



GOLDEN MILE SECONDARY PLAN
RIOCAN SCARBOROUGH CENTRE
MIXED USE DEVELOPMENT

1966-2050 EGLINTON AVENUE EAST & 50 THERMOS ROAD
SCARBOROUGH, TORONTO, ONTARIO

| DRAWING LIST | | | |
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| Sheets: Sheet Type | Sheet Number | Sheet Name | Issue#1 (Nov 06, 2020) |
| | | | Issue#2 (June 01, 2022) |

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| 02 | OPA Application -Resubmission | June 01, 2022 |
| 01 | OPA Application | Nov 06, 2020 |

| No.: | Issued For: | Date: |
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Drawing Title:

Cover Sheet

Client:

RIOCAN



Project:

Scarborough Centre

1966-2050 EGLINTON AVENUE EAST
& 50 THERMOS ROAD
SCARBOROUGH, TORONTO, ONTARIO

Scale:

Drawn by:

Author

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Project No.:

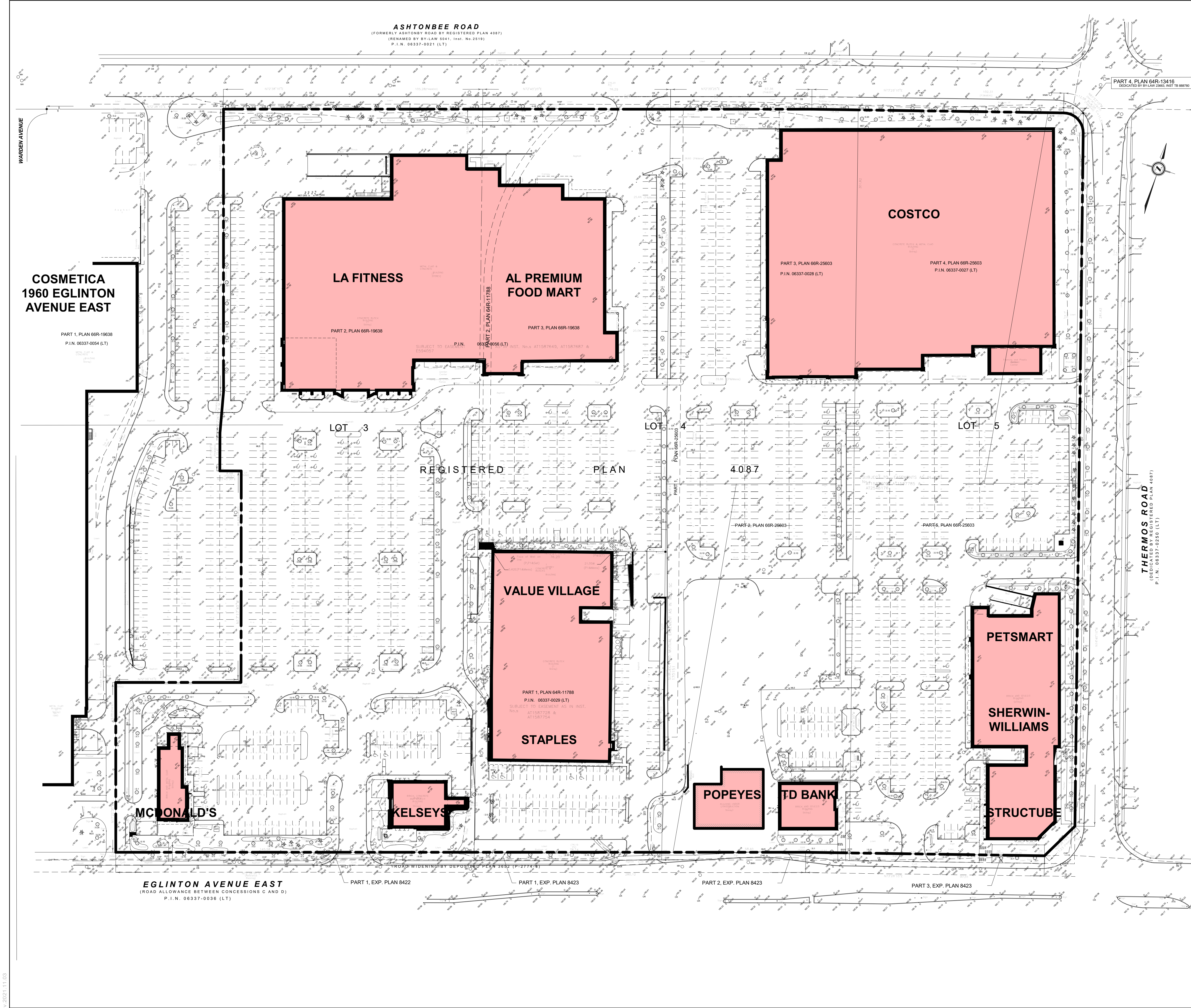
20026

Date:

June 01, 2022

Drawing No.:

dA0.0



BOUNDARY AND TOPOGRAPHIC SURVEY OF
REGISTERED PLAN
4087
CITY OF TORONTO
(FORMERLY CITY OF
SCARBOROUGH)

SPEIGHT, VAN NOSTRAND & GIBSON LIMITED
ONTARIO LAND SURVEYORS
2013

THE REPRODUCTION, ALTERATION OR USE OF THIS PLAN
IN WHOLE OR IN PART FOR ANY OTHER PURPOSE THAN THE
ORIGINAL PURPOSE FOR WHICH IT WAS PREPARED IS STRICTLY PROHIBITED.

ELEVATION NOTE
ELEVATIONS ARE GEODETIC AND ARE DERIVED FROM THE CITY OF SCARBOROUGH
BENCHMARK NO. S-27.
LOCATION:
BANK ON SOUTH EAST CORNER OF EGLINTON AVENUE & WARDEN AVENUE -
PLATE ON SOUTH WEST CORNER OF BUILDING.
ELEVATION:
PUBLISHED ELEVATION = 182.471 metres.

BEARING NOTE
BEARINGS ARE ASTRONOMIC AND ARE REFERRED
TO THE NORTHERLY LIMIT OF EGLINTON AVENUE EAST
AS SHOWN ON EXPROPRIATION PLAN 8423 (L-141-08),
HAVING A BEARING OF N72°27'02"E.

METRIC
DISTANCES AND COORDINATES SHOWN ON THIS PLAN ARE IN METRES
AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.


| LEGEND | |
|----------|---|
| ■ | DENOTES |
| WIT | SURVEY MONUMENT FOUND |
| SSB | WITNESS MONUMENT |
| SB | STANDARD IRON BAR |
| CP | SHORT STANDARD IRON BAR |
| CP | CONCRETE PIN |
| CU | CUT CROSS |
| N.S.E.W. | NORTH, SOUTH, EAST, WEST |
| CU | UNKNOWN |
| SING | SPEIGHT AND VAN NOSTRAND & GIBSON LIMITED |
| P1 | REGISTERED PLAN 4087 |
| P2 | EXPROPRIATION PLAN 8423 (L-141-08) |
| P3 | PLAN 64R-11788 |
| P4 | PLAN 64R-13416 |
| P5 | PLAN 64R-19638 |
| P6 | PRODUCTION |
| MH | MANHOLE |
| WMH | WATER MANHOLE |
| BMH | BELL MANHOLE |
| CB | CATCH BASIN |
| FW | FIRE HYDRANT |
| WV | WATER VALVE |
| OV | OVERHEAD |
| HW | HAND WELL |
| CHP | CONCRETE HYDRO POLE |
| WHP | WOODEN HYDRO POLE |
| WLS | WOODEN LIGHT STANDARD |
| MLS | METAL LIGHT STANDARD |
| CLS | CONCRETE LIGHT STANDARD |
| CP | CONCRETE POLE |
| ATS | AUTOMATIC TRAFFIC SIGNAL |
| MET | METER |
| GM | GAS METER |
| BSP | BREATHING PIPE |
| SA | SMOSE CONNECTION |
| COIT | CORROSION |
| B | BELL |
| HB | HYDRO BOX |
| CUW | CUT WIRE |
| MP | METAL POLE |
| RRV | IRRIGATION CONTROL VALVE |
| HYT | HYDRO TRANSFORMER |
| WELL | WELL |
| BH | BOREHOLE |
| FF | FINISHED FLOOR |
| SL | SPOT LIGHT |
| GU | GUTTER |
| OH | OVERHEAD |
| UG | UNDERGROUND |
| ○ | GEODUCIOUS TREE |
| ★ | CONIFEROUS TREE |
| ■ | CONCRETE |
| ■ | BRICK |
| ■ | CONCRETE TILES |
| ■ | GRAVEL |

UPDATE NOTE
TOPOGRAPHIC INFORMATION HAS BEEN UPDATED
ON JULY 26, 2015.

SURVEYOR'S CERTIFICATE
I CERTIFY THAT:
THE SURVEY WAS COMPLETED ON OCTOBER 29th, 2015.

DATE: OCTOBER 29TH 2015

D.A. WILTON
ONTOARIO LAND SURVEYOR



SPEIGHT, VAN NOSTRAND & GIBSON LIMITED
ONTARIO LAND SURVEYORS
750 DUNDAS STREET EAST, SUITE 200
TORONTO, ONTARIO M5B 2Z4
TEL. 416 749-5700 FAX 416 749-7866
E-MAIL: svngibson@svngibson.com

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| DRAWN: | S.G.A.T. | FILE NAME: | E0610144.DWG |
| CHECKED: | L.R.D.A.W. | PLOT SCALE: | MET 1:60.00 |
| JOB No.: | 05-0144 | PLOTTED: | L44 |
| REF. No.: | 26-4087 | UPDATED: | |

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Drawing Title:

Survey - Existing Site

Client:

RIOCAN

RIOCAN
REAL VISION, SOLID GROUND.

Project:

Scarborough Centre

1966-2050 EGLINTON AVENUE EAST
& 50 THERMOS ROAD
SCARBOROUGH, TORONTO, ONTARIO

Scale:

1 : 700

Author

D.B.

