

Proposed Text Amendments – Transportation Topic Area

Grey highlighted strikethrough text = text to be deleted

Bolded text = text to be added

Policy Number	Proposed Change	Proposed New Policy	Why Change is Required	
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Volume 1, Chapter B – Communities				
B.3.3.2.10	B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate: a) adequate and accessible space for pedestrians, bicycles active transportation , as well as transit, other vehicles, and utilities; ...	B.3.3.2.10 Streets shall be designed not only as a transportation network but also as important public spaces and shall include, where appropriate: a) adequate and accessible space for pedestrians, <i>active transportation</i> , as well as transit, other vehicles, and utilities; ...	√ Matter of Interest	Definition of Active Transportation in the PPS, 2020 is more encompassing to include both bicycles and mobility aids, amongst others.
B.3.5.6.1	B.3.5.6.1 Healthcare facilities shall be located in proximity to major roads and transit routes for ease of access by all forms of transportation, including walking and cycling active transportation .	B.3.5.6.1 Healthcare facilities shall be located in proximity to major roads and transit routes for ease of access by all forms of transportation, including <i>active transportation</i> .	√ Matter of Interest	Definition of Active Transportation in the PPS, 2020 is more encompassing to include both bicycles and mobility aids, amongst others.
B.3.6.2	B.3.6.2 Air Quality and Climate Change ... Several goals and policies of this Plan, both directly and indirectly contribute to the improvement of air quality and reduce greenhouse gases: a) promoting compact, mixed use urban communities; b) integrating the transportation network to include all modes of transportation;	B.3.6.2 Air Quality and Climate Change ... Several goals and policies of this Plan, both directly and indirectly contribute to the improvement of air quality and reduce greenhouse gases: a) promoting compact, mixed use urban communities; b) integrating the transportation network to include all modes of transportation;	√ PPS Policies 1.7.1 k) & 1.1.3.2 c)	Definition of Active Transportation in the PPS, 2020 is more encompassing to include both bicycles and mobility aids, amongst others.

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	<p>c) promoting active transportation, including walking, and cycling, and the use of public transit; ...</p> <p>Many of these goals and policies also contribute to the adaptation to climate change by minimizing vulnerabilities to climate impacts. Prohibiting new <i>development on hazard lands</i>, and incorporating urban design features that reduce climate impacts the impacts of a changing climate on public works and urban infrastructure - roads and associated infrastructure, bridges, water and waste water systems, and energy distribution, are climate change adaptation strategies.</p>	<p>c) promoting <i>active transportation, including walking and cycling, and the use of public transit;</i> ...</p> <p>Many of these goals and policies also contribute to the adaptation to climate change by minimizing vulnerabilities to climate impacts. Prohibiting new <i>development on hazard lands</i>, and incorporating urban design features that reduce the <i>impacts of a changing climate</i> on public works and urban infrastructure - roads and associated infrastructure, bridges, water and waste water systems, and energy distribution, are climate change adaptation strategies.</p>		
Volume 1, Chapter C – City Wide Systems and Designations				
C.2.5.1	<p>C.2.5.1 Generally, permitted uses in <i>Core Areas</i> shall include: ...</p> <p>k) infrastructure projects, in accordance with Section C.5.0 – Infrastructure, provided <i>negative impacts on these features have been avoided or minimized and to the extent feasible mitigated, as demonstrated through an Environmental Impact Statement.</i></p>	<p>C.2.5.1 Generally, permitted uses in <i>Core Areas</i> shall include: ...</p> <p>k) infrastructure projects, in accordance with Section C.5.0 – Infrastructure, provided <i>negative impacts on these features have been avoided or minimized and to the extent feasible mitigated, as demonstrated through an Environmental Impact Statement.</i></p>	<p>√</p> <p>Growth Plan Policy 3.2.5.1 d)</p>	
C.4	<p>C.4 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</p>	<p>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</p>	<p>√</p> <p>Growth Plan Policy 3.2.2.2</p>	<p>Recognition of link between active transportation and public health.</p> <p>Inclusion of complete streets (new defined term).</p>

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	<p>densities for various land uses. The resulting built environment has an impact on the overall health and well-being of citizens therefore, The the City shall plan for an integrated transportation network contributing to <i>complete communities</i> through the policies of this Plan, provincial policies, and requirements of the <u>Planning Act, R.S.O., 1990 c. P.13</u>. Accordingly, the integrated transportation network shall support and implement the urban structure including mixed use nodes, <i>Urban Corridors</i>, 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, age-friendly, affordable, efficient, convenient and accessible.</p> <p>This Plan recognizes the relationship between the transportation network and its impact on quality of life and economic development potential. The integrated transportation network will offer a greater range of transportation mode choice. An improved and efficient transportation</p>	<p>and densities for various land uses. The resulting built environment has an impact on the overall health and well-being of citizens therefore, the City shall plan for an integrated transportation network contributing to <i>complete communities</i> through the policies of this Plan, provincial policies, and requirements of the <u>Planning Act, R.S.O., 1990 c. P.13</u>. Accordingly, the integrated transportation network shall support and implement the urban structure including mixed use nodes, <i>Urban Corridors</i>, 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, age-friendly, affordable, efficient, convenient and accessible.</p> <p>This Plan recognizes the relationship between the transportation network and its impact on quality of life and economic development potential. The integrated transportation network will offer a greater range of transportation mode choice. An improved and efficient transportation</p>		

