

**"Feeling Congested?" Recommended Official Plan
Amendment for Selected Transportation Policies:
Official Plan Comprehensive Review**

Date:	July 11, 2014
To:	Planning and Growth Management Committee
From:	Chief Planner and Executive Director, City Planning Division
Wards:	All
Reference Number:	P:\2014\ClusterB\PLN\PGMC\PG14125

SUMMARY

This report proposes an Official Plan Amendment to address the City's transportation policies covering the areas of: (1) Integration with Land Use; (2) Streets and "Complete Streets"; (3) Active Transportation; (4) Auto, Travel Demand Management (TDM) and Parking; and (5) Goods Movement. A further Official Plan Amendment is anticipated to be proposed in 2015 covering the remaining transportation policy areas, namely: development of a Comprehensive Rapid and Surface Transit Plan; introduction of a Cycling Policy Framework; and updates to Street Related Maps and Schedules.

The policy changes in the proposed Official Plan Amendment (see Attachment 1) have been informed by a broad inter-divisional, inter-agency and public review process. This consultation was undertaken over the past seven months as part of the "Feeling Congested?" initiative which, in turn, is part of the City's larger, on-going Five Year Official Plan Review. Those consulted throughout the process were generally supportive of the proposed policies. Overall, the proposed Official Plan Amendment seeks to strengthen the integration of the City's land use and transportation policies, and to advance the Official Plan's city-building vision of creating sustainable and complete communities.

RECOMMENDATIONS

The City Planning Division recommends that Council:

1. Amend the Official Plan substantially in accordance with the proposed Official Plan Amendment appended as Attachment 1.
2. Authorize the City Solicitor to make such stylistic and technical changes to the proposed Official Plan Amendment as may be required.
3. Declare by resolution to the Minister of Municipal Affairs and Housing that this Official Plan Amendment:
 - a. conforms with Provincial Plans or does not conflict with them;
 - b. has regard to the matters of Provincial Interest listed in Section 2 of the Planning Act; and
 - c. is consistent with policy statements issued under subsection 3.1 of the Planning Act.

Financial Impact

There are no financial impacts resulting from the adoption of this report.

DECISION HISTORY

Section 26 of the *Planning Act* requires each municipality to conduct a review of its Official Plan within five years of it coming into force. At its meeting in May, 2011, the Planning and Growth Management Committee adopted, with amendment, the Chief Planner's recommendations regarding the general work programme and public consultation strategy for the City's Five Year Official Plan Review and Municipal Comprehensive Review contained in *PG5.2 Five Year Review of the Official Plan and Municipal Comprehensive Review*

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2011.PG5.2>) The public consultation strategy for the Official Plan Review was launched in September, 2011.

At its meeting on June 19, 2014, the Planning and Growth Management Committee considered *PG34.13 "Feeling Congested?" Public Consultation on Draft Transportation Policies: Official Plan/Municipal Comprehensive Reviews*

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG34.13>) which summarized the results of the public consultations on the draft transportation policies resulting from an inter-divisional and agency review process undertaken as part of the "Feeling Congested?" initiative. The report presented a draft Official Plan Amendment covering a sub-set of the Official Plan's transportation policies dealing with: (1) Integration with Land Use; (2) Streets and "Complete Streets"; (3) Active Transportation;

(4) Auto, Travel Demand Management (TDM) and Parking; and, (5) Goods Movement. In considering item PG34.13, the Committee:

- *Directed that the proposed Official Plan Amendment containing transportation policies appended as Attachment 1 to the report (May 26, 2014) from the Chief Planner and Executive Director, City Planning be used as the basis for consultation at an Open House scheduled for July 8, 2014.*
- *Directed the Chief Planner and Executive Director, City Planning to submit a Final Recommendations Report with a proposed Official Plan Amendment containing revised transportation policies to a statutory Special Public Meeting under Section 26 of the Planning Act to be held by the Planning and Growth Management Committee at its regularly scheduled meeting on August 7, 2014.*

This report responds to the above directions of the Committee.

ISSUE BACKGROUND

In 2007, the Planning Act was amended to require a mandatory update of the Official Plan at least every 5 years. Furthermore, Official Plan policies are now required to be consistent with the recently released 2014 Provincial Policy Statement (PPS).

The current review of the Official Plan's transportation policies has been divided into two approval streams discussed separately in *PG34.12 "Feeling Congested?" - Update on Progress to Date*

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG34.12>) and *PG34.13 "Feeling Congested?" Public Consultation on Draft Transportation Policies: Official Plan/Municipal Comprehensive Reviews*

(<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG34.13>). This report presents a proposed Official Plan Amendment covering the set of policies discussed in *PG34.13*, namely: (1) Integration with Land Use; (2) Streets and "Complete Streets"; (3) Active Transportation; (4) Auto, Travel Demand Management (TDM) and Parking; and, (5) Goods Movement. A further Official Plan Amendment is anticipated to be proposed in 2015 covering the remaining transportation policy areas discussed in *PG34.12*, namely: development of a Comprehensive Rapid and Surface Transit Plan; introduction of a Cycling Policy Framework; and updates to Street Related Maps and Schedules.

Overall, the Official Plan Amendment proposed in this report seeks to strengthen the integration of the City's land use and transportation policies, and to advance the Official Plan's city-building vision of creating sustainable and complete communities.

COMMENTS

The proposed Official Plan Amendment evolved from a lengthy and comprehensive process of consultation as part of the "Feeling Congested?" initiative. At the staff level, this consultation process comprised discussions with other divisions, agencies and levels of government, including the Ministries of Transportation and Municipal Affairs and Housing, Infrastructure Ontario, Metrolinx and the adjacent regional municipalities. Public outreach included stakeholder meetings and public open houses held in each of the four Community Council districts. Those consulted throughout the development of the Official Plan Amendment were generally supportive of the proposed policy changes.

The attached proposed by-law (see Attachment 1), if adopted, would enact these policy changes in the form of an Official Plan Amendment. Following the categorization of the transportation policies described in *PG34.13 "Feeling Congested?" Public Consultation on Draft Transportation Policies: Official Plan/Municipal Comprehensive Reviews* (<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG34.13>), the general thrust of the proposed policy changes can briefly be described as follows:

(1) Integration with Land Use

- Strengthen language to emphasize that both land use and transportation planning contribute to improving accessibility and that transit service and other infrastructure will be enhanced in targeted growth areas
- Recognize the GTHA-wide system of Mobility Hubs proposed in Metrolinx's Regional Transportation Plan
- Require new development on lands adjacent to existing or planned transportation corridors and facilities to be compatible with, and supportive of, the long-term purposes of the corridors and facilities

(2) Streets and "Complete Streets"

- Designing streets using the "Complete Streets" design philosophy to consider the needs of all users and uses
- Include safety and universal accessibility as justifications for requiring increased additional right-of-way width at intersections
- ensure that laneways are not closed to public use

