

March 2019

PH4.4 Attachment 10



DILLON
CONSULTING

Five-Year Official
Plan Review
TRANSPORTATION
POLICIES
PUBLIC &
STAKEHOLDER
CONSULTATION
SUMMARY REPORT



TORONTO

Executive Summary

In the fall of 2018, the City of Toronto (the City) retained Dillon Consulting Limited (Dillon) to design and deliver a consultation program to garner stakeholder and public feedback on draft amendments to the Official Plan (OP) Transportation Policies. The review and revision of existing transportation policies is part of the City's Five-Year Official Plan Review process, and as such, the consultation program was designed to solicit feedback city-wide. Consultation ran from December 2018 through February 2019.

The consultation program focused on four transportation policy topics: Transit, Cycling, Automated Vehicles and Shared Mobility, and Streets and Related Maps and Schedules. Consultation began with a stakeholder workshop in December 2018. Four public meetings (one in each district: Scarborough, Etobicoke, North York and Downtown) occurred in February, 2019. The stakeholder and the public meetings followed the same format: a presentation of the transportation policies under review and proposed key changes. This was combined with breakout discussion tables to examine each of the four policy topics under review in more detail.

This report documents the feedback received on the draft transportation policies. Details of what was heard at each district public meeting, at the stakeholder meeting and via written comments submitted through email are included in Chapter 3.4. Overall there were some key themes that came up across districts and with stakeholders:

- **Policies should support a more connected and integrated overall transportation system that provides more equitable distribution of transit and cycling infrastructure.** There is support for a balance of transportation modes and an understanding that people need access to every mode for the system to operate effectively.
- **Safety and accessibility should be priorities.** Participants reiterated that policies need to support vulnerable users, providing safe and accessible options throughout the city. This includes more focus on pedestrians, cyclists, seniors and children.
- **Mobility targets should be considered.** At all events it was expressed that there should be mode share targets in the OP or that these should be established for the city and supported through the OP.



4 Public Meetings across Toronto – over 100 participants.

1 Stakeholder Meeting with 14 participants.

25 Emailed comments received

41,759 impressions and 711 engagements on Social Media

- **There should be more clarification on how the policies are integrated within the OP.** This input related mostly to the presentation. When presenting the material for discussion there needs to be more information on how these transportation policies relate to the other transportation policies in the Official Plan, such as complete streets, as well as with other policies such as land use and density. Stakeholders also suggested a need for an overarching transportation plan which would help guide decision making.
- **There should be information on how policies are implemented and how they are reflected in local plans.** There were questions about how the policies are enforced and how different plans, strategies and programs within the city will be implemented to achieve the OP policies. In particular how the transit network and cycling network will be implemented. There was also a desire for faster implementation of new programs and more aggressive action on existing programs. This input should be considered in relation to how the information is presented, including an explanation on implementation.
- **Policies should consider how local community character is protected and supported.** There were concerns related to how policies may impact existing neighbourhood streets.
- **The City should have policies that help to get ahead of the potential long term impacts of shared mobility services.** This was related to needing to plan for the impacts of pick-up and drop-off patterns of shared car services (such as Uber and Lyft) and deliveries.

Although there were some common themes, there were also differences between what we heard in each district. There was general support for the policy revisions. There was particular support for improving the pedestrian, cycling and transit experience for all residents in communities across the city. Across all districts participants shared a concern with transit implementation and wanted to see more clarity around the implementation of the transit network.

In the **Downtown**, participants felt that the policies did not go far enough to prioritize vulnerable road users such as pedestrians and cyclists. Whereas in **Scarborough and Etobicoke** there were differences of opinion around the prioritization of cyclists and pedestrians; some participants felt that a balance should be achieved but that prioritization could negatively impact existing. **Scarborough and Etobicoke** participants also wanted to see policies support improved North-South transit connections. **North York** was particularly focused on accessible design and equitable distribution of infrastructure. Conversations in **Scarborough** also had a unique focus around rail corridor crossings; participants wanted to see policies address potential conflicts in these locations.



Contents

- 1.0 Introduction 1
- 2.0 Public Consultation 2
 - 2.1 Summary of What We Heard 1
- 3.0 Public Consultation 2
 - 3.1 Public Meetings 2
 - 3.1.1 Format of Meetings 2
 - 3.1.2 Notifications and Communications 3
 - 3.2 Summary of What We Heard 4
 - 3.3 Specific Policy Comments 7
 - 3.4 Written Feedback 8
- 4.0 Conclusion 8

List of Figures

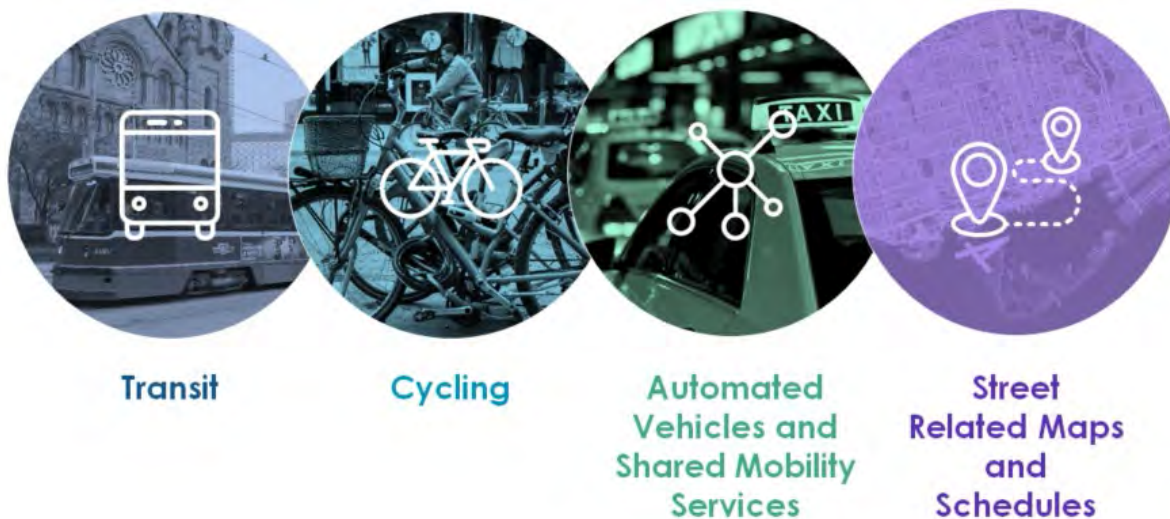
- Figure 1: Transportation Policy Areas for Engagement..... 1
- Figure 2: Public Notice for Public Meetings..... **Error! Bookmark not defined.**

1.0 Introduction

In 2011, the City of Toronto (the City) began a five-year review of its Official Plan (OP), as required by Section 26(1) of the Ontario *Planning Act* in order to ensure that it is consistent with provincial interests and policy statements. For polices relating to Transportation, this began in 2013 with the launch of “*Feeling Congested?*”. In 2014, some transportation policies were approved by Council, including: Integration with Land Use; Streets and “Complete Streets”; Active Transportation (excluding cycling); Auto, Transportation Demand Management and Parking; and Goods Movement. Following this, the City developed a Rapid Transit Evaluation Framework (2015), Ten Year Cycling Network Plan, Transit Network Plan, New Vehicle-for-hire-Bylaw and began to explore the impact of Automated Vehicles.

In July 2018, Planning and Growth Management confirmed policy direction and directed stakeholder and public engagement on four remaining policy areas specific to Transportation in the OP. These include: Transit; Cycling; Automated Vehicles and Shared Mobility; and Streets and Related Maps and Schedules.

Figure 1: Transportation Policy Areas for Engagement



The City retained Dillon Consulting Limited (Dillon) to develop and execute a comprehensive engagement program for the four transportation policy areas. The engagement and communications program has occurred over the course of three months and has included meetings with stakeholders and four public meetings (one in each community council district).

This report documents the consultation process, communications and the key comments identified by the stakeholders and the public.

2.0 Public Consultation

The City hosted a Stakeholder Workshop on Wednesday, December 12, 2018, to discuss the four policies areas relating to transportation. The agenda for the workshop included a presentation by City staff on the OP review process the intent of the draft transportation policies highlighting key changes and refinements, and next steps for consultation. During the workshop there were two facilitated breakout sessions. The first discussion focused on the draft Cycling Policies and the second discussion focused on the draft Transit Policies. Following these table discussions there was a facilitated group discussion on the draft Automated Vehicles and Shared Mobility policies.

Information and feedback from stakeholders was recorded on flip chart paper throughout the session, as well as in workbooks during breakout table discussions. In addition, participants were encouraged to record any comments on the draft transportation policies within the policy handouts, which were collected and summarized after the session.

Of the initial 26 stakeholders invited, 14 stakeholders attended the event. In addition to the stakeholders, City staff from the Official Plan policy team, Automated Vehicles team and the Cycling Infrastructure & Programs group attended to answer questions related to the draft policies.

Stakeholders Contacted to discuss the Transportation Policies

8-80 Cities	Ontario Chamber of Commerce	Toronto Region Board of Trade
Building Industry and Land Development Association (BILD)	Ontario Trucking Association	Toronto Transit Alliance
Canadian Automobile Association (CAA)	Pembina Institute Residential & Civil Construction Alliance of Ontario	Toronto Women's City Alliance
Civic Action	Sistering	Transport Action Ontario
CodeRedTO	The Atmospheric Fund (TAF)	TTCriders
Cycle Toronto	Toronto Association of Business Improvement Areas (TABIA)	University of Toronto Institute on Municipal Finance and Governance
Evergreen	Toronto Centre for Active Transportation	University of Toronto Transportation Research Institute
Federation of North Toronto Residents' Associations		Walk Toronto
Neptis Foundation		Wellesley Institute

2.1 Summary of What We Heard

Metro Hall – December 12, 2019

Number of Attendees: 14

Summary of What We Heard from Stakeholders:

The stakeholder group provided thoughtful input to the City team on the draft policies. They offered valuable feedback on the policies and ideas for public consultation. The overall feedback on the draft Transportation Policies was that the policies still seem cautious, and that the City needs to consider how to be bolder. Stakeholders would like to see the City demonstrate leadership to give people better mobility options and reduce single occupancy vehicle dependence.

Current vs. Future Transportation Policies:

At the beginning of the stakeholder engagement session, participants were asked:

- What word **comes to mind** when you think about **current** Transportation Policies in Toronto?
- What word **do you want to come to mind** when you think about **future** Transportation Policies in Toronto?

Overall stakeholders indicated that currently there were a lot of unknowns or lack of clarity with existing transportation policies. In the future, stakeholders want the transportation policies to be more progressive and future focused.

Cycling Policies:

The first set of policies discussed were the draft cycling policies. Michael Hain gave a brief overview presentation summarizing the proposed key changes to the Cycling policies. The draft Cycling policy documents were handed out to stakeholders and two table discussion groups responded to the questions.

Overall stakeholders indicated that the draft Cycling policies seem to be more thorough, focusing on safety and infrastructure. Stakeholders did express that they wanted more clear cycling goals for the City. Some of the questions posed by stakeholder for the City to consider included: Where does the city want to go with cycling? How are you going to measure improvements? What is the timeline?

Transit Policies:

The second set of transportation policies discussed was the draft Transit policies. Similar to the draft cycling policies, a short presentation was given highlighting the key changes, the draft policies were handed out and two table discussion groups were facilitated by Dillon.

Overall stakeholders commented that the policies were not bold enough and expressed concern that they won't drive the City far enough to improve transit to the extent required in the future. Stakeholder

comments focused largely on four main areas: transit oriented development, integration between modes, transit prioritization and accessibility.

Automated Vehicles and Shared Mobility Policies:

The third policy area discussed was on automated vehicles (AV) and shared mobility. A short presentation was given highlighting the key changes, the draft policies were handed out and an open group discussion was facilitated by Dillon regarding these policies. This discussion focused on what stakeholders would like the City to do in planning for the changes that could come from AVs and increased used of shared mobility services. Some of the input related to policy development while other comments were for City staff consideration on how to move forward generally.

3.0 Public Consultation

3.1 Public Meetings

The Transportation policies in the OP affect the entire city, and there are unique Transportation constraints in every district. In order to capture feedback from the public across the city, a public meeting was held in each of the four community council areas. The dates and locations of the public meetings were:

- **February 11, 2019** – Etobicoke Collegiate Institute 6:30 pm to 8:30 pm;
- **February 13, 2019** – Scarborough Civic Centre 6:30 pm to 8:30 pm;
- **February 19, 2019** – North York Civic Centre 6:30 pm to 8:30 pm; and
- **February 21, 2019** – Metro Hall 6:30 pm to 8:30 pm (originally scheduled for February 12, 2019).

3.1.1 Format of Meetings

The meetings occurred in two main parts, a presentation followed by breakout discussions to enable participants to have deeper conversations on the draft policies. A copy of the agenda is provided in **Appendix A**. Each meeting began with a brief presentation on the Transportation policies background and proposed key changes. This presentation provided context and gave the participants a common understanding of the steps undertaken to get the policies to their draft state. A copy of the presentation is included in **Appendix B**.

Following the presentation, participants were invited to break out into policy discussions to review the draft policies in detail, provide their feedback on the draft policies and to have any questions addressed by City staff. Participants were provided copies of the draft policies and encouraged to write comments down or provide them by email to Michael Hain. Copies of the draft policies provided to the participants were the same as those available online at Toronto.ca/opreview.

3.1.2 Notifications and Communications

A public notice was created to advertise the public meetings (**Figure 2**). The notice was compliant with the Accessibility for Ontarians with Disabilities Act (AODA), and provided contact information if a member of the public required additional accommodations, such as wheelchair accessibility or translation services at any of the meetings.

Figure 2: Public Notice for Public Meetings

TORONTO Building a great city – together

Call **311**

The City of Toronto holds public consultations as one way to engage residents in the life of their city. We invite you to get involved.

Official Plan Review: Transportation Policies

Public Consultation Meetings

Learn about the City's proposed changes to the transportation policies of the Official Plan, ask questions and share your comments. All meetings are from 6:30 p.m. to 8:30 p.m. and consist of a short presentation followed by discussions by topic.

<p>Mon., Feb. 11, 2019 Etobicoke Collegiate Institute 86 Montgomery Road Cafeteria</p>	<p>Wed., Feb. 13, 2019 Scarborough Civic Centre 150 Borough Drive Committee Room 1</p>	<p>Tue., Feb. 19, 2019 North York Civic Centre 5100 Yonge Street Committee Room 3</p>	<p>Thu., Feb. 21, 2019 Metro Hall 55 John Street 3rd Floor, Room 310</p> <p><i>New Date</i></p>
---	---	--	--

Background

The City has undertaken a city-wide review of the transportation policies in the Official Plan. This review has resulted in new proposed draft policies to update the Official Plan under Section 26 of the Planning Act about which the City is seeking feedback and input from the public. There are many policies within the Official Plan; however, these meetings are focussed on the proposed draft transportation policies related to transit, cycling, street-related maps and schedules, and emerging mobility technologies.

