



# **393 Dundas Street West Proposed Residential Development Transportation Demand Management (TDM) Plan**

Distrikt Developments

02 May 2024

# Executive summary

GHD Limited was retained to prepare a Transportation Demand Management Plan in support of the proposed mixed-use residential development in the Town of Oakville.

The subject site proposes a total of 349 residential units in a ten-storey apartment building (Building A) with 3,011 ft<sup>2</sup> of ground floor commercial GFA, and 15 three storey stacked back-to-back townhouse units (Building B). Parking for the Building A through B is provided with a total of 472 parking spaces proposed within both surface parking areas. Access to Buildings A and B are provided through a full movement access along Trailside Drive.

A series of Transportation Demand Management (TDM) measures are recommended for the site to reduce dependency on single-occupancy vehicle trips by encouraging residents to explore alternative modes of transportation. These measures include:

- Pedestrian and cycling connectivity to the municipal networks, to make it easy and safe for people to walk or bike to their destination.
- Wayfinding signage, to help people easily navigate the area and find their way to public transportation.
- Real-time bus schedules displayed on screens within the lobby, to make it easy for residents to plan their trips and know when the next bus will arrive.
- Unbundled vehicle parking
- Communication strategy and information packages

These measures will not only help reduce traffic congestion and air pollution, but also promote a healthier and more active lifestyle for the residents.

We trust that this satisfies your requirements, but do not hesitate to contact the undersigned if you have any questions.

Sincerely,

GHD

William Maria, P. Eng.

Transportation Planning Lead



# Introduction

GHD Limited (GHD) was retained to prepare a Transportation Demand Management (TDM) Study for a proposed ten storey residential apartment building with a ground floor commercial and stacked back-to-back townhouses located on lands with municipal address of 393 Dundas Street West, in the Town of Oakville.

Building A consists of 349 residential units in a ten-storey apartment building with 3,011 ft<sup>2</sup> of ground floor commercial GFA, and Building B consist of 15 three storey stacked back-to-back townhouse units in a block.

Parking for the Building A and B is provided with a total of 472 parking spaces proposed within both surface and underground parking areas.

Access to Buildings A and B are provided through a full movement access along Trailside Drive.

The site location is illustrated in **Figure 1** and the Site Plan in **Figure 2**.



