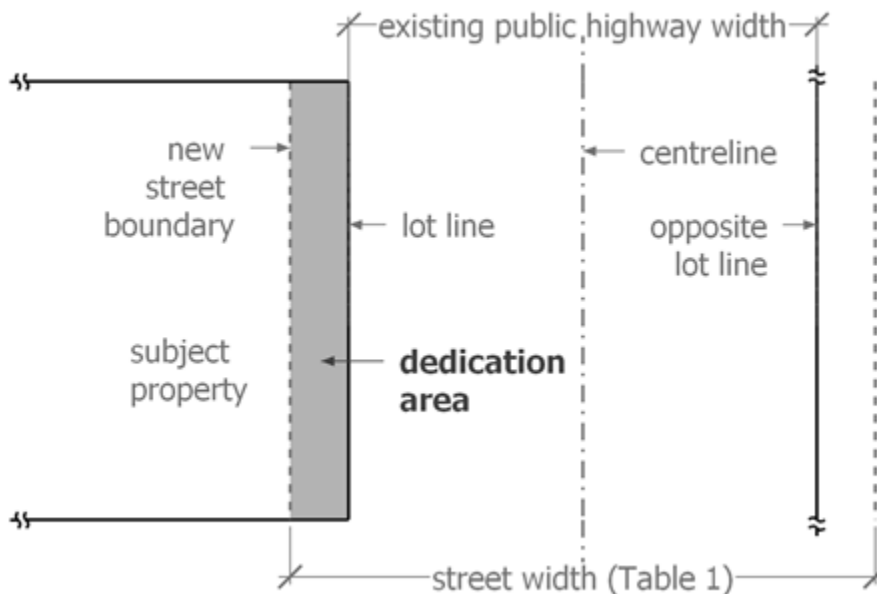


**Works and Services Bylaw**  
**Schedule C**  
**Highway Dedication Policies**

**Definitions**

1. For the purposes of this Schedule:
  - (a) the following words have the meaning ascribed in the Zoning Bylaw 2018: “lot”; “lot line”; and “street”; and
  - (b) “public highway width” means the distance measured across the street from the lot line to the opposite lot line common to the lot directly across the street and its abutting lots as illustrated in the figure below:



**Highway Dedication Area Measurements and Sizes**

2. A highway dedication of a portion of the lot along the entire lot line abutting a street should be measured as follows:
  - (a) If the public highway width of the abutting street is less than that identified in Table 1, the highway dedication area should be determined by taking 50% of the required street width pursuant to Table 1 and measuring that distance from the centre line of the public highway toward the lot line and into the lot, if applicable, along the length of the lot line abutting a street.
  - (b) If the lot has more than one abutting street deficient in width pursuant to subsection (a), the highway dedication area should include all collective areas calculated in accordance with subsection (a).