We would like to hear from you.

To comment, or if you are unable to attend, contact:

Tel: 416-392-8698
Email: michael.hain@toronto.ca
Visit: www.toronto.ca/opreview

Michael Hain
Senior Planner
 City Hall, 21st Floor, East Tower
 100 Queen Street West, Toronto, ON, M5H 2N2

Our public meeting locations are wheelchair accessible. Please contact us 72 hours in advance to arrange additional accommodation.

Notification for the public meetings was published in multiple sources of print media, distributed to the 27 stakeholders, all Councillors and the Mayor, and posted on social media through the City's Facebook and Twitter platforms. The timing of communications is listed below:

- The City's Official Plan Review Website (www.toronto.ca/opreview);
- Toronto Star (January 31, 2019);
- NOW Magazine (February 7-13 2019 issue);
- Novae Res Urbis (February 8, 2019);
- Mayor and All Councillors (January 29, 2019);
- Stakeholders (including FONTRA and CORRA) (January 28, 2019); and
- Social Media including Twitter and Facebook (various dates starting from January 30th to February 20th, 2019).

To further illustrate the online communication, the City posted regularly leading up to the public meetings in order to share information. The posts included links to the City's Official Plan Webpage, as well as general information on meeting locations and schedule changes as a result of weather. On Twitter the project received 41,759 impressions (showed up on a newsfeed) and 711 engagements (person clicked on tweet, hashtag, or user).

3.2 Summary of What We Heard

Information was collected at the public meetings primarily through the use of note taking during the facilitated table discussions. The information collected at each public meeting is summarized below. It should be noted that in each meeting Streets and Related Maps and Schedules was discussed; however, there were no comments as this is primarily a book keeping exercise. Additional comments and notes are included in **Appendix C**.



Etobicoke Collegiate Institute – February 11, 2019

Number of Attendees: 15

Summary of What We Heard in Etobicoke:

Overall the policies were well received; however there was some initial scepticism. There was an emphasis on **recognizing existing growth** and participants wanted the policies to **balance density and plans for transit and the transportation network**. Participants suggested that the maps also need to have some street names added for clarity and context.

Cycling

Participants recognized that cycling is working in downtown and want to see improved infrastructure in Etobicoke suggesting that **policies need to increase promotion of cycling and improve infrastructure**. There was also discussion on **safety and funding**. The participants wanted to know how Vision Zero was linked to the cycling policies. Participants want to see separated cycling facilities that are designed based on local character and traffic (not a standard solution for all scenarios). It was noted that a **“state of good repair” policy should be included** in the cycling policies, similar to transit, to make sure that the system is well maintained. Participants also want to connections using hydro corridors and for the “PanAm Path” to be included on maps.

Transit

The discussion on transit policies first focused on improving the state of good repair. It was noted that this **policy area should be clarified by strengthening policy language**. Participants felt that policies should speak to the need to support existing local connections before building more big infrastructure. On parking,

participants identified that there is a need to **strengthen the language around commuter parking** and there is a need for a policy mechanism for parking. Etobicoke participants liked the emphasis on station design policies for higher-order transit and expressed a desire to make sure that station design also considers or references bus stations.

Automated Vehicles and Shared Mobility

Participants wanted to see the policy allow for car share. They noted a **potential gap in that the policy does not currently reference drones**. It was expressed that the policy should also mention overall data network needed to support the automated vehicles.

Scarborough Civic Centre – February 13, 2019

Number of Attendees: 31

Summary of What We Heard in Scarborough:

Participants noted that **advertisements for the meetings did not seem adequate**. There was a suggestion that the Scarborough Mirror be used to promote public meetings in Scarborough rather than the Toronto Star. Other suggestions included using community groups to help spread the word.

Cycling

The cycling policy discussion was focused on increasing connectivity through Scarborough. It was noted that participants felt left out and there was an “us vs. downtown” feeling and some participants felt that cycling was not as important in Scarborough. **Participants recognize the importance of cycling as a mode; however, noted that facilities and infrastructure are limited in Scarborough**. The discussion on cycling policies can be summarized into three main themes:

- **Connectivity** - Participants wanted to increase the language around connecting the cycling network to the existing parks system.
- **Safety** – there was a focus and push on separated cycling facilities to protect riders
- **Education** – It will be important to provide education material for both cyclists and drivers to reduce conflicts.

Transit

The primary discussion on transit was around the Sheppard Subway. **Participants want to emphasize the importance of connecting to the Scarborough Town Centre** and wanted to keep the EA approved line on the OP map. Outside of the subway topic, the discussion focused safety, parking and what was considered higher-order transit.

Participants want to see language on rail-road interface and **the importance of safe crossings** and suggested the city consider the potential to add safety into the policies throughout. It was suggested that there does not seem to be enough parking at stations and there is a need to have some policy direction.

Automated Vehicles and Shared Mobility

The discussion on automated vehicles and shared mobility focused on enforcement. Participants were concerned about how **shared mobility users stop on the sides of streets to drop people off**. They would like to see some language about enforcement. It was also suggested that automated vehicles be a part of vision zero.

North York Civic Centre – February 19, 2019

Number of Attendees: 15

Summary of What We Heard in North York:

Overall participants expressed positive sentiments about the session and discussion. A common theme for all policies was that they need to **better incorporate accessibility and equity**.

Cycling

There was discussion on the ability to reference other plans within the document. Specifically on the cycling policy, there could be more reference to other planning documents such as the Biodiversity Strategy. These would help protect some of our parkland from trails. The lack of any reference to accessibility as a priority within the cycling policy was discussed. **There should be inclusion of accessibility when referring to all users.**

Participants indicated a push for **more cycling infrastructure to be developed**. This would increase ridership as well as reduce safety concerns. This was discussed for bicycle lanes as well as bicycle parking. There was also a discussion on commuter cyclists versus recreation cyclists. The participants indicated that there should be some distinction within the policy document. Bike sharing should also be considered within this section and it should also reference bike couriers. There also should be **policy language on the use of cargo bikes for good movement**.

Transit

Participants expressed concern that some of the sections needed stronger definitions, for example high order transit. There is also a need to incorporate accessibility and equity into the transit discussion. This would be both on trains and buses and stations. There was discussion on transit in the suburbs and how it feels under serviced. Participants also want recognition of green spaces along transit corridors and would like to see policy that reflects that.

Automated Vehicles and Shared Mobility

On automated vehicles and shared mobility, there was quite a bit of discussion on which language the city should use. The participants want to see a **policy that does not necessary encourage automated vehicles but looks forward and considers potential impacts**. There needs to be policy which allows the City to say no if they determine the impacts to be negative.

The ownership of data and how it is collected is concerning, there should be mentioned about data and equity into decision making.

There was also **conversation about drop-off and pick-up locations** and the importance of designating certain areas of streets for this practice, where it does not impede traffic or become a safety issue.

Metro Hall – February 21, 2019

Number of Attendees: 30

Summary of What We Heard in Downtown:

Overall the participants Downtown were supportive of the draft policy directions. For each policy section, it was expressed that the city should **include targets to measure performance**. It was also emphasized that a **prioritization of transportation modes** needs to be identified in the OP.

Cycling

The participants at Metro Hall were very supportive of the draft cycling policies. They want to see a more connected network and want more clarity on the how the grid will be laid out. Participants want to see integration with other modes of transportation, specifically Transit and would like to see policies on that front. They want to see a **prioritization of modes, with a focus on cycling and expressed the expectation that this would increase infrastructure and ridership**. The cycling policy needs more clarity on safety.

Transit

Similar to the cycling discussion, participants want to see a better integration of modes. On the draft transit policies, they recommended reference to integration of uses. Participants wanted to strengthen the language around state of good repair, and hopefully put in targets. They want to see a prioritization of transit and this would be seen through **priority signals or specific lanes**. On public realm, Participants want to see the **policy also speak to safe design rather than just on aesthetics**.

Automated Vehicles and Shared Mobility

Participants noted that the **primary concern is safety**. They would like to see some more regulation around training. In turn, they recommended more signage for curbside loading and a potential solution would be to use fire hydrant areas. Policy needs to consider rise of e-bikes and scooters as well as delivery services.

3.3 Specific Policy Comments

In addition to the general group discussions, there were times where specific policy sections were referenced in the discussion. The verbal comments that were received on specific policy sections is below.

Specific Policy Comments

Cycling

- Section D (page 3). There needs to be discussion about retrofitting of existing multi-unit buildings. Consider breaking out the specific policies so D. ii. Is not lost.
- Add work apartments to D. ii.
- D.iv. uses the word “encourage”; consider requiring for public spaces.

Transit

- Define what is “rapid transit” and what is “higher order transit”.
- Make sure deleted section 4.a. and 5.d. are still reflected in the policies.
- Is there an opportunity to add “pedestrian” into 7.d. to improve safety?
- Intro text at the end of page 2 is very broad and does not feel focused on transit.
- Items 4 and 5 are general transportation, not transit – seems that text on transit should be priority in this section. Consider re-ordering so that sections 6, 7, 8 are first – because they focus on transit.
- 4a) needs to be more obvious.
- 4a) needs to be more prominent.
- 4a) should use the work “balances” instead of “prioritizes”
- Page 7 – 8 b) can signal timing changes be added? It is in 8a) but may not be strong enough.
- 8a) this should be clear that it does not include layby areas.
- Can we add language that station design needs to reflect local neighbourhood in Section 2.
- Emphasize need for North-South transit connections in Scarborough and Etobicoke.
- It should be made clear that any maps in the OP are Statutory.

Automated Vehicles and Shared Mobility

- Top of page 2 – incorporate the concept of living green infrastructure and cargo bikes and quad cycles.
- Page 2 – data needs to be open so that people know how it is being used. People also need to know where data is stored.

3.4 Written Feedback

The public as well as stakeholders were encouraged throughout the project to provide any additional comments directly to the City Project Manager, Michael Hain. Key themes were captured in the stakeholder and public consultation summaries. However, specific policy changes and edits were included and are in **Appendix E**. Sensitive information, such as names and addresses has been redacted for privacy.

4.0 Conclusion

Over the course of three months, the City held consultation activities across the city on the draft transportation policies relating to Transit, Cycling, Automated Vehicles and Shared Mobility, and Streets and

Related Maps and Schedules. Feedback was collected from public and stakeholder discussions, and provided in email to the City. The information collected will be used by City Planning staff to make changes to the draft policies, where appropriate. The revised policies and consultation results will be presented to the City Planning and Housing Committee in April 2019, and further direction on the draft policies will be provided.

Appendix A

Public Meeting Agenda



Official Plan Review: Transportation Policies



Meeting Agenda

6:15 – 6:30 pm

Arrival and Sign-in

6:30 – 6:55 pm

Introductory Presentation and Overview

- Opening Remarks
- Overview of the session
- What have we done
- Where are we going

6:55 – 7:25 pm

Transit Policies Discussion

- Small group discussion on draft transit policies

7:25 – 7:55 pm

Cycling Policies Discussion

- Small group discussion on draft cycling policies

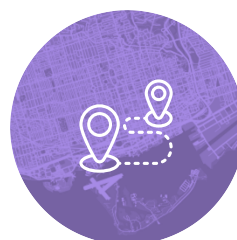
7:55 – 8:25 pm

AV and Shared Mobility Policies Discussion

- Small group discussion on draft AV and shared mobility policies

8:25 – 8:30 pm

Event Wrap-up





Appendix B

Public Meetings – Presentation

Official Plan Review

Draft Transportation Policies

Metro Hall

February 21, 2019





Outline

- Introductions
- Why are we here?
- Key Objectives of Transportation Policies
- History & Council Directions
- Stakeholder Workshop
- Draft Transportation Policies
- Next Steps

Why are we here?

Five Year Official Plan Review

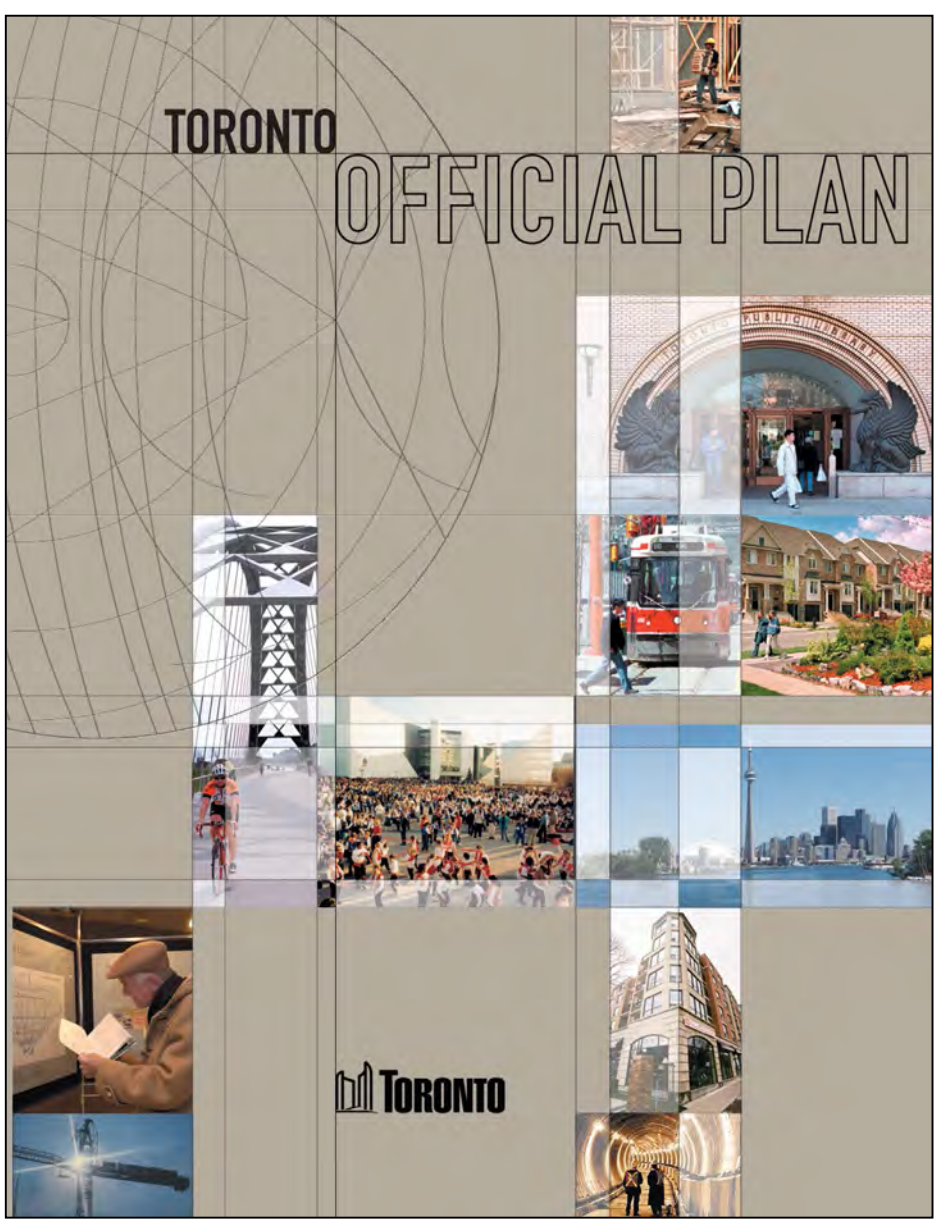
- Draft Transportation Policies

Share, Review,
Refine,
Communicate



TORONTO

OFFICIAL PLAN



TORONTO

- 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 is forecast to accommodate 3.19 million residents and 1.66 million jobs by the year 2031.