**Figure 1** Site Location

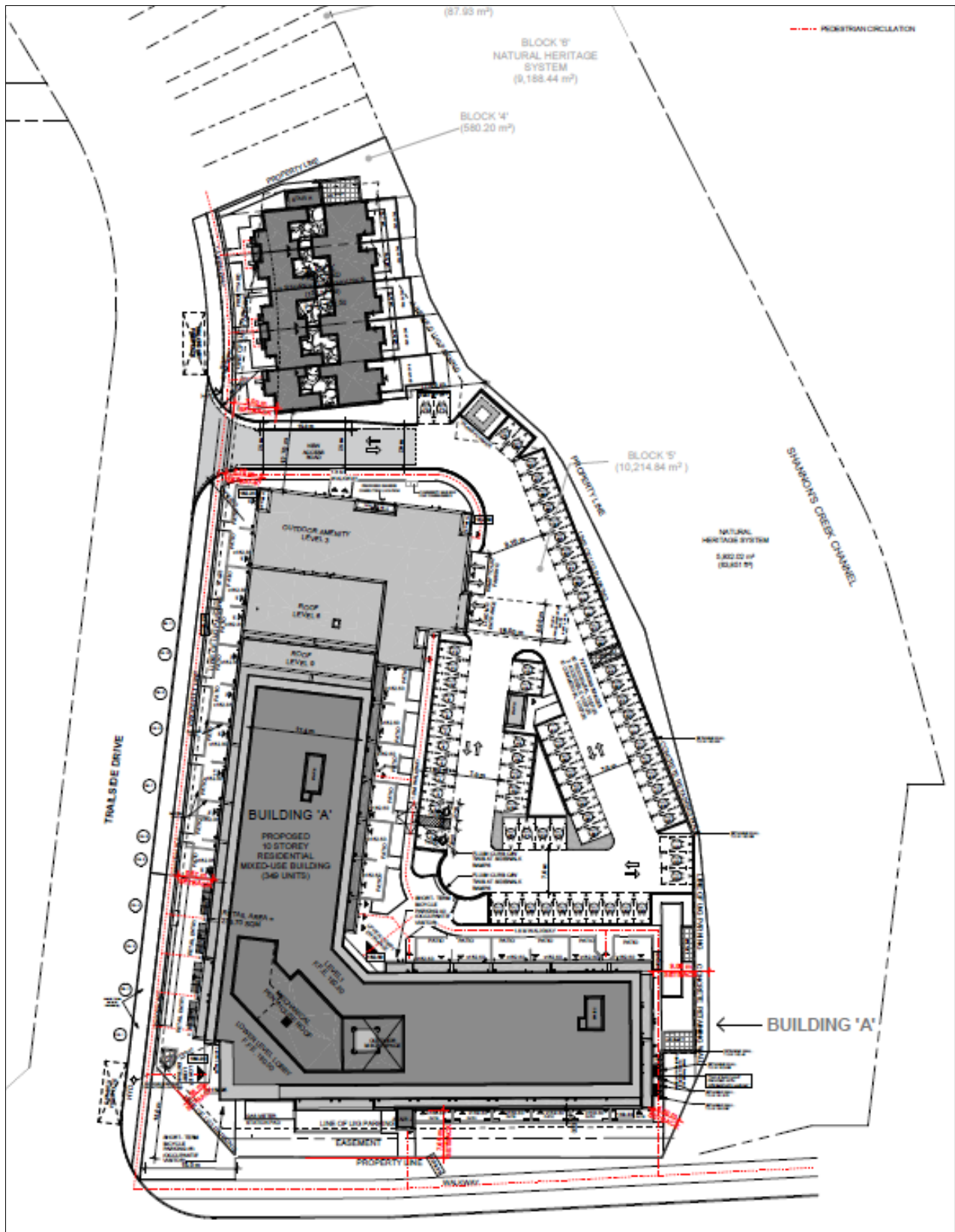


Figure 2 Site Plan

Travel Demand Management (TDM) refers to a variety of strategies to reduce congestion, minimize the number of single-occupant vehicles, encourage non-auto modes of travel, and reduce vehicle dependency to create a sustainable transportation system. TDM strategies have multiple benefits including the following:

- Reduced auto-related emissions to improve air quality;
- Decreased traffic congestion to reduce travel time;
- Increased travel options for businesses and commuters;
- Reduced personal transportation costs and energy consumptions; and
- Support Provincial smart growth objectives.

The combined benefits listed above will assist in creating a more active and livable community through improvements to overall active transportation standards for the local businesses and surrounding community.

A goal of the TDM plan is to highlight strategies to minimize the use of the automobile as the primary form of transportation and specifically the TDM program addresses the following key objectives:

- Reduce traffic congestion to improve traffic flow, reduce travel times and enhance overall efficiency of the transportation network;
- Promote sustainable transportation modes by reducing reliance on single-occupancy vehicle trips, lower emission and support environment sustainability;
- Optimize parking utilization by efficiently managing parking resources to reduce the need for extensive parking infrastructure;
- Enhance mobility options by improving access to various transportation options by increasing travel choice, promoting equity and enhancing the overall convenient and flexibility of the transportation system.
- Improve public health by encouraging active transportation modes; and
- Reduce Environment impact by lowering greenhouse gas emissions and other pollutants from transportation sources which contribute to cleaner air, combats climate change and promotes sustainable urban growth.

## Existing TDM Opportunities

### Walking

A multi-use path is currently provided on both sides of Dundas Street West and pedestrian sidewalks on both sides of Trailside Drive from Sixteen Mile Drive to the current north property limit of the subject site.

### Transit

The Town of Oakville operates Route #5 along Dundas Street between the Uptown Core terminal and Bronte Road and Route #5A via Wheat Boom Drive and Sixteen Mile Drive. It currently operates with 30-minute headways throughout the weekday, and hourly on Saturday and Sundays.

Bus stops for these routes are located on Sixteen Mile Drive east of Trailside Drive and at the intersection of Dundas Street West and Towne Boulevard/George Savage Avenue.

