



Transportation Demand Management Memo

122 & 126 Augusta Street and
125 & 127 Young Street

Residential Development

Submitted to 1955132 Ontario Ltd.
By UrbanSolutions Planning & Land Development
Consultants Inc.

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Hamilton, ON L8N 1G6

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Table of Contents

1. Area/Site Description	3
1.1 Location.....	3
1.2 Project Description.....	3
2. Existing TDM opportunities	4
2.1 Proximity to transit or active transportation networks.....	4
2.2 Surrounding density and built form	6
3. Proposed TDM measures	6
3.1 Planning and Design.....	6
3.2 Walking and Cycling	7
3.3 Transit	7
3.4 Parking	8
3.5 Carshare/Bikeshare	9
3.6 Wayfinding and Travel Planning.....	9
3.7 Education/Promotion and Incentives.....	9
4. Site Plan with TDM measures	10
5. Proposed monitoring and evaluation of TDM measures	10
6. Conclusion	10

Appendix A – TDM Plan

1. Area/Site Description

UrbanSolutions Planning & Land Development Consultants Inc. (UrbanSolutions) has been retained by 1955132 Ontario Ltd. (The Owner) to prepare a Zoning By-Law Amendment application necessary to permit the proposed development at the lands municipally known as 122 & 126 Augusta Street and 125 & 127 Young Street in Hamilton, Ontario. A four storey multiple dwelling building containing 27 residential dwelling units and 21 parking spaces at grade is proposed while the existing dwelling at 125 Young Street will remain.

This report is intended to outline TDM initiatives that will be incorporated into the development.

1.1 Location

The subject lands are located in the Corktown Neighborhood within the City of Hamilton. More specifically, the subject site is located between Augusta Street and Young Street, south of the Go Station, and between Catherine Street S and Walnut Street S. The lands are legally described as Part of Lots 9, 11 & 17 and all of Lot 10, West side of Walnut Street, Registered Plan 48, In the City of Hamilton.

1.2 Project Description

The subject property is of a rectangular shape and is approximately 2213.3m² in size.

It is the proponent's intent to develop a 4 storey apartment building fronting onto Augusta Street consisting of 27 residential units. There will be 21 parking spaces in the interior of the lot with access provided from Young Street. The building will consist of 4 storeys for apartments with an additional storey for a rooftop patio. Indoor amenity space will be provided in the first level and outdoor amenity space will be provided on the rooftop of the podium.

The property contains an existing 1 storey single detached dwelling and a detached shed on the 122 & 126 Augusta Street and 127 Young Street portion. The 125 Young Street portion contains an existing 3 storey dwelling containing 3 units and a detached garage. The existing dwelling and shed on the 122 & 126 Augusta Street and 127 Young Street portion is proposed to be demolished in order to facilitate this development. The existing dwelling on 125 Young Street will be maintained. A future Consent Application will sever the rear portion of the property add to the property 122 & 126 Augusta Street and 127 Young Street to form part of the parking area for the new building.

2. Existing TDM opportunities

2.1 Proximity to transit or active transportation networks

The subject site has frontage on Augusta Street and Young Street which does not have direct street access to a Hamilton Street Railway (HSR) bus routes. The following bus routes are within close proximity to the subject site however: 1-King, 2-Barton, 3-Cannon 5-Delaware, 10-B-Line Express, 20-A-Line Express, 21-Upper Kenilworth, 22-Upper Ottawa, 23-Upper Gage, 24-Upper Sherman, 25-Upper Wentworth, 26-Upper Wellington, 27-Upper James, 33-Sanatorium, 35-College, and 51-University. These bus routes are located at the following intersections; Young Street / John Street South, Hunter Street East / Walnut Street South, Hamilton Go Centre Platform 17 & 18 and various locations travelling east and west bound along Main Street East and King Street East between James Street South and Wellington Street North, see Figure 1 below.