Provide housing choice across the region

The Three Lenses – A New Approach to Planning

The process of managing growth and change will be different in different parts of the City.

because some areas will have a greater capacity to accommodate growth. The scale of change will vary depending on the existing conditions of land and infrastructure needs and opportunities realizing reurbanization goals.

We can view Toronto's future through three different "lenses".

- Almost three-quarters of the City's land area is taken up by our residential neighbourhoods, watercourses and parks. These areas can expect little physical change.
- There are parts of the City well-ripe for major growth such as Centres, the Port Lands and Inlets sites. Their unique situations present local plans.
- Other parts of the City present opportunities for a more gradual process of incremental change as the City's main shopping at certain institutional lands.

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 Areas. 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 Areas 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:

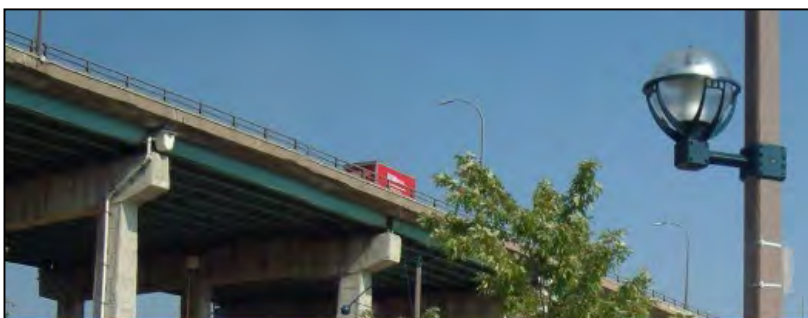
- subway, LRT, streetcar and bus lines;
- the GO Transit rail network;
- expressways and major streets;
- railway corridors and railway yards;
- the city-wide bikeway network;
- a system of sidewalks, pathways and trails; and



Move more people by giving streetcars and buses priority on City roads



- 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 lanes 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) 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 developments[4];
 - 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

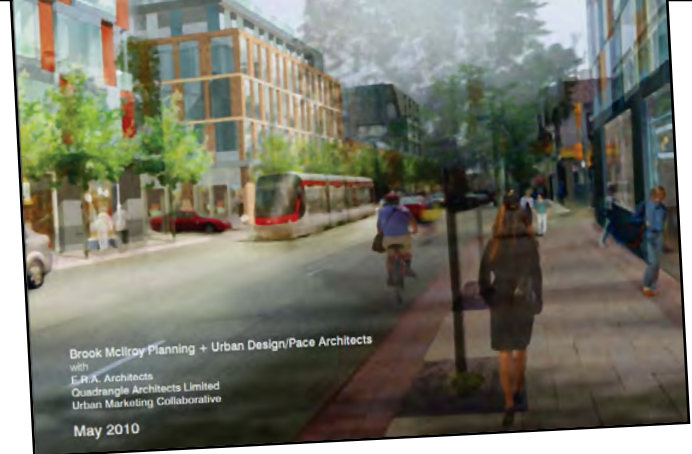


STREETSCAPE MANUAL ONLINE

TRAINING SESSION 1: Background



Avenues & Mid-Rise Buildings Study



Brook McIlroy Planning + Urban Design/Pace Architects
with
E.P.A. Architects
Ousdrangle Architects Limited
Urban Marketing Collaborative
May 2010



PLANNING FOR CHILDREN IN NEW VERTICAL COMMUNITIES



PORT LANDS + SOUTH OF EASTERN TRANSPORTATION + SERVICING

MASTER PLAN

ENVIRONMENTAL ASSESSMENT

King Street Transit Pilot



The King Street Transit Pilot was launched in November 2017. The final report is expected to be presented to the Executive Committee in March 2019. Until this time, the various components of the Pilot will remain in place.

Key Objectives of Transportation Policies

Maintain
existing
network

Improve
existing
network

Expand new
networks

Council Directions on Transportation Policies



2013
OP review launched
"Feeling Congested?"

2015
Rapid Transit Evaluation Framework
applied to individual projects

2017
Council reiterated direction to
evaluate and prioritize transit projects

2019
Public Consultation and
Committee and Council Presentations

2014
Cycling Framework, ROW schedules
OPA for phase 1 adopted

2016
Ten Year Cycling Network Plan
Transit Network Plan, New Vehicle-for-Hire Bylaw

2018
Automated Vehicles

Approved OP Transportation Policies

August 2014:
Some OP Transportation
Policies approved by
Council

- Integration with Land Use
- Streets and “Complete Streets”
- Active Transportation (excluding cycling)
- Auto, Transportation Demand Management and Parking
- Goods Movement

Four Remaining Policy Areas



Transit



Cycling



Automated
Vehicles and
Shared Mobility
Services



Street
Related Map
and
Schedules

Stakeholder Input to-date

- Extensive Internal consultation including TTC and Metrolinx
- Meeting with External Stakeholders Wednesday December 12, 2018
- 14 stakeholders from across the City
- Provided feedback on each policy area
- Provided input into the public engagement plan





Cycling



Cycling

Provide greater direction to Ten Year Cycling Network Plan

- New reference to the cycling network plan

Update introductory text to provide better context for cycling policies

- Enhanced language about the objectives and future vision of cycling in the City



Cycling

Draft policy changes focus on convenience and overall network attractiveness (draw diverse users)

- Focus on connecting neighbourhoods, amenities, and schools

Strengthen policies to improve safety

- Focus on infrastructure quality, lighting, street crossing and education



Transit



Transit

Strengthen language around “state of good repair”

- Extend policy on maintaining a state of good repair of the transit system to the whole transportation system to ensure its efficient use

Incorporate the Comprehensive Transit Plan

- Policies relating to transit expansion will refer to the transit plan

Strengthen transit priority measures

- Develop policies which describe how priority tools will be expanded



Transit

Call for improved network connectivity

- Further develop the transit grid and improve connections between transit services

Call for improved levels of transit service

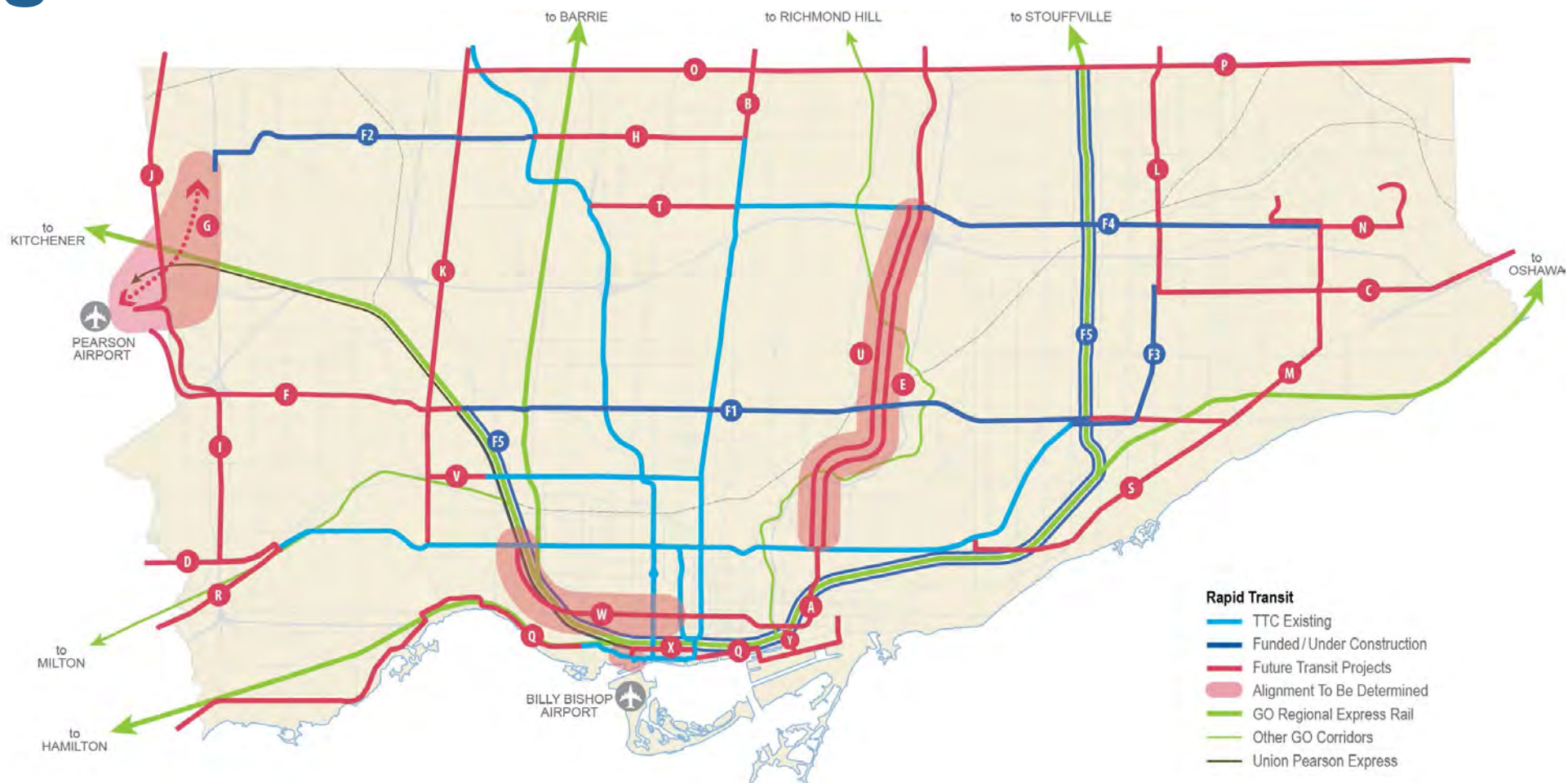
- Recognize that high-quality surface transit can grow demand to support future higher-order transit

Address public realm issues around higher-order transit

- Develop policies which speak to integration of higher-order transit infrastructure with surrounding area



Higher-Order Transit



- Rapid Transit**
- TTC Existing
 - Funded / Under Construction
 - Future Transit Projects
 - Alignment To Be Determined
 - GO Regional Express Rail
 - Other GO Corridors
 - Union Pearson Express

Currently Funded Rapid Transit Projects

- F1 Eglinton Crosstown LRT
- F2 Finch West LRT
- F3 Bloor-Danforth Subway Extension
- F4 Sheppard East LRT
- F5 SmartTrack

Unfunded Future Rapid Transit Projects

- A Relief Line South (subway)
- B Yonge Subway Extension
- C Durham-Scarborough BRT
- D Dundas Street BRT
- E Don Mills LRT
- F Eglinton West LRT

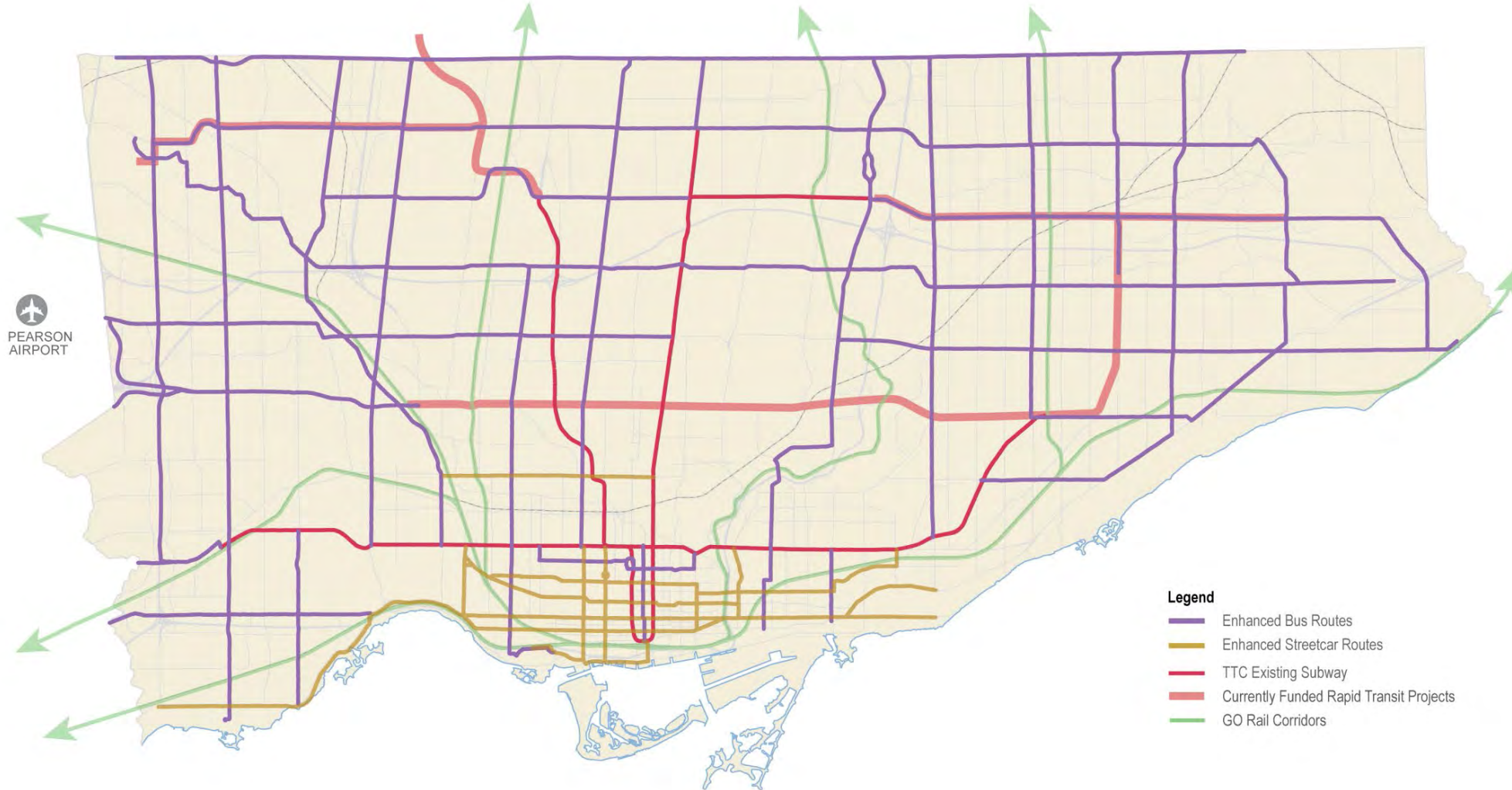
- G Finch West LRT West Extension
- H Finch West LRT East Extension
- I Highway 427 Airport BRT South
- J Highway 427 Airport BRT North
- K Jane LRT
- L McCowan Road BRT

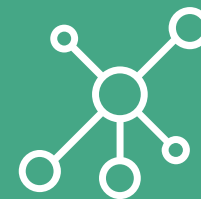
- M Eglinton East LRT
- N Sheppard East LRT Extension
- O Steeles LRT/BRT West
- P Steeles LRT/BRT East
- Q Waterfront LRT
- R Bloor-Danforth Subway West Extension

- S Kingston Road BRT
- T Sheppard West Corridor
- U Relief Line North (subway)
- V St. Clair Streetcar/LRT Extension
- W Relief Line West (subway)
- X Bremner LRT
- Y Broadview Extension



Enhanced Surface Transit





Automated
Vehicles and
Shared Mobility
Services



Automated Vehicles and Shared Mobility


Currently only one OP policy related to technology

Updated introductory text to provide better context for automated vehicles and shared mobility

With rapid technological change, policy needs to be flexible and adaptable to address potential impacts and protect public good




Automated Vehicles and Shared Mobility



[Services & Payments](#) [Community & People](#) [Business & Economy](#)

[City of Toronto](#) / [Services & Payments](#) / [Streets, Parking & Transportation](#) / [Automated Vehicles \(AVs\)](#) / [Automated Vehicle Tactical Plan](#)

Automated Vehicle Tactical Plan



The [Draft Automated Vehicle Tactical Plan 2019-2021](#) is being developed to ensure that all divisions and agencies are following a consistent direction with respect to AVs and the City's policies, plans, and strategies. It will allow clear communication of what the City's priorities are as they relate to automated vehicles.

