48m (59.1 ft)	20 m (65.6 ft)
	Richmond St	Adelaide St N	Arterial	As Existing	
	Adelaide St. N.	Highbury Ave	Arterial	18 m (59.1 ft)	
	Highbury Ave	Clarke Rd	Arterial	48m (59.1 ft)	20 m (65.6 ft)
	Clarke Rd	Crumlin Rd	Arterial	18 m (59.1 ft)	
Oxford St. W.	W. City Limits	Hyde Park Rd	Arterial	18 m (59.1 ft)	



**Z-8142  
S. Meksula**

	Hyde Park Rd	Thames River North Branch	Arterial	48m (59.1 ft)	20 m (65.6)
Richmond St	York St.	Fullarton St.	Arterial	12.2 m (40 ft)	
	Fullarton St.	Oxford St.	Arterial	13 m (42.7 ft)	
	Oxford St.	Huron St.	Arterial	As Existing	
	Huron St.	Fanshawe Pk Rd	Arterial	48m (59.1 ft)	20 m (65.6 ft)
	Fanshawe Pk Rd	N. City Limit	Arterial	18 m (59.1 ft)	
Sarnia Rd.	Hyde Park Rd.	Wonderland Rd N.	Arterial	18 m (59.1 ft)	
	Wonderland Rd N	Western Rd	Arterial	48m (59.1 ft)	19.5 m (63.98 ft)
Waterloo St.	York St.	Dundas St.	Primary Collector	As Existing	
	Dundas St	Dufferin Ave	Primary Collector	As Existing	
Wellington Rd.	Thames River South Branch	Bradley Ave	Arterial	48m (59.1 ft)	20 m (65.6 ft)
	Bradley Ave	Hwy 401	Arterial	18 m (59.1 ft)	
Wellington St.	Thames River South Branch	York St.	Arterial	As Existing	20 m (65.6 ft)
	York St	Pall Mall St	Arterial	As Existing	
Wharnccliffe Rd. S.	Main St	Commissioners Rd	Arterial	18 m (59.1 ft)	
	Commissioners Rd	Riverview Ave	Arterial	48m (59.1 ft)	19.5 m (63.98)
	Riverview Ave	Thames River	Arterial	48m (59.1 ft)	19.5 m (63.98)
Wonderland Rd. N.	Thames River	Fanshawe Pk Rd	Arterial	48m (59.1 ft)	19.5 m (63.98)
	Fanshawe Pk Rd	N. City Limit	Arterial	18 m (59.1 ft)	
Wonderland Rd. S.	S. City Limits	Exeter Rd	Arterial	18 m (59.1 ft)	
	Exeter Rd	Thames River	Arterial	48m (59.1 ft)	19.5 m (63.98)
York St.	Thames River South Branch	Richmond St	Arterial	13 m (42.7 ft)	

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**Z-8142**  
**S. Meksula**

Richmond St	Waterloo St	Arterial	13 m (42.7 ft)
Waterloo St	Rector St	Arterial	13 m (42.7 ft)

Road Allowance Requirements at Intersections

*“The required minimum right-of-way widths shown in Section 4.2.1 are the minimum requirements for sections of streets. Additional right-of-way on arterial streets of up to 24 m from the centre line of the street will be required within 150 m of an intersection”.*

Sight Triangle at Intersections

*“The required minimum right-of-way width on any corner lot will include a triangular area bounded by the street lines and a line joining points on the street lines at a distance of no greater than 6 m”.*

<b>CONCLUSION</b>
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The recommended changes to Section 4.21 “Road Allowance Requirements – Specific Roads” of the Z-1 Zoning By-law are appropriate and in conformity with the Official Plan. The change corrects errors, omissions and future requirements of limit of allowance in the Z.-1 Zoning By-law, and will ensure that the street classification and road allowance requirements for specific roads are current and up to date. These changes will also implement the recommendations identified in the City of London 2030 Transportation Master Plan (TMP) to accommodate the City’s future transportation needs, including Bus Rapid Transit (BRT) corridors, vehicle land requirements, and intersections and sight triangle right-of-way requirements.