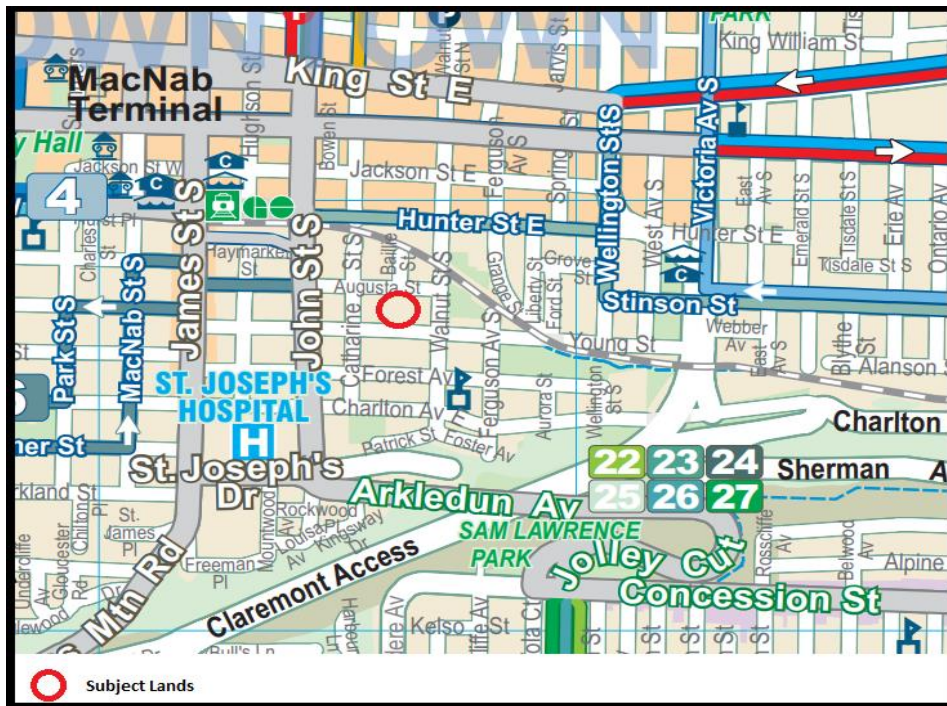


Figure 1 - HSR System Map

In addition, the future Light Rail Transit (LRT) is anticipated to be along King Street and replace the 10-B-Line Express route. An LRT stop is proposed at the intersection of King Street East and Wellington Street North (west bound). There is also intended to be an Enhanced Pedestrian Connection from the James Street South LRT stop towards the existing Hamilton Go Transit Station.

The Hamilton Bike Routes, Trails and Parks (Urban) map notes that a Signed On-Street Bike Route connection is located to the East of the subject property on Walnut Street South. From Walnut Street South there are connections to the Designated Bike Routes on Hunter Street East, Ferguson Avenue South and Cannon Street East to the North as well as Charlton Avenue East to the South, as shown in Figure 2 below. From the Hunter Street connection, there is also access to the Paved Multi-Use Trails starting at Young and Ferguson Avenue South travelling east bound. There are also connections to Cautionary Un-Signed Bike Routes along King Street East which have high volume and narrow lanes and Jackson Street E which has low to moderate traffic volumes.

