

Proposed Amendments to Integrated Transportation Network Policies – UHOP 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
Chapter C – City Wide Systems and Designations, Section 4.0 – Integrated Transportation Network			
Throughout chapter – terms “Road Widening” and “Road Allowance”	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 – term “Future Road Widenings”	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.4.5.2 f) v)	C.4.5.2 f) v) Sidewalks should be provided on one or both sides of the street, but cycling facilities shall not be required.	C.4.5.2 f) v) Sidewalks should be provided on both sides of the street.	As per the Pedestrian Mobility Plan and the City of Hamilton Comprehensive Development Guidelines and Financial Policies Manual (PED12165(a)) (City Wide) (Item 7.1) requires sidewalk on both sides of all streets.

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C.4.5.6	<p>Road Widening C.4.5.6 The City shall reserve or obtain road widenings for rights-of-way right-of-way dedications as described in Schedule C-2 – Future Road Widenings Right-of-Way Dedications. Where a road right-of-way is not described in Schedule C-2 – Future Road Widenings Right-of-Way Dedications, the City shall reserve or obtain road widenings dedications for rights-of-ways as described in Section C.4.5.2. The aforesaid road widenings dedications shall 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 shall reserve or obtain right-of-way dedications as described in Schedule C-2 – Future Right-of-Way Dedications. Where a right-of-way is not described in Schedule C-2 – Future Right-of-Way Dedications, the City shall reserve or obtain dedications for right-of-ways as described in Section C.4.5.2. The aforesaid dedications shall 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>C.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, the City shall acquire land through dedication, equally from both sides of the road unless otherwise specified. However, in the built up areas of the City, it may be necessary to acquire more than half of the total dedication from one side of the road right-of-way. 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-dedication through gift, bequeathment, purchase, expropriation or other methods.</p>	<p>C.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, the City shall acquire land through dedication, equally from both sides of the road unless otherwise specified. However, in the built up areas of the City, it may be necessary to acquire more than half of the total dedication from one side of the right-of-way. 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 dedication 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.4.5.6.5	<p>C.4.5.6.5 ...it is not feasible or desirable to widen an existing road allowance right-of-way to the maximum road widening right-of-way width or provide the full daylight triangle as set in Section C.4.5.2, Schedule C-2 – Future Road Widening Right-of-Way Dedications, or Section C.4.5.7, and that the City’s objectives for sustainable infrastructure, complete streets and mobility can be achieved; or, b) An alternative road right-of-way width or daylighting triangle size has been deemed appropriate through a City initiated environmental assessment, streetscape master plan, area master plan, secondary planning study, or other transportation or planning study approved by Council, and provided it does not affect the safe and planned operation of the roadway. (OPA 49)</p>	<p>C.4.5.6.5 ...it is not feasible or desirable to widen an existing right-of-way to the maximum right-of-way width or provide the full daylight triangle as set in Section C.4.5.2, Schedule C-2 – Future Right-of-Way Dedications, or Section C.4.5.7, and that the City’s objectives for sustainable infrastructure, complete streets and mobility can be achieved; or, b) An alternative right-of-way width or daylighting triangle size has been deemed appropriate through a City initiated environmental assessment, streetscape master plan, area master plan, secondary planning study, or other transportation or planning study approved by Council, and provided it does not affect the safe and planned operation of the roadway. (OPA 49)</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>
C.4.5.6.7	<p>C.4.5.6.7 Notwithstanding Section C.4.5.6, the City shall interpret the required right-of-way widths detailed in Section C.4.5.2 and Schedule C-2 – Future Road Widening Right-of-Way Dedications, where applicable to denote only the basic requirement for the section of the road right-of-way.</p>	<p>C.4.5.6.7 Notwithstanding Section C.4.5.6, the City shall interpret the required right-of-way widths detailed in Section C.4.5.2 and Schedule C-2 – Future Right-of-Way Dedications, where applicable to denote only the basic requirement for the section of the right-of-way.</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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Schedule C-2 – Future Road Widening			
Schedule C-2 - Future Road Widening	Amend title of Schedule in header and in main body.	Future Right-of-Way Dedications	To reflect new chapter title.
Schedule C-2 - Future Road Widening	Add one entry: Barton Street East from Wellington Street North to Ottawa Street North – 26.213	Barton Street East from Wellington Street North to Ottawa Street North – 26.213	Reflects existing built form and consistent with planning decisions and ROW dedications through this section of Barton Street.
Schedule C-2 - Future Road Widening	Add one entry: Charlton Street from Queen Street to Dundurn Street – 20.117	Charlton Street from Queen Street to Dundurn Street – 20.117	Based on an approved ROW impact assessment. This section of the corridor was revised based on input from affected departments regarding their servicing requirements.
Schedule C-2 - Future Road Widening	Modify one entry: Dartnall Road from Lincoln Alexander Parkway to Hydro Corridor Rymal Road East – 36.576	Dartnall Road from Lincoln Alexander Parkway to Rymal Road East – 36.576	Correct duplication of road section
Schedule C-2 - Future Road Widening	Modify one entry: Highway 8 from King Street E Donn Ave to East City Limits – 36.576.	Highway 8 from Donn Ave to East City Limits – 36.576.	Adding in missing section of the road
Schedule C-2 - Future Road Widening	Add new entry as follows: John Street from St. Joseph’s Drive to Augusta Street – 30.480	John Street from St. Joseph’s Drive to Augusta Street – 30.480	Based on an approved ROW impact assessment. This section of the corridor was revised based on input from affected departments regarding their servicing requirements.

