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Project: (190014)

Kyle Bittman
Director of Development
Valour Capital Management Inc.
3410 South Service Road
Suite G5 (Garden Level 5)
Burlington ON L4N 3T2

Dear Mr. Bittman:

RE: 13-STOREY RESIDENTIAL REDEVELOPMENT – 418 & 422 GUELPH LINE, CITY OF BURLINGTON
TRANSPORTATION DEMAND MANAGEMENT LETTER

The letter outlines the Transportation Demand Management (TDM) strategies that will be incorporated into the planned redevelopment noted above. This report is an addendum to the Transportation Impact and Parking Study prepared by Paradigm in October 2019 and as such, it should be reviewed in conjunction with that report.

Project Description

The subject site is currently occupied by a former bowling alley and two-storey commercial/residential building. Access is currently provided via three all-moves driveway connections to Guelph Line. The existing land uses and driveway connections will be removed to facilitate redevelopment of the site.

The site is proposed to be redeveloped to comprise a 13-storey building with 170 residential units. Access is proposed via one all-moves driveway connection to Guelph Line.

A total of 219 parking spaces are proposed to service the site: within two underground parking levels and within a podium on floors one and two (above-grade).

Transportation Demand Management

Transportation Demand Management (TDM) refers to ways of making the capacity of our roads more efficient by reducing vehicle demand. TDM approaches consider how people's choices of travel mode are affected by factors such as land use patterns, development design, parking availability, parking cost, and the relative cost, convenience and availability of

alternative modes of travel. TDM is one of the tools that municipalities are using to create more vibrant and sustainable communities. Using policies and programs to make active and sustainable transportation more convenient, a TDM approach to transportation can deliver long-term environmental sustainability, improve public health, create stronger communities, and build more prosperous and livable cities. Various TDM strategies are used to influence these factors so that the alternatives are more competitive with driving alone, thus reducing reliance on motor vehicles.

TDM strategies can be divided into two basic categories:

- Pre-occupancy: actions that can be done while a development is being designed and built, and
- Post-occupancy: actions that can be done once people are using the development.

The pre-occupancy actions are critical because they are most likely to determine how attractive, convenient and safe alternative travel will be once the site is occupied. Actions such as modifying the site plan to improve pedestrian safety and convenience or reducing the number of provided parking stalls can encourage a reduction in vehicle trips to the site. After the development is built, further strategies include transit or rideshare subsidies and providing convenient information about where and how to use these alternatives. It should be noted that the actions taken after development will not be as effective if TDM strategies are not initially implemented in the site planning stages. For example, transit subsidies will not be taken advantage of if the closest transit stops are not easy to get to or do not connect with the greater transit network. Thus, it is important to take advantage of both pre-occupancy and post-occupancy TDM strategies.

There are several reasons why incorporating a TDM plan into a residential site is important:

- It reduces auto ownership levels, thereby reducing private vehicle trips and congestion;
- It creates safe and attractive environments that encourage travel by walking, cycling and transit over auto travel; and
- It supports the development of healthy communities.

The following outlines potential TDM options available to the site. These measures will enhance the site's overall convenience, safety and traffic flow by reducing vehicles trips.

Existing TDM Measures

Pedestrian Facilities

Sidewalks are provided on both sides of Guelph Line and New Street. These sidewalks are hard-surfaced and are in good condition. The signalized intersection of Guelph Line and New Street has delineated crosswalks and pedestrian signal heads on all four approaches. Pedestrian crossing phases are automated and included as part of the signal timing on all approaches.



The subject site is located immediately north of a spur of the Waterfront Trail. This paved multi-use path connects the Waterfront Trail in downtown Burlington and to the Appleby GO Station.

The subject site is located about 150 meters walking distance from the commercial plaza on the northeast corner of Guelph Line and New Street. As well, many retail, commercial and recreational destinations are located within a 400-metre walking distance of the site.

Burlington Mall is about 1.2 kilometres north of the site and Downtown Burlington is about 1.7 kilometres from the site. These are considered reasonable walking distances for major commercial, business and leisure land uses.

