



# Transportation Demand Management Memo

## Mount Hope

### Residential Development

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Submitted to Branthaven Mount Hope Inc.

By UrbanSolutions Planning & Land Development Consultants Inc.

November 2017

105 Main Street East  
Hamilton, ON L8N 1G6

[urbansolutions.info](http://urbansolutions.info)

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# 1. Introduction/Background

Our offices, UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions), have been retained by Branthaven Mount Hope Inc. to facilitate the required Draft Plan of Subdivision (DPS), Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) approval process to permit a residential development on the subject lands.

The City of Hamilton requires a Transportation Demand Management (TDM) Memo as part of the required applications. This report is intended to outline TDM initiatives that will be incorporated into the development.

## 1.1 Location

The subject property is located at 78 and 80 Marion Street and 3302 and 3306 Homestead Drive in Mount Hope. The lands are legally described as Part of Lot 5, Concession 5, Geographic Township of Glanbrook, in the City of Hamilton.

## 1.2 Project description (land uses)

The proponent proposes a residential development comprised of 117 dwelling units, 2 blocks for servicing / walkways, 1 block for a woodlot served by 6 municipal roads as outlined below and illustrated on the enclosed Draft Plan of Subdivision in Appendix A:

- Lots 1-117: Single-Detached dwellings;
- Block 118: Servicing / Walkway;
- Block 119: Woodlot;
- Block 120: Servicing / Walkway; and
- Streets “A”- “F”: Proposed Municipal Right-of-Way

# 2. Existing TDM Opportunities

## 2.1 Proximity to transit

Mount Hope and the subject site is well connected to the existing public transit network as it is served by the A Line Express Route 20 of the Hamilton Street Railway (HSR) bus route while also benefiting from the Trans-cab Service also offer by the HSR as noted in Figure 2 below.

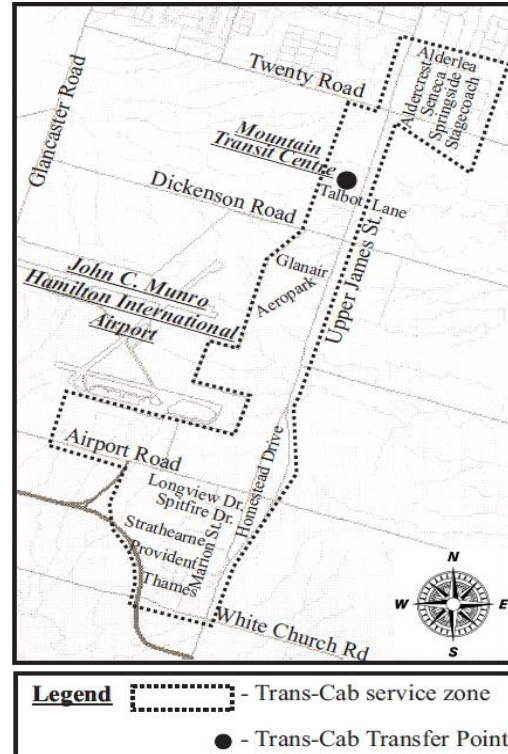
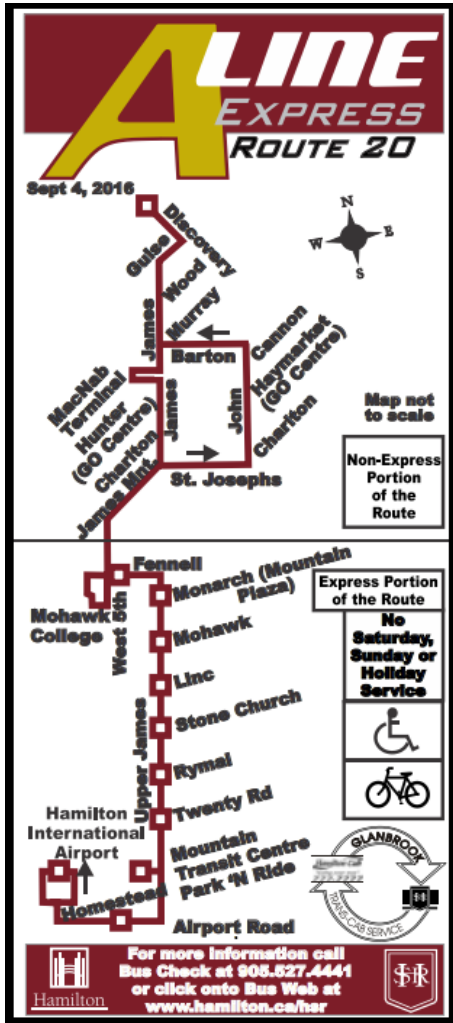


Figure 2 – HSR Routes

## 2.2 Proximity to active transportation networks

In terms of proximity to active transportation networks, the subject lands are in proximity to Airport Road. On the City of Hamilton’s Bike Routes, Trails and Parks map for the rural area, shown in Figure 2, Airport Road West is identified as a Cautionary Un-Signed Bike Route.