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	<p>network is a key component of <i>complete communities (inclusive of complete streets)</i> – 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, <i>active transportation</i>, goods movement and, parking and emerging transportation modes and technology. A balanced integrated transportation network shall contribute to vibrant streets where pedestrians and cyclists feel comfortable and can co-exist with traffic other modes of transportation operating on the streets, improving health and quality of life.</p> <p><i>Transportation demand management (TDM)</i> is an essential part of an overall integrated transportation network and part of a more balanced and sustainable transportation system. The policies of this Plan, together with the directions and programs from the Transportation Master Plan, will contribute to an overall <i>transportation demand management strategy</i> for the City.</p>	<p>network is a key component of <i>complete communities (inclusive of complete streets)</i> – 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, <i>active transportation</i>, goods movement, parking and emerging transportation modes and technology. A balanced integrated transportation network shall contribute to vibrant streets where pedestrians and cyclists feel comfortable and can co-exist with other modes of transportation operating on streets, improving health and quality of life.</p> <p><i>Transportation demand management (TDM)</i> is an essential part of an overall integrated transportation network and part of a more balanced and sustainable transportation system. The policies of this Plan, together with the directions and programs from the Transportation Master Plan, will contribute to an overall <i>transportation demand management strategy</i> for the City.</p>		
C.4.1.1	C.4.1.1 Provide a balanced, sustainable and integrated transportation network which includes all modes of transportation such as <i>active transportation</i> , transit, automobiles,	Provide a balanced, sustainable and integrated transportation network which includes all modes of transportation such as <i>active transportation</i> , transit,	√ Growth Plan Policy 3.2.2.2 c)	

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	goods movement vehicles, rail, air, and marine, and emerging modes of transportation and technology.	automobiles, goods movement vehicles, rail, air, marine, and emerging modes of transportation and technology.		
C.4.1.2	C.4.1.2 Recognize the relationship of transportation, public health and land use planning in connecting communities, land uses and activities and the role of the integrated transportation network in creating <i>complete communities</i> and improving overall quality of life.	C.4.1.2 Recognize the relationship of transportation, public health and land use planning in connecting communities, land uses and activities and the role of the integrated transportation network in creating <i>complete communities</i> and improving overall quality of life.		
C.4.1.3	C.4.1.3 Facilitate investment in major goods movement facilities and corridors and employment areas for the safe and efficient movement of goods and services within and between Hamilton, neighbouring municipalities and regions through various modes within the integrated transportation network.	C.4.1.3 Facilitate investment in <i>major goods movement facilities and corridors</i> and <i>employment areas</i> for the safe and efficient movement of goods and services within and between Hamilton, neighbouring municipalities and regions through various modes within the integrated transportation network.	√ Growth Plan Policy 3.2.4.1.	
C.4.1.5	C.4.1.5 Work in cooperation with other levels of government and government agencies to further develop inter-regional travel plans including expansion of expanded routes and increased GO Transit service in the Hamilton area, proposals for rapid higher order transit within the City and other inter-regional transit and highway, marine, and airport initiatives.	C.4.1.5 Work in cooperation with other levels of government and government agencies to further develop inter-regional travel plans including expanded routes and increased GO Transit service in the Hamilton area, proposals for <i>higher order transit</i> within the City and other inter-regional transit and highway, marine, and airport initiatives.	√ Matter of Interest	
C.4.1.6	C.4.1.6 Provide a safe , convenient, fast, frequent and affordable public transportation service that adapts to a changing climate ,	C.4.1.6 Provide a safe, convenient, fast, frequent and affordable public transportation service that adapts to a	√ PPS Policy	

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	features adequate carrying capacity and serves all residents and businesses.	changing climate, features adequate carrying capacity and serves all residents and businesses.	1.6.1 Growth Plan Policies 3.2.1.2 d) & 3.2.2.2 f)	
C.4.1.8	Insert new policy as follows: C.4.1.8 Manage curbside activities and space allocation to maximize mobility, safety, and access for the wide variety of curb demands.	C.4.1.8 Manage curbside activities and space allocation to maximize mobility, safety, and access for the wide variety of curb demands.		
C.4.2.1	C.4.2.1 The City shall maintain the existing transportation network and ensure the continued sustainability and optimization of existing transportation infrastructure before new infrastructure developments are considered.	C.4.2.1 The City shall maintain the existing transportation network and ensure the continued sustainability and optimization of existing transportation infrastructure before new infrastructure developments are considered.	√ PPS Policy 1.6.3	
C.4.2.2 (New)	Insert new Policy C.4.2.2 and renumber subsequent policies. C.4.2.2 The City shall plan for a transportation network that reduces greenhouse gas emissions by encouraging the most environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles.	C.4.2.2 The City shall plan for a transportation network that reduces greenhouse gas emissions by encouraging the most environmentally appropriate mode for trip-making and supporting the use of zero- and low-emission vehicles.	√ Growth Plan Policies 3.2.2.2 c) & 3.2.3.2 b)	
C.4.2.4.1 (Existing)	C.4.2.4.1 <i>Transportation demand management</i> measures may include:	C.4.2.5.1 <i>Transportation demand management</i> measures may include:	√ Growth Plan Policy	

