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Memorandum

To/Attention	City of Hamilton	Date	July 5, 2019
From	IBI Group	Project No	115266
cc	Columbia International College		
Subject	Transportation Demand Management Options Memo 574 Northcliffe Avenue		

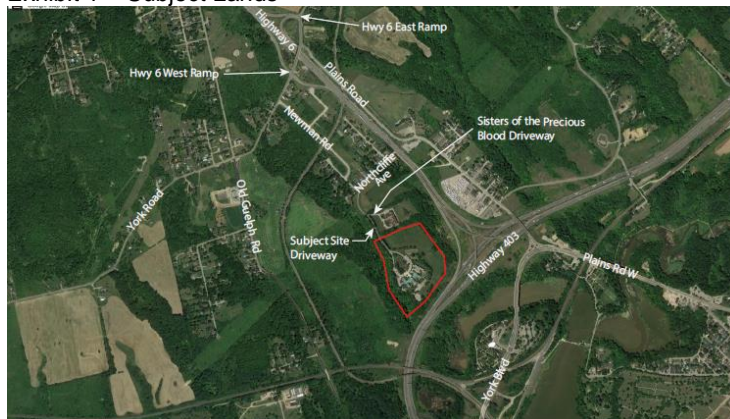
Introduction

Columbia International College (CIC) is seeking approvals to in support of a development application for the conversion of the Sister of St. Joseph Convent located at 574 Northcliffe Avenue in the Dundas region of the City of Hamilton. The applicant's intent is to convert the existing convent into a preparatory school intended for up to 1,000 Grade 12 students and approximately 80 faculty. An external gym facility, located northeast of the school, that will be used by students and staff is also proposed, and is not expected to generate additional trips to the site. The proposed development is expected to be constructed in a single phase by 2024. City Staff have requested that a Transportation Demand Management (TDM) memo be submitted. IBI Group is pleased to provide the following memo in response to Staff's request.

Overview of Development

The subject lands are owned by CIC. The subject lands are located at 574 Northcliffe Avenue (refer to Exhibit 1). The 48 acre (197,122 m²) parcel of land is located in the Dundas area and is bounded by Northcliffe Avenue to the north, Highway 6 to the east, Highway 403 to the south, and undeveloped lands to the west. The proposed conversion of the convent will accommodate 1,000 grade 12 students and approximately 80 faculty. An external gymnasium facility with an area of 1717 m² and a capacity of 1,300 students is also proposed immediately northeast of the existing convent for use by students and faculty.

Exhibit 1 – Subject Lands



 Proposed Development Limits

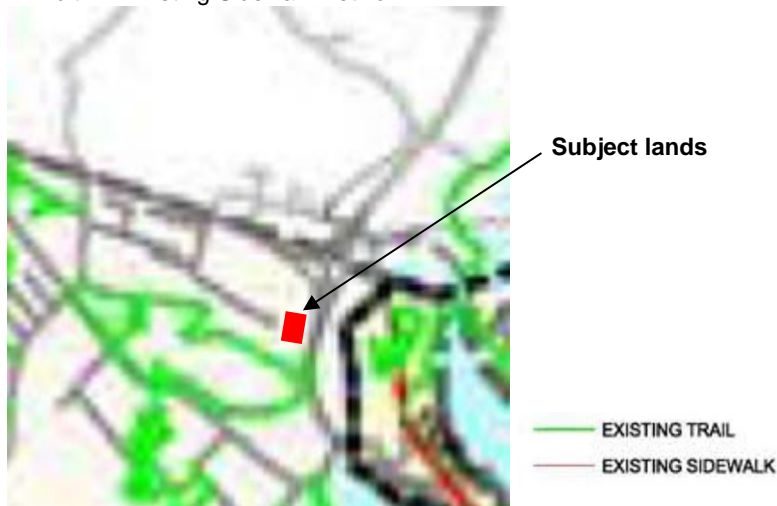
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Existing TDM Measures

Active Transportation – Walking

The City of Hamilton’s Pedestrian Mobility Plan identifies this area as “Natural” and recommends a clear zone of 2.0 m. Currently, there are no pedestrian facilities on Northcliffe Avenue or in the vicinity of the subject lands (refer to Exhibit 2 and Exhibit 3). The area is exclusively low-density residential along the adjacent road network immediately northwest of the proposed development.

