



Street Width Policy Review



OZ-9584 - Long Range Planning
ITCAC Meeting – March 15, 2023



Project Overview

Key Objectives:

- Get away from unnecessary ZBAs – any deviation from a required street width in the ZBL currently requires a ZBA or MV
- Where alternate width is desirable, we should be able to apply criteria for exceptions without the need for an OPA/ZBA



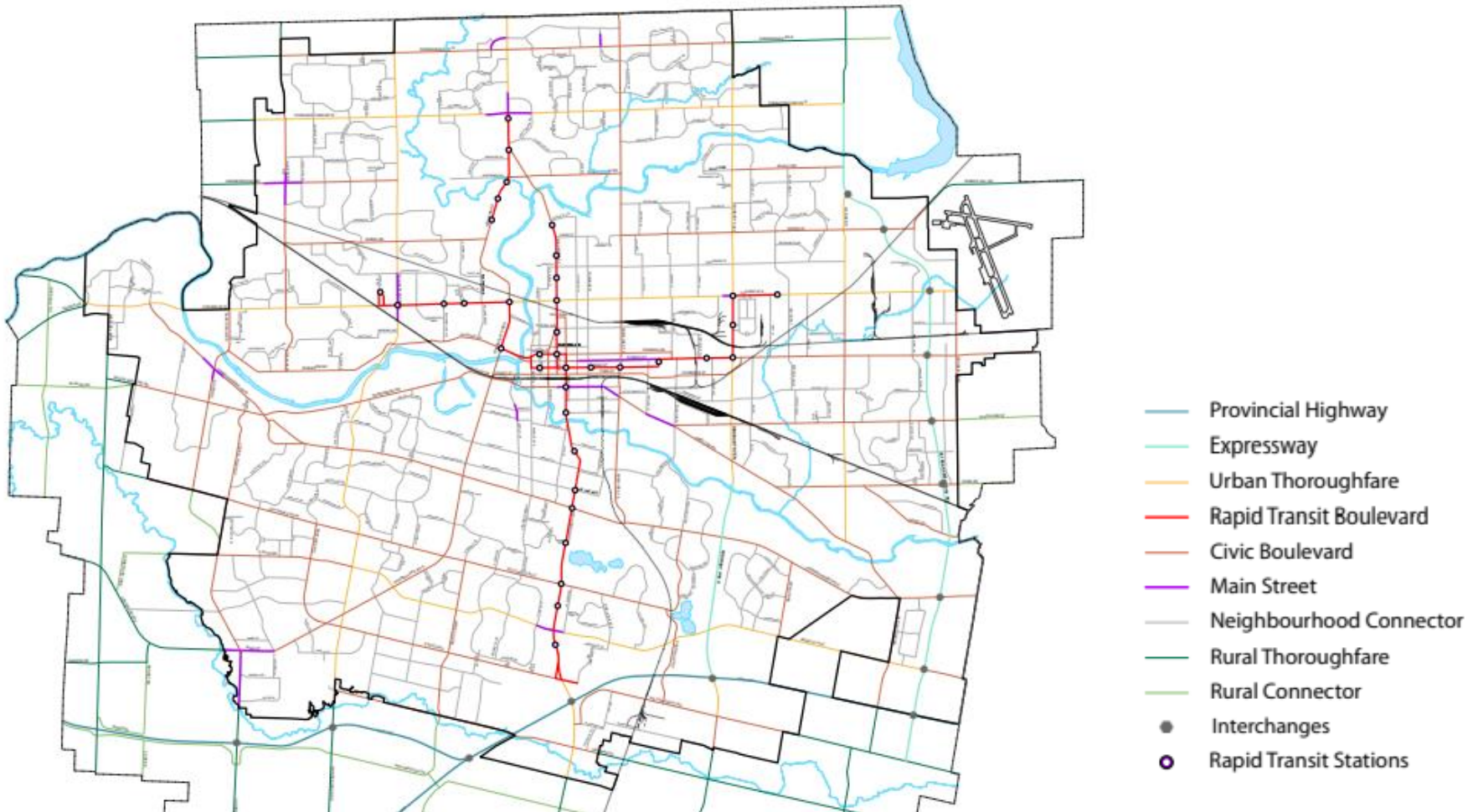
Project Overview

Recommended Amendments to the London Plan and Zoning By-law Z-1:

- London Plan Amendments:
 - Clarify the planned street widths for Main Streets
 - Modify the process for alternative street widths
- Zoning By-law Amendments:
 - Remove Section 4.21, 4.21.1 and 4.21.2