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	<p>a) provision of <i>active transportation</i> features including secure bicycle storage facilities and pedestrian and cycling access to the road network facilities;</p> <p>b) supporting transit through an array of incentives and disincentives to automobile dependence and single-occupancy vehicles such as reduced parking standards for some land uses where appropriate and making provisions for to support shared mobility such as car-sharing spaces through the site plan process where feasible and appropriate; and,</p>	<p>a) provision of <i>active transportation</i> features including secure bicycle storage facilities and pedestrian and cycling access to the road network;</p> <p>b) supporting transit through an array of incentives and disincentives to automobile dependence and single-occupancy vehicles such as reduced parking standards for some land uses where appropriate and making provisions to support shared mobility such as car-sharing spaces through the site plan process where feasible and appropriate; and,</p>	3.2.2.4	
C.4.2.7 (Existing)	<p>C.4.2.7 C.4.2.7 City has been identified as part of the Greater Toronto and Hamilton Area (GTHA) in The Big Move The Metrolinx Regional Transportation Plan (RTP) developed by Metrolinx and Provincial Greater Golden Horseshoe (GGH) Transportation Plan identify strategic regional transportation plans and projects with the City. As such, the City shall work with Metrolinx and the Province of Ontario to implement the recommendations of the RTP and GGH Transportation Plan through the policies of this Plan and the Transportation Master Plan.</p>	<p>C.4.2.8 The Metrolinx Regional Transportation Plan (RTP) and Provincial Greater Golden Horseshoe (GGH) Transportation Plan identify strategic regional transportation plans and projects with the City. As such, the City shall work with Metrolinx and the Province of Ontario to implement the recommendations of the RTP and GGH Transportation Plan through the policies of this Plan and the Transportation Master Plan.</p>	√ Matter of Interest	Big Move is now obsolete and is only referred to as the RTP now.

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C.4.2.9 (New)	<p>Insert new Policy C.4.2.9 and renumber subsequent policies:</p> <p>C.4.2.9 Transit planning and investments shall be aligned with, and supporting, the priority transit corridor identified on Schedule E – Urban Structure and/or Appendix B – Major Transportation Facilities and Routes.</p>	<p>C.4.2.9 Transit planning and investments shall be aligned with, and supporting, the <i>priority transit corridor</i> identified on Schedule E – Urban Structure and/or Appendix B – Major Transportation Facilities and Routes.</p>	<p>√ Growth Plan Policy 3.2.3.2 a)</p>	
C.4.2.8 (Existing)	<p>C.4.2.8 10 New secondary plans and designs for <i>major transit trip generators</i> shall incorporate the following design directions:</p> <p>a) establishment of a continuous grid road network as the preferred street layout to allow pedestrians, cyclists, transit vehicles, automobiles and goods and services vehicles to move efficiently through communities;</p> <p>b) efficient spacing of arterial and collector roads within the grid network;</p> <p>c) organization of land uses in a manner that reduces automobile dependence and improves modal choice and the movement of goods;</p> <p>d) placement of higher density land uses near existing and planned transit stop/station locations;</p>	<p>C.4.2.10 New secondary plans and designs for <i>major trip generators</i> shall incorporate the following design directions:</p> <p>a) establishment of a continuous grid road network as the preferred street layout to allow pedestrians, cyclists, transit vehicles, automobiles and goods and services vehicles to move efficiently through communities;</p> <p>b) efficient spacing of arterial and collector roads within the grid network;</p> <p>c) organization of land uses in a manner that reduces automobile dependence and improves modal choice and the movement of goods;</p> <p>d) placement of higher density land uses near existing and planned transit stop/station locations;</p>	<p>√ Growth Plan Definition Growth Plan Policy 3.2.2.3</p>	<p>Term changed in Growth Plan, 2019, as Amended.</p>

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	<p>e) establish appropriate rights-of-way that support <i>complete streets</i> and supporting place-making opportunities within communities;</p> <p>e)f) <i>complete street</i> designs and layout which reduces and minimizes the need for future traffic calming and/or unnecessary traffic control devices; and,</p> <p>f)g) all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E - Urban Systems and Designations.</p>	<p>e) establish appropriate rights-of-way that support <i>complete streets</i> and supporting place-making opportunities within communities;</p> <p>f) <i>complete street</i> designs and layout which reduces and minimizes the need for future traffic calming and/or unnecessary traffic control devices; and,</p> <p>g) all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E - Urban Systems and Designations.</p>		
C.4.2.9 (Existing)	C.4.2.9 11 Direct access to transit facilities shall be provided via multi-use paths, trails, bicycle lanes , sidewalks and walkways from the interior block areas of neighbourhoods. Within existing and planned <i>development</i> , the City shall encourage the creation of mid-block connections for pedestrians, cycling , transit, and other active transportation modes.	C.4.2.11 Direct access to transit facilities shall be provided via multi-use paths, trails, bicycle lanes, sidewalks and walkways from the interior block areas of neighbourhoods. Within existing and planned <i>development</i> , the City shall encourage the creation of mid-block connections for pedestrians, cycling, transit, and other <i>active transportation</i> modes.	√ Growth Plan Policy 3.2.3.4	
C.4.2.10 (Existing)	C.4.2.10 12 Development of major transit trip generators shall provide safe, accessible and convenient pedestrian and cycling environments and access be achieved through building orientation, site layout, traffic management, and the provision of facilities such as sidewalks,	C.4.2.12 Development of major <i>trip generators</i> shall provide safe, accessible and convenient pedestrian and cycling environments and be achieved through building orientation, site layout, traffic management, and the provision of facilities such as sidewalks, crosswalks, bike lanes	√ Growth Plan Definition	Term changed in Growth Plan, 2019, as Amended.

