Exhibit 3.2: Population Growth by Community/Area, 1996 to 2001

<table>
<thead>
<tr>
<th>Community</th>
<th>Increase 1996-2001</th>
<th>% Share of increase</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ancaster</td>
<td>4,082</td>
<td>18.2</td>
</tr>
<tr>
<td>Dundas</td>
<td>1,269</td>
<td>5.7</td>
</tr>
<tr>
<td>Waterdown</td>
<td>3,356</td>
<td>14.9</td>
</tr>
<tr>
<td>Flamborough (minus Waterdown)</td>
<td>403</td>
<td>1.8 (minus Waterdown)</td>
</tr>
<tr>
<td>Glanbrook</td>
<td>1,581</td>
<td>7.0</td>
</tr>
<tr>
<td>Hamilton Mountain</td>
<td>6,148</td>
<td>27.4</td>
</tr>
<tr>
<td>Lower Hamilton</td>
<td>2,621</td>
<td>11.7</td>
</tr>
<tr>
<td>Upper Stoney Creek</td>
<td>1,654</td>
<td>7.4</td>
</tr>
<tr>
<td>Lower Stoney Creek</td>
<td>1,344</td>
<td>6.0</td>
</tr>
<tr>
<td><strong>Total City</strong></td>
<td><strong>22,469</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>


Mobility trends are also of interest to transportation planners. Almost 60% of Hamilton residents did not change their address between 1996 and 2001. Most new arrivals in Hamilton came from the Toronto census metropolitan area, while many departing residents went to Toronto, Niagara or smaller centres and rural areas in Ontario.

Single-detached homes represented almost 60% of Hamilton’s 188,000 dwelling units in 2001, while high-rise apartments account for 18%. Housing starts have fluctuated from 1,515 in 1990 to 2,288 in 2002. Vacancy rates for rental units have declined, while average rents have increased substantially (1996-2001). Nearly 31% of households have two members, while one-quarter of households have just one member.

3.2 Land Development and Transportation Issues

The City of Hamilton’s initiative to implement Hamilton’s Vision for a sustainable future has included the identification of nine directions to guide the development of GRIDS and Hamilton’s new OP. The 2003 Building a Strong Foundations for Hamilton’s Future report highlighted key issues and potential policy issues/options to be considered in the land use planning process, as identified through an interactive decision-making process.

Although there is interaction among all directions, and all of them relate to transportation policy to some degree, land use and transportation issues are highlighted by **Direction #6: “Expand transportation options that encourage travel by foot, bike and transit.”** This direction speaks not only to modal shift, but to the need for community design that supports these modes (e.g. compact form, infill, connected neighbourhoods and communities, higher densities).

A number of conflicting perspectives on transportation and land use were voiced during the Foundation process:

- One perspective heard is that there is a need for significant road and highway expansions to provide better inter-regional road connections to the U.S. and Toronto. Others saw this as conflicting with the objectives of expanding transportation options and reducing reliance on the auto.
While some supported airport expansion, others felt it could result in the loss of valuable agricultural land and negatively impact the rural quality of life.

The need to balance higher density, mixed-use infill with Greenfield development was expressed, with concerns relating to available markets, the need to boost economic development and loss of investment opportunities.

A number of important issues were also identified through a workshop held with staff and other stakeholders as part of the preparation of this policy paper:

- The financial limitations to implementing and supporting solutions are a major concern. The City’s ability to fund capital and on-going operating costs must be considered in the Transportation Master Plan and Official Plan process. Innovative financial tools and opportunities to work with the provincial government should be identified and considered, as well as sustainable staging of development.

- Hamilton’s geography is a key driver for community planning and infrastructure, as is the city’s climate (e.g. winter conditions impede walking, cycling and transit use).

- The need to identify and respond to short-term critical issues where development pressure is high or opportunities arise, as the TMP is developed, is important.

### 3.3 Growth Projections

Future population growth in Hamilton will depend on variables including federal immigration policy, GTA development decisions and employment opportunities, infrastructure and taxation policies in Hamilton, and energy prices.

In 2002, the Centre for Spatial Economics developed three scenarios for population growth to 2031 based on the 2001 population of 503,000, with estimates ranging with 6.5% growth (about 538,000 people) to 31% growth (about 729,000 people). Also in 2002, a study by GHK concluded the following:

- Hamilton has been growing relatively slowly, even though it is near the U.S. border and adjacent to the GTA

- Hamilton’s population is growing faster in outer urban areas than the central area. However, intensification in the city’s older parts could accommodate about 200,000 people

- Most growth in south central Ontario is in urban areas. Some municipalities (e.g. Waterloo and Guelph) are growing at moderate rates while others (e.g. Barrie and Orangeville) are growing at exceptional rates

- Issues of flat revenues, and increasing reliance of municipalities on taxes rather than funding from senior levels of government are also pushing older cities to find ways to reduce infrastructure and servicing costs.

