SUBJECT: New Integrated Transportation Network Official Plan Policies (PED08284) (City Wide)

RECOMMENDATION:

a) That Report PED08284 respecting the new Official Plan (OP) policies for the integrated Transportation Network be received.

b) That staff be authorized to consult with the general public, land owners, and various stakeholders regarding proposed Official Plan (OP) transportation policies.

EXECUTIVE SUMMARY:

The purpose of this Report is to inform Committee about new draft Official Plan (OP) transportation policies attached as Appendix “A” to this Report, and to seek authorization to consult with the general public and other stakeholders.
Policy directions from the Provincial and local levels of government all indicate the need for an improved transportation system within the City. The development of a new comprehensive OP is a unique opportunity to improve the integration of transportation and land use planning, resulting in creating opportunities for complete communities and improving citizen’s quality of life.

The recommended transportation policies focus on providing balanced and improved transportation mode choices and include provisions for: integration of different transportation modes, active transportation (e.g. walking, cycling, etc.), transit, the road network, goods movement, rail, air, and marine movements. The integrated transportation network policies support the City's urban structure and provide access via a range of modes to all land uses and activities in the City. Together, all transportation components form an integrated transportation network that will increase connectivity and efficiency, thus facilitating faster and easier movement of people and goods.

Staff will be hosting a series of Open Houses to garner input on the proposed policies. Feedback from members of the public as well as interested stakeholder groups will help refine the proposed transportation policies. Once the public consultation is completed, staff will prepare revised policies for the new OP. These revised policies will be rolled into the new OP, which will be presented to Committee in May/June 2009.

**BACKGROUND:**

1.0 Purpose of Report

As identified in Report PED08074, Work Program Official Plan (OP) and Zoning by-law (City Wide), transportation policies are a component of the new OP for the urban area of the City. Portions of the road network policies also apply to rural areas of the City. Prior to completing the draft OP in Spring 2009, it is proposed that various components of the Official Plan, including the draft integrated transportation network policies will be taken out to the public for consultation and review. The purpose of this Report is to inform Committee of the recommended draft OP policies for an integrated transportation network.

2.0 Context

Various directions from Provincial policy, transportation authorities and the City’s Transportation Master Plan (TMP) all indicate the need for an improved transportation system within the City. The development of a new comprehensive OP is a unique opportunity to improve the integration of transportation with land use planning, resulting in creating opportunities for complete communities and improving citizens’ quality of life.

The proposed policies address all aspects of transportation throughout the City by offering a greater range of travel options for moving both people and goods through transit, active transportation (non-motorized movements), roads, rail, air and marine movements. New transportation policies focus on increasing the integration and
connectivity between different modes of transportation. Furthermore, there is a greater need to emphasize and recognize the relationship between transportation and land use planning and its impact on quality of life and economic development potential. Transportation policies will affect all land uses, and conversely, can be made more efficient when complemented by appropriate locations and densities for various land uses.

The recommended transportation policies focus on providing balanced and improved transportation mode choices and include provisions for active transportation (walking, cycling, etc.), transit, the road network, and goods movement. The integrated transportation network policies support the City’s urban structure and provide access via a range of modes to all land uses and activities in the City. Together, all transportation components form an integrated transportation network that will increase connectivity and efficiency, thus facilitating faster and easier movement of people and goods.

3.0 Related City Initiatives

As part of the TMP, a rapid transit strategy has been proposed to increase the level of transit available in Hamilton. Connecting parts of the City through rapid transit is also consistent with directions detailed in the Growth Related Integrated Development Strategy (GRIDS) and the draft Urban Structure. Therefore, a rapid transit feasibility study has been initiated. The objective of the rapid transit feasibility study is to evaluate the implications of introducing exclusive transit operation, within the corridors established in the TMP, with a focus on the two corridors which were identified in the Move Ontario 2020 submission for the City. More recently, projects associated with Move Ontario 2020 have evolved into Metrolinx’s plan for a Regional Transportation Strategy. Throughout 2008, the City of Hamilton has been aggressively evaluating the feasibility of implementing light rail rapid transit within the identified corridors, as rapid transit in Hamilton has been considered one of the 15 priority projects for Metrolinx. Potential confirmation of funding for the rapid transit prior to completion of the new OP may result in additional or modified OP policies.

The TMP also produced several directions and recommendations relating to transportation and land use policies. Overall directions included increased focus on non-automobile transportation and increased connectivity. Several of the recommended TMP land use related policies have been incorporated into the proposed integrated transportation policies for the new OP (attached as Appendix “A” to this Report).

The TMP has also directed that additional work relating to classifying roads in the City be completed. This has resulted in an ongoing study called the “Road Classification and Right-of-Way Project”. This study is intended to provide the basis for classifying roads and associated rights-of-way (ROW) in the City. The TMP has provided the general framework for this road classification study which builds upon and updates the existing road classification and right-of-way policies from the existing six local and Regional OPs.
The “Road Network” section of the proposed transportation policies (attached as Appendix "A" to this Report) includes classification, ROW requirements and specific road related policies; these policies are based on the recommendations from the study. The recommended policies from the Road Classification/ROW study may still need to be modified, when the study is completed in late Fall 2008. A road network map to be included as Schedule C, to the new OP will also be completed at that time. Furthermore, the Planning Act requires that future ROW widening must be detailed in the OP. The Road Classification/ROW study is refining the ROW tables from the existing local OP’s which will then be added as an Appendix to the new OP once completed. As with the proposed road network map, an ROW table will be completed as part of the Road Classification/ROW study by late 2008.

A truck route Master Plan was recently initiated to review transportation issues surrounding truck transportation throughout the City. The study will focus on truck movements throughout the City from areas including the Port of Hamilton, John C. Munro Hamilton International Airport, and other employment areas, as well as other inter-regional truck movements. The study is to be carried out according to the guidelines set out for Municipal Class Environmental Assessments (EA). The Truck Route study will be completed after the deadline for the draft OP; if changes to the OP policies are required as a result of the study, the OP will have to be amended at a later date.

**ANALYSIS/RATIONALE:**

**1.0 Highlights of Official Plan Policies**

The new OP will replace the general “high-level” transportation policies of the Region of Hamilton-Wentworth OP as well as the more detailed policies from the former local municipalities. Therefore, the proposed integrated transportation network policies, attached as Appendix “A” to this Report, contain both general City-wide policies in addition to more detailed policies on specific modes of transportation and infrastructure.

