

Bill No. 129  
2023

By-law No. C.P.-1512

A by-law to amend 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 The Official Plan for the City of London, as  
contained in the text attached hereto and forming part of this by-law, is adopted
2. This Amendment 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 OFFICIAL PLAN FOR THE CITY OF LONDON (2016)**

**A. PURPOSE OF THIS AMENDMENT**

The purpose of this Amendment is:

1. To add alternative street widths to The Official 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 Official 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 Official 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 Official Plan policies.

**D. THE AMENDMENT**

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

1. The City Building policies of The Official 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 Official 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 Official 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 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:

  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;

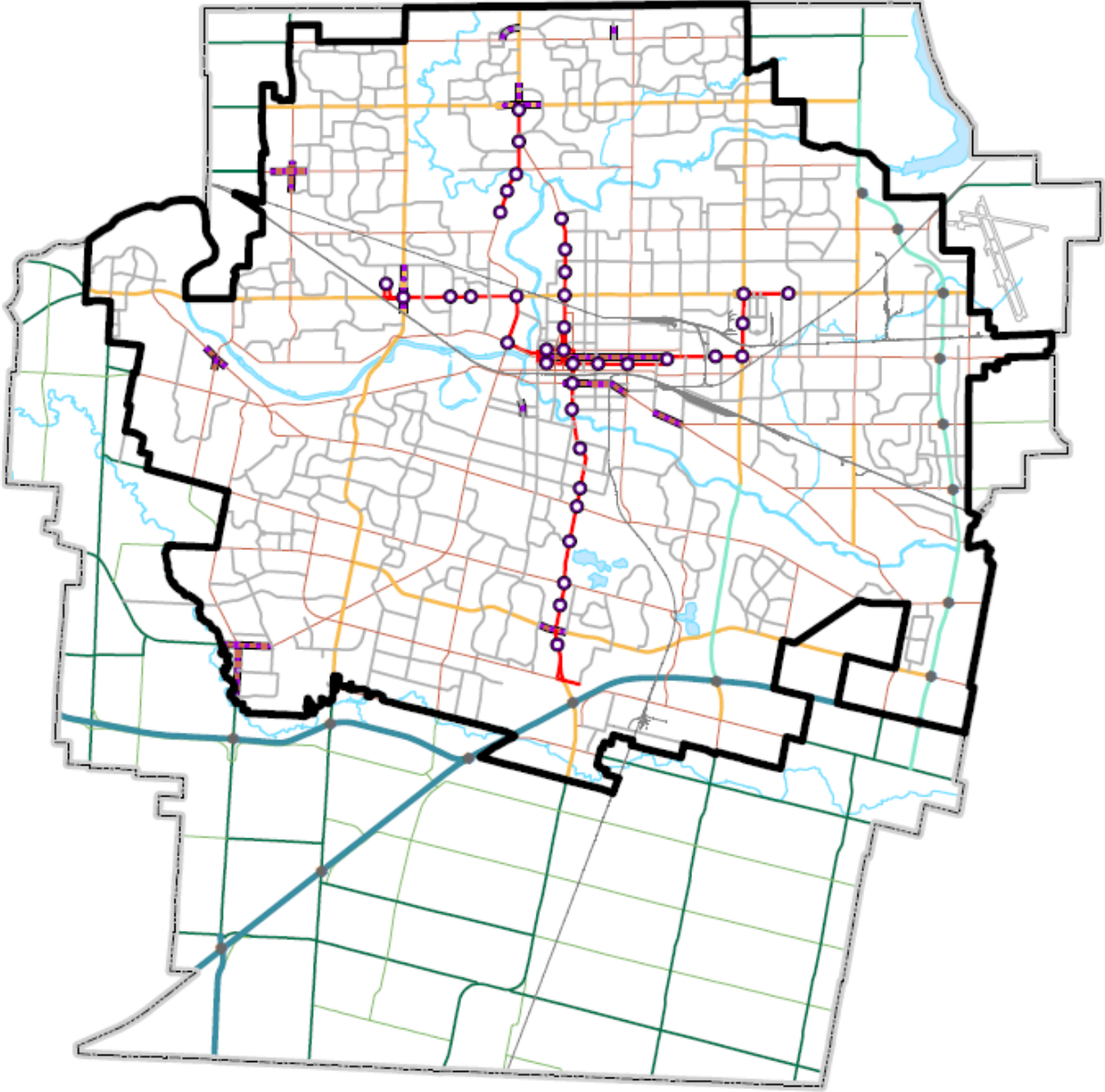
3. An alternate street width has been identified through an Environmental Assessment, planning study, approved plan of subdivision, or through another approved study;
4. Consideration of the City's active transportation network in accordance with the Transportation Master Plan, and where nearby and adjacent 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 Official 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         |   |  |

