SUBJECT: City Initiative for an Official Plan Amendment to Reduce the Planned Road Width of Trinity Church Road Within the Rymal Road Secondary Plan (PED08250) (Ward 11)

RECOMMENDATION:

That approval be given to City Initiative CI-08-K, for Official Plan Amendment No., to permit a reduced planned road width from 36 metres to 26 metres, for the portion of Trinity Church Road that falls within the Rymal Road Secondary Plan Area, as shown on Appendix “A” to Report PED08250, on the following basis:

(a) That the draft Official Plan Amendment, attached as Appendix “B” to Report PED08250, be adopted by City Council.

(b) That the proposed Official Plan Amendment is consistent with the Provincial Policy Statement and conforms to the Hamilton-Wentworth Official Plan.

Tim McCabe
General Manager
Planning and Economic Development Department
EXECUTIVE SUMMARY:

The purpose of this City Initiative is to amend the transportation policies of the Township of Glanbrook Official Plan to reduce the planned right-way width for the portion of Trinity Church Road that falls within the Rymal Road Secondary Plan Area (see Appendix “A”) from 36 metres to 26 metres.

As a result of the completion of the Trinity Church Arterial Corridor Class EA, it has become evident that the portion of the existing Trinity Church Road, south of Rymal Road East to Dickenson Road, will play a less prominent role in the transportation network servicing the southeast mountain. Staff, therefore, recommends that there is merit to reducing the road right-of-way width to 26 metres.

BACKGROUND:

The policies of the Rymal Road Secondary Plan note that the planned 36 metre wide Trinity Church Road right-of-way was precipitated by the understanding that there would be an extension of Trinity Church Road coming off the Red Hill Creek Expressway that would align with the existing Trinity Church Road/Rymal Road East intersection and was incorporated into the Glanbrook Official Plan in March of 2002. More recently, however, the Trinity Church Arterial Corridor Class EA, completed by the City of Hamilton in March 2008, has resulted in a recommendation to extend the Trinity Church Road arterial corridor further to the west. As a result, the Trinity Church Arterial corridor originally envisioned at the time of drafting of the original Rymal Road Secondary Plan is no longer valid. Considering the less prominent role of the existing Trinity Church Road, it is appropriate to reduce the road right-of-way width to 26 metres.

ANALYSIS/RATIONALE:

1. According to Subsection E.2.1.3 (b)(ii) of E.2 ROAD CLASSIFICATIONS of the Township of Glanbrook Official Plan, arterial right-of-way widths may range from 26 metres to 36 metres. Arterial Roads are intended to carry relatively high volumes of long distance traffic within, between, or through area municipalities, and/or provide access past major geographic barriers to Provincial Highways.

2. The Rymal Road Secondary Plan, which was approved by the Ontario Municipal Board on March 20, 2002, contains more specific transportation policy intended to implement the general road classification policies at a smaller, secondary plan scale. This more specific policy designates Trinity Church Road as an arterial road with a planned road right-of-way width of 36 metres. According to Subsection B.3.5.3 (b), the premise for the large right-of-way width is that:

“... Trinity Church Road shall be realigned at Rymal Road to align with the Trinity Church Road extension north of Rymal Road. To accommodate this realignment or to provide for additional turning lanes, merging lanes or other measures
required to align with the Trinity Church Road extension north of Rymal Road, additional road widening may be required at the intersection with Rymal Road.”

More recently, the Trinity Church Arterial Corridor Class EA, completed by the City of Hamilton in March 2008, has resulted in a recommendation to extend the Trinity Church Road arterial corridor further to the west, rather than immediately north of the Trinity Church Road / Rymal Road East. Therefore, the portion of Trinity Church Road located within the Rymal Road Secondary Plan will not be upgraded, nor will there be a four-way intersection connected to the Red Hill Creek Expressway at the current Trinity Church Road / Rymal Road East intersection.

3. As a result of the completion of the Trinity Church Arterial Corridor Class EA, the Trinity Church Arterial corridor originally envisioned at the time of drafting of the original Rymal Road Secondary Plan is no longer valid. Considering the less prominent role of the existing Trinity Church Road, it is appropriate to consider reducing the planned road right-of-way width. This will allow a more appropriately sized street cross section that will reflect the function and amount of traffic generated by future uses in the neighbourhood.

4. Staff is satisfied that a reduced road width of 26 metres is appropriate in this case to reflect the reduced function of Trinity Church Road. It will still fall within the arterial road right-of-way parameters of the general road transportation policies of Subsection E.2.1.3 (b) of the Township of Glanbrook Official Plan. Further, Traffic Engineering and Operations staff advised that a reduced road right-of-way width to 26 metres is expected to reasonably accommodate all necessary road facilities, including two lanes, a southbound left-turn lane at the intersection of the future mid-block collector road within the Rymal Road Secondary Plan, sidewalks and bike lanes.

