



## Official Plan Review: Draft Transportation Policies for Consultation

**Date:** March 15, 2019

**To:** Planning and Housing Committee

**From:** Chief Planner and Executive Director, City Planning Division

**Wards:** All

### SUMMARY

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This report presents draft changes to Official Plan sections containing policies related to some areas of transportation for the purpose of public consultation as part of the Five Year Review of the Official Plan. The particular areas of transportation policy under review relate to: transit; cycling; and automated vehicles, shared mobility and other emerging mobility technologies. Updates to the street related map and schedules are also being considered.

The draft policy amendments are intended to strengthen the existing policies and provide greater clarity regarding the City's goals related to transportation and the tools endorsed for use to achieve them. Two draft Official Plan Amendments are appended to this report. Attachment 1 contains draft changes impacting Chapters 1-5 of the Official Plan and Attachment 2 contains complementary draft changes impacting the Scarborough Centre Secondary Plan in Chapter 6. Attachment 3 demonstrates how the draft amendments would be incorporated into the relevant sections of the Official Plan, if approved.

An initial set of transportation policy amendments was approved by the Minister of Municipal Affairs and Housing in December, 2014 (OPA No. 274). These are now incorporated into the Official Plan. This earlier set of policy amendments related to: Integration with Land Use; "Complete Streets"; Active Transportation; Auto, Transportation Demand Management (TDM) and Parking; and, Goods Movement. The draft policies presented in this report build upon these earlier policy amendments and will, once refined and adopted, complete the transportation component of the Official Plan Review process which began in 2013.

The draft policies have been formulated to address proposed policy directions endorsed by Planning and Growth Management Committee in 2018, and revised based on feedback received through a citywide consultation process.

## RECOMMENDATIONS

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The Chief Planner and Executive Director, City Planning recommends that:

1. Planning and Housing Committee request that the draft Official Plan Amendments containing transportation policies appended to this report as Attachment 1 and Attachment 2 be endorsed as the basis for public consultation.
2. Planning and Housing Committee request the Chief Planner and Executive Director, City Planning to conduct open house(s) in each community council district, and meet with key stakeholders to obtain comments and feedback regarding the draft revisions to transportation policies contained in Attachment 1 and Attachment 2 of this report
3. Planning and Housing Committee request the Chief Planner and Executive Director, City Planning to submit a Final Recommendations Report with a proposed Official Plan Amendment containing revised Official Plan policies for Transportation to the Planning and Housing Committee at its regularly scheduled meeting on July 3, 2019 for a special meeting in fulfilment of Section 26 of the Planning Act.
4. Planning and Housing Committee request the Chief Planner and Executive Director, City Planning to submit a Final Recommendations Report with a proposed Official Plan Amendment containing revised Official Plan policies for Transportation in the Scarborough Centre Secondary Plan to the Planning and Housing Committee at its regularly scheduled meeting on July 3, 2019 for a public meeting in fulfilment of Section 17 of the Planning Act.

## FINANCIAL IMPACT

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

## DECISION HISTORY

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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 program 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 (URL: <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.

Since the inception of the Official Plan Review, a number of thematic policy amendments have been adopted by Council, including the following:

- Heritage Policies (OPA 199) – adopted April 2013 (in effect)
- Section 37 (OPA 214) – adopted July 2013 (in effect)
- Economic Health and Employment Lands (OPA 231) – adopted December 2013 (partial approval)
- Transportation Policies (OPA 274) – adopted August 2014 (in effect)
- Environment (OPA 262) – adopted November 2015 (in effect)
- Neighbourhoods/Apartment Neighbourhoods (OPA 320) – adopted December 2015 (in effect)
- Greenbelt Conformity (OPA 346) – adopted May 2016 (in effect)

The Planning and Growth Management Committee adopted a framework for the review of the City's Official Plan transportation policies in the context of the ongoing Five Year Review of the Official Plan at its meeting of September 13, 2012 (see PG17.17 Official Plan Review: Transportation Planning Policy in Support of a Comprehensive Transit Plan. URL:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2012.PG17.17>).

The review of the Official Plan's transportation policies was launched in February, 2013 under the banner of the "Feeling Congested?" initiative. A status report on the initiative (see PG29.6 Update on the "Feeling Congested?" Initiative - A Consultative Approach to Transportation Planning. URL:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2013.PG29.6>) was considered by the Planning and Growth Management Committee at its meeting of December 4, 2013.