(3) Active Transportation

- Strengthen the wording protecting pedestrians and the pedestrian environment
- Encourage design which promotes walking and cycling to achieve public health benefits
- Incorporate recommendations from the PATH Master Plan (2012) concerning the expansion and enhancement of downtown's underground pedestrian network

(4) Auto, Travel Demand Management (TDM) and Parking

- Identify a range of TDM measures
- Require a TDM strategy for inclusion in Transportation Impact Studies for major commercial, employment or institutional developments
- Allow required parking spaces to be converted to spaces dedicated to car-share vehicles in new developments and encourage the provision of preferential parking for carpool, car-share and low emissions vehicles
- Encourage higher parking turnover, particularly around rapid transit stations and along major transit routes
- Support shared parking facilities and new or improved laneways along “Avenues”
- Adopt new technologies and practices to support the City’s Congestion Management Plan (2013)

(5) Goods Movement

- Support the implementation of measures for the long-term protection of 400-series highways and those major roads that play a vital role in the City's freight distribution system and ensure compatibility of surrounding land uses
- Implement curbside management options and encourage off-peak delivery strategies
- Support the provincial initiative to create an inter-governmental freight committee to develop a goods movement strategy, GTHA data collection programme and support provincial land use Freight-Supportive Guidelines (2013)

Subsequent to the Planning and Growth Management Committee's adoption of item *PG34.13*, and following the Open House held on July 8, 2014, Planning staff have made minor technical, grammatical and numbering changes to the draft policy changes. There are two notable changes. First, existing sub-policy 2.2(3)(e) (now renumbered 2.2(3)(f)) has been split into two separate statements to distinguish more clearly the differences between the roles that streets and laneways play and their justifications for being kept in the public realm. Second, the sub-policy in proposed Policy 2.4(8) regarding relaxing restrictions on parking duration for car share vehicles (formerly sub-policy (e)) has been removed. These and all of the minor changes have been incorporated into the proposed by-law presented in this report (see Attachment 1).

For information purposes, Attachment 2 incorporates the changes proposed by the Official Plan Amendment into the relevant sections the Official Plan, namely Chapter 2 "Shaping the City" and Chapter 3 "Building a Successful City". The proposed changes to the Transportation policies, text and sidebars are shown in bold in Attachment 2 and allow them to be seen in their full context.

CONCLUSION AND NEXT STEPS

This report seeks Council approval to amend a sub-set of the Official Plan's transportation policies related to: (1) Integration with Land Use; (2) Streets and "Complete Streets"; (3) Active Transportation; (4) Auto, Travel Demand Management (TDM) and Parking; and, (5) Goods Movement.

A further Official Plan Amendment is anticipated to be proposed in 2015 covering the remaining transportation policy areas, namely: development of a Comprehensive Rapid and Surface Transit Plan; introduction of a Cycling Policy Framework; and updates to Street Related Maps and Schedules.

Overall, the proposed Official Plan Amendment (see Attachment 1) seeks to strengthen the integration of the City's land use and transportation policies, and to advance the Official Plan's city-building vision of creating sustainable and complete communities.

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SIGNATURE

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City Planning Division

ATTACHMENTS

Attachment 1: Proposed Official Plan Amendment
Attachment 2: Official Plan Amendment shown in Context

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Attachment 1

CITY OF TORONTO

BY-LAW No. -2014

To adopt Amendment No. 274 to the Official Plan of the City of Toronto with respect to the set of Transportation Policies related to: (1) Integration with Land Use; (2) Streets and "Complete Streets"; (3) Active Transportation; (4) Auto, Travel Demand Management (TDM) and Parking; and, (5) Goods Movement.

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P.13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided information to the public, held a public meeting in accordance with Section 17 of the *Planning Act* and held a special public meeting in accordance with the requirements of Section 26 of the *Planning Act*;

The Council of the City of Toronto enacts:

1. The attached Amendment No. **274** to the Official Plan of the City of Toronto is hereby adopted.

Enacted and passed on , 2014

Frances Nunziata
Speaker

Ulli S. Watkiss
City Clerk

A. Chapter 2 Policies

1. Add the following sidebar to Section 2.1:

'The Metrolinx Regional Transportation Plan designates a system of Mobility Hubs across the Greater Toronto and Hamilton Area that distinguishes between "anchor hubs" and "gateway hubs". Anchor hubs have a strategic importance due to their relationship with urban growth centres and/or their role as major international gateways. The more numerous gateway hubs are located at the interchange between two or more current or planned regional rapid transit lines as identified in "The Big Move". The Mobility Hub system is designed to reinforce the land use/transportation policies of the Province's Growth Plan for the Greater Golden Horseshoe (2006), particularly in terms of focussing development growth around major transit station areas.'

2. Delete the preamble to Policy 2.1(1) and sub-policy 2.1(1)(a) and replace with the following:

' 1. Toronto will work with neighbouring municipalities, the Province of Ontario and Metrolinx to address mutual challenges and to develop a framework for dealing with growth across the GTA which:

- a) focuses urban growth into a pattern of compact centres, mobility hubs, and corridors connected by a regional transportation system, featuring fast, frequent, direct, inter-regional transit service with integrated services and fares;'

3. Add the following as the fifth paragraph in the non-statutory text of Section 2.2:

'The integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility throughout the City. Accessibility has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, and/or increasing the speed of travel allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of this Plan reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility.'

4. Add the following as the last paragraph in the non-statutory text of Section 2.2:

'Consistent with the Metrolinx Regional Transportation Plan, this Plan supports a system of Mobility Hubs at key intersections in the regional rapid transit network that provides travelers with enhanced mobility choices and creates focal points for higher density development. Detailed master plans for Mobility Hubs will be

developed in relation to the timing of rapid transit improvements and will respect the Metrolinx "Mobility Hub Guidelines" and conform to the policies of this Plan'

5. Delete Policy 2.2(1) and replace with the following:

'1. This Plan will create a better urban environment, a competitive local economy and a more socially cohesive and equitable city through the integration and coordination of transportation planning and land use planning by:

- a) attracting more people and jobs to targeted growth areas in the City that are supported by good transit services and other infrastructure;
- b) developing and expanding components of the City's transit and other transportation infrastructure to support the growth objectives of this Plan; and
- c) increasing accessibility throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity. '

6. Delete sub-policy 2.2(3)(b) and replace with the following:

' b) acquiring lands beyond the right-of-way widths shown on Map 3 and Schedule 1 to accommodate necessary features such as embankments, grade separations, additional pavement or sidewalk widths at intersections, transit facilities or to provide for necessary improvements in safety, universal accessibility or visibility in certain locations. The conveyance of land for such widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;'

7. Add new sub-policy 2.2(3)(e) as follows and renumber the following sub-policies accordingly:

'e) supporting the implementation of measures for the long-term protection of 400-series highways and those major roads that play a vital role in the City's freight distribution system;'