ALTERNATIVES FOR CONSIDERATION:

In the event Council does not support the proposed amendment to the Official Plan, the lands will be subject to the existing policies of the Rymal Road Secondary Plan, which would require a 36.0 metre wide right-of-way on Trinity Church Road. As subdivisions or other development applications are approved, road widenings of 8.0 metres would be required from land owners on either side of the existing right-of-way.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial - N/A.

Staffing - N/A.
Legal - As required by the **Planning Act**, Council shall hold at least one (1) Public Meeting to consider an application for an amendment to the Official Plan.

**POLICIES AFFECTING PROPOSAL:**

**Hamilton-Wentworth Official Plan:**

According to Subsection 4.3.1. of the Hamilton-Wentworth Official Plan, entitled **Road Network**, The Region will:

"4.3.1.4 Permit the re-classification of an existing road to a lower classification without an amendment to this Plan.

4.3.1.5 Establish basic right-of-way widths for arterial roads as follows:

- 26 - 36 metres (approximately 86-120 ft.) when there is only partial or no control of access to abutting land use.

4.3.1.7 Undertake special studies in developed areas to determine practical rights-of-way that can serve the traffic requirements along the road, while minimizing negative impacts on existing development."

The proposed right-of-way width of 26m conforms with the Hamilton-Wentworth Official Plan.

**Township of Glanbrook Official Plan:**

The portion of Trinity Church Road that falls between Rymal Road East and the southerly limits of the urban boundary is designated as part of “OPA 36, Rymal Road Planning Area” on Schedule “A”, Land Use Plan in the Township of Glanbrook Official Plan. Further, Trinity Church Road is designated as an arterial road on Schedule “I”, Rymal Road Secondary Plan Land Use Plan.

The relevant policies are found below:

**B.3.5.3 Arterial Roads**

(a) Rymal Road and Regional Road 56 have a designated right-of-way width of approximately 36 metres.

(b) Trinity Church Road, south of Rymal Road, has a designated right-of-way width of 36 metres. Trinity Church Road shall be realigned at Rymal Road to align with the Trinity Church Road extension north of Rymal Road. To accommodate this realignment, or to provide for additional turning lanes, merging lanes or other measures required
to align with the Trinity Church Road extension north of Rymal Road, additional road widening may be required at the intersection with Rymal Road. Notwithstanding Section 3.5.1 (b), if additional lands beyond the designated 36 metre right-of-way width are required, they will be paid for by the City.

(c) Notwithstanding Policy E.2.1.3 b (ii) of the Glanbrook Official Plan, reverse lot frontage development shall not be permitted along arterial roads except as provided for in Section B.3.2.2.1 k of this Plan.

(d) Notwithstanding Policy E.2.2.5 (a) of the Glanbrook Official Plan, the required road widening will be taken equally from both sides of Trinity Church Road where it bounds the Rymal Road Secondary Plan Area.

**E.2.1 Road Classification**

**E.2.1.3** (b) Arterial Roads

**Definition and Right-of-Way Widths**

(i) Arterial Roads are strategic links in the road network and their main function is to carry relatively high volumes of long distance traffic within, between or through the Area Municipalities in the Region and/or to provide access past major geographic barriers and to Provincial Highways.

(ii) The right-of-way and design of these roads must be adequate to accommodate this longer distance traffic, as well as traffic generated in the immediate vicinity of the road and by abutting land use, where direct access to the road is permitted. Generally, full or partial control of access to abutting land uses shall be provided where new development or redevelopment warrants such action, and where alternative access can be provided.

(iii) The right-of-way widths of Arterial Roads will range from 26 to 36 metres.

(iv) Notwithstanding Subsection E.2.1.3(b) iii), the right-of-way width for the Dartnall Road extension between Rymal Road and Dickenson Road East shall be 40 metres. (O.P.A. No. 62).
The designated right-of-way widths for the road allowances of the roads in the Township of Glanbrook are as follows:

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
<th>TO</th>
<th>DESIGNATED ROAD RIGHT-OF-WAY WIDTH</th>
</tr>
</thead>
<tbody>
<tr>
<td>Trinity Church Road</td>
<td>Northern Boundary of the Township (Highway No. 53)</td>
<td>750 metres north of Dickenson Road East</td>
<td>36 metres</td>
</tr>
</tbody>
</table>

City staff has prepared this report to seek approval to amend the policies of subsection B.3.5.3 (b) to reduce the planned Trinity Church Road right-of-way width from 36 metres to 26 metres, and to acknowledge that there is no intent to connect the existing Trinity Church Road south of Rymal Road East to an extension north of Rymal Road East. Further, the designated road right-of-way width found in the table at Subsection E.2.2.6 is proposed to be similarly amended.

