

Attachment 5: Differences between Recommended Policy Revisions for Official Plan Chapters 1-5 and Draft Policy Changes Endorsed in April 2019 for Consultation

Legend:

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2.1 Building A More Liveable Urban Region

1. Toronto will work with neighbouring municipalities, the Province of Ontario and Metrolinx to address mutual challenges and to implement the Provincial framework for dealing with growth across the GTA which:
 - a) focuses urban growth into a pattern of compact centres, mobility hubs, and corridors connected by an accessible regional transportation system, featuring fast, frequent, direct, inter-regional transit service with integrated services and fares;

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 ~~capacity access~~ can be provided along frequent bus and streetcar routes and at higher-order 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.

Access is the ability for everyone, regardless of their status in society, to use or receive resources, goods and services in an equitable manner and fully participate in all aspects of society. Ensuring access requires the removal of barriers associated with literacy, language, culture, geography, education, socio-economic status well as mental and physical ability. Providing an accessible transportation system contributes to the success of a healthy and socially inclusive community and economy.

The growth areas are knitted together by the City's transportation system, the viability of which is crucial to supporting the growing travel needs of residents, ~~and~~ workers, students and visitors over the next 30 years. The transportation system consists of ~~well-~~connected and integrated networks and supporting infrastructure, ~~key~~ elements of which include:

- subway, LRT, streetcar and bus networks, supplemented with door-to-door accessible transit services;
- the GO Transit rail and bus networks;
- expressways and major streets;
- collector and local streets;
- railway corridors ~~and railway yards~~;
- the ~~city-wide~~ cycling network;
- a system of sidewalks, pathways and trails; and
- ~~potential use of hydro corridors for transit facilities, bikeways and walkways~~
- supporting infrastructure such as railway yards, transit maintenance and storage facilities, public bike share facilities and automobile parking facilities.

The Plan protects the integrity of the City's transportation system and provides for its planned expansion through the designation of public rights-of-way and transit corridors as described in the maps and schedules and the policy on laneways. Furthermore, the Plan indicates areas for change, such as sections of streets that are prime candidates for bus and streetcar priority measures (shown on Map 5), and means by which street space could be rebalanced.

Increasing ~~Accessibility~~ Access to Opportunities

The integration of transportation and land use planning is critical to achieving the overall aim of increasing ~~accessibility~~ access to opportunities throughout the City. Transportation aAccessibility – a measure of the ease of reaching opportunities and activity locations – has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, and/or increasing the speed, timeliness or directness of travel allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of this Plan reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize ~~accessibility~~ access to opportunities.

Consistent with the Metrolinx Regional Transportation Plan, this Plan supports a system of Mobility Hubs at key intersections in the regional higher-order transit network that provides travelers with enhanced mobility choices and creates focal points for higher density development. Detailed master plans for Mobility Hubs will be developed in relation to the timing of higher-order transit improvements and will respect the Metrolinx "Mobility Hub Guidelines" and conform to the policies of this Plan.

Sidebar:

Higher-order transit is transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher-order transit* can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way. Source: Growth Plan (2017)

Space-efficient transportation modes are ones which move a comparatively large number of people or quantity of goods relative to the space they require. Examples of *space-efficient transportation modes* for passengers include walking, cycling and transit. Examples of *space-efficient transportation modes* for goods include full truck loads.

State of Good Repair

The City of Toronto has a large, complex and diverse range of infrastructure assets on which it relies to deliver essential services to the community. It is important that these assets continue to meet acceptable levels of performance and support the delivery of services in a sustainable manner. The City's asset management planning aligns with the Official Plan and its key principles are: holistic, systematic, sustainable, integrated, risk-based and continual improvement and innovation.

Vision Zero is the application of the safe systems approach to road safety. This approach recognizes that the human body is vulnerable to injury and that humans make mistakes. In July 2016, City Council approved the Vision Zero Road Safety Plan (RSP), an action plan focused on reducing traffic-related fatalities and serious injuries on Toronto's streets. The RSP follows a widely accepted, holistic approach to improving road safety which includes 5 E's:

- Engineering,
- Enforcement,
- Education,
- Engagement,
- Evaluation.