8. Delete existing sub-policy 2.2(3)(e), renumbered 2.2(3)(f) as a result of change 7 above, add new sub-policies 2.2(3)(f) through 2.2(3)(i) as follows, and renumber the subsequent existing sub-policies accordingly:

' f) ensuring that streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines;

- g) ensuring that laneways are not closed to public use and stay within the public realm where they provide present and future access and servicing to adjacent development(s);
 - h) ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure;
 - i) maintaining, and enhancing where appropriate, inter-regional transportation connections to adjacent municipalities;
9. Add a new Policy 4 to Section 2.2 as follows and renumber the following policies accordingly:
- '4. Require new development on lands adjacent to existing or planned transportation corridors and facilities to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.'
10. Delete Policy 2.2.1(12) and substitute the following:
- '12. Without compromising the role of the street as the main place for pedestrian activity, expansion and redevelopment of the PATH network will be supported by encouraging new development to connect to the system. The City may request additional information including a PATH feasibility study, to address PATH network expansion and/or secure new PATH connections for major new development in areas on or near the PATH network.'
11. Add a new Policy 13 to Section 2.2.1 as follows:
- '13. The City will work with property owners to ensure that access to Union Station and the subway stations directly connected to the PATH network is enhanced by new development on and around these transit stations which serve as the anchors of the PATH network and the primary focal points for pedestrian traffic.'
12. Add a new Policy 14 to Section 2.2.1 as follows:
- '14. The City will work with property owners, developers and other stakeholders to ensure the PATH network develops in a consistent, connected and coherent manner.'
13. Amend Policy 2 in Section 2.2.3 by adding ', Toronto Parking Authority' after 'TTC'

14. Delete sub-policy 2.2.3(2)(a)(ii) and substitute the following:

'ii) transportation improvements such as transit priority measures, improved connections to rapid transit stations, new streets, new or improved laneways, shared off-street parking facilities to meet the parking requirements of nearby developments, bikeways and walkways; and '

15. Delete the second and third paragraphs of the non-statutory text of Section 2.4 and substitute the following:

'The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City.

In a mature city like Toronto, the emphasis has to be on using the available road space more efficiently to move people instead of vehicles and on looking at how the demand for vehicle travel can be reduced in the first place. Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in "next generation" terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.'

16. Add the following sidebar to Section 2.4:

'The Toronto Walking Strategy (2009) aims to build a physical and cultural environment that supports and encourages walking, including vibrant streets, parks, public squares and neighbourhoods where people will choose to walk more often. By envisioning a city where high-quality walking environments are seamlessly integrated with public transit, cycling and other sustainable modes of travel, the Strategy sets out a plan that will produce tangible environmental, health and social benefits for residents and visitors to Toronto.'

17. Delete existing Policies 1 and 2 of Section 2.4, replace with Policies 1 through 3 and renumber existing Policies 3 through 14 accordingly:

'1. Given the health benefits of physical activity, active forms of transportation will be encouraged by integrating and giving full consideration to pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City.

2. New developments may be required to conduct a Transportation Impact Study (TIS) in accordance with the City's TIS Guidelines. The TIS will identify the demands and impacts of new development, and identify transportation improvements, a Travel Demand Management (TDM) strategy and/or other

mitigating measures to accommodate travel generated by the development, and where relevant:

- a) weigh traffic needs against the broader objectives of this Plan;
 - b) make provision for future transportation improvements identified in this Plan; and
 - c) integrate development into the surrounding public access system of roads, walkways, bikeways and transit facilities.
3. The City will show leadership within the region in the implementation of TDM measures to reduce auto dependence and rush-hour congestion in the road and transit networks by:
- a) requiring a TDM strategy as part of a TIS for all applications for major commercial, employment or institutional developments to which the City's TIS Guidelines apply;
 - b) actively pursuing measures which will:
 - i) increase the proportion of trips made by walking, cycling, and transit;
 - ii) increase the average automobile occupancy rate;
 - iii) reduce the demand for vehicular travel; and
 - iv) shift travel times from peak to off-peak periods;
 - c) supporting the workplace TDM efforts of Smart Commute Toronto and the region-wide Metrolinx Smart Commute program, as well as TDM programs supported by School Boards;
 - d) supporting the local implementation of TDM measures through the creation and operation of local Transportation Management Associations (TMAs) across the City;
 - e) promoting alternative work arrangements, such as compressed work weeks, flexible work hours and telecommuting; and
 - f) working with Metrolinx to pursue a region-wide study of road pricing to reduce congestion and better manage traffic.'
18. Add a new Policy 5 to Section 2.4 as follows, and renumber the existing policies accordingly:
- '5. An adequate supply of off-street parking for bicycles and automobiles will be provided and maintained to meet the short-term parking demands of commercial, institutional and tourist activities while ensuring a minimal level of all-day automobile parking for commuters that reflects the availability of alternative travel modes.'

19. Delete existing Policy 2.4(4), renumbered 2.4(6) by the changes above, and replace with Policy 2.4(6) as follows:

'6. For sites in areas well serviced by transit, such as locations around rapid transit stations and along major transit routes, consideration will be given to the establishment of:

- a) minimum density requirements as well as maximum density limits;
- b) minimum and maximum parking requirements;
- c) redevelopment of surface commuter parking lots on City owned land;
- d) limiting surface parking as a non-ancillary use; and
- e) rates for parking on-street and in City-owned parking facilities (excluding those associated with park-and-ride facilities at rapid transit stations) structured to discourage long-term commuter parking and to achieve a higher turnover by short-term users.'

20. Add new Policies 8, 9 and 10 to Section 2.4 as follows, and renumber the existing policies accordingly:

'8. In support of the TDM and environmental policies of this Plan, the City may:

- a) support the conversion of required parking spaces to designated publicly accessible car-share spaces;
- b) encourage new developments to include publicly accessible bike share facilities;
- c) encourage parking providers to designate preferred parking spaces for the exclusive use of carpool and low-emissions vehicles;
- d) encourage parking providers to install plug in stations for electric vehicles; and
- e) provide on-street, reserved parking spaces for car sharing vehicles in selected locations.

9. Implement curbside management strategies to improve traffic circulation and conditions for commercial vehicles including such measures as designated pick-up/drop-off areas for goods and service vehicles, accessible loading zones, courier delivery zones, temporary film trailer parking and motor coach parking zones.