Subsequent to the Committee's adoption of item PG29.6, the review of the Official Plan's transportation policies has advanced along two broad fronts. The work stream comprising "Other" transportation policy has concluded with recommended policy changes being adopted by Council in a modified form at its meeting on August 25-28, 2014 (see PG35.2 "Feeling Congested?" Recommended Official Plan Amendment for Selected Transportation Policies: Official Plan Comprehensive Review. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG35.2>). These policies have since come into force.

An update report on the primary work stream related to the four areas of: Rapid Transit Evaluation Framework (RTEF); Surface Transit Network; Cycling Policy Framework; and Rights-of-Way Map and Schedules was presented to the Planning and Growth Management Committee at its meeting of June 19, 2014 (see PG34.12 "Feeling Congested?" - Update on Progress to Date. URL:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2014.PG34.12>). This major ongoing policy review resulted in the proposed policy directions presented in this report covering the remaining areas of transportation policy found in the Official Plan. Broadly, they pertain to: Rapid Transit Evaluation Framework (RTEF); Surface Transit Network; Cycling Policy Framework; and Street Related Maps and Schedules.

A further report with proposed policy directions covering the areas of transit, cycling, street related maps and schedules and automated vehicles and shared mobility services was presented to the Planning and Growth Management Committee at its

meeting of July 5, 2018 (see PG31.10 Official Plan Review: Further Proposed Transportation Policy Directions for Consultation.  
URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG31.10>). The Committee directed that these policy directions be used as the basis for public consultation.

Additional Council directions with impacts on the transportation component of the Official Plan Review can be found in Attachment 4.

## COMMENTS

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Toronto's Official Plan deliberately intersperses transportation policies with land use policies. This reflects the interrelationship of these policies and the need to consider both areas to achieve the overall vision of compact complete communities. Strengthening the relationship between these policy areas was a central focus of an initial set of transportation related policy amendments which was approved by the Minister of Municipal Affairs and Housing in December, 2014 (OPA No. 274). These are now incorporated into the Official Plan and included policy amendments related to Integration with Land Use; "Complete Streets"; Active Transportation; Auto, Transportation Demand Management (TDM) and Parking; and, Goods Movement. Briefly, the intent of these policy changes can be described as follows:

- (1) Integration with Land Use - Strengthen language to emphasize that both land use and transportation planning are more effective when considered together
- (2) Streets and "Complete Streets" - Direct the use of a "Complete Streets" design philosophy to consider the needs of all users and uses of the right-of-way
- (3) Active Transportation - Strengthen the wording protecting pedestrians and the pedestrian environment to promote walking and cycling
- (4) Auto, Travel Demand Management (TDM) and Parking - Introduce measures to encourage sustainable and active mobility choices
- (5) Goods Movement - Support measures to protect the freight distribution system

The draft policies presented in this report build upon these earlier policy amendments to further support and encourage the development of compact complete communities. They will, once refined and adopted, complete the transportation component of the Official Plan Review process which began in 2013.

This report presents draft amendments to various sections of the Official Plan containing policies related to the remaining areas of transportation and are intended for the purpose of public consultation as part of the Five Year Review of the Official Plan. Two draft Official Plan Amendments are appended to this report. Attachment 1 contains draft changes impacting Chapters 1-5 of the Official Plan and Attachment 2 contains complementary draft changes impacting the Scarborough Centre Secondary Plan in Chapter 6. Attachment 3 demonstrates how the draft amendments would be incorporated into the relevant sections of the Official Plan, if approved.

The particular transportation policy areas addressed in this report are: transit; cycling; and automated vehicles, shared mobility and other emerging mobility technologies. Updates to the street related map and schedules are also being considered. The draft changes are described in more detail below in the order they would appear in the Official Plan, noting the impact each change would have on the relevant policy areas.

The draft policy changes are intended to strengthen the existing policies and provide greater clarity regarding the City's goals related to transportation, and the tools endorsed for use to achieve them. This clarity is particularly important given recent discussions with the Province about the ownership and governance of the subway. The importance of the City's role in planning and governance of the transit system are part of Council's principles that are guiding the City's negotiations with the province about potential upload of the subway. Clearly stated Official Plan policy positions on transit will strengthen the City's ability to advocate for its interests.

The draft policies have been formulated to address proposed policy directions endorsed by Planning and Growth Management Committee in 2018, and revised based on feedback received through a citywide consultation process. A summary of the feedback received through the consultation process is also provided below.