Cycling Facilities

The City's cycling infrastructure consists of on-street and off-street facilities. On-street facilities include bike lanes, paved shoulders, and shared use lanes (sharrows). Off-road facilities include multi-use paths, either adjacent to a roadway, or on a designated routing off-road.

Bike lanes are provided on both sides of Guelph Line (north and south of New Street). Bike lanes are also provided on the north side of New Street, west of Guelph Line. Sharrows are provided on the south side of New Street west of Guelph Line; transitioning to a dedicated lane approximately 120 metres upstream (west) of Guelph Line. Cyclists are also permitted on the Waterfront Trail spur noted above.

Bike racks are provided on all Burlington Transit buses and GO buses and trains. Bike parking is provided at the area GO stations and at major destinations such as Burlington Mall and within Downtown Burlington.

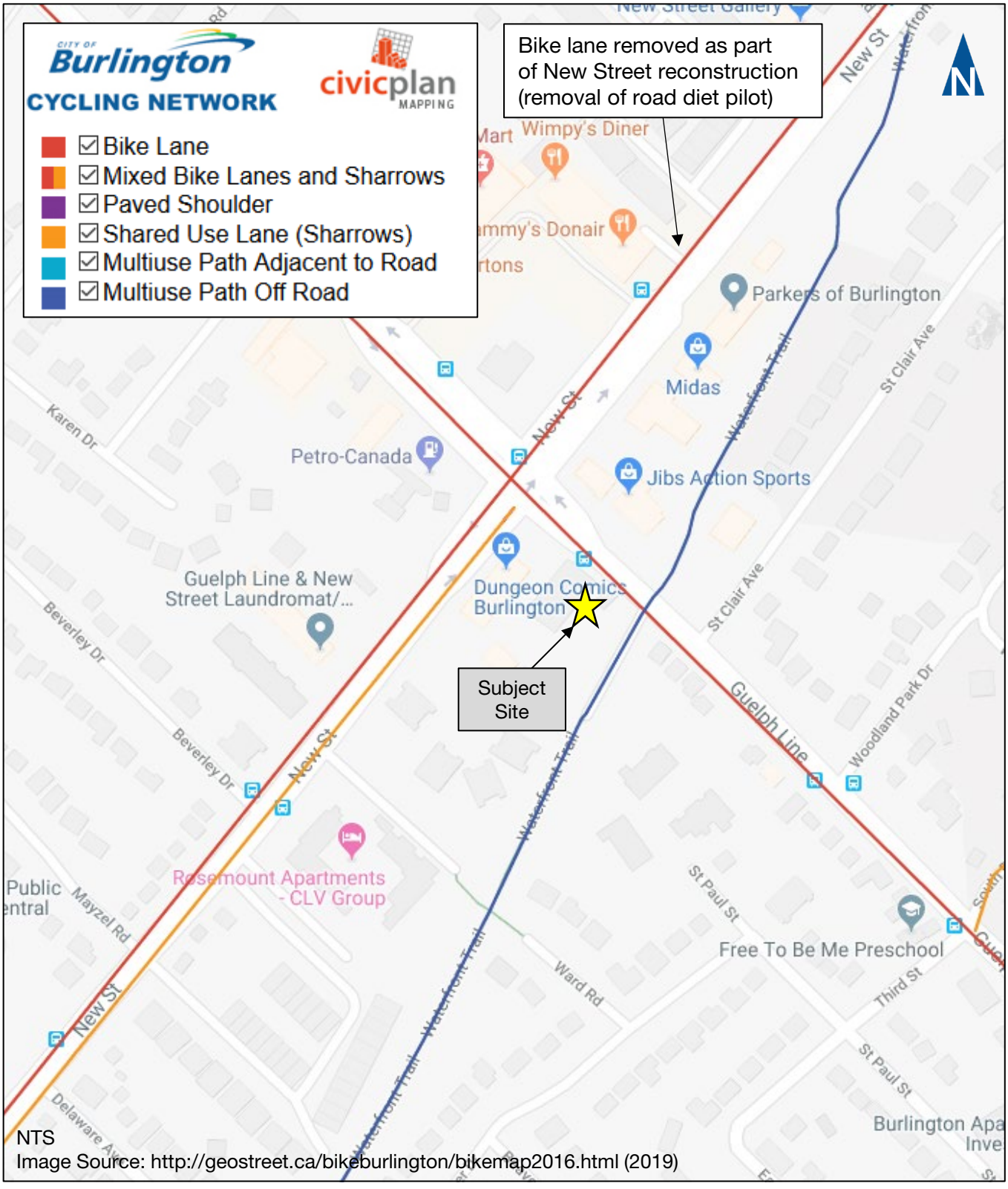
Figure 1 illustrates the existing cycling infrastructure near the subject site.