Policies

1. This Plan will create a better urban environment, a competitive local economy and a more socially cohesive and equitable city through the integration and coordination of transportation planning and land use planning by:
 - a) attracting more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure;
 - b) developing and expanding components of the City's transit and other transportation infrastructure to support the growth objectives of this Plan; and
 - c) increasing **accessibility** [access to opportunities](#) throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.

2. Growth will be directed to the Centres, Avenues, Employment Areas and the Downtown as shown on Map 2 in order to:
 - a) use municipal land, infrastructure and services efficiently;
 - b) concentrate jobs and people in areas well served by surface transit and higher-order transit stations;
 - c) create assessment growth and contribute to the City's fiscal health;

- d) promote mixed use development to increase opportunities for living close to work and to encourage walking and cycling for local trips;
 - e) offer opportunities for people of all means to be affordably housed;
 - f) facilitate social interaction, public safety and cultural and economic activity;
 - g) improve air quality, energy efficiency and reduce greenhouse gas emissions;
 - h) improve surface and groundwater quality and restore the hydrological function and habitat of streams, rivers, and wetlands; and
 - i) protect neighbourhoods, green spaces and natural heritage features and functions from the effects of nearby development.
3. Require new development on lands adjacent to existing or planned transportation corridors and facilities to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.

Maintaining and Developing a Sustainable Transportation System

Improvements to ~~other features~~ key elements of the transportation system will also be needed to support the City's growth, such as renovating transit stations to increase and upgrade their passenger handling capacity and reconfiguring streets to move more people and goods within the existing space. A number of other changes related to alterations and additions to the street network and new and improved connections to local and regional transit services are detailed in Secondary Plans such as the North York Centre and the Scarborough Centre plans. The broad objective is to provide a wide range of sustainable transportation options for goods and people of all ages, abilities and means that are safe, seamlessly connected, ~~safe~~, convenient, affordable and economically competitive to all parts of the city. Within this context, the transportation infrastructure policies of the Plan are designed to address three prime areas of concern:

- the need to maintain the existing transportation system in a state of good repair;
- the need to make better use of the transportation infrastructure we already have, particularly by allocating the limited space within rights-of-way using a complete streets approach to prioritize sustainable and space-efficient transportation modes; and
- the need to protect for the incremental expansion of a comprehensive, long-term transit network, incorporating both higher-order, and bus and streetcar services, phased to respond to anticipated growth in demand.

The network of public rights-of-way which accommodates the City's streets and laneways is a vital component of the public ~~domain~~ realm, serving to connect people and places and to support existing and future development and economic growth. These rights-of-way provide space for a variety of users, including pedestrians, cyclists, transit riders, motorists, goods movement and emergency services as well as providing the location of many different uses, including civic events, boulevard cafes, transit shelters and street furniture, street trees, snow and stormwater management, parking and utilities. There is a need to protect and develop the

City's network of streets and laneways and to ensure that the associated rights-of-way are not closed to public use.

The City will provide better and increased transit service in support of the overall objective of achieving a sustainable pattern of growth and development. Transit networks function best when the connections between services [and to the active transportation network](#) are convenient, [safe](#) and seamless. To this end, Toronto continues to develop a fully integrated system of transit services that combines the higher-order transit network with the network of bus and streetcar routes in a manner that delivers better transit service to all areas of the City, and connects with other transit services in the broader region. Improving connections between local and inter-regional services is key to developing a fully integrated transit system across the City.

New higher-order transit facilities represent major capital investments that have long-lasting effects on [access to opportunities](#) ~~the pattern of urban accessibility~~. Higher-order transit investments will maintain and enhance the existing transit network and be planned to serve people, strengthen places, and support prosperity.

Bus and streetcar routes provide transit services across most parts of the city as complements to, and extensions of, the higher-order transit network. The majority of transit trips in the city involve a ride on a bus or streetcar. Recognizing their importance, the network of bus and streetcar routes will be enhanced to improve service reliability and travel times by reducing interference from other road traffic through the implementation of transit priority measures, and by improving operational efficiency and rider convenience by such means as providing more frequent service and optimizing stop spacing.