A [survey](#) is now available to collect feedback on proposals to be included in the Draft Automated Vehicles Tactical Plan. Your feedback will inform staff recommendations to City Council on how to align automated vehicles with established priorities and official policies. Responses will be grouped with others and kept confidential. [Survey](#) closes January 18th, 2019.

[Expand All +](#) [Collapse All -](#)



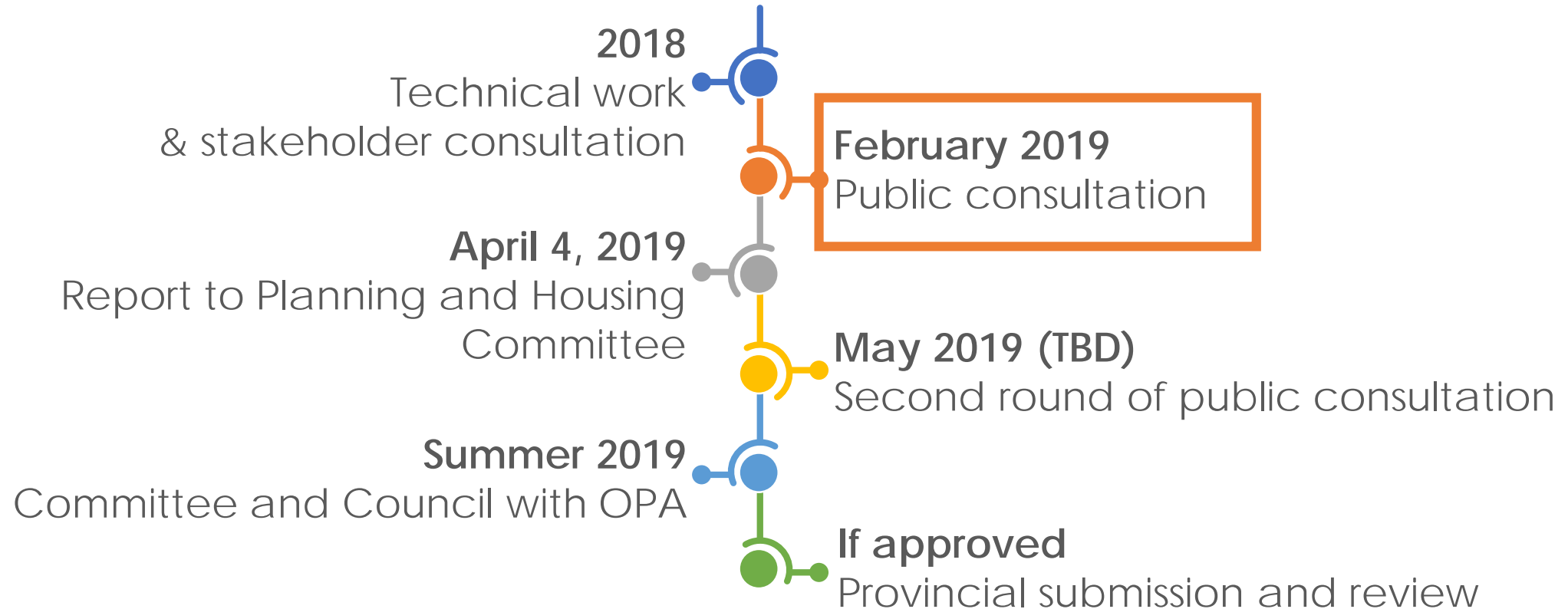
Street
Related Map
and
Schedules



Street Related Maps and Schedules

Maps and schedules identifying right-of-way widths

Next Steps



Contact Us

@ EMAIL to: Michael.Hain@toronto.ca

 416-392-8698

 @ CityPlanTO

 www.toronto.ca/opreview

Thank You for Attending!





Appendix C

Public Meetings Notes

Draft Transportation Policies – Public Meetings

Meeting Notes Directly From Facilitators Notes

Etobicoke Collegiate Institute – February 11, 2019 6:30 pm to 8:30 pm

ATTENDANCE: APPROXIMATELY **15 PEOPLE**

Overall:

- What does Complete Streets mean?
- Want to see census info and information in different local areas (Traffic Zones).
- Existing growth and future growth numbers.
- Balance of densities and plans for transit and transportation network growth.
- OP should recognize existing challenges.

Cycling Policies:

- Where does Vision Zero fit into the policies? How will it impact funding?
- Are there any cross-city networks?
- Need cycling maps in the Official Plan.
- Promote cycling as a transportation mode.
- Think that it is good – cycling is working downtown – need to improve infrastructure in Etobicoke.
- Need a “State of Good Repair” policy section for cycling.

Transit Policies:

- Maps need street names (for context).
- Need clarity on identified alignments.
- Incorporate Inflation in to future funding plans.
- Improve clarity on state of good repair.
- Make sure **Sections 4a) and 5d)** are still reflected in the policies.
- There is a need to strengthen the language around commuter parking. Need a policy mechanism to reflect parking.
- Increase number of subway stops.
- Is there a decision framework within the OP to where and when we can implement it?
- Make sure bus stations are considered for design.
- How do you balance funding station design with utility?
- Need to translate policies into plans – through master plan.
- Policies should recognize that we can’t serve everyone.
- Policies should stay regardless of politics.

- How does the OP review integrate changes in different areas? i.e., land use density and transportation.

Automated Vehicles & Shared Mobility Policies:

- Need to allow car share.
- Does the official plan consider network (internet)?
- Should the OP consider last mile goods movement questions?
- Should drones be captured under this policy?
- Potential to incorporate environmental.
- OP support of other initiatives in Transform TO.
- Need clarity on data reporting.
- Parking with re-use capability.

Scarborough Civic Centre – February 13, 2019

ATTENDANCE: **31 PEOPLE** – INCLUDING COUNCILLORS, MINUS STAFF

Overall:

Cycling Policies:

- Potential to put advertisements on bicycle lanes to raise funding.
- Does the city anticipate people to bike to work?
- Scarborough feels left out of this.
- Transportation tomorrow survey – needs to be more anonymous.
- Have you looked at parks and connectivity through the bike trails?
- Need to be looking at connectivity.
- Are the policies trying to get people to cycle to work?
- Sheppard Ave development – between McCowan and Victoria Park – 19 developers not one cycling trail.
- Is there a possibility that parks could bring people to work?
- Agincourt Go Station would like to be a pilot project to create a cycling project.
- Safety is central.
- To make cycling lanes safe they need to be protected (i.e., separated in some way).
- Separated cycling lanes are more likely to be used.
- Scarborough residents feel that the focus is always on downtown and that discussions/decisions don't always apply to Scarborough. Cycling was raised as an example of issues that are more relevant downtown and should be considered in the Scarborough context.

- It was asked whether there had been studies of bike lane usage done in areas outside of downtown there is not significant density – the bike lane along highway 7 was raised as an example.
- Concern that cyclists do not always follow the rules of the road. Cyclists can conflict with pedestrians so important to remember that safety for pedestrians is important as well.
- Note that barriers for cycling lanes can cause snow removal issues and expense and this should be considered when determining if there should be policies encouraging separation.
- Cyclists use the infrastructure just like drivers and consideration should be given to having them share some of the maintenance costs as well as costs for bike parking.
- Recognize that cycling is good and it's an important mode of transportation. However note that in Scarborough connections for cyclists are very separated so not a practical form of travel; cycling is not as applicable to Scarborough when compared to downtown.

Transit Policies:

- Focused conversation on the Sheppard Subway.
 - Alignment.
 - Uploading to the Province.
 - Sheppard TTC connections are poor.
- How old is the Environmental Assessment – How old is the EA – Send to Councillor.
- Worry that development has already occurred and wants to better understand retroactive would work.
- Need to have a section at the start – to highlight goals and to inform the vision.
- Implementing Road-Rail grade separations.
 - Need stronger policy regarding safety at Road-Rail crossings.
 - Is there opportunity to add “pedestrian” into **Section 7d)** to improve safety. Potential to add comments about safety in general throughout.
- There doesn't seem to be parking at stations – who's jurisdiction is it?
- Concern that transit seems to come with driving restrictions (e.g. can't make right turns at some Crosstown intersections).
- Regarding network connectivity comment was raised that we should look after transit within the City before we start connecting to outside the City.
- With the growth being proposed a subway along Sheppard is needed. This case needs to be made to Metrolinx.
- The City should keep the current Sheppard subway to the Scarborough Town Centre on the Official Plan map.
 - This line has been shown for a long time and decisions have been made based on it (e.g. property decisions).
 - The Sheppard subway to Scarborough Town Centre provides the needed subway connection to Fairview Mall providing a full transit loop.
 - It was requested that the current corridor be shown on mapping at the next round of public events.

- Even if the density is not there today to support subways it will be (e.g. growth around Bayview with subway).
- Grade separations are critical elements of safety and need to be done.
- It was questioned why some of the lines on the map have specific notation of LRT or BRT and others do not (e.g. “T” just says Sheppard West Corridor). Michael noted that the map shows the lines that have been approved with the type of higher order transit where it has been determined. He also noted that the ultimate Official Plan map will note that all the corridors are higher order transit and will protect for that. He noted that it is Council’s decision if they wish to change the corridors being protected or the nature of the transit proposed.
- Participants suggested that the Official Plan mapping should distinguish between above or below ground higher order transit. There was significant support for below ground higher order transit as it was considered more effective/practical in weather conditions.
- It was noted that the Sheppard LRT needs more number crunching and analysis.
- Participants indicated strong support for subways in general noting that all big cities have significant subway systems and that Toronto is falling behind. Participants noted that when you look over a longer time period, subways are cost effective noting that the SRT has only been operational for 30 years and is at the end of its life.
- It was asked if the City would hold additional meetings upon request.
- It was noted that the advertisement for these meetings did not seem to be adequate given the turn-out. Using the local newspapers (e.g. Scarborough Mirror) rather than the Toronto Star was suggested.

Automated Vehicles & Shared Mobility Policies:

- Are level 5 allowed on the streets?
- What about class 4?
- What are you going to do when development is already under construction?
- Enforcement tool for previously built buildings.
- Utilities not available for some of these modifications.
- Need to consider that automated vehicles might replace transit so why clog up the roads with bus lanes?
- Traffic lights will need to be synchronized to allow automated vehicles to be more efficient. It was noted that the synchronization of lights on Sheppard Avenue in particular was of concern currently.
- It was suggested that automated vehicles should be a part of vision zero.

ATTENDANCE: 15 PEOPLE

Overall:

- Has there been a review of the mixed use areas in the OP?

Comments raised before transit small group discussion

- Transportation has too much weight as part of planning decisions e.g. tall buildings are being allowed/built because they are close to transit even when they are not appropriate.
- Should speak to AODA not just accessibility.

Cycling Policies:

- What is the budget for cycling for this year?
- Operating budget vs. capital.
- Relative to what is spent – thinks that it's not enough.
- Concerned that we are pushing cycling trails through our best forests.
- Natural Environment – should be incorporated.
 - We can't lose sight of things we need to protect – biodiversity and ravines.
- How is this linked to the Forest Plan 2012- 2019?
- Connect cycling policies to natural environment to have regard for the natural environment.
- The OP needs to provide clarity on if we can use linear infrastructure corridors (such as power lines) for cycling trails.
- Bicycle corridors on the streets have become a barrier to the disabled.
- Education / Safety – policy seems too high level between two modes.
- Policies which lack enforcement are useless.
- Surprised that there is nothing about accessibility.
- Potential to reference AODA in the policies – get advisory committee to review the document.
- Where is the design portion of the policies? i.e., “they have to provide design.”
- How are e-bikes, motorized bikes, and shared bikes incorporated in this?
- Introduce recognizing that new technologies are emerging.
- Snow maintenance – purely transportation policies.
- The current cycling network plan has lots of gaps; there are segments that are not connected. It is important to figure out where the connections are needed.
- Need to have more dedicated cycling facilities.
- Suggest a classification system for cycling similar to the road classification system.
- Modelling is needed for cycling. The policy should require the development of a cycling model.
- There are 2 types of bike routes and we need to plan for both: 1) connecting parklands with trails to avoid roads for recreational cycling; 2) cycling as a mode of purposeful travel.

- Like the policies about the connection between cycling and transit.
- Needs to be more attention to / recognition of cycling for business purposes; bike couriers, cargo cycling. Bikes need to be recognized as legitimate goods movement vehicles for 100 lbs to ½ tonne.
- Policies should allow for bike parking at buildings to facilitate their use for delivery.
- **Section xd)** There needs to be discussion about retrofitting of existing multi-unit buildings. Consider breaking out the specific policies so **Section dii)** is not lost. Add the work apartments to **Section dii)**.
- The policies need to be tied to the block planning and urban design policies.
- Define short term and long term bike parking; define high quality related to bike parking.
- Parking bikes in unsupervised garages may be a safety issue.
- **Section div)** uses the word “encourage”; consider requiring for public spaces. Should be specific and directional for bikes especially in new-build context to help facilitate more use.
- Where will the cycling networks be, just downtown? We are less safe in the suburban areas because we don’t get the cycling infrastructure that downtown gets.
- It’s not enough to say that everyone will be 1 km from a bike facility. Need to do modelling.
- A cycling policy may not capture all the modes. Consider a term like micro-mobility which could include wheelchairs, scooters, etc. This would make cycling more multi-generational and diverse.
- If we made driving lanes narrower would slow cars and make room for bikes. We need to rethink what we see as suitable for the road in order to achieve a better modal split.
- How are we looking at the city differently for cycling? As more transit comes are we looking at more bike lanes?
- Pleased to see that shared bike lanes are not included in the policies as they are not safe. Dedicated cycling lanes are preferred.
- Bike sharing does not seem to be considered. Bike sharing should be connected to bike couriers.
- Consult police on community and road safety. Consider how off-road bike paths can accommodate emergency vehicles.