10. Encourage the implementation of off-peak delivery programs.'

21. Delete existing Policy 2.4(6), renumbered 2.4(11) by the changes above, and replace with Policy 2.4(11) as follows:

'11. The City will work with other orders of government, other municipalities, representatives from across the goods movement industry and the public to develop a comprehensive multi-modal strategy for the safe, efficient and

environmentally sustainable movement of goods within the GTHA. This strategy will include:

- a) the documentation and sharing of best practices and participation in a freight data collection program for the GTHA;
- b) promotion of environmentally sustainable modes and technologies;
- c) identification of innovative approaches for urban freight movements;
- d) the establishment of a study of potential measures to encourage long distance freight trips not serving Toronto to bypass the City by using alternative corridors such as Highway 407 and those provided by the rail network;
- e) identification of infrastructure needs;
- f) guidelines for the preparation of local Freight Audits to assist in making informed decisions to enable the safe and efficient movement of freight;
- g) policies for the improved management and more effective use of: 400-series highways; major roads that play a vital role in the City's freight distribution system; rail corridors; and, freight terminals; and,
- h) freight supportive integrated land use-transportation policies.'

22. Delete existing Policy 2.4(8), renumbered 2.4(13) by the changes above, and replace with Policy 2.4(13) as follows:

'13. An urban environment and infrastructure will be created that encourages and supports pedestrian movement throughout the City, for people of all ages and abilities, by:

- a) ensuring safe, universally accessible, direct, comfortable, attractive and convenient pedestrian conditions, including walking routes to workplaces, schools, recreation areas, transit and other important community destinations;
- b) maximizing connections within the street network, as well as to other public or private pedestrian walkways, such as those found within parks, open spaces, between buildings, or above and below grade;
- c) prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets;
- d) reducing barriers by providing grade-separated crossings of controlled access highways and rail lines where warranted;
- e) focusing on improvements to connections and conditions in areas of high need, including areas with: physical barriers; difficult topography or substantial changes in grade; areas travelled frequently by vulnerable users, including people with disabilities, youth and seniors; and around mobility hubs, transit stations or other locations with significant pedestrian volume or activity; and
- f) developing policies, plans and guidelines to implement pedestrian priorities and Complete Streets.'

23. Delete existing Policy 2.4(11), renumbered 2.4(16) by the changes above, and replace with Policy 2.4(16) as follows:

'16. New technologies and practices that improve urban travel conditions for the movement of people, goods and services and help mitigate the environmental impacts of transportation will be pursued and implemented where appropriate. Such technologies and practices include, but are not limited to:

- a) enhanced transportation network data management, collection, analysis and monitoring;
- b) incident and event response;
- c) construction coordination;
- d) traveler information systems; and
- e) centralized adaptive signals.'

B. Chapter 3 Policies

1. Add the following sidebar to Section 3.1.1:

'The "Complete Streets" approach recognizes that there is no single way in which to make a street "complete". It depends on numerous factors whose relative importance varies according to the character and context of each particular street. While it may not be viable or appropriate to accommodate every type of user or use on every street, the overall objective is to create a well-functioning street network that is planned and designed to provide safe access and efficient operation for all street activities and functions. Guidelines for applying the "Complete Streets" approach will be developed to assist in resolving and balancing the competing demands placed upon the use of street rights-of-way and applied when streets are constructed, reconstructed or otherwise improved.'

2. Add the following sidebar to Section 3.1.1:

'The Development Infrastructure Policy and Standards provide direction for the design of public local streets and includes criteria for when private streets may be considered appropriate, as well as supporting design standards.'

3. Delete Policy 3.1.1(5) and substitute the following:

'5. City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by:

- a) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:

- i) the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network; and
 - ii) space for other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture;
- b) improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;
 - c) reflecting differences in local context and character;
 - d) providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and
 - e) serving as community destinations and public gathering places.'

4. Delete Policy 3.1.1(14) and substitute the following:

'14. New streets will be designed to:

- a) provide connections with adjacent neighbourhoods;
- b) promote a connected grid of streets that offers safe and convenient travel options;
- c) extend sight lines and view corridors;
- d) divide larger sites into smaller development blocks;
- e) provide access and addresses for new development;
- f) allow the public to freely enter without obstruction;
- g) implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way;
- h) improve the visibility, access and prominence of unique natural and human-made features; and
- i) provide access for emergency vehicles.'

Attachment 2

Official Plan Amendment Shown in Context

FOR INFORMATION AND REFERENCE ONLY

To provide context, the revisions in the proposed Official Plan Amendment are shown below within excerpts of relevant sections of Chapters 2 and 3 of the Official Plan in the order that they appear. By providing this context, it is possible to see the extent of the proposed changes. Proposed additions are shown in **bold** and proposed deletions are ~~struck out in bold~~.

THIS IS NOT THE OFFICIAL PLAN AMENDMENT. PLEASE SEE ATTACHMENT 1 TO REVIEW THE PROPOSED OFFICIAL PLAN AMENDMENT.

Chapter 2: Shaping The City

2.1 Building A More Liveable Urban Region

Toronto cannot plan in isolation or expect to stand alone in dealing with the effects of urban growth. Our view of the quality of urban life tends to be based on the local conditions in our own neighbourhoods. These conditions are in turn affected by events happening in the larger region. The quality of the air, water, services and region-wide transport systems all affect the quality of life in our neighbourhood, where we work and where we play. The way in which growth and change are managed in Toronto must mesh with that of our neighbours because we are integrally linked in many ways:

- The competitive position of Toronto as a business location reflects the diversity and strength of the broader regional economy. In turn, the competitiveness of the GTA economy is shaped by the unique functions found within the City. For example, linkages connect research and innovation activities within Toronto to production and distribution functions throughout the GTA.
- Traffic does not stop at our borders. The region's prosperity depends on an excellent integrated regional transportation system, featuring direct, transfer-free, inter-regional transit service, road and rail networks that move goods efficiently and excellent access to key locations in the regional economy, such as Pearson International Airport.

The Metrolinx Regional Transportation Plan designates a system of Mobility Hubs across the Greater Toronto and Hamilton Area that distinguishes between "anchor hubs" and "gateway hubs". Anchor hubs have a strategic importance due to their relationship with urban growth centres and/or their role as major international gateways. The more numerous gateway hubs are located at the interchange between two or more current or planned regional rapid transit lines as identified in "The Big Move". The Mobility Hub system is designed to reinforce the land use/transportation policies of the Province's Growth Plan for the Greater Golden

Horseshoe (2006), particularly in terms of focussing development growth around major transit station areas.

[end of relevant section]

Policies

1. Toronto will work with neighbouring municipalities, **and** the Province of Ontario **and Metrolinx** to address mutual challenges and to develop a framework for dealing with growth across the GTA which:
 - a) focuses urban growth into a pattern of compact centres, **mobility hubs**, and corridors connected by ~~an integrated~~ a regional transportation system, featuring **fast**, frequent, direct, ~~transfer-free~~, inter-regional transit service **with integrated services and fares**;
 - b) makes better use of existing urban infrastructure and services;
 - c) results in better water quality through water conservation and wastewater and stormwater management based on watershed principles;
 - d) reduces auto dependency and improves air quality;
 - e) increases the efficiency and safety of the road and rail freight networks in the movement of goods and services;
 - f) encourages GTA municipalities to provide a full range of housing types in terms of form, tenure and affordability, and particularly encourages the construction of rental housing in all communities;
 - g) increases the supply of housing in mixed use environments to create greater opportunities for people to live and work locally;
 - h) recognizes Pearson International Airport as a major hub in the regional economy and improves access for passenger travel and air cargo for all GTA residents and businesses, including convenient transit access to Downtown Toronto;
 - i) recognizes the importance of Union Station as the major hub in the regional transit system;
 - j) improves the competitive position of the Toronto regional economy internationally and creates and sustains well-paid, stable, safe and fulfilling employment opportunities for all individuals; and
 - k) protects, enhances and restores the region's system of green spaces and natural heritage features, the natural ecosystem and the natural corridors that connect these features and protect the region's prime agricultural land.

