Planning Context Final Report

Westdale Traffic Management Review

January 2019

Table of Contents

List of Figures

1. INTRODUCTION

Wood Environment & Infrastructure Solutions ("Wood") was retained by the City of Hamilton (referred as "City" hereinafter) to conduct a Traffic Management Study for the Westdale neighbourhood area. The purpose of this assignment is to identify transportation-related issues/opportunities throughout the community and recommend a set of practical solutions that adhere to local and provincial guiding principles. As a result, Wood has conducted a review of the guiding background documents and policies and summarized them in this interim paper as they relate to this study.

This report describes the overall planning context for the Westdale neighbourhood, including: Provincial, Regional, City-wide, and area specific policies and plans. These policies and plans will serve as guiding documents for the project to ensure that any proposed alternatives are aligned with the overall planning framework. The guiding principles that are relevant to the Westdale neighbourhood study are summarized for each plan and policy as denoted in italicized text. These guiding principles will be essential to the eventual development of an Implementation Plan.

The study area for this undertaking is illustrated in **Figure 1**. The Westdale Community is located in the City of Hamilton and is generally bounded by the King's Highway 403 to the east, Main Street West to the south, Cootes Drive to the west and generally natural terrain to the north. The neighbourhood is generally low-density residential in nature, with several schools (one (1) elementary, one (1) middle, and two (2) secondary schools). McMaster University is located on the west side of the Westdale neighbourhood.

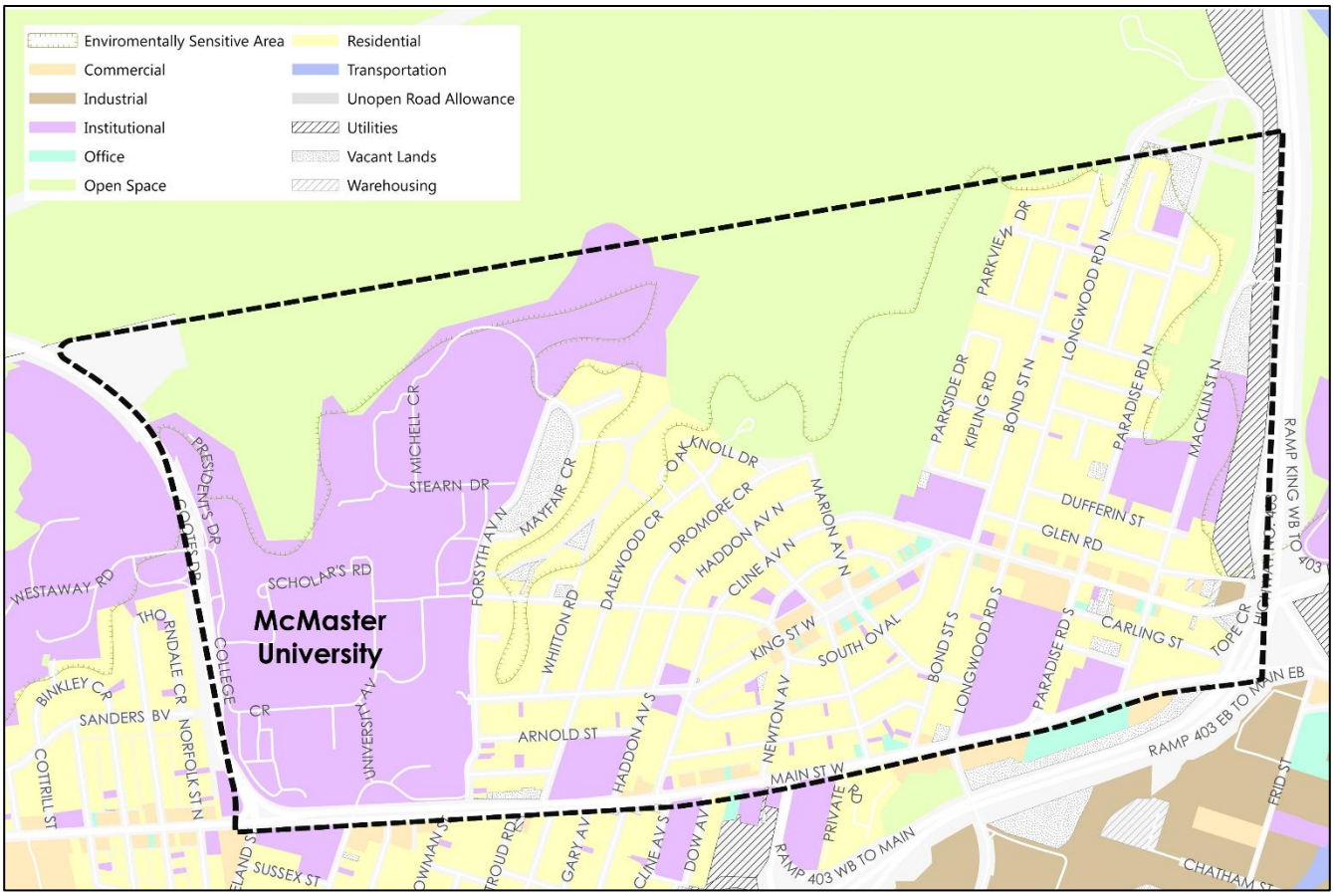


Figure 1: Westdale Study Area

2. REGIONAL AND PROVINCIAL POLICIES

This section describes the relevant provincial and regional plans and initiatives designed to guide Hamilton's future growth and infrastructure improvements, including in the Westdale neighbourhood. The Westdale Traffic Management Study reflects the principles, policies, goals and objectives established by these guiding plans. The hierarchy of this process is illustrated in **Figure 2**.