A strategic study by the Neptis Foundation has considered future scenarios for a large area around Toronto, including Hamilton. The first part of this study considered a “business as usual” development scenario, whereby current trends will lead to significant loss of agricultural land across the region.
the GTA. Under this scenario, Hamilton’s population would grow by 21% between 2000 and 2031. Most of the 6 to 8% increase in urbanized land required to accommodate this growth would be greenfield lands adjacent to current urban areas. The Neptis study was a broad perspective study for information purposes and was not intended to reflect official policy.

3.4 Provincial Land Use Planning Initiatives

3.4.1 BILL 26 — AN ACT TO AMEND THE PLANNING ACT

The Ontario government has proposed changes to the Planning Act that would affect the planning process in Hamilton. Bill 26 would change the criteria to be met when any decision, comment, submission or advice is made or provided by a municipality, local board, planning board, the provincial government or a board, commission or agency of the provincial government that affects a land use planning matter. Bill 26 also increases the time period for making decisions before appeals may be made to the Ontario Municipal Board, limits the right to appeal amendments to official plans or zoning by-laws regarding the alteration of a growth boundary. Finally, the Bill gives the Minister greater power to restrict amendments to an official plan, zoning by-law or holding by-law that adversely affect a matter of provincial interest.

3.4.2 BILL 27 — GREENBELT PROTECTION ACT - AN ACT TO ESTABLISH A GREENBELT STUDY AREA AND TO AMEND THE OAK RIDGES MORaine CONSERVATION ACT, 2001

Bill 27 would establish a greenbelt study area, which includes the City of Hamilton, and would restrict urban uses beyond existing urban boundaries. Municipal land use planning powers in the greenbelt outside urban settlement areas would be limited. This Bill would also allow the Minister to make zoning orders for lands in the greenbelt study area. Limiting growth within an urban boundary is understood as a means to limit distances travelled and the need to build new infrastructure.

To allow the study of this greenbelt area, Ontario Regulation 432/03 has frozen growth outside of “urban settlement areas”. In these areas, no additional lands can be rezoned to allow development:

**Ontario Regulation 432/03 – Zoning Area – Golden Horseshoe**

*Regarding the use of lands shown on Map 215, O. Reg 432/03, s.2(1) which include the City of Hamilton, every use of any land, building or structure that is not located within an urban settlement area is prohibited, except:

- The use of any land, building or structure lawfully in existence on the date this Order comes into force
- The use of any land, building or structure that was permitted by the applicable zoning by-law on the date this Order comes into force.*

3.4.3 PLACES TO GROW: BETTER CHOICES, BRIGHTER FUTURE

During the preparation of this policy paper, the Ministry of Public Infrastructure Renewal released a discussion paper on a growth strategy for the Greater Golden Horseshoe, including Hamilton7. The growth plan proposes a strategy to regenerate Greater Golden Horseshoe communities through creative solutions in three key areas:

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• Where and how we should grow;
• What critical infrastructure we need to support that growth; and,
• What are the most valuable things we need to protect.

The plan focuses on accommodating growth by maximizing existing opportunities before looking for new growth areas through the following:

“1. Intensification and Compact Development: to promote the efficient use of land and infrastructure resources within existing designated urban areas throughout the Greater Golden Horseshoe by supporting compact form and intensification.

2. Priority Urban Centres: to support priority urban centres and emerging urban centres, located within existing and approved urban areas, as residential and employment anchors throughout the Greater Golden Horseshoe.

3. Future Growth Areas: to manage the amount of lands required to accommodate future growth through the development of a more strategic approach to expansions of urban boundaries.

4. Economic Strength: to promote the economic vitality and competitiveness of our communities through innovative partnerships, supportive tools and maintaining strategic employment lands.

5. Small Towns and Rural Communities: to reflect the diverse and local needs of small towns and rural communities by providing tools to assist them in addressing their own unique growth pressures.

Underlying these objectives, the plan will provide municipal governments with a strong vision and framework, plus significant and flexible tools to ensure that growth is implemented in a way that supports shared provincial and municipal objectives to manage growth effectively and efficiently.”
4. REVIEW OF PRACTICES IN OTHER JURISDICTIONS

This section reviews relevant practices and policies in the Greater Toronto Area, Ontario, the rest of Canada and the United States, with the aim of identifying innovative and effective ideas that could be applied by the City of Hamilton.

