

## **Official Plan Review: Transportation - Recommended Official Plan Amendment - Supplementary Report**

**Date:** February 25, 2020

**To:** City Council

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

**Wards:** All

### **SUMMARY**

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The purpose of this supplemental report is to respond to a direction from Planning and Housing Committee to refer to the most current City policies in the Official Plan. The recommended amendments to the Official Plan endeavour to bring references to City policies in the transportation section of the Official Plan up to date. This report also provides clarification about the purpose of Map 4.

### **RECOMMENDATIONS**

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

1. City Council amend the Official Plan Amendment 456 in Attachment 1, to the report (January 29, 2020) from the Chief Planner and Executive Director, City Planning, by amending modification 2 to Section 2.2 by replacing the words "Growth Plan (2017)" with the words "Growth Plan (2019)" and inserting the words "In July 2019, Council approved Vision Zero 2.0 - Road Safety Plan Update, recommending a set of more extensive, more proactive and more targeted initiatives, informed by data and aimed at eliminating serious injury and fatalities on Toronto's roads." to the last paragraph between the words "Toronto's streets" and "the RSP".
2. City Council amend the Official Plan Amendment 456 in Attachment 1, to the report (January 29, 2020) from the Chief Planner and Executive Director, City Planning, by adding a sidebar to Section 2.4 which reads as follows: "Transportation is one of the largest contributors to greenhouse gas emissions in Toronto. Reducing these will be critical to achieving the City's climate goals. TransformTO has set the transportation goals of 100 per cent of vehicles in Toronto using low-carbon energy and 75 per cent of trips under 5 km being made by walking or cycling by 2050."
3. City Council amend the Official Plan Amendment 456 in Attachment 1, to the report (January 29, 2020) from the Chief Planner and Executive Director, City Planning, by also amending Section 3.4 by deleting the existing sidebar headed "Energy

Conservation, Air Quality and Climate Change" and replacing it with one headed "Climate Change Emergency" with the text as follows:

"Climate change is the biggest challenge facing our planet. On October 2, Council voted unanimously to declare a *climate emergency* and accelerate efforts to mitigate and adapt to climate change. Council also endorsed a net zero greenhouse gas emissions target that is in line with keeping global average temperature rise below 1.5 degrees Celsius and set the goal for Toronto of becoming net zero before 2050. The declaration reinforces the City's climate action outlined in *Transform TO: Climate Action for a Healthy, Equitable and Prosperous Toronto*, Toronto's climate action strategy to reduce local greenhouse gas emissions. The *Toronto Green Standard* plays an important role in reducing greenhouse gas emissions for new development by requiring and incenting sustainable performance measures through the development review process, including a Council approved 'stepped path' to require near zero emissions for new construction by 2030."

## **FINANCIAL IMPACT**

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The City Planning Division confirms that there are no financial implications resulting from the recommendations included in the report in the current budget year or in future years.

## **DECISION HISTORY**

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In considering a recommended Official Plan Amendment related to transportation policies, Planning and Housing Committee requested the Chief Planner and Executive Director, City Planning to update reference to the latest City policies (see PH13.3 Official Plan Review: Transportation - Recommended Official Plan Amendment. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2020.PH13.3>).

## **COMMENTS**

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Concurrent with the transportation component of the Official Plan Review, City Council has adopted a number of policy positions in related areas. Not all of these were incorporated in the recommended Official Plan Amendment presented to Planning and Housing Committee on February 12, 2020.

The recommended sidebar referring to the Vision Zero Road Safety Plan was correct but did not refer to Vision Zero 2.0 adopted by Council on July 16, 2019 (see IE6.8 Vision Zero 2.0 - Road Safety Plan Update. URL: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.IE6.8>).

The sidebar in Section 2.2 which provides the definition of "higher-order transit" identified its source as Growth Plan (2017) instead of Growth Plan (2019).

Although the recommended Official Plan Amendment includes a number of policy changes which would be supportive of Council's climate policies, no specific reference was made to Council's declaration of a climate emergency on October 2, 2019 (see

MM10.3 Declaring a Climate Emergency and Accelerating Toronto's Climate Action Plan: <http://app.toronto.ca/tmmis/viewAgendaItemHistory.do?item=2019.MM10.3>). This is recommended to be referenced in the text of The Plan.

With respect to comments raised at the January 29, 2020 meeting of the Planning and Housing Committee, the definition of "higher-order transit" in the Growth Plan is quite broad. The identification of corridors on Map 4 as Transit Corridor Expansion Elements does not imply anything specific about the nature or timing of transit projects that may be built in the corridors. The corridors are simply identified for general protection, and have been identified to be consistent with Metrolinx's The Big Move and Regional Transportation Plan, among other plans as transit corridors. Enhancements in the corridors could take many forms and the details would be subject to a comprehensive planning exercise which incorporates public consultation, such as a Transit Project Assessment Process (TPAP).

The lines identifying Transit Corridor Expansion Elements on Map 4 do not confer any rights on property owners for increased densities or changes in land use. The Growth Plan minimum density targets around transit only apply to *Major Transit Station Areas*. The identification of *Major Transit Station Areas* first requires the locations of stations or stops to have been identified. This has not occurred for many of the corridors identified on Map 4. General Official Plan, Secondary Plan and Site and Area Specific Policies continue to apply, where applicable (e.g. Lake Shore Boulevard West Policy 21).

## **CONTACT**

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## **SIGNATURE**

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Gregg Lintern, MCIP, RPP  
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City Planning Division

## **ATTACHMENTS**

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Attachment 1: Proposed changes to the recommended Official Plan policy