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	crosswalks, bike lanes and trails, bicycle parking and loading, and connections to transit service.	and trails, bicycle parking and loading, and connections to transit service.		
C.4.2.15 (Existing)	C.1.2.15 17 In accordance with Policy C.4.1.6, recognizing that an increasing proportion of the population is aging and many will possess mobility challenges, the City shall continue to ensure that it is able to provide an appropriate range of public transit services and programs on the conventional, specialized, on-demand and rapid higher order transit networks in an efficient and effective manner to all existing and planned trip generators throughout the <i>urban area</i> .	C.1.2.17 In accordance with Policy C.4.1.6, recognizing that an increasing proportion of the population is aging and many will possess mobility challenges, the City shall continue to ensure that it is able to provide an appropriate range of public transit services and programs on the conventional, specialized, on-demand and <i>higher order transit</i> networks in an efficient and effective manner to all existing and planned trip generators throughout the <i>urban area</i> .	√ Matter of Interest	
C.4.2.16 (Existing)	C.4.2.16 18 Additional <i>transportation corridors</i> may be added to the integrated 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, inter-provincial and federal transportation planning studies such as the ongoing Niagara to Greater Toronto Area (NGTA) corridor planning Greater Golden Horseshoe Transportation Plan and Environmental Assessment study and the Ontario-Quebec Continental Gateway and Trade Corridor Study.	C.4.2.18 Additional <i>transportation corridors</i> may be added to the integrated 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, inter-provincial and federal transportation planning studies such as the Greater Golden Horseshoe Transportation Plan and the Ontario-Quebec Continental Gateway and Trade Corridor Study.	√ Matter of Interest	

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	<p>a)The NGTA study will address congestion, economic growth, and better gauge a long term land use and transportation framework extending from the Niagara Peninsula to the Greater Toronto Area.</p> <p>b)The Ontario-Quebec Continental Gateway and Trade Corridor Study will develop a multi-modal strategy to improve goods movement and trade.</p>			
C.4.3	<p>C.4.3 <i>Active transportation</i> which includes pedestrian movement, cycling and any, other non-motorized modes and emerging micro-mobility modes of transportation, is a key component of the City’s transportation network. <i>Active Transportation</i> 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. This Plan recognizes that <i>active transportation</i> is an essential component of the overall integrated transportation network. Together, land use planning, transportation planning and the design of the built form creates an environment that encourages and enables people of all ages and abilities to use <i>active transportation</i> for travel to work, school, exercise, recreation and social interaction.</p>	<p>C.4.3 <i>Active transportation</i> which includes pedestrian movement, cycling, other non-motorized and emerging micro-mobility modes of transportation, is a key component of the City’s transportation network. <i>Active Transportation</i> 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. This Plan recognizes that <i>active transportation</i> is an essential component of the overall integrated transportation network. Together, land use planning, transportation planning and the design of the built form creates an environment that encourages and enables people of all ages and abilities to use <i>active transportation</i> for travel to work, school, exercise, recreation and social interaction.</p>	<p>√ Growth Plan Policy 3.2.3.4</p>	

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C.4.3.3	<p>C.4.3.3 The City shall build and maintain the <i>active transportation</i> network which recognizes the importance of the sidewalk and cycling network while achieving a high standard of connectivity. <i>Active Transportation</i> shall be promoted prioritized and accommodated in complete street design and operation through:</p> <p>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 other emerging design trends as appropriate;</p> <p>b) establishment of pedestrian-oriented design guidelines in secondary plans and undeveloped areas that promote <i>active transportation</i>; and,</p> <p>c) provision of traffic calming and management measures and signage, where appropriate.</p>	<p>C.4.3.3 The City shall build and maintain the <i>active transportation</i> network which recognizes the importance of the sidewalk and cycling network while achieving a high standard of connectivity. <i>Active Transportation</i> shall be prioritized and accommodated in complete street design and operation through:</p> <p>a) continuous improvement and expansion of the existing network of pedestrian and bicycle infrastructure, including multi-use paths, bike lanes, and other emerging design trends as appropriate;</p> <p>b) establishment of pedestrian-oriented design guidelines in secondary plans and undeveloped areas that promote <i>active transportation</i>; and,</p> <p>c) provision of traffic calming and management measures, where appropriate.</p>	√ Growth Plan Policy 3.2.2.4 c)	
C.4.3.4	<p>C.4.3.4 Within the designated right-of-way, the design of complete streets and sidewalks shall provide a buffer between vehicular and pedestrian flow where feasible.</p>	<p>C.4.3.4 Within the designated right-of-way, the design of <i>complete streets</i> and sidewalks shall provide a buffer between vehicular and pedestrian flow where feasible.</p>	√ Growth Plan Policy 3.2.2.3	