Figure 2: Reviewed Policy Hierarchy

A brief overview of the reviewed policies is provided as:

- **Places to Grow Act, 2006 -** is a legislative framework that guides the planning decision-making process in Ontario. *Places to Grow* ensures that provincial growth is facilitated and managed using a balanced approach thereby sustaining a robust economy, building strong communities and promoting a healthy environment.
- **Niagara to GTA Corridor Study, 2007 -** the study identifies the transportation challenges and opportunities, evaluation of area transportation system alternatives and a transportation development strategy to enhance the Niagara to GTA corridor, which includes Hamilton.
- **Provincial Policy Statement (PPS), 2014** -is a statement of the Ontario Government's interests and policies on land use planning matters for the entire province, replacing the previous PPS from 2005. The PPS promotes the integration of transportation and land use planning processes to facilitate safe and energy efficient movement of people and goods. It also advocates the use of transportation demand

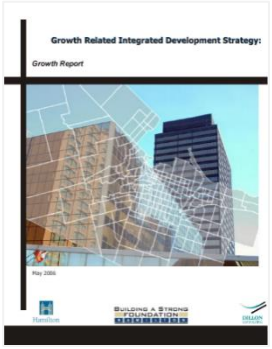
management (TDM) strategies and multi-modal transportation systems to improve connectivity and reduce the number and length of vehicle trips. The policies that are relevant to Westdale Traffic Management Study include sections 1.1.1, 1.2, 1.3, 1.4, 1.5 and 1.6 (1.6.7, 1.6.8) which documents the importance of the management and balance of land use, compatibility of employment areas, availability of development lands (housing), the integration of transportation and land use composition as well as the protection of future potential transportation infrastructure (e.g. Hamilton LRT). These guiding principles will be taken into consideration in the Westdale Traffic Management Study.

- **Growth Plan for the Greater Golden Horseshoe, 2017** – the *Growth Plan*, first prepared in 2006, provides a framework for implementing the vision of planning for future growth by building compact, efficient, and sustainable development that prioritizes transit and active transportation modes while maintaining economic prosperity and efficient goods movement.
- **The 2041 Regional Transportation Plan (RTP) –** the RTP is a planning effort to guide the transformation of the transportation system within the Greater Toronto and Hamilton Area (GTHA). It is the successor to the previous regional transportation plan (*The Big Move*, 2008) and builds on three primary goals and objectives: creating strong connections, complete travel experiences, and sustainable and healthy communities.

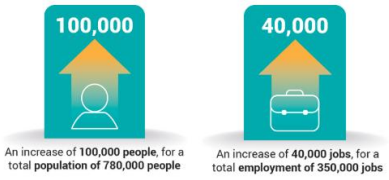
3. CITY-WIDE POLICIES

Section 3 provides an overview of the relevant local policies and plans that are derived from provincial and regional initiatives.

3.1 Growth Related Integrated Development Strategy, 2006



Adopted by City Council as a "Balanced Growth Strategy", the Growth Related Integrated Development Strategy (GRIDS) was initiated in 2016 to provide a 20-year planning decision making framework that integrates land use development, associated infrastructure, economic strategies and financial implications. Vision 2020, GRIDS and Official Plan Review all fall under the umbrella of the City's "Building a Strong Foundation" initiative. GRIDS planned for growth up to 2031.



The plan's preferred growth option was the "Nodal/Corridor Focus" concept. It identified Main Street as an intensification corridor where mixed use should be encouraged. McMaster University was categorized as a major activity centre which is included as a transit node for future transit service. Recommendations in the Westdale Traffic Management Study should align with the planning principles and growth strategy as documented in the GRIDS report.

As part of the Municipal Comprehensive Review process, GRIDS is now being updated to "GRIDS 2" to extend the planned strategy for another 10 years, up to 2041. The growth forecasts indicate an increase of 100,000 people and 40,000 jobs between 2031 and 2041. GRIDS 2 will describe the impacts on infrastructure (transportation, waste/wastewater, stormwater) as a result of the forecasted growth. It is anticipated that the update of GRIDS 2 will be completed for the Official Plan Review during the spring of 2019 to 2021.

3.2 City's 2016-2025 Strategic Plan, 2016

The City's 2016-2025 Strategic Plan describes the vision, mission, values and strategic priorities for the City. One of the key objectives is to support multi-modal mobility. The plan urges the development of Urban Design

guidelines, an integrated and multi-modal public transportation program, and a number of other initiatives to bolster the transportation network in the City of Hamilton.

3.3 Urban Hamilton Official Plan, 2009

The Official Plan (OP) is a guiding document that describes the planning direction for managing the local communities, future developments and infrastructure improvements for the next 30 years. The OP defines the goals and policies that move the City towards achieving the visions that are set forth in the City's Strategic Plan and Vision2020. The City has two official plans (Rural Hamilton OP and Urban Hamilton OP) which help to guide the vision of the Westdale community.

The Urban Hamilton Official Plan (UHOP) outlines twelve goals related to city building, urban design, environmental, social, cultural, and economic considerations. Adopted by council in July 2009, the UHOP was approved in March 2011 by the Ministry of Municipal Affairs and Housing (MMAH), and ultimately became effective in August 2013. The UHOP continues to undergo periodic updates, with the most recent occurring in October 2018.

The Westdale neighbourhood plays a key role in this framework as it encompasses a significant destination (McMaster University) and is traversed by key transportation corridors, including Main Street. As illustrated in **Figure 3**, Main Street is identified in the OP as a Primary Corridor that functions as a commercial spine providing retail stores and commercial uses with focused density, intensification, and future higher-order transit which link major activity nodes. Main Street, between Cootes Drive and Highway 403, is designated as a transit-oriented corridor in an OP amendment adopted in October 2016.

