



Transportation Demand Management Memo

121 Vansitmart Ave

Residential Development

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Submitted to 1349010 Ontario Inc.

By UrbanSolutions Planning & Land Development Consultants Inc.

May 2017

105 Main Street East  
Hamilton, ON L8N 1G6

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

# Table of Contents

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<b>1. Introduction/Background.....</b>	<b>3</b>
<b>2. Existing TDM Opportunities .....</b>	<b>3</b>
2.1 Proximity to Transit .....	3
2.2 Proximity to Active Transportation Networks .....	4
<b>3. Proposed TDM Measures.....</b>	<b>5</b>
3.1 Increased Density .....	5
3.2 Walking and Cycling .....	6
3.2.1 Sidewalks and pathways.....	6
3.2.2 Bicycle parking .....	6
3.3 Transit .....	6
3.4 Parking .....	6
<b>4. Conclusion .....</b>	<b>7</b>

Appendix A – Concept Plan

# 1. Introduction/Background

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) has been retained by 1349010 Ontario Inc. (owner) to complete the necessary planning application process required to permit the proposed development at the lands municipally known as 121 Vansitmart Avenue, in Hamilton, Ontario. The subject lands are currently being used as a contractor's yard. The proposed development will consist of 40 back to back townhouses and a single detached dwelling on the lot to be severed fronting Tragina Avenue. A copy of the concept plan is contained in Appendix A.

The City of Hamilton requires a Transportation Demand Management (TDM) Memo as part of the required application for Zoning By-law Amendment. This report is intended to outline TDM initiatives that will be incorporated into the development.

## 2. Existing TDM Opportunities

### 2.1 Proximity to Transit

The subject lands are well connected to the existing public transit network. The property is currently served by four Hamilton Street Railway (HSR) Routes, 41 & 41A Mohawk, 11 Parkdale, 2 Barton and 3 Cannon, as shown in Figure 1 below.