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C.4.3.5	<p>C.4.3.5 The City shall design pedestrian friendly streets by:</p> <p>a) making streetscapes visually appealing to make walking more inviting;</p> <p>b) discouraging the placement of objects which will impede pedestrian movements;</p> <p>c) reducing motor vehicle traffic speed and volume in areas of high pedestrian activity by design or other means;</p> <p>d) establishing exclusive pedestrian links in areas of high pedestrian activity and restricting motor vehicular vehicles traffic;</p> <p>e) distinctly separating vehicular, pedestrian and cycling traffic road users to the fullest extent possible;</p> <p>f) providing adequate lighting;</p> <p>g) providing benches to allow pedestrians to rest and street trees for shade, where feasible;</p> <p>h) applying other means as specified in the policies of Section B.3.3 – Urban Design, where applicable; and,</p>	<p>C.4.3.5 The City shall design pedestrian friendly streets by:</p> <p>a) making streetscapes visually appealing to make walking more inviting;</p> <p>b) discouraging the placement of objects which will impede pedestrian movements;</p> <p>c) reducing motor vehicle speed and volume in areas of high pedestrian activity by design or other means;</p> <p>d) establishing exclusive pedestrian links in areas of high pedestrian activity and restricting motor vehicles;</p> <p>e) distinctly separating vehicular, pedestrian and cycling road users to the fullest extent possible;</p> <p>f) providing adequate lighting;</p> <p>g) providing benches to allow pedestrians to rest and street trees for shade, where feasible;</p> <p>h) applying other means as specified in the policies of Section B.3.3 – Urban Design, where applicable; and,</p>	<p>√</p> <p>Growth Plan Policy 3.2.2.3</p>	

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	i) applying all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E – Urban Systems and Designations.	i) applying all other applicable design guidelines and design policies of Volume 1, including Section B.3.3 – Urban Design Policies and Chapter E – Urban Systems and Designations.		
C.4.3.6 (New)	Insert new Policy C.4.3.6: C.4.3.6 The City shall work together with other municipalities to implement seamless integration and coordination between <i>active transportation</i> networks across municipal jurisdictions from both planning and operational perspectives.	C.4.3.6 The City shall work together with other municipalities to implement seamless integration and coordination between <i>active transportation</i> networks across municipal jurisdictions from both planning and operational perspectives.	√ PPS Policy 1.2.1 d)	
C.4.4	C.4.4 Public Transit Network Public transit entities under municipal jurisdiction include conventional, specialized and rapid transit higher order transit networks. Inter-regional networks are under the jurisdiction of provincial/federal authorities... It is the intent of this Plan that transit provide access to residential areas, employment areas, school and other institutions, shopping and recreational facilities in a safe , efficient and reliable manner. Where frequent transit is planned and funding is allocated, higher densities may be considered in suitable locations. Transit shall continue to increase connectivity and integration with other forms of transportation.	C.4.4 Public Transit Network Public transit entities under municipal jurisdiction include conventional, specialized and <i>higher order transit</i> networks. Inter-regional networks are under the jurisdiction of provincial/federal authorities... It is the intent of this Plan that transit provide access to residential areas, employment areas, school and other institutions, shopping and recreational facilities in a safe, efficient and reliable manner. Where frequent transit is planned and funding is allocated, higher densities may be considered in suitable locations. Transit shall continue to increase connectivity and integration with other forms of transportation.	√ Growth Plan Policy 3.2.2.2 f)	Further to Growth Plan Policy 3.2.2.2 f), notion that transit routes do not always equate to higher densities.
C.4.4.1	C.4.4.1 The City shall provide public transit at a level of service to enhance its use as a	C.4.4.1 The City shall provide public transit at a level of service to enhance its use as		

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	viable alternative to the automobile and achieve transportation demand mode split targets stipulated identified in the Transportation Master Plan in accordance with Section F.3.1.8 – Transportation Master Plan.	a viable alternative to the automobile and achieve transportation mode split targets identified in the Transportation Master Plan in accordance with Section F.3.1.8 – Transportation Master Plan.		
C.4.4.2 (New)	Insert new Policy C.4.4.2 and renumber subsequent policies accordingly. C.4.4.2 The City shall provide a transit service that is planned and managed for the safety of all system users.	C.4.4.2 The City shall provide a transit service that is planned and managed for the safety of all system users.	√ Growth Plan Policy 3.2.2.2 f)	
C.4.4.2 (Existing)	C.4.4.23 By prioritizing public transit investments, as a component of transportation infrastructure planning, transit service levels shall be increased incrementally, 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) <i>urban nodes</i> and <i>urban corridors</i> as identified on Schedule E – Urban Structure; b) areas developed according to transit oriented development principles; c) designated <i>Employment Areas</i> or connections to designated <i>Employment Areas</i> ; d) new urban communities where there is a sufficient density and mix of land uses to support transit service.	C.4.4.3 By prioritizing public transit investments, as a component of transportation infrastructure planning, transit service levels shall be increased incrementally, 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) <i>urban nodes</i> and <i>urban corridors</i> as identified on Schedule E – Urban Structure; b) areas developed according to transit oriented development principles; c) designated <i>Employment Areas</i> or connections to designated <i>Employment Areas</i> ;	√ Growth Plan Policy 3.2.3.1	

