

Without Prejudice
Eglinton Square
Transportation Demand Management (TDM) Measures

December 8, 2021
BA Group

See attached Table 1 that summarizes the range of TDM measures proposed to support the Eglinton Square development proposal as now contemplated.

This series of measures is based upon discussions with City Transportation Planning staff and reflect the outcome of those discussions including consideration of additional density being sought as part of the Eglinton Square development plans.

TABLE 1 EGLINTON SQUARE: TRANSPORTATION DEMAND MANAGEMENT MEASURES

Measure	Measure Intent	Detail	Comment
Vehicular Management			
Reduced Parking	To reduce car usage	Adoption of a minimum 0.5 / unit average resident parking standard By-law 569-2013 Policy Area 3 standards for non-residential uses and residential visitors shared as per the provisions within By-law 569-2013	Residential visitor / non-residential parking may be provided on a non-exclusive basis and charged for.
Car Share Spaces	To provide for occasional, on-demand car use without the need to own a vehicle	11 car-share spaces to be provided	Block 1 = 5 spaces Block 2 = 6 spaces Block 5A = no requirement
Dedicated Shared Vehicle Zones	To provide convenient for shared and accessible vehicle use	At-grade facilities to be located on site in proximity to key building entrances	Details – including design arrangements and related signage - to be reviewed and finalized at Site Plan Approval
Shared Mobility Hub Treatments	To support the identified Mobility Hub initiatives outlined in the Golden Mile Secondary Plan	Privately and publicly provided mobility facilities (such as car share / bicycle share and information facilities) to be generally focused in the identified locations	The applicant will work with the City to focus developer provided facilities in locations that support the Shared Mobility Hubs at Public Street A / Street B and Victoria Park Avenue / Street A. The City will also focus similar publicly provided facilities at these locations to establish the Shared Mobility Hubs. Details to be finalized at Site Plan Approval.
Cycling			
Bike Share Facilities	A contribution to the establishment of the broader Bike Share Toronto network across the Golden Mile area	Provision of 10 stations @ \$50,000 per station = \$500,000 contribution	Bike Share facilities maybe located at the discretion of the City and Toronto Bike Share. Location of facilities to be provided on-site will be determined at Site Plan Approval and in discussion with the City.
Bike Share Membership	To promote the usage of the Bike Share systems particularly for “first – last mile” travel across the Golden Mile Secondary Plan area	500 memberships for 1-year @ \$100 year = \$50,000	

Bike Repair Stations	To encourage cycling as a travel mode working in the context of the evolving cycling networks	1 station per tower = 10 stations	Letter of credit to be provided to City. [NTD. Payable when??] Locations to be finalized at Site Plan Approval.
Transit			
Transit Screens	To encourage transit use	1 screen per lobby	Details to be provided at Site Plan Approval
Transit Study Contribution	To assist the City in undertaking studies to improve transit services on the Victoria Park Avenue and Warden Avenue corridors.	\$200,000 lump sum	Provided in addition to road widenings provided on Victoria Park Avenue and in conjunction of Presto passes to affordable units.
Presto Passes	To encourage transit usage and to assist new residential unit owners of affordable housing units	"loaded" Presto pass for 1 year for each affordable housing unit provided	Maximum 100 units Approximate cost: Up to 100 units x \$157 / month x 12 months = \$188,400
Monitoring			
Contribution to City Monitoring Process	To assist the City in ongoing monitoring of travel patterns and needs in the Golden Mile area	\$40,000 lump sum	Travel demand behavior also reviewed as development applications proceed using – as City monitoring progresses – information derived from City review.