Toronto's transit network is important to the success of the broader region, as recognized in the [Metrolinx](#) Regional Transportation Plan (RTP). The RTP supports the development of a Frequent Rapid Transit Network which incorporates many existing and planned services within Toronto.

Policies

4. The City's transportation system will be maintained and developed to support the growth management objectives of this Plan by:
 - a) developing the key elements of the transportation system in a mutually supportive manner which prioritizes walking, cycling and transit over other passenger transportation modes;
 - b) giving first priority for investment in transportation to maintaining the existing system in a state of good repair to provide continued safe, reliable and attractive movement and to make more efficient use of the City's existing infrastructure;
 - c) [considering the diverse travel needs of people of all ages, abilities and means in the planning and development of the transportation system;](#)**

- de)** maintaining and, where appropriate, enhancing inter-regional transportation connections to adjacent municipalities;
- ed)** improving connections between key elements of the transportation system to enhance the convenience of multi-modal trips; and
- fe)** incorporating design features in transportation infrastructure, where feasible, that facilitate their modification or conversion to other uses in response to changes in environmental conditions, technology, development and travel behaviour.

5. The City's network of streets and laneways 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, sidewalk and other facilities) 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 and cycling facilities, transit priority measures 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 lane 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) 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;
 - e) 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;
 - f) 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 development(s); and

- g) 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 users throughout the City and acts as a fundamental organizing element of the City's physical structure^z.
6. The City will work with its partners to develop and implement a comprehensive transit network plan to achieve the advantages of a resilient, fully integrated, comprehensive transportation system and deliver safe, universally accessible, seamlessly connected, convenient, frequent, reliable, fast, affordable and comfortable ~~travel options that serve transit service to~~ all ~~areas parts~~ of the city. The comprehensive transit network will comprise higher-order transit routes serving the principal corridors of demand integrated with a grid-network of high-quality bus and streetcar routes and be supported by seamless connections to the active transportation network.
 7. The City will work with its partners to improve and expand the higher-order transit network by:
 - a) protecting the corridors identified on Map 4 for possible future higher-order transit services in exclusive or semi-exclusive rights-of-way, with the exact locations and precise widths of these corridors, including station locations, being determined through a comprehensive planning process and the Environmental Assessment process;
 - b) ~~establishing priorities~~ undertaking comprehensive planning processes for new higher-order transit services in the corridors identified on Map 4 ~~through a comprehensive planning process which considers~~ to support their successful implementation and inform the establishment of project priorities considering value-for-money and broader city-building objectives of this Plan, including that transit should be built to serve people, strengthen places and support prosperity;
 - c) implementing higher-order transit services in the corridors identified on Map 4 according to the established priorities as funding becomes available and the Environmental Assessment and Business Case Aalysis processes are completed;
 - d) implementing road-rail and rail-rail grade separations ~~at the locations identified on Map 4~~ as funding becomes available and the Environmental Assessment process is completed;
 - e) improving existing connections between transit services, particularly between local and regional higher-order transit services, to ensure that connections are direct, seamless and user-friendly to improve connectivity for transit users; and
 - f) supporting the increased use of existing rail corridors within the City for enhanced local and inter-regional transit service.
 8. The City will work with its partners to maintain and enhance bus and streetcar services to deliver ~~more-seamless~~ safe, accessible, seamlessly connected, convenient, frequent, ~~fast,~~ reliable, fast, affordable and comfortable transit service to all parts of the city through such measures as:

- a) reducing delays and traffic interference on transit routes across the city, including those shown on Map 5, through the introduction of transit priority guidelines and transit priority measures such as:
 - i) transit signal priority or other signal timing changes;
 - ii) high-occupancy vehicles lanes;
 - iii) partially or fully exclusive transit lanes;
 - iv) ~~turn~~ restrictions for non-transit vehicles;
 - v) consolidating, restricting or limiting driveways;
 - vi) limiting or removing on-street parking during part or all of the day; and
 - vii) transit queue-jump lanes where appropriate;
- b) improving the passenger comfort and ~~operation~~ operational efficiency of transit stops by such measures as:
 - i) optimizing stop spacing and placement;
 - ii) reducing the need for on-vehicle payment;
 - iii) providing step-free ~~access~~ entry to transit vehicles;
 - iv) providing sufficient weather-protected and well-lit waiting space for anticipated passenger volumes; and
 - v) providing sufficient stopping area for anticipated ~~bus~~ transit vehicle volumes; and
- c) recognizing the potential for bus and streetcar services to build demand for future higher-order transit services along certain corridors and to support the growth ~~of the Plan's Centres and Avenues~~ objectives of this Plan.