2. Toronto will consult with adjacent municipalities when making decisions regarding matters of mutual interest such as shared transportation corridors and cross-boundary service provision.
3. Toronto should accommodate a minimum of 3 million residents and 1.835 million jobs by the year 2031.

2.2 Structuring Growth In The City: Integrating Land Use And Transportation

In keeping with the vision for a more liveable Greater Toronto Area, future growth within Toronto will be steered to areas which are well served by transit, the existing road network and which have a number of properties with redevelopment potential. Generally, the growth areas are locations where good transit access can be provided along bus and streetcar routes and at rapid transit stations. Areas that can best accommodate this growth are shown on Map 2: *Downtown*, including the *Central Waterfront*, the *Centres*, the *Avenues* and the *Employment Districts*. A vibrant mix of residential and employment growth is seen for the *Downtown* and the *Centres*. The mixed use *Avenues* will emphasize residential growth, while the *Employment Districts* will focus on job intensification.

On the other hand, the approach to managing change in Toronto's neighbourhoods and green space system, emphasizes maintenance and enhancement of assets.

The growth areas are knitted together by the City's transportation network, the viability of which is crucial to supporting the growing travel needs of residents and workers over the next 30 years. The key elements of the City's transportation network are:

- subway, LRT, streetcar and bus lines;
- the GO Transit rail network;
- expressways and major streets;
- railway corridors and railway yards;
- the city-wide bikeway network;
- a system of sidewalks, pathways and trails; and
- potential use of hydro corridors for transit facilities, bikeways and walkways.

The Plan protects the integrity of the City's transportation network and provides for its planned expansion through the designation of public rights-of-way and transit corridors as described in the maps and schedules and the policy on laneways. Furthermore, the Plan indicates sections of streets that are candidates for bus and streetcar priority measures.

The integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility throughout the City. Accessibility has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, and/or increasing the speed of travel allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of this Plan reflect the importance of mutually supportive

transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility.

Other transportation infrastructure improvements will be needed to support the City's growth, such as renovating Union Station to increase and upgrade its capacity for the users of this important transportation hub. A number of other changes related to alterations and additions to the street system and new and improved connections to local and regional transit services are detailed in Secondary Plans such as the *North York Centre* and the *Scarborough Centre* plans. The broad objective is to provide a wide range of sustainable transportation options that are seamlessly linked, safe, convenient, affordable and economically competitive. Within this context, the transportation infrastructure policies of the Plan are designed to address three prime areas of concern:

- the need to maintain the existing transportation system in a state of good repair;
- the need to make better use of the transportation capacity we already have, particularly by giving priority to streetcars and buses on City roads; and
- the need to protect for the incremental expansion of the rapid transit

Consistent with the Metrolinx Regional Transportation Plan, this Plan supports a system of Mobility Hubs at key intersections in the regional rapid transit network that provides travelers with enhanced mobility choices and creates focal points for higher density development. Detailed master plans for Mobility Hubs will be developed in relation to the timing of rapid transit improvements and will respect the Metrolinx "Mobility Hub Guidelines" and conform to the policies of this Plan.

[end of relevant section]

Policies

1. This Plan will create a better urban environment, a competitive local economy and a more socially cohesive **and equitable city through the integration and coordination of transportation planning and land use planning by ~~attracting more people and jobs to targeted growth areas in the City that are supported by good transit services and other infrastructure.~~**
 - a) **attracting more people and jobs to targeted growth areas in the City that are supported by good transit services and other infrastructure;**
 - b) **developing and expanding components of the City's transit and other transportation infrastructure to support the growth objectives of this Plan; and**
 - c) **increasing accessibility throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.**
2. Growth will be directed to the *Centres, Avenues, Employment Districts* and the *Downtown* as shown on Map 2 in order to:

- a) use municipal land, infrastructure and services efficiently;
 - b) concentrate jobs and people in areas well served by surface transit and rapid transit stations;
 - c) create assessment growth and contribute to the City's fiscal health;
 - d) promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
 - e) offer opportunities for people of all means to be affordably housed;
 - f) facilitate social interaction, public safety and cultural and economic activity;
 - g) improve air quality, energy efficiency and reduce greenhouse gas emissions;
 - h) improve surface and groundwater quality and restore the hydrological function and habitat of streams, rivers, and wetlands; and
 - i) protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.
3. The City's transportation network will be maintained and developed to support the growth management objectives of this Plan by:
- a) protecting and developing the network of rights-of-way shown on Map 3 and Schedules 1 and 2 by:
 - i) acquiring over time the additional property needed to achieve the designated width. The conveyance of land for widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
 - ii) extending and altering the widths of pavement, sidewalk and other facilities as necessary within the designated rights-of-way; and
 - iii) giving high priority to preventative and restorative maintenance and rehabilitation of the road (pavement and sidewalk) network;
 - b) acquiring lands beyond the right-of-way widths shown on Map 3 and Schedule 1 to accommodate necessary features such as embankments, grade separations, additional pavement or sidewalk widths at intersections, transit facilities or to provide for necessary improvements in **safety, universal accessibility or** visibility in certain locations. The conveyance of land for such widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;

- c) acquiring over time lands to ensure that public lanes serving residential lands or parks and open space will be at least 5 metres wide and public lanes serving commercial, mixed commercial-residential, institutional or industrial lands on at least one side will be at least 6 metres wide. The conveyance of land to widen the lane to the standard width may be required for a nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
- d) assigning first priority for investment in transit to maintaining the existing system in a state of good repair to provide continued safe and comfortable service;
- e) **supporting the implementation of measures for the long-term protection of 400-series highways and those major roads that play a vital role in the City's freight distribution system;**
- ~~f-e~~) ensuring that streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for **public** utilities and services, building address, view corridors and sight lines;
- g) **ensuring that laneways are not closed to public use and stay within the public realm where they provide present and future access and servicing to adjacent development(s);**
- h) **ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure;**
- i) **maintaining, and enhancing where appropriate, inter-regional transportation connections to adjacent municipalities;**
- ~~j-f~~) implementing transit services in exclusive rights-of-way in the corridors identified on Map 4 as priorities are established, funding becomes available and the Environmental Assessment review processes are completed;
- ~~k-g~~) supporting the increased use of existing rail corridors within the City for enhanced local and inter-regional passenger service; and
- ~~l-h~~) increasing transit priority throughout the City by giving buses and streetcars priority at signalized intersections and by introducing other priority measures on selected bus and streetcar routes, including those identified on Map 5, such as:

- i) reserved or dedicated lanes for buses and streetcars; and
- ii) limiting or removing on-street parking during part or all of the day.