## **1. Section 2.2 Structuring Growth in the City: Integrating Land Use and Transportation**

Draft amendments to Official Plan Section 2.2 restructures the section to separate the policies related to transportation network improvements from policies related to new development and water infrastructure. The draft amendments add new sub-headings and associated expanded explanatory text and sidebars. The restructuring is intended to give greater prominence to transportation policies and highlight the importance of the transportation system. The amendments also replace references to "rapid transit" with references to "higher-order transit" to reflect the language used in the Growth Plan, 2017.

Draft amendments to existing Policy 2.2(3) would subdivide the policy into groups related to (i) streets and laneways and (ii) transit. This amendment will clarify the major elements of the transportation system. Further amendments to the policy would clarify the relationship between the elements of the transportation system, adopt a modified version of the Ministry of Transportation's passenger transportation hierarchy to promote sustainable mobility and emphasize the importance of connections between elements of the transportation system. The amendment also adds cycling facilities and transit priority measures to the list of specifically identified necessary features for which lands beyond the right-of-way widths shown on Map 3 and Schedule 1 may be acquired.

New draft policies to follow the amended Policy 2.2(3) would incorporate the concept of a comprehensive transit network plan, consisting of fully integrated higher-order and bus and streetcar services. The first new draft policy describes the elements of this comprehensive transit network plan and the following two policies describe the approach to improving the higher-order transit network and the approach to the bus and streetcar network, respectively.

In the case of the higher-order transit network, the core of the approach is a three step process to expanding the network: i) protect corridors for future higher-order transit, ii) establish priorities for improvement amongst these corridors using a comprehensive planning process, and iii) implement higher-order transit services in the protected corridors according to the established priorities. Work has been progressing on the development of decision support tools to assist in the implementation of this process.

The approach to the bus and streetcar network is primarily to identify approaches to improve speed, reliability and comfort of these services for transit customers. This includes clarifying what is meant by transit priority in the City of Toronto context.

Although not indicated in the policies, this approach will require sustained, predictable funding for both capital and operating expenditures to ensure the continued successful operation and future growth of the transit network.

Draft amendments to existing Policy 2.2(5) and its accompanying explanatory text clarify the approach that the City currently takes to transporting drinking water, storm water and wastewater.

## **2. Section 2.4 Bringing the City Together: A Progressive Agenda of Transportation Change**

Draft amendments to the explanatory text in Section 2.4 provide context for the amended policies related to cycling and new mobility technologies. The amended text introduces the goal of implementing dedicated cycling facilities so that every resident is within 1km of such a facility. This new goal will provide direction to ongoing cycling network planning exercises, such as the Ten Year Cycling Network Plan, and the resulting network will form the framework of a comprehensive cycling network across the city. The draft amendments also replace the existing sidebar describing Toronto's Bike Plan with one describing the Bicycle Policy Framework and one describing Active and Sustainable School Travel programs.

The amended text presents a cautious approach to automated vehicles, shared mobility and other emerging mobility technologies, as their impact on the City's transportation system is uncertain. More work is required to identify approaches to assessing and incorporating these technologies which will capture their benefits while ensuring that the City's overall vision and goals can be achieved.

The draft amended Policy 2.4(5) clarifies expectations about how transit stations should be integrated within development to ensure high quality transit access and protection of heritage properties. A draft new policy immediately following it will require development in proximity to transit stations to provide access to the stations to promote transit access.

Draft amendments to Policy 2.4(13) will clarify the City's objectives for the cycling network. The goal to ensure that every resident is within no more than 1km of a dedicated cycling facility will be embedded in this policy, as will direction regarding how to achieve this. Complementary aspects of the policy address enhancing the

convenience and attractiveness of the network, making cycling safer and providing greater direction regarding bicycle parking facilities.

A draft new policy will complement the amended and expanded Policy 2.4(13) to direct that the City work with the Province to overcome the barriers created by the 400-series highways and address the significant safety challenges around interchanges which currently exist.

Language updates are incorporated in the draft amendment to Policy 2.4(15) to reflect the currently used term "people of all ages and abilities".

Although it is likely that emerging mobility technologies will have a significant impact on the way people move around the city, it is not yet clear what the full range of impacts will be. A draft new policy before existing Policy 2.4(17) will address the uncertainty around the potential impacts of emerging mobility-related technologies, such as automated vehicles. The policy directs further work be done to assess their impacts on various City goals and implement regulations as necessary to ensure they can be achieved.