**Figure 3** illustrates the existing transit routes near the subject site.



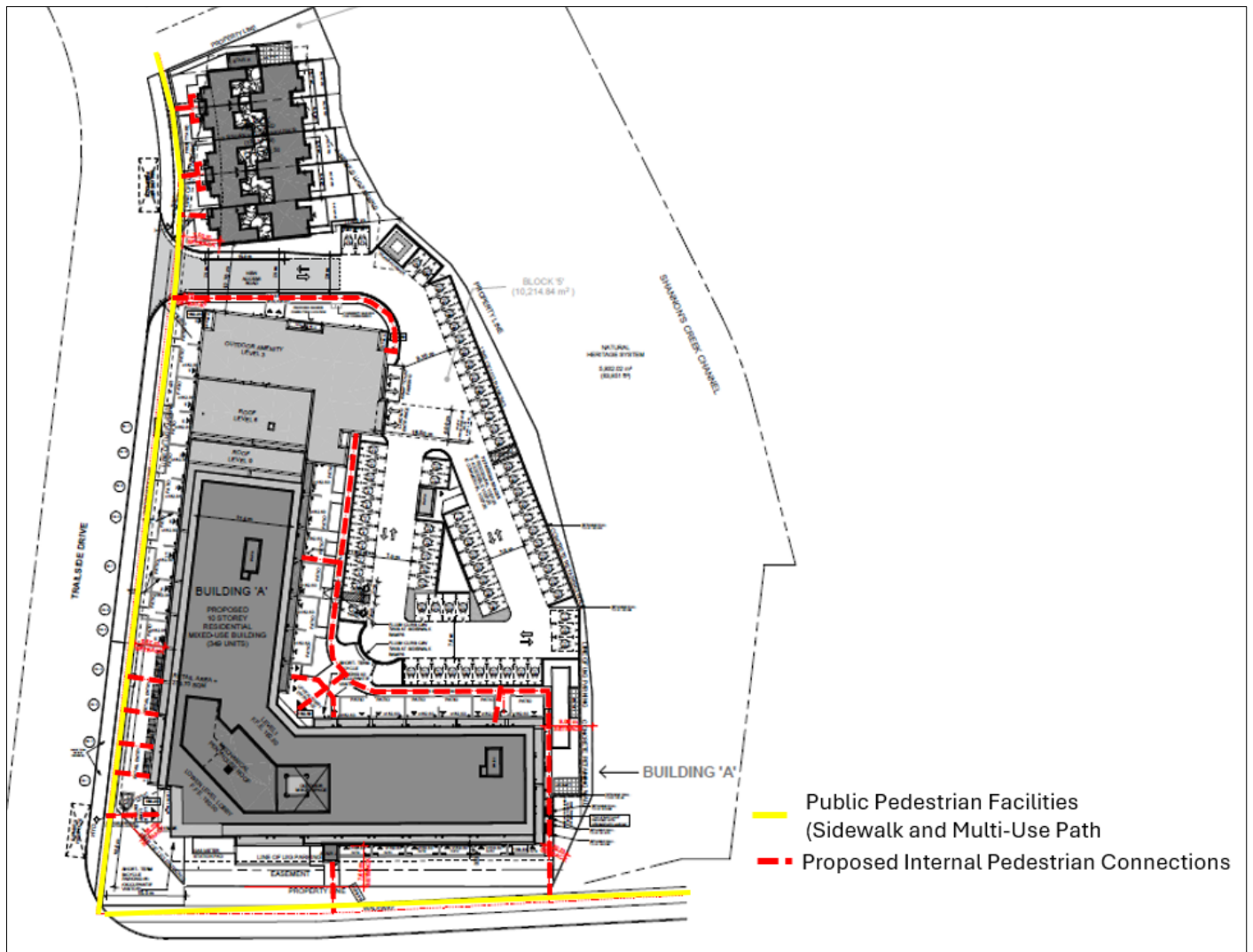
Figure 3 Existing Transit Routes

### Future TDM Opportunities

The subject site will provide very good pedestrian connectivity to the adjacent pedestrian network. The development will provide pedestrian walkways throughout the site that provide direct connections to a future sidewalk along the east side of Trailside Drive connecting Sixteen Mile Drive to Dundas Street West.

The pedestrian connectivity will also provide convenient pedestrian access to the public transit stops along Sixteen Mile Drive and Dundas Street West.

Figure 4 illustrates the proposed pedestrian connectivity within the site to the external public pedestrian facilities.

