



## GUIDING PRINCIPLES

# 3

# 3 Guiding Principles

Cities attract people through their high quality of life – by providing liveable communities in which people of all ages and abilities can live, work, learn, and play. A successful future for Toronto relies on planning decisions that focus on growing the city sustainably and building complete communities that meet the needs of future generations.

As part of the City’s Official Plan Transportation Policies Review, a framework was developed to address the impacts of today’s traffic congestion issues, and shape Toronto into the vibrant and attractive city described in the Official Plan. The framework was focused on three key themes to guide transportation decision-making: Serving People, Strengthening Places, and Supporting Prosperity.

There is a close relationship between the SCTMP Problem and Opportunity Statement and the three key themes. By ‘Serving People’, all street users will be comfortably accommodated regardless of mode or ability. By ‘Strengthening Places’, neighbourhoods will consist of unique destinations, green spaces, and vibrant streets. Finally, by ‘Supporting Prosperity’, Scarborough Centre will attract private investment and encourage diverse land uses.

These three themes were further defined into eight principles, which were used to develop and evaluate transportation network solutions in the Scarborough Centre on the Move Transportation Master Plan (SCTMP). Through extensive public consultation and stakeholder engagement exercises, an evaluation framework of key questions and measures were developed to evaluate alternative transportation networks based on the eight principles. This section outlines the eight guiding principles and the evaluation framework.

## 3.1 Serving People



### *Choice*

It is important to develop a balanced transportation network that provides connected modes of travel. By increasing the pedestrian and cycling infrastructure and improving connections to transit routes, and providing new or enhanced transit services it is possible to decrease auto dependency in the study area. The objective is to evolve the Centre into a multi-modal hub, which can only be achieved through the provision of transportation infrastructure and services that are diverse, efficient, attractive, and simple for all travelers.



#### *Experience*

A safe and comfortable experience must be provided for all users. The provision of various transportation options is not enough if these options are unsafe, uncomfortable, or inconvenient to use. To improve the travel experience in Scarborough Centre for all modes, safe pedestrian crossings, comfortable and easily accessible transit stops, comprehensive and consistent signage, and designated cycling infrastructure must be provided. Additionally, a Complete Streets approach must be achieved through attractive and vibrant public spaces and connections.



#### *Social Equity*

Everyone must have equal and desirable access to work, school and other activities. Transportation options should not favour any group over another. To reduce barriers to mobility in the study area, transportation programs and services must comply with the Accessibility for Ontarians with Disabilities Act (AODA) and be accessible for all.

## 3.2 Strengthening Places



#### *Shaping the City*

To achieve the vision of Scarborough Centre, mixed-use and sustainable developments should be encouraged. The area must not only attract investments from developers, but must ensure the developments are attractive destinations. Transportation solutions should follow an approach that contributes to place-making and city-building.



#### *Healthy Neighbourhoods*

Promotion of safe walking and cycling is integral to building connections within the Centre and to/from surrounding neighbourhoods. A complete pedestrian and cycling network with separation from heavy trucks and vehicular traffic encourages active transportation and increases access to the Centre and surrounding communities. Active transportation, physical activity, and social interaction can be achieved through a public realm that supports a Complete Streets approach.



#### *Public Health and Environment*

Transportation improvements should support and enhance natural areas and encourage less vehicle reliance. Promoting active mobility in Scarborough Centre will enhance the area's many natural features, such as 'Hand of God' Park, Civic Green Park, and numerous woodlots. Parks and open spaces connect people and places and contribute to developing vibrant and sustainable communities.

### 3.3 Supporting Prosperity



#### *Affordability*

Improvements to the transportation system should be affordable to build, maintain, and operate. Considerations must be given to the implementation of proposed projects in order to determine their feasibility from a financial perspective. In addition to short-term implementation and operational costs, affordability of transportation projects should also take into consideration life-cycle costs, which is important for long-term planning and decision making.