While the proposed transportation policies do contain some of the same topic areas of the former municipal OPs, the new policies include a greater focus on all modes of transportation and increased focus on connectivity. Key topic areas for the proposed policies include:

- Integration of different transportation modes;
- Active Transportation Network (non-motorised movements);
- Public Transit Network (conventional, rapid transit and inter-regional transit);
- Roads and Street Network (road classification, traffic management and parking);
- Goods Movement Network;
- Rail Network;
- Airport (already existing in Rural Official Plan); and,
- Marine Network.
The City’s TMP, GRIDS, and the draft Urban Structure provided local policy direction for the proposed transportation policies. Several Provincial directions include the Growth Plan and the Metrolinx Green and White papers. The draft Regional Transportation Plan also directed the development of the proposed policies.

1.1 Integration of Transportation Modes

The proposed transportation policies promote integration of all modes and coordinating transportation with all other land uses. Integrated transportation policies also detail direction for the design of streets to promote active transportation, and efficient movements for transit and other vehicles. Furthermore, policies on barrier free design promote further enhancement of the City’s leading urban braille network and ensuring sidewalks and transit can accommodate all users including the disabled, elderly, youth and persons with reduced mobility throughout the City.

1.2 Active Transportation Network

The intent of the active transportation network (including walking, cycling and non-motorised modes of transportation) is to enhance the opportunities and alternatives to motorised movements. Active transportation policies recognize the importance of walking and cycling within the overall transportation network. The proposed policies encourage the enhancement of active transportation facilities (e.g. cycling lanes, sidewalks, etc.) and improved street design to facilitate better connection between land uses and with other transportation modes, such as transit.

1.3 Public Transit Network

Transit of all forms will play an increasingly important role in shaping the City’s structure and moving people to where they need to go. Conventional, rapid and inter-regional transit are all inter-related but also contain specific policies. General transit policies promote the continual and incremental expansion of transit as well as protecting key transit corridors. Conventional bus transit will continue to serve the majority of the City and connect land uses and activities. The proposed policies encourage the continual improvement of conventional transit service and to facilitate rapid transit should such a system be built in Hamilton.

The proposed policies contain policies for the potential establishment of rapid transit in the City. These include encouraging the City to continue to evaluate the establishment of rapid transit. Key policies will be put in place early in the process to facilitate the support for rapid transit and direction to further evaluate appropriate land uses along corridors and potential transit stations and stops. Rapid transit policies lay the early groundwork for additional future policies if the system gets implemented.

Inter-regional transit policies promote the continued expansion of GO Transit to the City as well as working with other governments to improve inter-regional connections. The Downtown Urban Growth Centre is identified as the key transportation hub where various modes of transit and other transportation modes interconnect.
1.4 Roads and Street Network

Roads and Streets network policies consist of roadway classifications and policies specific to maintain an efficient roadway and street network to be used by various modes of transportation. These policies are based on the draft recommendations from the soon to be completed Road Classification/ROW study (see section 3.0 Related City Initiatives). Furthermore, a Road Network Schedule will be completed as part of the Road Classification/ROW report. The schedule will highlight the classification of Major and Minor Arterials, Collector Streets for both the urban and rural areas of the City (local roads will not be shown on the Road Network Schedule).

1.4.1 Right-of-Way and Road Widening

Planned ROW and the function of the various classifications of roads are also detailed in the road network policies. All future road widening must be listed in the OP in accordance with the Planning Act. A table of future roadway widening will thus be added to the new OP once the Road Classification/ROW study is completed, as an Appendix to the Plan. For the most part, road rights-of-way will be carried forward from existing OPs. However, changes will be made if road improvements require alternative rights-of-way, or it is clear the roadway is no longer planned. Provisions within the policies allow for the City to waive or accept less than the maximum road widening requirement where natural features or the nature of the existing development make it impractical to widen the road to the full requirement.

Further policies for special character roads, design and maintenance, intersections and access management are all part of the roadway policies. In addition to the road network, the proposed policies also contain provisions for traffic management, parking and loading.

1.5 Goods Movement Network

Increasingly, the movement of goods is becoming an important component of the overall transportation network. The proposed policies promote the enhancement of the goods movement network in Hamilton and attempt to utilize the advantage Hamilton has as a goods movement centre. Goods movement policies include protection of key corridors, promotion of inter-modal facilities and maximizing the efficiency of goods movement by encouraging separating goods movement facilities and corridors from sensitive land uses, where feasible. Additional goods movement policies may be added pending the completion of the City’s on going truck route study. Furthermore, an additional Appendix map will be developed in the future, highlighting key goods movement features including truck routes, rail corridors and other goods movement facilities (e.g. The Airport, Port of Hamilton, etc.).

1.6 Rail, Marine Port and Airport

The proposed policies promote the use of rail and marine facilities as part of the overall transportation network. Policies for the John C. Munro Hamilton International Airport have already been adopted by Council in the Rural Official Plan. Rail and Marine network policies are largely carried over from the former Region of Hamilton-
Wentworth Official Plan. Rail network policies promote utilizing rail for goods and people movement where possible, while minimizing conflict between users. Policies also support the Hamilton Port Authority in maintaining the port as an important element of the Bayfront employment area and the goods movement network.

2.0 Key Issues

Throughout 2008, the Provincial transportation agency, Metrolinx, has been developing and releasing background papers (Green and White series) leading up to the recent release of a draft Regional Transportation Plan (RTP). A final version of the RTP is scheduled to be released in late 2008. In developing the proposed Official Plan transportation policies, City staff have been following directions released by Metrolinx through the Green and White Papers. The draft policies are consistent with the direction Metrolinx has proposed given that Metrolinx is also consistent with the Provincial Growth Plan. As the final version of the Metrolinx plan is released, City staff will continue to compare the proposed Official Plan policies with the Metrolinx RTP to maintain consistency. Metrolinx may evaluate municipal policy among other factors when considering future funding allocations.

Concurrent with the Metrolinx process, the City of Hamilton is evaluating the feasibility of a potential light rail rapid transit system. Pending the outcome of funding announcements from Metrolinx and the Province, implementing rapid transit will have a profound impact on the entire transportation network, in addition to land uses within the identified corridors and City-wide. While the proposed transportation policies contain provisions for rapid transit, should construction of a rapid transit line be confirmed, policies and zoning for the corridors may require updating. Part of the planning for a potential rapid transit line will need to include impacts on land uses as well as impacts on other modes of transportation from automobile use to active transportation. A potential rapid transit system can have many benefits to the overall transportation network and increase travel options and connectivity between travel modes. Further investigation on the impact and required policies to facilitate rapid transit will need to be pursued should a rapid transit line(s) become a reality in Hamilton.