Transit Policies:

- Would it include HOV lanes and Buses?
- Needs to reference seamless service between accessible transit.
- The intro text at the end of page 2 is very broad and does not feel focused on transit. This text should emphasize why it is important to expand our transit system and use. It needs to demonstrate the value / importance of transit.
- **Items 4 and 5** are general transportation, not transit – seems that text on transit should be the priority of this section. Consider re-ordering so that **Sections 6, 7 and 8** that do focus on transit are first.
- Definitions needed for higher order transit, maximizing glazing, and public realm.

- **Page 9** – how will this be implemented? How does it relate to transit (KK – need to check policy to clarify).
- On **Page 9** – explain what type of development this applies to.
- Considering where transit should go:
 - Rapid transit changes communities; need to figure out how to support the changing needs of these changing communities.
 - How can policies deal with the fact that transit results in gentrification? We build transit in communities where it is needed and then it changes the community.
 - Consider whether there is language that can be added around equity. It was noted that there are many reasons why communities may need transit and it should not be construed that it is solely economic disadvantages.
 - How are decisions made about distributing transit across the City? Transit seems to focus on the downtown. The draft policies should balance transit across the City.
 - There is more density downtown, but just as much or more of a need for transit in other less dense areas (e.g. Scarborough is very difficult to travel through on transit today).
 - There is no recognition of linear parks, e.g. green alongside roadways. Need to include discussion on the management of these spaces and encourage community ownership.
 - Needs to be clear that the lines on the transit map are not listed in priority.
 - Will there ever be significant investment in transit in suburban neighbourhoods? Where do we address the idea of balance in the policies?
 - It is recognized by the Transportation Tomorrow survey that the majority of transit trips are local; these local trips are just as likely in suburban areas as downtown.
- Rapid transit has its downside; e.g. Finch West LRT actually removes many of the local stops along Finch. There needs to be strong interconnection between transit types.

Automated Vehicles & Shared Mobility Policies:

- We have to catch up to the technology, so we are dealing with retrospective action. Why not include a policy that looks forward and considers potential impacts?
- AV can be beneficial for goods movement.
- Policies need to remember that AV and shared cars are still cars and we should be emphasizing less cars.
- Data will always be collected and used. People should know what goes into the algorithms and where and how data is being used.
- There are people who do not have access to technology. AV will likely be more expensive and not accessible to all. Equity is an important consideration for AV policies.
- Car sharing should be recognized as a solution to reducing car travel / ownership.
- Top of **Page 2** – incorporate the concept of living green infrastructure and cargo bikes and quad cycles.

- **Page 2** – Data needs to be open so that people know how it is being used. People also need to know where data is stored.
- Drop off and pick up plugs the normal flow of traffic. For example, Forest Laneway is a private laneway that is being used as a drop off / pick up spot for the Sheppard / Yonge subway stop. It is a health and safety issue as people double-park. How can we encourage the retrofit of existing areas?
- *Encourage* is not strong enough language; it's not appropriate when drop-off and pick up infringes on public space or someone else's private space.

Metro Hall – Downtown Meeting – February 21, 2019

ATTENDANCE – OVER 30 PEOPLE

Overall:

- Are there any targets defined as far as mode share?
- When you're talking about environment, are you talking just about "green," or is it also social.

Cycling Policies:

- Focused on safety – last year lots of people hit by vehicles.
- Supports the prioritization of modes.
- Bike lanes need to be separated – and aligned with Vision Zero.
- How do the traffic safety audits relate to the development of the policies?
- Need continuous cycling lanes – if people can get to where they need to go they will use it everyday.
- Need to prioritize cycling – almost have to make it easier and safer for cyclists.
- Have to start deterring single automobile use.
- Would like to see continuity in network – more north to south connections.
 - Separated facilities.
 - Integration – bike to street.
 - Signal prioritization.
- How we push boundaries and go beyond downtown?
- Would like to use cycling more – cycling plans have been disappointing so far.
 - Looking forward to pushing over these walls.
- Don't accept that we can't measure cycling.
 - Need to see numbers in the plan.
 - What about using the mode share targets in Transform TO.
- Are there targets for environmental?
- Need to try to match cycling infrastructure with roadway speed.
- Road safety continues to be a big issue.
- Need to promote cycling culture.

- Interested in bike lane extensions – Bloor – Danforth Kingston Road – to create a spine.
- Need continuity of bike lanes and safe facilities.
- Ten year cycling plan is a good start, but we need to push it further and build a connected network.
- Secure bicycle parking – multi-modal.
 - Secure facilities to increase cycling.
- Current network seems to be focused on leisure rather than commuting. Need to increase safety for commuters.
- Planning document should distinguish between the two types of cycling facilities (Commuter and Leisure).
- Commuter network needs to be wide enough for passing and needs to be a connected network.
 - Think about commuter corridors.
- B1 lists neighborhood amenities, but needs to mention offices as a connection point.
- Identify areas such as employment areas.
- Equity issues.
- Speeds – reducing speeds will help make it safer.
 - Have lower speed limits.
 - Signaling – need dedicated signals.
 - Etiquette – Education.
 - Pedestrian – Education.
- Commuter focus – connect cycling network to areas with transit capacity.
- Would like to see protected intersections and designs that are easier to understand.
- Physically separate bike lanes – if they don't mingle, there is less of a chance of getting hurt.
- Attractiveness of the overall network is important.
- Reconstruction of roads – Can there be a requirement to include planned cycling lanes when road is reconstructed?
 - Can language be added for all construction?
- All ages and all abilities language regarding cycling is needed.
- Need more definition around “what is a bicycle.”
- Be clearer on language around cycling grid – what is the expectation? Every 2 kms? Etc.
 - Focus language on safe grids.
- Need clarity on consistency of use of hydro corridors for cycling.
- Need more language on people using wheelchairs to be using trails/ recreational trails – want people to feel more welcome who are in wheelchairs and mobility devices. Need widths that support mobility.
- Need clear statement in OP on safety – Safety is a major concern for cyclists – link to capital and operating budget.

- Highlight the vulnerabilities of users in order and prioritize snow clearing and maintenance based on this order.
- Staff to be bold and make the right recommendations for the public.
- Increase transparency on collision reports for pedestrians etc.
- Can language be added to define other mobility devices within this category? – ebikes, mobility devices.
- Need language to highlight societal benefits: Health, Ec. Development, Recreation, and Environmental.
- On the Final “Blue Box” – Where there are lights for on-off ramps, can there be limitations to turns on red lights?
- How do we get the support politically to support a hierarchy of planning for users?
- Priority of hierarchy of users depending on where we are – recognize differences in different areas and different contexts.
 - See **Section 4a)** in Transit – need to be more obvious.
- Larger goals and prioritize for long term – prioritize pedestrians / cyclists and seniors.
- Use the word vulnerable more to prioritize mods.
- Be specific to guidelines.

Transit Policies:

- Need transit language to integrate cycling. Plans should reflect that.
- Does this mean that we will have a Comprehensive Transit Plan?
- Pricing should be flat rates.
- Surface Transit Priority Network.
 - Buses and street cars carry more people – upgrade street cars, would also like to make sure that the street car routes are prioritized.
- Strengthening language of good repair is nice, but we need to put targets on use.
- Why don’t we use existing linear corridor routes such as the 401 or DVP for dedicated rapid transit routes? Zoom in Brampton uses the 407.
- Something that speaks to proof of payment system that is currently in place – “Integration of Design “Open up Transit.”
- Enforcement – allowing buses to report non-compliance (i.e., parking in the bus lanes etc.) would speed up the route.
- Public Realm Policy – Seems to focus on beauty and planting but they want this to also reflect safe design.
 - Not just about integration and connectivity.
- Safety of bus – function.
- Can there be anything about mixed use transit stations – reducing barriers for use.
- How does the OP address growth challenges and transit as a pre-requisite of large developments?

- Service in place earlier.
 - Role of transit in the development process.
 - Seems to be a disconnect between what the developer is asked to do with motor vehicles vs what they are asked to do with transit.
- Need to reduce private car use – if you want efficient transit, it has to move.
- Need to increase the respect for transit users.
- Need to optimize stop distance.
- One mode of transportation can't be improved without the expense of others.
- Is the city ready to come down harder on automobile use?
- How will uploading transit impact how the OP is implemented?
- Can we enhance bus rapid transit routes – implement on Finch or Sheppard?
- Need to increase bikes on bus – need language to support this.
- Need more definition around the “state of good repair.” Language to address that the system is not functioning.
- Policy **4a)** need to be more prominent.
- OP language that address fare integration with transit and bike share – can you use presto on all modes including bike share?
- Bike parking to support higher-order transit systems and bike shares.
 - Bike hubs around transit.
- First and last mile supports and increases attractiveness of transit system to support ridership e.g. good shelters.
- Land use and transit connections – how the two are connected and what should lead the city's growth – concern that the two are not planned together but rather one comes after the other – Transit once development / growth is in. But then there is high transit need.
- City should look closer at which communities suffer the most on commute times.
- Wheel-Trans – the system is not supportive.
 - From an equity perspective the people with disabilities are also needing more support and consideration.
 - TTC Provided a travel training system
- **Page 7 – 8 b)** can signal timing changes be added?
 - **It is in 8 a)**, but it may not be strong enough.
- Can buses by all door payment and proof of payment be added?
- **Sec 2** – Station access design.
 - Need language to support what the neighbourhood wants to see in station design in consideration of local neighbourhood.
 - Allow for flexibility and uniqueness of neighbourhood.
- Want language on neighbourhood and the role they will play in station design.
 - Respect and reflect neighbourhoods.

Automated Vehicles & Shared Mobility Policies:

- Dramatic reduction of Uber and Lyft Licenses allowed.
- Would like to see more emphasis on safety.
- Order of list is important.
- Requirement for some driving training.
- Parking in bike lanes is an issue.
 - Matter of signage – parking solutions for shared mobility.
- Car sharing.
 - City needs to promote car sharing and reduce automobile use.
- City needs to protect for public transit revenues as investment may go elsewhere.
- Curbside management.
 - Potential to put Uber and Lyft pickup stands in front of hydrants – as taxi's in some places.
 - Currently can park there.
 - Reduce drop offs in the middle of the street.
- Emphasize the importance of managing delivery vehicles.
- The standard and frequency of driver testing could be increased.
- Need to have some distinction of where scooters can be used – potential to have a speed cap.



Appendix D

Written Feedback Received

The following feedback was received by email and has not been edited, except to remove personal information.

Submission 1

Agincourt Village Community Association will be represented at this meeting.

However it is with great disappointment that AVCA has learned that communication for this meeting was lacking.

AVCA has been represented and emails documented at all previous public transportation meetings; receives notifications from the City of Toronto regarding new development and zoning; and is registered with the City of Toronto.

It especially frustrates associations in Scarborough to learn that FONTRa was notified of these public Official Plan Review meetings and seven associations in Scarborough were not.

Was any notification submitted to the local news source - The Scarborough Mirror?

As you are well aware Scarborough is undergoing tremendous mixed-use development especially along the Sheppard East Corridor. My last understanding is 18,000 condominium units are proposed. It is crucial to this diverse, caring and proud community that residents and especially community associations be informed of the changes taking place which affect us.

Communication is key! We anticipate that going forward AVCA and other Scarborough associations will be "kept in the loop."

Submission 2

If you are not the correct person for this, please redirect my comments to those who are.

I will probably be at Tuesday's session at Metro Hall in between a session on transit governance at the Munk Centre and Joshua Bell's recital at RTH, but have enough comments on the draft changes document for transit that I wanted to put them in an email.

These refer to the document at https://www.toronto.ca/wp-content/uploads/2019/01/8eee-Planning_PolicyDirections_Transit_ForConsultation.pdf and are keyed to its page numbers.

Page 1:

Can we please get rid of "fulsome", let alone "more fulsome". "Extensive" is the word I think you're looking for here. The reference to separate road and transit policies is a double-edged sword because road policies inevitably bump into and generally obstruct transit policies. The two of them have to be viewed at the same time to see where the conflicts and trade-offs are.

The argument for making SOGR part of "network improvement policies" shows just how far we have fallen that it even needs to be considered. There is also a "gotcha" here in that some things the TTC includes as SOGR are not strictly "repair/replace" but rather enhancements. Bloor-Yonge is one of several examples.

The text about traffic congestion is a completely separate issue from SOGR although it does trigger the need for better service, or much more likely poorer service with a fixed fleet size. Nowhere does the OP give any guidance of what might constitute “good” or “better” service, and of course this is the TTC’s purview through their “standards”.

This paragraph really needs to be rethought as two separate ideas.

Page 2:

Item A (ctd): Continuing on the SOGR point: the idea is that we will optimize the use of existing infrastructure and facilities, and will add SOGR as a way to do this, prior to building new infrastructure. Again, there is a problem of trying to force two separate ideas into a single policy bullet.

Somewhere you need to talk about design criteria and how they should be incorporated into any reconstruction project (e.g. removal of cut through lanes as planned at King Queen Ronces) as well as changes to improve the pedestrian or cycling realms where possible. There are likely other design changes that should be part of the standard repertoire.

Later in the document there is a reference to a pet TTC project, queue jump lanes, although they have only a few in mind. Those really need to be discussed in the context of a range of possible design changes for transit priority, not simply as stand-alone facilities.

Item B: This is as good a place as any to mention the zones of influence around “rapid transit” stations. These zones are already 500m in radius, and Ontario proposes expansion to 800 or 1000m depending on which reports one reads. The effect was clearly designed for lines like GO with wide station spacing, but the effect within Toronto would be to declare much of the older part of the city as a zone for expanded density to support transit stations.

The City needs to do two things (at least). First off, the transit density rules do not require nor enable blanket upzoning, but suggest that on average the density within each station’s zone go up. The City really needs to do some work on this, and this is probably site specific (although there may be some generic classes of station areas). The OP isn’t worth the paper it’s printed on if the Growth Plan can declare that much of the City should be intensified.

Second, the City needs to include density uplift maps both for existing and for proposed lines. It would be amusing to see how residents near the future DRL or the Eglinton Crosstown would react to being told their local stations trigger an upzoning of their neighbourhoods. There also needs to be some distinction regarding stations on major routes such as a full subway and stations on LRT, especially where these are surface locations more like local streetcar stops. There is a valid question of whether a stop at, say, Eglinton and Victoria Park is “rapid transit” while at Spadina and Sullivan is a “streetcar”.