4.1 Greater Toronto Area

Within the GTA, innovative land use policies related to transportation and land development include:

- Linking transportation infrastructure policy and planning to future land development and growth;
- Managing Growth: defining fixed urban boundaries/growth areas, and managing growth to reduce travel distances;
- Transit Supportive Development: locating residential and employment growth in areas serviced by transit, and supporting walking, cycling and transit through urban design, redevelopment, intensification, higher density development;
- Sustainability: using existing infrastructure networks to promote sustainable development, promoting multimodal travel options including walking, cycling and transit to improve social cohesion, and to reduce environmental impacts and infrastructure costs, and managing parking in a way that recognizes transit service levels and the need for residential and commercial activities;
- Economic development: providing quality transit services to growth areas in order to build a competitive local economy, and using mixed use centres, nodes and corridors to encourage more linked and socially cohesive urban communities that have a sustainable and competitive local economy;
- Making transportation decisions that minimize environmental impacts and enhance environmental quality/health.

The following sections provide some specific examples of these policy initiatives.

4.1.1 CITY OF TORONTO

Toronto’s Official Plan integrates its land use and transportation policies, and emphasizes the importance between future land development, redevelopment and intensification, the role of the transportation network regarding growth, and the overall need to utilize an existing network to promote sustainable development.

2.2 Structuring Growth in the City: Integrating Land and Transportation

1. This Plan will create a better urban environment, a competitive local economy and a more socially cohesive city by attracting more people and jobs to targeted growth areas in the City that are supported by good transit services and other infrastructure.

2. Growth will be directed to the Centres, Avenues, Employment Districts and the Downtown in order to:
a) use municipal land, infrastructure and services efficiently;

b) concentrate jobs and people in areas well served by surface transit and rapid transit stations;

c) create assessment growth and contribute to the City’s fiscal health;

d) promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;

e) offer opportunities for people of all means to be affordably housed;

f) facilitate social interaction, public safety and cultural and economic activity;

g) improve air quality, energy efficiency and reduce greenhouse gas emissions;

h) improve surface and groundwater quality and restore the hydrological function and habitat of streams, rivers, and wetlands; and

i) protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.

2.4 Bringing The City Together: A Progressive Agenda Of Transportation Change

4. For sites in areas well serviced by transit, such as locations around key subway stations and along major surface transit routes, consideration will be given to the establishment of:

a) minimum density requirements as well as maximum density limits;

b) minimum and maximum parking requirements;

c) redevelopment of surface commuter parking lots on City owned land;

d) limiting surface parking as a non-ancillary use; and

e) the development, retention and replacement of commuter parking spaces.

4.1.2 YORK REGION

Following are several policies from York Region’s Official Plan that link transportation to land use development, healthy communities and economics.

Chapter 3 – Economic Vitality

3.3 Locations for Economic Development

3. That employment areas be planned to accommodate a variety of business uses using the following criteria:

a) areas are transit-accessible;

b) mixed-use areas are focused along centres and corridors;
c) the overall form of fully serviced employment areas is compact and encourages a higher ratio of workers per hectare with an overall minimum of 50 workers per gross hectare (20 workers per gross acre). Workers per hectare will be higher adjacent to centres and corridors; and

d) industrial or commercial uses requiring separation are located so as not to interfere with potential mixed-use areas or other uses that may be affected.

Chapter 4 – Healthy Communities

4.1 Human Development

3. To link communities to each other and to places of employment, learning and other community activities with pedestrian, bicycle and transit systems.

4. That the design and siting of buildings and their entrances encourage access to pedestrian, bicycle and transit systems.

5. That new development and redevelopment should take into account the availability and location of existing and proposed human services and public transit and be phased so that new human services in the Region can be provided efficiently, effectively and in a logical fashion.

Chapter 5 – Regional Structure and Growth Management

5.4 Corridors

1. To encourage a mix of housing and employment uses to locate along the corridors identified on Map 5.

2. To encourage area municipalities to examine regional and urban corridors in a comprehensive manner that identifies opportunities for mixed use and higher densities and recognizes the function of the corridors in linking centres and providing transit routes.

3. That development and redevelopment in the corridors address the following criteria:

   a) identify the function of each section of the corridor;

   b) establish a range of residential unit types, tenures and commercial uses, including retail, offices and services;

   c) establish density and performance standards to encourage mixed-use residential and commercial building forms, in addition to single-use buildings, with particular attention to creating public spaces at grade;

   d) establish consistent setback provisions to encourage a continuous building form adjacent to the street right-of-way;

   e) establish site-specific parking requirements that recognize the level of planned transit service and the need for residential and commercial activities; as well, to encourage the provision of alternatives to street parking along the street frontage, for example, underground or parking at the rear with appropriate screening;
f) encourage pedestrian activity through the arrangement and design of a development and streetscaping; and

g) observe the streetscape policies in Section 5.2.

