

Report to Planning and Environment Committee

To: Chair and Members
Planning and Environment Committee

From: Scott Mathers, MPA, P.Eng.
Deputy City Manager, Planning and Economic Development

Subject: Street Width Policy Review
Public Participation Meeting

Date: April 11, 2023

Recommendation

That, on the recommendation of the Director, Planning and Development, the following actions be taken with respect to required Street Widths:

- (a) The by-law, attached hereto as Appendix A: **BE INTRODUCED** at the Municipal Council meeting to be held on April 25, 2023, **TO AMEND** The London Plan, the Official Plan for the City of London, 2016 to clarify the planned street widths for the Main Street Classification, and modify the process for permitting alternative street widths.
- (b) The proposed by-law, attached hereto as Appendix B: **BE INTRODUCED** at the Municipal Council meeting to be held on April 25, 2023, **TO AMEND** Zoning By-law No. Z.-1, to remove Road Allowance Requirements from Section 4.21, and delete 4.21.1 and 4.21.2.

Executive Summary

Summary of Recommended Amendments

This report includes a Street Width Policy Review and recommends that Municipal Council adopts Official Plan Amendments and Zoning By-law Amendments regarding alternative street widths. The recommended amendments would clarify that the planned street widths for the Main Street Classification is the same as the underlying Street Classification, and modify the process for alternative street widths as set out in The London Plan such that an amendment is not required to the Zoning By-law or The London Plan. The Road Allowance Requirements in Section 4.21 of *Zoning By-law Z.-1* are recommended to be deleted as planned street width and requirements for widening will be addressed through The London Plan and does not need to be regulated in the Zoning By-law.

Purpose and the Effect of Recommended Action

The purpose and effect of the recommended action is for Municipal Council to remove the requirement for alternative street widths be listed in Section 4.21 of the *Zoning By-law Z.-1*, and to make the alternative street width process less restrictive and more flexible moving forward. The recommended amendments would prevent unnecessary Zoning-By-law Amendments solely for a deviation from the required street width. Additionally, the amendments would streamline development approvals by enabling the City to apply criteria for alternate street widths without the need for an Official Plan or Zoning By-law Amendment.

Climate Emergency

On April 23, 2019, Council declared a Climate Emergency. The *Street Width Policy Review* supports the City's commitment to reducing and mitigating climate change by Transforming Transportation and Mobility (Area of Focus 4 of the Climate Emergency Action Plan). It should be noted that the impact of this amendment will be limited to application processing and is not expected to change the actual street widths that are planned or can be achieved through the planning and development process.

Linkage to the Corporate Strategic Plan

The Street Width Policy Review aligns with the “Building a Sustainable City” and “Leading in Public Service” Strategic Areas of Focus of *Council’s Strategic Plan (2019-2023)*. The review of alternative street widths and modification of the requirements for alternative street widths will contribute to growth and development that is well planned and sustainable over the long term, and provide for infrastructure that is built, maintained, and operated to meet the long-term needs of our community. The amendments will enhance public service by streamlining an existing process while still ensuring positive outcomes that are consistent with the approved Official Plan.

Analysis

1.0 Background Information

1.1 Applicable Legislation and Policy

The Planning Act, 2022

The *Planning Act* is the applicable legislation for planning matters in Ontario. It requires the City of London to have an Official Plan and permits the City of London to regulate development through zoning in order to implement the Official Plan. The London Plan is Council’s adopted Official Plan for the City of London.

Subsection 34 of the *Planning Act* provides that zoning by-laws may be passed by the councils of local municipalities to restrict use of land (34.1) and restrict erecting, locating, or using of buildings within any defined area or upon lands abutting on any defined highway or part of a highway (34.2). A zoning by-law may regulate construction of buildings or structures (34.4) and loading or parking facilities on land that is not part of a highway (34.6).

Subsection 41 of the *Planning Act* outlines regulations for Site Plan Control Areas. Subsection 41(7) outlines that as a condition to the approval of plans and drawings for site plan control, a municipality may require the widening of highways (which includes all public streets) that abut the land. Subsection 41(9) of the *Planning Act* sets out that highway widenings must be described in an official plan in order for them to be required through site plan approval.

Section 51 of the *Planning Act* provides for Plan of subdivision approvals, and outlines that the single-tier municipality is the approval authority for subdivisions. Subsection 51(17) requires that an applicant for approval of a plan of subdivision shall provide the approval authority with the prescribed information and material, including but not limited to the locations, widths, and names of the proposed highways within the proposed subdivision, and of existing highways on which the proposed subdivision abuts.

Subsection 51(24) provides that in considering a draft plan of subdivision, regard shall be had, among other matters, to the health, safety, convenience, accessibility for persons with disabilities and welfare of the present and future inhabitants of the municipality and to the number, width, location and proposed grades and elevations of highways, and the adequacy of them, and the highways linking the highways in the proposed subdivision with the established highway system in the vicinity and the adequacy of them (e), and the area of land, if any, within the proposed subdivision that, exclusive of highways, is to be conveyed or dedicated for public purposes (k).

Subsection 51(25) outlines conditions that the approval authority may impose to the approval of a plan of subdivision, including a requirement that such highways, including pedestrian pathways, bicycle pathways and public transit right of way, be dedicated as the approval authority considers necessary (b); that such land be dedicated for commuter parking lots, transit stations and related infrastructure for the use of the general public using highways, as the approval authority considers necessary (b.1); when the proposed subdivision abuts on an existing highway, that sufficient land, other than land occupied by buildings or structures, be dedicated to provide for the widening of the highway to such width as the approval authority considers necessary (c).

Section 53(12) provides the same powers as 51(25) when considering an application for Consent (Severance), so the same opportunities also exist to require road widenings and dedication of public streets under that type of application.

In short, the *Planning Act* enables a Municipality to protect or widen the rights-of-ways shown or described in an official plan. As part of a condition to the approval of subdivisions, consents, or site plans a municipality may require the owner of the land to provide widenings of streets that abut the land. These regulations enable the City to acquire land for adequate street width so long as the Official Plan describes the planned width of the street to be widened.

Provincial Policy Statement (PPS), 2020

The *Provincial Policy Statement, 2020* (PPS) provides policy direction related to land use planning and development, and all planning decisions in Ontario shall be consistent with the PPS.

The PPS sets out that settlement areas shall be the focus of growth and development, promotes transit-supportive development, intensification, and infrastructure planning to achieve cost-effective development patterns, optimization of transit-investments, and standards to minimize land consumption and servicing costs (1.1.1.e). Further, healthy, liveable and safe communities are sustained by ensuring that necessary infrastructure and public service facilities are or will be available to meet current and projected needs (1.1.1.g).

The PPS directs that land use patterns within settlement areas shall be based on densities and mix of land uses which are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion (1.1.3.2.b).