Service Foundations For Growth

Water, wastewater and stormwater management services are important foundations for growth in a healthy city, as well as for maintaining the quality of life in areas that will not see much growth. Additional infrastructure is needed to provide clean, safe drinking water to everyone, and to manage and treat sewage and stormwater before it enters watercourses and the Lake. This may mean bigger pipes, stormwater facilities and treatment plants in some areas. It is also important to use less water in our homes and businesses, to manage rainwater where it falls and to use our streams and rivers more effectively to minimize flooding in built up areas. Implementing green street designs and initiatives will also help manage stormwater and create healthier environments.

Policies

9. The City's water, wastewater and stormwater management infrastructure will be maintained and developed to support the city-building objectives of this Plan by:
 - a) providing adequate facilities to support new development and maintaining the infrastructure in a state of good repair;
 - b) supporting, encouraging and implementing measures and activities which reduce water consumption, groundwater discharge to municipal sewers, wastewater and

- stormwater flows and improve water quality, in accordance with best management practices developed by the City for this purpose; and
- c) acquiring land or easements, where appropriate and where funds allow, to:
 - i) keep ravines and watercourses in a natural state; or
 - ii) implement other stormwater management, sanitary and water distribution improvements.

2.2.2 Centres: Vital Mixed Use Communities

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Scarborough Centre sits at the eastern end of the Scarborough RT line served by two stations ~~with a third planned~~, and is the focal point of 13 surface TTC routes in the eastern part of Toronto. Improving the Centre's connectivity will be crucial to its success, particularly improving its regional gateway function, replacing the Scarborough RT with an extension of Line 2 ~~improving service on, and extending, the RT route~~ and extending the Sheppard subway east providing a high-speed connection between the Scarborough and North York Centres.

...

2.4 Bringing The City Together: A Progressive Agenda Of Transportation Change

This Plan integrates transportation and land use planning at both the local and regional scales. Within the city, the Plan addresses the differing transportation demands between areas targeted for growth and those other parts of the city where little physical change is foreseen.

The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the city.

Cycling is gaining popularity in the city as a travel mode with more people cycling for more of their trips or parts of their trips. The ~~long-term~~ vision for the cycling network supports further growth of cycling and consists of dedicated priority cycling and multi-use corridors (which accommodate cycling and other modes of active transportation) ~~spaced at approximately 4km,~~ overlain with a minor grid of dedicated or designated secondary corridors ~~spaced at 2km or less,~~ which ensure that every ~~resident part of the city~~ is within no more than 1km one kilometre of a designated cycling facility. Additional initiatives will be needed in some areas to overcome less inviting cycling environments and substantially increase cycling use. Particular attention will be given to enhancing cycling connections between the cycling network and nearby neighbourhood amenities, ~~as well as to~~ including transit stations, and expanding the public bike share system, to facilitate the use of the bicycle for short trips and multi-modal trips.

In a mature city like Toronto, the emphasis has to be on using the available road space more efficiently to move people instead of vehicles and on looking at how the demand for vehicle

travel can be reduced in the first place. Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in "next generation" terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.

New and emerging technologies, such as Automated Vehicles (AVs) and ~~new~~ technologies which enable shared mobility, ~~among other emerging technologies, are likely~~ have the potential to significantly change the way people and goods travel around the city. New technologies bring benefits as well as challenges, such as ~~increased~~ increasing the demand for curbside space, ~~as well as benefits. We must find ways to incorporate new~~ New technologies should be incorporated in our transportation system in ways which ~~capture their benefits,~~ avoid their drawbacks and support the vision and goals of the City.