Transit Service

Burlington Transit operates six bus routes near the subject site. Four of these routes provide direct connections to regional transit service (GO Transit) at the Burlington and Appleby GO stations. **Table 1** summarizes the route descriptions, service hours and headways.

Figure 2 illustrates the existing transit routes near the subject site. The nearest transit stops are located immediately in front of the proposed development, and at the intersection of New Street and Guelph Line (approximately one to two-minute walk). **Figure 3** illustrates the existing transit stops servicing the subject site.

Provision of transit service adjacent to the site can make transit an attractive options, potentially reducing automobile travel.



NTS
Image Source: http://geostreet.ca/bikeburlington/bikemap2016.html (2019)

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Existing Cycling Network

418 & 422 Guelph Line TDM
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Figure 1

TABLE 1: BURLINGTON TRANSIT ROUTE & SERVICE INFORMATION

Route	Description	Day of Service	Service Hours	Headways
3/3A (Guelph-Downtown)	Service between Burlington GO Station and the Highway 407 Carpool Lot.	Weekdays	4:30 AM to 10:50 PM	30 minutes
		Saturday	6:30 AM to 10:50 PM	30 minutes
		Sunday	7:15 AM to 8:30 PM	30 – 60 minutes
10 (New-Maple)	Service between Burlington GO Station and Appleby GO Station.	Weekdays	4:50 AM to 10:55 PM	20-30 minutes
		Saturday	6:55 AM to 10:50 PM	30 minutes
		Sunday	7:55 AM to 10:20 PM	30 minutes
50 (Burlington South – Late Night Service)	Late night loop service from Burlington GO Station.	Weekdays	10:55 PM to 12:55 PM	60 minutes
		Saturday		
		Sunday	No Service	No Service
52 (Burlington Northwest – Late Night Service)	Late night loop service from Burlington Transit Downtown Terminal via Burlington GO Station.	Weekdays	10:55 PM to 12:55 PM	60 minutes
		Saturday		
		Sunday	No Service	No Service
Route 301 (Pinedale – Community Route)	Service between Seniors Centre and Lakeshore Place.	Weekdays	11:00 AM to 1:30 PM	60 minutes
		Saturday	No Service	No Service
		Sunday	No Service	No Service
Route 302 (Tansley Woods – Community Route)	Service between Seniors Centre and Tansley Woods Community Centre.	Weekdays	11:00 AM to 1:30 PM	60 minutes
		Saturday	No Service	No Service
		Sunday	No Service	No Service