3.0 Compliance with Provincial Legislation

3.1 Planning Act/Provincial Policy Statement

The Planning Act and the Provincial Policy Statement (PPS) provide policy direction relating to the City’s requirement to provide a safe and efficient transportation system. Specifically, the municipality must:

- Provide a transportation system which facilitates the movement of people and goods in an safe and efficient manner (Policy 1.6.5.1);
- Makes efficient use of planned infrastructure (Policy 1.6.5.2);
- Maintain connectivity within the City and across jurisdictions (Policy 1.6.5.3);
- Consider transportation and land use considerations together in all stages of the planning process (Policy 1.6.5.5);
- Plan for and protect corridors and ROW for transportation, transit and related infrastructure (Policy 1.6.6.1); and,
Prevent development in corridors which could negatively impact the planned function of the corridor (Policy 1.6.6.2).

Furthermore, economic prosperity is to be supported using transportation as a tool by providing for an efficient cost-effective multi-modal transportation system that is integrated with other systems (Policy 1.7.1d)).

3.2 Places to Grow Growth Plan

The Growth Plan provides additional requirements for municipalities’ transportation systems and how they are to facilitate compact, vibrant and complete communities. Municipalities must plan for a transportation system which:

- Provides connectively among transportation modes for moving people and goods; (Policy 3.2.2.1 a));
- Offer a balance of transportation choices reducing the reliance on any single mode and promote transit cycling and walking (Policy 3.2.2.1 b));
- Must also be financially and environmentally sustainable, offer multi-modal access to various land uses and activities while being safe for users (Policy 3.2.2.1c) through e)); and,
- Coordinate transportation and land use planning (Policy 3.2.2.2).

Furthermore, municipalities planning for transportation corridors must ensure corridors are identified and protected, support opportunities for multiple modes, with a priority on transit and goods movement over single occupancy automobiles, consider opportunities for moving people by rail where appropriate, separate modes in corridors where appropriate and provide linkages and intermodal opportunities for goods movement (Policy 3.3.3.3 a)-e)). Transportation Demand Management (TDM) strategies must also be detailed in OPs (Policy 3.2.2.5).

Policies 3.2.3.1 and 3.2.3.2 provide a variety of directions for the efficient movement of people including:

- Making public transit the first priority of transportation infrastructure investments;
- Using infrastructure to plan for growth;
- Expanding transit to transit supportive and mixed use areas; and,
- Facilitating linkages between neighbourhoods, the downtown and other identified intensification areas and increasing opportunities for transit use.

Furthermore, municipalities are to ensure pedestrian and bicycle networks are integrated into the transportation system in a safe comfortable manner linking intensification areas and neighbourhoods (Policy 3.2.3.3).

The Growth Plan also directs that goods movement will be facilitated by:

- Linking inter-modal facilities (Policy 3.2.4.1);
- Requiring that municipalities provide for priority routes for goods movement (Policy 3.2.4.4); and,
4.0 Public Consultation Process

Since there are several Official Plan policy areas are at the state of public consultation, staff will be holding a series of events to garner input.

The consultation process will include a variety of methods such as:

- Public information centres which involve both displays and presentations;
- Targeted stakeholder groups (i.e. Hamilton Port Authority, Chamber of Commerce, Canadian National and Canadian Pacific Railways, Various Citizen groups etc.); and,
- City’s website.

5.0 NEW OFFICIAL PLAN

Once the public consultation is completed, staff will be preparing revised policies for the new Official Plan. These revised policies will be rolled into the new Official Plan, which will be presented to Committee in May/June 2009.

To keep Committee updated with the results of the public consultation and to flag any issues that may arise prior to the completion of the first draft of the Official Plan, staff will prepare Information Updates.

**ALTERNATIVES FOR CONSIDERATION:**

An alternative method is to delay public consultation until such time as the first comprehensive draft of the Official Plan is prepared in the spring. However, this is not recommended as it will delay completing the OP beyond the June 2009 legislative requirement.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

Financial: N/A
Staffing: N/A
Legal: N/A

**POLICIES AFFECTING PROPOSAL:**

See Section 3.0 in the Analysis/Rationale Section.
Departmental and Internal consultation
Draft policies were circulated to various Divisions within the Planning and Economic Development, Public Works, Community Services and Public Health Services Departments. Policies were revised based on this initial circulation. A future circulation will be completed following public consultation.

Public Consultation
Future public consultation will occur with the general public and interested stakeholders in accordance with the Public Consultation process detailed in section 4.0 Analysis/Rationale Section.

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
  Community well being is enhanced by the proposed policies which provided improved modes choice and greater mobility, therefore increasing access for all.

- **Environmental Well-Being is enhanced.** ☑ Yes ☐ No
  Environmental well-being is enhanced by providing increased opportunity to reduce card dependence. Increased focus on active transportation and transit will help reduced pollution and vehicle emissions.

- **Economic Well-Being is enhanced.** ☑ Yes ☐ No
  Economic well-being is enhanced by the proposed policies which promote and efficient goods movement system. Furthermore, increased transportation efficiency overall by all modes can help reduce congestions, thus facilitating goods movement which benefits business and industries in Hamilton.

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

N/A

RM/JHE:dkm
Attach. (1)
C.4.0 INTEGRATED TRANSPORTATION NETWORK

Movement in the City of Hamilton is comprised of various transportation modes, which together form an integrated transportation network that supports all land uses and contributes to the well-being of the community. The integrated transportation network offers a range of travel options for moving both people and goods on roads, rail, air, and water. The options on the roadway network include transit, active transportation (non-motorized movements), commercial vehicles and automobiles. The function of the integrated transportation network and overarching objective of the Official Plan is to safely and efficiently move people and goods seamlessly and effectively.

The transportation network and land uses are mutually inclusive; land uses are connected and accessible through the transportation network. Equally, transportation is made more efficient when complemented by appropriate locations and densities for various land uses. The City shall plan for an integrated transportation network contributing to complete communities through the policies of this Plan, provincial policies, and requirements of the Planning Act. Accordingly, the integrated transportation network shall support the urban structure including mixed use nodes, corridors, major activity centres, neighbourhoods and employment areas. The integrated transportation policies will help in achieving the shared goal of Vision 2020, the Growth Related Integrated Development Strategy and the Transportation Master Plan, of an integrated sustainable transportation network for people, goods and services, which is safe, environmentally friendly, affordable, efficient, convenient and accessible.

It is the intent of this Plan to recognize the relationship between the transportation network and its impact on quality of life and economic development potential. In this regard, the integrated transportation network will offer a greater range of transportation mode choice. An improved and efficient transportation network is a key component of complete communities - creating the vital link between activities and land uses throughout the City. Improved mode choice can be accomplished through a better balance between the competing needs of the street network including cars, transit, active transportation, goods movement facilities and parking. A balanced integrated transportation network shall contribute to vibrant streets where pedestrians and cyclists feel comfortable and can co-exist with traffic on the street, improving health and quality of life.