Sidebar

Moving Ahead: A Campaign for Next Generation Transportation

Our overall aim is to provide the widest range of sustainable and zero-emissions transportation options that are accessible, seamlessly connected, safe, convenient, affordable and economically competitive by pursuing the following principles:

- promoting land use development and urban form that lead to fewer and shorter trips;
- improving access to public transit for Torontonians of all ages ~~and~~, abilities and means that is competitive with the cost and convenience of using a car for most personal travel;
- promoting low-carbon modes of transportation;
- developing an advanced and comprehensive system of policies and practices for moving goods that boosts the economic competitiveness of the City and the Region;
- instituting planning, traffic engineering and street design practices that encourage walking and cycling;
- ~~exploiting~~ leveraging advances in technology to develop an integrated multi-modal transportation system that is efficient and sustainable;
- incorporating strong safeguards for the protection of the natural environment; and
- instituting equitable pricing and financing of transportation services.

Toronto at the Crossroads: Shaping Our Future, June 2000

The Toronto Walking Strategy (2009) aims to build a physical and cultural environment that supports and encourages walking, including vibrant streets, parks, public squares and neighbourhoods where people will choose to walk more often. By envisioning a city where high-quality walking environments are seamlessly integrated with public transit, cycling and other sustainable modes of travel, the Strategy sets out a plan that will produce tangible environmental, health and social benefits for residents and visitors to Toronto.

Travel Demand Management (TDM)

TDM measures are aimed at encouraging people to take fewer and shorter vehicle trips to reduce congestion, energy consumption and pollution. In the past, transportation planning has often focused on supply-side solutions by identifying where additional transportation capacity is needed to satisfy forecast travel demands. TDM, in contrast, puts the emphasis on changing travel behaviour to modify and reduce our demand for vehicular travel in cities. TDM is most effective when supported by complementary actions in the key areas of land use planning and public transit improvements. Typical TDM measures include:

- carpool/vanpool ride sharing, with emergency ride home;
- high-occupancy vehicle (HOV) lanes in existing rights-of-way for bus, taxis and cars with three or more occupants;
- bicycle and pedestrian programs;
- [promotion of public bike share programs that integrate with public transit;](#)
- promotion of public transit, including employer transit fare incentives;
- parking supply and management strategies;
- use of “smart card” technology and other advances in the pricing and marketing of transportation services;
- establishment of Transportation Management Associations (TMA’s) in employment areas ~~and car sharing organizations in residential areas;~~
- [promotion of car sharing;](#)
- programs to promote flexible working hours and telecommuting; and
- application of incident management system and Intelligent Transportation Systems (ITS) innovations.

Goods Movement

The efficient and safe movement of goods is vital to the economic health and competitiveness of Toronto and the larger region. The key elements of the goods movement system in the City are the major road and rail freight networks and the pattern of collection and distribution points they serve. The challenge is to develop and maximize the efficient use of this system by such means as:

- joint distribution centres and consolidated delivery services;
- rationalization of road/rail freight movements;
- selectively increasing road capacity for trucks, including priority truck lanes;
- increasing off-street loading, servicing and courier facilities;
- lower emission freight vehicles and increased local production and distribution;
- designated truck routes; and
- encouraging the freight industry to explore new technologies, [such as cargo bikes,](#) and practices.

Bicycle Policy Framework

In 2001, Council adopted the “Toronto Bike Plan - Shifting Gears”, a strategy to guide the development of policies, programs and infrastructure to create a bicycle-friendly environment that encourages the greater use of bicycles for everyday transportation and enjoyment across

the city. The Bike Plan remains the foundation upon which more recent cycling initiatives have evolved.

The implementation of cycling infrastructure is guided by the ~~Ten-Year~~ Cycling Network Plan (2016; [updated 2019](#)) which identifies ~~investments in~~ [priorities for](#) cycling ~~projects over the 2016-2025 period~~ [routes](#) in order to:

- Connect the gaps in the Cycling Network;
- Grow the Cycling Network into new parts of the city, and
- Renew the existing Cycling Network routes to improve their quality.

The Cycling Network Plan combines elements of the earlier Bike Plan’s cycling network proposal, the more recent “Toronto Bikeway Trails Implementation Plan” (2012), Secondary Plans and Transportation Master Plans to create an integrated network of on-street and off-street routes.