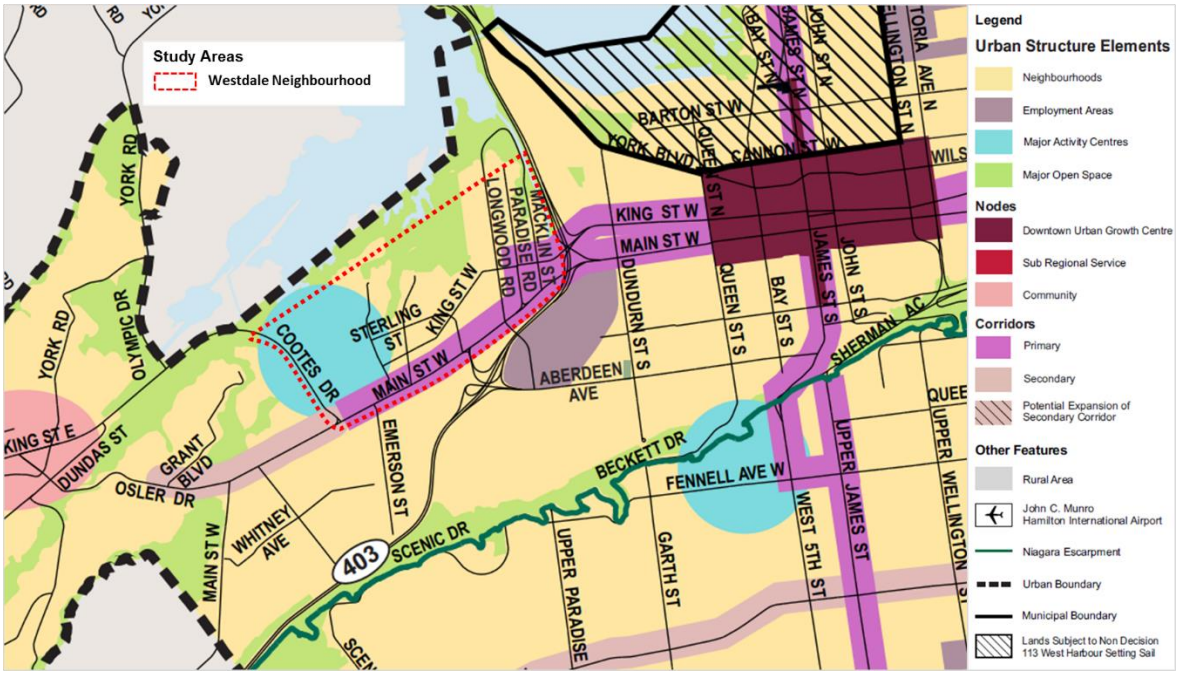


Figure 3: Hamilton Urban Official Plan, Schedule E

As per Schedule C of the Official Plan, the two major arterial roads in the neighbourhood are Main Street and Cootes drive while King Street, Sterling Street, Longwood Road and Macklin Street are designated as collector roads.

3.4 Ainslie Wood Westdale Secondary Plan, 2009

As part of the OP document, secondary plans contain area-specific policies and guidance to manage community growth and developments. It outlines more detailed requirements on land use, infrastructure and design. The Westdale neighbourhood is governed by the same secondary plan with specific area or site-specific policies (SSP) for McMaster University (SSP 'A') and mixed use developments (SSP 'E') in Westdale, as presented in **Figure 4**.

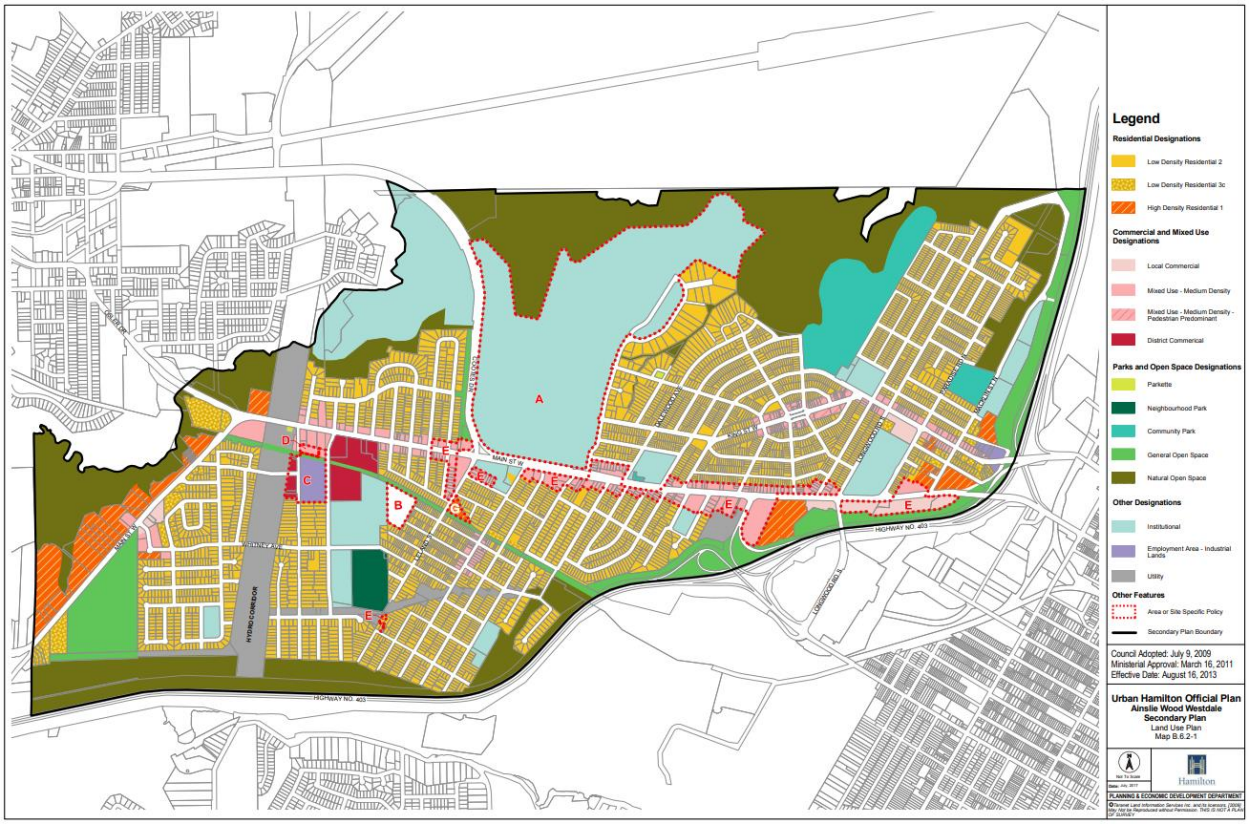
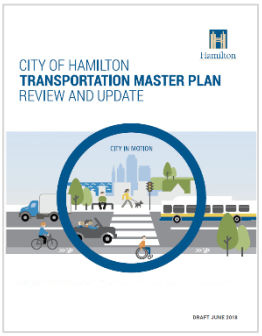