Transportation Demand Management (TDM) is an essential part of an overall integrated transportation network and part of a more sustainable transportation system. The policies of this Plan, together with the directions and programs from the Transportation Master Plan, will contribute to an overall Transportation Demand Management strategy for the City.
4.1 Policy Goals

The following goals apply to the integrated transportation network in Hamilton:

4.1.1 To provide a balanced and integrated transportation network which includes all modes of transportation such as, Active Transportation, Transit, Automobiles, Goods Vehicles and Rail, Air and Marine movements.

4.1.2 To recognize the relationship of transportation and land use planning in connecting communities, land uses and activities and the role of the integrated transportation network in creating complete communities and improving overall quality of life.

4.1.3 To facilitate the safe and efficient movement of goods within and between Hamilton and neighbouring municipalities and regions.

4.1.4 To plan urban development so that travel by car is an option not a necessity.

4.1.5 To work in cooperation with other levels of government and government agencies to further develop inter-regional travel Plans including expansion of GO Transit in the Hamilton area, proposals for Rapid Transit within the City and other interregional transit and highway, marine, and airport initiatives.

4.1.6 To facilitate the efficient movement of goods through various modes throughout the integrated transportation network.

4.1.7 To provide a convenient, fast, and frequent public transportation service that features adequate carrying capacity and serves all residents and businesses.

4.2 Integrated Transportation Policies

4.2.1 The City shall continue to maintain the existing transportation network and ensure the continued sustainability of existing transportation infrastructure before new infrastructure developments are considered.

4.2.3 Transportation infrastructure shall be designed and implemented to support the growth objectives and urban structure as detailed in Section E2.0 of this Plan.

4.2.4 All land use planning and design decisions shall be coordinated with, and consider the integrated transportation network policies.

4.2.4.1 The timing of new developments shall be coordinated with the availability of adequate, matched transportation network capacity.

4.2.5 Transportation demand management measures shall be incorporated in all transportation related studies, Master Plans, Environmental Assessments, neighbourhood Traffic Management Plans and new development plans
including the degree to which it can help achieve transportation goals in accordance with section C4.1, and what actions are required to do so.

4.2.5.1 **Transportation demand management** measures may include:

a) Provision of *active transportation* features include but are not limited to secure bicycle storage facilities and pedestrian and cycling access to the road network facilities;

b) Supporting transit through parking and loading management, reduced parking standards for some land uses where appropriate and making provisions for car-sharing spaces in the Zoning By-Law; and,

c) Other measures detailed in the Transportation Master Plan.

4.2.6 Public transit shall be considered an integral component of planning for new *development* and *redevelopment* of residential uses and all new commercial, employment and mixed use centres within the urban areas of the City. Accordingly, new Secondary Plans shall include provisions for safe, convenient, accessible and direct access via *active transportation* to the public transit network.

4.2.7 The City in consultation with the Province and adjacent municipalities shall work to implement inter-city transit projects prior to, and in conjunction with, provincial transportation projects, in order to encourage a balanced transportation network.

**Urban Design and Complete Streets**

4.2.8 For new Secondary Plans and development reviews of *major trip generators*, the following principles shall be taken into consideration:

a) The establishment of a continuous grid road network shall be the preferred street layout which allows pedestrians, cyclists, transit vehicles and automobiles and goods vehicles to move efficiently through communities;

b) The grid network shall consist of efficient spacing of arterials and collector;

c) Land use decisions shall be evaluated in terms of their impacts on reducing automobile dependence and improving modal choice;

d) The mix of uses that bring activities closer together thereby making walking, cycling and transit viable alternatives for most trips;

e) The location of higher density uses near existing and planned transit stop/station locations; and,

f) Design and layout which recognizes and minimizes the need for future traffic calming and/or unnecessary traffic control devices.

4.2.9 Direct access to transit facilities shall be provided via sidewalks and walkways from the interior block areas of neighbourhoods. Within existing developments,
the City shall encourage the creation of mid-block connections for pedestrians, transit, and active transportation modes, removing discontinuities in the grid.

4.2.10 Development of major trip generators shall provide safe and convenient pedestrian and cycling environments and access through building orientation, site layout, traffic management, and the provision of facilities such as sidewalks, crosswalks, bikeways, bicycle parking and loading and connections to transit service.

4.2.11 The construction of new roads and reconstruction of existing roads, shall include safe convenient and attractive pedestrian facilities including but not limited to sidewalks, corner ramps and pedestrian signals in accordance with subsection 4.3. Transit accessibility and cycling lanes may be incorporated into urban arterial and urban collector road redesign where feasible.

4.2.12 The City shall encourage new development to allow pedestrians to access existing or planned transit within a short walking distance.

Barrier Free Transportation

4.2.13 Hamilton’s transportation network shall be developed to be inclusive of the needs of persons with disabilities, seniors, children and those with reduced mobility through the following provisions:

a) Ensuring that new transit facilities, transit stops, and vehicles are accessible and utilize barrier free design principles where feasible;

b) Ensuring that sidewalks are accessible and accommodate people with impaired or reduced mobility using techniques including but not limited to curb cuts and urban braille;

c) Encouraging the use of voice signals at crosswalks to allow for safe passage for persons with limited vision;

d) Modifying existing transportation facilities over time to make them more accessible;

e) Requiring minimum off-street parking spaces for the disabled regulated through the Zoning By-Law; and,

f) Taking accessibility considerations into account for the design of new developments.

4.2.14 The City shall continue to be a leader in providing accessible sidewalks and other public spaces by maintaining and explaining the urban braille network.

4.2.15 Priority for expanding the City’s urban braille network shall be located in the Downtown Urban Growth Centre and major transit stations within sub-regional service nodes in accordance with section C.2.4.2 and connecting to existing urban braille areas.
4.2.16 The City shall continue to encourage the Disable and Aged Regional Transportation System (D.A.R.T.S) service in providing specialized transit throughout the City.

4.3 Active Transportation Network

Active Transportation which includes pedestrian movement, cycling and any other non-motorised modes of transportation, are key components of the City’s transportation network. The City shall provide and maintain infrastructure that gives pedestrians and cyclists safe and convenient passage along streets and which will contribute to an environment that encourages people to use active transportation for travel to work, school, exercise, recreation and social interaction.

Active Transportation provides a sustainable alternative to travel by private automobile, resulting in physical, economic and social benefits from improved air quality, reduced energy consumption and increased physical activity. It is the intent of the City to recognize that active transportation is an essential component of the overall integrated transportation network.

4.3.1 The City shall accommodate commuter cycling needs on the road network and major recreational pathways to the greatest extent possible in accordance with the City’s Cycling Master Plan and Trails Master Plan.

4.3.2 In all new developments and redevelopments, pedestrian and other non-motorized forms of movement shall be accommodated by means of pathways, walkways, sidewalks, bike lanes, bike paths and other facilities.