Item C: Transit Priority Measures. There needs to be some sort of trigger level where service/capacity at level “X” automatically brings with it TSP. This needs to be REAL TSP where the transit vehicle gets priority, not “get it when we feel like it”. I say this in light of a little excursion I made today out to Mimico where signals along The Queensway and Lake Shore (especially at Humber Loop), seem designed to impede rather than assist transit. We can chat about specifics separately, but it’s a real piss-off to sit at a transit signal that resolutely stays red for an extended period for no discernable reason.

Transit priority also requires a rethink of how street space is used, and of course King is a good example of this. Site specific approaches are key to this as we know from the design processes on King and earlier on Queens Quay.

Item D: Improved connectivity. This is a bit strange because we already have a well-connected system. Inter-agency connectivity is challenged as much by service levels on 905-based routes as it is by jurisdictional wrangling. Building transfer stations won't improve services or reduce fares.

Item E: We have to get rid of the assumption that existing service actually "serves" existing demand and development. Growth comes on top of the problem of inadequate existing service. I'm not sure how you make an Official Plan policy that says "we know we don't have enough now, but we want more". That's a budget issue.

Maintaining and Developing ...

The reference to Union Station needs to be clarified because current work will finish in roughly a year. However there's a lot more to go, and a good chunk of that is on GO's side of the fence, not the City's. At the bottom of the page, there is a ref to "alterations and additions to the street network" which, I suspect, is left over from the former "missing links" of few road segments dear to the hearts of certain pols. There should be clarity about whether we are talking about improving performance of what we have versus adding to the road network. In particular a road improvement should not be allowed to cloak itself with a transit project to be credible.

Page 3:

Note that there are expansion plans within existing facilities such as the Bloor-Yonge project. There is talk about incremental expansion of the higher order transit network, but this needs to be echoed for the local network as well. (Of course all of this changes context if DoFo takes over responsibility for subway planning and construction.) An important point will be to define just what is "higher order transit".

Re streets and street furniture: there needs to be a better overall design that co-ordinates the desire for things like transit shelters with other users of the sidewalk from a point of view of capacity and safety, including winter operations. This is especially true for "furniture" that has no function beyond holding maps or advertising.

As I read through this page, the paragraphs and ideas seem to jump between major ideas.

We finally get to surface transit at the bottom of the page and the top of ...

Page 4:

"Operational efficiency and rider convenience" such as more frequent service and "optimizing" stop spacing. The former is a policy/budget decision, and I am not sure how the OP can have any bearing, especially if no standard for what you're going for is articulated here. We know there is an issue with latent demand, but this is common throughout City services, not just transit.

“Optimized” stop spacing can lead to longer walking distances which is an accessibility issue particularly where the main street hosting the route is some distance from many would-be riders thanks to sidestreet design. As an aside, the TTC got rid of several streetcar stops mainly to align them with locations of protected crossings and to deal with geometric issues for new streetcars. They appear to have stopped at that point, and you really need to decide whether this warrants an OP statement. BTW, where they eliminated stops that were not at traffic signals, travel time savings were minuscule because these tended to be minor stops that are not always used, and where the stop service time is made up by the time a transit vehicle reaches the next traffic signal.

Watch out for the RTP’s Frequent Rapid Transit Network – it is just a bunch of BRT (at best) lines on major roads in most locations. Also, what Metrolinx calls “frequent” would probably disappoint most TTC riders. Maps 5 and 6 in the RTP show only a few lines within the City of Toronto. I am not sure that you want to refer to the Metrolinx RTP as if it contains a major component for Toronto proper beyond known subway/LRT projects.

Item 4 (e): What “design features” does this refer to? Examples are needed to make sense of the proposed “policy”.

Item 5 (a): The map and schedules are not included in the pdf. This really needs to be set out visually so people can see which places you have your eye on, and which you might have missed. You also need to watch out for “gotcha” situations. I am reminded of the setbacks of some buildings along Dundas which once upon a time was to be widened to at least six lanes as a major link from Spadina to the DVP. There are a few buildings in the way that are not going to be demolished soon. Any plan like this needs to have specific goals for each affected area. (It’s also amusing of course that a widening that should have been part of Crosstown – on Eglinton East – was left out of the project thereby giving opponents something to carp about re road capacity.)

There is also a potential problem that making the conveyance of land for, in effect, a bank against future projects could conflict with other priorities such as Section 37 contributions, and might even invite appeals from uncooperative developers unless the city could take the lands by right (in effect, by expropriation).

Page 5:

Why is the City Plan protecting the 400-series highways in its OP? Does this have implications for connecting roads that would act as local distributors? Why is there no comparable language for the City’s own expressways, the DVP and Gardiner?

Page 7:

Item 7 (a): Where is Map 4 and what are you protecting?

To what extent can the city protect property in advance of project approval? Does this prejudice routes of major projects?

Item 7 (b): I want to see how you will establish priorities for anything. On my printed copy of the draft, I wrote “ho ho ho” here.

Page 8:

Item 7 (d): Again Map 4 is missing. Also, you need to co-ordinate content here with Metrolinx plans as most of the lines within Toronto are now owned by them, and RER has and will affect their corridors in many locations.

Item 8 (a): Map 5?

Item 8 (b): On vehicle payment is already going away, but it is not always reliably replaced due to the sparsity of reload locations for Presto in the suburbs. FYI TTC reported at the Budget Committee last week that 78% of rides are now collected via Presto.

Item 8 (c): Surface transit is not just a builder of demand for future rapid transit, but a valid mode in its own right. City planning has talked about the “shoulders” of downtown and the importance of the streetcar routes. You need to think of streets as staying as surface routes, not just as long term candidates for subways, and also explore how the increased development closer to the core will affect transit needs.

Page 8:

Item 6: Connections to stations through developments should include provision for full accessibility including elevators and bidirectional escalators. There is a question of how much of this would be provided and maintained by a building owner/developer, and how much would be to the City/TTC’s account, but it should be stated explicitly.

Pages 8 to 10:

The entire long section about transit stations is very strange because it assumes they would be built as free-standing structures. Yes, they need to look decent even if they are only placeholders around which a future “real” development will occur, but the idea (see also density issues) should not be to build little jewel boxes of transit stations in the middle of empty space. If the space is empty, this may not be a good place for a station to begin with.

I think there needs to be some integration of goals for station design and appearance with development priorities for lands near the stations.

The questions of design within the stations (ie architectural quality) and functionality are separate from how the station building itself appears on the street. There is no explicit reference to accessibility within stations as opposed to in their surrounding environment. This may be because it is assumed under ODA.

Again, this is a section that is really two (at least) separate ideas and they need to be teased apart.

It is VERY strange to see a long section which is in effect an urban design manual for station precincts mixed into what is supposed to be a transit/transportation OP, particularly given its size and detail compared to the rest of the paper.

Page 11:

This map has been around for a while and needs to be updated.

The Don Mills / Relief corridor needs to be consolidated top to bottom.

Are all of these projects still alive? E.g. Kingston Road BRT?

The Bremner LRT should be cut from the plan unless you plan to completely redo the Waterfront Reset now in progress where it is completely ignored.

For legibility, it may be preferable to group projects geographically rather than alphabetically as items that are really part of packages are scattered through the list (e.g. all Scarborough projects together).

Page 12:

This map is out of date in that it shows the TYSSE as “currently funded” rather than existing, it shows Sheppard East as “funded”, and it does not show SmartTrack at all (one way or the other). I am not sure what this map is supposed to achieve.

Submission 3

Thank you for an interesting public consultation session on the Official Plan Review (Transportation) on Monday Feb 11th.

I support the draft material presented with one exception. The Transit piece, in discussing Existing Policy 2.2(3), calls for "a more fulsome introduction to the importance of the transportation network". Since "fulsome" means "complimentary or flattering to an excessive degree", I do not think this wise.

Former Prime Minister Pierre Trudeau once remarked that government hears many voices. But some are louder.

In transportation policy, particularly regarding transit, the louder voices focus on conventional rush hours, prime destinations, and higher-order transit. Not that these are unimportant. But issues of safe and convenient transportation options and operational efficiencies apply across the board.

I think you have achieved a sound balance of interests throughout, noting as you do, for example, that a majority of transit trips involve a bus or streetcar. I have no specific comments on the cycling or AV pieces.

Best wishes for your continuing consultations.

Submission 4

I participated on Wednesday OP discussion at SCC

I have a couple of suggestions:

A....Would have appreciated better communication in the individual local papers to get more people out for discussions.....ie: Scarborough Mirror. Additionally, send email to community/ ratepayers associations where possible would be useful and more robust discussion with more participants.

B.....I strongly support SHEPPARD SUBWAY as high order of transit for Scarborough, which was in the original OP. The subway would “connect “ this East side of our large City.....finishing the “ loop “.

Thank you for the opportunity to feed back.

Look forward to next step.....

Submission 5

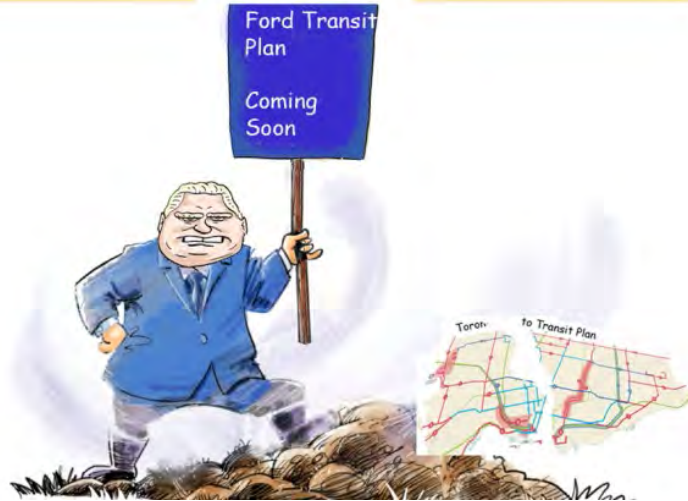
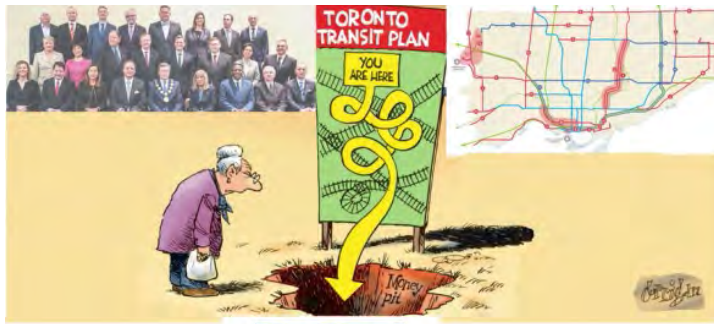
I have sent this email to 22 councillors.

As part of the Five Year Review of the Official Plan, the City Planning Division is undertaking the transportation policy review related to the development of the City’s rapid transit network and the complementary enhancement of bus and streetcar services.

<https://www.toronto.ca/legdocs/mmis/2018/pg/bgrd/backgroundfile-117516.pdf>

The map in Attachment 3: Proposed Draft Higher-Order Transit Network (page 18) is a map that constitutes the official city transit plan. It is merely a collection of all transit plans submitted by Councillors, past and present. It is chaotic, incoherent, disorganized and confused. It is foolhardy to think this is the transit network citizens want. It seems the Premier of Ontario is well aware.

Roll up your sleeves and produce a proper map!



This is a plan.



The Master Plan consists of .

a) 3 LRT lines

1. Crosstown Finch LRT

2. Don Mills Road LRT that passes through Flemingdom Park and Overlea connecting to the SmartTrack Reset at Carlaw.

3. Waterfront West LRT connecting to the SmartTrack Reset at Liberty Village.

b)Richmond Hill GO train with high frequency service.

c)SmartTrack Reset

Propose a subway service with 4.5 minute headways, on a dedicated track in the GO corridor.

The cars (DMU or EMU) would run on railroad tracks but would be of subway style, 5-6 doors per side, raised station platform level with car floor, not double deck and subway performance (acceleration and deceleration).

The track has to be dedicated because the modern signal system would be incompatible with standard railroad trains. The line consists of the repurposed UPX line in the west, new construction over the SRT line in the Stouffville corridor (a third GO track remains to service RER GO and to honour grandfathered railroad right of way and will require shuttle buses during construction though diversion to Kennedy and Warden Stations for many routes is possible), two tracks of the Lakeshore line from Scarborough Junction to Eastern Avenue and new construction along King Street to connect to the UPX line. The King construction is budget driven, ideally underground, next choice would be elevated and possibly surface, though if surface, would require 4 tracks to address congestion, eliminating vehicles on King.

Advantages

SmartTrack Reset and the GO Richmond Hill line provide the transit relief for the downtown.

There will be 4 rapid transit routes crossing Toronto, Finch LRT, Eglinton Crosstown, Bloor/Danforth subway and SmartTrack Reset. Finch is the busiest daily bus route in the TTC system.

The Don Mills LRT and SmartTrack Reset in the east provide north/south rapid transit. The SmartTrack Reset gives Scarborough a transit backbone to be fed from the many 6 lane east/west roads (there are no 6 lane north/south roads in Scarborough).

Waterfront West and Liberty Village will have long awaited rapid transit.

Most construction is surface. One tunnel is on the Don Mills LRT from SmartTrack Reset to the Overlea bridge and possibly King Street would be the second tunnel.

Problems

1 It has been identified that LRT's cannot navigate the turn at Overlea Blvd and Don Mills Road.

2 The connections to the Waterfront West LRT and Don Mills LRT from the SmartTrack Reset are inconvenient for passengers who have to connect to the Yonge subway. The transfer to SmartTrack Reset for a couple of stations is a serious annoyance. A major cost for both LRT's, is to locate a terminal that connects to the Yonge line.

To mitigate the annoyance, a shuttle train might be introduced between Liberty Village and Carlaw on the SmartTrack Reset. It would be introduced on the line just after a regular train departs the station, and the train is announced as a short turn train that travels solely from Liberty Village to Carlaw and back. The stations would have tracks to shunt the short turn train.

Submission 6

I've been reading and writing extensively for near twenty years about motorized transportation and more recently urban transportation in this 21st-century, and in an increasing "urban world", I'm left with the conclusion that "we may have a problem".

Book author/"futurist" William Gibson pointed out that "the future is already here, just not evenly distributed". In other words, that new products and ideas need to start *somewhere* and then spread? Which makes it easier to "tell the future" just by reading the news from elsewhere.

For example, cities in India have been trying odd/even car rationing systems based on license numbers and odd/even days of the month. So half the time private vehicles populate their roads, and half the time they don't.

In China, Beijing City also have had automobile rationing for many years. (As of June 2016, in addition, another 11 Chinese cities have similar restriction schemes in place.)

And another example. What do the central American country of Costa Rica and the Republic of Ireland have in common? The Republic of Ireland will become the world's first country to sell off its investments in fossil fuel companies... and last year, Costa Rica's new president Carlos Alvarado announced a ban on the use of fossil fuels.