Figure 4: Ainslie Wood Westdale Secondary Plan Map B.6.2-1 (Source: City of Hamilton Urban Official Plan)

3.5 Hamilton Transportation Master Plan, 2018



City in Motion, the City's Transportation Master Plan (TMP Review and Update), is a strategic policy document developed to provide the framework which guides future transportation-related studies, projects, initiatives and decisions. The TMP Review and Update is integrating a Complete-Liveable-Better-Streets (CLB) policy in conformance with the City's Strategic Plan, Urban and Rural Official Plans and Provincial Policies. It adopts the design principles that balance the needs of all users regardless of age, ability, income or mode (discussed further in **Section 3.5.1**).

As a result, the existing road classifications, as defined in the Official Plans, were further categorized into seven types of street typologies; each type with additional design guidance. This approach will contextualize the road functions by responding to and supporting the surrounding land uses, natural heritage, built form and public health. For example, Main Street is recommended to include wide sidewalks, street trees, transit amenities and public art thereby supporting the use of active or transit modes. The CLB background report contains recommended design standards that are applicable to the Westdale Traffic Management Study.

One of the key actions is to expand the effectiveness of applying TDM to help achieve target mode splits. The target mode share for Hamilton is 15% walking/cycling, 12% transit, 52% single occupant vehicles, and 21% by other means. A preference to increase cycling and transit use was noted in the TMP surveys.

Sustainable mobility should be encouraged in the Westdale neighbourhood through TDM strategies, provision of pedestrian and cycling facilities and enhancement to the overall active transportation network. The TMP Review and Update also supports the principles of Vision Zero for applying street designs with the goal of zero fatalities or serious injuries on the roadway. Vision Zero's target for safer streets can be achieved by addressing traffic safety holistically through education, enforcement, engineering, evaluation and engagement.

3.5.1 Complete-Liveable-Better Streets Policy and Framework

As part of the City's TMP, a Complete-Liveable-Better (CLB) Streets Policy and Framework was developed to highlight the City's interest and investment in designing a transportation network that balances all modes of transportation. This policy and framework adopts the Complete Streets approach which puts more emphasis on sustainable modes of travel (e.g. walking, cycling, transit). The following guiding principles of implementing CLB Streets should be considered for the development of transportation alternatives in the Westdale Neighbourhood Traffic Management Study:

- Balance
- Context Sensitive
- Public
- Place-Making
- City-Building
- Safety and Accessible
- Green
- Realistic
- Cost Effective

Street characterization is another key approach identified in the policy which outlines the key design opportunities and challenges for different street typologies. The Westdale neighbourhood generally consists of connector and neighbourhood street typologies while Main Street has a main street typology. The typology toolkit will be used to apply the CLB street design principles as appropriate.

Given the different typologies and distinct character of the neighbourhood, potential transportation solutions must be context-sensitive with the consideration of surrounding land uses and available right-of-way widths. As such, trade-offs will be required due to various factors such as physical constraints and constructability. Other circumstances where the application of CLB streets are unsuitable may include:

- The costs are excessively disproportionate to the probable use; and,
- The existing and forecasted population and employment densities and traffic demand are not supportive of certain transportation facilities.

The primary objective is to incorporate CLB streets principles by accommodating all users regardless of age, ability or income while preserving the unique character in Westdale.

3.5.2 Transportation Demand Management

As part of the City's Transportation Master Plan, TDM was identified as a key element that supports a sustainable and balanced transportation system. TDM is defined as "the use of policies, programs, services and products to

influence whether, why, when, where and how people travel"[1]. It aims to influence changes in travel behaviour, including the following:

- Shifting travel modes;
- Driving reductions;
- Time and route shifting; and
- Reducing the number of trips people make.

Transportation Demand Management The reduction of SOV use through policies, programs, strategies and interventions that affect whether, why, when, where and how a person travels				
Whether	Why (Purpose)	When (Time)	Where	How (Mode)
Telework, flexible work hours, online shopping	Work, school, errands, recreation	Weekday, weekend, evening, peak times	Neighbourhood, community, City	Walk, cycle, transit, drive

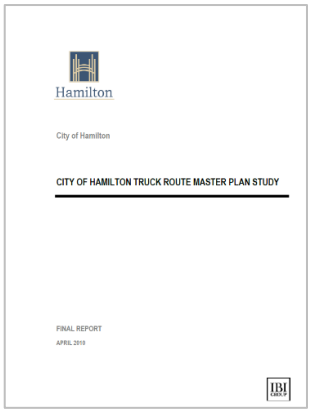
Proper implementation of TDM leads to positive outcomes, some of which include:

- Reduction in the need for additional roads and expansions;
- Reduction of wear and tear on roads;
- Contribution to sense of place and road safety to achieve the goals of Vision Zero;
- Improvement of air quality; and
- Encouragement of physical activity.

As with the CLB Streets Policy, TDM also places an emphasis on sustainable modes of travel (e.g. walking, cycling, transit) over vehicular traffic. TDM strategies and programs that will be recommended as part of the Westdale Traffic Management Study should encourage the use of sustainable travel modes, improve road conditions and safety, provide a sense of place and ensure adequate access to future higher order transit services as appropriate.

3.6 Truck Route Master Plan, 2010

The purpose of the Truck Route Master Plan (TRMP) was to review the existing system and present an implementation strategy that will help manage the City's truck network over a five year period. The overarching goal was to support safe and timely movement of goods and services while minimizing the negative effects of truck traffic on the community including safety, congestion, noise and air quality.