The extent of the impacts of emerging mobility technologies, such as ride-hailing apps, are not yet clear. Based on preliminary analysis of ride-hailing data, there are increases in pick-up and drop-off activity around the city. To address this, a draft amendment to existing Policy 2.4(17) will add curbside management to the list of technologies, practices and designs which should be implemented, recognizing the City's Curbside Management Strategy which was adopted by Council in 2017 (PW25.12). Two draft new policies would also encourage development to accommodate pick-up and drop-off, loading and parking activity on site, and to provide shared community parking spaces respectively. The intent of these draft amendments is to maintain street space primarily for movement, and to support individuals who wish to make use of car share or similar programs but do not have a dedicated parking space from which to load or unload them.

### **3. Section 3.1.X Public Realm - Higher-Order Transit**

In response to the recent shift towards alternative models for the delivery of new higher-order transit infrastructure, the City has recently started to develop public realm guidelines related to higher-order transit. A draft new policy section to be inserted between existing Section 3.1.1 and Section 3.1.2 would articulate the City's policy goals for the public realm around higher-order transit infrastructure, namely to support efficient movement as well as community building objectives. This section would also serve to establish a direct link between Official Plan policies and the guidelines document.

### **4. Maps and Schedules**

The street related Map 3 and Schedule 1 indicate the designated right-of-way widths of existing major streets and existing minor streets with right-of-way widths greater than 20m. Schedule 2 indicates designated planned but unbuilt roads. Attachments 5-7 to this report identify draft amendments to this map and these schedules. These draft amendments reflect changes which have been identified through such exercises as Secondary Plans, Transportation Master Plans and Environmental Assessments and

approved or endorsed by Council for further exploration. The attachments indicate which exercise produced each of the draft amendments to the map or schedules.

Map 4 in the Official Plan identifies higher-order transit corridors. A draft amended Map 4, retitled "Higher-Order Transit Network", is appended to this report as Attachment 8. The Planning Act prohibits public works from being undertaken which do not conform to the Official Plan. The role of Map 4 in the Official Plan is to recognize potential higher-order transit projects to ensure that the City complies with the Planning Act when it undertakes work on these projects. The map does not establish a requirement for the City to undertake work on any particular project. The draft changes to this map reflect the direction received from Council at the time the transportation component of the Official Plan Review was initiated and subsequent Council motions passed since that time. The draft map reflects lines identified in the current Official Plan, the Regional Transportation Plan and other transportation plans approved or vetted by City Council, the former Municipality of Metropolitan Toronto, the TTC and the Province of Ontario. The list of previous rapid transit plans considered can be found in PG17.17.

Two lines which appear on the existing Official Plan Map 4 have not been included in the draft amended map. The first of these is the hydro corridor which runs generally east-west a short distance north of Finch Avenue. Recently Hydro One has not been supportive of incorporating higher-order transit facilities in their hydro corridors. The corridor itself is somewhat separate from the built up areas directly adjacent to Finch Avenue. A higher-order transit service on Finch Avenue itself would be more consistent with the rest of the Official Plan.

The second line which has not been included in the draft amended map is the one which runs between approximately Sheppard/Kennedy and Scarborough Centre. The existing map reflects the preferred alignment identified in the Sheppard Subway Environmental Assessment, completed in 1992. A new environmental assessment would need to be completed prior to constructing such a line to reflect the changes to local conditions which have occurred since 1992, including:

- The current position of Council is to construct an LRT on Sheppard Avenue East. The Province agreed to fully fund the LRT along Sheppard between Don Mills Station and approximately Morningside Ave. The line was included in the Master Agreement signed by Metrolinx, the City, and TTC in November, 2012.

- The preferred subway alignment from 1992 would have connected to a relocated Agincourt GO station near the CP freight corridor running approximately east-west between Highway 401 and Sheppard Avenue East. Metrolinx is currently enhancing the existing Agincourt GO station and is not pursuing the relocation plan.

- The Line 2 East Extension has since been planned with a terminus at the Scarborough Centre oriented north-south near McCowan Avenue. A potential interlining between the Line 2 East Extension and Sheppard Subway would be easier to achieve on a Sheppard/McCowan alignment.

The draft replacement Map 4 identifies both Sheppard Avenue East and McCowan Avenue as future higher-order transit corridors. These streets could be used for a future Official Plan Review: Draft Transportation Policies for Consultation



subway or other higher-order transit service to connect Don Mills Station to Scarborough Centre.