<b>PREPARED BY:</b>	<b>SUBMITTED BY:</b>
<b>SEAN MEKSULA PLANNER II COMMUNITY PLANNING AND DESIGN</b>	<b>GREGG BARRETT, AICP MANAGER – CITY PLANNING AND RESEARCH</b>
<b>RECOMMENDED BY:</b>	
<b>JOHN M. FLEMING, MCIP, RPP MANAGING DIRECTOR, PLANNING AND CITY PLANNER</b>	

SM/SM

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**Z-8142**  
**S. Meksula**

**Responses to Public Liaison Letter and Publication in “Living in the City”**

<b><u>Telephone</u></b>	<b><u>Written</u></b>
None	Jim Kennedy London Development Institute 630 Colborne Street Suite 203 London, ON N6B 2V2



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**Z-8142  
S. Meksula**

**Appendix "A"**

Bill No. (number to be inserted by Clerk's Office)  
2013

By-law No. Z.-1-13\_\_\_\_\_

A by-law to amend By-law No. Z.-1 Section 4.21 by adding, deleting and replacing the road allowance for various streets.

WHEREAS City of London has applied to amend Section 4.21 by adding, deleting, and replacing the road allowance for various streets;

AND WHEREAS this rezoning conforms to the Official Plan;

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

1) Section 4.21, Road Allowance Requirements – Specific Roads to By-law No. Z.-1 is amended by making the following changes:

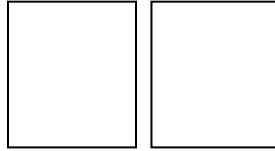
i) replacing the current sections with the following streets as follows:

Street	From	To	Street Classification	Limit of Allowance (Measured from Centreline)
Adelaide St. N	Thames River South Branch	Hamilton Road	Arterial	18 m (59.1 ft)
	Hamilton Road	Horton Street East	Arterial	19.5 m (63.98 ft)
	Horton Street East	Dundas Street	Arterial	As Existing
	West Side Dundas Street	Queens Avenue	Arterial	26.5 m (87 ft) @ Dundas Street tapering to 19.5m (63.98ft) @ Queens Avenue
	East Side Dundas Street	Queens Avenue	Arterial	As Existing at DundasSt tapering to 19.5 m (63.9ft) at Queens Ave.
Adelaide St. N.	Queens Avenue	Fanshawe Pk Rd. E	Arterial	19.5 m (63.98 ft)
	Fanshawe Pk Rd E	N. City Limits	Arterial	18 m (59.1 ft)
Clarence St.	York St.	Queens Ave.	Primary Collector	11.6 m (38.1 ft)
	Queens Ave.	Dufferin Ave.	Primary Collector	As Existing
	Dufferin Ave	Angel St	Primary Collector	As Existing
Clarke Road	Hamilton Road	VMP Extension	Arterial	18 m



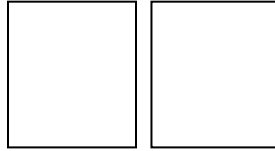
**Z-8142  
S. Meksula**

				(59.1 ft.)
	VMP Extension	Fanshawe Pk Rd E	Arterial	19.5 m (63.98 ft)
	Fanshawe Pk Rd E	North City limits	Arterial	18 M (59.1 ft)
Dundas St.	Riverside Dr	Wellington St	Primary Collector	As Existing
	Wellington St	Burwell St	Primary Collector	As Existing
	Burwell St.	Ontario St.	Secondary Collector	10.75 m (35.3 ft)
	Ontario St.	Highbury Ave	Arterial	20 m (65.6ft)
	Highbury Ave	E. City Limits	Arterial	18 m (59.1 ft)
Fanshawe Pk.	W. City Limits	Wonderland Rd N	Arterial	18 m (59.1 ft)
	Wonderland Rd N	Clarke Rd	Arterial	19.5 m (63.98 ft)
Hamilton Rd.	Horton St.	Adelaide St N	Arterial	18 m (59.1 ft)
	Adelaide St N	Highbury Ave	Arterial	19.5 m (63.98ft)
	Highbury Ave	E. City Limit	Arterial	18 m (59.1)
Highbury Ave. N.	Power St.	Dundas St	Arterial	18 m (59.1 ft)
	Dundas St	Fanshawe Pk Rd E	Arterial	20 m (65.6 ft)
	Fanshawe Pk Rd E	N City Limit	Arterial	18 m (59.1 ft)
Oxford St. E.	Thames River North Branch	Richmond St	Arterial	20 m (65.6 ft)
	Richmond St	Adelaide St N	Arterial	As Existing
	Adelaide St. N.	Highbury Ave	Arterial	18 m (59.1 ft)
	Highbury Ave	Clarke Rd	Arterial	20 m (65.6 ft)
	Clarke Rd	Crumlin Rd	Arterial	18 m (59.1 ft)
Oxford St. W.	W. City Limits	Hyde Park Rd	Arterial	18 m (59.1 ft)
	Hyde Park Rd	Thames River	Arterial	20 m



