



Transportation Demand Management Memo

264 Governor's Road

Residential Development

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Submitted to Intero Development Group 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 Intero Development Group Inc. to facilitate the required Official Plan Amendment (OPA) and Zoning By-law Amendment (ZBA) approval process to permit a block townhouse development on the lands municipally known as 264 Governor's Road.

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 264 Governor's Road, Dundas. The lands are legally described as Part of Lot 48, Concession 1, Geographic Township of Ancaster, in the City of Hamilton.

## 1.2 Project description (land uses)

The subject property is of a rectangular shape and is approximately 0.65 hectares in size.

It is the proponent's intent to establish a block townhouse development consisting of 31 dwelling units. A future Standard Condominium and Site Plan application will establish a shared private road which all units will front onto, and 8 visitor parking spaces.

The subject lands are currently developed with a vacant house, barn and shed; and were formally used for agricultural farming purposes. These buildings are proposed to be demolished in order to facilitate this development.

## 2. Existing TDM Opportunities

### 2.1 Proximity to transit

The subject site is well connected to the existing public transit network. The property has frontage on Governor's Road which has direct access to Hamilton Street Railway (HSR) routes 52 and 5E, as shown in Figure 1 below, and is within 20 metres of a transit stop.

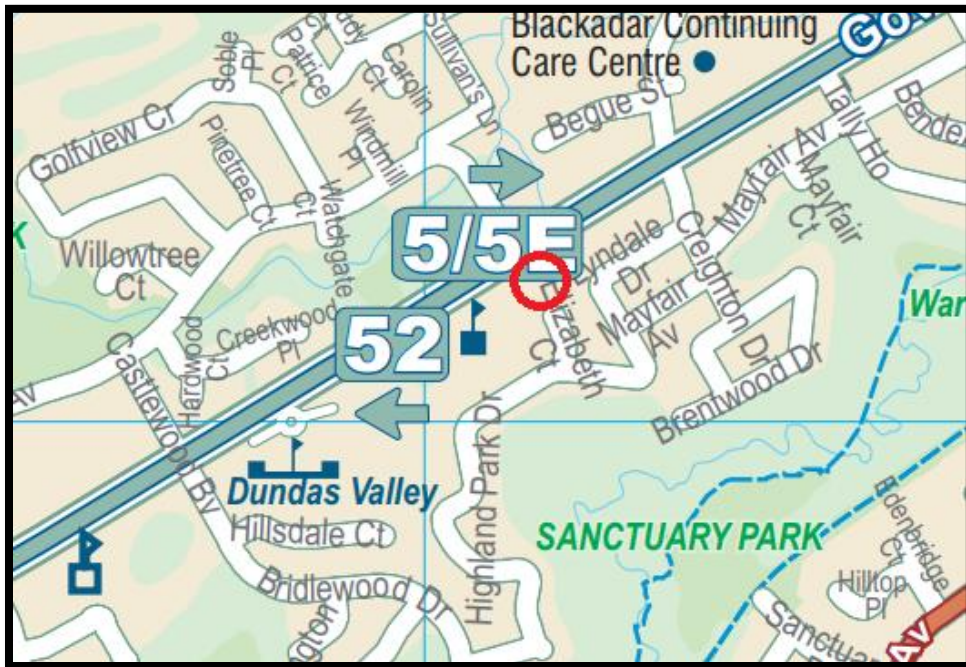


Figure 1 – HSR Routes

Routes 52 and 5E travel between Quigley Road at Greenhill Avenue and Pirie Drive at Governor's Road, connecting to various destinations including the Hamilton GO Centre, the MacNab Transit Terminal, McMaster University, St. Peter's Hospital, and Gage Park. Route 52 has westbound routing on weekdays, and Route 5E has eastbound routing 7 days a week. Both routes have separate am/pm routing. The routes allow commuters to and from the subject site to connect to a variety of transit routes and destinations across the city.