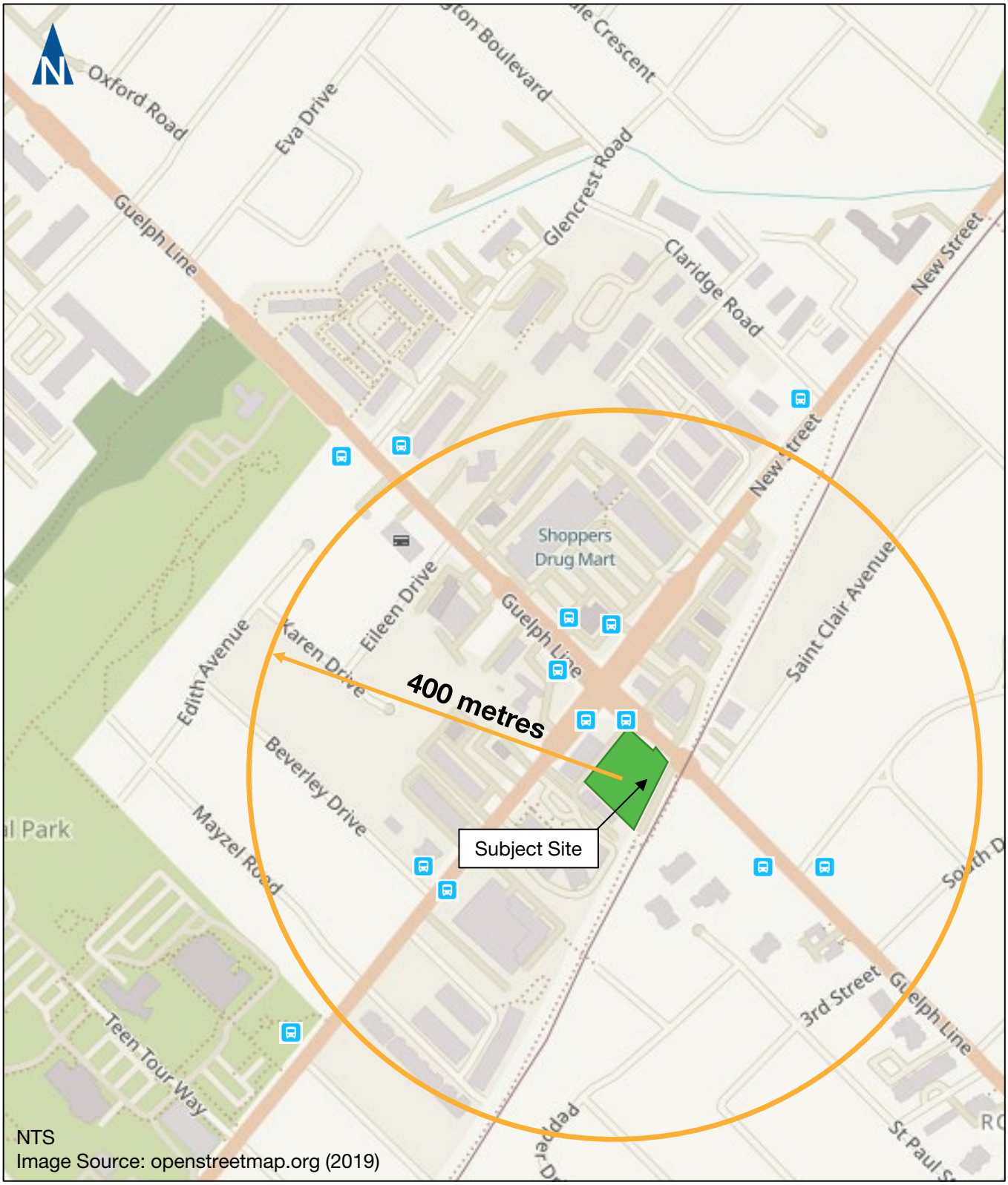
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Image Source: burlingtontransit.ca (2019)

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Existing Transit Services

418 & 422 Guelph Line TDM
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Figure 2



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Location of Transit Stops

418 & 422 Guelph Line TDM
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Figure 3

Proposed TDM Measures

Walking

The site plan includes direct sidewalk connections between the building's main entrance points and the existing municipal sidewalk on the west side of Guelph Line. Plantings (trees and shrubs) are proposed along all four sides of the property which contribute to an enhanced pedestrian realm. These direct connections provide a safe walking environment and increases pedestrian convenience, thus resulting in a potential reduction in automobile trips.

Cycling

Internal lockers are proposed underground (34 lockers) and on the second floor of the podium (95 lockers). These lockers will be large enough for bicycle storage. Short-term bike parking in the form of a bike racks will be located adjacent to the main entrance.