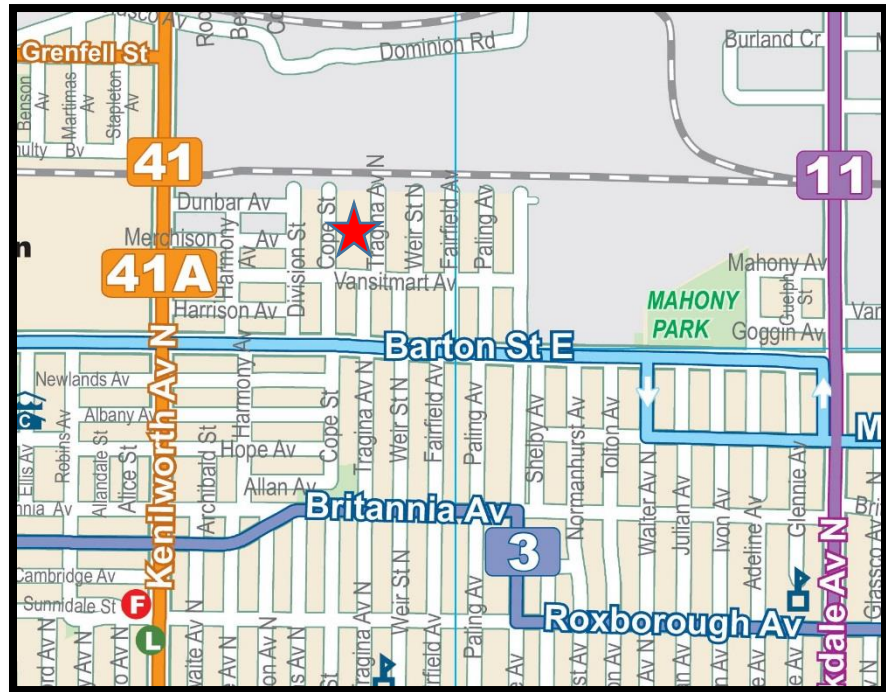


Figure 1 – HSR Routes

Route 41 and 41A travels between the northbound destination of and southbound on Kenilworth Ave N. As well, Route 11 travels between the northbound destination of Burlington Terminal and southbound destination of Valley Park. Additionally, Route 2 Barton runs east and westbound from Bell Manor Loop to the east and Hamilton Go Centre to the west. Lastly Route 3 Cannon also runs eastbound from Reid at Dunsmure to the westbound destination of Hamilton Go Centre. These four routes have bus stops within 200-400 metres of the subject land. Both the 41 and 41A routes have separate am/pm routing and Eastbound/Westbound routing and operate 7 days a week, from early morning until after midnight. With four routes servicing the neighbourhood, residents will enjoy convenient transit service with connections throughout the municipality.

## 2.2 Proximity to Active Transportation Networks

In regards to the proximity to active transportation networks, the subject property is well served by wide, continuous public sidewalks on Cope Street and Tragina Ave North which connects at the main entrance of the site on Vansitmart Ave. However, the site is less accessible by cycling. On the City of Hamilton’s Bike Routes, Trails and Parks map for the urban area, shown in Figure 2, Vansitmart Avenue is not identified as a cycling route and Barton Street East is classified as a cautionary unsigned bike route as

well as a high volume and/or narrow lane as there is no separation for cyclists from vehicle traffic. There are no designated bicycle lanes in close proximity to the site, however signed on-street bike routes exist on Walter Avenue North and Melvin Avenue a few streets south west the subject site.

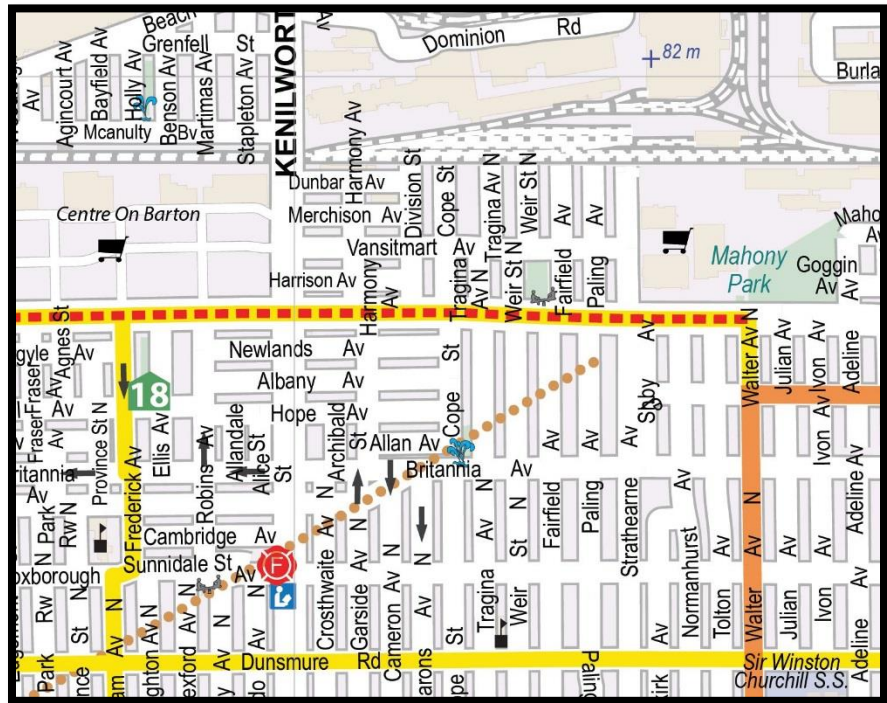


Figure 2 – Hamilton Bike Routes, Trails, and Parks (Urban)

## 3. Proposed TDM Measures

### 3.1 Increased Density

The proposed development of site represents the intensification of the property. Intensification supports the existing transit service in the area. In addition, the proposed development will increase the mix of uses and synergy in the area and support opportunities for people to live and work in closer proximity. This additional density will also provide user support for future TDM measures should they be considered by the City.

