

## APPENDIX A:

### OFFICIAL PLAN POLICIES RELEVANT TO THE WALKING STRATEGY

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#### 2.2 STRUCTURING GROWTH IN THE CITY: INTEGRATING LAND USE AND TRANSPORTATION

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##### Policy 2

“Growth will be directed to the *Centres, Avenues, Employment Districts* and the *Downtown* as shown on Map 2 in order to:

- d) promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips.”

##### Policy 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:
  - 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 visibility in certain locations. The conveyance of land for such widenings may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;
- 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;”

#### 2.2.1 DOWNTOWN: THE HEART OF TORONTO

##### Policy 2

“Investment in the *Downtown* environment on the part of the City, other levels of government and public/private partnerships will be sought to:

- a) maintain and improve the public realm, especially linkages among *Downtown* streets, parks, accessible open spaces and the water’s edge;”

##### Policy 3

“The quality of the *Downtown* will be improved by:

- b) recognizing the high maintenance needs of streets, open spaces and City services in this heavy demand area;

##### Policy 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*.”

## Policy 12

“The expansion of the underground pedestrian network (the PATH system) will be supported by encouraging new development to connect to the system.”

### **2.2.2 CENTRES: VITAL MIXED USE COMMUNITIES**

#### Policy 2

“Each *Centre* will have a Secondary Plan that will:

- g) support the use of existing public investment in transit and other municipal assets, and create strong pedestrian and cycling linkages to transit stations;
- h) identify future public investment in transit facilities, streets and other infrastructure, parks, community facilities and local amenities to support population and employment growth;
- j) establish a high quality public realm featuring public squares, parks and public art;

### **2.2.3 AVENUES: REURBANIZING ARTERIAL CORRIDORS**

#### Policy 2

“To facilitate and shape growth, each *Avenue* Study will engage local residents, businesses, the TTC 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, bikeways and walkways;
  - iii) parks and open space, community and rooftop gardens and community services and facilities;”

#### Policy 3 (c)

- “c) In addition to satisfying all other policies of this Plan, including in particular the neighbourhood protection policies, development in Mixed Use Area on an Avenue that precedes the completion of an Avenue Study will:
  - 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;”

### **2.2.4 EMPLOYMENT DISTRICTS: SUPPORTING BUSINESS AND EMPLOYMENT GROWTH**

#### Policy 1

“*Employment Districts* shown on Map 2 will be protected and promoted exclusively for economic activity in order to:

- f) provide a range of employment opportunities for Toronto residents that can be reached by means other than the private automobile;”

#### Policy 5

“Walking and cycling will be encouraged by creating safer and more attractive conditions in *Employment Districts*.”

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## **2.3 STABLE BUT NOT STATIC: ENHANCING OUR NEIGHBOURHOODS AND GREEN SPACES**

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### **2.3.1 HEALTHY NEIGHBOURHOODS**

#### Policy 4

“The functioning of the local network of streets in *Neighbourhoods* and *Apartment Neighbourhoods* will be improved by:

- a) maintaining roads and sidewalks in a state of good repair;”

#### Policy 7

“In priority neighbourhoods, revitalization strategies will be prepared through resident and stakeholder partnerships to address such matters as:

- a) improving local parks, transit, community services and facilities;
- b) improving the public realm, streets and sidewalks;”

### **2.3.2 TORONTO’S GREEN SPACE SYSTEM AND WATERFRONT**

#### Policy 6

“Increased public enjoyment and use of lands along the water’s edge will be promoted by ensuring that future development and actions on the part of both the public and private sectors, including the Toronto Port Authority, the Toronto Waterfront Revitalization Corporation and the Toronto and Region Conservation Authority, will help to achieve the following objectives:

- d) improve the public realm with more parks, public squares and natural settings that please the eye and lift the spirit and support a sense of belonging to the community;
- f) protect, improve and where possible extend the Martin Goodman / Waterfront Trail as a continuous waterfront route for cyclists, pedestrians and people with disabilities.

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## **2.4 BRINGING THE CITY TOGETHER: A PROGRESSIVE AGENDA OF TRANSPORTATION CHANGE**

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#### Policy 1

“Travel demand management (TDM) measures will be introduced to reduce car dependency and rush-hour congestion by:

- a) increasing the proportion of trips made by transit, walking and cycling;”

#### Policy 2

“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:

- d) integrate development into the surrounding public access system of roads, walkways, bikeways and transit facilities.”

#### Policy 8

“An urban environment and infrastructure will be created that encourages and supports walking throughout the City through policies and practices that ensure safe, direct, comfortable, attractive

and convenient pedestrian conditions, including safe walking routes to schools, recreation areas and transit.”