Exhibit 2 – Existing Sidewalk Network



Source: City of Hamilton Pedestrian Mobility Plan (higher resolution image not available online)

Exhibit 3 - Photo of Existing Pedestrian Facilities



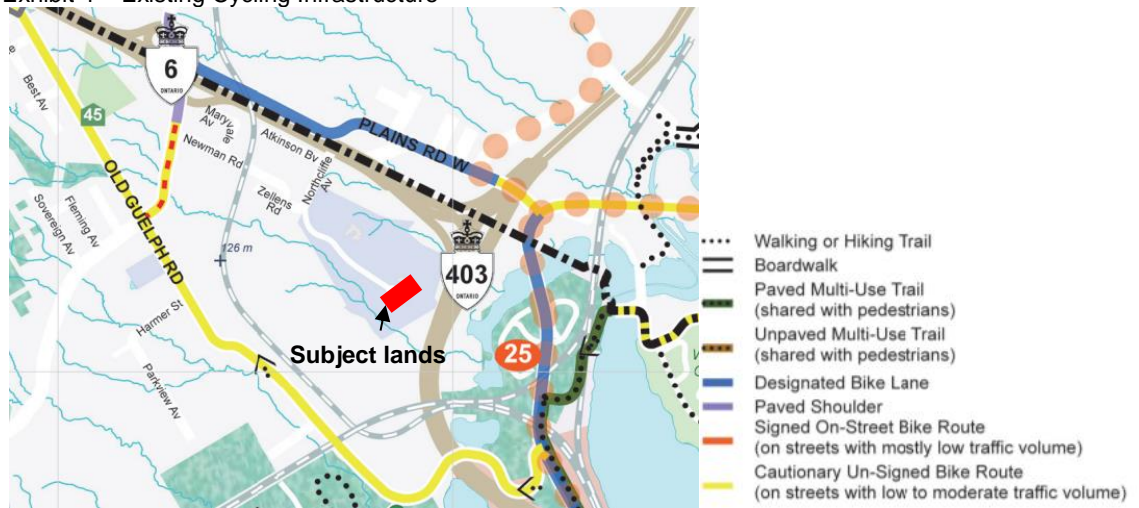
Source: Google Maps

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Active Transportation – Cycling

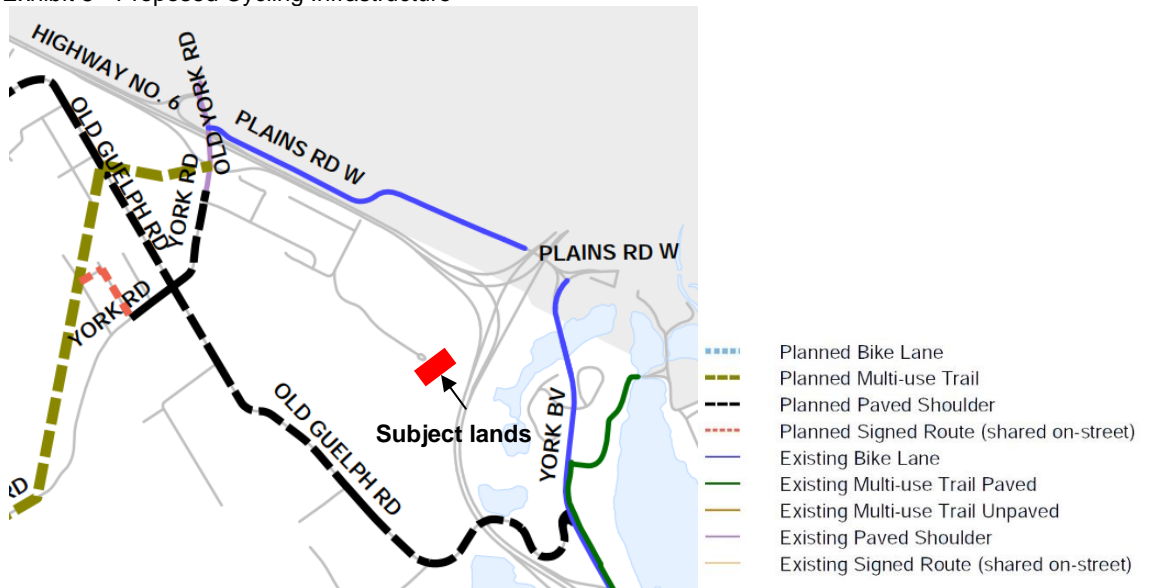
There are currently no cycling facilities on Northcliffe Avenue or in the immediate vicinity of the subject lands according to the City of Hamilton’s Bike Routes, Trails, and Parks Map (refer to Exhibit 4). There are however, bike lanes on Plains Road West from Highway 403 to York Road. Heading south on York Road, there is a brief section of paved shoulder, ending north of Newman Road, which provides access to the project site. East of Newman, York Road is designated as an un-signed bike route. The City of Hamilton’s Cycling Master Plan (2018) indicates that York Road and Old Guelph Road are both planned to have paved shoulders incorporated into the existing road cross-section (refer to Exhibit 5).