**RELEVANT CONSULTATION:**

**Strategic Planning Section, Capital Planning and Implementation Division, Public Works Department** staff has advised that the do not have any major objections to the downgrading of Trinity Church Road from arterial to a urban collector if the following conditions are met.

1. The proposed width reduction should be consistent with the proposed basic ROW width for the road classification; and,

2. Special attention is paid to the type of road drainage and storm water management which may increase the ROW width needs beyond the basic ROW width.

**Traffic Engineering and Operations Section, Operations and Maintenance Division, Public Works Department** staff has advised that they have no objection, and advised that it is reasonable to situate all of the required transportation facilities (i.e. vehicular lanes, turning lane and bike lanes) in the proposed 26 metre wide road allowance.

**Design and Construction Section, Development Engineering Division, Planning and Economic Development Department** staff has advised they have no objection to the reduced road right-of-way width.
PUBLIC CONSULTATION

The City Initiative for the change in Official Plan policy will be advertised in the Hamilton Spectator, Hamilton Mountain News, and Glanbrook Gazette on October 17, 2008. A preliminary circulation was not required for the City Initiated Official Plan Amendment because, in the opinion of the City’s Manager of Development Planning, in consultation with the Ward Councillor, it was determined the preliminary circulation of the Official Plan Amendment application would have minimal purpose or benefit as the proposed amendment is considered housekeeping in nature following the completion of the Trinity Church Arterial Corridor Class EA. Notice of the Public Meeting was provided in accordance with the Planning Act.

CITY STRATEGIC COMMITMENT:

By evaluating the “Triple Bottom Line”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. ☑ Yes ☐ No
Shelter, care and satisfying employment are accessible to all Hamiltonians.

Environmental Well-Being is enhanced. ☑ Yes ☐ No
Consumption of all natural resources is reduced.

Economic Well-Being is enhanced. ☑ Yes ☐ No
Hamilton's high-quality environmental amenities are maintained and enhanced.

Does the option you are recommending create value across all three bottom lines? ☑ Yes ☐ No

Do the options you are recommending make Hamilton a City of choice for high performance public servants? ☐ Yes ☑ No

:CPB
Attachs. (2)
Amendment to the Former Township of Glanbrook Official Plan

The following text constitutes Official Plan Amendment No. XXX of the Official Plan of the former Township of Glanbrook.

Purpose:

The purpose of this Amendment is to reduce the proposed width of Trinity Church Road from 36 metres to 26 metres.

Location:

The property affected by the Amendment is the Trinity Church Road right-of-way and surrounding lands located within the Rymal Road Secondary Plan Area, in the former Township of Glanbrook, south of Rymal Road East and north of the designated urban boundary.

Basis:

The intent of the Amendment is to reduce the planned road width of the portion of Trinity Church Road that is within the Rymal Road Secondary Plan Area from 36 metres to 26 metres.

The Trinity Church Arterial Corridor Class EA, completed by the City of Hamilton in March 2008, has resulted in a recommendation to extend the Trinity Church Road arterial corridor further to the west. As a result, the Trinity Church Arterial corridor, originally envisioned at the time of drafting of the original Rymal Road Secondary Plan, is no longer valid. Considering the less prominent role of the existing Trinity Church Road, it is appropriate to reduce the road right-of-way width to 26 metres.

Actual Changes

Text Changes:

1. That Subsection B.3.5.3, Arterial Roads, be amended by deleting existing Subsection B.3.5.3 (b) and replacing it with the following:

   "B.3.5.3 (b) The portion of Trinity Church Road within the Rymal Road Secondary Plan Area will have a designated right-of-way width of 26 metres. Additional road widenings may be required at the intersection with Rymal Road."
2. That the Table in Subsection E.2.2.6 be amended by deleting Columns 2, 3 and 4 for Trinity Church Road, and replacing with the following:

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E.2.2.6 The designated right-of-way widths for the road allowances of the roads in the Township of Glanbrook are as follows:

<table>
<thead>
<tr>
<th>STREET</th>
<th>FROM</th>
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<th>DESIGNATED ROAD RIGHT-OF-WAY WIDTH</th>
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<tbody>
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<td>Trinity Church Road</td>
<td>Northern Boundary of the Township</td>
<td>750 metres north of Dickenson Road East</td>
<td>26 metres</td>
</tr>
<tr>
<td></td>
<td>(Highway No. 53)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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**Implementation:**

This policy will be implemented by the acquisition of lands from property owners abutting Trinity Church Road through dedications as part of the registration of subdivisions or consents.

This is Schedule "1" to By-law No. XXX, passed on the XXX day of XXX, 2008.

The City of Hamilton

____________________________________   ____________________________________
Fred Eisenberger                      Kevin C. Christenson
Mayor                                Clerk