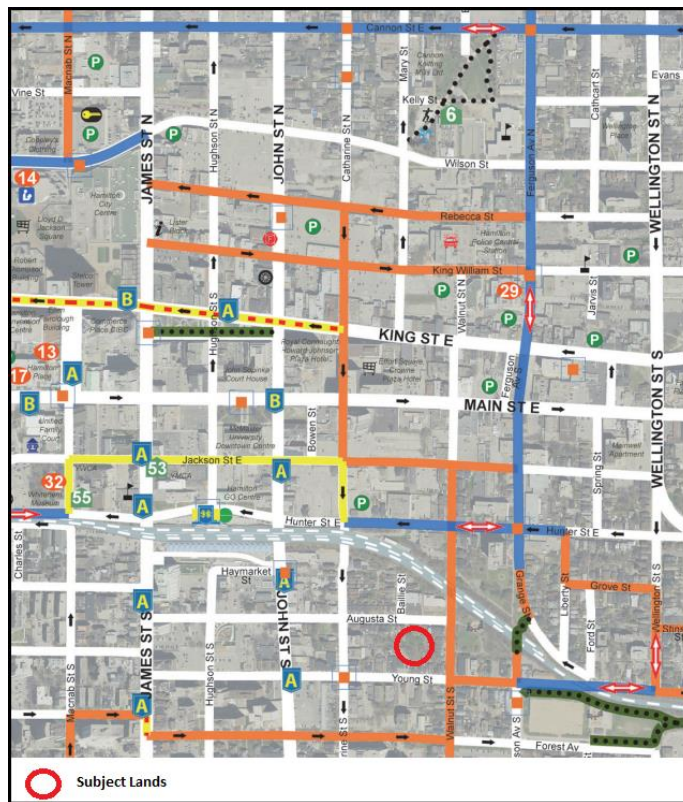


Figure 2 - Hamilton Bike Routes, Trails and Parks (Urban) Map

The subject site is also within close proximity to SoBi Bike Share locations which will be convenient for the residents of the subject property. The locations are situated at the following locations; Young Street / Catharine Street South, Young Street / Ferguson Avenue South and Hunter Street East / Ferguson Avenue South, as shown in Figure 3 below.

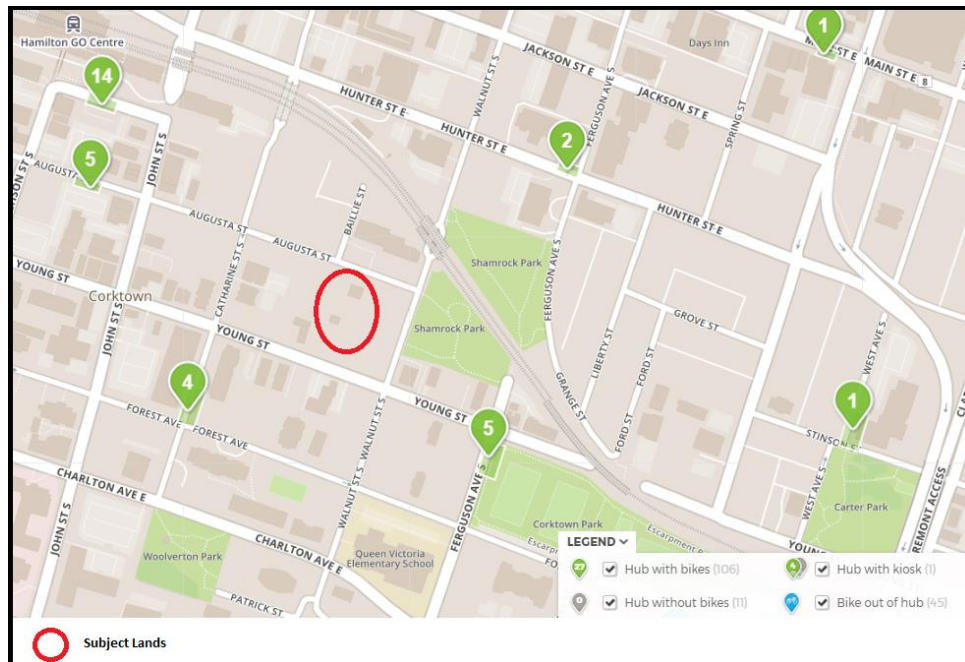


Figure 3 – SoBi Hamilton Bike Share Station Location Map

The subject lands are also within close proximity to the Hamilton Go Station which services the following bus and train routes; LW Train–Union Station, Buses 16-Union Station, 18-Aldershot GO, 40-Richmond Hill Ctr and 47-York U.

2.2 Surrounding density and built form

There are a range of land uses surrounding the immediate subject lands. To the north are single detached dwellings, semi-detached dwellings and Community Institutional, to the south are single detached and high density apartments. Multiple unit residential and commercial uses are located further to the west while Shamrock Park is located to the east.

3. Proposed TDM measures

3.1 Planning and Design

Increased density and compact site design

The proposal includes the development of a 4 storey apartment building fronting onto Augusta Street consisting of 27 residential units. Given there is a only a single detached dwelling and a shed existing on the lands to be developed, the proposal represents a significant increase in density on a property that is currently underutilized.

Site Design Elements

Vehicle access to the proposed development will be limited to the Young Street entrance which will be the entry to the surface parking area. 21 parking spaces and 1 accessible space will be provided on site for residents of the proposed building. A 1.5m concrete sidewalk connection will be provided at the Young Street entrance from the existing sidewalk to the proposed building. There will also be street parking available for visitors along Augusta Street, Walnut Street South and Young Street.

Additional design elements include landscape features to minimize hard surfaces, connections to public sidewalks to allow for increased pedestrian flow and well-lit sidewalks and entryways to provide a safe and attractive environment for pedestrians.