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		d) new urban communities where there is a sufficient density and mix of land uses to support transit service.		
C.4.4.3 (Existing)	C.4.4.34 The City shall improve the speed and reliability of transit service by providing transit-priority measures to lessen prioritize the movement of delays on transit vehicles caused by other traffic and traffic control signals along corridors and at intersections , where feasible.	C.4.4.4 The City shall improve the reliability of transit service by providing transit-priority measures to prioritize the movement of transit vehicles along corridors and at intersections , where feasible.	√ Growth Plan Policy 3.2.2.4	
C.4.4.5.1 (Existing)	C.4.4.56.1 Further to the forgoing policy, once rapid higher order transit is implemented, conventional bus transit shall continue to serve areas outside of identified rapid higher order transit corridors, provide local service within the corridor where appropriate, and provide feeder service to rapid higher order transit . Until rapid higher order transit is implemented, conventional bus transit shall be the primary mode of transit within the City.	C.4.4.6.1 Further to the forgoing policy, once <i>higher order transit</i> is implemented, conventional bus transit shall continue to serve areas outside of identified <i>higher order transit</i> corridors, provide local service within the corridor where appropriate, and provide feeder service to <i>higher order transit</i> . Until <i>higher order transit</i> is implemented, conventional bus transit shall be the primary mode of transit within the City.	√ Matter of Interest	
C.4.4.7 (Existing)	C.4.4.78 The City shall continue to provide specialized transit service to ensure equal access and mobility for all residents in accordance with Policy C.4.2.15, for those unable to use conventional or rapid higher order transit or other transportation modes.	C.4.4.8 The City shall continue to provide specialized transit service to ensure equal access and mobility for all residents in accordance with Policy C.4.2.15, for those unable to use conventional or <i>higher order transit</i> or other transportation modes.	√ Matter of Interest	
Section Title	Rapid Higher Order Transit	Higher Order Transit		
C.4.4.8 (Existing)	C.4.4.89 The City shall evaluate the potential to establish rapid higher order transit within the Primary and Secondary	C.4.4.9 The City shall evaluate the potential to establish <i>higher order transit</i> within the Primary and Secondary	√ Matter of Interest	

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	Corridors identified on Schedule E – Urban Structure, and the corridors identified as Potential Rapid Higher Order Transit Lines on Appendix B – Major Transportation Facilities and Routes.	Corridors identified on Schedule E – Urban Structure, and the corridors identified as Potential Higher Order Transit Lines on Appendix B – Major Transportation Facilities and Routes.		
C.4.4.9 (Existing)	C.4.4.9 10 Rapid Higher order transit may operate on its own right-of-way, as a separate system or in shared corridors, where possible, to ensure that it is not delayed in general traffic. The rapid higher order order transit network shall consist of an interconnecting network of existing and planned rights-of-way along corridors in which a rapid higher order order transit facility may be located.	C.4.4.10 <i>Higher order transit</i> may operate on its own right-of-way, as a separate system or in shared corridors, where possible, to ensure that it is not delayed in general traffic. The <i>higher order transit</i> network shall consist of an interconnecting network of existing and planned rights-of-way along corridors in which a <i>higher order transit</i> facility may be located.	√ Matter of Interest	
C.4.4.9.1 (Existing)	C.4.4.9 10 .1 Rapid Higher order 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 as an interim stage in the long-term <i>development</i> of a full rapid higher order order transit network.	C.4.4.10.1 <i>Higher order transit</i> 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 as an interim stage in the long-term <i>development</i> of a full <i>higher order transit</i> network.	√ Matter of Interest	
C.4.4.10 (Existing)	C.4.4.10 11 The City may require commuter pick-up/drop-off and park-and-ride facilities to enhance accessibility to rapid higher order higher order transit services at selected stations and other appropriate sites outside of the <i>Downtown Urban Growth Centre</i> . In this regard, the City shall encourage the proponents of major developments at existing or planned rapid higher order higher order transit	C.4.4.11 The City may require commuter pick-up/drop-off and park-and-ride facilities to enhance accessibility to <i>higher order transit</i> services at selected stations and other appropriate sites outside of the <i>Downtown Urban Growth Centre</i> . In this regard, the City shall encourage the proponents of major developments at existing or planned <i>higher order transit</i>	√ Growth Plan Policy 2.2.4.8 c)	