Draft amendments to the Scarborough Centre Secondary Plan included in Attachment 2 reflect the changes included in the draft amended Map 4. These amendments include changes to the policies and maps in the Scarborough Centre Secondary Plan to maintain their consistency with the policies and maps in the rest of the Official Plan.

The Official Plan's Map 5 indicates corridors identified as priorities for surface transit priority. A draft amended Map 5, retitled "Enhanced Surface Transit Network", is appended to this report as Attachment 9. This map was developed by considering the existing TTC ridership, the surface transit routes in the TTC's existing Ten-Minute Network, TTC's Express Network, the Official Plan's Urban Structure, particularly the locations of designated Avenues, and the goal of extending the network to the whole city. The draft amended policies will make these routes priorities for the implementation of transit priority measures. Such measures can improve the reliability and speed of transit service allowing more service to be operated at the same cost.

## **Summary of Public Consultation**

A stakeholder meeting was held in December, 2018 and a series of public meetings, one in each Community Council district, were held in February, 2019. A report summarizing these consultations is appended to this report as Attachment 10. The feedback received was generally positive. Modifications have been made to the draft amendments as a result of the feedback received.

The comments we heard include:

- safety and accessibility should be priorities
- the policies should support a more connected and integrated overall transportation system that provides more equitable distribution of transit and cycling infrastructure
- undertake new work to help implement the policies, such as the development of guidelines for transit priority measures
- review other implementation measures to ensure they are consistent with the Official Plan vision and goals, such as the existing zoning bylaw parking requirements
- accelerate existing work, such as the planning for Major Transit Station Areas, or to expand the scope of existing work, such as more aggressively implementing the transit and cycling network plans
- protect and support the existing character of local communities
- implement specific targets or performance measures related to the City's mobility goals

Many of the comments went beyond the scope of the Official Plan, which outlines the long-term vision, but not implementation timelines or priorities. To fill this gap, City staff are currently developing a mobility strategy, which will help clarify the relationship of the Official Plan's policy directions with the City's implementation, service delivery and budgeting initiatives. The strategy will articulate a unified and integrated approach for making decisions and setting priorities in the planning, operation and maintenance of the transportation system, guided by a range of performance measures. Where possible, other more specific comments received have been passed on to appropriate staff to consider in ongoing studies, programs or operations.

## Next Steps

This report includes two draft Official Plan Amendments containing policy amendments related to Official Plan transportation policies pertaining to: transit; cycling; automated vehicles, shared mobility and other emerging mobility technologies; and, updates to the street related map and schedules. One of these draft Official Plan Amendments contains policy amendments impacting Chapters 1-5, the other contains policy amendments impacting the Scarborough Centre Secondary Plan in Chapter 6. It is recommended that these draft Official Plan Amendments form the basis of a public consultation in early May 2019. The proposed approach to consultation is to hold one open house in each community council district as well as a meeting with key stakeholders. A summary of the public and stakeholder feedback will be included in the final report containing the recommended Official Plan Amendments.

In the case of the draft Official Plan Amendment containing policy amendments impacting Chapters 1-5, the consultation would be followed by the requirements to satisfy Section 26 of the Planning Act, specifically, a public open house at least seven days prior to the special meeting at the regularly scheduled Planning and Housing Committee meeting on July 3, 2019.

In the case of the draft Official Plan Amendment containing policy amendments impacting the Scarborough Centre Secondary Plan in Chapter 6, the consultation would be followed by the requirements to satisfy Section 17 of the Planning Act, specifically, a public open house at least seven days prior to the special meeting at the regularly scheduled Planning and Housing Committee meeting on July 3, 2019.

## CONTACT

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## SIGNATURE

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City Planning Division

## **ATTACHMENTS**

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Attachment 1: Proposed Official Plan Amendment

Attachment 2: Proposed Official Plan Amendment - Scarborough Centre Secondary Plan

Attachment 3: Incorporated Draft Policy Revisions with the In-Force Official Plan

Attachment 4: Additional Council Directions with Impacts on the Transportation Component of the Official Plan Review

