

April 8, 2014

Councillor Milczyn
Planning and Growth Management Committee
100 Queen Street West, Suite C51
Toronto, ON M5H 2N2

Dear Councillor Milczyn:

RE: PG32.3 "Feeling Congested?" Draft Transportation Policies: Official Plan/Municipal Comprehensive Reviews

The Toronto Financial District BIA acknowledges City staff for the work they have done to date consulting with stakeholders and organizing draft transportation policies for the Official Plan review. The draft policy presents a clear understanding of the complexity around supporting various modes and user groups in dense employment areas, such as the Financial District, and provides language that supports improving the network to accommodate these various groups. Additionally, the Financial District BIA commends staff for including the following items in the report:

- The recognition of important mobility hubs such as Union Station, Osgoode Station, and Queen Station, and the role they play moving people in and out of the downtown core;
- Encouraging more effective use of technology to manage congestion;
- Improving downtown operations with a specific strategy to address couriers, deliveries, and service vehicles; and
- Developing a broad strategy for the movement of goods.

As staff move forward with finalizing policy recommendations, the Toronto Financial District BIA requests that there be stronger language on the following items:

- **Non-jurisdiction engagement:** The draft policy refers to introducing Transportation Demand Management measures. It is important that policies include language outlining how the City plans to work with the private sector to implement behavioral changes on items that are not in the jurisdiction of the City to control. Items, such as workplace arrangements, will need to be implemented at a private level.
- **PATH Expansion Support: As Toronto's only weather-protected pedestrian priority network, the PATH is extremely** important for connecting businesses in the downtown core. Current policy places the expansion of the PATH on the sole responsibility of new private developments. Language should be included to outline the City's role in expanding the PATH network (e.g., NW PATH) in areas identified for growth in the PATH Master Plan.

As identified in the report, it is important the policies reflect the differences in local contexts while supporting the larger transportation network. Anything that improves access to jobs and the movement of goods and services in the downtown core supports economic development in the Financial District and the rest of GTHA.

The Toronto Financial District BIA looks forward to continuing its participation at stakeholder meetings as draft policies are finalized.

Should you have any questions, please contact me at ghumes@torontofinancialdistrict.com.

Best regards,



Grant Humes
Executive Director

cc: Councillor Colle
Councillor Filion
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