By providing short and long-term bicycle parking, residents may be more likely to choose to travel to/from the development by cycling. This increase in sustainable transportation may result in a reduction of automobile trips.

Transit

The existing transit stops located within the study area are expected to continue to service the area. No additional transit related infrastructure is proposed, nor is it likely the potential increase in transit ridership due to redevelopment of the site will necessitate the need for bus stop amenities. However, it is expected that through regular internal reviews, Burlington Transit will monitor the study area transit stops and based on demand, will assess the need for future amenities.

The applicant will consider providing transit passes to new residents with every condominium purchase. Provision of the pass will help encourage resident travel by transit and with bus stops located close to the site, transit is likely to be viewed as a long-term attractive and viable transportation option.

Parking

A parking management plan recognizes the need to provide adequate parking, but values strategies which result in more efficient use of parking resources and reduce the amount of parking needed at a location.

Reducing parking supply to match expected demand can have a positive influence on the selection of alternative travel modes. The site's proposed parking supply of 219 spaces is to be less than what is prescribed under the City's Zoning By-law 2020 (284 spaces) and By-law 2020.XXX (226 spaces). Based on the various methodologies to utilized within the Transportation Impact Assessment and Parking Justification Report prepared by Paradigm, the site's parking demand is estimated to vary between 146 and 167 spaces.



Vehicle parking can affect the character, travel mode and cost of a development. The applicant intends to unbundle parking costs from residential unit costs. This allows residents to purchase a unit without a parking space. All on-site parking spaces will be contained in either an underground parking structure or as podium parking. It is recommended the site operator manage and control parking demands through various methods such as assigning spaces and limiting the total number of spaces a unit can purchase. Additionally, any surplus spaces can be used by visitors or rented to residents on an as-needed basis until they are purchased.

Travel Planning and Education

The applicant has indicated that a welcome package containing a transit route map and information about active transportation options such as the availability of bicycle parking and trails, etc., within the local community will be provided to all new residents.

General education of all modes of transportation, including their benefits and how to make the best use of them, are a key component to TDM success. It is recommended that transit and cycling information is available for residents and visitors within the building's lobby. Within the pedestrianized area, wayfinding signage to key area attractions and offsite transportation (transit, trails, etc.) should be provided to direct persons who choose to walk or cycle.

TDM Summary

The TDM plan and the development's transportation context will provide residents and visitors with a range of mobility choices other than the private automobile. The proposed TDM measures include:

- Direct pedestrian connections between the building entrances and Guelph Line. As well, the buildings proximity to major commercial, business and leisure land uses makes walking an attractive option;
- Long-term bicycle parking provided for residents within secure lockers in the parking garage/podium;
- Short-term bicycle parking located in convenient, secure, and readily accessible locations near the main entrances;
- The site is located adjacent to existing public transit services with direct connections to the wider transit network;
- The owner/occupant will consider providing transit passes with each condominium purchase; and
- The applicant will unbundle the cost of parking from the residential unit costs, resulting in the purchase of parking by only those requiring a space;
- The owner will provide a welcome package containing a transit route map and active transportation options information to all new tenants.

Summary

The applicant is demonstrating a commitment to TDM by limiting the site's parking supply to meet forecast demand and by providing a TDM program for the site. This will assist the residents in making environmentally, economically and socially responsible travel choices.

Recommendations

Based on the above, it is recommended that:

- The applicant implement the TDM program outlined above and monitor and adjust the program as needed;
- The site operator mange and control parking demands through various methods such as assigning spaces and limiting the total number of spaces a unit can purchase. Additionally, any surplus spaces can be used by visitors or rented by residents on an as-needed basis until they are purchased; and
- Transit and cycling information is available for residents and visitors within the building's lobby. Wayfinding signage to key area attractions and offsite transportation (transit, trails, etc.) should be provided within the pedestrianized area to direct persons who choose to walk or cycle.

Yours very truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED



Jill Juhlke
C.E.T.
Senior Project Manager