4. Require new development on lands adjacent to existing or planned transportation corridors and facilities to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

[end of relevant section]

2.2.1 Downtown: The Heart Of Toronto

[beginning of relevant section]

Downtown Accessibility and Mobility

Economic success and accessibility go hand-in-hand. The key strength of *Downtown* is that many transportation routes converge here and most notably, it is the focus of both the regional (GO Transit) and local (TTC) transit systems. *Downtown* is the largest centre of economic activity in the nation. It is easily reached by public transit by the nation's largest labour market. Building housing along corridors with good transit access to the City's core is also important to the future of *Downtown*.

The large increase in *Downtown* activity and development over the past three decades has not been accompanied by any significant increase in road capacity. Instead, the growth in trips has been successfully handled by improvements to transit services and by an increase in *Downtown* housing that has put more people within walking and cycling distance of their place of work and other activities. Lower parking requirements in the *Downtown*, including maximum parking limits for new office development, have helped reinforce this pattern of trip growth. Policies favouring the expansion of transit over increases in road capacity and encouraging more mixed use development in the *Downtown* are key components of this Plan.

Downtown streets, sidewalks and the connecting system of public spaces are not just links between activities but are also spaces to be enjoyed in their own right. The quality of the design, construction and maintenance of these parts of the public realm are vital to the image of *Downtown* and to creating an attractive district in which to walk and linger. The appeal of *Downtown* to pedestrians is an essential part of making the area more attractive and competitive.

The PATH system of underground walkways offers an alternative, especially in winter, for moving between the major office towers, City Hall and the Eaton Centre. It plays an important role in moving commuters from rapid transit stations to their workplace and is an attractive feature in the marketing of *Downtown* office space and in promoting tourism and the convention business.

Policies

[beginning of relevant section]

8. Priority will be given to improving transit (TTC and GO) access to the *Downtown* while the expansion of automobile commuting and all-day parking will be discouraged.
9. Union Station will be refurbished and its passenger handling capacity expanded.
10. Priority will be given to surface transit vehicles on key *Downtown* streets, particularly those with streetcars.
11. A program of street improvements will be developed to enhance the pedestrian environment and measures undertaken to make it safer to walk and cycle in the *Downtown*.
12. **~~The expansion of the underground pedestrian network (the PATH system) will be supported by encouraging new development to connect to the system.~~ Without compromising the role of the street as the main place for pedestrian activity, expansion and redevelopment of the PATH network will be supported by encouraging new development to connect to the system. The City may request additional information including a PATH feasibility study, to address PATH network expansion and/or secure new PATH connections for major new development in areas on or near the PATH network.**
13. **The City will work with property owners to ensure that access to Union Station and the subway stations directly connected to the PATH network is enhanced by new development on and around these transit stations which serve as the anchors of the PATH network and the primary focal points for pedestrian traffic.**
14. **The City will work with property owners, developers and other stakeholders to ensure the PATH network develops in a consistent, connected and coherent manner.**

2.2.3 Avenues: Reurbanizing

Arterial Corridors

The *Avenues* are important corridors along major streets where reurbanization is anticipated and encouraged to create new housing and job opportunities while improving the pedestrian environment, the look of the street, shopping opportunities and transit service for community residents. Such reurbanization is subject to the policies contained in this Plan, including in particular the neighbourhood protection policies.

Not all lands that fall within *Avenues* are designated for growth. These *Avenues* have been identified at a broad scale to help assess urban design, transit and service delivery issues. However, where a portion of an *Avenue* is designated as a neighbourhood, the neighbourhood protection policies of Chapter 4.1 will prevail to ensure that any new development respects and reinforces the general physical character of established neighbourhoods.

[end of relevant section]

Policies

1. Reurbanizing the *Avenues* will be achieved through the preparation of *Avenue* Studies for strategic mixed use segments of the corridors shown on Map 2.
2. To facilitate and shape growth, each *Avenue* Study will engage local residents, businesses, the TTC, **Toronto Parking Authority**, and other local stakeholders and will set out:
 - a) investments in community improvements by public agencies or public/ private partnerships that are needed to support city living and make the area attractive for residents and businesses including:
 - i) streetscape improvements;
 - ii) transportation improvements such as transit priority measures, improved connections to rapid transit stations, **new streets, new or improved laneways, shared off-street parking facilities to meet the parking requirements of nearby developments**, bikeways and walkways;
 - iii) parks and open space, community and rooftop gardens and community services and facilities; and
 - iv) upgraded water or sewer infrastructure;
 - b) contextually appropriate as-of-right zoning and other regulations designed to achieve high quality development along the *Avenue* which establishes:
 - i) permitted uses and maximum density and height limits;
 - ii) appropriate massing, scale, siting and organization of buildings;
 - iii) appropriate scale transitions to adjacent areas;
 - iv) restrictions on parking at-grade and driveways in front of buildings; and
 - v) transit-supportive measures such as:
 - (1) minimum development densities;
 - (2) maximum and minimum parking standards; and
 - (3) restrictions on auto-oriented retailing and services.
3. a) Development may be permitted on the *Avenues* prior to an *Avenue* Study and will be considered on the basis of all of the policies of this Plan. Development on the *Avenues* prior to an *Avenue* Study will implement the policies of the Plan for the relevant designation area(s).

- b) Development in *Mixed Use Areas* on *Avenues*, prior to an *Avenue* Study has the potential to set a precedent for the form and scale of reurbanization along the *Avenue*. In addition to the policies of the Plan for *Mixed Use Areas*, proponents of such proposals will also address the larger context and examine the implications for the segment of the *Avenue* in which the proposed development is located. This review will:
- i) include an assessment of the impacts of the incremental development of the entire *Avenue* segment at a similar form, scale and intensity, appropriately allowing for distinguishing circumstances;
 - ii) consider whether incremental development of the entire *Avenue* segment as identified in the above assessment would adversely impact any adjacent *Neighbourhoods* or *Apartment Neighbourhoods*;
 - iii) consider whether the proposed development is supportable by available infrastructure; and
 - iv) be considered together with any amendment to the Official Plan or Zoning By-law at the statutory public meeting for the proposed development. Development requiring a rezoning will not be allowed to proceed prior to completion of an *Avenue* Study unless the review demonstrates to Council's satisfaction that subsequent development of the entire *Avenue* segment will have no adverse impacts within the context and parameters of the review.
- c) In addition to satisfying all other policies of this Plan, including in particular the neighbourhood protection policies, development in *Mixed Use Areas* on an *Avenue* that precedes the completion of an *Avenue* Study will:
- i) support and promote the use of transit;
 - ii) contribute to the creation of a range of housing options in the community;
 - iii) contribute to an attractive, safe and comfortable pedestrian environment that encourages walking and strengthens local retailing;
 - iv) provide universal physical access to all publicly accessible spaces and buildings;
 - v) conserve heritage properties;
 - vi) be served by adequate parks, community services, water and sewers, and transportation facilities;
 - vii) be encouraged to incorporate environmentally sustainable building design and construction practices that:
 - (1) reduce stormwater flows;
 - (2) reduce the use of water;
 - (3) reduce waste and promote recycling;
 - (4) use renewable energy systems and energy efficient technologies; and
 - (5) create innovative green spaces such as green roofs and designs that reduce the urban heat island effect.

