

Bicycle Oriented Corridor

Recommendation

That the City of Hamilton institute a “Cycling Oriented Corridor” along identified corridors in the Cycling Masterplan where cycling-oriented zoning would increase cycling activity and encourage the reduction of automobile use including:

- 1) Piloting a cycling-oriented corridor on Cannon Street from Queen Street North to Ottawa Street.
- 2) 6-storey allowance for new construction within 100m of the cycling corridor.
- 3) Minimum parking ratio of 0.00 within 100m of the cycling corridor.
- 4) Maximum parking ratio of 0.75 unless less than 3 units.
- 5) Bicycle parking must be on ground floor of buildings.
- 6) Commercial units must provide exterior bicycle parking or city bicycle parking.
- 7) Working with developments with reductions in charges if there are active transportation options provided to future tenants including: HBSI hub/micromobility hub and bikes, car share space, transit pass included in rent/fees.
- 8) Introduce modal filters at quiet intersections to limit uncontrolled access to Cannon Street across the bicycle tracks/lanes.

Background

WHEREAS the City of Hamilton has utilized Transit Oriented Zoning to encourage redevelopment that attracts transit riders in preparation for a large-scale transit project to bring riders and increase tax revenue;

WHEREAS the City of Hamilton has specified the need to move transportation away from single occupancy private automobiles;

WHEREAS the City of Hamilton is trying to attract investment and residents into infill opportunities to reduce urban boundary expansion;

WHEREAS the City of Hamilton has declared a Climate Emergency;

WHEREAS the City of Hamilton has declared the goal of Vision Zero.

And;

WHEREAS these recommendations are in line with the following mandates of the Hamilton Cycling Advisory Committee:

- To advise City Council, through the Public Works Committee, on all matters related to cycling.
- To monitor implementation of the Hamilton Cycling Plan.
- To encourage and participate in planning for bicycling facilities.
- To encourage citizens to cycle instead of drive.

Analysis/Rationale

Transit Oriented Zoning was instituted by the City of Hamilton to encourage growth, investment and automobile-free residents living adjacent to a future LRT line; the B-Line LRT Project. By utilizing a similar process to encourage bicycle ridership by encouraging growth, investment and automobile-free residents adjacent to the most well-used bicycle lane in the city, Hamilton could reduce dependence on vehicles, improve the investment in a bicycle lane, and take advantage of existing infrastructure to reduce the cost to taxpayers on road maintenance and continued urban boundary expansion.

Cannon Street offers a good pilot for this project as it is already a successful bicycle lane, and similar to how the Transit Oriented Corridor Zoning will be expanded when the project is completed, the Cycling Oriented Corridor Zoning could expand outward to encapsulate the bicycle network that is connected and likely to see increased use, or it can leap-frog to a new area in Stoney Creek, Ancaster, Dundas, Waterdown or the Mountain to see similar results and expanded bicycle usage.

Hamilton could lead and be one of the first to provide incentives to development that encourage riding a bicycle.

Cycling infrastructure is cheaper to deliver and maintain than driving infrastructure, therefore the reduction in development charges for developments which include facilities that promote active transportation will be offset by decreased infrastructure cost surrounding the development.