Close to home, in Toronto one can watch the air pollution counts rise each day as the city wakes and folks start driving: <https://aqicn.org/map/toronto/>

Last year, the World Health Organization estimated "More than 90% of the world's children breathe toxic air every day": <https://www.who.int/news-room/detail/29-10-2018-more-than-90-of-the-world%E2%80%99s-children-breathe-toxic-air-every-day>

Does the Toronto Official Plan re Transportation Policies even cover "air pollution"? Not sure...

An experiment anyone can try: Day or Night, count the numbers of vehicles going by with one operator ("driver") and one or more empty seats. Plenty of (empty) cargo space. Of those vehicles, how many have only two or three wheels?

It may occur to some that just by shrinking the size of some vehicles, there would be lots more room on our roads and parking lots, etc. Just by shrinking the "volumes" of traffic, commercial traffic could get around quicker while at the same time driving more slowly. (Less kinetic energy stored in a given mass = less damages, injuries and deaths in collisions...)

China knows this... By one recent estimate there are now over 200 MILLION electric bicycles in China. In Europe, in 2017, 720,000 e-bikes were sold in Germany. Oslo, Norway's government began offering residents a \$1,200 credit to be used toward the cost of an electric cargo bike. Near half the bikes in Belgium now have electric assist. One in four bikes in "bike friendly" the Netherlands now have assist. The Dutch "put their foot down" about traffic injuries and deaths back in the 1970s. Yet some in Toronto think the situation can be improved? While property "developers tear down old buildings to build more and more condominiums (with more and more parking spaces... aka "more traffic").

In Canada, the city of Laval in Quebec (think, as Scarborough is to Toronto, so Laval is to Montreal) has been offering its citizens a \$400 rebate to buy electric bikes "in response to high demand".

Basically, the automotive industries want to sell you electric cars (they still injure and kill, but in a more "eco-friendly" fashion...) but the *REAL action* is in sales of electric bicycles, including trikes and cargo and folding electrics. As "more affordable for the masses".

Were I a "gambling man"... I'll bet that most in North America won't change their addictions to the 20th-century automobile... and will continue to protest "SOMEBODY (Else) Should DO SOMETHING". Sad

Were I "King of Toronto", the City would be offering a rebate like Oslo in Norway and the City of Laval in Quebec to local bike stores already selling the Canadian "power-assisted bicycle". There are plenty of examples of countries and cities already taking this approach. Some voters in Toronto might like getting around town quicker while saving lots of money.

Submission 7

I could not find anything about pedestrians except as with cycling. My concern is the safety of pedestrians at intersections. The pedestrian light timings at various intersections indicate no consistency based on the amount of lanes for the same type of streets. For example, at Bloor & Spadina, I noticed timings for traffic going North/South was less than going East/West.

In 2012, a review was ordered about intersections; maybe, after pedestrian fatalities. Also that year, I contacted Adam Vaughan (councilor) about the Bloor & Spadina intersection after I almost got hit by a car and also reported the pedestrian timings at that intersection. After that, the timings were increased and were made the same for all directions.

In 2016, there was a plan for the bicycle street paths along Bloor Street West that included decreasing the North/South timings (with no regard to pedestrian safety.) Obviously, this meant East/West traffic could move faster but I do not know of any indication from any other person that the lack of much change in traffic speeds were due to changes in intersection timings, which included Bloor & Spadina.

In 2018, I reported the matter to Joe Cressy (councilor for the area at the time) and to 311 and received e-mails from staff members and from 311 about it being reviewed. This was for the 4 intersections going west from (and including) Bloor & Spadina (but I expect problems occur further East and West along the street.) I am not aware of anything happening from the "reviews" (including from 2012) and we are left with a hodge-podge of timings with little, if anything, related to street width or number of lanes for the same type of streets.

This has meant that pedestrian safety is at risk. At least, I am on record, again, for stating problems.

Submission 8

I noticed the ad in today's Star for your public meeting February 13th in the Scarborough Civic Centre re Official Plan transportation policies.

What are Staff proposing?

I can't find anything on the City Planning web site.

There is no link in the ad 'for further information'.

Assuming the staff presentation is already prepared, can you advise if it is available ahead of the meeting and if so, how do I access it?

Submission 9

This week's edition of the Scarborough Mirror contained a full page add (page 7) advertising the 2 upcoming public meeting for the Eglinton East LRT.

Even had multiple language notifications.

Seems Jade Hoskins who has only worked for the city 16 months has developed an affective communications strategy for keeping Scarborough residents up to date with "meaningful consultation".

<https://eglintoneastlrt.ca/get-involved/public-meetings-2/>

Submission 10

This 2 sided glossy flyer was delivered by mail yesterday. (see PDF)

You should contact Kelly Dynes for advice on how to keep Scarborough residents up to date with "meaningful consultation".

Submission 11

Thanks for an excellent presentation at North York Civic Centre last week about the draft official plan.

I wanted to follow up with you about a question I posed about travel modes. You pointed me to the TTS survey.

The figures for residents of Toronto show that over a 24-hour period there are about 5.1 million trips, broken down as follows:

driver 46%

car passenger 11%

Transit, walking, cycling 41%

(2% for other)

These figures do not exclude, in my reading, a conclusion that a majority of people now identify walking, cycling and transit as their main mode of transport. This would be consistent with a rEkos poll as well as the opinion of an MTO official based on TTS figures.

For example, car passengers for specific trips may still identify transit as their main mode, even if taking advantage of a car trip for some purposes.

You had suggested that car travel still dominates by a strong percentage.

I would appreciate your advice, or direction to other sources.

Submission 12

Thank you for the Public Consultation on the Official Plan Review: Transportation Policies

I am a pedestrian, cyclist, and take transit so I am very interested in Transportation policies.

these are my ideas from our discussions-

Cycling Framework

Cycling is an inexpensive, convenient and fast way to get around the city. Increasing the number of cyclists is good for the environment, will decrease congestion and will greatly improve the health of our residents.

We need a comprehensive cycling policy for Toronto or we will not increase the number of cyclists on our roads.

We need targets as to the number of cyclists we would like to aim for on our roads. What is the target for each transportation mode share?

There are many cyclists who would like to be year round cyclists but do not feel safe. Women especially are much less likely to cycle if they do not feel safe.

As vulnerable road users, we must increase the safety of cyclists.

Painted lines and sharrows are not safe for cyclists.

We need a Grid of Protected and physically separated cycle tracks, and Protected intersections, with bike traffic signals.

In our group we mentioned the Green wave where cyclists on a cycle track will get a continuous green light.

We need to emphasize an increase in bike parking throughout the city. We can make bike parking a priority in new developments- decrease in number of car parking spaces, but an increase in bike parking spaces.

To encourage year round cycling, we need an emphasis on more consistent Snow removal for our cycle tracks.

This will greatly increase cycling in the winter.

We need to distinguish between leisure and commuter cyclist as both are important but may need different polices, cycle tracks, bike signals and speeds on the roads.

Transit

Toronto will never be a world class city without a world class Transit system.

We need to get more people out of their cars and using transit.

I agree that the language around "State of Good Repair" must be strengthened. Major capital investments from all levels of government is needed.

Transit must be given a priority on the roads- similar to the King Street Pilot which is a huge success.

It is important that 60% of transit trips start with a bus or streetcar.

We must have improved connectivity for the transit users who use more than just the subway. We need to consider bus and streetcar only lanes, and more rapid bus routes from the outer suburbs. We also need priority traffic signals for transit. Users will be much more likely to use transit if it is reliable, fast and convenient.

Automated Vehicles (AV's) and Shared Mobility

This will be very important in the future and as a city we need to be pro-active and bring in policies at the beginning, and not wait until this becomes more of a problem.

There are many concerns about Uber, Lyft and other ride hailing services.

One of our main goals is to decrease the number of cars on the road, but these services are increasing the number of cars instead. There is a huge increase in drivers just driving around looking for passengers. More pick up and drop off spots off main streets must be encouraged.

The new passengers for Uber and Lyft are coming from passengers who would have taken transit or walked or cycled, instead of taking people out of their own cars. This is a huge concern.

Toronto needs to think very carefully about how many drivers will be given licenses.

I am very concerned about the lack of training for Uber and Lyft drivers and taking away training for taxi drivers. Safety of vulnerable road users must be paramount. These drivers must have training before becoming licensed.

There is much more online shopping and returns for online shopping. This contributes to even more cars on the road. We need to encourage more locations for pick ups and drop offs for online shoppers, instead of increasing the number of delivery vehicles on the road.

We must encourage more car share programs. One way is to change legislation to make these a priority in new developments. The number of car parking spaces needed must be decreased, and the amount of car sharing spaces must be increased.

Submission 13

After a few conversations, I wish to expand on the importance of the map in Attachment 3: Proposed Draft Higher-Order Transit Network (page 18).

<https://www.toronto.ca/legdocs/mmis/2018/pg/bgrd/backgroundfile-117516.pdf>

I enclose the text and improved resolution of the map at the bottom of this email.

The map constitutes the official city transit plan until the next time the Official Plan gets revised. It is meant to be the strategic blueprint of city transit projects - the Master Plan. City staff are to execute transit projects from the plan, to protect them from the vagaries of changes in Mayors and Councils. It represents what the citizens ultimately want as a public transit network.

I stand to be corrected. It is my understanding that the map, that is part of the handout, will be modified for the final report. All the lines will be simplified and text removed. However, there is no modification in the list of projects from the draft.

This is an unacceptable plan of future Transit for Toronto.

1. The total cost of the unfunded projects possibly exceeds \$100 billion.
2. It is merely a collection of all transit plans submitted by Councillors, past and present.
3. It is chaotic, incoherent, disorganized and confused.
4. It is foolhardy to think this is the transit network citizens want.

I sense that staff do not consider the plan a mandate to budget and undertake projects from. I sense that staff would like Council to take the Plan more seriously, and take ownership that it is the strategic direction for the long term vision of the City, well beyond their term(s) in office.

A transit plan must view the city from 30,000 feet, more than the confines of a single ward.

Councillors must "own up to the Plan", a strategic blueprint that must be adhered to in the long term interests of the city. As a citizen, I expect city government to present a serious rapid transit map. It would be reasonable to expect, an agreed upon order of projects and funding. The purpose of government is to pool our money and do the best to provide a network of public transit.

There is a need to balance projects that address true transit needs with projects that combine transit needs with economic development.

So how do you balance the need to address Yonge/Bloor with a futuristic Waterfront East LRT?

These hard decisions are left to politicians and are recorded in the plan.

This is not reflected in the proposed plan.

I wish to raise this concern to the Planning and Housing Committee in a Deputation, April 4. I wish my deputation to communicate with Councillor Fletcher. To communicate, I would like to have some understanding of Councillor Fletcher's position regarding the Official Plan -Transit.

To clarify, here is the text of the draft plan and higher resolution of the map. Read it and weep.



Safe streets
Healthy city
Vibrant voice

192 Spadina Ave, Suite 215
Toronto, ON M5T 2C2
416-644-7188 | cycleto.ca

February 25, 2019

Cycle Toronto comments on Official Plan Review Consultation

Dear Michael Hain and Members of Transit and Transportation Planning Toronto,

Please find attached Cycle Toronto's suggested amendments to the Draft Official Plan Review Changes to the Cycling Framework. We are enthusiastic about the review's strengthening of the existing framework and its goal of making cycling safer and more accessible for all throughout the city. To that end, we have a few changes we would like to suggest. The motivations behind our changes are outlined here.

1. Replacement of "designated cycling facility" with a more specific vision: we would like to see every resident within no more than 1 kilometre of a **protected** bike lane. Specifically, we would like to avoid having sharrows count as a "designated cycling facility."
2. The broadening of the entire framework to include what we have termed "active transportation." We believe that making bike lanes accessible to all means building lanes that can accommodate other forms of "micromobility" or "active transportation," including larger cargo bikes, motorized wheelchairs, etc. This means that lanes will be wide enough to allow for different speeds and in-lane passing. Such a broadening of the vision of what "cycling" is means many more people will be able to use and benefit from bike lanes, not just the narrower class of single-user cyclists.
3. Ensuring designated cycling facilities (e.g. protected bike lanes) are considered by default as roads are resurfaced or reconstructed, as well as when new developments are designed and built; both within the public realm and within the street right-of-way.
4. The small addition of the word "commercial." Active transportation is not just for recreational and personal use, but for commercial activity as well. We would like to see that reflected in the Official Plan.
5. Need to develop accurate volume of use modelling tool: we believe there needs to be modelling that correctly projects users and variables. Just as we do not use

past car use as the justification to build a new road, it is insufficient to use the past as a benchmark for projected lane usage. This model needs to take into account other forms of low speed local transport, as well as future personal and commercial trips.

6. Specific mention of snow removal from bike lanes.

Thank you for considering our comments; we look forward to the next round of consultations.

Sincerely,

Laura Bast, John Taranu, Robert Zaichkowski, Darnel Harris and Nicholas Sanderson,
Cycle Toronto Advocacy Committee

Jared Kolb, Cycle Toronto Executive Director





the centre for
active transportation

75 Elizabeth Street Toronto, ON M5G 1P4 | www.tcat.ca

Michael Hain
Senior Planner, Policy and Modelling Unit

City of Toronto, City Planning Division
Transportation Planning Section
City Hall, 21st Floor East Tower
100 Queen Street West
Toronto, Ontario, M5H 2N2

Telephone: 416-392-8698

Email: Michael.Hain@toronto.ca

Dear Michael Hain,

Thank you for this opportunity to comment on the City of Toronto's Official Plan Review on Transportation.

The Centre for Active Transportation (TCAT), is a project of the registered charity Clean Air Partnership. TCAT's mission is to advance knowledge and evidence to build support for safe and inclusive streets for walking and cycling. Please find our comments on the proposed policies in italics below.

Best,

Nancy Smith Lea
Director

Yvonne Verlinden
Project Coordinator
The Centre for Active Transportation

Overall:

The OP should state that the transportation system will be improved, from an environmental, safety and capacity perspective, based on a set of targets. Targets are very important for tracking progress and holding decision-makers and city staff accountable.

Cycling:

Proposed Policy 2.4 (13)a :

Guidelines, programs and infrastructure will be developed and implemented to create a safe, comfortable and bicycle-friendly environment that encourages people of all ages to bicycle for everyday transportation and recreation, including:

- a) expanding the Cycling Network to make it possible for every resident of the city to be within one kilometer of a designated cycling route by:
 - i) developing formal bicycle routes in street rights-of-way through such means as marked bike lanes, contra-flow bike lanes, physically separated bike lanes, and multi-use trails within the boulevard, designed with a degree of separation appropriate to the street's speed, volume and network context;
 - ii) developing the off-street system of multi-use trails;
 - iii) developing a network of neighbourhood greenways and implementing a wayfinding strategy to guide people along quiet, local streets between higher-order infrastructure; and
 - iv) filling key gaps in the Cycling Network to increase connectivity and to provide more direct routes, including the acquisition of land for cycling infrastructure, such as bike lanes and trails, as opportunities arise through the development approval process;

Comment: We are concerned that sub policy a.i) does not mention how the Cycling Network interacts with Toronto's existing hierarchy of streets or the maps in the official plan. In particular, it would be helpful if this policy clarified "including on avenues identified on Map 2", as there is often a lot of resistance to putting bike lanes on these streets.