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Schedule C-2 - Future Road Widenings	Add a new entry as follows: Lawrence Road from Gage Avenue South to King Street East – 26.213	Lawrence Road from Gage Avenue South to King Street East– 26.213	Based on an approved ROW impact assessment. This section of the corridor was revised based on input from affected departments regarding their servicing requirements.
Schedule C-2 - Future Road Widenings	Modify one entry, as follows: Nash Road from End (Kenora Ave) to Barton Street King Street East – 26.213	Nash Road from End (Kenora Ave) to King Street East – 26.213	To add missing section that was in Chapter C
Schedule C-2 - Future Road Widenings	Modify one entry: Nebo Road from Rymal Road Stone Church Road East to Dartnall Road Extension - 30.480	Nebo Road from Stone Church Road East to Dartnall Road Extension - 30.480	To add missing section that was in Chapter C
Schedule C-2 - Future Road Widenings	Add one entry: Scenic Drive from Upper Paradise Road to Garth Street – 30.480	Scenic Drive from Upper Paradise Road to Garth Street – 30.480	Based on an approved ROW impact assessment. This section of the corridor was revised based on input from affected departments regarding their servicing requirements.
Schedule C-2 - Future Road Widenings	Modify one entry: Springbrook Road Avenue from Meadowlands Boulevard to Garner Road East - 20.117	Springbrook Avenue from Meadowlands Boulevard to Garner Road East - 20.117	Based on an approved ROW impact assessment. This section of the corridor was revised based on input from affected departments regarding their servicing requirements.
Schedule C-2 - Future Road Widenings	Modify one entry: Twenty Road West (south side only) from Smith Road to Upper James Street – 37	Twenty Road West (south side only) from Smith Road to Upper James Street – 37	Based on an approved ROW impact assessment. This section of the corridor was revised based on input from affected departments regarding their servicing requirements.

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Schedule C-2 - Future Road Widenings	Modify one entry: Winterberry Drive from Highland Road W. to Old Mud Street Paramount Drive – 26.213	Winterberry Drive from Highland Road W. to Paramount Drive – 26.213	City of Hamilton already has the 30.480 metres on Winterberry Drive from Paramount Drive to Old Mud Street, therefore only a portion of the road will require only a 26.213 metre ROW.
Schedule C-2 - Future Road Widenings	Add one entry: Winterberry Drive from Paramount Drive to Old Mud Street – 30.480	Winterberry Drive from Paramount Drive to Old Mud Street – 30.480	City of Hamilton already has the 30.480 metres on Winterberry Drive from Paramount Drive to Old Mud Street.