### 2.2 Proximity to active transportation networks

In terms of proximity to active transportation networks, the subject lands are well serviced by continuous public sidewalks on the north and south sides of Governor's Road. The site abuts an elementary school, and there is a traffic signal along Governor's Road at Huntingwood Avenue which indicates a lower speed limit during school hours. On the City of Hamilton's Bike Routes,

Trails and Parks map for the urban area, shown in Figure 2, Governor’s Road is not identified as a cycling route; however, the subject lands are in close proximity to a Cautionary Un-Signed Bike Route along Creighton Road, which connects to Downtown Dundas. There is also a Signed On-Street Bike Route along Dundas Street, beginning where Governor’s Road terminates at Main Street, which connects to a Multi-Use Trail along Cootes Drive. This active transportation network provides access from the subject lands to McMaster University via a +/- 15 minute cycling trip, and to Downtown Dundas via a 5 minute cycling or 15 minute walking trip. There are no designated bicycle lanes in close proximity to the site.

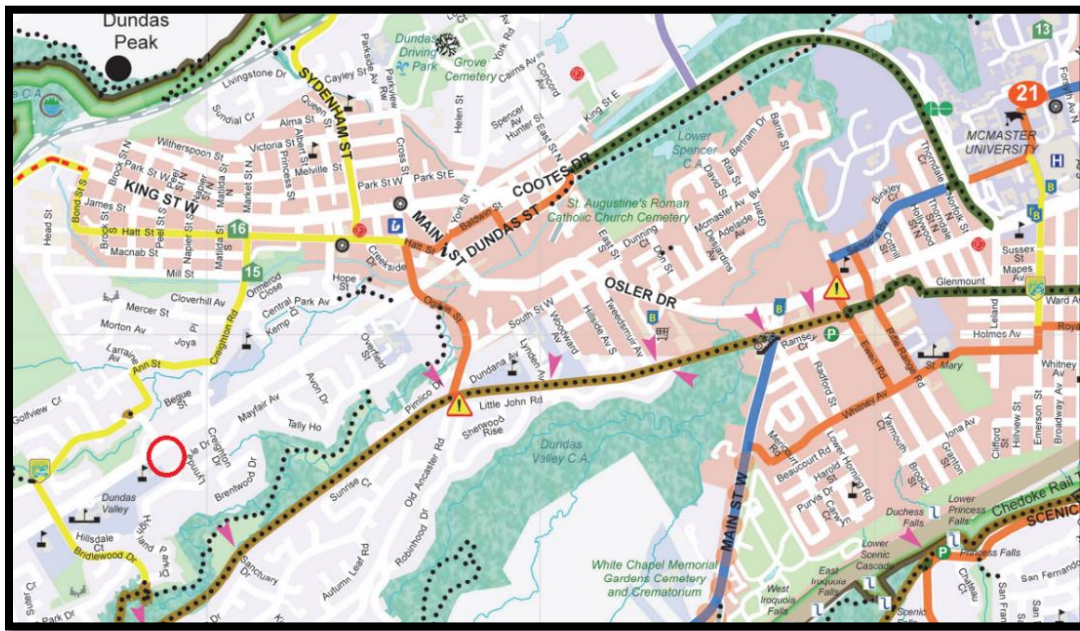


Figure 2 – Active Transportation Network

## 2.3 Surrounding density and built form

The immediate area surrounding the subject site is predominately residential. To the north are single detached dwellings, townhouses and Neighbourhood Institutional, to the south are single detached dwellings, to the west are Neighbourhood and Community Institutional, and to the east are single detached dwellings.

## 3. Proposed TDM measures

### 3.1 Planning and design

#### 3.1.1 Increased density

The proposal involves the establishment of a 31-unit block townhouse development. Given that there are only a vacant house and associated out-buildings existing on the lands to be developed, the proposed development represents a significant increase in density on a property that is currently underutilized. This intensification supports the existing transit service in the area.

#### 3.1.2 Site design elements

The configuration of the condominium roadway will provide appropriate connections from the municipal sidewalks to the condominium sidewalks. The rear facades of the units backing onto Governor's Road will be designed to appear as principal facades to enhance the pedestrian environment. Further, each of these units will feature a walking path connecting them to the sidewalk along Governor's Road.