While the lands to the south of the subject property were developed with a rural cross section, the proposed development will connect to the existing municipal sidewalk network that exists along Spitfire Drive and Marion Street.

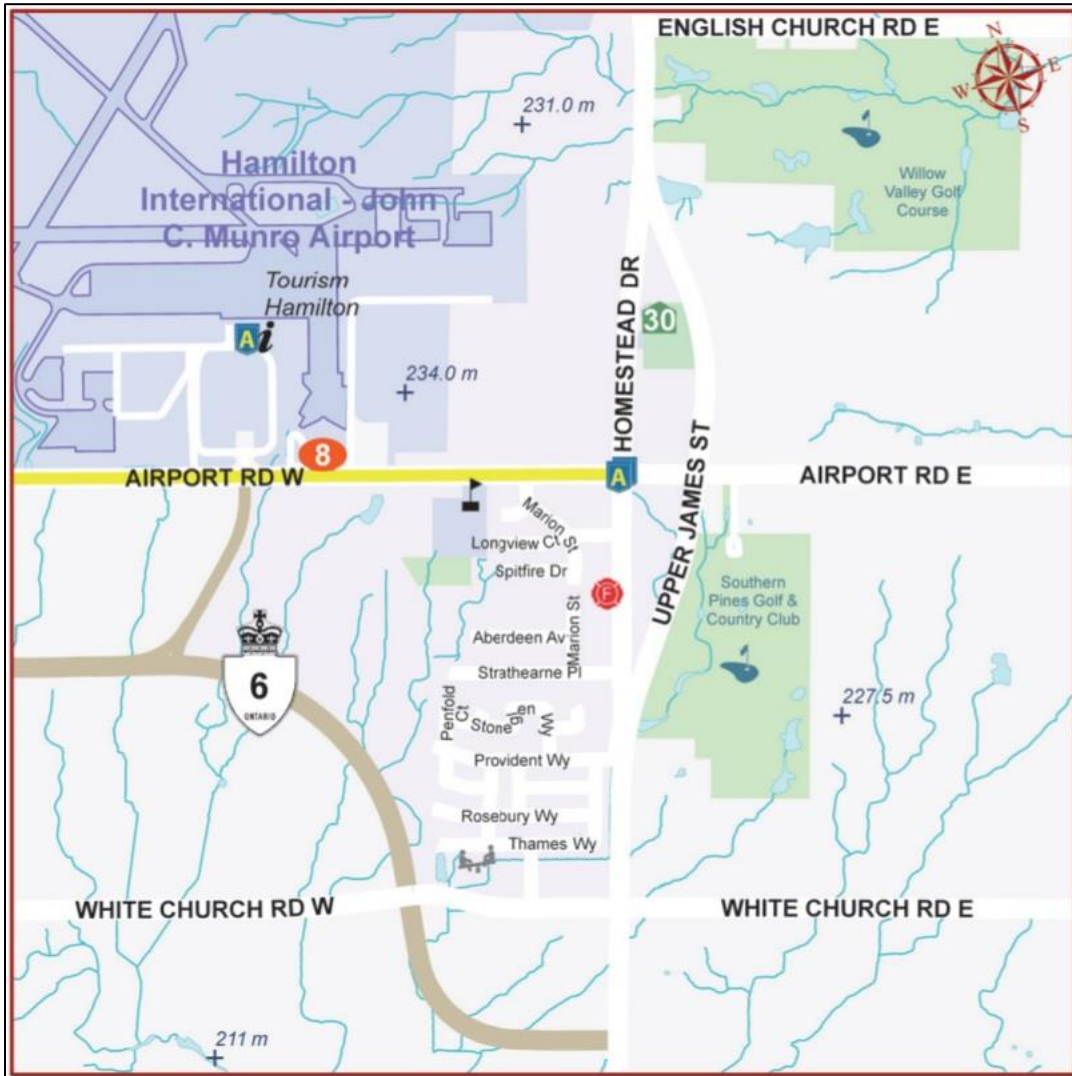


Figure 1 – Active Transportation Network

## 2.3 Surrounding density and built form

Single detached dwellings abut the subject property to the north, east and south. These dwellings are on 15 metre wide lots to the north, varying lot sizes to the east and 33 metre lots to the south. The lands to the west are currently used for agricultural purposes, DPS Application No. 25T-200723, commonly known as the Mountingate Subdivision is near DPS approval.