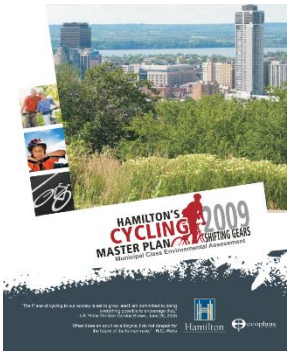


The Westdale neighbourhood is located in the West Hamilton/Dundas region with Aberdeen Hub, agriculture lands and McMaster University being the primary truck traffic generators. The study area also intersects with ramp terminals to Highway 403 which is one of the designated full-time truck routes in the City. Truck routes that are relevant to the Westdale Traffic Management Study include King Street West / Paradise Road South, Main Street and Cootes Drive routes as well as direct access to Highway 403.

The City's TMP Review and Update will undertake an integrated review and update of the 2010 Truck Route Master Plan.

[1] Transportation Demand Management for Canadian Communities: A Guide to Understanding, Planning and Delivering TDM Programs. Transport Canada. 2011.

3.7 Shifting Gears: Cycling Master Plan, 2009 (Revised in 2018)



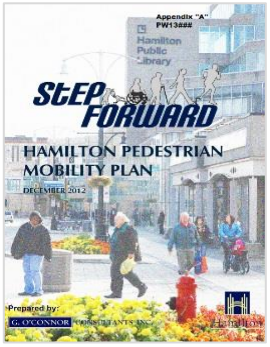
The Cycling Master Plan 2009 (*Shifting Gears*) was reviewed and updated as part of the TMP Review and Update. The Cycling Master Plan supports the City's Transportation vision and goals by identifying a well-connected, convenient and safe cycling network. The Cycling Master Plan update includes additional cycling infrastructure and an expansion of the multi-use trail system.

Relative to the study area, the 2009 Cycling Master Plan proposed an extension of a cycling lane at Marion Avenue, Longwood Road south of Main Street, Osler Drive west of Main Street and Whitney Avenue. Trail extensions were proposed along Parkside Drive and Main Street connecting Sanders Boulevard.

The Cycling Master Plan references several cycling facility design guidelines that will be considered for determining the appropriate facility types: the Ontario Traffic Manual (OTM) Book 18 (2013), TAC's Bikeway Traffic Control Guidelines for Canada (2012), and TAC's Traffic Signal Guidelines for Bicycles (2014). These guidelines will also serve as references for the Westdale Neighbourhood study.

3.8 *Step Forward*: Pedestrian Mobility Plan, 2012

Step Forward: Pedestrian Mobility Plan provides a 20-year framework for improving and encouraging pedestrian mobility throughout the City that supports the following visions:



- Increased inclusive mobility;
- Well designed and managed spaces and places for people;
- Improved integration of networks;
- Supportive land use and spatial planning;
- Reduced road danger;
- Less crime and fear of crime;
- More supportive site planning and engineering standards; and
- A culture of walking.

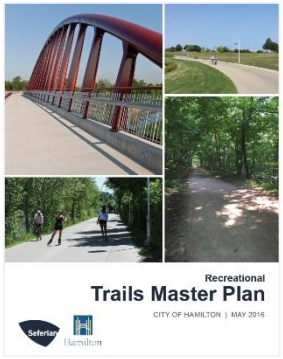
As identified in the Pedestrian Mobility Plan, the Westdale neighbouhood includes several pedestrian activity generators such as McMaster University, schools and churches which indicate a need to enhance the overall walking environment in the study area. Moreover, the Plan has identified a need for improving safety for pedestrians at signalized intersections based on historical collision patterns.

A design toolbox was included in the Pedestrian Mobility Plan to provide guidance on pedestrian infrastructure designs while adhering to provincial and city legislative context (Ontario Traffic Manual, Official Plans, etc.). As such the concept of a walkable city will be addressed in the Westdale Traffic Management Study.

3.9 Recreational Trails Master Plan, 2016

The Recreational Trails Master Plan (RTMP) was developed to guide the future development of Hamilton's trail system adhering to federal, provincial and municipal legislation and policies. The RTMP's goals relevant to the Westdale Traffic Management Study include:

- Complement the overall transportation system to support multi-modal mobility;
- Integration of a trail system with planned infrastructure projects for Highway 403 and GO Transit station; and,
- Alleviate gaps in the 2007 trail initiatives by introducing new trail connection.



Several opportunities for recreational trail design exist within the Westdale study area, including:

- Cootes Paradise north of Westdale;
- Connection from Cootes Drive to Osler Drive (Main Street West) and to McMaster University;
- Connection from Longwood Road through Churchill Park to Sterling Street; and,
- Connection from Macklin Street North under Highway 403 through Kay Drage Park/ Cathedral Trail to Christ the King Cathedral.

The Westdale neighbourhood is located directly south of Cootes Paradise which comprises several trail connections, including Ravine Road Trail, Ginger Valley Trail and Caleb's Walk. As shown in **Figure 5**, the RTMP recommended a multi-use trail extension in Churchill Park, connecting with the proposed on-street cycling route along Dalewood Avenue. An on-street cycling lane is also proposed along Whitney Avenue to improve continuity of the existing cycling network.