### 3.2 Walking and cycling

#### 3.2.1 Sidewalks and pathways

There is currently a sidewalk along Governor's Road where the subject property is located that provides vehicular and pedestrian access to the proposed development. A private condominium road with sidewalks on both sides will serve as the entrance to the proposed block townhouse development and this sidewalk will continue along the entire length of the private road. Further, pedestrian connections from the municipal sidewalk to each unit backing onto Governor's Road will be provided.

#### 3.2.2 Bicycle parking

Given the limited cycling infrastructure near the subject lands, bicycle parking facilities are not proposed at this time. 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 site is within close proximity to HSR Routes 52 and 5E. Additional HSR routes are available along Ogilvie Street at Governor's Road.

### 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

The subject Zoning By-law Amendment application proposes a site specific parking ratio that has a reduced requirement from the existing by-law. While the reduction is nominal, it may encourage visitors to limit their dependence on personal vehicle use and utilize alternative modes of transportation, including carpooling, active transportation, and public transit.

### 3.4.2 Paid parking

Parking at the proposed development will not require payment.

### 3.4.3 Carpool parking

Carpool parking is not considered appropriate nor viable for the proposed block townhouse development as the site is not a destination for travelers.

### 3.4.4 Shared parking

Each dwelling will have two private parking spaces and the development includes 8 shared visitor spaces.

## 3.5 CarShare/bike share

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

There are 8 provided visitor parking spaces, and 62 provided resident spaces on site. It is our understanding that a CarShare program is not viable in this location and will not be proposed at this time.

### 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. The proponent would encourage the expansion of this service to the Highland Hills West neighbourhood.

## 3.6 Wayfinding and travel planning

### 3.6.1 Wayfinding signage

A Multi-Unit Identification (MUI) sign will be secured at the Site Plan application stage.

### 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 its proximity to public transit. The proposed intensification of the property will support the existing transit along Governor's Road.

Respectfully submitted this 24 day of November, 2017.