Project No.:

20026

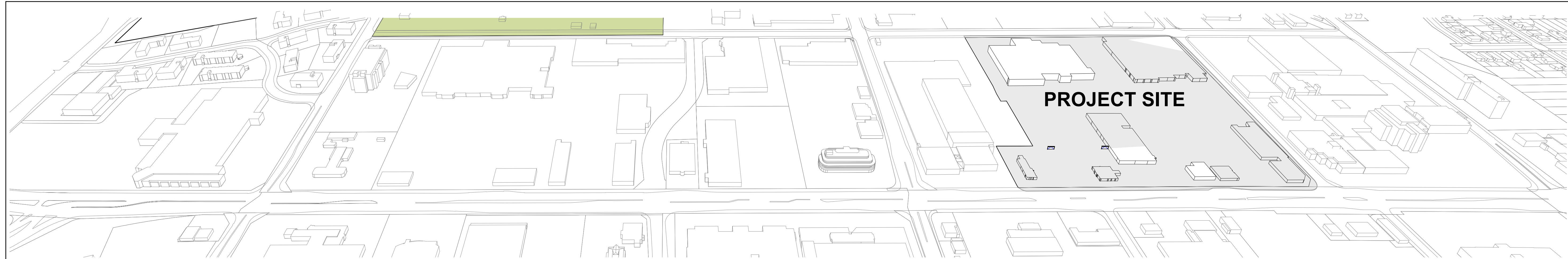
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June 01, 2022

Drawing No.:

dA1.1

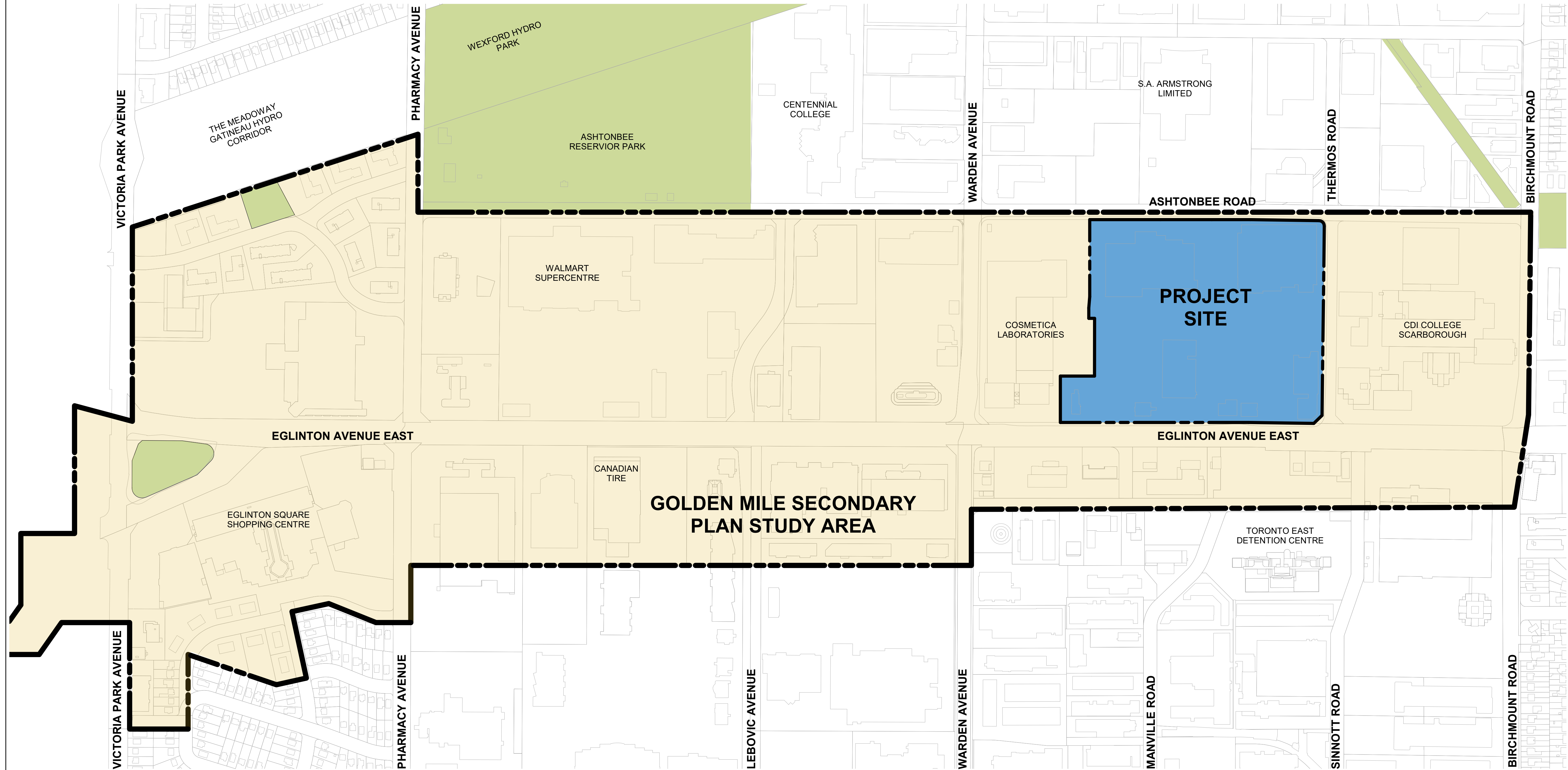
Survey **1**
Scale: 1 : 700 **dA1.1**



Axonometric - Existing - Front View

NTS

2
dA1.2



Context Plan - Existing

Scale: 1 : 3000

1
dA1.2

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Drawing Title:

Site Context Plan Existing

Client:

RIOCAN

RIO CAN
REAL VISION, SOLID GROUND.

Project:

Scarborough Centre

1966-2050 EGLINTON AVENUE EAST
& 50 THERMOS ROAD
SCARBOROUGH, TORONTO, ONTARIO

Scale:

1 : 3000

Drawn by:

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Project No.:

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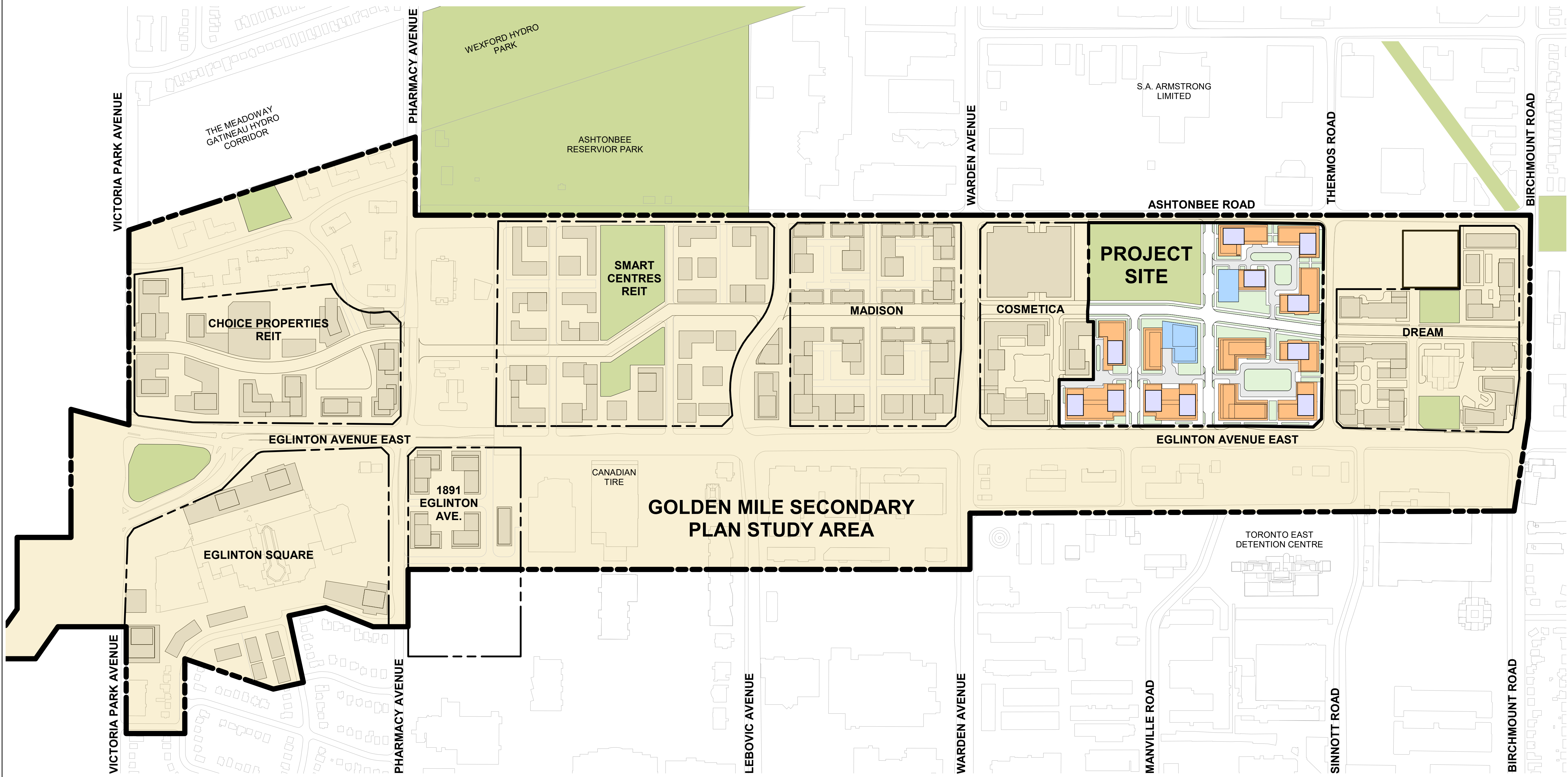
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Drawing No.:

dA1.2



Proposed Development - Front View
NTS 2
dA1.3



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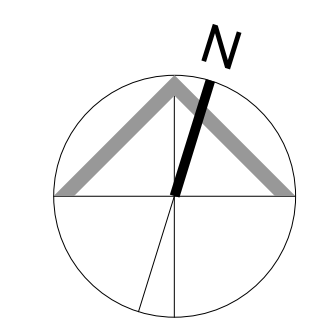
Site Context Plan
Proposed Development

Client:
RIOCAN
REAL VISION, SOLID GROUND.

Project:
Scarborough Centre

1966-2050 EGLINTON AVENUE EAST
& 50 THERMOS ROAD
SCARBOROUGH, TORONTO, ONTARIO

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| Author | Checked by: |
| Checker | Project No.: |
| 20026 | Date: |
| June 01, 2022 | Drawing No.: |



dA1.3



Project No. 20-026

| | | | | | |
|-----|------------------|---|-----------------|-------|----------|
| 2.0 | PUBLIC PARK AREA | | | | |
| | | m ² | ft ² | acres | hectares |
| | | 86,161 | 927,428 | 21.28 | 8.61 |
| | | (Overall Site Area - Public Road Conveyances) | | | |
| | | 17,232 | 185,486 | 4.26 | 1.72 |
| | | 19,368 | 208,477 | 4.78 | 1.94 |
| | 22.5% | | | | |

| | | | |
|-----|--|---------|-----------|
| 3.3 | Grand Total GFA (Residential + Other Non-Residential GFA) | 397,022 | 4,273,509 |
| | <i>Note: Area of school and community facility are not included in GFA</i> | | |

| 5.0 | UNIT COUNT | | | |
|------------------------------|------------|--------------|--------------|-------------|
| | Block No. | Building No. | No. of Units | Total Units |
| | 1 | A1 | 888 | 1,379 |
| | | A2 | 491 | |
| | 2 | B1 | 902 | 990 |
| | | B2 | 88 | |
| | 3 | C1 | 254 | 1,206 |
| | | C2 | 323 | |
| | | C3 | 207 | |
| | | C4 | 422 | |
| | 4 | D1 | 446 | 1,817 |
| | | D2 | 537 | |
| | | D3 | 406 | |
| | | D4 | 428 | |
| Total Residential Unit Count | | | 5,392 | 5,392 |

| 5.0 | UNIT COUNT | | | |
|------------------------------|------------|--------------|--------------|-------------|
| | Block No. | Building No. | No. of Units | Total Units |
| | 1 | A1 | 888 | 1,379 |
| | | A2 | 491 | |
| | 2 | B1 | 902 | 990 |
| | | B2 | 88 | |
| | 3 | C1 | 254 | 1,206 |
| | | C2 | 323 | |
| | | C3 | 207 | |
| | | C4 | 422 | |
| | 4 | D1 | 446 | 1,817 |
| | | D2 | 537 | |
| | | D3 | 406 | |
| | | D4 | 428 | |
| Total Residential Unit Count | | | 5,392 | |

Date:

Revisions

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Drawing Title

Client

RIOCAM

Project:

Centre

**EAST
ROAD
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Scale:

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Project

Scarborough Centre

Scale

1 : 2500

Drawn by

Checked by _____

Checker _____

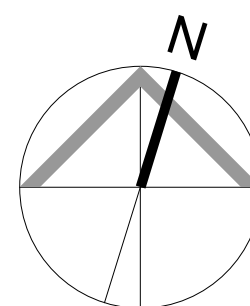
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Date _____

Drawing No.