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## **3.1 THE BUILT ENVIRONMENT**

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### **3.1.1 THE PUBLIC REALM**

#### Policy 1

“Quality architectural, landscape and urban design and construction will be promoted by:

- a) committing the funds necessary to create and maintain high quality public buildings, structures, streetscapes and parks that reflect the broad objectives of this Plan;”

#### Policy 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.”

#### Policy 6

“Sidewalks and boulevards will be designed to provide safe, attractive, interesting and comfortable spaces for pedestrians by:

- a) providing well designed and co-ordinated tree planting and landscaping, pedestrian-scale lighting, and quality street furnishings and decorative paving as part of street improvements; and
- b) locating and designing utilities within streets, within buildings or underground, in a manner that will minimize negative impacts on the natural pedestrian and visual environment and enable the planting and growth of trees to maturity.”

#### Policy 7

“Toronto’s concession road grid is a major organizing element to be maintained, improved and recognized in public design initiatives. To improve mobility and recreational opportunities where these streets are interrupted by topographical features or utility corridors, pedestrian and bicycle routes should be established across these features.”

#### Policy 8

“Scenic routes with public views of important natural or human-made features should be preserved and, where possible, improved by:

- b) increasing pedestrian and cycling amenities along the route.

#### Policy 11

“Universal physical access to publicly accessible spaces and buildings will be ensured by:

- a) creating a connected network of streets, parks and open spaces that are universally accessible, including sidewalks with unobstructed pathways and curb cuts at corners on all City streets;
- b) requiring that plans for all new buildings and additions meet the City’s accessibility guidelines; and

## Policy 12

“Design measures which promote pedestrian safety and security will be applied to streetscapes, parks, other public and private open spaces, and all new and renovated buildings.”

## Policy 13

“Interior shopping malls, underground concourses, plaza walkways, and private mid-block connections will be designed to complement and extend, but not replace, the role of the street as the main place for pedestrian activity. They should be accessible, comfortable, safe and integrated into the local pattern of pedestrian movement with direct, universal physical and visual access from the public sidewalk and clear path-finding within.

Additional infrastructure needed for the building of new communities will be laid out and organized to reinforce the importance of public streets and open space as the structural framework that supports high quality city living.”

## Policy 14

“New streets will be designed to:

- e) create adequate space for pedestrians, bicycles and landscaping as well as transit, vehicles, utilities and utility maintenance;”

### **3.1.2 BUILT FORM**

#### Policy 1

“New development will be located and organized to fit with its existing and/or planned context. It will frame and support adjacent streets, parks and open spaces to improve the safety, pedestrian interest and casual views to these spaces from the development by:

- b) locating main building entrances so that they are clearly visible and directly accessible from the public sidewalk;”

#### Policy 2

“New development will locate and organize vehicle parking, vehicular access, service areas and utilities to minimize their impact on the property and on surrounding properties and to improve the safety and attractiveness of adjacent streets, parks and open spaces by:

- b) consolidating and minimizing the width of driveways and curb cuts across the public sidewalk;
- e) limiting surface parking between the front face of a building and the public street or sidewalk;”

#### Policy 5

“New development will provide amenity for adjacent streets and open spaces to make these areas attractive, interesting, comfortable and functional for pedestrians by providing:

- a) improvements to adjacent boulevards and sidewalks including street trees, lighting, and other street furniture;
- b) co-ordinated landscape improvements in setbacks to create attractive transitions from the private to public realms;
- c) weather protection such as canopies, and awnings;
- d) landscaped open space within the development site;

- e) landscaped edges of surface parking lots along streets, parks and open spaces to define the street edge and visually screen the parked autos;
- f) safe pedestrian routes and tree plantings within surface parking lots; and
- g) public art, where the developer agrees to provide this, to make the building and its open spaces more attractive and interesting.”

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## **3.2 THE HUMAN ENVIRONMENT**

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### **3.2.3 PARKS AND OPEN SPACES**

#### Policy 8

“The location and configuration of land to be conveyed should:

- b) be sufficiently visible and accessible from adjacent public streets to promote the safe use of the park;”

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## **3.3 BUILDING NEW NEIGHBOURHOODS**

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#### Policy 2

“New neighbourhoods will be viable as communities. They should have:

- a) a community focal point within easy walking distance of the neighbourhood’s residents and workers;
- b) a fine grain of interconnected streets and pedestrian routes that define development blocks;”

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## **3.5 TORONTO’S ECONOMIC HEALTH**

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### **3.5.3 THE FUTURE OF RETAILING**

#### Policy 2

“Traditional retail shopping streets will be improved as centres of community activity by:

- b) improving public amenities such as transit and parking facilities, street furniture and landscaping;”

#### Policy 3

“Retail development along the *Avenues* is encouraged and will suit the local context of built form and support the establishment of a high quality pedestrian environment.”