4. That major new development or redevelopment proposals on corridors be evaluated in terms of the policies of this section of the Plan.

5. That area municipal policies concentrate new employment within 200 metres of transit stops.

6. That area municipalities may identify additional urban corridors without amendment to this Plan.

7. To encourage area municipalities, as part of corridor planning, to revitalize and preserve traditional mainstreet areas.

8. To require that secondary plans contain policies which indicate the function of corridors considering the historic function and provide land use policies along the urban corridors which address the criteria of Policy 5.4.3.

Chapter 6 – Regional Infrastructure

6.2 The Transit Network

3. To achieve higher transit usage by supporting improvements in service, convenient access and good urban design. This includes but is not limited to the following:

   a) minimizing the walking distance to anticipated transit stops through such measures as the provision of walkways and more direct road patterns. In urban areas, the distance to a transit stop of generally no more than 500 metres (a 5-10 minute walk) for 90% of the residents and no more than 200 metres for 50% of residents;

   b) providing bus bays, bus shelters and bus loops where required;

   c) locating medium and higher density urban development adjacent to transitintensive urban arterial roads;

   d) providing for and promoting the provision of parking and drop-off facilities for commuters in appropriate locations and as close as possible to commuter trip origins;

   e) providing transfer facilities at appropriate locations;

   f) providing continuous collector road systems that permit the linking of several adjacent developments with direct transit routings; and

   g) creating site plan control that gives priority to pedestrian access to transit over automobile access and parking in urban areas.

York Region supports implementation of these Official Plan policies with related development standards (e.g. York Region, Regional Streets: Standards for Rights of Way and Boulevards, 1998)
Exhibit 4.1: Suggested ‘Centers and Corridors’ Development and Road Network Layout in York Region

4.2 Rest of Ontario and Canada

4.2.1 TRANSIT SUPPORTIVE LAND USE PLANNING GUIDELINES, ONTARIO

In 1995, Ontario’s Ministry of Transportation and Ministry of Municipal Affairs and Housing published its Transit Supportive Land Use Planning Guidelines, which offers the following recommendations:

- Recommended principles of transit-oriented urban design:
  - Roads should be laid out in a grid network instead of a discontinuous pattern
  - Arterial roads should have street-oriented uses
  - Arterial roads should support a mix of higher-density uses
  - There should be good access between arterials and the interior of blocks
Recommended land use planning policies include:

- Develop ultimate and interim boundaries for urban areas, and ensure that densities support transit before expanding an interim boundary
- Create self-contained urban areas linked by transit
- Encourage higher-density residential and non-residential development
- Discourage large areas of uniform land uses in favour of mixed uses
- Concentrate higher-density, mixed-use development into “activity nodes”
- Concentrate medium-density, mixed-use development into “activity corridors” along major transit routes
- Coordinate node and corridor development with the evolving transit network
- Locate shopping centres, offices and other major transit trip generators in activity nodes and corridors
- Encourage higher-density mixed uses near transit routes in industrial districts
- Assess the costs and benefits of extending transit services before approving development applications outside the existing transit service area

Recommended design policies include:

- Create a more transit-supportive development pattern
- Provide street-oriented uses and pedestrian amenities in activity nodes and corridors
- Develop compact, pedestrian-oriented activity nodes
- Locate arterials and collectors to provide direct bus routes through neighbourhoods
- Space collector and arterial roads no more than one kilometre apart
- Build collector and arterial roads to accommodate transit vehicles and pedestrians
- Provide temporary bus turnarounds at the end of partly built arterial and collector roads
- Design subdivisions to help pedestrians reach transit stops
- Space bus stops along local roads about 200 to 250 metres apart
- Design transit waiting areas and shelters to meet the needs of all transit users
- Design large shopping centres to facilitate pedestrian access and future intensification
- Enable the evolution of transfer points as the urban area grows

4.2.2 GREATER VANCOUVER REGIONAL DISTRICT (GVRD)

The following is an excerpt from the GVRD’s Livable Region Strategic Plan which discusses the need to manage growth and provide for better transportation choices. The Greater Vancouver Transportation Authority, also known as Translink, develops policies for developing the transportation network in coordination with the GVRD. Issues like growth management and the development of infrastructure are considered when identifying future investments in public transit service.

