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WITHOUT PREJUDICE

2023-06-19
Project: 230234

Attention: Marc Nufrio, President
Latch Developments Ltd.
2 Bloor Street West, Suite 700
Toronto ON

RE: 1989 APPLEBY LINE, CITY OF BURLINGTON
PROPOSED HIGH RISE RESIDENTIAL CONDOMINIUM BUILDINGS
OLT CASE NO.: OLT-23-000070

A Transportation Demand Management (TDM) plan aims to reduce a development's overall transportation and parking impacts by implementing strategies to affect the demand side of the transportation equation rather than the supply side. By their very nature, TDM programs attempt to change people's behaviour and to be successful; they must rely on incentives or disincentives to make shifts in behaviour attractive.

This letter documents the proposed TDM measures for the redevelopment of 1989 Appleby Line in the City of Burlington.

The TDM plan has been formulated to extend reasonable and practical strategies that can encourage residents and visitors to take alternative modes of transportation. The strategies identified are expected to improve transportation access and connectivity within the subject site and to the surrounding community.

For each measure, an explanation is provided, and a description of what the Applicant is committed to provide is identified. The proposed strategies identified herein will be implemented to reduce the number of auto-trips made to/from the development and to manage the site's parking generation.

Proposed Measures

- **Welcome Packet** - The Applicant will develop marketing/informational materials as part of their initial scope of work. Information on transportation options and links to the appropriate websites will be conveyed to all prospective residents.

  Available information will include schedules for local and regional transit services, bicycle and trail networks and the location of retail and recreational establishments. A

Transit map will be provided in the lobby with directions to the closest near by transit stops.

- **Unbundled Parking** - Implementing a paid-parking operation is one of the most effective TDM strategies for encouraging alternative travel habits. To further encourage residents to utilize sustainable travel modes, the development will sell all parking spaces separately from the cost of purchasing any unit. This is more equitable and efficient as potential future occupants are not forced to pay for parking they do not need, allowing consumers to adjust their parking supply to reflect their needs.

  This is an important factor as potential future occupants are notified at the onset of the project that parking is proposed to be provided at an additional cost.

- **Parking Management** - The parking supply will be managed to limit the sale of spaces to buyers to be a maximum of one space per unit.

  Visitor parking will be shared between the proposed residential and retail land uses.

- **Bicycle Parking** - The development is providing 272 long-term bicycle parking spaces located at grade and within the parking structure. In addition, 48 short-term bicycle parking spaces are proposed at grade around the site.

  The amount of long-term and short-term bicycle parking spaces exceed the rates outlined in the City-Wide Parking Standards Review Report. The exact location of bicycle parking will be determined at Site Plan Approval.

- **On-Site Bicycle Repair Facilities** - Providing essential tools for keeping bicycles in good working order can encourage residents to try biking and keep them riding. Bicycle repair stands are proposed to be provided, including tire gauges, air pumps, wrenches, and other tools for minor repairs. A repair facility will be located within the parking structure for use by residents, and a secondary facility will be located adjacent to the short-term spaces for use by visitors.

- **Presto Card** - To create a climate in which sustainable transportation is considered "the norm," a preloaded Presto card will be provided to each buyer who does not purchase a parking space. The Presto card will be preloaded to allow for up to two (2) years of travel. This would help create and establish a culture around transit.

In addition to the specific TDM measures outlined above, at Site Plan Approval the site layout will be designed to promote sustainable transportation and TDM where possible. The site plan design will strive to maximize user safety and accessibility for all. The on-site pedestrian realm will be designed to a high standard and will provide direct connections to/from the adjacent street and main entrances.

We trust that this response is sufficient at this time. Please feel free to contact me should you have any questions.

Yours truly,

PARADIGM TRANSPORTATION SOLUTIONS LIMITED



Scott Catton, C.E.T.
Senior Project Manager, Associate



Stew Elkins, B.E.S.
Vice President and CRO, Principal