The subject lands are located in Mount Hope within the former Township of Glanbrook. The lands are surrounded by a variety of residential dwelling types (see Figure 2), including single detached dwellings, semi-detached dwellings, and townhouse dwellings. East of the property is Southern

Pines Golf and Country Club and northwest of the property is John C. Munro Hamilton International Airport.



Figure 2 – Aerial Photo, 78 and 80 Marion Street and 3302 and 3306 Homestead Drive, Hamilton.

## 3. Proposed TDM measures

### 3.1 Planning and design

#### 3.1.1 Increased density

The proposal involves the establishment of 117 single detached dwellings. Given that there is only a vacant house existing on the lands to be developed, the proposed development represents a significant increase in density on a property that is currently underutilized. This increase in density supports the existing transit service in the area.

#### 3.1.2 Site design elements

The configuration of the subdivision has appropriate connections to the existing street network and the proposed network with the abutting Mountaingate subdivision to the west. Continuous sidewalks will provide opportunities for active transportation. Reduced front yard setbacks also enhance the streetscape that in turns supports active transportation.

## 3.2 Walking and cycling

### 3.2.1 Sidewalks and pathways

The proposed development will connect to the existing municipal sidewalk network that exists along Spitfire Drive and Marion Street. Block 118 of the subdivision accommodates a walking trail to connect with Mount Hope Public School to the north while Block 120 provides a walking trail to the abutting park in the Mountaingate subdivision.

### 3.2.2 Bicycle parking

The proposal entails the establishment of a garage for each dwelling unit, where residents and visitors may park their bicycles.

## 3.3 Transit

### 3.3.1 Direct connections to transit

As discussed in Section 2.1 of this report, the subject site is well connected to the existing public transit network as it is served by the A Line Express Route 20 of the Hamilton Street Railway (HSR) bus route while also benefiting from the Trans-cab Service also offer by the HSR.

### 3.3.2 Weather protected waiting areas

As the HSR transit stops are on City property, it is the responsibility of the City to encourage protected waiting areas for the surrounding bus stops.

## 3.4 Parking

### 3.4.1 Opportunities for reduced parking requirements

Two parking spaces are provided for each dwelling unit and on street visitor parking is provided. While not parking reduction is proposed, the compact built form may encourage residents and visitors to limit their dependence on vehicle use and use alternative modes of transportation, including carpooling, active transportation, and public transit.

### 3.4.3 Paid parking

Parking at the proposed development will not require payment.

### 3.4.4 Carpool parking

Carpool parking is not considered appropriate for this draft plan of subdivision.

### 3.4.5 Shared parking

At this time CarShare providers have not been contacted to implement any additional facilities at this location.

## 3.5 CarShare/bike share

### 3.5.1 On-site car-share vehicle(s) and parking spot(s)

There is no opportunity to provide car-share parking on private lots or the municipal public road. However, the proposed density and compact built form may support the need for car-share opportunities in the future.

### 3.5.2 On-site bike share

The subject site is outside of the SoBi service area, and there are no stations near the proposed development, making it hard to implement bike share at this location. However, the proposed density and compact built form may support the need for car-share opportunities in the future.

## 3.6 Wayfinding and travel planning

### 3.6.1 Wayfinding signage

Wayfinding signage tools are not necessary for the development although residents and visitors will be able to rely on the municipal street signs to assist in wayfinding.

### 3.6.2 Travel planning tools

The City of Hamilton has done a commendable job in promoting its transit system as well as its cycling and trail routes. Maps and schedules are available to the general public through the City's website, as well through the Hamilton GO Centre station and City Hall. This information allows residents and visitors to plan their routes to and from the site, thereby reducing the amount of vehicle trips.

## 4. Conclusion

The proposal for the subject site is consistent with the City of Hamilton's Transportation Demand Management Land Development Guidelines. The existing site has been designed to facilitate opportunities for active transportation by prioritizing pedestrian connections and while the density and built form will promote the use and expansion of public transit.