Attachment 5: Draft Amendments to Map 3

Attachment 6: Draft Amendments to Schedule 1

Attachment 7: Draft Amendments to Schedule 2

Attachment 8: Draft Amended Map 4

Attachment 9: Draft Amended Map 5

Attachment 10: Consultation Summary Report

## **Attachment 1: Draft Official Plan Amendment**

\*\*\*see separate document \*\*\*

## **Attachment 2: Draft Official Plan Amendment - Scarborough Centre Secondary Plan**

\*\*\*see separate document \*\*\*

## **Attachment 3: Incorporated Draft Policy Revisions with the In-Force Official Plan**

\*\*\*see separate document \*\*\*

## **Attachment 4: Additional Council Directions with Impacts on the Transportation Component of the Official Plan Review**

At its meeting of January 8, 2015, the Planning and Growth Management Committee requested that the Chief Planner and Executive Director, City Planning develop an appropriate process to measure and monitor the cumulative effect of development on transportation congestion, to ensure planned new infrastructure is coordinated with growth of the City, as part of the transportation component of the Official Plan Review (see PG1.8 Five Year Official Plan and Municipal Comprehensive Reviews: Status Update. URL:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2015.PG1.8>).

At its meeting of March 31 and April 1, 2016, City Council directed staff to: report the list of projects to be considered as part of the development of the City's Transit Network Plan; consider the Downsview Station - Sheppard - Yonge Line connection for inclusion in the Transit Network Plan; and consider the needs of the employment zone surrounding Toronto Pearson International Airport in developing the Transit Network Plan (see EX13.3 Developing Toronto's Transit Network Plan: Phase 1. URL:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX13.3>).

At its meeting of June 7-9, 2016, City Council adopted, in principle, the Ten Year Cycling Network Plan with implementation of individual projects subject to future City Council approval (see PW13.11 Ten Year Cycling Network Plan. URL:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.PW13.11>).

At its meeting of July 12-15, 2016, City Council directed the Chief Planner and Executive Director, City Planning to include in the review to develop the City's Transit Network Plan a review and consideration of:

- potential alignments and costs for an extension of the Bloor Danforth line from Kipling Avenue to Sherway Gardens;
- potential alignments and costs for an extension of the Sheppard Subway east of Don Mills to join the extension of the Bloor Danforth line; and
- the construction of a subway link between Downsview (now Sheppard West) station and the Yonge and Sheppard interchange.

(see EX16.1 Developing Toronto's Transit Network Plan to 2031. URL:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2016.EX16.1>).

At its meeting of May 24, 25 and 26, 2017, City Council confirmed that the Relief Line is Toronto's number one transit priority, that the Relief Line must be in operation prior to the opening of the Yonge North Subway Extension and that the expansion of Bloor-Yonge Station is a priority project. City Council further directed staff to report in early 2019 with an evaluation and prioritization of the full range of current transit expansion projects using a comprehensive set of criteria and consideration of different funding strategies (see EX25.1 Advancing Planning and Design for the Relief Line and Yonge Subway Extension. URL:

<http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.EX25.1>).

At its meeting of July 4, 5, and 6, 2017, City Council adopted long-term environmental goals developed as part of TransformTO. The goals include that 100 percent of

transportation options - including public transit and personal vehicles - use low or zero-carbon energy sources, and active transportation accounts for 75 percent of trips under 5 km city-wide by 2050 (see PE19.4 TransformTO: Climate Action for a Healthy, Equitable and Prosperous Toronto - Report 2 - The Pathway to a Low Carbon Future. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2017.PE19.4>).

At its meeting of January 31 and February 1, 2018, City Council directed that the Waterfront Transit Network Plan be incorporated into the Official Plan Review of transportation and transit policies (see EX30.1 Waterfront Transit Network Plan. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.EX30.1>).

At its meeting of January 31 and February 1, 2018, City Council also approved the further development of an Automated Vehicle Tactical Plan to guide the City's response to automated vehicles (see PW26.4 Preparing the City of Toronto for Automated Vehicles. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PW26.4>).

At its meeting of March 26 and 27, 2018, City Council requested the Chief Planner and Executive Director, City Planning to report on current work on the Relief Line North, future work on the Sheppard East LRT and the feasibility of extending Line 4 Sheppard to the Consumers Road Business Park in the context of evaluating transit priorities as part of the transportation component of the Official Plan Review (see PG27.2 ConsumersNext: Planning for People and Business at Sheppard and Victoria Park- Final Report. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG27.2>).

A number of other planning studies have recently been conducted which have culminated in new secondary plans or transportation master plans being adopted by Council. These new plans introduced a number of transportation policies to specific areas of the city. One example of these is TOcore which resulted in the Downtown Plan adopted by City Council at its meeting of May, 2018 (see PG29.4 TOcore: Downtown Plan Official Plan Amendment. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2018.PG29.4>).