The Provincial Policy Statement provides that infrastructure and public service facilities shall be provided in an efficient manner that prepares for the impacts of a changing climate while accommodating projected needs, be financially viable over their life cycle, and be available to meet current and projected needs. Further, planning authorities shall plan for and protect corridors and rights-of-way for infrastructure, including transportation, transit and electricity generation facilities and transmission systems to meet current and projected needs and shall not permit development in planned corridors that could preclude or negatively affect the use of the corridor for the purpose for which it was identified (1.6.8.1). The PPS sets out that new development proposed on adjacent lands to existing or planned corridors and transportation facilities should be compatible with, and supportive of, the long-term purposes of the corridor and should be designed to avoid, mitigate or minimize negative impacts on and from the corridor and transportation facilities (1.6.8.3).

The PPS directs that in addition to land use approvals under the *Planning Act*, infrastructure may also require approval under other legislation and regulations. An environmental assessment process may be required for new infrastructure and modifications to existing infrastructure under applicable legislation (4.7).

The London Plan, 2016

The City of London Council adopted a new Official Plan, The London Plan, in 2016, which is in full force since May 25, 2022. The London Plan provides a vision for how London will grow over the next twenty years. Two Key Directions of The London Plan emphasize the importance of mobility: both to connect London to the surrounding region (Direction #2) as well as placing a new emphasis on creating attractive mobility choices in London (Direction #6).

Mobility Framework

As part of the City Structure Plan, the Mobility Framework establishes a high-level plan for moving people, goods and services throughout our city, to the region and beyond (LP 100). This includes our Rapid Transit, rail, airport, and street networks including Highways 401, 402 and 4 running through our city (LP 106).

The London Plan provides for a network of major streets in London, consisting of Civic Boulevards, Urban Thoroughfares and Rural Thoroughfares as shown on Map 3 – Street Classifications (see Appendix F – London Map 3 Street Classifications for more details). These major streets represent important mobility corridors for automobiles, transit, and active forms of mobility such as cycling and walking. They allow for Londoners to travel to their destinations and facilitate the flow of goods and services within our city (LP 107).

Mobility

As part of the Mobility Section of the City Building Chapter, The London Plan sets out that the term “street” has been used to describe what the *Planning Act* would refer to as a ‘highway’ and what is often referred to as a road. A street includes the entire right-of-way and may contain, in addition to the roadway, sidewalks, bicycle lanes, bicycle and pedestrian pathways and public transit right of way (LP 308).

The London Plan establishes Street Classifications, which determine the planned street width for each classification. Table 1 below provides the planned street width for each Street Classification, ranked from highest order street-classification to lowest order street-classification.

Table 1: London Plan Street Classifications and Planned Street Widths

Rank London Plan	Street Classification	Planned Street Width (Width of Right-of-Way)
1	Provincial Highway	Not applicable
2	Expressway	100m
3	Rapid Transit Boulevard	50m
4	Urban Thoroughfare	45m
	Urban Thoroughfare (within the Primary Transit Area)	36m
5	Civic Boulevard	36m
6	Main Street	45m
7	Neighbourhood Connector	23m
8	Neighbourhood Street	20m
9	Rural Thoroughfare	36m
10	Rural Connector	26m

As shown in Table 1, higher order street-classifications require larger planned street width (width of right-of-way) as these classifications serve the highest volumes of traffic. Lower street classifications require less planned street widths as they serve light to moderate volumes of traffic at more moderate speed and provide access to individual properties.

Table 6 – Street Classification Design Features (see Appendix F for more details), sets out that each street classification has different widths and other design features for the vehicle and pedestrian zones of the right-of-way. These design features ensure that the goals, function, and character identified for each street classification are achieved. Further, the Mobility Section provides that while all of the criteria relating to the Street Design Zones listed on Table 6 and shown in Figure 21 (Street Design Zones) should be met, there are instances where they are not achievable based upon the specific context.

Finally, the Mobility Section of The London Plan sets out that the Our Tools part of the Plan contains policies for the consideration of an alternative width from the planned street width (shown on Table 6 of *The London Plan*).

Our Tools

The Our Tools part of The London Plan provides further detail and direction on how the Plan will be implemented and how the City, public, applicants and others are to use the policies of this Plan. As set out in the Our Tools section, the City may acquire, hold, and dispose of land through purchase, expropriation, dedication, land exchange, or other means, and may use such land for the development of different facilities, civic infrastructure, and various forms of transportation and mobility corridors for the benefit of the community and its residents.

Further, The London Plan provides for highways to be widened and the extent of widenings as part of the Acquisition of lands for streets and other mobility infrastructure section. It provides that all streets shown on Map 3 – Street Classifications will be considered highways to be widened for the purposes of the *Planning Act* (see Appendix F for more details). The planned street width for each classification of street shown in Table 6 – Street Classification Design Features, together with the requirements identified in the following policies, will determine the extent of a required widening. The Plan sets out that the planned street width may be refined through a Municipal Class Environmental Assessment or other transportation planning study considering such matters as traffic volumes, cycling lanes, transit requirements, relationship to truck routes, existing heritage properties, existing streetscapes, lot fabric, topographic constraints, and the policies of adjacent place types.

According to Policy 1739A of The London Plan, planned street widths are identified in Table 6. Alternative widths will be defined in the Zoning By-law and will be added to the Zoning By-law without the need for an amendment to The London Plan. Street widths and street segment widths will be based on street character and conditions, including where one or more of the following considerations applies:

1. Widening would have an adverse impact on identified cultural heritage resources, archeological sites, natural heritage features, other defined features or topography;
2. Widening would have an adverse impact on an established street wall, streetscape character, parcel viability, or the ability to maintain consistent setbacks for new development, which applies where there is a policy basis to maintain and enhance existing street character.
3. An alternative street width has been identified through an Environmental Assessment, planning study, approved plan of subdivision, or through another approved study;
4. Consideration of the City's active transportation network in accordance with the Transportation Master Plan, and where nearby and adjacent streets are planned to integrate street design features; or
5. Council is of the opinion that other constraints make it impractical to widen the street to the planned width of Table 6.

The London Plan sets out that wider street widths than those shown on Table 6 may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints, based on the findings of a Municipal Class Environmental Assessment or other transportation planning study. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.

In accordance with the *Planning Act*, as a condition to the approval of site plan, the City may require lands abutting the street to be dedicated, at no expense to the municipality, for the purpose of a street widening. Further, as a condition to the approval of a plan of subdivision or consent, when the proposed subdivision or consent abuts an existing street, the City may require that sufficient land, other than land occupied by buildings or

structures, be dedicated to provide for the widening of the street to such widths as the approval authority considers necessary (in accordance with the *Planning Act*).

The London Plan provides that where widening of a road is to be obtained by dedication as a condition of a site plan, consent, or plan of subdivision, adjacent land shall be obtained equidistant (meaning at equal distances) from the centerline as determined by one of the following:

1. The centreline of the original road allowance laid out by competent authority which has not otherwise been amended by a City Council approved Environmental Assessment or by-law.
2. The centreline as established by a City Council approved Environmental Assessment or by-law.
3. The centreline of construction of a road where no original road allowance was laid out by competent authority.