1 2 3 4

dA1.4





LEGEND

- TALL BUILDINGS / TOWERS
750M2 FLOOR PLATE
- MID-RISE BUILDINGS
- SCHOOL
- COMMUNITY FACILITY
- NEW PUBLIC PARK
- MID-BLOCK PEDESTRIAN CONNECTION
- U/G PARKING ENTRANCE
- LOADING ENTRANCE
- VEHICULAR ENTRANCE

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Block Context Plan

Client:
RIOCAN

RIOCAN
REAL VISION, SOLID GROUND.

Project:
Scarborough Centre

1966-2050 EGLINTON AVENUE EAST
& 50 THERMOS ROAD
SCARBOROUGH, TORONTO, ONTARIO

Scale:
1 : 700

Author

Checked by:

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Project No.:

Date:

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Drawing No.:

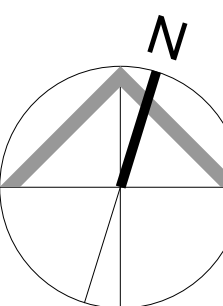
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Context Plan

Scale: 1 : 700

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dA1.5





LEGEND

- TALL BUILDINGS / TOWERS
750M2 FLOOR PLATE (GCA)
- MID-RISE BUILDINGS
- SCHOOL
- COMMUNITY FACILITY
- NEW PUBLIC PARK
- MID-BLOCK PEDESTRIAN CONNECTION
- RETAIL AT-GRADE

NOTE: All building height references exclude mezzanines, mechanical penthouses and other permitted projections to be defined in the zoning by-law amendment"

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Drawing Title:

Block - Building Heights & Setbacks

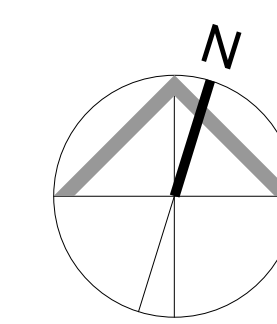
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SCARBOROUGH, TORONTO, ONTARIO

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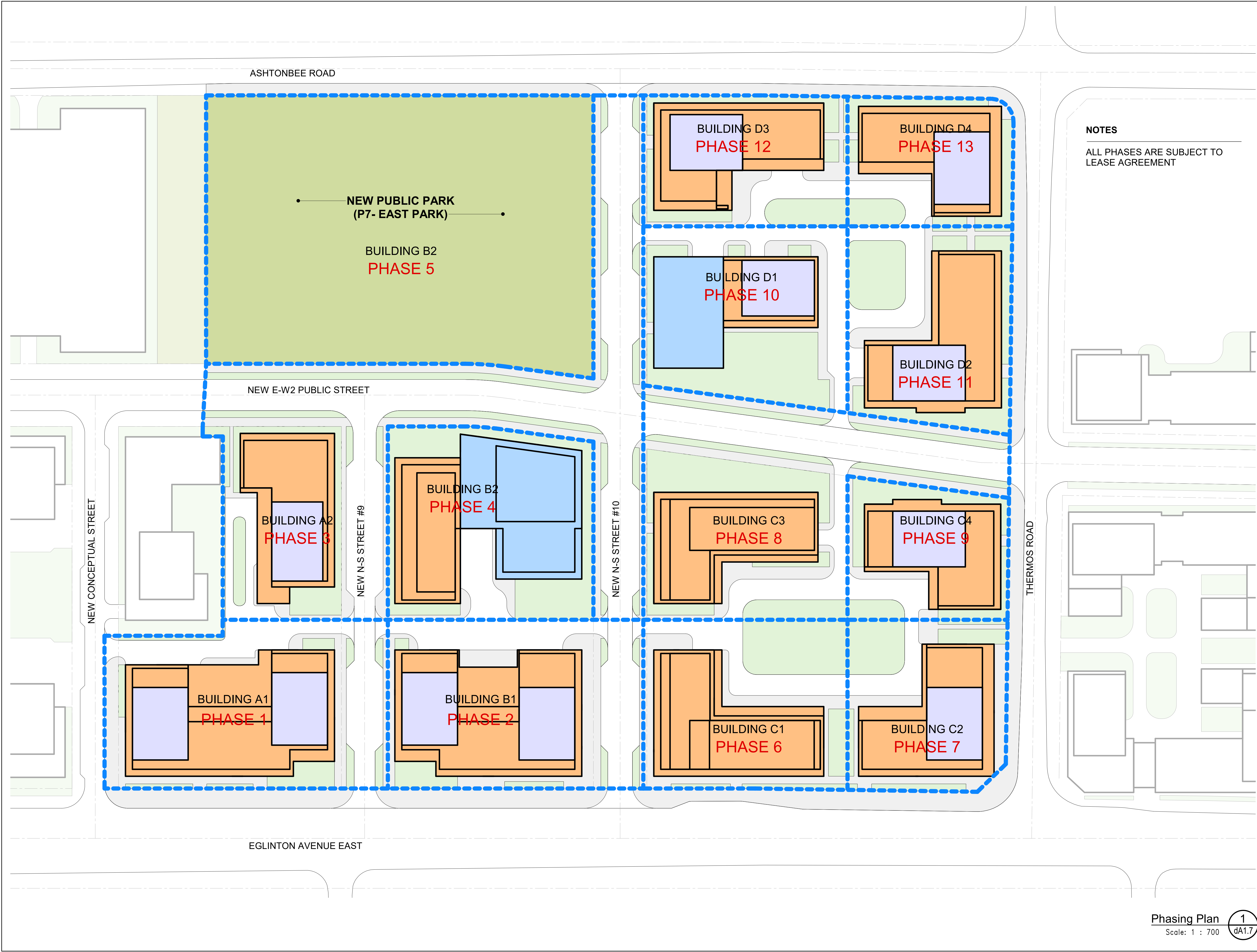


Building Heights and Setbacks

Scale: 1 : 700

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Drawing Title:

Phasing Plan

Client:

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Project:

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1966-2050 EGLINTON AVENUE EAST
& 50 THERMOS ROAD
SCARBOROUGH, TORONTO, ONTARIO

Scale:

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Author

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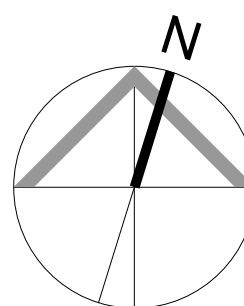
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June 01, 2022

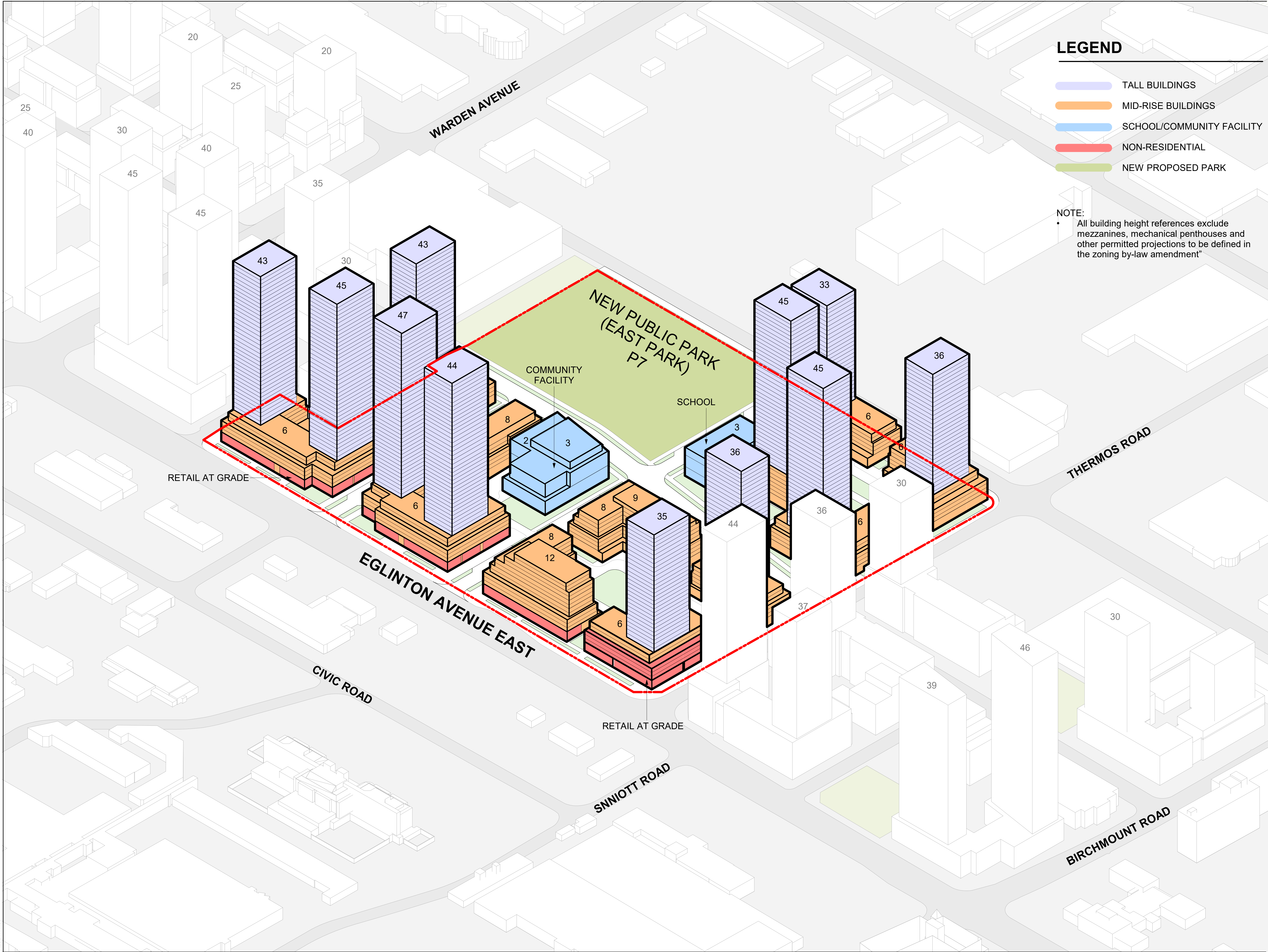
Drawing No.:

Phasing Plan
Scale: 1 : 700

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dA1.7



dA1.7



- LEGEND**
- TALL BUILDINGS
 - MID-RISE BUILDINGS
 - SCHOOL/COMMUNITY FACILITY
 - NON-RESIDENTIAL
 - NEW PROPOSED PARK

NOTE:

- All building height references exclude mezzanines, mechanical penthouses and other permitted projections to be defined in the zoning by-law amendment"

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| Drawing Title: | | |

Block - Massing
(Axonometric)

