

Proposed Amendments to Integrated Transportation Network Policies – RHOP Volume 1

Grey highlighted strikethrough text = text to be deleted

Bolded text = text to be added

| Policy Number | Proposed Change | Proposed New Policy | Why Change is Required |
|---|---|---|---|
| Volume 1, Chapter C – City Wide Systems and Designations | | | |
| Throughout chapter. | Replace the phrases “Road Widening” and “Road allowance” with the phrase “Right-of-Way Dedication” throughout the entire chapter. | Right-of-Way Dedication | The current wording may be misinterpreted as creating additional vehicular capacity, which is not the intent of the policy. The future dedications are for other purposes such as utility requirements, pedestrian and cycling amenities, wider sidewalks, trees, off-road cycling infrastructure, transit priority measures and not necessarily road widening for additional travel lanes. |
| Throughout chapter. | Replace the phrase “Future Road Widenings” with the phrase “Future Right-of-Way Dedications” throughout the entire chapter. | Future Right-of-Way Dedications | The current wording may be misinterpreted as creating additional vehicular capacity, which is not the intent of the policy. The future dedications are for other purposes such as utility requirements, pedestrian and cycling amenities, wider sidewalks, trees, off-road cycling infrastructure, transit priority measures and not necessarily road widening for additional travel lanes. |
| C.4.4 Public Transit Network | C.4.4 Municipal public transit in the <i>rural area</i> is limited to the Accessible Transit System (DARTS) , Trans-Cab service in small defined areas, and urban routes that cross stretches of <i>rural lands</i> to access urban destinations. | C.4.4 Municipal public transit in the <i>rural area</i> is limited to the Accessible Transit System, Trans-Cab service in small defined areas, and urban routes that cross stretches of <i>rural lands</i> to access urban destinations. | To allow for the flexibility that another Accessibility Transit System provider may be able to provide the same service. |

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| C.4.5.2 b) iii) | C.4.5.2 b) iii) The maximum basic right-of-way width for arterial roads shall generally be 36.567 metres, but in certain circumstances a right of way width of 45.720 may be required, unless otherwise specifically described in Schedule C-1 – Future Right-of-Way Widening. | C.4.5.2 b) iii) The maximum basic right-of-way width for arterial roads shall generally be 36.567 metres, but in certain circumstances a right of way width of 45.720 may be required, unless otherwise specifically described in Schedule C-1 – Future Right-of-Way Widening. | Provide greater clarity to policy. |
| C.4.5.2 c) ii) | C.4.5.2 c) ii) The maximum basic right-of-way widths for collector roads in the <i>rural area</i> shall be 36 metres, unless otherwise specifically described in Schedule C-1 – Future Right-of-Way Widening. | C.4.5.2 c) ii) The maximum basic right-of-way widths for collector roads in the <i>rural area</i> shall be 36 metres, unless otherwise specifically described in Schedule C-1 – Future Right-of-Way Widening. | Provide greater clarity to policy. |
| C.4.5.2 d) ii) | C.4.5.2 d) ii) The maximum basic right-of-way widths for local roads in the <i>rural area</i> shall be 36 metres, unless otherwise specifically described in Schedule C-1 – Future Right-of-Way Widening. | C.4.5.2 d) ii) The maximum basic right-of-way widths for local roads in the <i>rural area</i> shall be 36 metres, unless otherwise specifically described in Schedule C-1 – Future Right-of-Way Widening. | Provide greater clarity to policy. |
| C.4.5.2 d) v) | C.4.5.2 d) v) The minimum right of way width for all local road classifications shall be 20.117 metres. | C.4.5.2 d) v) The minimum right of way width for local road classifications shall be 20.117 metres. | Provide greater clarity to policy. |

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| C.4.5.6 | <p>Road Widening C.4.5.6 The City may reserve or obtain land for future road widenings for rights-of-way right-of-way dedications as described in Schedule C-1 – Future Road Widenings Right-of-Way Dedications (Rural). Where a future road widening for rights-of-way right-of-way dedication is not described in Schedule C-1 – Future Road Widenings Right-of-Way Dedications (Rural), the City may reserve or obtain land for road widenings for rights-of-way as described in Section C.4.5.2. The aforesaid road widening right-of-way land conveyances may be reserved or obtained through subdivision approval, condominium approval, land severance consent, site plan approval or by gift, bequeathment, purchase or through expropriation where necessary and feasible.</p> | <p>Road Widening C.4.5.6 The City may reserve or obtain land for future road widenings for right-of-way dedications as described in Schedule C-1 – Future Right-of-Way Dedications (Rural). Where a future right-of-way dedication is not described in Schedule C-1 – Future Right-of-Way Dedications (Rural), the City may reserve or obtain land for road widenings for rights-of-way as described in Section C.4.5.2. The aforesaid right-of-way land conveyances may be reserved or obtained through subdivision approval, condominium approval, land severance consent, site plan approval or by gift, bequeathment, purchase or through expropriation where necessary and feasible.</p> | <p>The current wording may be misinterpreted as creating additional vehicular capacity, which is not the intent of the policy. The future dedications are for other purposes such as utility requirements, pedestrian and cycling amenities, wider sidewalks, trees, off-road cycling infrastructure, transit priority measures and not necessarily road widening for additional travel lanes.</p> |