Finally, the Our Tools part of The London Plan provides that where, because of a street widening, the size of a property is reduced and the lot area or setbacks no longer conform with the *Zoning By-law*, City Council may consider an amendment to the by-law to recognize the property as a legal use.

Zoning By-law Z.-1, 1993

Zoning By-law no. Z.-1 regulates the use of land by implementing the policies of the City's Official Plan. London's current zoning by-law was approved in 1993 to implement the policies of the City's 1989 Official Plan. Section 4 of the Zoning By-law provides for the General Provisions of Zoning By-law no. Z.-1.

Subsection 4.21 of Zoning By-law no. Z.-1 provides for 'Road Allowance Requirements' for specific road segments in the city. Notwithstanding, any other provisions in the by-law, yard requirements adjacent to the Arterial and Collector roads listed shall be measured from the limit of the required or the existing road allowance, whichever is greater. This subsection contains a table spanning 21 pages that identifies the specific width requirements for streets and street segments across the City.

Subsection 4.21.1 sets out Road Allowance Requirements at intersections and states that the required minimum right-of-way widths shown in Section 4.21 are the minimum requirements for sections of streets. Additional right-of-way on arterial streets of up to 24 metres from the centre line of the street will be required within 150 metres of an intersection.

Additionally, Subsection 4.21.2 provides for Sight Triangles 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 metres.

2.0 Discussion and Considerations

2.1 Current Approach to Alternative Street Widths

Currently, the Z.-1 Zoning By-law provides for 'Road Allowance Requirements' for specific road segments in the city. Subsection 4.21 describes these street classification and limits of road allowances (measured from the centre line in meters) for approximately 500 different street segments in London. Any deviation from a required street width requires relief to the Zoning By-law either through a Zoning By-law Amendment or Minor Variance process to consider a new alternative street width to be added in Table 4.21. If a Zoning By-law Amendment or Minor Variance application is already required the road width can be included, but where those applications are not required this issue will require an application on its own.

Through this Street Width Policy Review, several issues were identified with the current approach to Alternative Street Widths:

- The approach is limiting, prescriptive and leads to unnecessary Zoning By-law Amendments. As a Zoning By-law is a rigid legal document, any exceptions or deviations to the planned street widths require a site-specific Zoning By-law Amendment or Minor Variance that adds an extra step to the review and may slow down development approvals.
- Zoning By-law no Z.-1 was established in 1993 to regulate and implement the land use-policies of the previous Official Plan, the 1989 Official Plan. As the 1989 Official Plan has been repealed by City Council and has no official status, Section 4.21 of Zoning By-law no. Z.-1 has become increasingly outdated.
- The City of London is in the process of creating a new comprehensive Zoning By-law through the ReThink Zoning project. The new Zoning By-law will implement The London Plan, completely replacing Zoning By-law no. Z-1. As part of the ReThink Zoning Project, staff are looking to implement a more flexible Zoning By-law that will lead to a reduction in Zoning By-law Amendments. An update to the Street Width Policies will contribute to eliminating many site-specific planning applications and allow for quicker development approvals, as the recommended approach to alternative street widths will prevent Zoning By-law Amendments solely for the purpose of alternative street widths.

2.2 Recommended Approach to Street Widening

As outlined earlier in this Report, The London Plan provides for a new approach for acquisition of lands for streets and other mobility infrastructure. Table 6 identifies planned street widths, and policy 1739A sets out requirements for alternative widths. The recommended approach would rely on the planned street widths as outlined in Table 6, and use the listed criteria in Policy 1739A for exceptions to the planned street widths. Consideration of exceptions to street widths would be reviewed on a case-by-case basis to add flexibility to how and where exceptions to the planned street widths are considered. This change in approach would also increase the ability to balance planning objectives like heritage conservation, main street character, consideration of the active transportation network and other context-specific planning decisions.

Exceptions to the planned street width are appropriate where one or more of the following considerations applies:

1. Widening would have an adverse impact on identified cultural heritage resources, archeological sites, natural heritage features, other defined features or topography;
2. Widening would have an adverse impact on an established street wall, streetscape character, parcel viability, or the ability to maintain consistent setbacks for new development, which applies where there is a policy basis to maintain and enhance existing street character;
3. An alternative street width has been identified through an Environmental Assessment, planning study, approved plan of subdivision, or through another approved study;
4. Consideration of the City's active transportation network in accordance with the Transportation Master Plan, and where nearby and adjacent streets are planned to integrate street design features; or
5. Council is of the opinion that other constraints make it impractical to widen the street to the planned width of Table 6.

As outlined in policy 1740 of The London Plan, wider streets than shown on Table 6 may be required based on the findings of a Municipal Class Environmental Assessment or other transportation planning study. Typically, additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.

Street widths that go beyond the planned widths in Table 6 may be accommodated based on a Municipal Class Environmental Assessment or other transportation planning study and don't need to be listed in the table with alternative street widths.

Alternative street widths that are less than the planned street-widths in Table 6 of The London Plan may be accommodated as well. In some cases, a reduced right-of-way is more desirable based on the existing conditions on the ground. Widening could have an adverse impact on existing features or topography, parcel viability or consistent setbacks for new development. These alternative street widths will be determined by the City of London through interpretation of the criteria outlined in policy 1739A, and no longer need to be included in a table with alternative street widths.

2.3 Main Streets

Another issue being considered in this amendment is the required width for the Main Street Classification in The London Plan. Main Streets include historical business areas that contain a mix of residential and commercial uses that were initially established to serve surrounding neighbourhoods. In new neighbourhoods, Main Street areas can be planned to create a strong neighbourhood character and distinct sense of place. The London Plan also applies the Main Street classification to major thoroughfares where the planned character of the street is for development to create more walkable, transit-oriented landscapes around Rapid Transit.

The London Plan sets out a 45-metre planned street width for the Main Street Classification in Table 6, as this is the planned width for those major streets such as Fanshawe Park Road and Wonderland Road where they are classified as Main Streets. This width does not reflect the character of other Main Streets such as Wortley Road, Hamilton Road, and Villagewalk Boulevard.

In addition to these general Main Street characteristics, The London Plan addresses Main Streets in two different ways.

1. As a specific segment within the Rapid Transit and Urban Corridors Place Type. This includes Old East Village, Richmond Row and Soho.
2. As a separate Main Street Place Type, including Applewood, Byron, Hamilton Road, Hyde Park, Lambeth, Upper Richmond Village and Wortley Village.

The Main Street Classification in The London Plan is applied to diverse street types, and recognizes that each Main Street is unique. The Main Street Classification places a priority on a strong neighbourhood character, distinct sense of place and pleasant pedestrian experience. The function of a Main Street as historical business areas and inviting shopping and leisure experience is more important than whether the right-of-way matches the planned width of 45 metres as set out in Table 6 of The London Plan.