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	<i>transit stations to provide sufficient land for park-and-ride facilities, for which the City may enter into agreements for purchase, lease, and operation or shared use.</i>	stations to provide sufficient land for park-and-ride facilities, for which the City may enter into agreements for purchase, lease, and operation or shared use.		
C.4.4.11 (Existing)	C.4.4.11 Rapid Higher order transit services shall be integrated with other transportation modes and with the conventional, specialized and inter-regional transit networks where feasible.	C.4.4.12 <i>Higher order transit</i> services shall be integrated with other transportation modes and with the conventional, specialized and inter-regional transit networks where feasible.	√ Matter of Interest	
C.4.4.12 (Existing)	C.4.4.12 14 The City of Hamilton supports the expansion of GO Transit through increased service to the City.	C.4.4.14 The City of Hamilton supports the expansion of GO Transit through increased service to the City.	√ Matter of Interest	
C.4.4.13 (New)	C.4.4.13 GO Stations identified on Appendix B – Major Transportation Facilities and Routes shall be the principal access points for inter-regional rail.	C.4.4.13 GO Stations identified on Appendix B – Major Transportation Facilities and Routes shall be the principal access points for inter-regional rail.		
C.4.4.13 (Existing)	C.4.4.13 15 Access to the GO Transit network at GO Transit stations shall be promoted through provision of adequate conventional and specialized transit, rapid higher order transit, and <i>active transportation</i> facilities, as well as limited commuter parking facilities where appropriate outside of the <i>Downtown Urban Growth Centre</i> .	C.4.4.15 Access to the GO Transit network at GO Transit stations shall be promoted through provision of adequate conventional and specialized transit, <i>higher order transit</i> , and <i>active transportation</i> facilities, as well as limited commuter parking facilities where appropriate outside of the <i>Downtown Urban Growth Centre</i> .	√ Matter of Interest	
C.4.4.15 (Existing)	Delete policy C.4.4.15 in its entirety. C.4.4.15 – The City along with Metrolinx has identified the northern portion of the <i>Downtown Urban Growth Centre</i> as the location for the establishment of a GOVIA			West Harbour GO Station was established in 2015 and new Policy C.4.4.14 identifies this station, Hamilton and Confederation GO

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	transit station. This station, along with the existing GO Station identified on Appendix B – Major Transportation Facilities and Routes, shall be the principal access points for inter-regional rail.			Stations as principal access points for inter-regional transportation.
C.4.5.4	C.4.5.4 The road network shall be designed and maintained according to the following policies: c) The City shall initiate construction and maintenance programs to improve the safety and operation of the road network, with a <i>complete streets</i> approach to ensure the needs and safety of all road users are considered and appropriately accommodated.	C.4.5.4 The road network shall be designed and maintained according to the following policies: c) The City shall initiate construction and maintenance programs to improve the safety and operation of the road network, with a <i>complete streets</i> approach to ensure the needs and safety of all road users are considered and appropriately accommodated.	√ Growth Plan Policies 2.2.1.4 c) & 3.2.2.3	
C.4.5.6.5	Italicize the term “complete streets”, as follows: C.4.5.6.5 Notwithstanding Policies C.4.5.6, C.4.5.6.1, C.4.5.6.3, and C.4.5.7, and in addition to Policy C.4.5.3, the City may waive or accept less lands to be dedicated than the maximum right-of-way dedication and/or daylighting triangle requirements where, in the opinion of the City: ... a) It is determined through a development planning approval process that due to significant adverse impacts on: i) existing built form; ii) natural heritage features; iii) an existing streetscape; or, iv) a known <i>cultural heritage resource</i> ;	C.4.5.6.5 Notwithstanding Policies C.4.5.6, C.4.5.6.1, C.4.5.6.3, and C.4.5.7, and in addition to Policy C.4.5.3, the City may waive or accept less lands to be dedicated than the maximum right-of-way dedication and/or daylighting triangle requirements where, in the opinion of the City: ... b) It is determined through a development planning approval process that due to significant adverse impacts on: i) existing built form; ii) natural heritage features; iii) an existing streetscape; or, iv) a known <i>cultural heritage resource</i> ; it is not feasible or desirable to widen an existing right-of-way to the maximum right-	√ Matter of Interest	Term italicized because Growth Plan now includes a definition and term has been added to the UHOP Glossary.

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	it is not feasible or desirable to widen an existing right-of-way to the maximum right-of-way width or provide the full daylight triangle as set in Section C.4.5.2, Schedule C-2 – Future Right-of-Way Dedications, or Section C.4.5.7, and that the City’s objectives for sustainable <i>infrastructure</i> , complete streets and mobility can be achieved; or, ...	of-way width or provide the full daylight triangle as set in Section C.4.5.2, Schedule C-2 – Future Right-of-Way Dedications, or Section C.4.5.7, and that the City’s objectives for sustainable <i>infrastructure</i> , <i>complete streets</i> and mobility can be achieved; or, ...		
C.4.5.6.7	C.4.5.6.7 ...There may also be additional requirements for rights-of-way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways, roundabouts, traffic control and transit priority measures, including priority transit corridors , rapid higher order transit lanes and/or stations in accordance with Section C.4.5.7. ...	C.4.5.6.7 ...There may also be additional requirements for rights-of-way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, pathways, roundabouts, traffic control and transit priority measures, including <i>priority transit corridors</i> , <i>higher order transit</i> lanes and/or stations in accordance with Section C.4.5.7. ...	√ Matter of Interest	
C.4.6	C.4.6 Goods Movement Network An important component of Hamilton’s transportation network is an efficient system of goods and services movement, which helps attract and retain industries and business, thus contributing to the City’s economy. The major goods movement network facilities and corridors in Hamilton consists of provincial highways, the road network, rail, the John C. Munro Hamilton International Airport and the Port of Hamilton. The local goods movement	C.4.6 Goods Movement Network An important component of Hamilton’s transportation network is an efficient system of goods and services movement, which helps attract and retain industries and business, thus contributing to the City’s economy. The <i>major goods movement facilities and corridors</i> in Hamilton consists of provincial highways, the road network, rail, the John C. Munro Hamilton International Airport and the Port of Hamilton. The local goods movement	√ Matter of Interest	Term italicized because Growth Plan now includes a definition and term has been added to the UHOP Glossary.