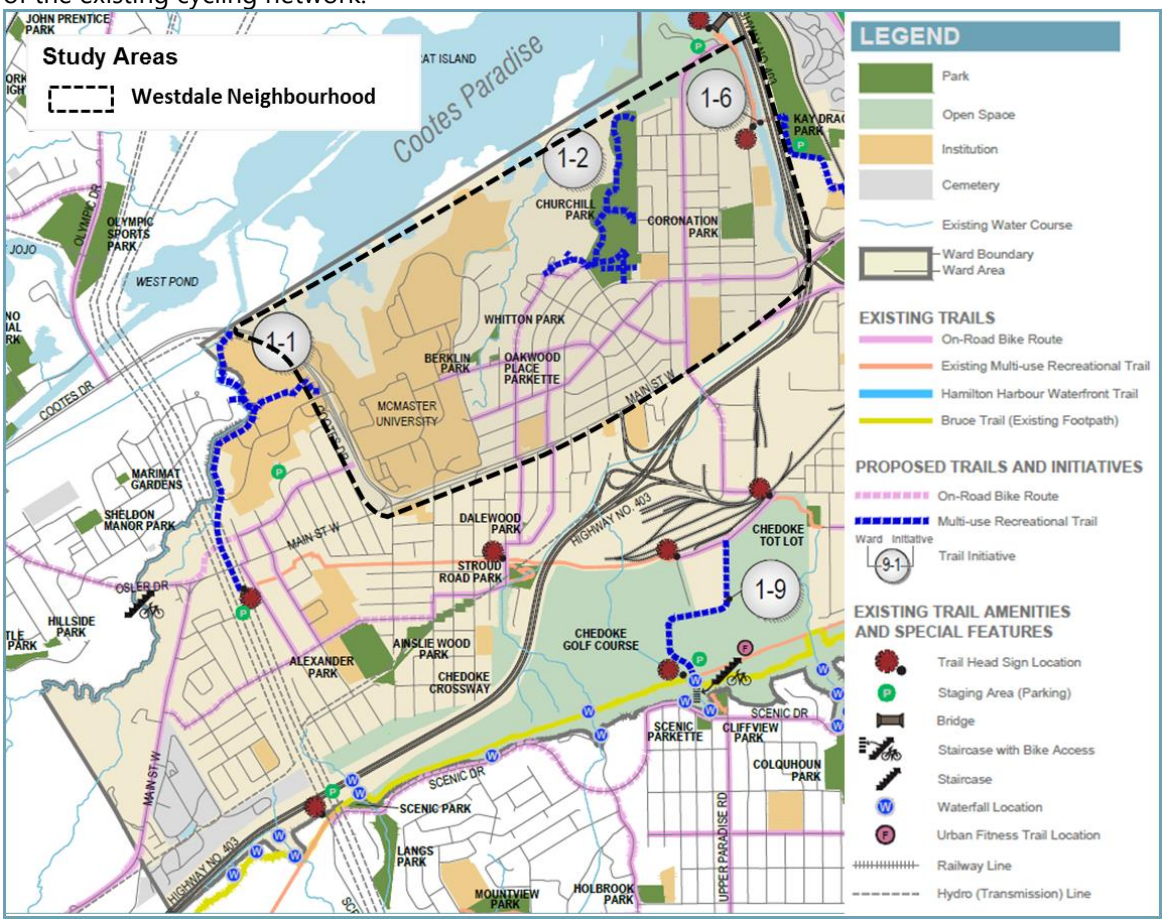


Figure 5: Recreational Trail Master Plan - Proposed Trails for the Westdale Neighbourhood

3.10 Transit Oriented Corridor Zones, Approved in 2018

Transit Oriented Corridor Zones is cited as part of Zoning By-Law 05-200 and was approved in January 2018 by the City's Planning Committee. Located along the boundary of the Westdale neighbourhood study area, Main Street is designated as a Transit Oriented Corridor (TOC1 and TOC2), as shown in **Figure 6**. The corridor is recommended to be transit supportive based on Complete Streets design principles and create an active and pedestrian friendly environment. The zoning bylaw regulates design requirements along Main Street including setbacks, building heights, and built form requirements.

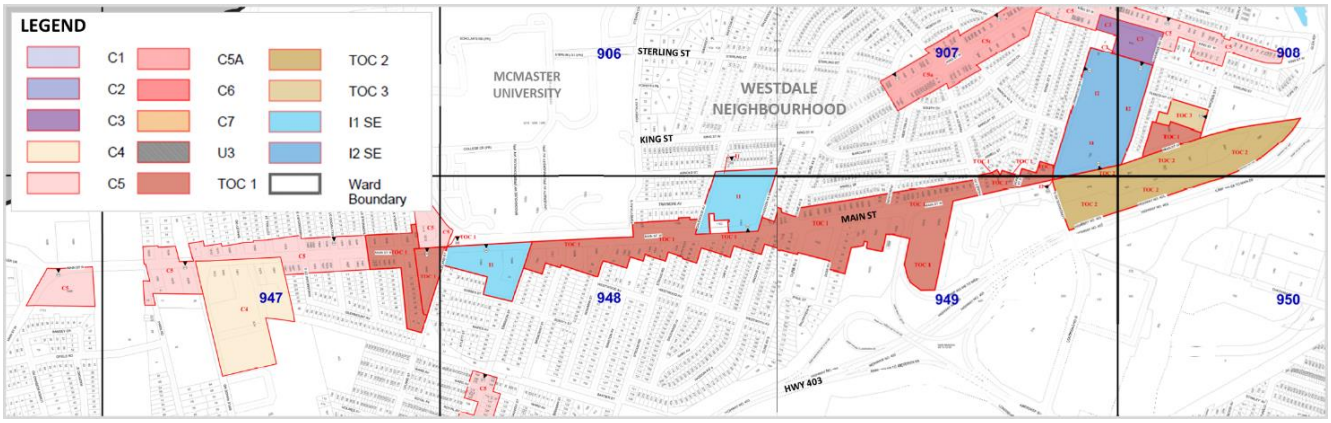


Figure 6: Transit Oriented Corridor Zones (By-Law 05-200)

3.11 Ten Year Local Transit Strategy, 2015

The Ten Year Local Transit Strategy, approved by Council in March 2015, was created to provide a short-term action plan to continue to develop Hamilton's transit network. This strategy addresses the following items:

- Current system deficiencies;
- Updated service standards;
- Accommodation of future growth;
- Increases in ridership due to implementation of BLAST network (see **Figure 7**);
- Improvements to customer experience;
- Transit priority measures; and
- Funding sustainability.