Exhibit 4 – Existing Cycling Infrastructure



Source: City of Hamilton Bike Routes, Trails, and Parks Map

Exhibit 5 - Proposed Cycling Infrastructure



Source: City of Hamilton Transportation Master Plan

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Public Transit

According to the latest Hamilton Street Railway (HSR) system map, the subject lands are not currently served by public transit. Based on the Transportation Master Plan, it is not anticipated that transit coverage will be extended into the study area within the scope of this study.

Exhibit 6 - Transit Service in Proximity to Subject Lands

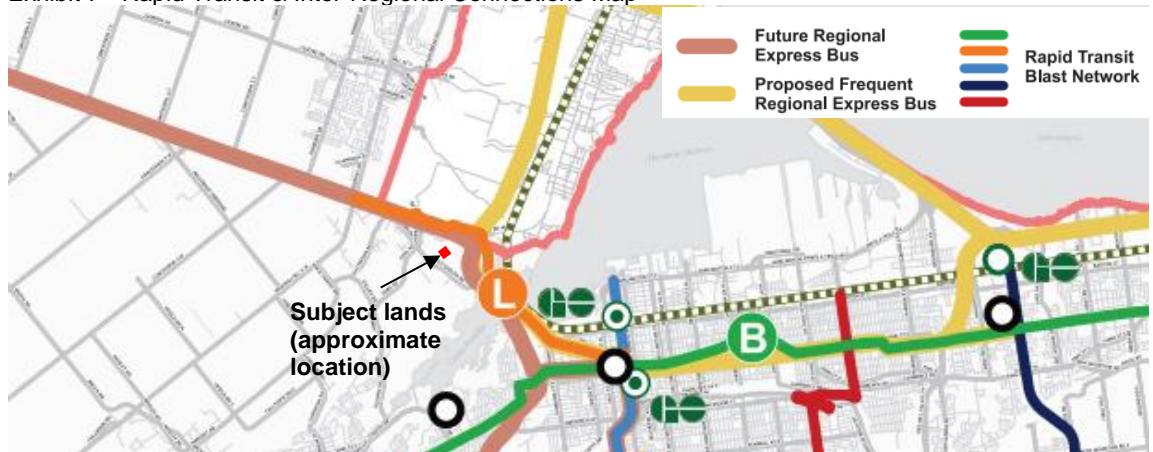


Source: Hamilton Street Railway System Map

The City of Hamilton Transportation Master Plan depicts a conceptual Rapid Transit System plan to improve rapid transit (refer to **Error! Reference source not found.**). As part of the BLAST network, there is a planned bus rapid transit line from Downtown Hamilton to Waterdown, travelling along Highway 6 just north of the project site. This future rapid transit system will provide convenient transit options for employees as well as residents in the area, significantly improving sustainable transportation options in the area.