[end of relevant section]

2.4 Bringing The City Together: A Progressive Agenda Of Transportation Change

This Plan integrates transportation and land use planning at both the local and regional scales. Within the City, the Plan addresses the differing transportation demands between areas targeted for growth and those other parts of the City where little physical change is foreseen.

The transportation **policies**, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and inter-regional rail networks. ~~In addition to policies regarding the physical infrastructure of the City's transportation system, we need~~ **The Plan provides** complementary policies to make more efficient use of this infrastructure and **to increase opportunities for walking, cycling, and transit use and** support the goal of reducing car dependency throughout the City.

In a mature city like Toronto, the emphasis has to be on using the available road space more efficiently to move people instead of vehicles and on looking at how the demand for vehicle travel can be reduced in the first place. Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in "next generation" terms to make **walking, cycling, and transit** ~~transit, cycling and walking~~ increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.

Achieving a more intense, mixed use pattern of development will increase both the opportunity and the need to plan for better pedestrian and cycling conditions. It will also minimize the long term need for costly infrastructure, in the form of additional transit and road capacity, to meet the City's growing transportation demands. Our transportation system must be designed to meet the travel needs of all Torontonians, including people with disabilities, the elderly or those without access to a car. Successful reurbanization requires a shift in our approach to city planning. Moving minds and changing attitudes is every bit as big a challenge as moving people, goods and services.

Sidebars in Section 2.4:

1. **Travel Demand Management (TDM)**
TDM measures are aimed at encouraging people to take fewer and shorter vehicle trips to reduce congestion, energy consumption and pollution. In the past, transportation planning has often focused on supply-side solutions by identifying where additional transportation capacity is needed to satisfy forecast travel demands. TDM, in contrast, puts the emphasis on changing travel behaviour to modify and reduce our demand for vehicular travel in cities. TDM is most effective when supported by complementary actions in the key areas of land use planning and public transit improvements.
2. **The Toronto Walking Strategy (2009) aims to build a physical and cultural environment that supports and encourages walking, including vibrant streets,**

parks, public squares and neighbourhoods where people will choose to walk more often. By envisioning a city where high-quality walking environments are seamlessly integrated with public transit, cycling and other sustainable modes of travel, the Strategy sets out a plan that will produce tangible environmental, health and social benefits for residents and visitors to Toronto.

Policies

1. **Given the health benefits of physical activity, active forms of transportation will be encouraged by integrating and giving full consideration to pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City.**

2. **New developments may be required to conduct a Transportation Impact Study (TIS) in accordance with the City's TIS Guidelines. The TIS will identify the demands and impacts of the new development, and identify transportation improvements, a Travel Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development, and where relevant:**~~A study of the transportation demands and impacts of new development may be required and conducted in accordance with guidelines established for this purpose. The study will identify and implement transportation improvements or other mitigating measures to accommodate travel generated by the development and where relevant:~~
 - ~~a)~~ **introduce appropriate TDM measures;**
 - ~~a-b)~~ weigh traffic needs against the broader objectives of this Plan;
 - ~~b-e)~~ make provision for future transportation improvements identified in this Plan;
and
 - ~~c-d)~~ integrate development into the surrounding public access system of roads, walkways, bikeways and transit facilities.

- 3-4. **The City will show leadership within the region in the implementation of Travel Demand Management (TDM) measures ~~will be introduced~~ to reduce ~~car dependency~~ auto dependence and rush-hour congestion ~~by~~ in the road and transit networks by:**
 - a) **requiring a TDM strategy as part of a TIS for all applications for major commercial, employment or institutional developments to which the City's TIS Guidelines apply;**

 - b) **actively pursuing measures which will:**
 - i) **increase ~~increasing~~** the proportion of trips made by **transit**, walking, **and** cycling, **and transit**;
 - ii) **increase ~~increasing~~** the average automobile occupancy rate;
 - iii) **reduce ~~reducing~~** the demand for vehicular travel; and

- iv) ~~shift shifting~~ travel times from peak to off-peak periods;
 - c) **supporting the workplace TDM efforts of Smart Commute Toronto and the region-wide Metrolinx Smart Commute program, as well as TDM programs supported by School Boards;**
 - d) **supporting the local implementation of TDM measures through the creation and operation of local Transportation Management Associations (TMAs) across the City;**
 - e) **promoting alternative work arrangements, such as compressed work weeks, flexible work hours and telecommuting; and**
 - f) **working with Metrolinx to pursue a region-wide study of road pricing to reduce congestion and better manage traffic.**
- 4-3. In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy.
5. **An adequate supply of off-street parking for bicycles and automobiles will be provided and maintained to meet the short-term parking demands of commercial, institutional and tourist activities while ensuring a minimal level of all-day automobile parking for commuters that reflects the availability of alternative travel modes.**
- 6-4. For sites in areas well serviced by transit, such as locations around ~~key-subway~~ **rapid transit** stations and along major ~~surface~~ transit routes, consideration will be given to the establishment of:
- a) minimum density requirements as well as maximum density limits;
 - b) minimum and maximum parking requirements;
 - c) redevelopment of surface commuter parking lots on City owned land;
 - d) limiting surface parking as a non-ancillary use; and
 - e) **~~the development, retention and replacement of commuter parking spaces.~~ rates for parking on-street and in City-owned parking facilities (excluding those associated with park-and-ride facilities at rapid transit stations) structured to discourage long-term commuter parking and to achieve a higher turnover by short-term users.**
- 7-5. Better use will be made of off-street parking by:
- a) encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics; and

- b) expanding and upgrading laneways to improve access to the parking spaces along the laneways.

8. In support of the TDM and environmental policies of this Plan, the City may:

- a) support the conversion of required parking spaces to designated publicly accessible car-share spaces;
- b) encourage new developments to include publicly accessible bike share facilities;
- c) encourage parking providers to designate preferred parking spaces for the exclusive use of carpools and low-emissions vehicles;
- d) encourage parking providers to install plug in stations for electric vehicles; and
- e) provide on-street, reserved parking spaces for car sharing vehicles in selected locations.