To further support cycling, the City is undertaking measures to increase the availability of bicycle parking facilities in terms of its amount, quality and convenience and expanding the Bike Share Toronto system.

Active and Sustainable School Travel (ASST) programs aim to increase the proportion of youth walking, biking, wheeling, and taking transit. It focuses on creating safer environments for school-aged travellers of all abilities, and fostering healthier and more sustainable transportation habits from an early age. Creating environments that support ASST requires actions, including:

- Developing programs, resources, and policies to promote active transportation and provide road safety education to all road users.
- Implementing safety enhancements and traffic calming measures to support walking and cycling.
- Establishing safer active school travel as a goal of City planning and infrastructure projects, and implementing improvements through these opportunities.
- Pursuing joint outcomes through the Toronto ASST Hub Committee, and between various City departments and external organizations, including school boards, police, and non-governmental organizations.

Policies

1. Given the health benefits of physical activity, active forms of transportation will be encouraged by integrating and giving full consideration to pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City.

2. New developments may be required to conduct a Transportation Impact Study (TIS) in accordance with the City's TIS Guidelines. The TIS will identify the demands and impacts of new development, and identify transportation improvements, a Travel Demand Management (TDM) strategy and/or other mitigating measures to accommodate travel generated by the development, and where relevant:
 - a) weigh traffic needs against the broader objectives of this Plan;
 - b) make provision for future transportation improvements identified in this Plan; and
 - c) integrate development into the surrounding public access system of roads, walkways, bikeways and transit facilities.

3. The City will show leadership within the region in the implementation of TDM measures to reduce auto dependence and rush-hour congestion in the road and transit networks by:
 - a) requiring a TDM strategy as part of a TIS for all applications for major commercial, employment or institutional developments to which the City's TIS Guidelines apply;
 - b) actively pursuing measures which will:
 - i) increase the proportion of trips made by walking, cycling, and transit;
 - ii) increase the average automobile occupancy rate;
 - iii) reduce the demand for vehicular travel; and
 - iv) shift travel times from peak to off-peak periods;
 - c) supporting workplace and region-wide TDM efforts as well as TDM programs supported by school boards ~~supporting the workplace TDM efforts of Smart Commute Toronto and the region-wide Metrolinx Smart Commute program, as well as TDM programs supported by School Boards;~~
 - d) supporting the local implementation of TDM measures through the creation and operation of local Transportation Management Associations (TMAs) across the City;
 - e) promoting alternative work arrangements, such as compressed work weeks, flexible work hours and telecommuting;
 - f) working with Metrolinx to pursue a region-wide study of road pricing to reduce congestion and better manage traffic; and
 - g) recognizing the transportation implications of diverse travel patterns, such as those of caregivers, shift workers and other vulnerable groups.

4. In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependency and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy.

5. The City will work with its partners to ensure that underground higher-order transit stations are ~~will be~~ integrated into multi-storey developments wherever it is feasible, ensuring that all points of access entry:
 - a) are clearly marked, visible and accessible from the street; and
 - b) ~~do not negatively impact heritage properties; and~~
 - c) ~~maintain~~ hours of access use to match transit operations.