4.3.3 The City shall continue to build and maintain the active transportation network which recognizes the importance of the sidewalk and cycling network while achieving a high standard of connectivity. Active Transportation shall be promoted and accommodated in street design and operation through the:

a) Continuous improvement and expansion of the existing network of pedestrian and bicycle infrastructure, including multi-use paths, bike lanes, and on-street bike routes;

b) Establishment of pedestrian-oriented design guidelines in secondary plans; and,

c) Provision of traffic calming measures and signage, where appropriate.

4.3.4 Within the designated right-of-way, the design of streets and sidewalks shall provide a buffer between vehicular and pedestrian flow where feasible.
4.3.5 The City shall design safe pedestrian friendly streets where:
   a) The streetscape is visually appealing and makes walking more inviting;
   b) Weather protection is provided by store fronts with over hangs to shelter people;
   c) The placement of objects which will impede pedestrian movements is discouraged;
   d) Motor vehicle traffic is reduced by design or other means in areas of high pedestrian activity;
   e) There are exclusive pedestrian links in areas of high pedestrian activity and vehicular traffic;
   f) Vehicular, pedestrian and cycling traffic are distinctly separated to the fullest extent possible; and,
   g) Adequate lighting is provided.

4.4 Public Transit Network
Public transit has been and shall continue to be a key component of the City’s integrated transportation network. The use of public transit has environmental and social advantages over the automobile, such as improving air quality and reduced traffic congestion. It is the intent of this Plan that transit shall provide access to resident’s homes, work, school, other institutions, shopping and recreational facilities in an efficient and reliable manner. Transit shall continue to increase connectivity and integration with other forms of transportation.

4.4.1 The City shall provide public transit at a level of service to enhance its use as a viable alternative to the automobile.

4.4.2 Transit service levels shall be increased on an incremental basis, in conjunction with other policies to improve the viability of transit, with a goal of increasing annual transit ridership per capita. Service level increases shall be primarily directed to:
   a) Corridors and routes that have the potential to generate increased transit ridership in a cost-effective manner;
   b) Designated employment areas;
   c) Primary corridors and secondary corridors as identified in Schedule E; and,
   d) New communities where there is a sufficient demand to justify transit service.

4.4.3 The City shall protect transit-priority corridors identified as “Primary Corridors” on Schedule E for future transit-priority measures.
4.4.4 The City shall improve the speed and reliability of transit service by providing transit-priority measures to lessen delays on transit vehicles caused by other traffic and traffic control signals where feasible.

4.4.5 The City shall incorporate public transit concepts and required facilities in the road pattern of plans of subdivision and Secondary Plans, wherever applicable, to allow for convenient access to public transit service.

**Rapid Transit**

4.4.6 The City shall evaluate the potential to establish rapid transit within the primary and secondary corridors identified on Schedule E.

4.4.7 Rapid transit may operate on its own right-of-way, as a separate system or in shared corridors, such that it is not delayed in general traffic. The rapid-transit network shall consist of an interconnecting network of existing and planned rights-of-way and corridors in which a rapid-transit facility may be located.

4.4.7.1 Rapid transit may be developed in a staged manner whereby various transit-priority measures may be implemented to improve the quality of transit service in terms of speed and reliability representing the interim stage in the long-term development of a rapid-transit network.

4.4.8 The City shall review increasing the supply of parking at park-and-ride facilities to enhance accessibility to rapid-transit services at selected stations and other appropriate sites outside of the Downtown Urban Growth Centre. In this regard, the City will encourage the proponents of major developments at existing or planned rapid-transit stations to provide sufficient land for park-and-ride facilities, for which the City may enter into agreements for purchase, rent, and operation or shared use.

4.4.9 Rapid Transit services shall be integrated with other transportation modes and conventional forms of transit.

4.4.10 Prior to the construction and in conjunction with implementation of rapid transit in Hamilton, corridor studies shall be undertaken and shall consider the following:

a) Compatible and transit supportive land uses along the selected corridor;
b) Urban design considerations;
c) Accessibility concerns;
d) Redevelopment impacts; and,
e) Environmental and social/community impacts.
Conventional Transit

4.4.11 The City of Hamilton shall continue to provide conventional bus transit to the majority of the urban areas of Hamilton. Conventional bus transit shall serve local communities. Once rapid transit is implemented, conventional bus transit shall continue to serve areas outside of identified rapid transit corridors and provide feeder service to rapid transit. Until such time, conventional bus transit shall be the primary means of transit for the City.

4.4.12 The City shall introduce transit service/infrastructure as early as possible to newly developed residential, commercial, employment and mixed use areas to promote the uses of public transportation and reduce the need for automobiles, subject to financial and operational feasibility.

Inter-Regional Transit Network

4.4.13 The City of Hamilton supports the expansion of GO Transit thorough increased service to the City and additional expansion to the eastern portions of the City.

4.4.14 Access to the GO Transit network at GO Transit stations shall be promoted through provision of adequate local transit and adequate commuter parking facilities including limited commuter parking facilities where appropriate outside of the Downtown Urban Growth Centre.

4.4.15 The City shall work together with other municipalities and transit providers to implement seamless integration and coordination between transit networks across municipal jurisdictions.

4.4.16 The City has identified the northern portion of the Downtown Urban Growth Centre as the location for the establishment of a GO/VIA transit station. This station shall the principal access point for inter-regional rail.

4.5 Roads and Street Network

The road network is a component of the overall transportation network. The City shall provide an efficient Road Network that will accommodate anticipated traffic volumes at a reasonable level of service while balancing the needs of all road users and vehicles and providing a right-of-way for underground utilities.

Functional classifications and associated policies will recognize differing needs for rural and urban roads, and employment and neighbourhood-oriented roads.

Functional Classification

4.5.1 The Road Network shall be comprised of Provincial Highways, Parkways, Major Arterial Roads, Minor Arterial Roads, Collector Roads and Local Roads. The road network, except for local roads, is identified on Schedule C. The road
alignments of proposed roadways shown are diagrammatic and may be altered provided the general intent of this Plan is maintained.

4.5.1.1 Additional transportation corridors may be added to the road and transportation network in Hamilton in the future. Recognizing the need to plan proactively for future infrastructure requirements and sustainable transportation solutions, the City supports active participation with Provincial transportation planning studies such as the ongoing Niagara to Greater Toronto Area (NGTA) corridor planning and Environmental Assessment study. The NGTA study will address congestion, economic growth, and better gauge a long term land use framework extending from the Niagara Peninsula to the Greater Toronto Area.