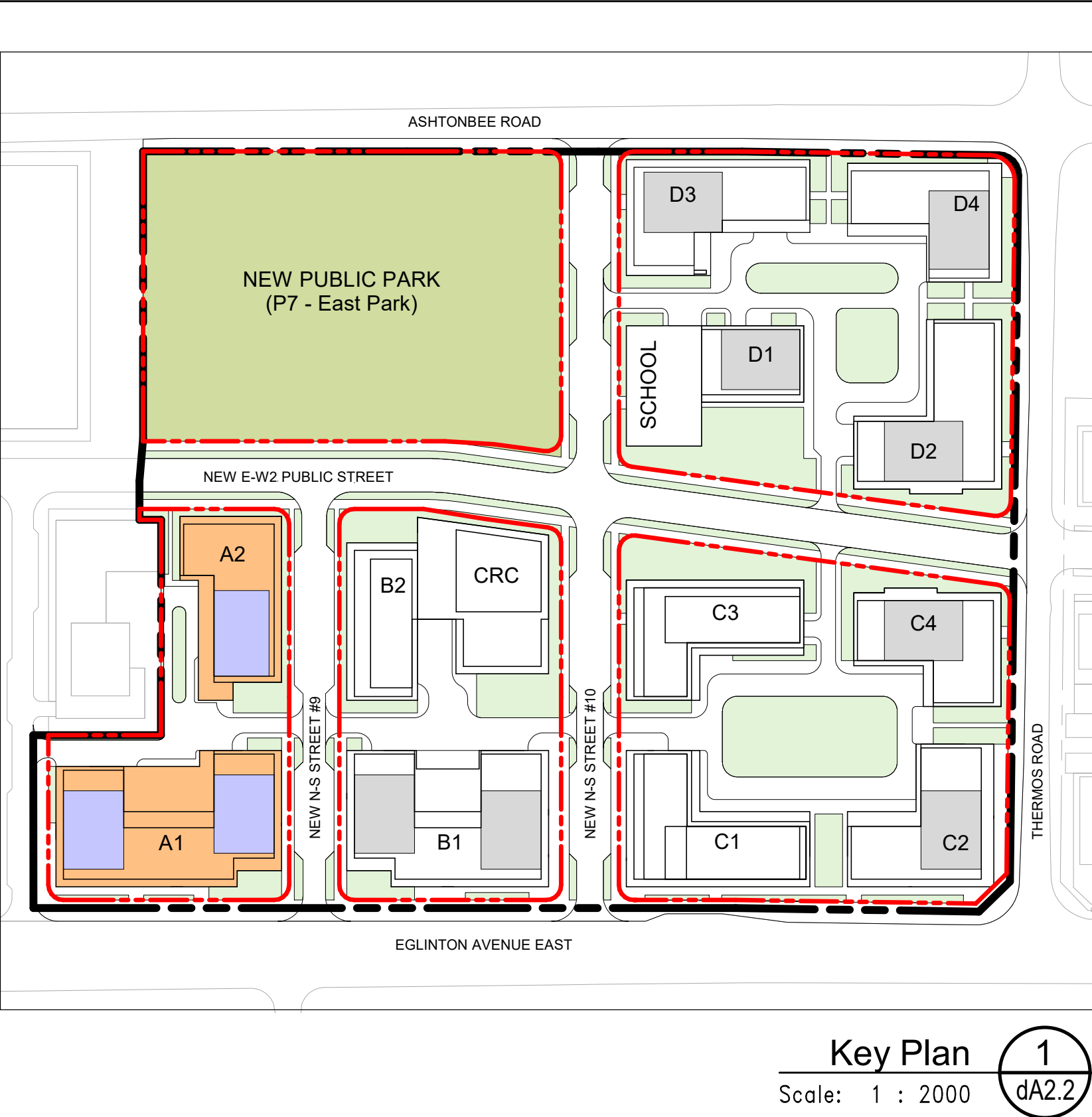
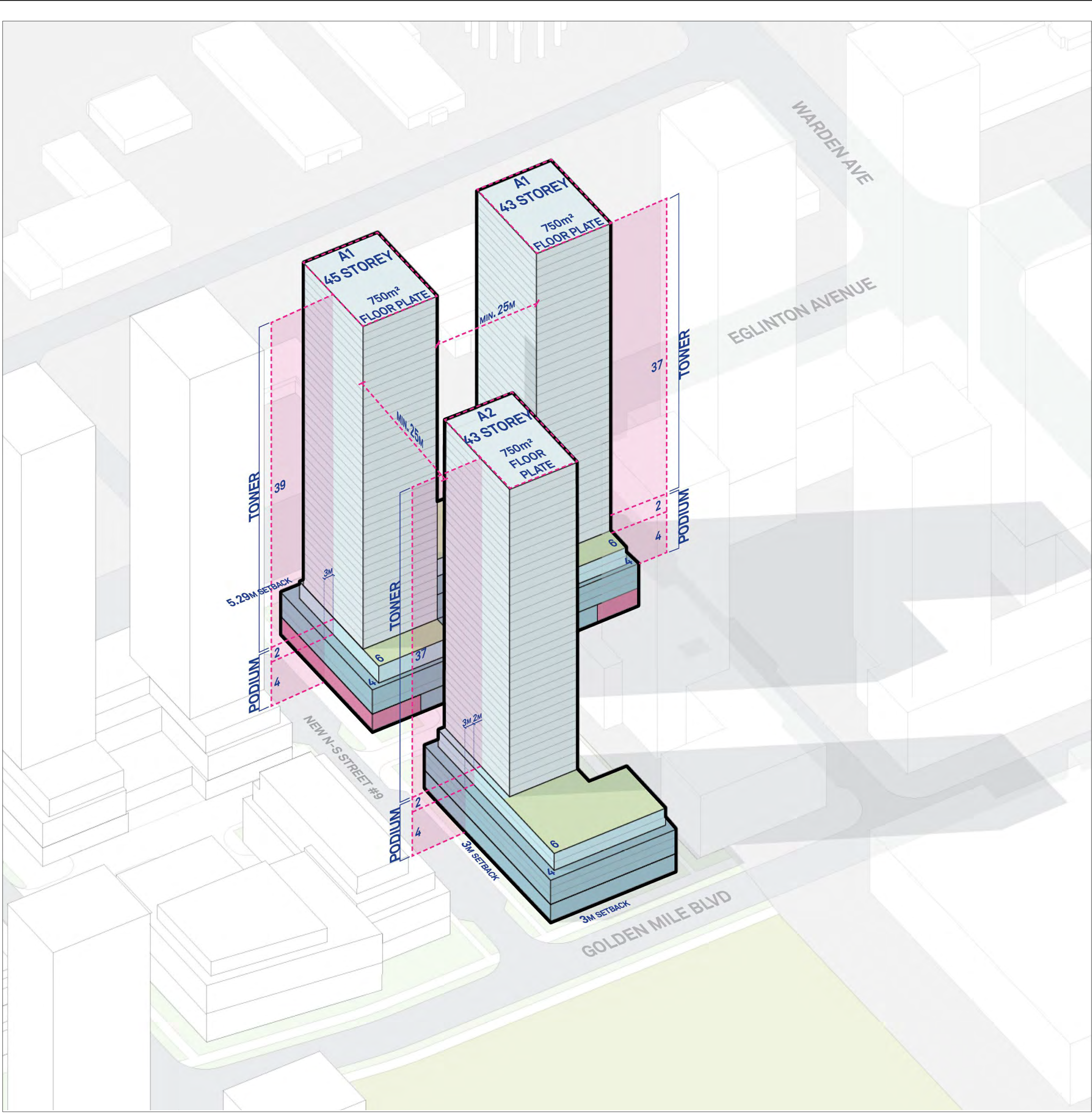
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& 50 THERMOS ROAD
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Scale:

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| June 01, 2022 | |
| Drawing No.: | |

dA2.1



BLOCK - 1

STATISTICS

| | | |
|----|--------------------|------------------------|
| 1. | SITE AREA | 10,940 m ² |
| 2. | RESIDENTIAL GFA | 105,550 m ² |
| | COMMERCIAL GFA | 1,971 m ² |
| | TOTAL BUILDING GFA | 107,521 m ² |
| 3. | FSI | 9.82 |
| 4. | UNIT COUNT | 1,379 |

LEGEND

| | |
|--|-----------------|
| | TOWER |
| | MID-RISE PODIUM |
| | BASE BUILDING |
| | NON-RESIDENTIAL |

NOTE

NUMBER OF STOREY DO NOT INCLUDE MECHANICAL PENTHOUSE

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Date:

KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto, ON M3J 0H1

Revisions:
No.: Revision: Date:

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| 02 | OPA Application -Resubmission | June 01, 2022 |
| 01 | OPA Application | Nov 06, 2020 |
| No.: | Issued For: | Date: |

Drawing Title:

Axonometric - Block 1

Client:

RIOCAN

RIO CAN
REAL VISION, SOLID GROUND.

Project:

Scarborough Centre

1966-2050 EGLINTON AVENUE EAST
& 50 THERMOS ROAD
SCARBOROUGH, TORONTO, ONTARIO

Scale:

As indicated

Drawn by:

Author

Checked by:

Checker

Project No.:

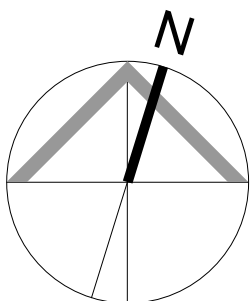
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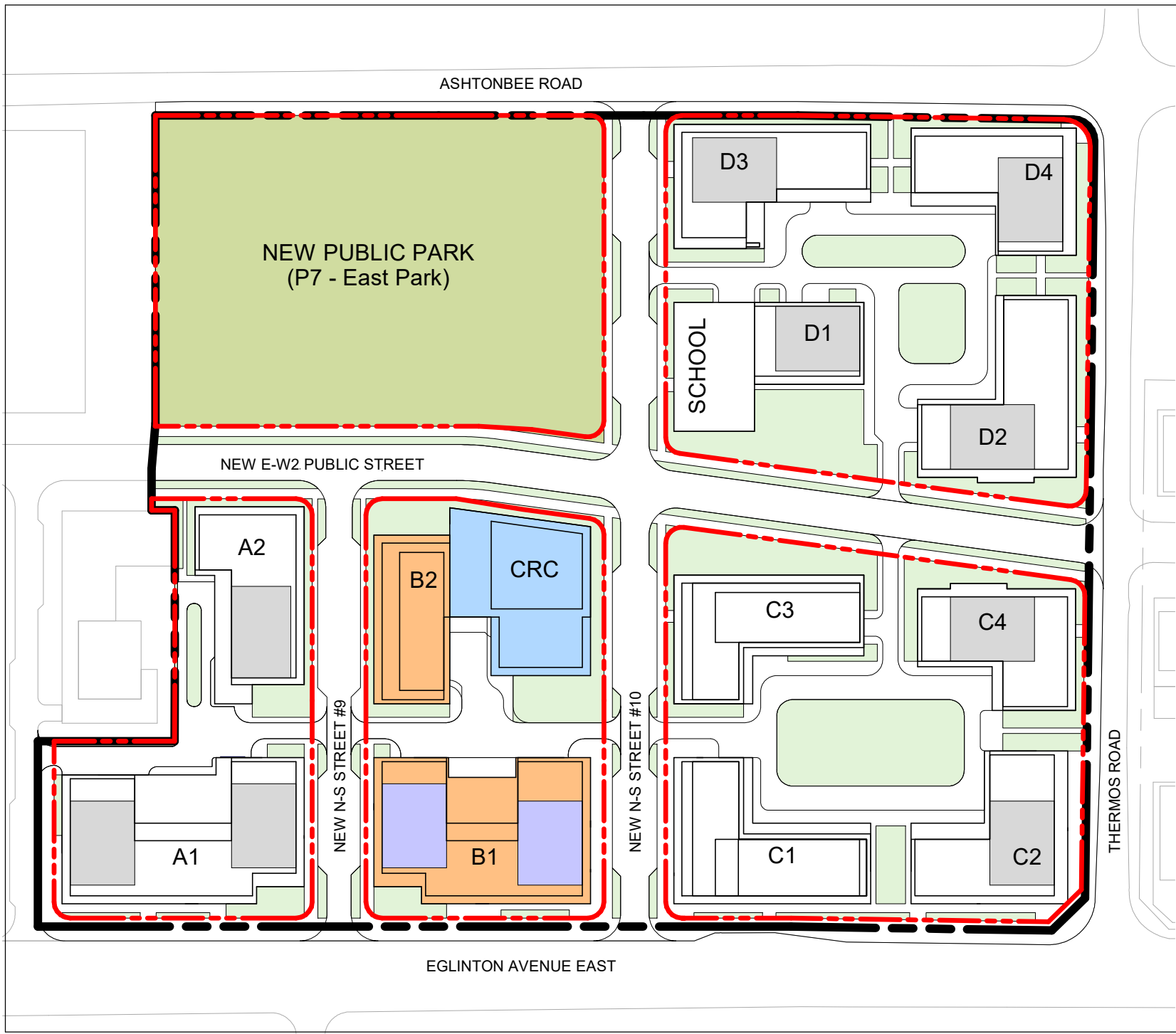
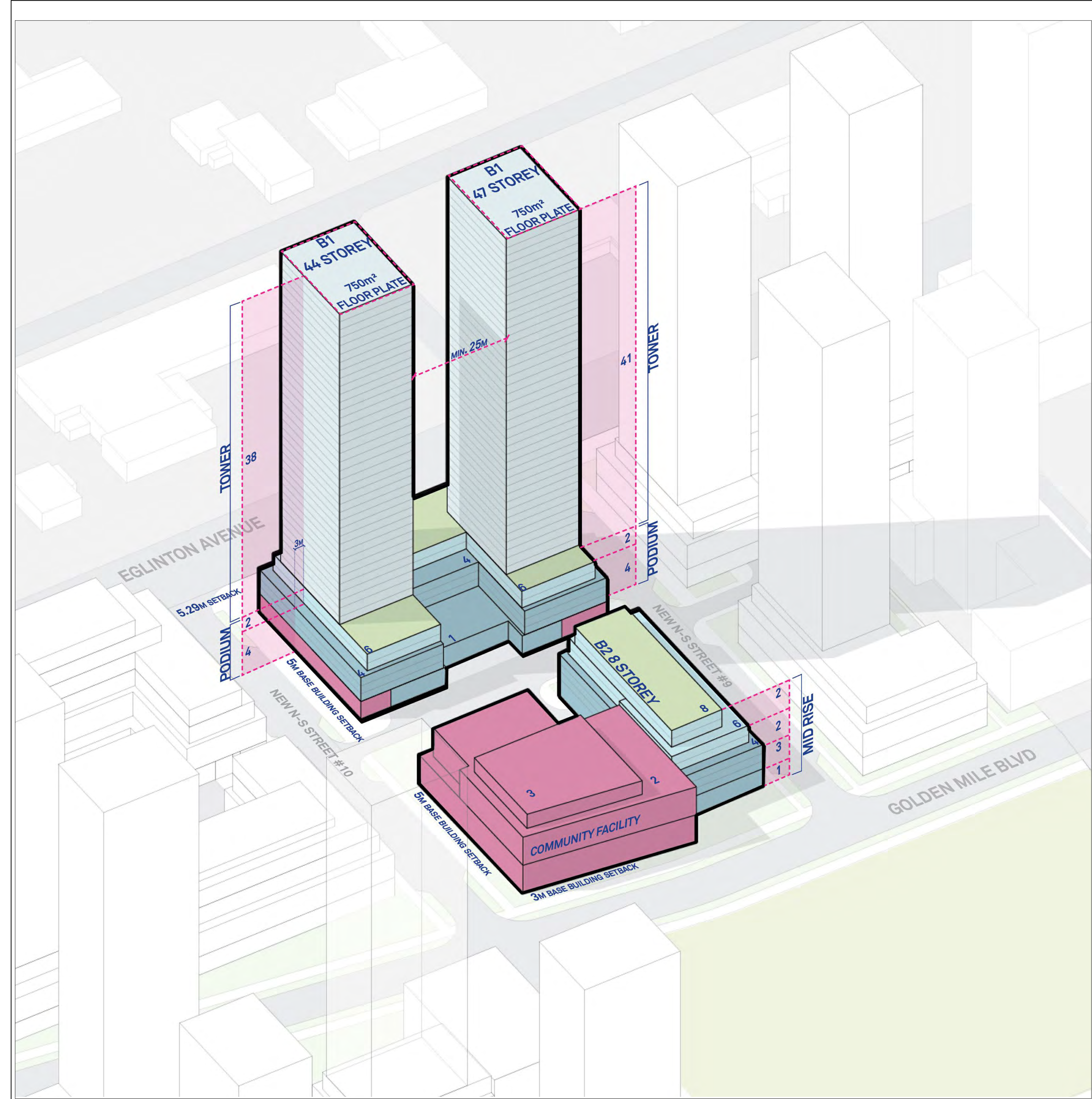
Date:

June 01, 2022

Drawing No.:

dA2.2





Key Plan 1
Scale: 1 : 2000 dA2.3

BLOCK - 2

STATISTICS

| | | |
|----|--------------------|------------------------|
| 1. | SITE AREA | 13,545 m ² |
| 2. | RESIDENTIAL GFA | 76,432 m ² |
| | COMMERCIAL GFA | 1,862m ² |
| | TOTAL BUILDING GFA | 78, 294 m ² |
| 3. | FSI | 5.78 |
| 4. | UNIT COUNT | 990 |

LEGEND

| | |
|--|-----------------|
| | TOWER |
| | MID-RISE PODIUM |
| | BASE BUILDING |
| | NON-RESIDENTIAL |

NOTE

NUMBER OF STOREY DO NOT INCLUDE MECHANICAL PENTHOUSE

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Date:

KIRKOR
ARCHITECTS AND PLANNERS
20 De Boers Drive Suite 400
Toronto, ON M3J 0H1

Revisions:

| No.: | Revision: | Date: |
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| 02 | OPA Application -Resubmission | June 01, 2022 |
| 01 | OPA Application | Nov 06, 2020 |

| No.: | Issued For: | Date: |
|------|-------------|-------|
|------|-------------|-------|

Drawing Title:

Axonometric - Block 2

Client:

RIOCAN

RIO CAN
REAL VISION, SOLID GROUND.

Project:

Scarborough Centre

1966-2050 EGLINTON AVENUE EAST
& 50 THERMOS ROAD
SCARBOROUGH, TORONTO, ONTARIO

Scale:

As indicated

Drawn by:

Author

Checked by:

Checker

Project No.:

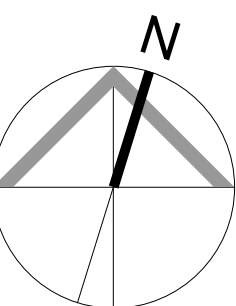
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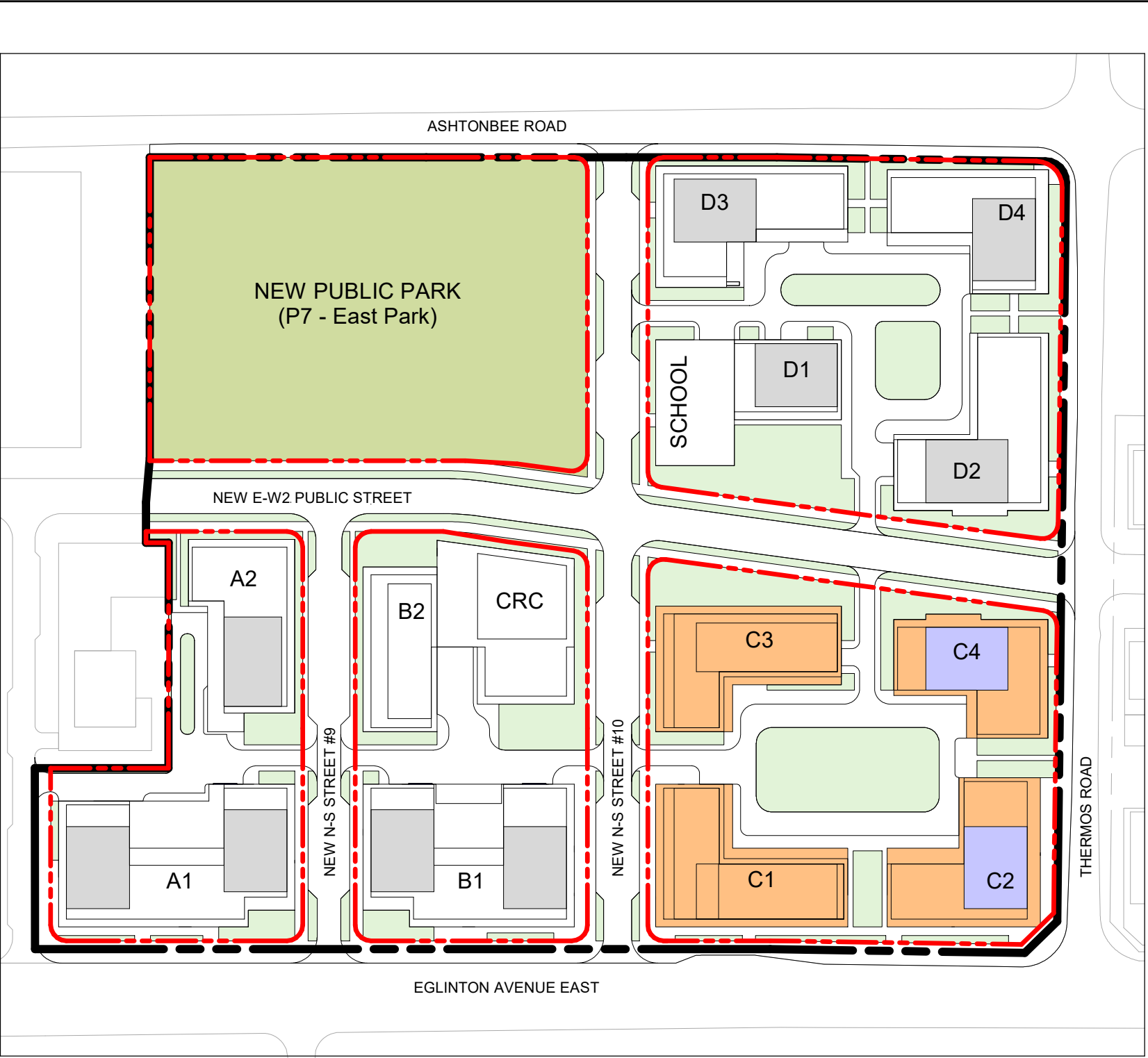
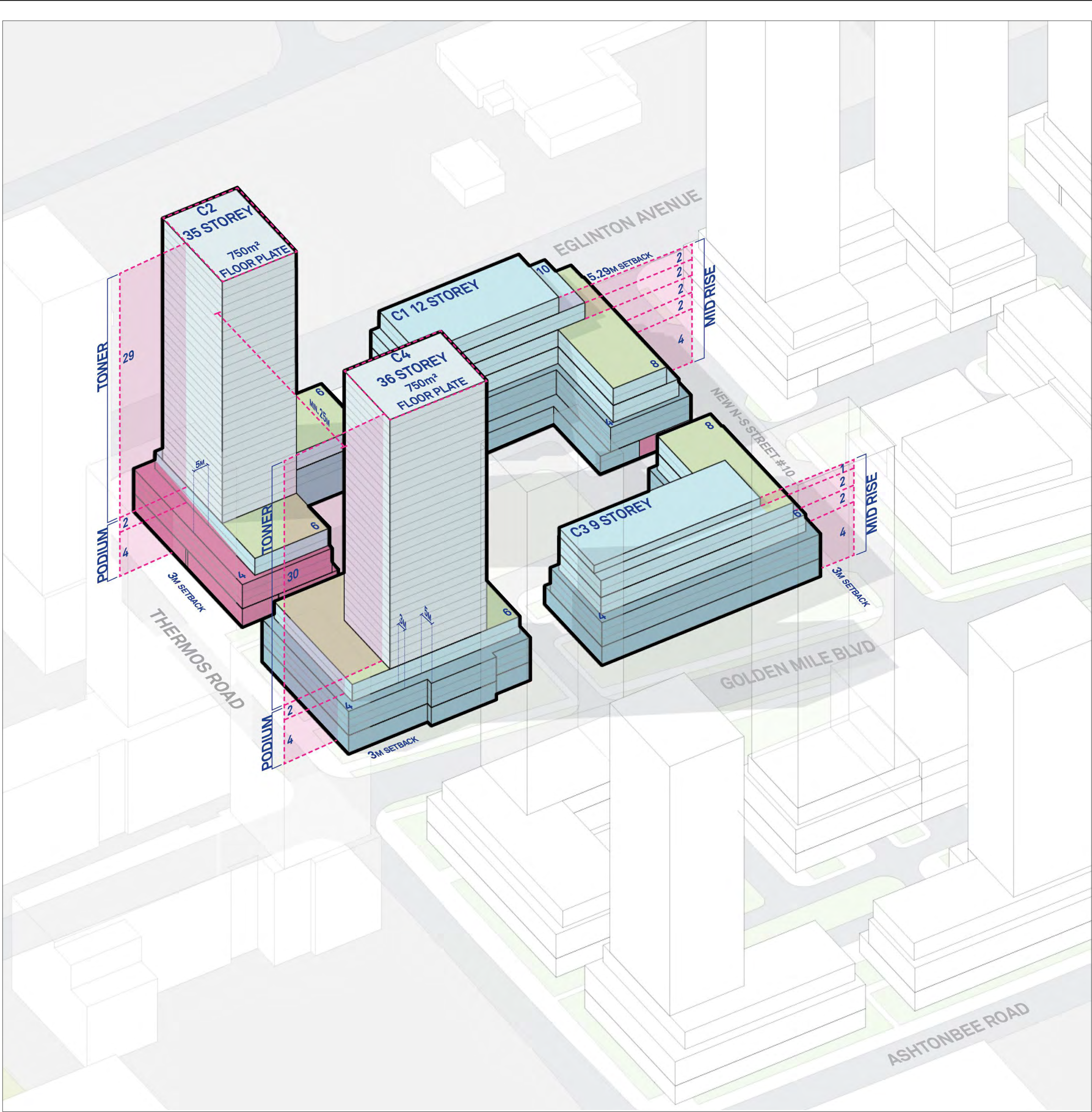
Date:

June 01, 2022

Drawing No.:

dA2.3





Key Plan 1
Scale: 1 : 2000 dA2.4

BLOCK - 3

STATISTICS

| | | |
|----|--------------------|-----------|
| 1. | SITE AREA | 21,087 m² |
| 2. | RESIDENTIAL GFA | 79,267 m² |
| | COMMERCIAL GFA | 10,954 m² |
| | TOTAL BUILDING GFA | 90,221 m² |
| 3. | FSI | 4.28 |
| 4. | UNIT COUNT | 1,206 |

LEGEND

| | |
|--|-----------------|
| | TOWER |
| | MID-RISE PODIUM |
| | BASE BUILDING |
| | NON-RESIDENTIAL |

NOTE

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Date:

KIRKOR
ARCHITECTS AND PLANNERS

20 De Boers Drive Suite 400
Toronto, ON M3J 0H1

Revisions:

| No.: | Revision: | Date: |
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| 02 | OPA Application -Resubmission | June 01, 2022 |
| 01 | OPA Application | Nov 06, 2020 |

| No.: | Issued For: | Date: |
|------|-------------|-------|
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Drawing Title:

Axonometric - Block 3

Client:

RIOCAN

RIO CAN
REAL VISION, SOLID GROUND.

Project:

Scarborough Centre

1966-2050 EGLINTON AVENUE EAST
& 50 THERMOS ROAD
SCARBOROUGH, TORONTO, ONTARIO

Scale:

As indicated

Drawn by:

Author

Checked by:

Checker

Project No.:

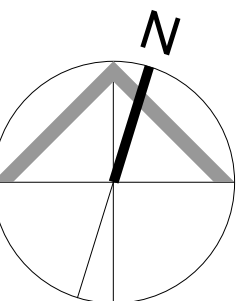
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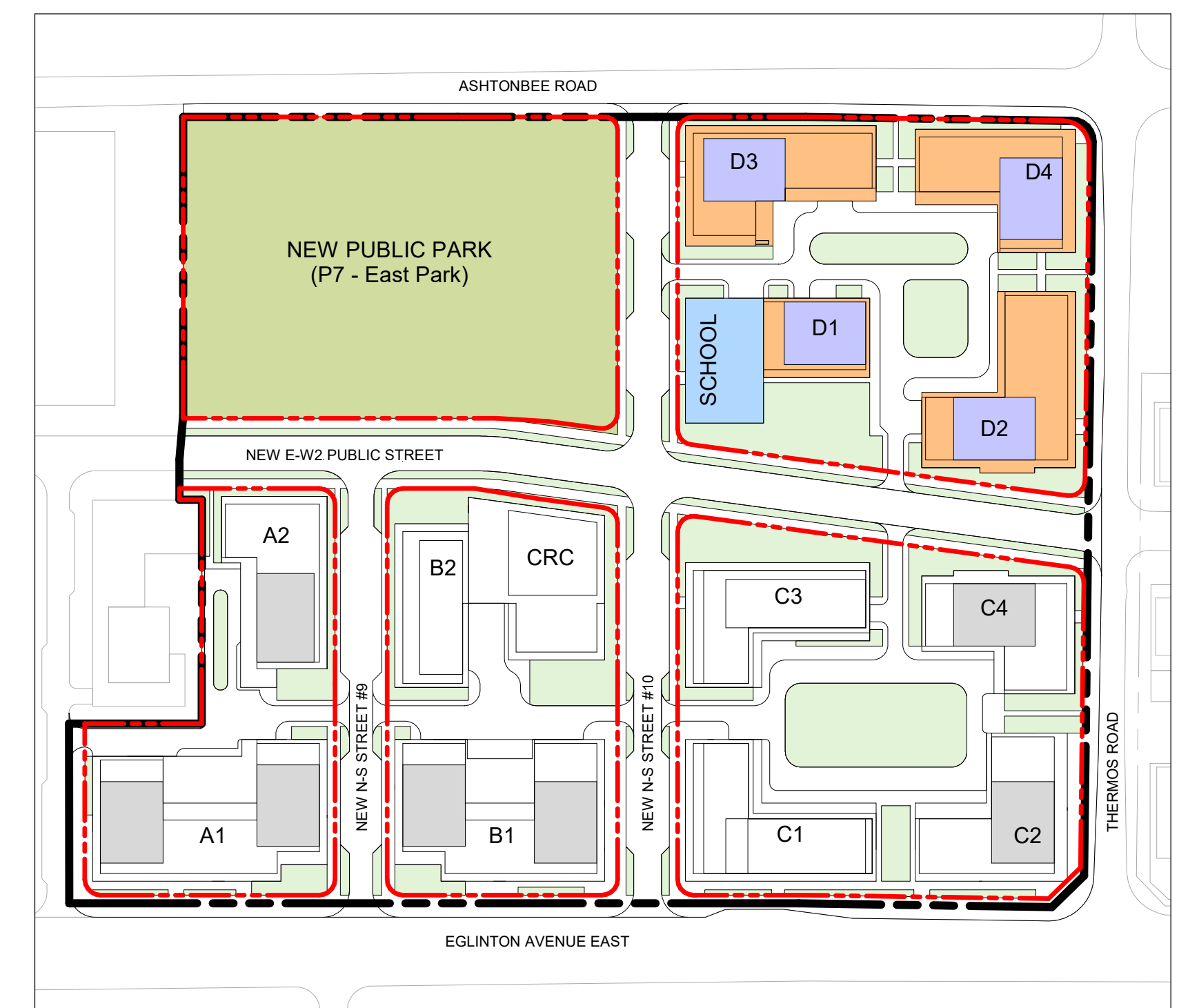
Date:

June 01, 2022

Drawing No.:

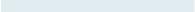
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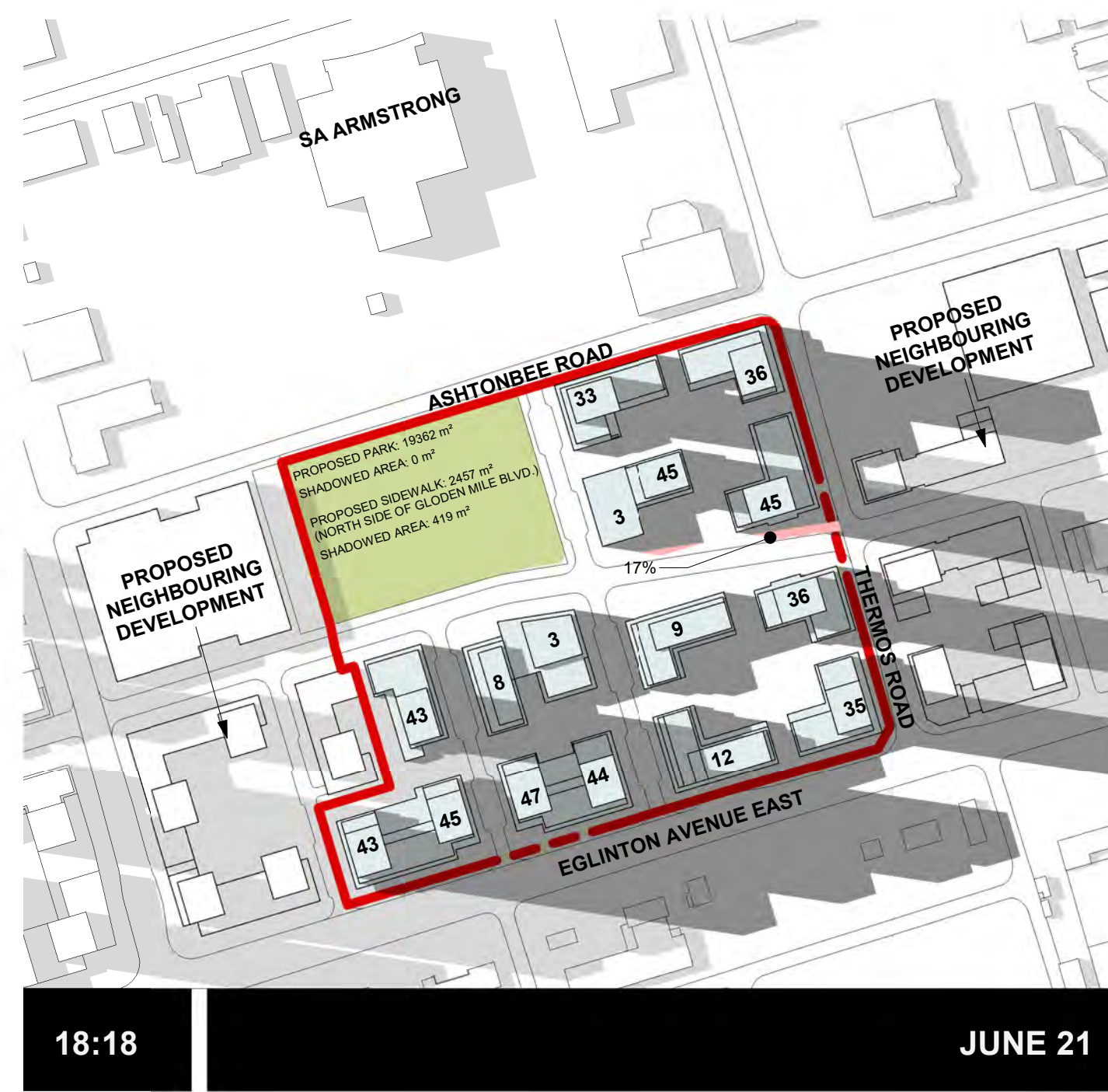
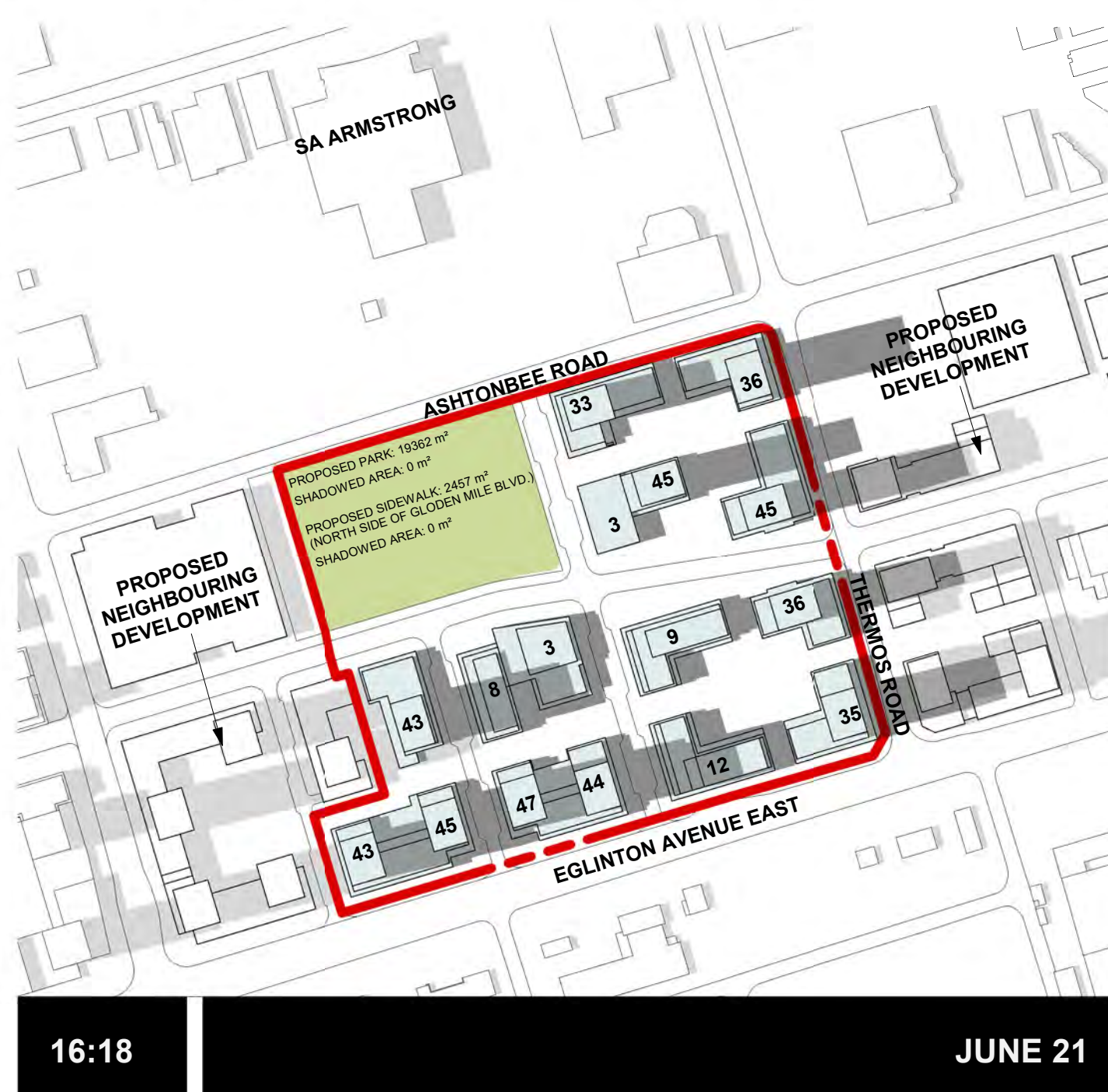
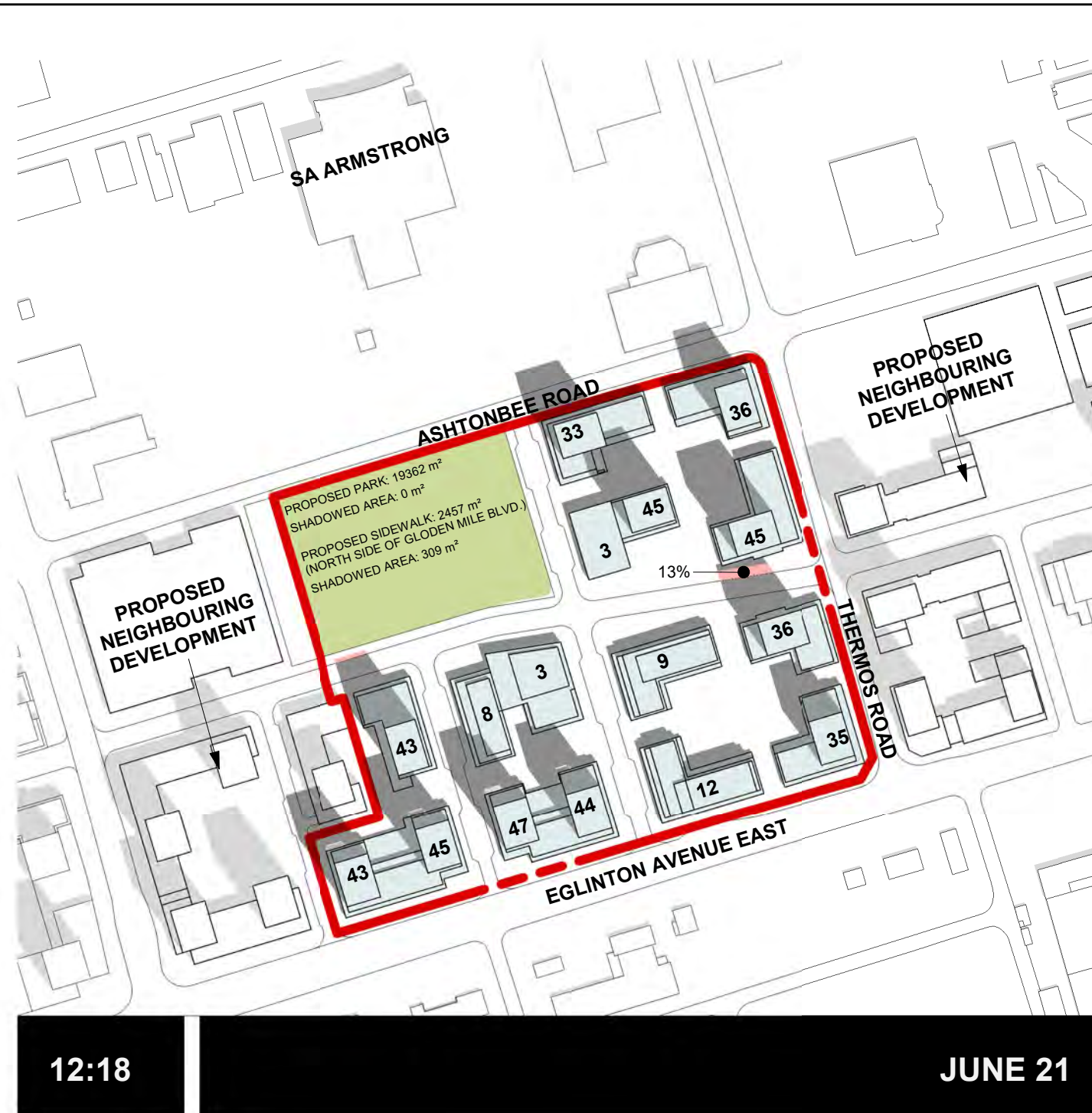
BLOCK-4

| | | |
|----|--------------------------|------------------------------|
| 1. | SITE AREA | 21,219 m ² |
| 2. | RESIDENTIAL GFA | 120,986 m ² |
| | COMMERCIAL GFA | 0 m ² |
| | <hr/> TOTAL BUILDING GFA | <hr/> 120,986 m ² |
| 3. | FSI | 5.70 |
| 4. | UNIT COUNT | 1,817 |

| | |
|---|-----------------|
|  | TOWER |
|  | MID-RISE PODIUM |
|  | BASE BUILDING |
|  | NON-RESIDENTIAL |

NUMBER OF STOREY DO NOT INCLUDE MECHANICAL PENTHOUSE

dA2.5



dA32

NEW CONCEPTUAL STREET

NEW N-S STREET #9

NEW N-S STREET #10

BLOCK 1

BLOCK 2

BUILDING
A1

BUILDING
B1

COMMUNITY
FACILITY
6,317m²
(68,000 sq.ft)

NOTE: A1 AND B1 TOWERS ARE NOT
REQUIRED TO MEET THE 5m STEPBACK
FROM THE BASE BUILDING

EGLINTON AVENUE EAST

June 1, 2022

Dan Fama
Director, Development
RioCan Management Inc.
2300 Yonge Street, Suite 500
Toronto, ON M4P 1E4
Fax: (416) 866-3020

RE: 1980 Eglinton Avenue East – Phase 1 Transportation Demand Management Measures

Dear Mr. Fama:

BA Group was retained by 2076031 Ontario Limited (RioCan) to provide transportation consulting services to the proposed redevelopment of the lands municipally known as 1966-1980 Eglinton Avenue East in the City of Toronto (herein referred to as “the site”), located midblock between Warden Avenue and Thermos Road, and bounded by Ashtonbee Road and Eglinton Avenue East. The lands represent Phase 1 of the redevelopment of the broader RioCan lands at this location.

An Official Plan Amendment (OPA) application was made to the City in November 2015 for the broader RioCan lands located west of Thermos Road, between Ashtonbee Road and Eglinton Avenue East. A revised OPA application was submitted in November 2020. A Zoning By-law Amendment (ZBA) application was submitted specifically for the Phase 1 lands in July 2021.

Since the July 2021 ZBA submission for the Phase 1 lands, it is our understanding that there is a desire to further elaborate on the Transportation Demand Management (TDM) strategy proposed for the site in the July 2021 submission.

This letter provides additional details for the proposed TDM measures for the site.

1.0 PROPOSED DEVELOPMENT (JULY 2021 SUBMISSION)

The proposed development as per the July 2021 submission, includes the demolition of the existing retail buildings and related surface parking, and the construction of 4 new buildings with 2,434 residential units and 3,658 m² GFA of retail.

The development proposal also includes a new public park located on the north portion of the site and bordered by Golden Mile Boulevard, NS8, Ashtonbee Road and NS10. Vehicle parking for the 4 new buildings will be provided in below-grade parking facilities, which will be accessed from the internal driveways connected to the proposed new streets.