6. Development in proximity to existing higher-order transit stations will be required to provide direct and convenient access to the station. Such connections will be encouraged to be weather protected.
7. An adequate supply of off-street parking for bicycles and automobiles will be provided and maintained to meet the short-term parking demands of commercial, institutional and tourist activities while ensuring a minimal level of all-day automobile parking for commuters that reflects the availability of alternative travel modes.
8. For sites in areas well serviced by transit, such as locations around higher-order transit stations and along major transit routes, consideration will be given to the establishment of:
 - a) minimum density requirements as well as maximum density limits;
 - b) minimum and maximum parking requirements;
 - c) redevelopment of surface commuter parking lots on City owned land;
 - d) limiting surface parking as a non-ancillary use; and
 - e) rates for parking on-street and in City-owned parking facilities (excluding those associated with park-and-ride facilities at higher-order transit stations) structured to discourage long-term commuter parking and to achieve a higher turnover by short-term users.
9. Better use will be made of off-street parking by:
 - a) encouraging the shared use of parking and developing parking standards for mixed use developments which reflect the potential for shared parking among uses that have different peaking characteristics; and
 - b) expanding and upgrading laneways to improve access to the parking spaces along the laneways.
10. In support of the TDM and environmental policies of this Plan, the City may:
 - a) support the conversion of required parking spaces to designated publicly accessible car-share spaces;
 - b) encourage new developments to include publicly accessible bike share facilities;
 - c) encourage parking providers to designate preferred parking spaces for the exclusive use of carpool and low-emissions vehicles;
 - d) require new developments to include charging facilities for electric vehicles;
 - ed) encourage parking providers to install **plug-in** charging stations for electric vehicles; and
 - fe) provide on-street, ~~reserved~~ parking spaces for car sharing vehicles in selected locations.
11. Implement curbside management strategies to improve traffic circulation and conditions for commercial vehicles including such measures as designated pick-up/drop-off areas for goods and service vehicles, accessible loading zones, courier delivery zones, temporary film trailer parking and motor coach parking zones.

12. Encourage the implementation of off-peak delivery programs.

13. The City will work with other orders of government, other municipalities, representatives from across the goods movement industry and the public to develop a comprehensive multi-modal strategy for the safe, efficient and environmentally sustainable movement of goods within the GTHA. This strategy will include:
 - a) the documentation and sharing of best practices and participation in a freight data collection program for the GTHA;
 - b) promotion of environmentally sustainable modes and technologies;
 - c) identification of innovative approaches for urban freight movements;
 - d) the establishment of a study of potential measures to encourage long distance freight trips not serving Toronto to bypass the City by using alternative corridors such as Highway 407 and those provided by the rail network;
 - e) identification of infrastructure needs;
 - f) guidelines for the preparation of local Freight Audits to assist in making informed decisions to enable the safe and efficient movement of freight;
 - g) policies for the improved management and more effective use of: 400-series highways; major roads that play a vital role in the City's freight distribution system; rail corridors; and, freight terminals; and
 - h) freight supportive integrated land use-transportation policies.

14. Guidelines, programs and infrastructure will be developed and implemented to create a safe, comfortable and bicycle-friendly environment that encourages people of all ages, abilities and means to bicycle for everyday transportation ~~and~~, recreation ~~and~~ commercial activity and supports the growth objectives of this Plan, including:
 - a) expanding the Cycling Network to ~~make it possible for~~ bring every ~~resident part~~ of the city ~~to be~~ within one ~~kilometer~~ kilometre of a designated cycling ~~route~~ facility 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 gaps in the Cycling Network to extend continuous routes, 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;
 - b) enhancing the convenience and attractiveness of the Cycling Network by:

- i) connecting to workplaces and 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~~ **bike share** facilities and programs in those areas where there is a high demand for short trips, including at higher-order transit stations **and transit stops**;
- 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;
- 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-fit~~ **based on the context of the route, which may include measures such as physical separation and enhanced lighting**;
 - ii) installing safe crossing measures for on- and off-street cycling routes, including, where appropriate, the introduction of signalized intersections; and
 - iii) developing road safety 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
- 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.

15. An urban environment and infrastructure will be created that encourages and supports pedestrian movement throughout the City, for people of all ages, ~~and~~ abilities **and means**, by:
- a) ensuring safe, **universally** accessible, direct, comfortable, attractive and convenient pedestrian conditions, including walking routes to workplaces, schools, recreation areas, transit and other important community destinations;
 - b) maximizing connections within the street network, as well as to other public or private pedestrian walkways, such as those found within parks, open spaces, between buildings, or above and below grade;