4.5.2 The Road Network shall be planned and implemented according to the following functional classifications and right-of-way widths:

a) **Provincial Highways**, subject to the following general policies:
   
i) There are two primary provincial highways located within the City – Highway 403 and the QEW. Additionally, Highway 6, Highway 8, Highway 5, are provincially owned facilities and have unique classifications. Development which falls within the Ministry of Transportation’s permit control area is subject to the requirements of the Provincial Government;
   
ii) New entrances or the upgrading of entrances within the Ministry of Transportation’s permit control area of a provincial highway shall be subject to the approval of the Ministry of Transportation; and,
   
iii) The City and the Ministry of Transportation will work cooperatively with respect to the planning of land development and associated access connections within the Ministry of Transportation’s permit control area adjacent to all provincial highways and interchanges within the City, to protect the future capacity and operation of both the provincial highway network and the City’s transportation facilities.

b) **Parkways**, subject to the following policies:
   
i) There are two Parkways within the City of Hamilton – Lincoln Alexander parkway and the Red Hill Valley parkway. The primary function of a Parkway is to carry relatively high volumes of intra municipal and inter-regional traffic through the City;
   
ii) The basic minimum right-of-way widths for Parkways shall be 60 metres;
   
iii) Direct land access shall not be permitted; and,
   
iv) Cyclists and pedestrians shall not permitted.
c) Major Arterial Roads (Urban), subject to the following policies:

i) The primary function of a Major Arterial Road is to carry relatively high volumes of intra municipal and inter-regional traffic through the City in association with other types of roads, although land accesses are permitted they are under rigid controls;

ii) The basic minimum right-of-way widths for Major Arterial Roads shall be 26, 36, 40 or 45 metres, with 36 metres being the preferred minimum;

iii) The right-of-way widths of Major Arterial Roads shall include sufficient width for left turn lanes and right turn lanes at major intersections;

iv) Major Arterial roads should generally be organized in a grid pattern with collectors, arterials, parkways and provincial highways;

v) All vehicle types, including trucks (subject to truck route network), buses, and rapid transit vehicles are permitted; wider lanes or separate facilities may be in place to accommodate cyclists and sidewalks shall generally be present on both sides of the street for pedestrians; and,

vi) On street parking and loading may be prohibited or at minimum be restricted in the peak hours.

d) Minor Arterial Roads (Urban), subject to the following policies:

i) The main function of a Minor Arterial Road is to carry moderate volumes of intra municipal and inter-regional traffic through the City in association with other types of roads, but land accesses are permitted under some controls;

ii) The basic minimum right-of-way widths for Minor Arterial Roads shall be 26, 30 or 36 metres;

iii) Minor Arterial roads shall generally be organized in a grid pattern with collectors, arterials parkways and provincial highways;

iv) All vehicle types, including trucks (subject to truck route network), buses and rapid transit vehicles, are permitted; wider lanes or separate facilities may be in place to accommodate cyclists and sidewalks shall generally be present on both sides of the street for pedestrians;

v) Gateway features may be permitted where required; and,

vi) On street parking and loading may be prohibited or at minimum be restricted in the peak hours.
e) **Collector Roads (Urban)**, subject to the following policies:

i) The function of an Urban Collector Road is equally shared between providing direct land accesses and the movement of moderate volumes of traffic within and through designated employment or neighbourhood areas;

ii) The basic minimum right-of-way widths for Urban Collector Roads shall be 20 or 26 metres;

iii) Urban Collector Roads shall generally be organized in a grid-network and connect to Minor Arterial Roads and Major Arterial Roads;

iv) With the exception of designated employment areas, trucks shall generally be restricted from collector roads; wider lanes or separate facilities shall generally be in place to accommodate cyclists and sidewalks shall be present on both sides of the street for pedestrians; and,

v) With the exception of designated employment areas, horizontal traffic calming features such as curb extensions, median islands and/or roundabouts shall be permitted where required subject to meeting City Traffic Calming warrants.

f) **Local Roads (Urban)**, subject to the following policies:

i) The primary function of an Urban Local Road is to provide direct land accesses, while the movement of low volumes of traffic to Collector Roads is secondary;

ii) The basic minimum right-of-way widths for Urban Local Roads shall be 26 metres in designated employment areas and 18 or 20 meters in all other areas;

iii) The City recognizes that in older built up and developed sections of the existing urban areas that there are existing road right-of-way widths significantly less than 20.12m. Notwithstanding the other road right-of-way widening policies of this plan, it is the intent of The City to increase these specific existing road rights-of-ways to a minimum of 15.24m with daylight triangles at intersections instead of the minimum required 20.12m road right-of-way width provided all the required road facilities, municipal sidewalks and utilities can be accommodated in this reduced road right-of-way width;

iv) With the exception of designated employment areas, trucks shall be restricted from local roads, and transit service shall generally avoided, no special facilities are required for cyclists and sidewalks should be present on one or both sides for pedestrians;

v) With the exception of designated employment areas, horizontal and vertical traffic calming, including speed humps, may be
implemented where required subject to meeting City Traffic Calming warrants; and,

vi) Local roads ending in cul-de-sacs shall be discouraged, except under the following criteria:

a) The topography, natural features, wetlands, watercourses, existing development, etc. prevent the construction of a through street;

b) The cul-de-sac street does not cross a railway right-of-way or any other Utility Corridor;

c) It has been determined by the City that public street connectivity is not essential to the street circulation network or the underground services and utility grid network of the adjacent area; and,

d) The local road network is arranged such that connections for pedestrians and cyclists are direct and continuous.

g) **Arterial Road (Rural),** subject to the following policies:

i) The primary function of a Rural Arterial Road is to carry relatively high volumes of intra municipal and inter-regional traffic through the rural area in association with other types of roads; land accesses are permitted but should be considered a secondary consideration;

ii) The basic minimum right-of-way width for Rural Arterial Roads shall be 36, 40 or 45 metres;

iii) Rural Arterial roads shall generally be organized in a grid pattern; and,

iv) Parking may be prohibited.

h) **Collector Road (Rural),** subject to the following policies:

i) The function of a Collector Road is equally shared between carrying moderate volumes of intra municipal and inter-regional traffic through the rural area and providing direct property accesses;

ii) The basic minimum right-of-way widths for Collector Roads shall be 26 or 30 metres;

iii) Collector Roads shall generally be connected with locals, collectors and arterials; and,

iv) Trucks shall generally be restricted from Rural Collector Roads (subject to truck route network), wider lanes, paved shoulders or separate facilities may be in place to accommodate cyclists and sidewalks may be present for pedestrians.
i) *Local Road (Rural)*, subject to the following policies:

i) The primary function of a Rural Local Road is providing direct property accesses, while the secondary function is to move low volumes of traffic to Collector Roads;

ii) The basic minimum right-of-way widths for Local Roads shall be 26 or 30 metres;

iii) Local Roads shall generally be connected with other local roads and collectors; and,

iv) Passenger and service vehicle types are permitted; no special features are required for cyclists and pedestrians.