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| C.4.5.6.3 b) | <p>4.5.6.3 Where a proposed development is subject to site plan approval as detailed in Policy F.1.7 – Site Plan Control, the following provisions shall apply:</p> <p>b)Where feasible and where the City requires dedication of property for future rights-of-way widths, lands shall be dedicated equally from both sides of the road unless otherwise specified. Where the City requires more than one half of the widening from one side of the road right-of-way, the City shall require, from said side of the road right-of-way, dedication at no cost to the City of one half of the total proposed widening and shall acquire the remaining land required for the road right-of-way widening through gift, bequeathment, purchase, expropriation or other methods.</p> | <p>4.5.6.3 Where a proposed development is subject to site plan approval as detailed in Policy F.1.7 – Site Plan Control, the following provisions shall apply:</p> <p>b)Where feasible and where the City requires dedication of property for future right-of-way widths, lands shall be dedicated equally from both sides of the road unless otherwise specified. Where the City requires more than one half of the widening from one side of the right-of-way, the City shall require, from said side of the right-of-way, dedication at no cost to the City of one half of the total proposed widening and shall acquire the remaining land required for the right-of-way widening through gift, bequeathment, purchase, expropriation or other methods.</p> | <p>The current wording may be misinterpreted as creating additional vehicular capacity, which is not the intent of the policy. The future dedications are for other purposes such as utility requirements, pedestrian and cycling amenities, wider sidewalks, trees, off-road cycling infrastructure, transit priority measures and not necessarily road widening for additional travel lanes.</p> |

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| C.4.5.6.7 | C.4.5.6.7 Notwithstanding Section C.4.5.6 and C.4.5.7, the City shall interpret the required right-of-way widths detailed in Section C.4.5.2 and Schedule C-1 – Future Road Widening Right-of-Way Dedications (Rural), where applicable to denote only the basic requirement for the section of the road. Additional rights-of-ways may be required at intersections to provide for exclusive turning lanes, daylight triangles and other special treatments to accommodate the optimum road/ intersection geometric design. There may also be additional requirements for rights-of-ways to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways, roundabouts, and traffic control in accordance with Section C.4.5.7. Any such additional right-of-way requirements shall be determined at the time of design of the road facilities and shall become part of the total required right-of-way. | C.4.5.6.7 Notwithstanding Section C.4.5.6 and C.4.5.7, the City shall interpret the required right-of-way widths detailed in Section C.4.5.2 and Schedule C-1 – Future Right-of-Way Dedications (Rural), where applicable to denote only the basic requirement for the section of the road. Additional right-of-ways may be required at intersections to provide for exclusive turning lanes, daylight triangles and other special treatments to accommodate the optimum road/ intersection geometric design. There may also be additional requirements for right-of-ways to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways, roundabouts, and traffic control in accordance with Section C.4.5.7. Any such additional right-of-way requirements shall be determined at the time of design of the road facilities and shall become part of the total required right-of-way. | The current wording may be misinterpreted as creating additional vehicular capacity, which is not the intent of the policy. The future dedications are for other purposes such as utility requirements, pedestrian and cycling amenities, wider sidewalks, trees, off-road cycling infrastructure, transit priority measures and not necessarily road widening for additional travel lanes. |
| Volume 1, Schedule C-1 | | | |
| Header and Chart Title | Schedule C-1 – Future Road Widening Right-of-Way Dedications | Schedule C-1 – Future Right-of-Way Dedications | The current wording may be misinterpreted as creating additional vehicular capacity, which is not the intent of the policy. The future dedications are for other purposes such as utility requirements, pedestrian and cycling amenities, wider sidewalks, trees, off-road cycling infrastructure, transit priority measures and not necessarily road widening for additional travel lanes. |