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	network links to the wider inter-regional, inter-provincial, and inter-national goods movement network as detailed in the Growth Plan for the Greater Golden Horseshoe. Hamilton has access to a wide range of major goods movement facilities and corridors . These facilities and corridors form a network which contributes to making the City an ideal location for a “goods movement gateway”.	network links to the wider inter-regional, inter-provincial, and inter-national goods movement network as detailed in the Growth Plan for the Greater Golden Horseshoe. Hamilton has access to a wide range of <i>major goods movement facilities and corridors</i> . These facilities and corridors form a network which contributes to making the City an ideal location for a “goods movement gateway”.		
C.4.6.1	C.4.6.1 The major goods movement network facilities and corridors in Hamilton shall be maintained, protected and enhanced to support Hamilton’s economic development strategy.	C.4.6.1 The <i>major goods movement facilities and corridors</i> in Hamilton shall be maintained, protected and enhanced to support Hamilton’s economic development strategy.	√ Matter of Interest	Term italicized because Growth Plan now includes a definition and term has been added to the UHOP Glossary.
C.4.6.2	C.4.6.2 Major goods movement facilities and corridors include truck and rail transportation routes, the John C. Munro Hamilton International Airport, and the Port of Hamilton as shown on Appendix B – Major Transportation Facilities and Routes, among others . Heavy truck traffic may be restricted to designated truck routes to minimize negative impacts of truck traffic on local roads.	C.4.6.2 <i>Major goods movement facilities and corridors</i> include truck and rail transportation routes, the John C. Munro Hamilton International Airport, and the Port of Hamilton as shown on Appendix B – Major Transportation Facilities and Routes, among others. Heavy truck traffic may be restricted to designated truck routes to minimize negative impacts of truck traffic on local roads.	√ Matter of Interest	Term italicized because Growth Plan now includes a definition and term has been added to the UHOP Glossary.
C.4.6.3	C.4.6.3 The City shall encourage prioritize the investment and development of major goods movement facilities and corridors , including inter-modal facilities, for the transfer of goods between rail, air, marine and truck modes of transportation in	C.4.6.3 The City shall prioritize the investment and development of <i>major goods movement facilities and corridors</i> , including inter-modal facilities, for the transfer of goods between rail, air, marine and truck modes of transportation in	√ Growth Plan Policy 3.2.4.1.	

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	appropriate locations such as designated Employment Areas.	appropriate locations such as designated Employment Areas.		
C.4.6.5	C.4.6.5 Freight-intensive Land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.	C.4.6.5 Freight-intensive land uses that generate or require significant movement of goods shall be directed to lands designated Employment Area, and Commercial and Mixed Use on Schedule E-1 – Urban Land Use Designations.	√ PPS Policy 1.8.1 d)	
C.4.7.1.1	C.4.7.1.1 The City shall encourage <i>heavy rail</i> connections to rapid higher order transit and/or potential <i>light rail transit</i> corridors where feasible to increase the connectivity between modes.	C.4.7.1.1 The City shall encourage <i>heavy rail</i> connections to <i>higher order transit</i> and/or potential <i>light rail transit</i> corridors where feasible to increase the connectivity between modes.	√ Matter of Interest	
Volume 1, Chapter E – Urban Systems and Designations				
E.2.3.2.11 (Existing)	E.2.3.2.11 Detailed secondary plans shall be undertaken for the Sub-Regional Service Nodes to provide greater direction on mix of uses, heights, densities, built form, and design, and shall be coordinated with rapid higher order transit planning projects. Pending the completion of secondary plans for the Sub-Regional Service Nodes, the land use designations and policies set out in Chapter E – Urban Systems and Designations shall provide direction for <i>development</i> proposals.	E.2.3.2.11 Detailed secondary plans shall be undertaken for the Sub-Regional Service Nodes to provide greater direction on mix of uses, heights, densities, built form, and design, and shall be coordinated with <i>higher order transit</i> planning projects. Pending the completion of secondary plans for the Sub-Regional Service Nodes, the land use designations and policies set out in Chapter E – Urban Systems and Designations shall provide direction for <i>development</i> proposals.		
E.2.3.3.6 (Existing)	E.2.3.3.6 Community Nodes shall be linked to the <i>higher order transit</i> system through connecting conventional transit or by rapid higher order transit , where possible. Where possible, the City shall	E.2.3.3.6 Community Nodes shall be linked to the <i>higher order transit</i> system through connecting conventional transit or by <i>higher order transit</i> , where possible.		

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	direct local routes through the Community Nodes.	Where possible, the City shall direct local routes through the Community Nodes.		
E.2.4.1	E.2.4.1 Priority transit corridor , primary corridors and secondary corridors are identified on Schedule E – Urban Structure.	E.2.4.1 <i>Priority transit corridor</i> , primary corridors and secondary corridors are identified on Schedule E – Urban Structure.		