## Attachment 5: Draft Amendments to Map 3

Amendments:

Street Name	From	To	Planned Right-Of-Way Width
St Clair Ave W	Jane St	Runnymede Rd	Existing: 27 New: 30
Marlee Ave	Lawrence Ave W	Eglinton Ave W	Existing: mix of 20 and 27 New: 20
Dufferin St North of Queen St W			Eliminate jog
Strachan Ave	E Liberty St	Lakeshore Blvd W	Existing: 23 New: 30
Queens Quay	Yonge St	Parliament St	Existing: 27 New: 40
Cherry St	Eastern Ave	Tank House Ln	New: 36
Cherry St	Tank House Ln	Lakeshore Blvd E	New: Varies
Cherry St	Lakeshore Blvd E	Unwin Ave	New: 40
Commissioners St	Cherry St	Leslie St	New: 40
Don Roadway	Lakeshore Blvd E	Commissioners St	New: 30
Front St	Eastern Ave	Cherry St	New: 30
Overlea Blvd	Millwood Rd	Don Mills Rd	Existing: 33 New: 36
Don Mills Rd	South of York Mills Rd	South of Overlea Blvd	Existing: mix of 33 and 30 New: 36
Wynford Dr	Don Mills Rd	Ramp from Southbound Don Valley Parkway	Existing: 27 New: 30
Gordon Baker Rd	Finch Ave E	North of McNicholl Ave	Existing: 45 and over New: 27

Street Name	From	To	Planned Right-Of-Way Width
Progress Ave	Milner Ave	Sheppard Ave E	Existing: 30 New: 27
McNicholl Ave	Tapscott Rd	Morningside Ave	New: 36
Lawrence Ave E	East of Frank Faubert Dr	Rouge Hills Dr	Existing: 36 New: 20

## Attachment 6: Draft Amendments to Schedule 1

### Deletions:

Street Name	From	To	Planned Right-Of-Way Width
Littles Rd	Steeles Avenue East	South End	27
Passmore Ave	Beare Rd	West End	27

### Additions:

Street Name	From	To	Planned Right-Of-Way Width
Auto Mall Drive	Milner Ave	Conlins Rd	23
Bremner Blvd	Lakeshore	York St	varies
Bremner Blvd	York St	Lower Simcoe St	27
Bremner Blvd	Lower Simcoe St	Spadina Ave	30
Esther Shiner Blvd	Provost Drive	Leslie St	33+
Flemington Rd	Ranee Dr	Varna Dr	27
Fort York Blvd	Spadina Ave	Lake Shore Blvd	30
Gerry Fitzgerald Drive	Dufferin St	Steeles Ave West	23
Lower Simcoe St	Rail Corridor	Lake Shore Blvd	27
Marine Parade Drive	Park Lawn Rd	Lakeshore Blvd W	Non-Uniform
Milner Ave	Grand Marshall Dr	Conlins Road	23
Morrish Rd	Canmore Blvd	Northerly limit	23
Replin Road	Flemington Rd	Just North of Lawrence Ave W	27
Tangiers Rd	Four Winds Dr	Keele Street	30
Twyn Rivers Dr	Sheppard Ave E	East City Boundary	27

Amendments:

Street Name	From	To	Planned Right-Of-Way Width
Blossomfield Dr	Flemington Rd	Lawrence Ave W	Delete: 23 Add: 27
Gordon Murison Ln	Delete:All Add: Steeles Ave East	Terminus 750m South	27
Kenneth Ave	Delete: Finch Ave Add: Byng Ave	Sheppard Ave E	23
Neilson Rd	Delete: Passmore Ave Add: Morningside Ave	Finch Ave E	27
Old Finch Ave	Delete: Reesor Rd Add: Morningview Trail	Meadowvale Rd	27
Passmore Ave	Middlefield Rd	Delete: Neilson Rd Add: Oasis Blvd	27
Talbot Rd	Newtonbrook Blvd	Delete: Lorraine Dr Add: Finch Ave	23
Tangiers Rd	Toro Rd	Delete: North End Add: Four Winds Dr	27
Varna Dr	Ranee Ave	Lawrence Ave W	Delete: 23 Add: 27