## 3.2 Walking and Cycling

### 3.2.1 Sidewalks and pathways

There is currently a continuous sidewalk along Vansitmart Ave between Cope and Tragina Ave where the subject property is that provides vehicular and pedestrian access to the new development on Vansitmart Ave. As no exterior site changes are proposed, pedestrian connections from the municipal sidewalk to the main entrance off Vansitmart Ave will be maintained. Additionally, the proposed new entrance off Cope Street to the west will also allow for pedestrian access to the site by use of the continuous municipal sidewalk.

### 3.2.2 Bicycle parking

Given the limited cycling infrastructure near the subject lands, bicycle parking facilities are not proposed at this time. Should the City undertake improvements to cycling infrastructure along Vansitmart Avenue in the future, opportunities exist to provide secure bicycle parking near the entrances for residents and visitors.

## 3.3 Transit

As discussed above, the subject lands are located within walking distance to HSR stops served by routes 41 Mohawk, 11 Parkdale, 2 Barton and 3 Cannon. The proximity to the existing transit makes commuting to the site feasible for future residents.

## 3.4 Parking

26 visitor parking spaces, including one barrier-free space, will be provided in the rear of the site. As well, each unit will have its own garage and driveway providing two spaces per dwelling unit plus 0.65 visitor spaces per unit. The supply of parking is sufficient to meet the minimum number of required parking spaces for the proposed uses as per the City of Hamilton Zoning By-law No. 6953.

## 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 its proximity to public transit. The proposed additional uses will increase the opportunities for people to live and work in closer proximity and the intensification of the sites will support the existing transit along Kenilworth Avenue North, and Barton Street East.

Respectfully submitted this 15<sup>th</sup> day of May, 2017.

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

  
Matt Johnston, MCIP, RPP  
Principal





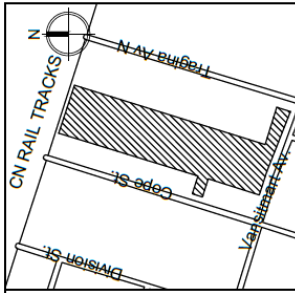
Michelle Lu  
Planning & Design Technologist

# Appendix A

## Concept Plan

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**DEVELOPMENT DETAILS**

Development Statistics	
Item	Proposed
Lot Area (m <sup>2</sup> )	8201.37
Let to be retained (A) + Alleyway	371.5
Let to be severed (B)	8572.87
Total + Alleyway	8572.87
Setbacks (m)	
Min. Front Yard (A)	4.76
Min. Front Yard (B)	6
Min. Rear Yard (A) + Alleyway	30.11
Min. Rear Yard (B)	7.5
Min. Side Yard (A)	1.5
Min. Side Yard (B)	1.25
Depth of parcel (m) - (A) + Alleyway	185.6
Depth of parcel (m) - (B)	33.88
Total No. of Units (A+B)	41
Garage Dimensions (m)	3 x 6.2
Parking Stall Dimensions (m)	2.6 x 5.5
Total # Visitor Parking (including 1 barrier free)	26
Parking Ratio	2.74