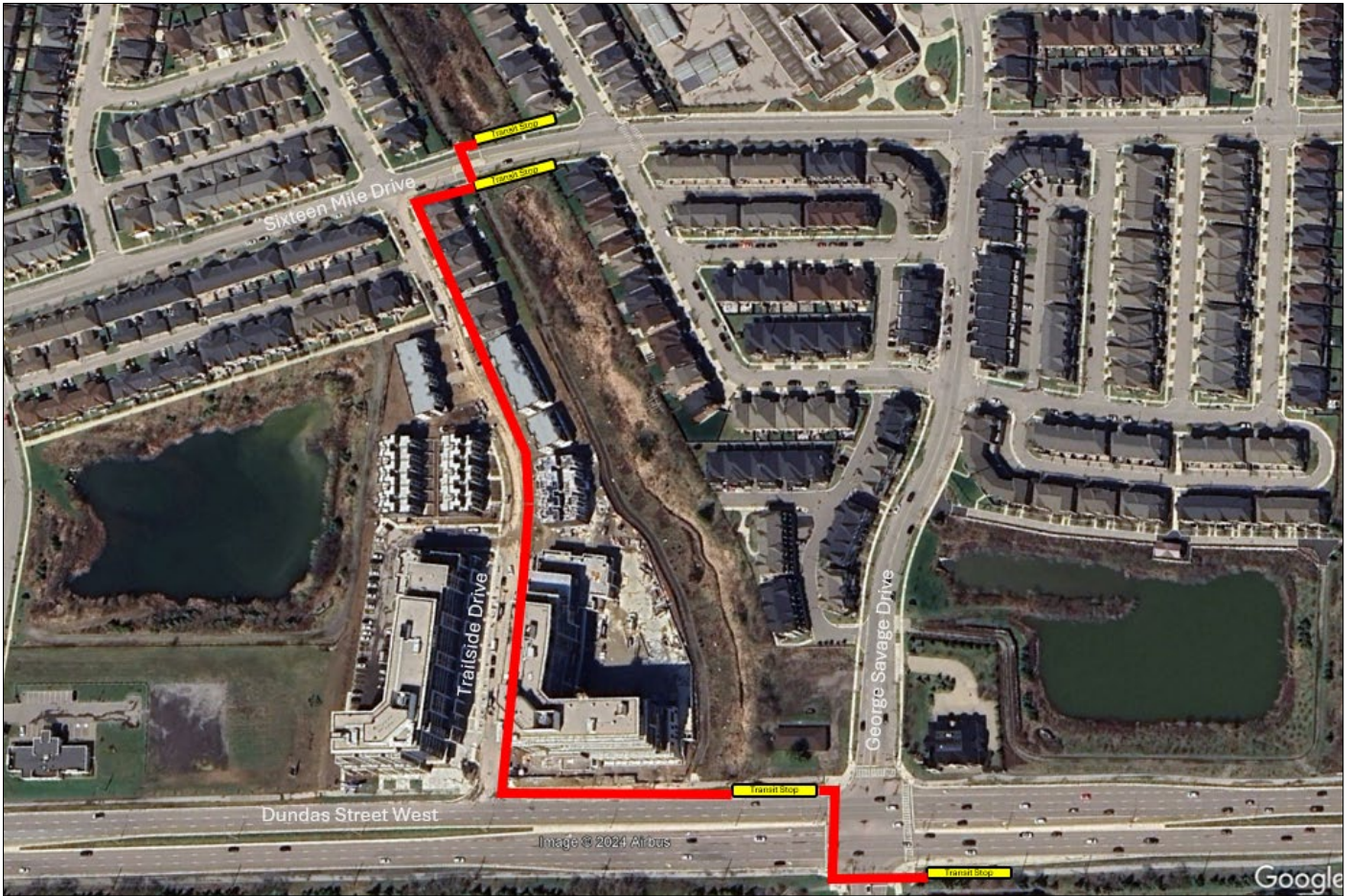


**Figure 4 Proposed Pedestrian Connectivity**

**Figure 5** below illustrates the existing nearby transit stops adjacent to the subject site and the pedestrian paths from the proposed Building A and townhouse units.

The proposed development will be within walking distance to the future Dundas BRT, which has an expected completion beyond 2030. The BRT will extend 48 kilometres from the from the Kipling Transit Hub at Kipling station on Line 2 Bloor–Danforth in Etobicoke, Toronto to Highway 6 in the neighbourhood of Waterdown in Hamilton.

The nearby transit stops on Dundas Street West and George Savage Avenue will be converted to Bus Rapid Transit stops once BRT is implemented providing nearby by residents with higher order transit schedules with reduced headways during peak hours.



**Figure 5** *Nearby Transit and Pedestrian Paths*

The planned sidewalk paths along Trailside Drive are located immediately adjacent to the lobby of the building and across the frontage of the stacked townhouse units providing a direct connection for pedestrians to the planned walking and existing cycle facilities.