9. Implement curbside management strategies to improve traffic circulation and conditions for commercial vehicles including such measures as designated pick-up/drop-off areas for goods and service vehicles, accessible loading zones, courier delivery zones, temporary film trailer parking and motor coach parking zones.

10. Encourage the implementation of off-peak delivery programs.

11-6. ~~A strategy will be developed with the trucking industry, the railways, the business community and the public, for the safe and efficient movement of goods and services through the most effective use of the City's arterial road, expressway and rail freight networks and terminal points.~~ The City will work with other orders of government, other municipalities, representatives from across the goods movement industry and the public to develop a comprehensive multi-modal strategy for the safe, efficient and environmentally sustainable movement of goods within the GTHA. This strategy will include:

- a) the documentation and sharing of best practices and participation in a freight data collection program for the GTHA;
- b) promotion of environmentally sustainable modes and technologies;
- c) identification of innovative approaches for urban freight movements;
- d) the establishment of a study of potential measures to encourage long distance freight trips not serving Toronto to bypass the City by using alternative corridors such as Highway 407 and those provided by the rail network;
- e) identification of infrastructure needs;
- f) guidelines for the preparation of local Freight Audits to assist in making informed decisions to enable the safe and efficient movement of freight;

- g) **policies for the improved management and more effective use of: 400-series highways; major roads that play a vital role in the City's freight distribution system; rail corridors; and, freight terminals; and,**
- h) **freight supportive integrated land use-transportation policies.**

12-7. Policies, programs and infrastructure will be introduced to create a safe, comfortable and bicycle friendly environment that encourages people of all ages to cycle for everyday transportation and enjoyment including:

- a) an expanded bikeway network;
- b) provision of bicycle parking facilities in new developments;
- c) provision of adequate and secure bicycle parking at rapid transit stations; and
- d) measures to improve the safety of cyclists through the design and operation of streets and through education and promotion programs.

13-8. An urban environment and infrastructure will be created that encourages and supports ~~walking~~ **pedestrian movement** throughout the City, **for people of all ages and abilities through policies and practices that ensure safe, direct, comfortable, attractive and convenient pedestrian conditions, including safe walking routes to schools, recreation areas and transit.** by:

- a) **ensuring safe, universally accessible, direct, comfortable, attractive and convenient pedestrian conditions, including walking routes to workplaces, schools, recreation areas, transit and other important community destinations;**
- b) **maximizing connections within the street network, as well as to other public or private pedestrian walkways, such as those found within parks, open spaces, between buildings, or above and below grade;**
- c) **prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets;**
- d) **reducing barriers by providing grade-separated crossings of controlled access highways and rail lines where warranted;**
- e) **focusing on improvements to connections and conditions in areas of high need, including areas with: physical barriers; difficult topography or substantial changes in grade; areas travelled frequently by vulnerable users, including people with disabilities, youth and seniors; and around mobility hubs, transit stations or other locations with significant pedestrian volume or activity; and**
- f) **developing policies, plans and guidelines to implement pedestrian priorities and Complete Streets.**

14-9. The transportation system will be developed to be inclusive of the needs of people with disabilities and seniors by:

- a) ensuring that new transit facilities and vehicles are accessible;
- b) modifying existing transit stations to become accessible over time;

- c) supplementing the conventional transit system with specialized services;
- d) requiring a minimum of off-street parking spaces for the disabled; and
- e) taking accessibility into account from the design stage onwards.

15-10. Inter-modal and inter-line connections will be promoted so that each mode and each carrier – whether for passengers or goods – is conveniently integrated with the rest of the urban transportation system.

16-11. New technologies and practices that improve urban travel conditions ~~and help protect the environment will be pursued and implemented where appropriate.~~ **for the movement of people, goods and services and help mitigate the environmental impacts of transportation will be pursued and implemented where appropriate. Such technologies and practices include, but are not limited to:**

- a) **enhanced transportation network data management, collection, analysis and monitoring;**
- b) **incident and event response;**
- c) **construction coordination;**
- d) **traveler information systems; and**
- e) **centralized adaptive signals.**

17-12. Large commercial and office buildings and hotels will make provision for taxi stands on private property.

18-13. New transportation terminals will require facilities for inter-modal connections including those for:

- a) taxis;
- b) buses; and
- c) other public transit modes.

19-14. Existing transportation terminals will be retrofitted for inter-modal connections when redevelopment occurs.

Chapter 3: Building A Successful City

3.1.1 The Public Realm

Beautiful, comfortable, safe and accessible streets, parks, open spaces and public buildings are a key shared asset. These public spaces draw people together, creating strong social bonds at the neighbourhood, city and regional level. They convey our public image to the world and unite us as a city. They set the stage for our festivals, parades and civic life as well as for daily casual contact. Public space creates communities.

[end of relevant section]

Sidebars in Section 3.1.1:

1. **The "Complete Streets" approach recognizes that there is no single way in which to make a street "complete". It depends on numerous factors whose relative importance varies according to the character and context of each particular street. While it may not be viable or appropriate to accommodate every type of user or use on every street, the overall objective is to create a well-functioning street network that is planned and designed to provide safe access and efficient operation for all street activities and functions. Guidelines for applying the "Complete Streets" approach will be developed to assist in resolving and balancing the competing demands placed upon the use of street rights-of-way and applied when streets are constructed, reconstructed or otherwise improved.**
2. **The Development Infrastructure Policy and Standards provide direction for the design of public local streets and includes criteria for when private streets may be considered appropriate, as well as supporting design standards.**

Policies

5. **City streets are a significant public open ~~space that serve pedestrians and vehicles, provide space for public utilities and services, trees and landscaping, building access, amenities such as view corridors, sky view and sunlight, and are public gathering places. Streets will be designed to perform their diverse roles, balancing the spatial needs of existing and future users within the right-of-way. This includes pedestrians, people with mobility aids, transit, bicycles, automobiles, utilities and landscaping.~~ spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by:**
 - a) **balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:**
 - i) **the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network; and**
 - ii) **space for other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture;**
 - b) **improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;**

- c) **reflecting differences in local context and character;**
- d) **providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and**
- e) **servicing as community destinations and public gathering places.**

14. New streets will be designed to:

- a) provide connections with adjacent neighbourhoods, ~~and promote a connected grid of streets that offers travel options and extends sight lines;~~
- b) **promote a connected grid of streets that offers safe and convenient travel options;**
- c) **extend sight lines and view corridors;**
- ~~d-b)~~ divide larger sites into smaller development blocks;
- ~~e-e)~~ provide access and addresses for new development;
- ~~f-d)~~ allow the public to freely enter without obstruction;
- ~~g-e)~~ ~~create adequate space for pedestrians, bicycles and landscaping as well as transit, vehicles, utilities and utility maintenance~~ **implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way;**
- ~~h-f)~~ improve the visibility, access and prominence of unique natural and human-made features; and
- ~~i-g)~~ provide access for emergency vehicles.