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## **4.2 APARTMENT NEIGHBOURHOODS**

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#### Policy 2

“Development in *Apartment Neighbourhoods* will contribute to the quality of life by:

- c) locating and massing new buildings to frame the edge of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;”

#### Policy 3

“Significant growth is generally not intended within developed *Apartment Neighbourhoods*. However, compatible infill development may be permitted on a site containing an existing apartment that has sufficient underutilized space to accommodate one or more new buildings

while providing good quality of life for both new and existing residents. Infill development that may be permitted on a site containing an existing apartment building will:

- f) front onto and provide pedestrian entrances from an adjacent public street wherever possible;
- h) preserve and/or replace important landscape features and walkways and create such features where they did not previously exist;”

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### **4.3 PARKS AND OPEN SPACE AREAS**

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#### Policy 6

“Any development provided for in *Parks and Open Space Areas* will:

- f) provide comfortable and safe pedestrian conditions.”

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### **4.4 UTILITY CORRIDORS**

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#### Policy 2

“Hydro corridors are used primarily for the transmission of energy. They may also be used for secondary purposes such as parks, pedestrian and bicycle trails, agriculture, parking lots, open storage, essential public services, stormwater management ponds, public transit facilities and garden centres with temporary buildings. Secondary uses in hydro corridors will:

- c) protect for an open space corridor link to develop or extend pedestrian or bicycle trails, where appropriate.”

#### Policy 3

“Linear rail corridors are used primarily for the movement of people and goods. In the event they are no longer required for rail use, they will be protected for future use as public transportation routes, bicycle and pedestrian trails and telecommunications and electrical corridors, where appropriate.”

#### Policy 4

“Where *Utility Corridors* are declared surplus, they may be acquired or leased by the City or other public agencies for public services and amenities, such as public transportation routes, bicycle and pedestrian trails, community and allotment gardens, linear parks and open space or shared parking facilities.”

#### Policy 5

“Where appropriate, development or redevelopment on lands nearby or adjacent to *Utility Corridors* will:

- a) protect for access to any potential bicycle and pedestrian trail or park and open space, and provide access where such a recreation facility exists;”

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### **4.5 MIXED USE AREAS**

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#### Policy 2

“In *Mixed Use Areas* development will:

- e) locate and mass new buildings to frame the edges of streets and parks with good proportion and maintain sunlight and comfortable wind conditions for pedestrians on adjacent streets, parks and open spaces;
- f) provide an attractive, comfortable and safe pedestrian environment;”

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## **4.7 REGENERATION AREAS**

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### Policy 1

“*Regeneration Areas* will provide for a broad mix of commercial, residential, light industrial, parks and open space, institutional, live/work and utility uses in an urban form to:

- d) achieve streetscape improvements and the extension of the open space network;”

### Policy 2

“For each *Regeneration Area* a framework for new development will be set out in a Secondary Plan. Development should not proceed prior to approval of a Secondary Plan. The Secondary Plan will guide the revitalization of the area through matters such as:

- c) a community improvement strategy to identify and implement needed improvements to streets, sidewalks, boulevards, parks and open spaces;
- g) transportation policies that encourage transit, walking and cycling in preference to private automobile use and ensure the movement of people and goods as the number of businesses, employees and residents increase.”

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## **4.8 INSTITUTIONAL AREAS**

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### Policy 5

“Universities, colleges and hospitals will be encouraged to create campus plans in consultation with nearby communities that will:

- d) identify the network of pedestrian routes to be maintained, extended and improved;
- e) examine existing transportation modes and create policies and programs that emphasize the use of public transit, walking and cycling over automobile travel;”

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## **5.1 MANAGING GROWTH AND CHANGE: THE PLANNING TOOL BOX**

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### **5.1.1 HEIGHT AND/OR DENSITY INCENTIVES**

#### Policy 6

“Section 37 community benefits are capital facilities and/or cash contributions toward specific capital facilities, above and beyond those that would otherwise be provided under the provisions of the *Planning Act* or the *Development Charges Act* or other statute, including:

- g) streetscape improvements on the public boulevard not abutting the site;
- j) local improvements to transit facilities including rapid and surface transit and pedestrian connections to transit facilities;”

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## **5.2 PLANNING AND ACTING LOCALLY**

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### **5.2.1 SECONDARY PLANS: POLICIES FOR LOCAL GROWTH OPPORTUNITIES**

#### Policy 4

“City-building objectives for Secondary Planning areas will identify or indicate the following:

- f) necessary infrastructure investment with respect to any aspect of: transportation services, environmental services, community and social facilities, cultural, entertainment and tourism facilities, pedestrian systems, parks and recreation services, or other local or municipal services;”

## **5.2.2 COMMUNITY IMPROVEMENT PLANS**

### **Policy 2**

“Community Improvement Project Areas will be identified for areas exhibiting one or more of the following:

- c) deficient or deteriorated public infrastructure and/or amenity, including parks, open spaces, community facilities and streetscapes;”