3.2 Walking and Cycling

Sidewalks and Pathways

The proposed development will be appropriately connected to the municipal sidewalk along both Augusta Street and Young Street. The Augusta Street connection will be the main front entrance to the building via a pedestrian sidewalk connection. The Young Street rear entrance to the proposed building will be mainly for residents parking but will also provide a 1.5m sidewalk connection from the existing sidewalk on Young Street to the rear entrance of the building.

Bicycle Parking

A long term bicycle storage room is proposed in the basement level while a short term bicycle parking will occur at grade and this will be implemented at the Site Plan stage.

End of trip facilities

End of trip facilities are infrastructure related to bicycle parking as well as complementary facilities, such as showers and lockers. Being a residential development, end of trip facilities will be provided in each residential unit.

3.3 Transit

Direct connections to transit

As discussed in Section 2.1 of this report, the site is within close proximity to the following HSR bus routes: 1-King, 2-Barton, 3-Cannon 5-Delaware, 10-B Line Express, 20-A-Line Express, 21-Upper Kenilworth, 22-Upper Ottawa, 23-Upper Gage, 24-Upper Sherman, 25-Upper Wentworth, 26-Upper Wellington, 27-Upper James, 33-Sanatorium, 35-College, and 51-University.

In addition, the future Light Rail Transit (LRT) is anticipated to be along Main Street East. An LRT stop is proposed at the intersection of Main Street East and Wellington Street North (east bound) and King Street East and Wellington Street North (west bound).

The Hamilton Go Station located on Hunter Street East, services the subject lands by providing the following bus and train routes; LW Train–Union Station, Buses 16–Union Station, 18–Aldershot GO, 40–Richmond Hill Ctr and 47–York U.

Weather protecting waiting areas

A weather protected waiting area currently exists at the bus stop located on the corner of the following intersections; Hunter Street East / Walnut Street South, John Street South / Charlton Avenue East and King Street East / Walnut Street South. In addition, the majority of the bus stops which service the subject lands are located at the Hamilton Go Centre on Hunter Street East. This location provides a significant coverage area outdoors as well as the Go Transit building itself for the Go Transit buses, trains and HSR buses.

3.4 Parking

Opportunities for reduced parking requirements

The subject zoning by-law amendment application proposes a site specific parking ratio of 0.75 spaces per unit. The proposed ratio encourages residents and visitors to limit their dependence on vehicle use and use alternative modes of transportation, including carpooling, active transportation, and public transit.

Unbundle Parking

It is anticipated that parking will not be bundled to units. Given that the new building will be a rental building, tenants will be given the option of renting a parking space for a fee, but will not be required to rent a space. Unbundled parking will contribute to reducing dependence on vehicle use.

Paid Parking

The form of tenure for the proposed development will be rental and tenants will have the option of renting a parking space for a monthly fee, which will also contribute to reducing dependence on vehicle use. Visitor parking will be available via street parking along Augusta Street, Walnut Street South and Young Street.

Carpool Parking

Carpool parking is not considered appropriate for the proposed residential apartment building as the site is not a destination for travellers.

Shared Parking

Appropriate parking can be provided on the subject property and therefore there is no need for shared parking.

3.5 Carshare/Bikeshare

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

Car-share vehicles and parking spaces are not planned at this time, however they could be accommodated on site in the future if deemed appropriate.

On-site Bikeshare

The City of Hamilton bike share program, SoBi, currently has three SOBI bike hubs located at the following locations; Young Street / Catharine Street South, Young Street / Ferguson Avenue South and Hunter Street East at Ferguson Avenue South, as shown in Figure 3. These bike hubs will facilitate opportunities for active transportation to and from the site.

3.6 Wayfinding and Travel Planning

Wayfinding Signage

Wayfinding signage tools are not necessary for the parking area as the site will only service 21 surface parking spaces with a simple one way entrance and exit to the subject lands.

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. This information may also be provided in a welcome package for the residents when they move in to the development.

3.7 Education/Promotion and Incentives

TDM Branding

The proximity to transit, cycling facilities, and bikeshare facilities, as well as the opportunities to access a variety of destinations via walking (i.e., shopping, parks, etc.) will be key components to the marketing of the development. As discussed above, travel planning information may also be provided in a welcome package for residents.