Walking distances to the nearby transit stops are:

**Building A**

- Westbound Dundas Street Transit Stop approximately 200 metres
- Eastbound Dundas Street Transit Stop approximately 320 metres
- Westbound Sixteen Mile Drive Transit Stop approximately 325 metres
- Eastbound Sixteen Mile Drive Transit Stop approximately 300 metres

**Stacked Townhouses**

- Westbound Dundas Street Transit Stop approximately 275 metres
- Eastbound Dundas Street Transit Stop approximately 400 metres
- Westbound Sixteen Mile Drive Transit Stop approximately 230 metres



Eastbound Sixteen Mile Drive Transit Stop approximately 210 metres

The subject site will also provide cycling connectivity the existing multi-use path along Dundas Street West. These routes will provide good connectivity to the rest of the existing and proposed routes found on the North Oakville Trails Plan.

The proposed development is also proposing to provide 200 bicycle parking spaces consisting of 150 long-term resident spaces and 50 short-term visitor bicycle spaces satisfying the By-Law requirements.

Additional TDM strategies are proposed to further support the use of non-auto modes of travel as summarized in **Table 1** below.

**Table 1** Proposed TDM Strategies

<b>TDM Measure</b>	<b>Responsibility</b>	<b>Cost</b>	<b>Note</b>
<b>Hard Measures</b>			
Pedestrian/Cycling connections	Applicant	Integrated into the overall development cost	Site plan includes a walkway system providing a connection to the municipal sidewalk/multi-use trail and adjacent transit facilities.
Public Transit Access	Applicant	Integrated into the overall development cost	The subject site is located within walking distance of transit stops located along Ontario Street and Derry Road West
Cycling Connections	Applicant	Integrated into the overall development cost	The subject site has frontage along Dundas Street West and the existing multi-use trails
Bicycle Repair Station	Applicant	Bike repair station estimated cost of \$1,500.00	One bicycle repair station is recommended to be located within a long-term bicycle room.
<b>Soft Measures</b>			
Monitoring program/report	Applicant	To be determined	To measure success and effectiveness of programs.
Information packages (Oakville Transit, GO schedules, cycling maps, local trail networks)	Applicant and Town of Oakville	To be determined.	To be provided in the building's main lobby

Real Time Transit Information	Applicant	To be determined	Developer to consider screens in the main lobby that will display real-time data for the local bus routes, in addition to wayfinding signage
Unbundled vehicle parking sales	Applicant	Integrated into the overall development cost	Proposed to unbundle the sales of the parking space and unit to provide residents with the true cost of the parking space.
Reduced parking supply	Applicant	Integrated into the overall development cost	Proposed to provide less parking than the maximum By-law allowance.
Outreach Events	Town of Oakville	To be determined.	Developer to provide an opportunity to the Town of Oakville to have a staff member on site for a day to hand out information and provide information for the Smart Commute Initiative within Halton Region.

## Implementation

The hard measures proposed in the TDM plan outlined in this plan will be incorporated into the development design and are illustrated on the site plan.

It is understood that the “soft” measures of the TDM plan will be implemented by the Town of Oakville and the applicant. It will be the responsibility of the applicant to notify the Town of Oakville upon occupation of the proposed development to coordinate for the distribution of information packages and outreach events to discuss the Smart Commute Initiative within Halton Region.

## Monitoring

A three-year monitoring program is recommended for the TDM plan which may include one or all of the following performance measures, which will be discussed with the Town prior to the implementation of the monitoring plan:

- A baseline travel survey conducted within one year of occupation with a follow-up survey conducted in Year 3. The surveys will be developed with input from Town of Oakville staff. The applicant will distribute the surveys to residents and will provide the Town with the survey results.
- A turning movement count conducted at the site access to compare the actual peak hour inbound and outbound movements for the subject site to compare to the estimated site trips from the Traffic Impact Study.
- A survey of the on-site resident parking to confirm the resident parking demand.

The TDM plan will be reviewed with Town staff following the surveys and data collection to determine overall progress, evaluation, challenges and determine if any changes to the TDM measures are justified.

# Conclusion

The Transportation Demand Management (TDM) strategies recommended for the subject site aim to reduce the transportation impacts of the site on the adjacent road network and encourage the use of sustainable mobility choices.

The recommended TDM strategies ensure a comprehensive approach to reducing reliance on single-occupancy vehicle trips and promotes sustainable transportation. By providing pedestrian connectivity, convenient access to public transit and cycling infrastructure, the development supports active transportation modes.

The integration of long-term and short-term bicycle parking will enhance mobility and accessibility for residents and visitors to the site.

The collective efforts between the developer and the Town of Oakville, including the implementation and monitoring plan of the TDM measures should contribute to creating a sustainable, well-connected community.

The approach to TDM measures for the subject site aligns with broader urban transportation planning goals for the North Oakville Secondary Plan Area, and helps to advance a vibrant, accessible, and environmentally responsible development.