In order to reflect the unique character of Main Streets in London, this report is recommending changing the planned Main Street Width (width of Right-of-Way) in Table 6 – Street Classification Design Features in The London Plan. The Main Street Classification would apply in addition to the Street Classification that would otherwise apply, and the planned width would be the same as the underlying street classification. The Main Street vision, permitted uses, intensity, and form would remain unchanged, only the planned Main Street width is recommended to be updated.

The table, below, identifies all Main Street segments in London, and describes the recommended underlying higher-order street classification for these segments in the column further to the right in Table 2.

Table 2: Main Street Classification Proposed Underlying Street Classification

Street	From	To	Street Classification	Underlying Higher-Order Street Classification
Appletree Gate	Sunningdale Road W	2370 Appletree Gate	Main Street	Neighbourhood Connector
Boler Road	Commissioners Road W	333 Boler Road	Main Street	Civic Boulevard

Street	From	To	Street Classification	Underlying Higher-Order Street Classification
Bradley Road	Jalna Boulevard	Dearness Drive	Main Street	Civic Boulevard
Colonel Talbot Road	4704 Colonel Talbot Road	Main Street	Main Street	Civic Boulevard
Commissioners Road W	1328 Commissioners Road W	West Springbank Gate	Main Street	Civic Boulevard
Dundas Street	Ridout Street	Ontario Street	Main Street	Civic Boulevard
Fanshawe Park Road	1701 Fanshawe Park Rd W	North Centre Road	Main Street	Urban Thoroughfare
Gainsborough Road	London Hyde Park Rotary Link	Coronation Drive	Main Street	Civic Boulevard
Hamilton Road	Horton Street E	Adelaide Street N	Main Street	Civic Boulevard
Hamilton Road	Rectory Street	Egerton Street	Main Street	Civic Boulevard
Horton Street E	Clarence Street	Hamilton Road	Main Street	Civic Boulevard
Hyde Park Road	South Carriage Road	North Routledge Park	Main Street	Civic Boulevard
Main Street / Longwood Road	7114 Longwoods Road	Campbell Street	Main Street	Civic Boulevard
Oxford Street E	Wistow Street	Highbury Avenue N	Main Street	Urban Thoroughfare
Richmond Street	Fanshawe Park Road N	1768 Richmond Street	Main Street	Urban Thoroughfare
Villagewalk Boulevard	Sunningdale Road W	Richmond Street	Main Street	Neighbourhood Connector
Wonderland Road N	611 Wonderland Road N	Beaverbrook Avenue	Main Street	Urban Thoroughfare
Wortley Road	Elmwood Avenue E	Emery Street	Main Street	Neighbourhood Connector

2.4 Community Engagement

Through the public circulation process one response was received from a member of the public. Staff presented the Street Width Policy Review at the Integrated Transportation Community Advisory Committee (ITCAC) on March 15, 2023. Further information of the public engagement is found in Appendix D of this report.

3.0 Recommended London Plan and Zoning By-law Amendments

3.1. Amendments to The London Plan

The recommended amendment to The London Plan would update the following policies of The London Plan, with additions shown in underline and removals with strikethrough:

Table 6 – Street Classification Design Features: Amend the “Planned Street Width” row for the “Main Street” classification by deleting “45m” and adding “same as underlying street classification.” Figure 3, below, provides an excerpt of Table 6 of The London Plan, with the recommended Main Street width shown as ‘Same as Underlying Street Classification’.

Figure 3: Excerpt of Table 6 – Street Classification Design Features in The London Plan

STREET CLASSIFICATION					
Urban Thoroughfare/ Civic Boulevard In Primary Transit Area	Main Street	Neighbourhood Connector	Neighbourhood Street	Rural Thoroughfare	Rural Connector
36m	Same as Underlying Street Classification	23m	20m	36m	26m

Based on the change for the Main Street Classification, Map 3 – Street Classifications of The London Plan is recommended to be revised. All Main Street Segments on Map 3 are recommended to show the underlying street classification in a hatched line, as shown in Appendix A and Appendix G of this staff report.

Additionally, one recommended street classification change is made to change the Dundas Street segment between Ridout Street North and Ontario Street from a Neighbourhood Connector and Civic Boulevard to a Main Street Classification. Similar to the other Main Streets in London, Dundas Street between Ridout Street N and Ontario Street shall be shown as a hatched line on Map 3 – Street Classifications to indicate a Main Street Classification with the underlying street classification, which in this case is a Civic Boulevard (as shown in Appendix A and Appendix G of this Staff Report).

1739A_ Planned street widths are identified in Table 6 and are the standard widths required. In some instances, an alternate planned street with may be identified based on the following criteria. Where one or more of the criteria are met an alternate street width may be required ~~Alternative widths will be defined in the Zoning By-law and will be added to the Zoning By-law without the need for an amendment to this Plan.~~ Street widths and street segment widths will be based on street character and conditions, including where one or more of the following considerations applies:

1. Widening would have an adverse impact on identified cultural heritage resources, archeological sites, natural heritage features, other defined features or topography;
2. Widening would have an adverse impact on an established street wall, streetscape character, parcel viability, or the ability to maintain consistent setbacks for new development, which applies where there is a policy basis to maintain and enhance existing street character;
3. An alternate street width has been identified through an Environmental Assessment, planning study, approved plan of subdivision, or through another approved study;
4. Consideration of the City's active transportation network in accordance with the Transportation Master Plan, and where nearby and adjacent streets are planned to integrate street design features; or
5. Council is of the opinion that other constraints make it impractical to widen the street to the planned width of Table 6.

1740_ Wider street widths than those shown on Table 6 may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. Additional street right-of-way of up to 48m within 150m of intersections are typically required to accommodate turning lanes and other transportation and mobility infrastructure on Civic Boulevards and Urban Thoroughfares. The required minimum right-of-way width on any corner lot will also include a triangular area bounded by the street lines and line joining points on the street lines at 6m for perpendicular intersections. ~~based on the findings of A Municipal Class Environmental Assessment or other transportation planning study~~ may be required to identify required street widths based on a specific context. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.

1747_ Streets to be dedicated will be classified in conformity with Map 3 and the planned street widths listed in Table 6. Wider street widths may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints., ~~based on the findings of A Municipal Class Environmental Assessment or other transportation planning study~~ may be required to identify required street widths based on a specific context. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.

3.2. Zoning By-law no. Z.-1 Amendments

The recommended Zoning By-law Amendments are included in Appendix B to remove the Road Allowance Requirements in Section 4.21. The farthest right column with the 'Limit of Road Allowance Measured from Centre Line' shall be removed, all other columns including the Street Classifications shall be retained. Further, Section 4.21 of the By-law shall be renamed to 'Street Classifications – Specific Roads' to reflect that the limits of road allowance has been removed, and the first paragraph is also deleted.