**Z-8142  
S. Meksula**

		North Branch		(65.6)	
Richmond St	York St.	Fullarton St.	Arterial	12.2 m (40 ft)	
		Fullarton St.	Oxford St.	Arterial	13 m (42.7 ft)
		Oxford St.	Huron St.	Arterial	As Existing
		Huron St.	Fanshawe Pk Rd	Arterial	20 m (65.6 ft)
		Fanshawe Pk Rd	N. City Limit	Arterial	18 m (59.1 ft)
Sarnia Rd.	Hyde Park Rd.	Wonderland Rd N.	Arterial	18 m (59.1 ft)	
		Wonderland Rd N	Western Rd	Arterial	19.5 m (63.98 ft)
Waterloo St.	York St.	Dundas St.	Primary Collector	As Existing	
		Dundas St	Dufferin Ave	Primary Collector	As Existing
Wellington Rd.	Thames River South Branch	Bradley Ave	Arterial	20 m (65.6 ft)	
		Bradley Ave	Hwy 401	Arterial	18 m (59.1 ft)
Wellington St.	Thames River South Branch	York St.	Arterial	20 m (65.6 ft)	
		York St	Pall Mall St	Arterial	As Existing
Wharnccliffe Rd. S.	Main St	Commissioners Rd	Arterial	18 m (59.1 ft)	
		Commissioners Rd	Riverview Ave	Arterial	19.5 m (63.98)
		Riverview Ave	Thames River	Arterial	19.5 m (63.98)
Wonderland Rd. N.	Thames River	Fanshawe Pk Rd	Arterial	19.5 m (63.98)	
		Fanshawe Pk Rd	N. City Limit	Arterial	18 m (59.1 ft)
Wonderland Rd. S.	S. City Limits	Exeter Rd	Arterial	18 m (59.1 ft)	
		Exeter Rd	Thames River	Arterial	19.5 m (63.98)
York St.	Thames River South Branch	Richmond St	Arterial	13 m (42.7 ft)	
		Richmond St	Waterloo St	Arterial	13 m



**Z-8142  
S. Meksula**

(42.7 ft)

Waterloo St	Rectory St	Arterial	13 m (42.7 ft)
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ii) adding new streets as follows:

Angel St	Clarence St	Richmond St	Primary Collector	As Existing
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2) Section 4.21, Road Allowance Requirements – Specific Roads to By-law No. Z.-1 is amended by adding the following subsections:

**Section 4.21.1**

Road Allowance Requirements at Intersections

The required minimum right-of-way widths shown in Section 4.2.1 are the minimum requirements for sections of streets. Additional right-of-way on arterial streets of up to 24 m from the centre line of the street will be required within 150 m of an intersection.

**Section 4.21.2**

Sight Triangle at Intersections

The required minimum right-of-way width on any corner lot will include a triangular area bounded by the street lines and a line joining points on the street lines at a distance of no greater than 6 m.

The inclusion in this By-law of imperial measure along with metric measure is for the purpose of convenience only and the metric measure governs in case of any discrepancy between the two measures.

This By-law shall come into force and be deemed to come into force in accordance with Section 34 of the *Planning Act, R.S.O. 1990, c. P13*, either upon the date of the passage of this by-law or as otherwise provided by the said section.

PASSED in Open Council on April 30, 2013.

Joe Fontana  
Mayor

Catharine Saunders  
City Clerk

First Reading - April 30, 2013  
Second Reading - April 30, 2013  
Third Reading - April 30, 2013