Compared with other large urban areas in Canada, Greater Vancouver has a high rate of car ownership, a low supply of transit per capita, and relatively low transit ridership. The time it takes to travel between work and home keeps increasing because the distances are greater and the number of cars on the road is way up. The Livable Region Strategic Plan establishes the region’s approach to reversing these trends, by:
• Working with municipal, provincial and federal partners, as well as neighbouring regional districts, to create a transportation system that supports protection of the Green Zone, complete communities, and a compact metropolitan region;

• Managing growth and development to reduce travel distances and emphasize transit, cycling and walking as the priorities; and

• Encouraging certain types of transportation, such as transit and carpools, and discouraging others, such as the single occupant vehicle.

These objectives are described in detail in the Transport 2021 Medium and Long-Range Transportation Plans for Greater Vancouver, which are linked by policy and specific objectives to the Livable Region Strategic Plan. The regional transportation objectives need time, money and patience to become reality. The Strategic Plan recognizes that the private automobile will continue to be the dominant way of getting around the region for the foreseeable future. At the same time, it relies on public transit and other high occupancy forms of travel to provide the additional transportation capacity needed to respond to population and economic growth.

4.3 United States

The Urban Land Institute recently researched trends in American suburban development. Following are some highlights of the proposed policy directions for land use and transportation in the United States, with the objective of enhancing liveability (Urban Land Institute, The New Shape of Suburbia – Trends in Residential Development, 2003):

• Support transit-oriented development and redevelopment that is attractive, clearly designated and convenient to local facilities, such as:
  • Multi-family housing and large offices at transit stations
  • Convenience retail near transit stations to attract car commuters
  • Provide civic and entertainment uses near transit stations

• Build walkable communities that offer:
  • Compact development, infill development, mixed uses and affordable housing
  • Compact, lively town centres
  • Public spaces that attract a variety of users
  • Neighbourhood schools and parks
  • Low speed limits
  • Convenient, safe and easy street crossings
  • Links between neighbourhoods
  • Green streets

• Encourage transit use by:
  • Enabling direct bus routes that follow a relatively straight path
  • Locating major destinations within easy walking distance of transit routes
  • Designing future routes to accommodate transit vehicles
  • Minimizing transfer requirements through urban design

The American Planning Association has also released a set of recommended land use, infrastructure and growth management policies to meet four sustainability objectives. The recommendations can be found at www.planning.org/policyguides/sustainability.htm. Specific
policies support compact mixed-use infill development, the use of alternatives to the automobile, and local street designs that encourage walking and cycling and enhance access between neighbourhoods.
5. IDENTIFICATION OF POLICY OPTIONS

Hamilton seeks to develop as a city where all residents have opportunities to work, play and rest in a healthy environment. The city recognises that transportation systems – particularly transit, needs to allow everyone to access these activities, while efficient goods movement is necessary to guarantee economic development and survival.

Specific health and environmental advantages of mixed-use and a node-and-corridor approach are further discussed in the Greenhouse Gas Emissions and Energy Use and Air Quality papers.

5.1 Development of Nodes and Corridors

For most activities, the coming and going of daily and occasional users contributes to the vitality of the area within which they are located. An appropriate mix of uses and the concentration of higher activity generators in focal points can provide a gradation of levels of activity, creating quieter residential areas and lively public spaces.

To ensure that infrastructure needs are kept to a minimum, limit the encroachment of cities on natural and agricultural environments, and facilitate transit supportive densities, development must occur in nodes and connecting corridors. Establishing growth boundaries for these nodes also helps concentrate development, ensuring that areas reach their developable potential. Growth of the urban environment as a whole should also be coordinated in a similar fashion, ensuring that areas within existing nodes are built before additional nodes are created.

The proximity of basic services can encourage area residents to walk instead of driving, reducing noise traffic and encouraging healthier transportation options. Neighborhood nodes easily become focal points where these services can be integrated, and ideal locations for transit stops.

Concentrating activities that generate the most traffic and higher densities of employment and residential activities at these nodes will make them supportive of efficient public transit services.

Transit supportive land use densities are generally held to be:

- 25 persons per hectare for residential development, implying a minimum of 2,100 people within a 450 m walk of each kilometre of a bus route.
- 8 persons per hectare for non-residential/industrial development, implying a minimum of 750 people within a 450 m walk of each kilometre of a bus route.\(^8\)

Between these nodes, corridors of slightly less intense, mid density activities can once again buffer the nuisances associated with traffic while supporting rapid transit service and increasing the number of nearby services. This node and corridor form of urban development has been recognised as a way to encourage sustainability\(^9\).