**Special Character Roads**

4.5.3 Notwithstanding the foregoing, the City may decide to reduce or waive certain functional requirements, subject to the following policies:

a) Where a roadway has been defined as a Heritage Road in accordance with the provisions of policy B.3.4.5.6 and B.3.4.5.7 of this Official Plan; and,

b) Where it has been determined through an Environmental Assessment, Area Master Plan or secondary planning study and development planning approval process that a reduced right-of-way width is required to maintain existing neighbourhood character or to provide pedestrian friendly areas within neighbourhoods and does not affect the safe operation of the roadway.

**Design and Maintenance**

4.5.4 The road network shall be designed and maintained according to the following criteria:

a) The Functional Road Classification System shall be used as the basis for decisions regarding design standards for road construction, transit, bicycle and truck routes, road widenings and access policies. The City may re-classify roads by:

i) Re-classifying an existing road to a higher classification where considered necessary, as traffic conditions change in response to development, by way of an amendment to this Plan;

ii) Re-classifying an existing road to a lower classification which shall be permitted without an amendment to this Plan.

b) The City shall be permitted to design a roadway according to an urban or rural cross-section regardless of whether the roadway is in an urban or rural area;

c) The City shall initiate construction and maintenance programs to improve the safety and operation of the Road Network; and
d) Only essential transportation routes, as well as, maintenance and major and minor upgrading and repairs of existing routes is permitted in the Escarpment Natural Area.

Unopened Road Allowances

4.5.5 New development or redevelopment will only be permitted on a property that has direct frontage on a publicly assumed road constructed to municipal standards. However, repairs or replacement of existing dwelling units on private roads, unopened road allowances or other substandard roads which are not being maintained by the City may be permitted.

4.5.5.1 Notwithstanding policy 4.5.5, a common element condominium road shall be considered as a public road for the purposes of the Zoning By-law.

Road Widening

4.5.6 The City will protect rights-of-way for the roadway network shown on Schedule C and as listed in Appendix __.

4.5.6.1 The City may waive or accept less than the maximum road widening requirement where, in the opinion of City, the nature of existing development, topographic and/or natural features or other constraints make it impractical to widen the road to the established road allowance requirement.

4.5.6.2 Road widening in excess of road allowance requirements may be required under certain conditions to retain cut/fill requirements, to accommodate side-slopes/retaining walls/abutments of bridges, storm water management features or utilities, to provide for auxiliary lanes for road and/or development approval purposes, or to provide road access to a site.

4.5.6.3 When widening existing roadways an attempt will be made to widen equally on both side wherever feasible. However, in certain cases where factors such as topography and existing development dictate, it may be necessary to require more than half of the widening on one side of the road. In cases where more than half of the total widening proposed is to be taken from one side of the road, the amount of land to be taken by dedication from each side of the road, under site plan control draft plan or consent agreements, shall be limited to one-half of the total proposed widening unless the extent of the proposed widening is more specifically defined in the Official Plan or by subsequent amendment.

4.5.6.4 Notwithstanding the foregoing policies, the City may designate alternative R.O.W. widths through the Environmental Assessment Process without requiring an amendment to the Official Plan.

Intersections

4.5.7 Road widening in excess of road allowance requirements may be required at an intersection for the purpose of providing channelization/auxiliary turn lanes, roundabouts, increasing intersection capacity, locations for traffic control
devices, and/or transit facilities and transit priority measures, including rapid transit lanes and/or stations.

**Daylighting Triangles**

4.5.8 Daylighting triangles at intersections shall generally be as follows:

i) Local to Local Roads: 4.5 m triangle or radius

ii) Collector to Local or Collector Roads: 9 m x 9 m triangle

iii) Arterial to Collector or Arterial (Urban): 12 m x 12 m triangle

iv) Rural Arterials and Collectors: 15 m x 15 m triangle

4.5.8.1 The dedication of property for roundabouts on existing or new roads may be required at such times as the property is to be developed or redeveloped and the City deems that roundabouts are justified. In such cases, day-lighting triangles may be increased as required.

**Access Management**

4.5.9 The efficiency, safety and traffic carrying capacity of major arterial and minor arterial roads shall be protected by minimizing the number and spacing of intersecting streets and access points.

4.5.9.1 To the extent feasible, the intersection of a new collector road with an arterial road shall provide sufficient separation from the nearest major intersection to allow for the efficient operation of traffic control devices.

4.5.9.2 Local roads with cul-de-sacs shall not be permitted to connect to arterial roads, unless there are no reasonable alternatives.

4.5.9.3 Private access to arterial and collector roads shall be designed to minimize the number of driveways and to consolidate driveways for adjacent sites where possible.

**Traffic Management**

4.5.10 Traffic calming shall be considered as an effective means of reducing the negative impacts of traffic on the quality of life for Hamilton residents in existing and planned neighbourhoods and other built-up areas. New Secondary Plans and neighbourhoods shall be designed in such as way as to minimize the future requirements for traffic claming or traffic management.

4.5.11 Traffic calming devices shall only be installed where warranted in accordance with current City traffic standards.

4.5.12 Traffic management plans for entire neighbourhoods (bounded by an arterial road network) shall be preferred over street-by-street solutions that may shift problems to adjacent roadways. As such,

a) Neighbourhood traffic management shall be explicitly addressed through Secondary Plans or Transportation Master Plans and where appropriate at
draft plan of subdivision or site plan level for larger developments (i.e. consisting of multiple streets in a subdivision).

4.5.13 On arterial and major collector roads traffic calming is not appropriate in accordance with current City traffic standards.

4.5.14 The City shall require Transportation Impact Studies to assess the impact of proposed developments on current travel patterns and/or future transportation requirements prior to Official Plan Amendments, subdivision approvals, major rezoning and major site plan approvals are permitted.

4.5.15 Neighbourhood design shall be structured to minimize the later retrofit of additional unplanned, traffic control devices.

4.5.16 Roundabouts will be considered first as the preferred choice of traffic control type overall all-way stop and traffic control, at an intersection.

Parking and Loading

4.5.17 Parking and loading requirements regulated through the Zoning By-Law shall provide adequate parking for the site, while avoiding excess parking supply that can discourage transit use and active transportation choices.

4.5.18 Parking options and related incentives for transit and active transportation modes shall be improved through:

   a) Installation of secure bike parking in strategic high activity public locations, including municipal parking facilities; and,

   b) Adoption of zoning regulations to require secure bike parking in new commercial developments, institutional, and multi-family residential developments where appropriate.

4.5.19 To facilitate more efficient uses of off-street parking, the City shall encourage the use of shared parking and developing parking standards for mixed-use development.