Membership in Transportation Management / Smart Commute

At this time membership in transportation management/smart commute programs have not contemplated by the proponent. However, a variety of online services like

forums and message boards are available for free to help residents connect for transportation purposes.

Opportunities for Transit Passes / carshare Memberships, or Bikeshare Memberships

Transit passes and bikeshare memberships are readily available for purchase from the City of Hamilton, and carshare memberships are also available in the area. Therefore, the development will not directly sell these memberships or passes to residents.

4. Site Plan with TDM measures

A plan showing the TDM measures can be found in Appendix A to this report. The TDM measures will be illustrated in greater detail at the site plan stage of the project.

5. Proposed monitoring and evaluation of TDM measures

TDM measures will be secured at the site plan stage. At this time, monitoring and evaluation of TDM measures is not proposed.

6. Conclusion

The proposed development of the subject site is consistent with the City of Hamilton's Transportation Demand Management Land Development Guidelines. The site has been designed to limit the reliance on vehicle use by reducing the supply of parking and facilitating opportunities for active transportation by providing prioritizing pedestrian connections to the municipal sidewalk, encouraging bike share programs and the use of the public transit locations.

UrbanSolutions Planning & Land Development Consultants Inc.
Transportation Demand Management Options Memo
122 & 126 Augusta Street and 125 & 127 Young Street, Hamilton

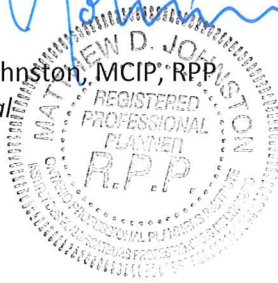
Respectfully submitted this 20th day of December, 2017.

Regards,

UrbanSolutions Planning & Land Development Consultants Inc.



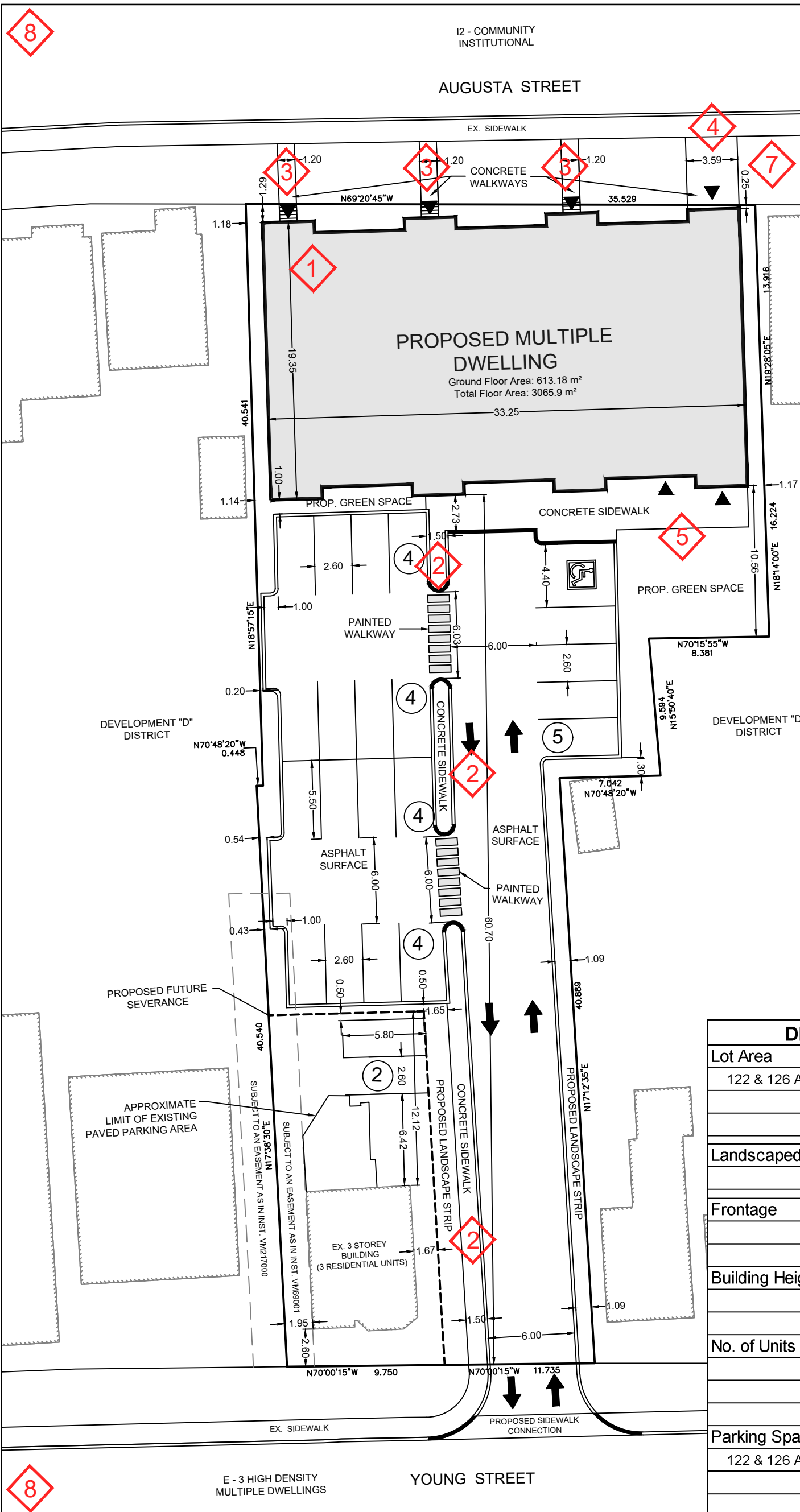
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Appendix A

