

**TWCA Toronto Women's City Alliance**  
**Making Equality Matter.**

We are offering detailed wording to incorporate consideration of the needs of women in Toronto into the proposed Official Plan Policy Amendments:

**Affordability:**

Women generally and senior, immigrant, shift working and other minority women particularly, usually live on lower incomes than men. They therefore rely more on transit, walking, cycling, rather than cars.

-in policy 2.2.1 (a), insert "and affordable" between "good" and "transit" to read "...good and affordable transit..."

**Caregiving:**

Most care giving is done by women. Care-giving trips mean trips with children, frail elderly, equipment such as strollers, walkers and shopping carts. Care-giving trips also are mostly linked or multi-destination trips that integrate paid employment with care giving and domestic needs.

-in policy 2.4.3. (b) Transportation Demand Management, add a subsection (v) to read: "(v) recognize the transportation implications of diverse travel patterns, such as those of caregivers, shift workers and other vulnerable groups."

**Safety:**

Women are more likely to be concerned about their safety in the public space. Toronto has addressed this issue in the Toronto Safer City Guidelines, which Council adopted in the 1990's.

-in policy 3.1.1 (5) Public Realm, insert a new subsection after (i) to read: (ii) "ensuring the safety of vulnerable groups such as women, children and other minorities, by implementing the Toronto Safer City Guidelines, or an updated version thereof."

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**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:

**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.~~
- 3-1. 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

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;**