It is expected that staff at the proposed school will be driving to work. The introduction of the rapid transit line would introduce a more sustainable option of travelling to work, and the school could arrange for a shuttle bus to transport staff to and from the transit stop in nearby Waterdown once service

Exhibit 7 - Rapid Transit & Inter-Regional Connections Map



Source: City of Hamilton Transportation Master Plan

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Proposed TDM Measures

School Bus

All students attending the proposed school will be using a school bus to travel to and from the site from residences located within Hamilton’s urban area. Students will not have the opportunity to park on the site. Therefore, of the 1080 people (1000 students and 80 staff) expected to be regularly using the facility, at least 92% will be travelling via a sustainable mode of transportation.

Active Transportation – Walking

The students attending the school are expected to reside within Hamilton’s urban boundary and therefore will not live within walking distance of the school. Additionally, due to the lack of nearby amenities, few trips of walkable distances are expected to be made to and from the site.

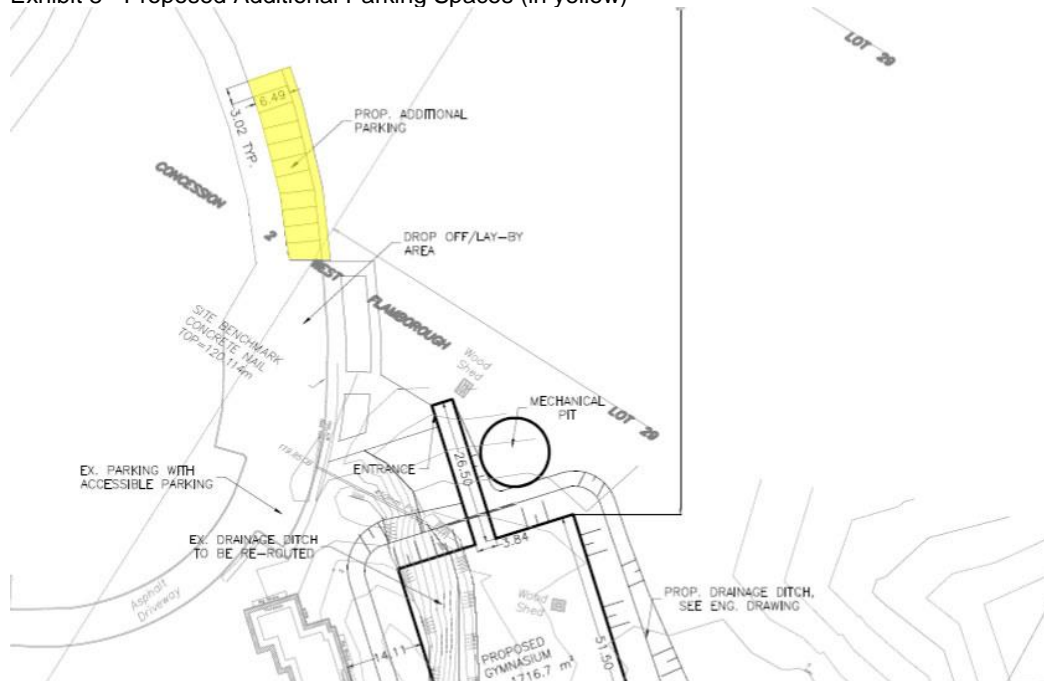
Active Transportation – Cycling

Due to the lack of cycling infrastructure around the proposed redevelopment, the lack of nearby trip generators, and relative isolation of the school, there are currently no plans to include short or long-term bicycle parking options.

Parking

There are approximately 115-120 existing parking spaces and 11 additional parking spaces, located north of the proposed gymnasium (refer to Exhibit 8). The existing parking areas do not have pavement markings. Parking is only available for staff and students will not be allowed to park on site.