As described in the Background paper, the proportion of Hamilton’s residents employed outside the city has increased. As a consequence, motor vehicle-kilometres and automobile mode shares are increasing. A node-and-corridor strategy allows Hamilton residents to easily access regional and inter-regional transportation, while guaranteeing that basic services and leisure are close to home. Furthermore, nodes create opportunities for the development of different types of employment, and increase connectivity of neighbourhoods to the downtown and other employment areas.

\(^8\) CUTA – Canadian Urban Transit Association (November 2000) Enhancing the Image and Visibility of Transit in Canada.

\(^9\) Greater Toronto Urban Structure Concepts Study, prepared by IBI Group for the Greater Toronto Coordinating Committee, June 1990
It is expected that the identification of final nodes and corridors will evolve with the GRIDS process and related land use planning. However, Exhibit 5.1 illustrates a starting point for potential transit nodes and corridors, as identified in the 1996 Regional Transportation Review.

**Exhibit 5.1: Transit Nodes and Corridors (1996 Regional Transportation Review)**

![Transit Nodes and Corridors](image)

Source: Hamilton-Wentworth Regional Transportation Review, 1996

Policies to create and support this a more compact urban structure through nodes and corridors include:

**5.1.1 GROWTH BOUNDARIES**

- Develop growth boundaries for urban areas.
- Ensure that urban areas have reached transit-supportive densities before expanding the urban boundary.
- Encourage infill and redevelopment in existing urban areas.
- Ensure density is built in the context of mixed-use and non-vehicular transportation links. Isolated density is not smart growth.
5.1.2 CREATION OF HIGH ACTIVITY, TRANSIT SUPPORTIVE NODES

- Support development of the downtown core as a high density, mixed use, transit/pedestrian-oriented node.

- Encourage higher-density, mixed-use development to concentrate in compact, pedestrian friendly nodes. The development and redevelopment of these nodes should be attractive and convenient for local facilities, including multi-family housing, large offices, civic uses, convenience retail and entertainment.

- Develop major transit routes between these nodes as medium density, mixed-use activity corridors.

- Encourage higher density residential and non-residential development around transit stations.

- Encourage employment patterns that reduce dependence on personal vehicles.

- Locate retail centers and office uses within pedestrian-oriented nodes or along corridors.

- Promote consideration of institutional uses as focal points for the community; ensure that these are serviced by transit.

- Orient uses toward the street, support effective urban design, and provide pedestrian and transit amenities.

5.1.3 ENSURING EFFICIENT MOVEMENT WITHIN AND BETWEEN NODES

- Maximize accessibility from residential neighbourhoods to employment, shopping, and community services; link self-contained urban areas by quality transit service.

- Consider modified grids, central spaces, and landmarks to facilitate non-motorized travel and orientation.

- Arterials and collectors should provide continuous, safe routes across neighbourhoods for transit and non-motorized modes; locate collector and arterial roads no more than 1 kilometre apart.

- Recognize that certainty of transit service is needed to attract appropriate development forms; ensure timely and predictable transit funding; coordinate the planning of nodes and corridors with the evolving transit network.

- Assess the costs and benefits of extending transit services before approving development applications outside of the area currently served by transit. Encourage new development in areas where existing transit service has low ridership.

- Provide community and neighbourhood linkages by all transportation modes.

- Locate trip generators and facilities frequented by transit-dependents around transit stops.
5.1.4 INTER-REGIONAL CONNECTIONS

- Links to other municipalities need to be considered in transportation policy to improve efficiency, eliminate conflicts and improve inter-regional connections.
- Policies need to consider using transportation strategically to focus and change community form (e.g. use GO to attract people to the city core and to encourage infill).
- Policies need to consider inter-regional economic opportunities and ease of travel.

5.2 Mixed Use

Different activities often generate specific types of transportation demand: residential uses will see a high proportion of persons and vehicles leave for work in the morning and return in the evening. Retail is often busiest in the afternoons and evening, with customers making frequent short-term stays. Their location and relative position in a city can facilitate movements and balance infrastructure demand. A movie theatre, for example, can share parking facilities with an office complex, reducing overall parking demand, and maintain transit demand over a greater portion of the day.

A mix of uses also increases the chances that one can find appropriate services and employment close to home, and increases opportunities for shorter trips. Shorter trips are more easily made by transit and non-motorised modes, healthier transportation options. These trips are all the more pleasant because diversity in uses guarantees activity, and therefore safety, at all times of the day. Proximity of services to residential areas also increases their accessibility to those with mobility concerns, as shorter trips can be managed independently.