- c) prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets;
 - d) reducing barriers by providing grade-separated crossings of controlled-access highways and rail lines where warranted;
 - e) focusing on improvements to connections and conditions in areas of high need, including areas with: physical barriers; difficult topography or substantial changes in grade; areas travelled frequently by vulnerable users, including people with disabilities, youth and seniors; and around mobility hubs, transit stations or other locations with significant pedestrian volume or activity; and
 - f) developing policies, plans and guidelines to implement pedestrian priorities and Complete Streets.
16. The City will work with the Province to improve safety and connectivity for pedestrians and cyclists travelling along, across or in the vicinity of 400-series highway infrastructure.
17. The transportation system will be developed to be accessible and inclusive of the needs of people of all ages, ~~and~~ abilities and means by:
- a) ensuring that new transit facilities and vehicles are accessible;
 - b) modifying existing transit stations and facilities to become accessible ~~over time~~;
 - c) supplementing the conventional transit system with specialized services;
 - d) introducing measures to ensure equitable access to vehicles-for-hire;
 - e) requiring adequate crossing time for pedestrians at signalized crossings;
 - f) requiring pedestrian crossings to be single-stage where appropriate for the street context;
 - g) requiring a minimum number of on- and off-street accessible parking spaces ~~for the disabled~~; and
 - h) taking accessibility into account from the planning and design stages onwards.
18. Inter-modal and inter-line connections will be promoted so that each mode and each carrier – whether for passengers or goods – is conveniently integrated with the rest of the urban transportation system.
19. ~~The potential impacts of new~~ New and emerging mobility-related technologies, ~~and~~ practices and designs will be assessed to determine their impacts on urban travel conditions, the environment, public health and safety, the economy and the policies of this Official Plan. Regulations will be put in place, as necessary, to achieve the objectives of this Plan.
20. New technologies, practices and designs that improve urban travel conditions for the movement of people, goods and services and help mitigate the environmental impacts of transportation will be pursued and implemented where appropriate. Such technologies, practices and designs include, but are not limited to:
- a) enhanced transportation network data management, collection, analysis and monitoring;

- b) incident and event response;
 - c) construction coordination;
 - d) curbside management;
 - e) traveler information systems; and
 - f) centralized adaptive signals.
21. Large commercial and office buildings and hotels will make provision for vehicles-for-hire taxi stands on private property.
22. Development will be encouraged to make off-street provisions for pick-ups and drop-offs, loading and parking activity.
- ~~23. 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.~~
234. New transportation terminals will require facilities for inter-modal connections including those for:
- a) vehicles-for-hire taxis;
 - b) buses; and
 - c) other public transit modes.
245. Existing transportation terminals will be retrofitted for inter-modal connections when redevelopment occurs.

3.1.X Public Realm – Higher-Order Transit

Higher-order transit lines contributes to the public life of the communities they serve it serves, and helps promote a connected, inclusive and resilient city. The public facing elements, including station sites and related facilities and infrastructure, should be designed not only for efficient movement and to encourage transit use, 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 infrastructure will be designed to achieve the following:

Policies

1. Transit station sites, facilities and related infrastructure will provide high-quality architecture, landscape architecture and urban design.

2. Transit station sites, facilities and related infrastructure will be located, 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. **Balancing the movement efficiency of pedestrians, cyclists and transit users in a manner appropriate to the context;**
 - b.c. Providing safe, attractive and **universally** accessible **station-entrances routes and places of public entry, travel and use** through the use of design elements such as, but not limited to:
 - i. Setbacks and other open spaces to accommodate transit user and pedestrian volumes and provide pedestrian amenity;
 - 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;
 - ed. Introducing public art installations in and around stations, where appropriate;
 - de. Maximizing glazing on street, park and open space facing facades for accessibility, orientation and safety; and
 - ef. Providing new or upgraded streets and **safe** pedestrian and cycling connections to promote access to the stations, where appropriate and feasible.

3. Publicly accessible elements of transit infrastructure, including, but not limited to pedestrian setbacks, forecourts, plazas, paths, ~~ramps, stairs~~ vertical circulation, 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** surface transit, cycling and pedestrian networks.

4. The ancillary elements of transit ~~stations and~~ infrastructure, including, but not limited to traction power substations, maintenance and storage facilities, emergency exit buildings, vents, transformers, walls 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. **Being integrated into other facilities, where feasible; and**
 - b.c. Minimizing retaining walls and ensuring that any exposed retaining walls attain a high standard of design;~~and~~

~~c. Balancing the efficiency of transit vehicle movement with the efficiency and safety of pedestrian and cyclist movements.~~