Exhibit 8 - Proposed Additional Parking Spaces (in yellow)

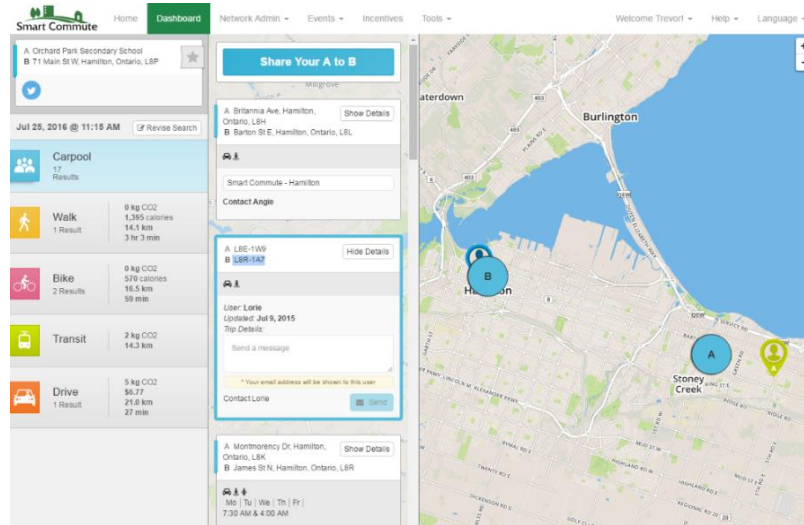


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Carpooling

Staff have access to the Smart Commute Hamilton carpool ride matching tool as a member of the public. The carpool ride matching tool (Exhibit 9) is a convenient online tool that matches users with other people in the Smart Commute Hamilton network that are looking for a carpool rider, driver, or both. Information about the carpool ride matching tool will be sent to CIC for distribution to all staff.

Exhibit 9 - Smart Commute Online Tool

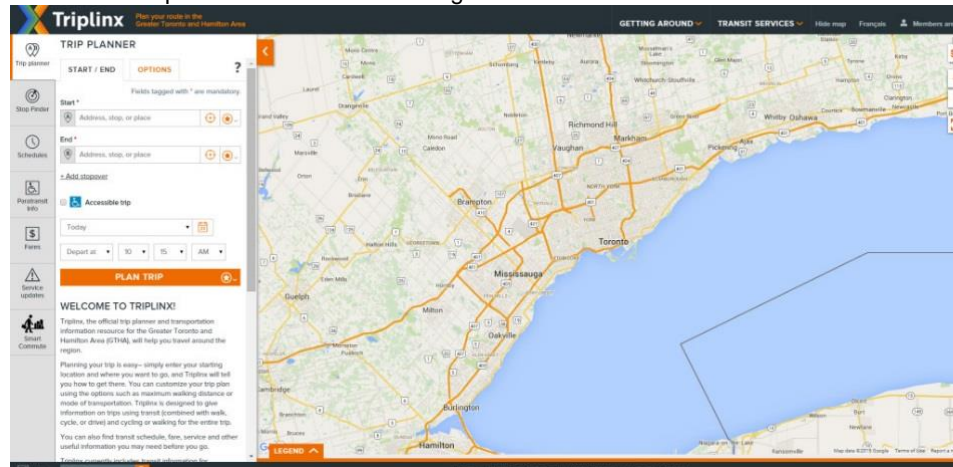


Source: Smart Commute (Metrolinx)

Travel Planning

Staff have access to the Smart Commute Tool and the Triplinx travel planning tool as a member of the public. The Triplinx travel planning tool (Exhibit 10) is an online tool that provides users with a convenient, affordable travel option to reach their destination. Information about the travel planning tool will be sent to CIC for distribution to all staff. The City’s bicycle map and transit map will also be made available to all staff.

Exhibit 10 - Triplinx Online Travel Planning Tool



Source: Smart Commute (Metrolinx)

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Education/Promotion & Incentives

Staff and students have access to the Smart Commute Hamilton website which includes trip planning resources, online tools, and information on various promotions and incentives as a member of the public. As members of the public, employees are eligible to receive incentives and participate during various promotional campaigns such as Smart Commute Month, Carpool Week, Bike to Work Day, and Bike Month.

Conclusion

Based on the existing and proposed TDM measures noted in this memo, this development is well suited to provide students and staff with sustainable transportation options. We trust the above will satisfy the requirements of the TDM memo as requested by staff.

Respectfully submitted this 5th day of July, 2019.

Regards,
IBI Group



Vikram Hardatt, MCIP, RPP
Transportation Planner

Raymond Ren
Active Transportation Student

I hereby certify that this Planning Justification Report was prepared by a Registered Professional Planner, within the meaning of the Ontario Professional Planners Institute Act, 1994.