Policies to promote diversity in activities include:

- Encourage a mix of uses in urban areas, and discourage large single-use areas.
- Encourage live/work land uses including working at home; promote telecommunication or other services that support these land uses.
- Build pedestrian friendly communities that offer mixed uses and affordable housing, lively town centres, public spaces that attract a variety of users, neighbourhood schools and parks, low speed limits, convenient, safe and easy street crossings, and green links between neighbourhoods.
- Build employment and residential spaces concurrently, respecting the jobs/housing balance determined through GRIDS.

5.3 Activity-Specific Issues

5.3.1 ECONOMIC CLUSTERS

Certain types of activities essential to the economic vitality of the region generate noise, smells or other nuisances detrimental to quality of life. At times, the nuisances may not be generated by the activity itself, but rather secondary transportation issues, such as heavy vehicle traffic related to goods movement. These uses often require direct access to high capacity transportation routes, such as the marine or rail lines. Less sensitive uses can act as a buffer while taking advantage of and balancing infrastructure demand. To minimize their negative impacts on surrounding areas while strengthening their operations, industrial and manufacturing uses have often been grouped
into industrial clusters. Support of these activity nodes can also be increased with the following policies:

- Support appropriate access to transit for growing economic clusters.
- Support the unique transportation requirements for each economic cluster to grow and flourish including road, water and air transportation.
- Develop special Airport Business Park policies to support this unique economic cluster.
- Develop special Port Area policies to support this unique opportunity in Hamilton.
- Improve goods movement for economic clusters and inter-regional traffic.
- In industrial districts, encourage higher density mixed-use development adjacent to transit routes.

### 5.3.2 HOME OCCUPATIONS

Many of Hamilton’s suburbs were constructed for an exclusively residential purpose, based in the premise that business was to be conducted in a separate office setting. Recent trends including tele-work and the choice of professionals to base their businesses at home, have brought home occupations to residential areas designed solely for domestic activities. While home-occupations are increasingly promoted as transport demand management strategies, these activities create concerns regarding pressures on on-street parking, and increased local traffic on streets that were only designed to accommodate a limited number of vehicles. Workers who are based at home will also require transportation outside of peak hours, possibly increasing transit service demand outside of peak hours.

Policies to support these occupations include:

- Reserve a portion of local parking supply for area residents (for example through a permit parking system that limits duration of parking for non-residents), to reduce concerns of local parking being overtaken by business visitors;
- Provide for a range of activities and services within neighbourhoods.

### 5.3.3 RURAL AREAS

Policies need to support agri-tourism and farming, including buffers for conflicting uses, clearly defined sustainable agricultural areas, resolution of farm vehicle conflicts, location of major expressways to preserve farms and farming, reduced loss of land to roads and reduced pollution of food products.

### 5.3.4 SITES OF CULTURAL AND NATURAL HERITAGE

Policies need to address the need for preservation of sites with particular historic, cultural and natural significance. These sites may be particularly sensitive to emissions and vibrations created by motorised transportation, while significant destination points.

- Protect and enhance cultural landscapes including roads/trails with cultural heritage significance;
Encourage local street systems that enhance the cultural heritage, amenity and environmental value of village cores;

Encourage road location and streetscapes that protect environmental integrity, systems and features;

Encourage transportation modes and community form that reduce dependence on fossil fuels;

Match road character to existing and future land use to promote economic development and minimize land use conflicts.
6. **RECOMMENDED POLICY OPTIONS**

Based on the above review, the following policies are recommended for consideration in the Transportation Master Plan. These will frame the initiatives set out in the Plan.

<table>
<thead>
<tr>
<th><strong>Recommended Policy</strong></th>
<th><strong>Implementation</strong></th>
</tr>
</thead>
</table>
| Transportation Infrastructure should support growth objectives as determined by the GRIDS process. | - Establish a firm urban growth boundary through GRIDS and promote redevelopment and intensification of existing urbanized areas;  
- Limit growth and development to areas within the boundary, as determined through the GRIDS process;  
- Provide a variety of housing types within the urban growth boundary;  
- Ensure that areas have been intensified to a level where they are transit supportive before allowing development in new areas;  
- Establish regulations and guidelines to preserve the rural and agricultural nature of areas beyond the boundary. |

<table>
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</table>
| Focus development in targeted nodes and corridors serviced by transit, to reduce the need for additional infrastructure development. Intensify uses and activities in these areas. | - Identify key nodes and corridors for intensification and insure that zoning within these areas allows for more compact, higher density, and mixed use development.  
- Encourage the development of employment in Hamilton concurrently with housing to ensure employment options within the city;  
- Consider allowances for higher density development adjacent to proposed higher-order transit corridors (to be identified);  
- Match road character to existing and future land use to promote economic development and minimize land use conflicts;  
- Create recognisable centers thought the location public facilities and civic spaces at the heart of nodes.  
- Promote the inclusion of office, retail, and entertainment at transit stops;  
- Encourage public participation to identify appropriate forms of growth within the urban environment. |
### Recommended Policy

Cultivate opportunities for mixed-use at the scale of neighborhoods and buildings, to balance out the use of existing infrastructure, and increase the potential for shorter trips.