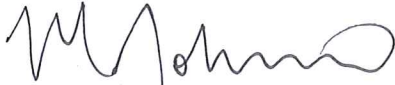


UrbanSolutions Planning & Land Development Consultants Inc.  
Transportation Demand Management Report – November 2017

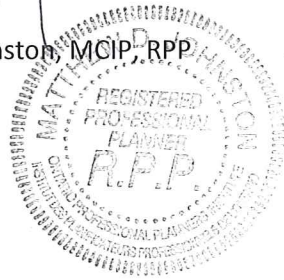
Respectfully submitted this 30<sup>th</sup> day of November, 2017.

Regards,

**UrbanSolutions Planning & Land Development Consultants Inc.**



Matt Johnston, MCIP, RPP  
Principal



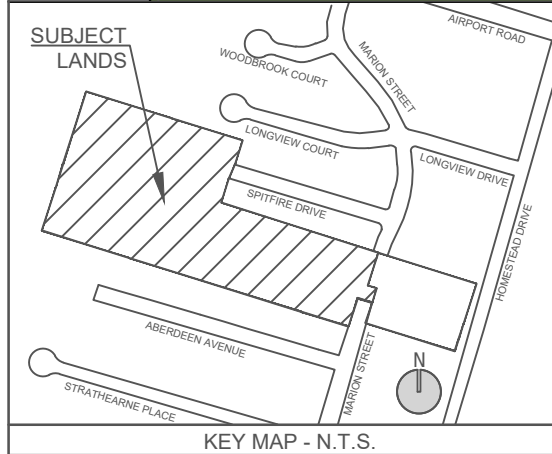
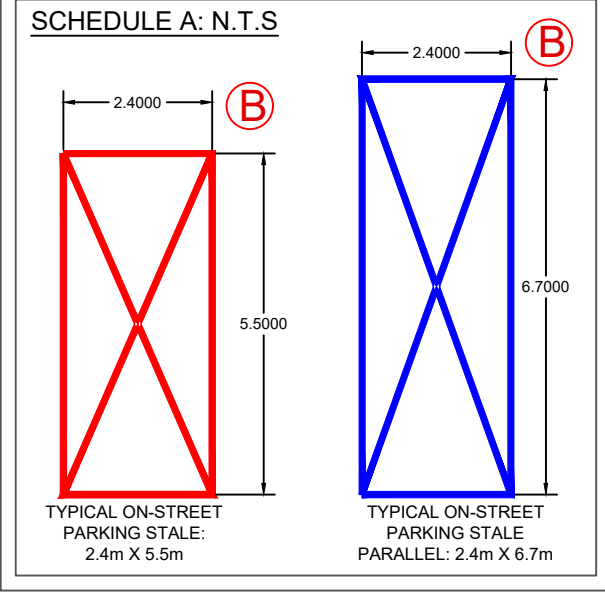
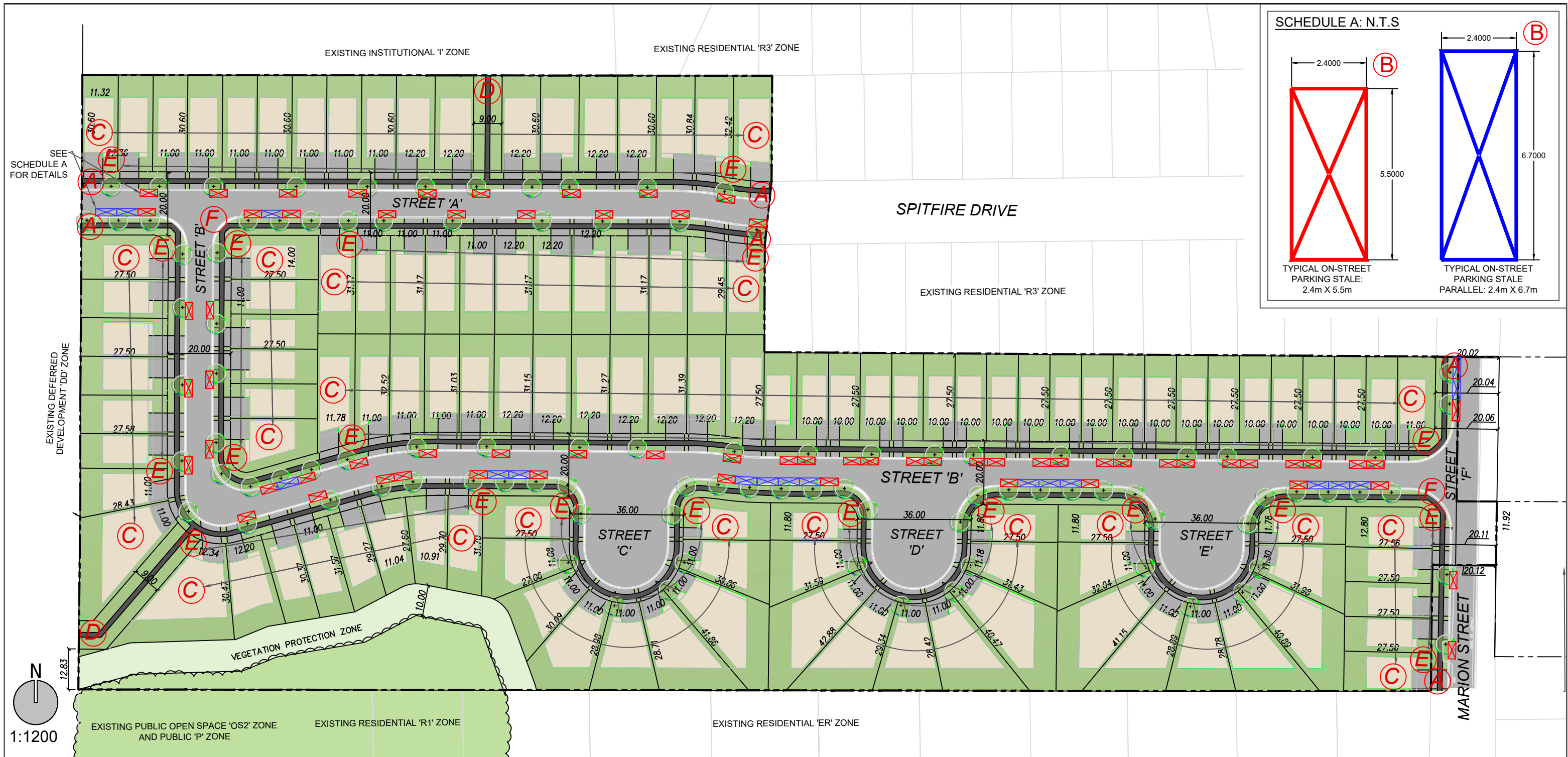
Carmela Agro, C.P.T  
Planning Technician