Subsections 4.21.1 – Road Allowance Requirements at Intersections and subsection 4.21.2 – Sight Triangle at Intersections are recommended to be removed from the Zoning By-law as well. The ability to obtain additional right-of-way within 150 metres of an intersection and sight triangles to ensure safety and proper functioning of intersections will be retained in London Plan policy 1740. Section 3.1, The London Plan Amendments of this report, contains the recommended additions to policy 1740.

Conclusion

In accordance with Section 34 of the *Planning Act*, a Municipality may protect or widen rights-of-ways shown or described in an Official Plan. Through the Street Width Policy Review, amendments to The London Plan and Z.-1 Zoning By-law are recommended to make street width a policy consideration with flexibility to allow for exceptions and avoid unnecessary Zoning By-law Amendments in the future.

The recommended Amendments to The London Plan include:

- Adding alternative street widths in The London Plan,
- Clarifying the planned street width for the Main Street Classification; and,
- Modifying the process for alternative street widths.

The recommended amendment to Zoning By-law no. Z.-1 recommends that the Road Allowance Requirements in Section 4.21 of Section 4 – General Provisions of the Zoning By-law Z.-1, including the 'Limit of Road Allowance Measured From Centre Line' column in the Road Allowance Table, 4.21.1 and 4.21.2 shall be deleted from the By-law. The recommended amendments will ensure the ability to apply criteria for street width exceptions on a case-by-case basis without the need for an Official Plan or Zoning By-law Amendment. These recommended amendments will support Building a Sustainable City by contributing to growth and development that is well planned and sustainable over the long term, and provide for infrastructure that is built, maintained, and operated to meet long-term needs of our community.

Prepared by: Isaac de Ceuster,
Planner I, Long Range Planning and Research

Reviewed by: Justin Adema, MCIP, RPP
Manager, Long Range Planning and Research

Recommended by: Heather McNeely, MCIP, RPP
Director, Planning and Development

Submitted by: **Scott Mathers, MPA, P.Eng.**
**Deputy City Manager, Planning and Economic
Development**

Copy: Kevin Edwards, Manager, Community Planning.
Peter Kavcic, Manager, Subdivisions and Development Inspections
Britt O'Hagan, Manager, Current Development
Sarah Grady, Traffic & Transportation Engineer, Transportation Planning and
Design

March 23, 2023
IDC/idc

Appendix A

Bill No. (number to be inserted by Clerk's Office)
2023

By-law No. C.P.-XXXX-____

A by-law to amend The London Plan,
the Official Plan for the City of London,
2016 relating to the Street Width Policy
Review.

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

1. Amendment No. (to be inserted by Clerk's Office) to The London Plan for the City of London, as contained in the text attached hereto and forming part of this by-law, is adopted
2. This by-law shall come into effect in accordance with subsection 17(27) of the *Planning Act*, R.S.O. 1990, c.P.13.

PASSED in Open Council on April 25, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 25, 2023
Second Reading – April 25, 2023
Third Reading – April 25, 2023

**AMENDMENT NO.
to the
THE LONDON PLAN FOR THE CITY OF LONDON**

A. PURPOSE OF THIS AMENDMENT

The purpose of this Amendment is:

1. To add alternative street widths to The London Plan.
2. To clarify the planned street width for the Main Street Classification.
3. To modify the process for alternative street widths as outlined in The London Plan.

B. LOCATION OF THIS AMENDMENT

This policy Amendment applies to lands within the City of London.

C. BASIS OF THE AMENDMENT

The City has undertaken a street width policy review that has recommended to add alternative street widths to The London Plan, clarify the planned street width for the Main Street Classification and modify the requirements for alternative street widths. This amendment will ensure that the policies of the Plan will direct that recommendation and ensure that recommended zoning regulations conform with The London Plan policies.

D. THE AMENDMENT

The London Plan, 2016, is hereby amended as follows:

1. The City Building policies of The London Plan are amended by amending Table 6 – Street Classification Design Features as follows:

The Planned Street Width (Width of Right-of-way) for the Main Street Classification of 45m is deleted and replaced with the following: “same as underlying street classification.”

2. Map 3 of The London Plan is amended by changing Dundas Street between Ridout Street North and Ontario Street from a Neighbourhood Connector and Civic Boulevard to the Main Street Classification.

3. The Our Tools policies of The London Plan are amended by deleting policies 1739A, 1740 and 1747 and replacing it with the following:

1739A_ Planned street widths are identified in Table 6 and are the standard widths required. In some instances, a planned street width may be identified based on the following criteria. Where one or more of the criteria are met an alternate street width may be required without the need for an amendment to this Plan. Street widths and street segment widths will be based on street character and conditions, including where one or more of the following considerations applies:

1. Widening would have an adverse impact on identified cultural heritage resources, archeological sites, natural heritage features, other defined features or topography;
2. Widening would have an adverse impact on an established street wall, streetscape character, parcel viability, or the ability to maintain consistent setbacks for new development, which applies where there is a policy basis to maintain and enhance existing street character;
3. An alternate street width has been identified through an Environmental Assessment, planning study, approved plan of subdivision, or through another approved study;