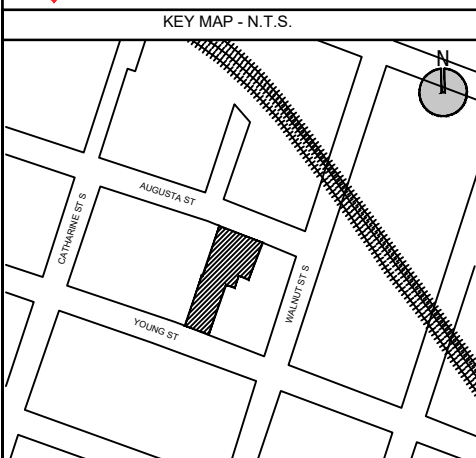
TDM Plan



- ### TDM MEASURES LEGEND
- 1** INTERNAL BICYCLE STORAGE (SEE LINTACK'S ARCHITECTURAL PACKAGE FOR DETAILS)
 - 2** YOUNG STREET PEDESTRIAN CONNECTION
 - 3** AUGUSTA STREET PEDESTRIAN CONNECTION
 - 4** PROPOSED BUILDING MAIN PEDESTRIAN ENTRANCE
 - 5** EXTERNAL BICYCLE RACKS SECURED VIA SITE PLAN APPROVAL
 - 6** REDUCED PARKING RATIO
 - 7** REDUCED FRONT YARD SETBACK
 - 8** SOBI BICYCLES LOCATED EAST OF THE SUBJECT LANDS ON AUGUSTA STREET BETWEEN HUGHSON STREET S & JOHN STREET S AND SOUTH OF THE SUBJECT LANDS AT FOREST AVENUE AND CATHERINE STREET S.

DEVELOPMENT STATISTICS

Lot Area		
122 & 126 Augusta St & 127 Young St		1944.8 m ²
125 Young St		268.5 m ²
Total		2213.3 m²
Landscaped Area		
		335.17 m ²
		coverage 17.23%
Frontage		
	Augusta St	35.53 m
	Young St	21.49 m
Building Height		
	Proposed Building	13.5 m
	Existing Building	10.5 m
No. of Units		
	Proposed Building	27
	Existing Building	3
	Total	30
Parking Spaces		
	122 & 126 Augusta St & 127 Young St	21
	125 Young St	2
	Total	23



NOTES:

- All dimensions shown on this plan are in metres and can be converted to feet by dividing by 0.3048

LEGEND:

- Property Line
- Existing Buildings
- Proposed Building Footprint
- Proposed Future Severance
- Easement
- Proposed Entrances
- Proposed Curb Depression

PREPARED BY:

LINTACK ARCHITECTS INCORPORATED

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PROJECT:

122 & 126 AUGUSTA STREET & 125 & 127 YOUNG STREET
 CITY OF HAMILTON

CLIENT:

1955132 ONTARIO LTD.

TITLE:

TDM PLAN

U/S FILE NUMBER: 157-16

SHEET NUMBER: 1