DESIGN BY: MLU  
 CHECKED BY: S. Marzola  
 DRAWN BY: ALW  
 DATE: 01/26/2017

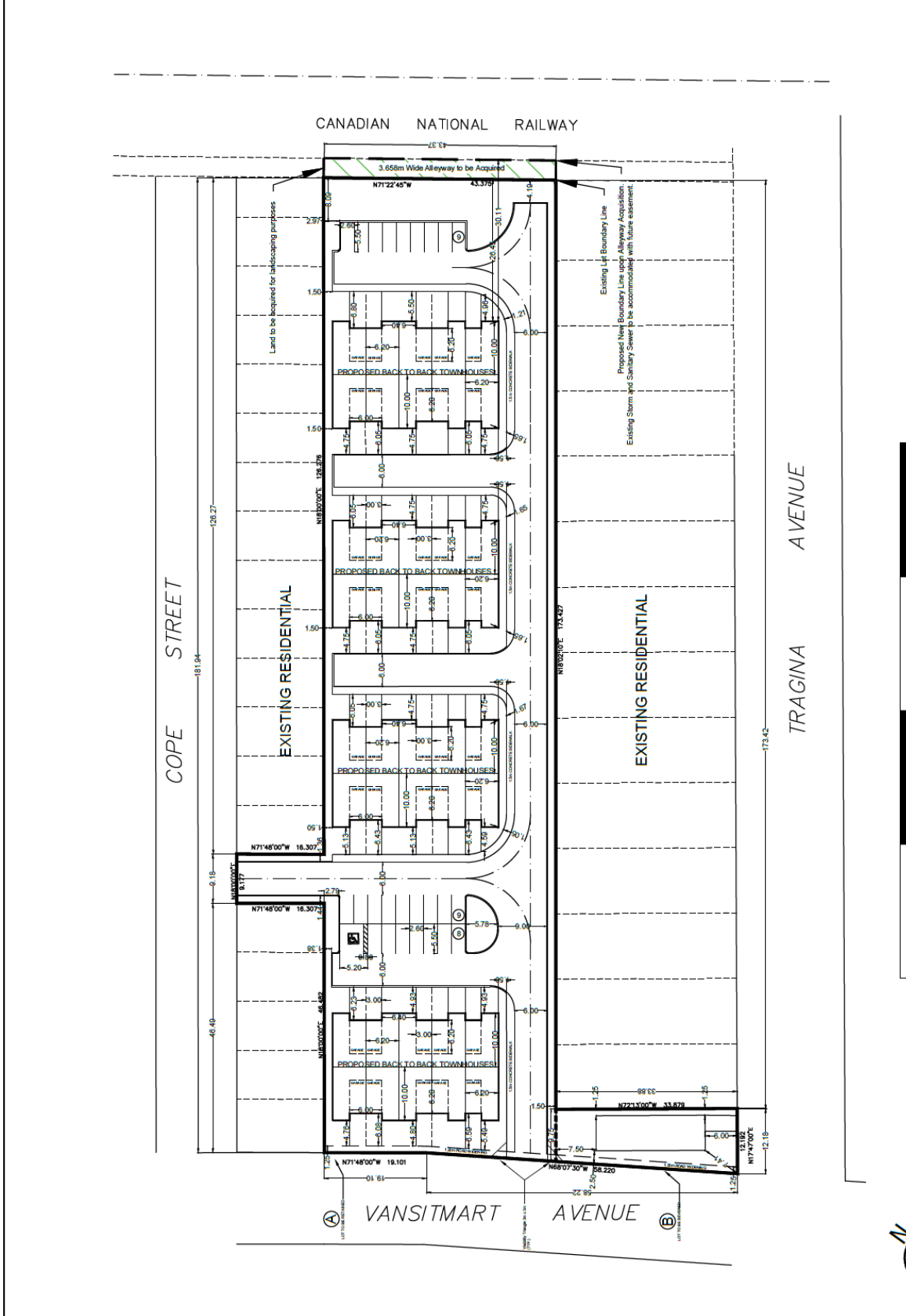
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PROJECT:  
**THE VANSITMART**  
 121 VANSITMART AVENUE  
 CITY OF HAMILTON

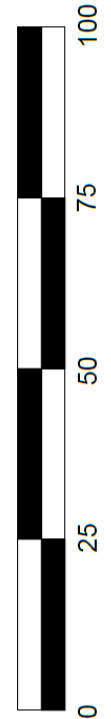
CLIENT:  
 1349010 ONTARIO INC.

TITLE:  
**CONCEPT PLAN**

U/S FILE NUMBER: 167-16  
 SHEET NUMBER: 1



**NOTES:**  
 All dimensions on this plan are shown in metres and can be converted to feet by dividing by 0.3048.



SCALE 1:700

