



CITIZEN COMMITTEE REPORT

To:	Public Works Committee
From:	Hamilton Cycling Advisory Committee <div style="text-align: right; margin-right: 100px;"> <hr style="width: 20%; margin: 0 auto;"/> Chris Ritsma, Chair </div>
Date:	
Re:	Bicycle Oriented Corridor

Recommendation

- 1) **City of Hamilton staff through the ongoing review of zoning and land-use planning, review the inclusion of cycling focused by-laws and secondary plans. Some of these by-laws could include:**
 - a) **Increased development density nearby cycling infrastructure.**
 - b) **Reduced parking ratios for new development especially near cycling infrastructure.**
 - c) **Maximum parking ratios near cycling infrastructure.**
 - d) **Requirements to have bicycle parking at ground floor for ease of access.**
 - e) **Increase requirements for short term bicycle parking outside mixed use, residential only, and commercial only development.**
 - f) **Increased bicycle parking ratios for new development.**

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.

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.