4.5.20 Negative impacts of parking on urban design and pedestrian activity and the environment shall be minimized through establishment of urban design standards for parking lots and structures that enhance the public/pedestrian realm and balance aesthetics and pedestrian/auto accessibility. Guidelines shall encourage the use of:

   a) Alternative paving materials such as but not limited to permeable concrete;

   b) Alternative surface water management such as urban swales, and ditches;

   c) Other considerations including promotion of green technology and public art as a component of parking structures.
4.5.21 All development plans shall include provisions for sufficient off-street loading/unloading, manoeuvring and parking for all new development adjacent to major arterial and minor arterial and where necessary, collector roads.

4.6 **Goods Movement Network**
An important component of Hamilton's transportation network is an efficient system of goods movement, which helps attract and retain industries and business, thus contributing to the City’s economic well being. The goods movement network in Hamilton consists of provincial highways, the road network, rail, and Hamilton’s John C. Munro International Airport and Port of Hamilton.

4.6.1 The existing goods movement network in Hamilton shall be maintained, protected and enhanced to support the Hamilton's economic development strategy.

4.6.2 Goods movement corridors including truck and rail transportation routes and the John C. Munro Hamilton International Airport and Port of Hamilton are shown on Appendix __. Heavy truck traffic may be restricted to designated truck routes to minimize negative impacts of truck traffic on local roads.

4.6.3 For new development, the City shall encourage the development of facilities for the transfer of goods between rail, air, marine and truck modes of transportation at the appropriate location such as designated employment areas.

4.6.4 The City shall encourage the movement of goods to fully utilize John C. Munro Airport and the Port of Hamilton where feasible, in accordance with policies C4.8 and C4.9.

4.6.5 Land uses that generate significant goods movement shall be directed to designated employment areas and major commercial areas.

4.6.6 The roadway network shall be designed to accommodate heavy trucks on the identified truck route network identified on appendix __.

4.7 **Rail Network**
It is the intent of this Plan that the use of rail transportation shall be considered an efficient method of moving goods and people. Rail is an important mode within the integrated transportation network and will be promoted while minimizing and eliminating potential conflicts with adjacent land uses.

4.7.1 The City shall support railway companies in providing service to the residents and businesses throughout the City.
4.7.2 The City shall request that railway authorities provide adequate fencing, landscaping and noise abatement measures, in accordance with the requirements of the applicable federal acts, to minimize detrimental impacts of railway operations to adjacent residential and other types of development.

4.7.3 The City shall limit new development in areas adjacent to or in the vicinity of railway lines, except where visual, noise, vibration and safety impacts of the railway operations can be reduced to levels acceptable to the Province, in consultation with the railways.

4.7.4 The City shall support the acquisition of abandoned railway rights-of-way by public authorities, for transportation facilities, utility corridors, bicycle and foot paths, transit rights of way, outdoor recreation, reforestation, open space and greenway links.

4.7.5 Development of rail facilities shall be in accordance with Subsection XXX Noise and vibration policies. (To come later)

4.8 Airport – Policies already existing in Rural OP

4.9 Marine Network
The Port of Hamilton is recognized as a valued transportation facility, a significant employment area, and an important link in the movement of goods to and from the City. Other modes of transportation will continue to provide a link to the marine network.

4.9.1 The City shall provide road access and encourage the provision of adequate rail service to the Port of Hamilton to allow for the efficient use of harbour facilities and services.

4.9.2 The City shall support the Federal Government and the Port Authority in efforts to provide services for the Port of Hamilton that are consistent with the economic and environmental goals of the City subject to Subsection E.5.0 of this Plan.
**Glossary:**

**Active Transportation** – Non-motorized travel, including walking, cycling, inline skating and wheelchair movements. The active transportation network includes sidewalks, crosswalks, designated road lanes and off-road trails to accommodate active transportation (Metrolinx, 2008).

**Complete Communities**: Complete communities meet people’s needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transportation and options for safe, non-motorized travel is also provided (Growth Plan for the Greater Golden Horseshoe, 2006).

**Development**: defined in Rural OP

**Downtown Urban Growth Centre** - An area corresponding with the Downtown Community Improvement Plan Area and subject to Policy 2.2.4 of the Province’s Places to Grow Plan.

**Major Transit Generators** - A facility or area which generates significant volumes of passenger and/or goods/services trips to/from residential, commercial and/or industrial land uses (Metrolinx, 2008).

**Major Transit Station**- The area including and around any existing or planned higher-order transit station within a settlement area, or the area including and around a major bus depot in an urban core. Station areas generally are defined as the area within an approximate 500 m radius of a transit station, representing about a 10-minute walk (Growth Plan for the Greater Golden Horseshoe, 2006).

**Rapid Transit** - Transit service separated partially or completely from general vehicular traffic and therefore able to maintain higher levels of speed, reliability and vehicle productivity than can be achieved by transit vehicles operating in mixed traffic.” (Metrolinx, 2008)

**Redevelopment** - The creation of new units, uses or lots on previously developed land in existing communities, including brownfield sites (PPS, 2005).

**Transportation Demand Management** - A program of incentives which influence whether, when, where and how people travel, and encourage them to make more efficient use of the transportation system (Metrolinx, 2008)

**Urban Braille** - It is a system of tactile information serving the needs of the visually impaired. By utilizing both colour and texture contrast it provides warning signals and clues related to orientation.
Policies to be added to Section F - Implementation section of the Official Plan

F X.0 Transportation Implementation

The continued implementation and expansion of the integrated transportation network shall be accomplished with the implementation of policies XXX-XXX as well as the Transportation Master Plan.

Transportation Master Plan

X.1.1 The Transportation Master Plan shall layout the City’s approach to managing and meeting the demand for transportation facilities, including walking, cycling, transit and roads and guide future transportation investment in the City of Hamilton.

X.1.2 The City’s Transportation Master Plan shall be maintained and updated as necessary through a comprehensive review process.

X.1.3 Future amendments to this Official Plan shall be considered as required to adopt appropriate policies resulting from an update to the Transportation Master Plan.

X.1.4 Decisions affecting Hamilton’s transportation network shall have regard to the objectives and guiding principles laid out in the Transportation Master Plan.

Function of the Transportation Master Plan

X.2.1 The Transportation Master Plan shall be the primary tool to implement operational based transportation policies including:
   a) Creating awareness and promoting the benefits of walking and cycling through the:
      i) Provision of user-oriented information for all pedestrians, cyclists and other road users to increase awareness of non-motorized networks, user guidelines and safety requirements; (from TMP)
      ii) Participation with and engagement of community groups and advisory committees; and,
      iii) Participating in activities like Smart Commute, Car Free Day, Commuter Challenge etc.
   b) Further Transportation Demand Management strategies in addition to provisions of policy 4.2.5.1.

X.3.1 Provisions for bicycle parking/storage facilities, carpooling parking spaces and appropriate parking rates shall be regulated through the Zoning By-Law.