#### Implementation

- Plan for the inclusion of basic services including convenience retail, schools, social services and parks within neighbourhoods to promote non-motorized travel.

- Encourage infill and redevelopment in existing built spaces.

- Promote ground level retail in high-density residential buildings.

- Encourage diversity among residents and users by providing a range of housing types, and different sizes in commercial and manufacturing spaces.

### Recommended Policy

Recognize and value natural environments, their contributions to the transportation system, and their susceptibility to its effects.

#### Implementation

- Locate land-uses requiring intensive transportation (such as new industries) so that efficient access does not compromise natural environments or surrounding quality of life.

- Prioritize trails and transportation routes based on the connections they allow and the impact of each form of transportation on the environments they traverse.

- Recognize the role of parks in providing a supportive environment for non-motorised transportation.

- Create maps and information about parks and pathways, encouraging their use by non-motorized travellers.
7. IMPACTS OF POLICY OPTIONS

7.1 Assessment Factors

Assessment of policy options is based on factors for achieving sustainable growth and development across all of the policy papers developed in this project. They fall under the three major categories of social, economic and environmental impacts, and they are described briefly below.

Exhibit 7.1: Assessment Factors

<table>
<thead>
<tr>
<th>Impact</th>
<th>Acts on</th>
<th>Description (or examples)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Social</td>
<td>Residential communities</td>
<td>Improves quality of life in neighbourhoods</td>
</tr>
<tr>
<td></td>
<td>Safety and security</td>
<td>Reduces collisions; improves personal safety and security</td>
</tr>
<tr>
<td></td>
<td>Ease of implementation &amp; governance</td>
<td>Provides clarity, measurability, accountability</td>
</tr>
<tr>
<td>Economic</td>
<td>Development</td>
<td>Attracts employment, capital, optimal use of transportation infrastructure capacity, and future land use</td>
</tr>
<tr>
<td></td>
<td>Land value</td>
<td>Increases land value, or does not decrease land values</td>
</tr>
<tr>
<td></td>
<td>Operating and capital costs</td>
<td>Reduces or defers public and private costs of transportation capital (construction or acquisition of fixed infrastructure and rolling stock) and operations (maintenance, enforcement, delay, fuel, etc.)</td>
</tr>
<tr>
<td></td>
<td>Congestion</td>
<td>Maintains traffic flow at acceptable level</td>
</tr>
<tr>
<td>Environmental</td>
<td>Air quality</td>
<td>Reduction of Criteria Air Contaminants</td>
</tr>
<tr>
<td></td>
<td>Noise and vibration</td>
<td>Minimizes noise impacts</td>
</tr>
<tr>
<td></td>
<td>Natural environment</td>
<td>Improves water quality, green spaces, flora and fauna etc.</td>
</tr>
</tbody>
</table>

The rating system that will be used to apply these criteria is a visual five-point scale, to reflect a range from strong positive impact to strong negative impact. (+, ++, o, --, ----)

+ Represents the strong positive impact, o represents absence of significant impact either way, and -- represents strong negative impact.

7.2 Summary of Evaluation

The factors described in Section 7.1 are applied to the policy options described in Section 6. The results of a preliminary qualitative assessment using the rating scheme described previously are provided in Exhibit 7.2.
### Exhibit 7.2: Impacts of Policy Options

<table>
<thead>
<tr>
<th>Policy Option</th>
<th>Social</th>
<th>Economic</th>
<th>Environmental</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Residential Communities</td>
<td>Safety and Security</td>
<td>Ease of Implementation and Governance</td>
</tr>
<tr>
<td>Establish and respect a firm urban growth boundary and promote redevelopment and intensification of existing urbanized areas.</td>
<td>+</td>
<td>0</td>
<td>+</td>
</tr>
<tr>
<td>Focus development in targeted nodes and corridors serviced by transit, to reduce the need for additional infrastructure development. Intensify uses and activities in these areas.</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Cultivate opportunities for mixed-use at the scale of neighbourhoods and buildings, to balance out the use of existing infrastructure, and increase the potential for shorter trips.</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
<tr>
<td>Recognize and value natural environments, their contributions to the transportation system, and their susceptibility to its effects</td>
<td>+</td>
<td>+</td>
<td>+</td>
</tr>
</tbody>
</table>