## Attachment 7: Draft Amendments to Schedule 2

### Deletions:

Street Name	From	To
Dufferin St jog elimination	Queen St	Peel Ave
F.G. Gardiner Expwy eastbound off-ramp at Park Lawn Rd -addition of a westbound lane	Park Lawn Rd	Legion Rd
Marine Parade Dr	Easterly extension of Marine Parade Dr	Lake Shore Blvd W
Futurity Gate Extension S	Steeles Ave W	Dufferin St
Murray Ross Pkwy Extension	Keele St	Tangiers Rd Extension
Oriole Vista Dr	Provost Dr	Leslie St
S. Downtown Service Rd	Yonge St	Anndale Dr
Service Rd East Loop	Bishop Ave	Norton Ave
Finch Ave E	Finch Ave E	Morningside Ave/CPR
Executive Crt	Executive Crt (Easterly)	Markham Rd & Hwy 401 WB Ramp
Grangeway Ave	Bushby Dr	Ellesmere Rd
Bellamy Rd N	(over) Hwy 401	Milner Ave
Midwest Rd	Midwest Rd (Northerly)	Ellesmere Rd
Lebovic Rd	Eglinton Ave	Ashtonbee Rd
New Link	Sheppard Ave (at Dean Park)	Sheppard Ave (east of Conlins)
New Link	Morningside Ave	Milner Ave at Hwy 401 WB Ramp
Sufferance Rd Village Green Square	Sufferance Rd Village Green Square	CNR/GO Transit rail tracks

Street Name	From	To
Bridgend St	Bridgeport Dr	Port Union Rd
McNicoll Ave	Tapscott Rd	Morningside Ave
Select Avenue	Existing terminus, east of State Crown Blvd	Markham Rd

Note 1:

The extension of Morningside Avenue from the point shown on Schedule "C" (of the former Scarborough Official Plan) up to Steeles Avenue as a 36 metre arterial road with reversed lots or other restricted access is intended to be completed in a location to be determined by an environmental assessment pursuant to the Environmental Assessment Act. The environmental assessment process will determine the alignment of Morningside Avenue to Steeles Avenue and the location of the intersection with Steeles Avenue. The environmental assessment will be conducted in consultation with all interested parties including adjacent municipalities.

The alternative alignments to be considered in the environmental assessment include potential alignments on both the west and east sides of the C.P.R. Havelock Subdivision rail right-of-way. Reference should be made to the Transportation policies of the Morningside Heights Secondary Plan for further detail. Should the environmental assessment not be submitted for approval by December 31, 2005 or if Terms-of-Reference for the environmental assessment have not been submitted for approval by December 31, 2004, the extension of Morningside Avenue to Steeles Avenue may instead be completed through the subdivision approval process. Development proposals within the area potentially affected by this environmental assessment may proceed in advance of the environmental assessment only if they can demonstrate that they would not compromise potential alternative alignments for Morningside Avenue.

Additions:

Street Name	From	To
Liberty Local Road	Dufferin	Strachan
Dundas St W re-alignment	Dundas St W & Beamish Dr	Bloor St West & Dunbloor Rd
Bloor St W re-alignment	Dunbloor Rd	Kipling Ave
Street A	Lake Shore Blvd West	Marine Parade Drive
Street B	Lake Shore Blvd West	Marine Parade Drive

Street Name	From	To
Street C	Brookers Lane	Street D
Street D	Lake Shore Blvd West	Marine Parade Drive
New Street	Toryork Dr	Finch Ave W
Ingrams Drive Extension	Sheffield Street	Caledonia/Wingold/Ronald Ave

Amendments:

Street Name	From	To
Tangiers Rd Extension	Delete: Finch Ave W Add: Murray Ross Pwy	Petrolia Rd
Service Rd West Loop	Drewry Ave	Delete: Ellerslie Ave Add: Hendon Ave
Morningside Ave Delete: 1(see endnote)	Delete: Finch Ave E Add: McNicoll Ave	Steeles Ave E
Reidmount Ave Extension	Sheppard Ave East	Delete: Sufferance Rd Add: Village Green Square
Lamont Ave Extension	Lamont Ave south end	Delete: Sufferance Rd Add: Emblem Crt
Delete: Luella St Add: Conn Smythe Drive	Beachell St	Eglinton Ave

## **Attachment 8: Draft Amended Map 4**

\*\*\*see separate document \*\*\*



## **Attachment 9: Draft Amended Map 5**

\*\*\*see separate document \*\*\*

## **Attachment 10: Consultation Summary Report**

\*\*\*see separate document \*\*\*