These strategies play a direct impact in improving the HSR bus routes as they exist within the Westdale neighbourhood. As identified in **Figure 7**, the B-Line LRT will traverse the Westdale neighbourhood along Main Street West. The B-Line LRT is anticipated to influence mode choices, transit accessibility and the adaptation of CLB design principles within the neighbourhood.

Figure 7: BLAST Network

3.12 Hamilton Light Rail Transit EPR, 2011

The Hamilton Light Rail Transit Environmental Project Report (EPR) was undertaken to assess the feasibility of the B-Line Rapid Transit Project. Subject to additional studies, budget approval and implementation phasing, the expected completion of Light Rail Transit (LRT) is scheduled for 2024.

The LRT is planned to operate within the study area, with the western terminus of the B-Line LRT located adjacent to McMaster University. Preliminary scenarios have the B-line LRT operating with a 6-minute frequency. After construction of the LRT system, the following changes will be made to traffic circulation in the community:

- Between the western limit (i.e., McMaster stop, just east of Cootes Drive) and Dalewood Avenue, the LRT will operate on the north side of Main Street in both directions. The existing turning movements will be maintained throughout this section of the corridor;
- East of Haddon Avenue, the shared centre left-turn lane will be eliminated and unsignalized intersections will be limited to right-in / right-out movements only;
- Between Haddon Avenue and Leland Street, one westbound through lane will be eliminated (i.e., resulting in two through lanes instead of three through lanes); and,
- The one-way circulation will be retained (westbound of King Street West; eastbound on Main Street West).

In understanding the LRT's potential implications on the local transportation network, the Westdale Traffic Management Study will develop transportation alternatives with the consideration of future LRT. However, any medium to long-term recommendations along Main Street will likely be reviewed and revisited by the City when additional LRT studies are conducted.

3.13 Smart Commute Hamilton

The Smart Commute Initiative operated from 2004 to 2007 as a joint initiative between cities and regions within the Greater Toronto and Hamilton Area. In 2008, Smart Commute was adopted as a program by Metrolinx. The goal of this program is to offer services to improve commuting in the GTHA. It aims to accomplish this goal through transportation efficiency, policy development, and infrastructure renewal. Smart Commute offers the following services:

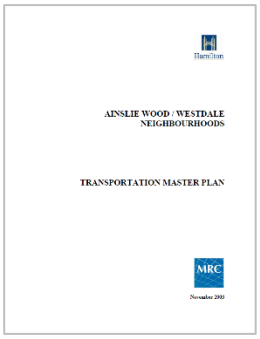
- Carpooling and vanpooling;
- Site assessments and surveys to understand commuter behavior;
- Shuttle programs;
- Emergency ride hole program; and
- Employee work arrangement solutions.

4. LOCAL AREA POLICIES AND PLANS

Section 4 briefly describes the relevant policies and plans that relate to the Westdale community.

4.1 Ainslie Wood / Westdale Transportation Master Plan, 2003

The Ainslie Wood / Westdale Transportation Master Plan (TMP) was a long-range plan that provided a 20-year framework for land use decisions, transportation challenges and infrastructure requirements in anticipation of population and employment growth.



The four key objectives of the TMP were to:

1. Assess current transportation system
2. Identify transportation challenges
3. Identify alternative solutions
4. Evaluation of alternatives

The TMP included recommendations for all travel modes (autos, transit, pedestrian and cyclists) and parking.

The TMP made the following recommendations for the transportation network in the vicinity of the Westdale neighbourhood (the recommendations that were successfully implemented are clearly indicated with status marked as complete).

Transportation Element	Short-term Recommendation	Long-Term Recommendation
Parking	▪ Parking regulation on residential streets should be reviewed and amended to improve emergency vehicle access. ▪ Resolve the impact of student parking in the surrounding neighbourhoods by reviewing the adequacy in on-campus parking provisions. ▪ Improve parking in business districts.	▪ Educate the public on parking regulations and enforcement regarding on-street parking, overnight parking and parking shortage.
Traffic Infiltration	▪ Streets that are identified with speeding or traffic infiltration concerns should be assessed to determine the need for a Class EA study.	▪ Potential streets identified for Class EA studies should consider installing traffic calming measures which may include speed bumps, traffic circles, raised crosswalks, curb extension, shoulder narrowing or raised median islands. ▪ Review traffic infiltration of commercial vehicles in the residential neighbourhoods by reassessing truck routing strategy and signage.
Traffic/Safety	▪ Resolve speeding issues and traffic infiltration within residential areas through traffic calming measures or signage. ▪ Install new school zone signs and improve overall safety for school access.	▪ Capacity along Main Street should be carefully reviewed as it is a main corridor that will undergo redevelopment and experience increases in traffic volumes. While Main Street has limited right-of-way for, long term opportunities for managing its level of service can be established

Transportation Element	Short-term Recommendation	Long-Term Recommendation
		through transportation management strategies.
Transit	▪ Only long-term transit recommendations developed for this report.	▪ Improve transit operational efficiency by introducing strategic transit routing to accommodate the new bus terminal at McMaster University and/or the relocation of the University's main entrance.
Pedestrian/Cyclist	▪ Improve pedestrian and cycling crossings at Sanders Boulevard and Cootes Drive. ▪ Provide cycling lanes on Sterling Street. **(Status: complete)** ▪ Expand the sidewalk on the southwest corner of Main Street at Haddon Avenue to increase the right-of-way for cyclists. ▪ Designate unopened road allowances to be included in active transportation network.	▪ Improve bike network continuity, particularly at Haddon Avenue and Main street West and extend the multi-use path on Cootes Drive at Sanders Boulevard to connect with the existing cycling route along Cootes Drive down to the rail trail bike path extension at Leland Street. **(Status: complete)** ▪ Develop a path through Churchill Park and designate Glen Road as a cycling route to resolve wrong-way cyclist traffic along King Street West between Longwood Road and Macklin Street. ▪ Provide a more direct cycling route to downtown Hamilton by converting existing rail lands into cycling paths. ▪ Install bicycle racks at strategic locations. **(Status: complete)**
McMaster University	▪ Remedial actions should be considered during the construction of a new parking garage at the University in the near future to minimize impacts on the surrounding neighbourhood.	▪ Reduce student traffic on Sterling Street by relocating the main entrance **(EA was being undertaken during the publication of the TMP)** ▪ Provide a transit terminal on campus to accommodate the transit demand terminating at the University. **(Status: complete)** ▪ Implement travel demand management programs to encourage more sustainable modes of travel.