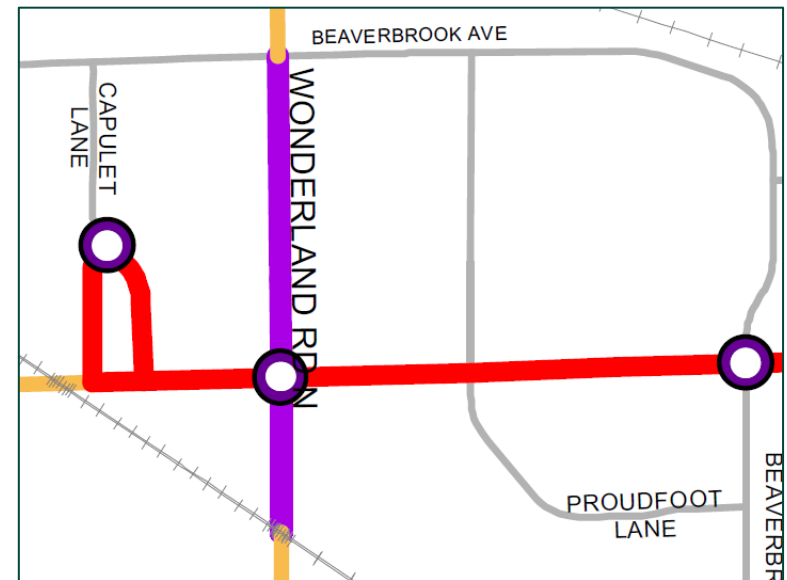
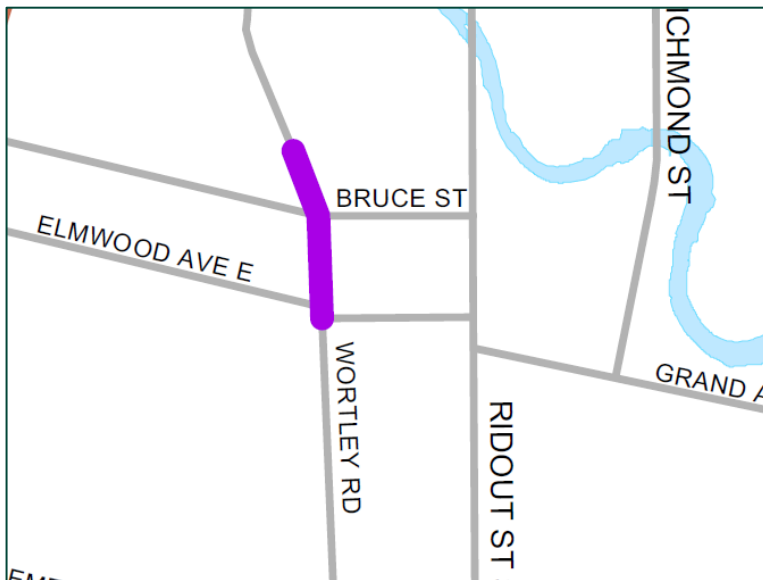
Street Classifications

MAP 3 - STREET CLASSIFICATIONS



London Plan Amendments

- Table 6 – Street Classification Design Features
 - Change width for to Main Street to “same as underlying street classification”
 - Map 3 – show Main Streets as dashed line with adjoining street class underneath





London Plan Amendments

1739_ 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.



London Plan Amendments

1739A_ Planned street widths are identified in Table 6 and are the standard widths required. In some instances, an alternate 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.



London Plan Amendments

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, Urban Thoroughfares and Main Streets. 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.

Zoning By-law Amendments

- Delete Sections 4.21, 4.21.1, and 4.21.2

STREET	FROM	TO	STREET CLASSIFICATION	LIMIT OF ROAD ALLOWANCE MEASURED FROM CENTRE LINE
Aberdeen Drive	North of Gore Road	Tartan Drive	Secondary Collector	10.75 m (35.3ft)
Adelaide Street South	Commissioners Road East	Thames River South Branch	Arterial	18 m (59.1 ft)
Adelaide Street North	Thames River South Branch	Hamilton Road	Arterial	18 m (59.1 ft)

4.21.1 Road Allowance Requirements at Intersections

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 m from the centre line of the street will be required within 150 m of an intersection. (Z.-1-132184)

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. (Z.-1-132184)

Conclusion

- Recommended amendments will
 - Move street width considerations to policy instead of regulations
 - Avoid unnecessary Zoning By-law amendments
 - Add flexibility to how and where exceptions are considered
 - Increase ability to balance planning objectives like heritage conservation, main street character, context-specific planning decisions