2.0 TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

TDM measures and design elements will be incorporated into all aspects of the development proposal for the site to minimize the need for automobile travel, while encouraging and facilitating the use of non-automobile travel modes on a day-to-day basis.

The strategies included within the TDM Plan build upon the broader mobility planning inherent within the GMSP transportation plans, and include physical infrastructure based components and operational level initiatives that promote the use of sustainable non-auto modes of transportation, and are tailored to the mobility needs of the future residents, employees and retail patrons in the area.

The implementation of the strategies within the TDM Plan will be critical to managing the travel demands expected to be generated by the site.

The TDM Plan seeks to:

- Mitigate the impact of the site travel demand on the area transportation network;
- Reduce car ownership and single-occupant vehicle usage by site residents, employees and visitors;
- Manage and reduce the vehicle parking supply;
- Encourage transit use;
- Encourage bicycle use;
- Enhance pedestrian access and walkability;
- Reduce the need for off-site trips through the planned land uses and building infrastructure; and
- Raise awareness regarding the alternative travel mode options in the area.

The proposed TDM measures extend across the built environment being delivered, as part of the development proposal and operational practices adopted and include:

- Urbanization of the existing large-format uses that currently occupy the site and establishment of a quality public and pedestrian realm within the property;
- Improved pedestrian connections to transit including new street infrastructure, mid-block connections and new signalized crossings over collector and local streets (existing and planned);
- Provision of new cycling infrastructure across the site, bicycle parking facilities and trip-end infrastructure within the proposed buildings;
- A reduced parking supply provided on-site that responds to the availability of alternate forms of transportation across the Golden Mile Area;
- The establishment of *Shared Mobility Hubs* facilities in locations identified within the GMSP with the provision of car-share and bike-share facilities; and
- A program to increase awareness of the area's existing and future transportation services and mobility options among building residents, office employees and visitors to support and encourage the use of non-automobile modes of transportation.

These TDM measures would play a role in supporting non-automobile dependent travel and to assist in minimizing the need for reliance on the car for a range of travel needs, be they local or over some distance.



The series of proposed TDM measures are described in detail below, and are based on discussions with City Transportation Planning staff, and reflect the outcome of those discussions, including the consideration for the additional density being sought as part of the development proposal.



2.1 TDM: VEHICLE MANAGEMENT

Proposed Reduced Parking Supply

The provision of convenient and inexpensive parking encourages automobile trips, and as such has a significant impact on travel mode choices.

The architectural plans illustrate a total parking supply of 1,913 parking spaces. It is proposed that a minimum of 1,629 parking spaces be provided for residents (0.55 spaces per unit) and 284 parking spaces be provided for non-residential uses (0.10 spaces per unit for residential-visitors and 1 space 100 m² GFA for retail).

Parking standards outlined in Zoning By-law 569-2013 are considered to overstate the parking needs of developments along transit-accessible corridors. This has been recognized by a number of City Council, Minor Variance approvals and Ontario Municipal Board decisions that have adopted lower standards. It has also been recognized by higher-level government policy. The approval of a reduced parking standard is considered appropriate based upon the following considerations:

- A review of provincial and local policy directives;
- The area transportation context;
- Observed decline in residential parking demand over time;
- Recently reduced parking supply ratio approvals for residential and office buildings in similar context;
- Observed parking demand at residential and office buildings in similar context; and
- The local nature of the proposed retail uses.

A reduced parking supply also aligns with the vision of the following policy documents:

- Golden Mile Secondary Transportation Master Plan
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe
- MTO Transit-Supportive Guidelines
- 2041 Regional Transportation Plan (RTP)
- Toronto Official Plan
- Eglinton Connects Planning Study, Volume 2: Recommendations and Implementation Strategies

With the current and planned transportation context of the site, such as the Eglinton Crosstown LRT and active transportation improvements, future users of the site will have a variety of options that allow them to live, work and travel without a car. Thus, a reduced parking supply is considered appropriate and is a key TDM strategy to address travel demand for the site in a sustainable manner.

Car Share

The GMSP and TMP include plans for new EcoMobility Hubs that act as a one-stop service points for multi-modal systems, including bike or scooter stations, car-share vehicle or ride-sharing pick-up / drop-off areas.

With the development proposal, 7 car-share spaces will be provided throughout Phase 1 of the RioCan lands, at a rate of 1 car share space per 350 units. These car share spaces will provide for occasional, on-demand car use without the need to own a vehicle.

As part of the development proposal, the applicant will continue to work with the City to provide facilities in locations that support the Shared Mobility Hub at the southeast corner of the proposed parkland. The City will also focus similar publicly provided facilities at these locations to establish the Shared Mobility Hubs. Further details regarding the shared mobility hubs will be provided by the applicant at Site Plan Approval.

Dedicated Shared Vehicle Zones

In order to discourage automobile ownership, convenient access for shared and accessible vehicle use will be provide at-grade, as part of the development proposal. These areas will be located on site in proximity to the main building entrances. The details related to the design and signage of these facilities will be confirmed at Site Plan Approval. The proposed passenger pick-up / drop-off areas include:

- Building A1 / A2 – Drive court between Buildings A1 and A2 to accommodate PUDO activity, and can be accessed via NS8 and NS9
- Building B1 – PUDO activity proposed along the north side of the building via the east-west driveway, accessed via NS9 and NS10
- Building B2 – Drive court proposed south of Building B2 to accommodate PUDO activity, accessed via NS9 and NS10

Shared Mobility Hubs

The GMSP and TMP include plans for new EcoMobility Hubs that act as a one-stop service points for multi-modal systems, including bike or scooter stations, car-share vehicle or ride-sharing pick-up / drop-off areas. The purpose of these hubs are to be the first and last mile solutions in order to encourage transit use. Large scale mobility hubs are focused near high order transit stops. As such, the TMP identifies the Warden Avenue / Eglinton Avenue East and Birchmount Road / Eglinton Avenue East intersections as the locations of future large scale EcoMobility Hubs, which are near to, but not adjacent to the site. A medium scale mobility hub is proposed at the southeast corner of the proposed parkland.

The development proposal considers Shared Mobility Hubs that support the identified Mobility Hub initiatives outlined in the Golden Mile Secondary Plan. The applicant will work with the City to focus developer provided facilities in locations that support the Shared Mobility Hubs at the southeast corner of the proposed parkland. The City will also focus similar publicly provided facilities at these locations to establish the Shared Mobility Hubs. Further details about the Shared Mobility Hubs will be confirmed at Site Plan Approval.

2.2 TDM: CYCLING

Bike Share Facilities

As a TDM initiative, a contribution for 7 bike share stations will be provided by the applicant as part of the development proposal, at a rate of 1 Bike Share Station per 350 units. These bike share facilities will be located at the discretion of the City and Toronto Bike Share. The location of bike share facilities will be determined during Site Plan Approval and during further discussions with the City. The cost to provide these Bike Share Stations is assumed to be at \$50,000 each, for a total of \$350,000

The applicant will continue to work with the City to provide facilities in locations that support the Shared Mobility Hubs at the southeast corner of the proposed parkland. Further details regarding the shared mobility hubs will be provided by the applicant at Site Plan Approval.

Bike Share Memberships

To promote the use of Bike Share facilities, particularly for “first and last mile” travel across the Golden Mile Secondary Area, the developer will provide funding for up to 100 Bike Share memberships for a one-year period to occupants of affordable units.

Bike Repair Stations

To further encourage cycling as a desirable travel mode, 1 bike repair station will be provided at each residential tower for a total of 4 stations. The locations of the bicycle repair stations will be confirmed at Site Plan Approval.

2.3 TDM: TRANSIT

Transit Screens – Resident Information

To encourage transit use, screens that include information about nearby transit service will be provided in the shared or separate lobby of each building. Further details regarding the information screens will be provided at Site Plan Approval.

Contributions to Transit Studies

As transit service improvements are a key TDM measure for this area, as part of the development proposal, the developer will provide funds (\$150,000 lump sum) that could be used to study future transit improvements along the Warden Avenue. A contribution – or part thereof – could be allocated to bicycle studies on Birchmount Road or other initiatives as appropriate.



Provision of Presto Passes

To encourage transit usage and to assist new residential unit owners of affordable housing units, the developer will provide up to 100 pre-loaded Presto passes for one year to affordable units. As a TDM measure, these transit passes would provide access to a wide variety of travel options in the Golden Mile Area and throughout the GTA. It is expected that these passes would provide an incentive for residents to become familiar with the transit options available and increase the likelihood that future travel by transit would be the preferred travel choice.

2.4 TDM: MONITORING

Since the GMSP requires that the implemented TDM measures be monitored and reported, and to assist the City in the ongoing monitoring of travel patterns and needs in the Golden Mile Area, the developer will contribute a lump sum of \$30,000 to the City for their monitoring efforts.

2.5 SUMMARY OF TDM MEASURES

The proposed TDM measures are summarized in Table 1 and include measures related to vehicle management, cycling and transit initiatives and monitoring.

TABLE 1 PROPOSED TRANSPORTATION DEMAND MANAGEMENT MEASURES

| TDM Measure | Measure Intent | Detail | Comment |
|--------------------------------|---|---|--|
| Vehicle Management | | | |
| Reduced Parking | To reduce car usage | Reduced Residential at 0.55 spaces / unit Res-vis at 0.10 spaces / unit (PA3 of ZBL 569-2013) Non-res at 1.0 spaces / 100m ² (PA3 of ZBL 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 | Based on 1 per 350 units ¹ 7 car-share spaces to be provided | Site will be providing 7 spaces across the 4 buildings |
| Dedicated Shared Vehicle Zones | To provide convenient access 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 | As per Secondary Plan locations, medium scale mobility hub at SE corner of proposed parkland on site | The applicant will work with the City to focus developer provided facilities in locations that support the Shared Mobility Hubs at the southeast corner of the |

| TDM Measure | Measure Intent | Detail | Comment |
|---|---|---|--|
| | | Future large scale mobility hub at Warden / Eglinton and Birchmount / Eglinton | proposed parkland. 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 | Provided at 1 / 350 units in ZBA phase 1 area ¹ Provision of 7 stations @ \$50,000 per station = \$350,000 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 | Up to 100 memberships for 1-year @ \$100 year = \$10,000 ² | |
| Bike Repair Stations | To encourage cycling as a travel mode working in the context of the evolving cycling networks | 1 station in each building, 4 on site | Letter of credit to be provided to City. 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. | \$150,000 lump sum ³ | Provided in conjunction of Presto passes to affordable units. Note: contribution – or part thereof - could be allocated to bicycle related or other studies / infrastructure as appropriate. |
| Presto Passes | To encourage transit usage and to assist new residential unit owners of affordable housing units | Provided up to 100 “loaded” Presto pass for 1 year for each affordable housing unit provided | 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 | \$30,000 lump sum ³ | Travel demand behavior also reviewed as |

| TDM Measure | Measure Intent | Detail | Comment |
|-------------|-----------------------------------|--------|--|
| | and needs in the Golden Mile area | | development applications proceed using – as City monitoring progresses – information derived from City review. |

Notes:

1. 1 per 350 units adopted as base supply parameter in other TDM packages across Golden Mile
2. Provision of 100 memberships based on conservative estimate of affordable units.
3. Based upon comparable contributions for other developments and factored to reflect relative number of units approved as part of the Phase 1 development compared to other developments

Sincerely,

BA Consulting Group Ltd.



Alun Lloyd, P.Eng.
Principal

cc.

Deanna Green, BA Group
Natali Tsui, BA Group