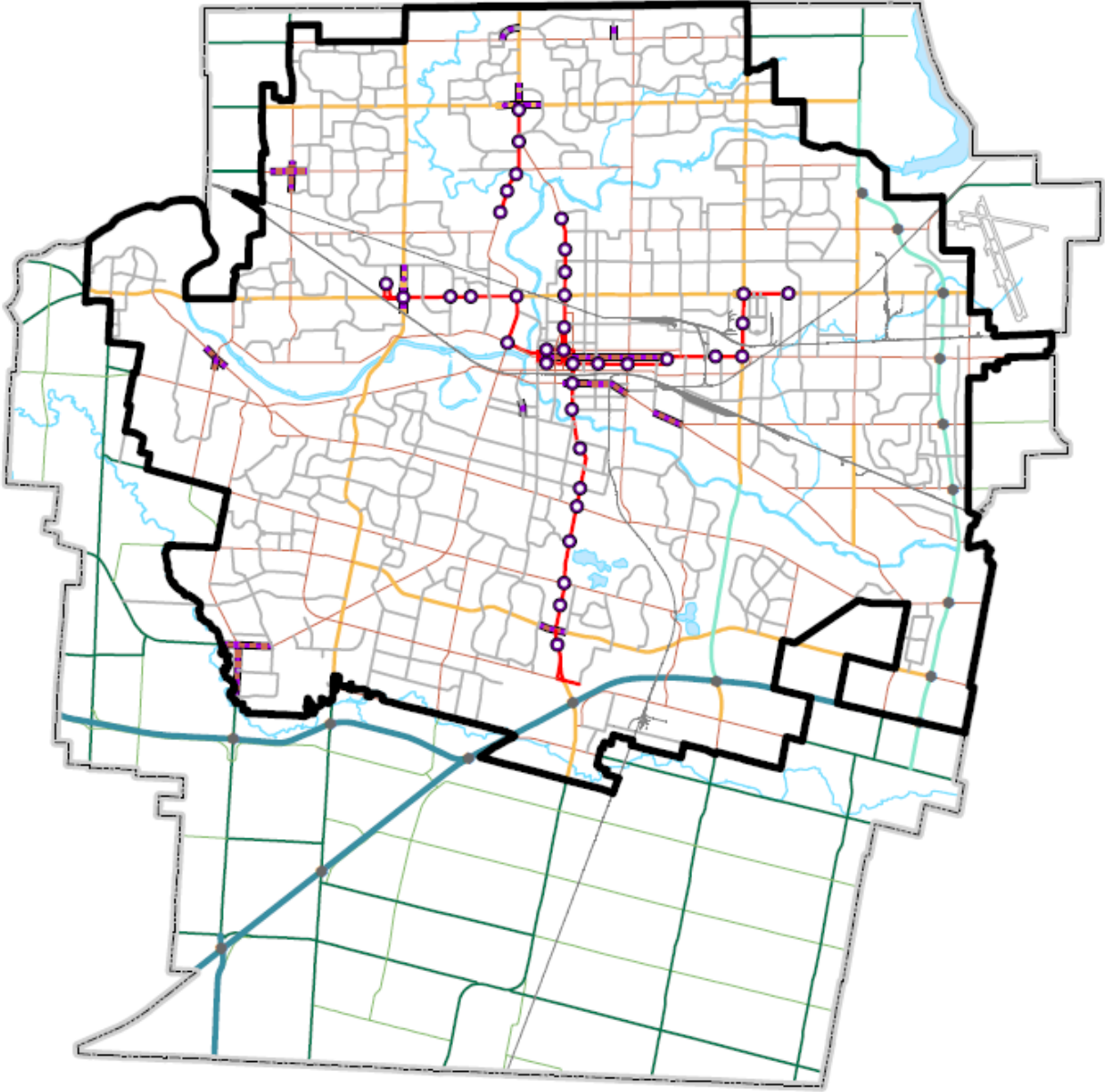
4. Consideration of the City's active transportation network in accordance with the Transportation Master Plan, and where nearby and adjacent streets are planned to integrate street design features; or
5. Council is of the opinion that other constraints make it impractical to widen the street to the planned width of Table 6.

1740_ Wider street widths than those shown on Table 6 may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. Additional street right-of-way of up to 48m within 150m of intersections are typically required to accommodate turning lanes and other transportation and mobility infrastructure on Civic Boulevards and Urban Thoroughfares. The required minimum right-of-way width on any corner lot will also include a triangular area bounded by the street lines and line joining points on the street lines at 6m for perpendicular intersections. A Municipal Class Environmental Assessment or other transportation planning study may be required to identify required street widths based on a specific context. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.



1747_ Streets to be dedicated will be classified in conformity with Map 3 and the planned street widths listed in Table 6. Wider street widths may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. A Municipal Class Environmental Assessment or other transportation planning study may be required to identify required street widths based on a specific context. Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.

4. Appendix 1 - Maps of The London Plan is amended by deleting Map 3 – Street Classifications and replacing it with the following:

MAP 3 - REVISED STREET CLASSIFICATIONS



LEGEND

- | | | |
|---|---|--|
|  Provincial Highway |  Neighbourhood Connector |  Interchanges |
|  Expressway |  Rural Thoroughfare |  Rapid Transit Stations |
|  Urban Thoroughfare |  Rural Connector | |
|  Rapid Transit Boulevard |  Main Street | |
|  Civic Boulevard | | |

Appendix B

Bill No. (number to be inserted by Clerk's Office)
2022

By-law No. C.P.-XXXX-____

A by-law to amend The Zoning By-law
Z.-1 for the City of London, 1993 relating
to the Street Width Policy Review.

WHEREAS the City of London has initiated a Street Width Policy Review to make general changes related to Street Widths and Alternative Street Widths, as set out below;

AND WHEREAS this zoning by-law amendment conforms to the Official Plan;

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

- 1) Section 4.21 of Zoning By-law No. Z.-1 is renamed by deleting "Road Allowance Requirements – Specific Roads" and replacing it with the following:

4.21 Street Classifications – Specific Roads
- 2) Section 4.21 of Zoning By-law No. Z.-1 is amended by deleting the first paragraph following the Section heading.
- 3) Section 4.21 of Zoning By-law No. Z.-1 is amended by deleting the fourth column in the Table, "Limit of Road Allowance Measured from Centre Line"
- 4) Subsection 4.21.1 is amended by deleting the entire subsection
- 5) Subsection 4.21.2 is amended by deleting the entire subsection
- 6) Subsection 4.30 is amended by deleting 4.30 Yard Requirement, Rear Yard to Arterial Road and replacing it with the following:

4.30 Yard Requirement, Rear Yard to Arterial Road.

Notwithstanding the rear yard requirements of this By-Law, with the exception of accessory buildings or structures, where a rear yard abuts an Arterial Street as classified by Section 4.21, the rear yard requirement shall be increased by 6.0 metres (19.68 feet) except where either a noise attenuation fence or wall is provided. (Z.-1-97490)(Z.-1-97552)

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 25, 2023.

Josh Morgan
Mayor

Michael Schulthess
City Clerk

First Reading – April 25, 2023
Second Reading – April 25, 2023
Third Reading – April 25, 2023

Appendix C – Summary Table of Proposed Changes

Underlined text indicates text additions and ~~strikethrough~~ text denotes text deletions.

Document	Section	Text Changes	Summary of Changes
The London Plan	City Building – Table 6 (373_)	Planned Street Width Main Street: 45m <u>same as underlying street classification</u>	Change of Planned Street Width for Main Street Classification to underlying street classification
The London Plan	Map 3 – Street Classifications	-	Dundas Street segment from Ridout Street North to Ontario Street Classification change to <u>Main Street</u>
The London Plan	Our Tools (1739A_)	<u>Planned street widths are identified in Table 6 and are the standard widths required. In some instances, an alternate planned street with may be identified based on the following criteria. Where one or more of the criteria are met an alternate street width may be required without the need for an amendment to this Plan. Street widths and street segment widths will be based on street character and conditions, including where one or more of the following considerations applies: ...</u>	Change to identify alternate planned street widths based on the exceptions as set out in 1739A.
The London Plan	Our Tools (1740)	Wider street widths than those shown on Table 6 may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. <u>Additional street right-of-way of up to 48m within 150m of intersections are typically required to accommodate turning lanes and other transportation and mobility infrastructure on Civic Boulevards and Urban Thoroughfares. The required minimum right-of-way width on any corner lot will also include a triangular area bounded by the street lines and line joining points on the street lines at 6m for perpendicular intersections.</u>	Change to retain the ability to provide for sign triangles and additional street width within 150m of intersections to ensure safety and proper functioning as previously set out in 4.21.1 and 4.21.2.