Regards,

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

  
Matt Johnston, MCIP, RPP  
Principal



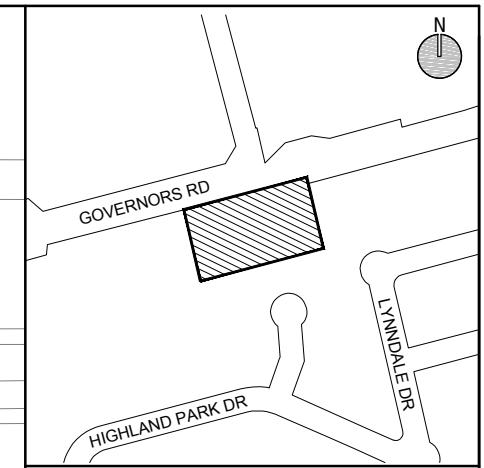
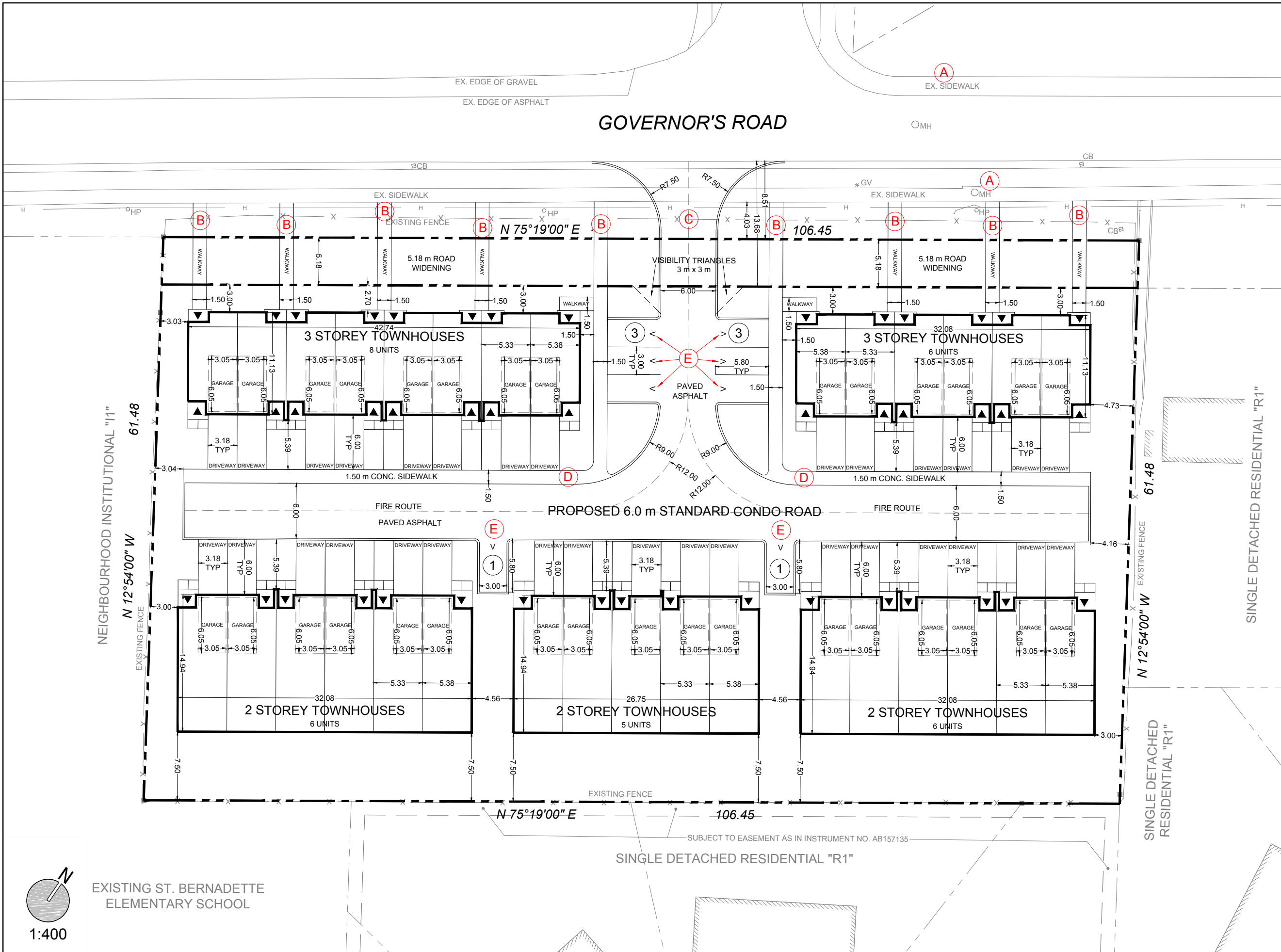
  
Amber Lindsay  
Planner



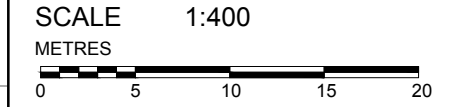
# Appendix A

## Concept Plan

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KEY MAP - N.T.S.



- LEGEND:
- (A) EXISTING BUS STOP LOCATIONS
  - (B) PEDESTRIAN CONNECTIONS
  - (C) VEHICLE ACCESS
  - (D) INTERNAL PEDESTRIAN WALKWAYS
  - (E) MARKED VISITOR PARKING

NOT FOR CONSTRUCTION  
ISSUED FOR REVIEW & COMMENTS ONLY

NOTES:  
ALL DIMENSIONS SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

DESIGN BY: S. McKay      CHECKED BY: M. Johnston  
DRAWN BY: S. McKay      DATE: Nov. 20, 2017



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PROJECT:  
**264 Governors Road  
DUNDAS  
CITY OF HAMILTON**

CLIENT:  
**Intero Development Group  
Inc.**

TITLE:  
**TDM PLAN**

U/S FILE NUMBER: 240-17      SHEET NUMBER: 1



EXISTING ST. BERNADETTE  
ELEMENTARY SCHOOL

1:400