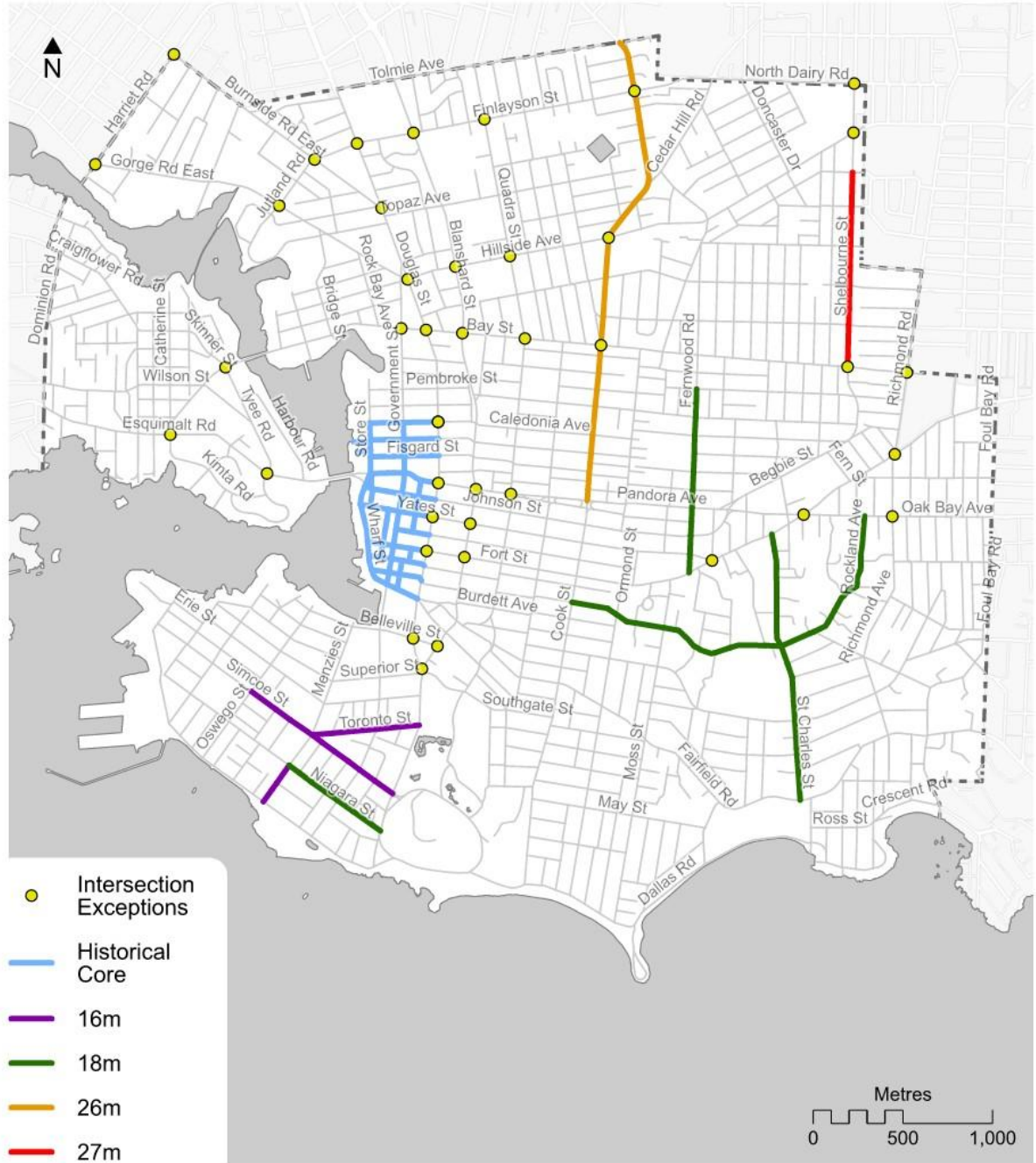
3. For the purposes of Table 1, the desired street width applicable to a lot should be determined by the street classification of the abutting street, unless otherwise specified in sections 4, 5 or the Street Exceptions Map below.

Table 1

Street Classification	Street width (metres)
Arterial A	30.00
Arterial B	25.00
Collector A	23.00
Collector B & Collector C	20.00
Local A	18.00
Local B	16.00
Local C	12.50
City Lane, as defined by the <i>Streets and Traffic Bylaw</i>	6.0

4. Notwithstanding the contents of Table 1:
- a. If the lot line is on Shelbourne Street between Myrtle Avenue and Bay Street, and the public highway width is less than 27.12 metres, then the highway dedication area should be measured:
    - i. from a line parallel to and 25.12 metres from the easterly boundary of such public highway allowance; and
    - ii. From a line parallel to and 22.12 metres from the western boundary of such public highway allowance.
  - b. Additional highway dedication areas should be considered at or near intersections to provide:
    - i. sufficient space for landing areas on sidewalks for pedestrians and signal equipment. Standard corner cuts at intersections are 3.0 m by 3.0 m at 90 degree intersections; and
    - ii. additional space within 45 m of the intersections identified in the Street Exceptions Map below to address road safety and transportation needs.
  - c. If the width of the highway dedication area does not exceed 0.25 metres in any location along the lot line, or the lot does not abut a street, then no highway dedication should be required.

**Street Exceptions Map**



**Conditions That May Vary Highway Dedication Areas**

5. Minor variations to no more than 30% of the width of the required highway dedication area may be considered if the Approving Officer or the Servicing Officer is satisfied that at least one of the following conditions applies and that such condition cannot reasonably be remediated in order to utilize the full dedication area:

- a. terrain with a steep grade or rock outcrops in, or in immediate vicinity of, the highway dedication area,
  - b. retaining wall supporting existing roadway in, or in immediate vicinity of, the highway dedication area,
  - c. existing tree not planted to the standards established in this bylaw (including, but not limited to, species, condition, planting standard) in, or in the immediate vicinity of, the highway dedication area,
  - d. heritage designated building or rock wall in, or in the immediate vicinity of, a highway dedication area,
  - e. archaeological features in, or in immediate vicinity of, a highway dedication area,
  - f. environmental conditions such as soil contamination in, or in the immediate vicinity of, a highway dedication area, or
  - g. the segment of street abutting the highway dedication area makes dedication impractical or undesirable, and space for sustainable design features and transportation that supports walking, bicycling, public transit or other alternative forms of transportation is sufficient for City standards.
6. If, after conducting a risk and condition assessment of the required dedication area, the Approving Officer or the Servicing Officer is satisfied that at least one of the conditions listed in section 5 applies and that such condition cannot reasonably be remediated through a minor variation, then no highway dedication should be required.