4.2 B-Line Corridor Land Use Study – Ainslie Westdale Focus Group, 2011

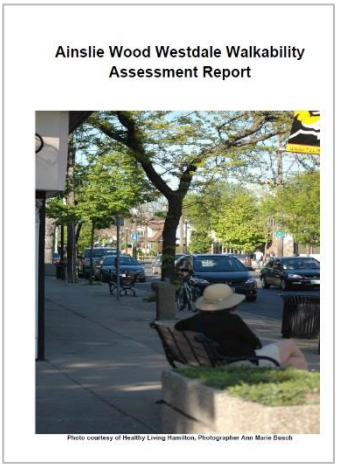
Led by the Ainslie Wood Westdale Focus Group, the B-Line Corridor Land Use Study was completed during the secondary planning process of the Main-King-Queenston (B-Line) corridor. As the City is assessing the planning and design for implementing a rapid transit system along the B-Line corridor, this study was intended to provide guidance in managing the land use changes throughout this corridor. The corridor visions outlined in the study included the following characteristics:

- **Diverse**: mix of housing, services and amenities to serve residents of all ages, income, household types and abilities;
- **Beautiful**: attractive streetscape in creating places for people to live, work, play and visit;
- **Connected**: a seamless transportation system that allows people to move safety using different modes;

- **Sustainable**: innovative transportation options, efficient use of land, energy and resources that promote healthy lifestyles;
- **Revitalized**: serve as a destination for new investment and employment opportunities through revitalization of buildings and businesses.

The study suggested that there are opportunities for multi-storey development, small scale redevelopment, adaptive uses and infill along the B-Line corridor. As the rapid transit system along the B-Line corridor remains in the planning phase, land development and redevelopment have not yet taken place.

4.3 Ainslie Wood Westdale Walkability Report, 2007



A walkability review was conducted as part of a pilot project for two areas that include the Westdale neighbourhood: Westdale South and Ainslie Wood East. Following the walkability principles, the neighbourhood characteristics were assessed from different lenses including community design, safety, aesthetic and connectivity. As a result, the walkability report outlined recommendations categorized by seven major themes:

- Improve connectivity;
- Improve real and perceived pedestrian safety;
- Invest in Westdale public spaces, which are known pedestrian magnets;
- Develop, promote and maintain neighbourhood beautification program;
- Invest in traffic calming initiatives;
- Provide ongoing support of neighbourhood walkability assessments and audits; and,
- Promote and support neighbourhood schools.

The report's recommendations will be examined as part of the Traffic Management Study to identify potential pedestrian enhancements in the Westdale neighbourhood. Connectivity of pedestrian routes continues to be developed and improved. The Existing Conditions Report submitted in October 2018 summarizes the current infrastructure that is in place. Recommendations made in the Walkability Report will be compared with the existing infrastructure to identify opportunities for improvements.

4.4 McMaster University Campus Master Plan Update, 2017

The McMaster University Campus Master Plan Update (McUCMP) provided the guiding principles and framework for the future growth of the University. The primary goal was to re-examine the 2008 plan in response to changes on campus and in the surrounding communities, including new buildings and planned LRT on Main Street.

Study recommendations relevant to the Westdale neighbourhood include the reconfiguration of the campus entrances. The McUCMP suggests re-directing the majority of vehicle traffic to Cootes Drive and Sterling Street with direct access to parking facilities to relieve the congestion at the Main Street / University Avenue intersection. This intersection is envisioned to be the primary pedestrian gateway with attractive streetscape designs. Secondary entrances will be located on Cootes Drive at College Crescent, Westaway Road and Sterling Street.

Other transportation-related directions that are relevant to the Westdale neighbourhood are summarized below:

- Remove vehicle access on all of University Avenue with the exception of university vehicles, emergency vehicles or traffic from the Main Street access to the hospital garage;
- Provide a right-turn only exit from Forsyth Avenue to Main Street to prevent traffic exiting the hospital parking garage from using Main Street / University intersection;
- Prohibit vehicle access on Sterling Street west of Stearn Drive with the exception of emergency and university vehicles;
- Create pedestrian priority streets on University Avenue, College Crescent, Sterling Street and Scholars Road with enhanced landscaping and public art;
- Remove College Crescent, between Scholars Road and the new Cootes Drive entrance, and re-use the space for a multi-use pathway to serve as a linkage through the core campus;
- Provide a new connection to Cootes Drive to accommodate transit access to structured parking facilities;
- Manage parking supply strategically such that more sustainable modes of travel (e.g. transit, walking or cycling) should be encouraged; and,
- Develop new transit hub at the Main Street West / Cootes Drive intersections which includes the integration of both HSR and GO Transit services. As a result, GO Transit services would be relocated to the transit hub terminal. The City and GO Transit will further review and improve bus routing (including access points) and schedules.

It should be noted that the above recommendations are only under consideration and none have been implemented.

5. NEXT STEPS

The Westdale Traffic Management Study will consider all of the applicable guidelines and policies described in this memo. This report will serve as a guiding document for the study to ensure recommendations will support the goals and objectives of provincial, regional and local planning initiatives and policies. Both the Planning Context Final Report and Existing Conditions Report will provide the basis in which to evaluate practical options and recommend viable solutions. Once the recommended solutions have been identified, an implementation plan and phasing strategy will be developed with the consideration of the City's capital and operating budgets.