Sub-policy a.iv should state "as opportunities arise through the development approval process and the re-construction of streets, in keeping with a Complete Streets approach".

Proposed Policy 2.4 (13)b :

- b) enhancing the convenience and attractiveness of the Cycling Network by:
 - i) connecting to neighbourhood amenities, such as schools, colleges and universities, retail shopping areas, community centres and parks and open space;
 - ii) connecting to cycling networks in adjacent municipalities to help create a regional cycling network;
 - iii) connecting to transit stations and stops to facilitate multi-modal trips;
 - iv) expanding public bicycle-sharing facilities and programs in those areas where there is a high demand for short bicycle trips, including at higher-order transit stations;
 - v) identifying priority bicycle corridors where the use of road space can be reallocated using a Complete Streets approach; and
 - vi) reducing the barrier effects of major physical and topographical features, such as highways, rail corridors, ravines, valleys and waterways;

Comment: The list in sub-policy i) should include places of work and employment hubs as well. In particular, hospitals are significant employers in the inner suburbs and represent an opportunity to encourage cycling to work.

Add a sub-policy: "by designating a commuter cycling network for priority maintenance in the winter".

Sub-policy b.iv), replace "where there is a high demand for short bicycle trips" with "where a high number of short trips exist". Many of the short trips in this city are currently being driven, but could be cycled. It would be a shame if this policy seemed to exclude those.

Under b), add a sub-policy about cycling promotion, encouragement, and enabling programs, particularly in neighbourhoods with high cycling potential, but where few people currently cycle.

Sub-policy b.v), make the language around implementing Complete Streets stronger (ie. through a Complete Streets implementation plan)

Proposed Policy 2.4 (13)c :

c) making cycling a safer travel mode by such means as:

- i) designing and maintaining high-quality cycling infrastructure to be safe and comfortable for people of all ages and abilities, and, where appropriate, well-lit;
- ii) installing safe crossing measures for on- and off-street cycling routes, including, where appropriate, the introduction of signalized intersections; and
- iii) developing bicycle education and awareness programs for all road users to support the creation of a city in which people of all ages can cycle safely; and

Sub-policy c.iii), replace "bicycle education and awareness programs" with "road safety education and awareness programs" to remove the emphasis on cyclists' behaviour.

Proposed Policy 2.4 (13) d:

d) providing convenient high-quality short-term and long-term bicycle parking facilities at key locations throughout the city by:

- i) establishing requirements for short-term and long-term bicycle parking spaces in new developments, including higher-order transit stations;
- ii) encouraging retrofitting of existing buildings and facilities, particularly workplaces, schools and higher-order transit stations, to incorporate additional long-term and short-term bicycle parking spaces;
- iii) retrofitting City workplaces and facilities to provide secure bicycle parking; iv) encouraging provided bike parking to be secure and weather protected; and
- v) providing community bicycle parking hubs in areas of high bicycle parking demand.

Sub-policy d) should include more detail about the quality of bike parking that will be required in new developments. Parking should be secure and access to the street should be easy, convenient and safe (ie. having cyclists bike through an underground parking garage and up the same steep ramp as cars is not an example of quality bike parking infrastructure).

Automated Vehicles (AVs) and Shared Mobility:

Proposed Policy:

The potential impacts of new mobility-related technologies and practices will be assessed to determine their impacts on urban travel conditions, the environment, public health, the economy and the policies of this Official Plan. Regulations will be put in place, as necessary, to achieve the objectives of this Plan.

Comment: Add road safety to this list. Toronto may find itself in the future in a scenario where a company has rolled out a technology that is unsafe, particularly for cyclists and pedestrians. In that scenario, having it explicitly stated in policy that the City may assess/limit/regulate based on safety will be important.

Clarify that the policies of this Official Plan include a movement away from privately owned, single passenger vehicles. There is a danger that AVs will lead to more vehicles on the street, not less.

Proposed Policy:

Development will be encouraged to make off-street provisions for pick-ups and drop-offs, loading and parking activity.

Comment: Add, "while still providing safe access for pedestrians and cyclists."

Proposed Policy:

Development will be encouraged to provide shared community parking spaces. Spaces will be dedicated for short-term use for residents and visitors, and located separately from commercial parking spaces on the site.

Comment: Shared mobility also includes bike share (and scooters!). Add, "Development will be encouraged to provide shared community parking spaces for bike, car and other forms of shared transportation."

Transit:

Proposed Policy:

Higher-order transit lines can contribute to the public life of the communities they serve, and help promote a connected, inclusive and resilient city. Accordingly, their public facing elements, including station sites and related facilities and infrastructure, should be designed not only for efficient movement, but to integrate into the local community in a manner that provides a high quality pedestrian experience, supports the envisioned context, facilitates the creation of complete communities and contributes to placemaking. In addition to the other Public Realm and Built Form policies of this Plan, transit stations will be designed to achieve the following:

1. Transit station sites and related infrastructure will provide high quality architecture, landscape architecture and urban design.
2. Transit station sites and related infrastructure will be designed and constructed to integrate into, enhance and extend the public realm, create civic destinations and facilitate the creation of complete communities by:

- a. Locating in visible and accessible locations that seamlessly connect to public streets;
 - b. Providing safe, attractive and universally accessible station entrances through the use of design elements such as:
 - i. setbacks, open spaces and other pedestrian amenities to accommodate transit user volumes;
 - ii. tree planting, landscaping, pedestrian-scale lighting, street furnishings, decorative paving and other sustainable features or green infrastructure;
 - iii. protection from the elements in waiting areas and entrances;
 - c. Introducing public art installations in and around stations, where appropriate;
 - d. Maximizing glazing on street, park and open space facing facades for accessibility, orientation and safety; and
 - e. Providing new or upgraded streets and pedestrian connections to promote access to the stations, where appropriate and feasible.
3. Publicly accessible elements of transit infrastructure, including pedestrian setbacks, forecourts, plazas, paths, ramps, stairs, entrances, corridors, concourses and platforms, will be located, organized and designed to function effectively, fit into the existing and planned context, and provide a high quality transit user experience by:
- a. Developing a simple and consistent approach to the design of transit station sites and infrastructure to enhance wayfinding;
 - b. Providing distinct, direct, safe and convenient connections for transit users;
 - c. Supporting convenient vertical and horizontal transit connections;
 - d. Using durable, high quality materials for public-facing infrastructure;
 - e. Addressing universal accessibility through user-focused design; and
 - f. Ensuring integration and connectivity with the bus, cycling and pedestrian networks.
4. The ancillary elements of transit stations and infrastructure, including vents, transformers and other functional elements, will be located, organized and designed to be contextually responsive to their surroundings and support and limit their impact on the public realm and adjacent properties by:
- a. Providing appropriate setbacks, landscaping, massing, design and screening;
 - b. Minimizing retaining walls and ensuring that any exposed retaining walls attain a high standard of design; and
 - c. Balancing transit vehicle movement efficiency with the pedestrian and cycling networks.

Comment: Throughout this policy, add increased emphasis and detail on transit users' safety as they access the station. For example, in the list of examples provided under sub-policy 2b), add "Sidewalks, bike lanes (including through station parking lots), crosswalks and signalized crossings to facilitate safe access to the station". For sub-policy 2e), add "cycling and pedestrian connections". Sub-policy 4c), change to "with the provision of safe pedestrian and cycling networks".

TO: Michael Hain, Senior Planner
Transit Implementation, Transportation Planning
Toronto City Hall

FROM: Sabina Sormova
Vice-President, SLNA (St. Lawrence Neighbourhood Association)
President, LARA (Longboat Area Residents Association)

Michael,
Thank you for giving me the opportunity to contribute my ideas on how to improve our city's transportation.
Below are my suggestions on cycling framework, transit prioritization and on shared mobility.

Best Regards,
Sabina



A) Cycling Framework suggestions:

1. *Continuous bike lanes*

Until we have network of CONTINUOUS bike lanes, our city is not serious about cyclists safety and promotion. Painting few new stretched of bike lanes is NOT a strategy and will not represent progress for Toronto cycling community, and anyone who is considering that mode of transportation. Only continuous bike lanes will attract more people to get out of their cars, and use this mode of transportation for them to get around.

2. *Physically separated bike lanes*

Continuous bike lanes have to be physically separated especially in areas where speed limit is above 30km/h. Physically separated lanes will eliminate the possibility of cars parking in the lane.

3. *Enforce Road Sharing by Cars*

Increase fines for

- blocking bike lanes (driving or stopping in it)
- right-turning drivers failing to yield to cyclists going straight
- 'dooring' cyclists
- cars entering intersections before they can clear them

4. *Separate Signals for Cyclists*

If The City is serious about reducing cycling deaths, intersections need to have a dedicated left-turning signals for cyclists, or, a new traffic rule which bans cars to pass cyclists (in the sane traffic lane) while they are turning left in an intersection.

It is an increasing concern for all traffic participants, that Monday–through-Friday commuter cars are consciously breaking traffic rules and intimidating cyclists anywhere where bike lanes are not physically separated from car lanes. These drivers are not distracted, they deliberately break traffic rules, endangering cyclists (and pedestrians). The most common example is where drivers enter intersection before they can exit it, often getting stuck in the middle, blocking the green-light traffic flow.

B) Transit – Transportation Network Improvements Suggestions:

1. *Get our Transit Moving!*

- Unconditional prioritization of transit over commuter (and Uber/Lyft) cars.
- E-toll commuter cars to help with expenses associated with prioritization of transit
- Reduce parking space & increase parking rates Mon – Fri
- Create dedicated lanes for transit vehicles only
- More King-Street-pilot like streets (allow only transit, registered taxis and cyclists)
- Separate intersection signals for pedestrians/cyclists and motorized vehicles (including transit) in order to prevent collisions of traffic participants
- Increase fines for driving offences where drivers endanger/inconvenience transit passengers; enforce traffic rules (especially on intersections)

2. *Gender-, and Socio-Economic-, Based Service Priority Approach*

- If less affluent neighbourhoods use more transit than personal cars, then ensure related services (snow/ice clearing sidewalks and bike lanes to transit stations) are prioritized over neighbourhoods where most people drive.
- Identify senior residences and ensure sidewalks are cleared for them on the way to transit stations.

3. *Integrate Transit with other modes of transportation*

- Make it easier and safer for cyclists to bike to subway/GO stations and safely lock their bikes.

C) Shared Mobility Suggestions:

1. *Promote Smart-Car Sharing Businesses* (like Car2Go).

- Car2Go operating smart cars, had 80,000 Toronto users when group of suburban councillors voted to restrict this business to the point that the company packed it up and left Toronto. Now these 80,000 users have potentially become car owners and Toronto gridlock is only getting worse.

2. ***Restrict Operations of Uber- & Lift- like Companies***

- These drivers add to rush-hour traffic gridlock and they are a frequent source of dangerous situations with their constant distracted driving and disregard for traffic rules.
- These drivers have no passenger insurance (unlike registered taxi businesses)



February 27, 2019

Mr. Michael Hain, Senior Planner, Policy and Modelling Unit
City of Toronto - City Planning Division
Transportation Planning Section
100 Queen Street West, 21st Floor East Tower
Toronto, Ontario, M5H 2N2

Via Email: Michael.Hain@toronto.ca

Re: City of Toronto - Transportation Policy Review

Dear Mr. Hain:

It was a pleasure speaking with you yesterday about City of Toronto transportation policy review and how this pertains to parking requirements and parking structures.

The Residential Construction Council of Ontario (RESCON) represents more than 200 residential builders of high-rise, mid-rise and low-rise buildings in Ontario. Our goal is to work in cooperation with governments and related stakeholders to offer realistic solutions to a variety of challenges facing the residential building industry, to ultimately deliver much needed housing.

It is our understanding that the City of Toronto is undertaking a review of its Official Plan including transportation policies.

RESCON recommends that parking standards for mid and high-rise condominiums in a provincially defined major transit station areas (MTSA), be substantially modified to recognize the fact that persons living in transit and pedestrian oriented areas within 800 metres of a higher order transit station, will rely much more on transit and much less on their own personal automobile. Builders in Toronto are often unable to sell up to 20% of the mandated numbers of parking spaces required in many condominium projects, particularly those close to transit stations downtown. Parking spaces in an underground garage typically sell for \$50,000+ (adding to the cost of housing) while also increasing the complexity and duration of the construction process. As such, it seems pertinent to review the residential parking requirements outlined in Zoning By-Law 569-2013. With the surge in ride-sharing services, car-sharing options and advancements in autonomous vehicle technology, parking standards need to be updated to reflect these cultural paradigm shifts in transportation.

We also recommend that above-grade parking be more widely accepted as a viable option to underground parking garages, as referenced in the Toronto Tall Building Design Guidelines, since dealing with groundwater has become a major challenge in the City due to deep underground parking garages, which are necessitated through rigid parking requirements. As a result of strained sewer capacity in Toronto in conjunction with outdated combined sewers, Toronto Water is attempting to eliminate groundwater from the sewer system for new developments. One way to address the groundwater issue is to avoid

constructing deep underground parking structures that may enter the water table and/or allow groundwater to accumulate around the foundation. By allowing above-grade parking, issues with groundwater are averted, while also reducing the duration of construction for a condominium, resultantly minimizing disruption and congestion caused by construction. Reduced parking standards would also help minimize underground parking garage depth.

One of the main advantages with above-grade parking structures in condominiums is the ability for future repurposing of parking areas should the needs of residents or the building change in the future. Areas of above grade parking could be converted to additional residential, commercial or institutional space. Meanwhile, underground parking areas could become a wasted asset with high maintenance costs, since they can only facilitate a single use and purpose.

Therefore, we would recommend that the Official Plan, transportation policies and associated municipal zoning bylaws consider the following:

- A substantial reduction in parking requirements for residential condominiums, especially those near a MTSA, such as a subway or GO Station;
- Move to more readily allow above-grade parking structures that are well designed and aesthetically pleasing as opposed to solely underground parking garages.

Toronto may wish to further develop design considerations for the Tall Building Design Guidelines to support suitably designed above-grade parking structures.

Since enhancing housing supply is a matter of not only municipal but provincial interest, RESCON will also recommend, in response to the provincial consultation on amendment 1 to the GGH growth plan, that the provincial growth plan, which already includes commentary related to MTSA's, include flexibility that would enable municipalities to include in their Official Plans and zoning bylaws, provisions for flexible parking standards as well as provisions for above ground parking structures, in MTSA areas.

Thank you again for the opportunity to provide input into Toronto's Official Plan review process. Please do not hesitate to contact the undersigned if you would like to further discuss these matters

Best regards,

Michael de Lint
*Director, Building Regulatory Reform &
Technical Standards*

Paul De Berardis
Director, Building Science & Innovation