# Appendix A

## TDM Concept Plan

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**LEGAL DESCRIPTION:**

**PART OF LOT 5  
CONCESSION 5**  
GEOGRAPHIC TOWNSHIP OF GLANFORD  
NOW IN THE CITY OF HAMILTON

**SCALE:**  
1:1200

**METRIC**  
ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

**SITE STATISTICS**

No. OF UNITS: 117 SINGLE DETACHED DWELLINGS

No. OF PROPOSED PARKING SPACES  
DRIVEWAY: 208  
GARAGE: 208  
ON-STREET (2.4m x 5.5m): 67  
ON-STREET (2.4m X 6.7m): 18  
TOTAL: 488

**NOTES:**  
ALL PROPOSED ON STREET PARKING LOCATIONS CAN BE CONSIDERED PRELIMINARY UNTIL SUCH TIME AS FINAL LOCATIONS OF PROPOSED UTILITIES ARE DETERMINED. ALL PARKING SPACES WILL BE SETBACK AT LEAST 0.5m FROM EITHER SIDE OF A PROPOSED DRIVEWAY RAMP / CURB OPENING AND 9.0m FROM AN INTERSECTION.

- LEGEND**
- (A)** SIDEWALK CONNECTING
  - (B)** ON STREET VISITOR PARKING
  - (C)** GARAGES FOR SECURING BICYCLE PARKING
  - (D)** WALKWAY CONNECTION
  - (E)** REDUCED FRONT YARD SETBACKS
  - (F)** WAYFINDING STREET SIGNS

**BRANTHAVEN HOMES**

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DESIGN BY: BRANTHAVEN      CHECKED BY: M. JOHNSTON  
DRAWN BY: C. AGRO          DATE: NOVEMBER 27, 2017

**PROJECT:**  
78 & 80 MARION STREET  
AND 3302 & 3306  
HOMESTEAD DRIVE  
CITY OF HAMILTON

**CLIENT:**  
BRANTHAVEN MOUNT  
HOPE INC.

**TITLE:**  
**TDM PLAN**

U/S FILE NUMBER: 211-17      SHEET NUMBER: 1