		A Municipal Class Environmental Assessment or other transportation planning study <u>may be required to identify required street widths based on a specific context.</u>	
The London Plan	Our Tools (1747)	Streets to be dedicated will be classified in conformity with Map 3 and the planned street widths listed in Table 6. Wider street widths may be required at locations such as an intersection, grade separation, railway crossing, interchange, or where there are topographical constraints. A Municipal Class Environmental Assessment or other transportation planning study <u>may be required to identify required street widths based on a specific context.</u> Any additional street width may be for the purposes of accommodating street requirements such as daylight triangles, turning lanes, increasing intersection capacity, locations for traffic control devices, high occupancy vehicle lanes, transit facilities, transit stations, transit priority measures and related infrastructure.	Change to identify that a municipal Class Environmental Assessment or other transportation planning study may be required to identify required street widths based on specific context.
Zoning By-Law Z.-1	Section 4-4.21	4.21-Road Allowance Requirements—Specific Roads <u>Street Classifications – Specific Roads</u>	Change to rename Section 4.21 to Street Segments – Specific Roads
Zoning By-Law Z.-1	Section 4-4.21	Notwithstanding any other provisions of this By-Law, yard requirements adjacent to the Arterial and Collector roads listed below shall be measured from the limit of the required or the existing road allowance, whichever is the greater.	Delete first paragraph as the limit of road allowance will not be described in the Zoning By-law.
Zoning By-Law Z.-1	Section 4-4.21	‘Limit of Road Allowance Measured from Centre Line’ Column in 4.21 – Road Allowance Requirements—Specific Roads	Deleting ‘Limit of Road Allowance Measured from Centre Line Column in Section 4.21
Zoning By-Law Z.-1	Section 4-4.21.1	4.21.1 – Road Allowance Requirements—Specific Roads	Deleting Section 4.21.1
Zoning By-Law Z.-1	Section 4-4.21.2	4.21.2 2 – Sight Triangle at Intersections	Deleting Section 4.21.2

Zoning By-Law Z.-1	Section 4.30	4.30 Yard Requirement, Rear Yard to Arterial Road. Notwithstanding the rear yard requirements of this By-Law, with the exception of accessory buildings or structures, where a rear yard abuts an Arterial Street as classified by Section 4.21 (Road Allowance Requirements – Specific Roads), the rear yard requirement shall be increased by 6.0 metres (19.68 feet) except where either a noise attenuation fence or wall is provided.	Change to remove the old name of section 4.21
--------------------	--------------	---	---

Appendix D – Community Engagement

Public Liaison: On February 1, 2023, Notice of Application was circulated to City Planning's official circulation list, including prescribed agencies, as well as advisory committees, On February 2, 2023, Notice of Application was also published in the *Public Notices and Bidding Opportunities* section of *The Londoner*.

Nature of Liaison: The purpose and effect of these Official Plan and Zoning By-law Amendments is to add alternative street widths in The London Plan and clarify the planned street widths for the Main Street Classification and modify the requirements for alternative street widths. Additionally, a Zoning By-law amendment will delete Section 4.21, 4.21.1 and 4.21.2 of Section 4 General Provisions of Zoning By-law Z.-1.

Response: 1 reply was received:

From: [REDACTED]
Sent: Wednesday, February 1, 2023.
To: Isaac de Ceuster
Subject: (External) Street Width review

Hi Isaac,

Got the notice for the City OPA/ZBA on street widths. Any thing you can send me with the what actually is being proposed in the OPA/ZBA would be helpful.

Let me know if you have any questions for me.

Appendix E – Policy Context

The following policy and regulatory documents were considered in their entirety as part of the evaluation of this requested zoning change. The most relevant policies, by-laws, and legislation are identified as follows:

Planning Act, 2022

- 31 Zoning by-laws
 - 34.1; 34.2; 34.4; 34.6
- 41 Site plan control area
 - 41.4.1.1; 41.7; 41.8; 41.9; 41.9.1
- 51 Plan of subdivision approvals
 - 51.17(b); 51.24(a), (e); 51.25; 51.26

Provincial Policy Statement, 2020

- 1.1 Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns
 - 1.1.1.e, g; 1.1.3.2; 1.1.3.7
- 1.6 Infrastructure and Public Service Facilities
 - 1.6.1; 1.6.8
- 4.0 Implementation and Interpretation
 - 4.7

Municipal Act, 2001

- 26 What constitutes highway
- 27 By-laws
- 28 Jurisdiction

1989 Official Plan

- 18.2 Transportation Network Corridors
- Table 18.1 Functional Classification of Roads

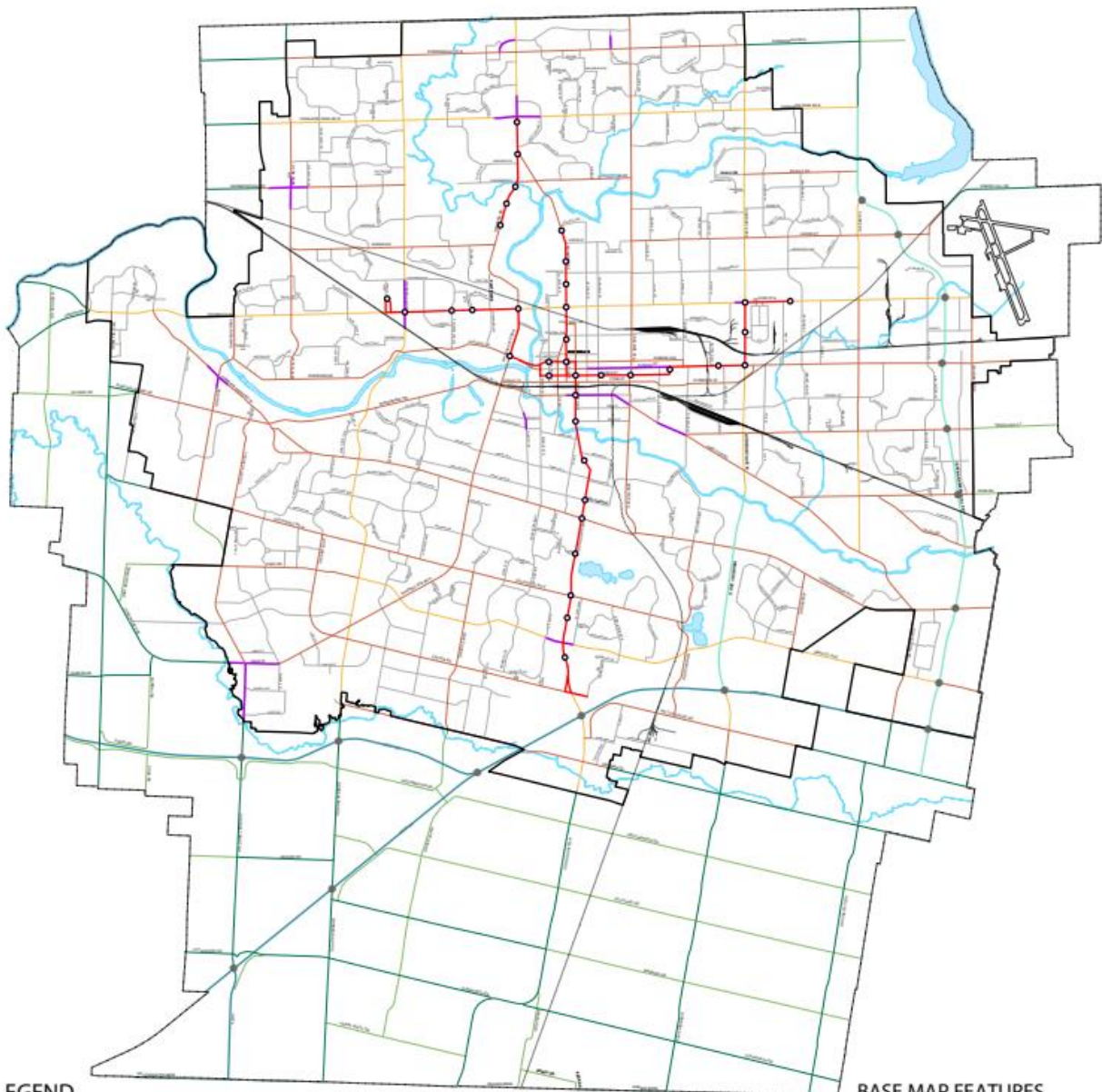
The London Plan

- Key Directions 55-62
- City Structure Plan 100-112
- City Building Policies 211-241, 307-381
- Our Tools 1737-1751

Z.-1 Zoning By-law

- Section 2: Definitions
- Section 3: Zones and Symbols
- Section 4: General Provisions

Appendix F – London Plan Map 3 – Street Classifications

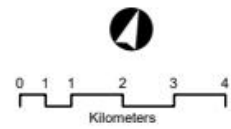


LEGEND

- Provincial Highway
- Expressway
- Urban Thoroughfare
- Rapid Transit Boulevard
- Civic Boulevard
- Main Street
- Neighbourhood Connector
- Rural Thoroughfare
- Rural Connector
- Interchanges
- Rapid Transit Stations

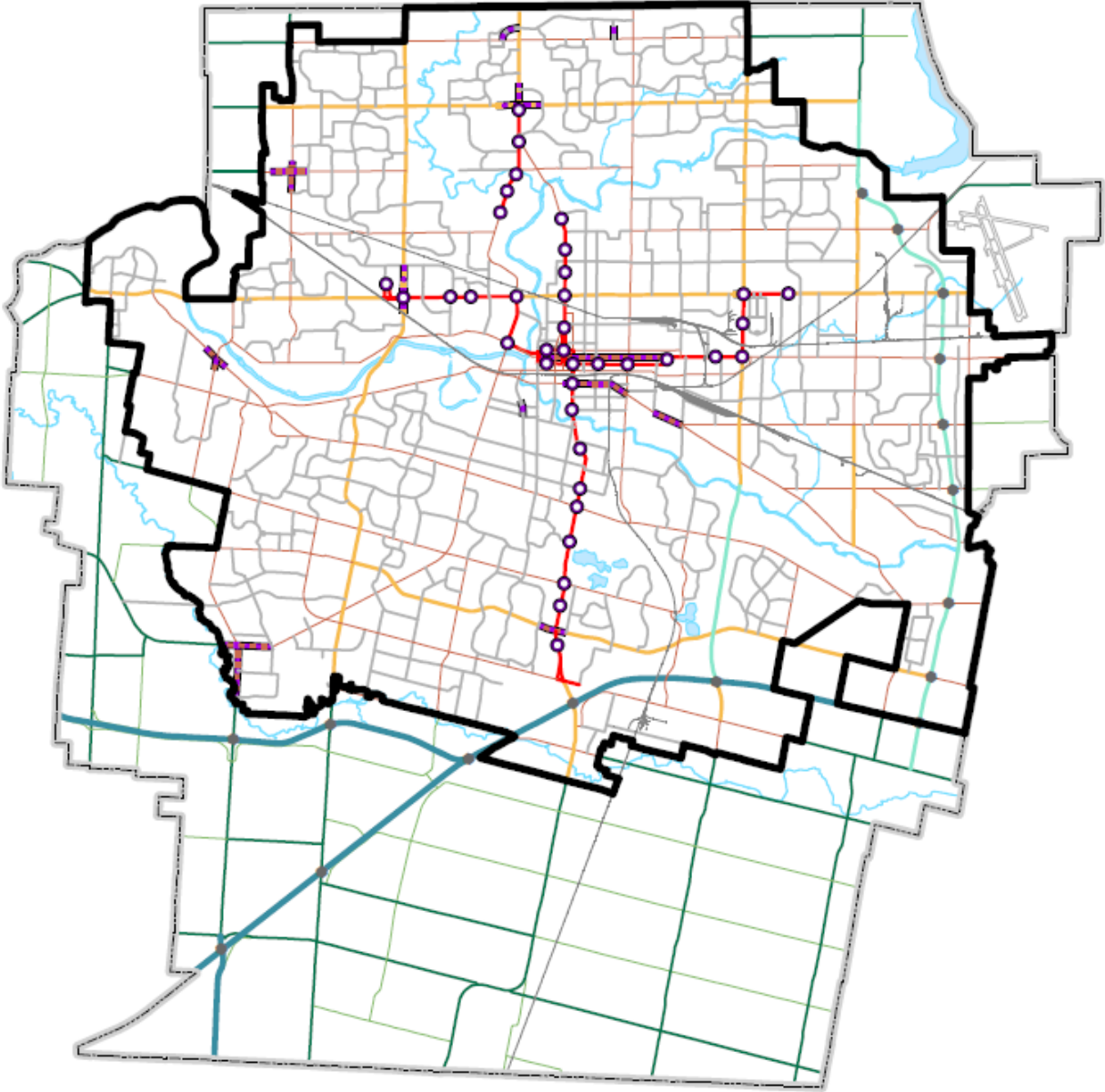
BASE MAP FEATURES

- Streets (See Map 3)
- - - Railways
- Water Courses/Ponds



Appendix G – Revised London Plan Map 3 – Street Classifications

MAP 3 - REVISED STREET CLASSIFICATIONS



LEGEND

- | | | |
|---|---|--|
|  Provincial Highway |  Neighbourhood Connector |  Interchanges |
|  Expressway |  Rural Thoroughfare |  Rapid Transit Stations |
|  Urban Thoroughfare |  Rural Connector | |
|  Rapid Transit Boulevard |  Main Street | |
|  Civic Boulevard | | |