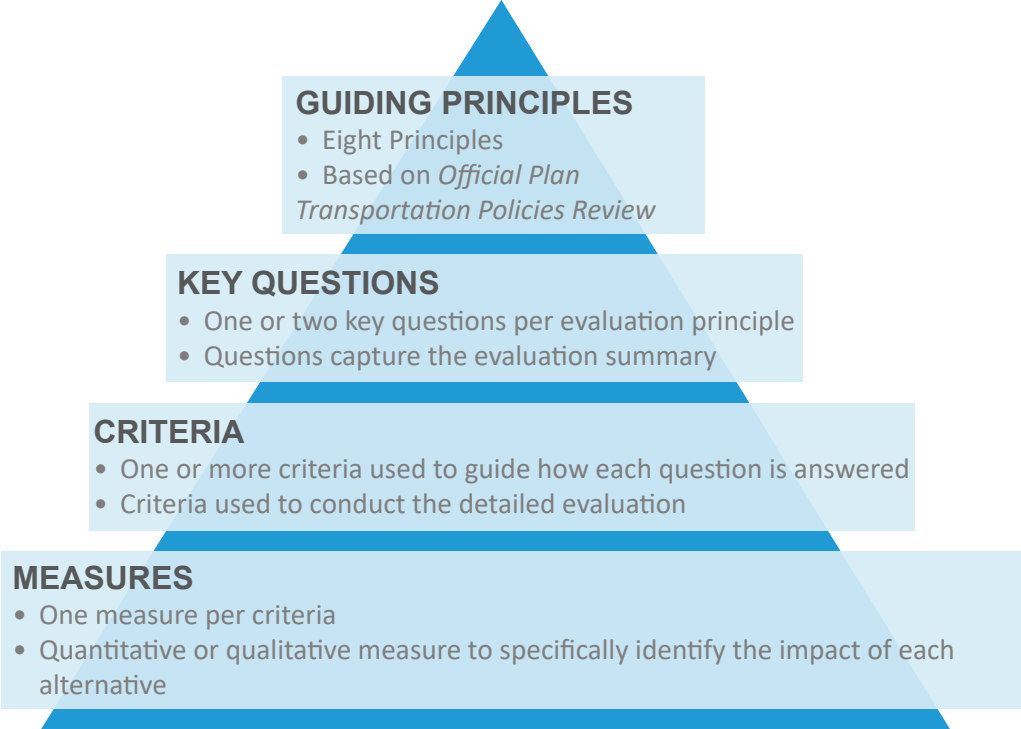
#### *Supporting Growth*

Transportation solutions should encourage economic growth and allow goods and products to be moved efficiently and safely. A comprehensive transportation network can also attract economic growth and private investments to the area, making the Centre a more attractive destination for residents and employers.

### 3.4 Evaluation Framework

The Official Plan Transportation Policies Review established eight guiding principles that were refined through the SCTMP process. Input from the Toronto Planning Review Panel was used in developing the evaluation framework, which consisted of key questions, criteria, and measures as shown in Figure 3.1. Each guiding principle was accompanied by key questions for consideration for Scarborough Centre’s transportation network, along with a set of criteria and measures used to qualify the response to each question.

Figure 3.1: Evaluation Methodology



Although it would have been possible to use the same measure to answer multiple key questions, only the most applicable measure was used to answer each question. This ensured that no measure was used more than once in the evaluation of alternatives. The evaluation questions, criteria, and measures are presented in Table 3.1.

**Table 3.1: Evaluation Principles and Associated Questions, Criteria, and Measures**

Principle	Question	Criteria	Measure
Choice	Does it promote a shift towards sustainable modes of transportation?	Pedestrian and cycling infrastructure	Kilometres of sidewalks and dedicated cycling lanes within the Centre
	Does it provide an efficient and integrated transportation network for all users?	Integration between modes of transportation	Types of transfer points that allow for efficient mixed-mode travel
Experience	Does it support an attractive and vibrant public realm and sense of place?	Appropriate street type and design that accommodates all modes of transportation	Identify the street type and its adherence to the design principles outlined in the Complete Streets Guidelines
	Does it allow for the convenient and safe movement of users of all modes of transportation?	User-friendly signage and wayfinding; active transportation connections	Assessment of the following wayfinding signage components: directional/ locational, introduction, identification, and vehicle and pedestrian signage to enhance connections to key origins/ destinations
Social Equity	Does it provide for opportunities to improve connectivity to work, school and other destinations?	Changes in accessibility to desired destinations	Number of connections
	Does it accommodate all users, including vulnerable street users?	Improves mobility for vulnerable users	Compliance with Accessibility for Ontarians with Disabilities Act (AODA)
Healthy Neighbourhoods	Does it support the mixed-use and transit-oriented vision of the Secondary Plan?	Reflects planning policies	Compliance with the vision of the Scarborough Centre Secondary Plan as outlined in policies relating to transportation and mobility
	Does it create a transportation network and block plan that supports a vibrant urban centre?	Consistency with mixed-use principles	Simplified grid/street network (average block size)
Shaping the City	Does it improve connectivity and access within the Centre and to/ from surrounding communities?	Review of impact to safety and comfort for all modes	Road diets, safe pedestrian and cycling crossing locations, the operation of bus routes/stops in the Centre and the removal of channelized right turns and ramps
	Does it encourage and support active and sustainable modes of transportation?	Incentive measures to promote active modes of transportation	Number of transportation demand management (TDM) measures
Public Health & Environment	Does it minimize the impact on the natural environment and cultural heritage?	Impact on area ecology, built/ cultural heritage and areas with archaeological potential	Size of area and number of features affected
	Does it support and enhance the open space network?	Improves open space connections in the study area	Number of connections to open space areas for all modes of transportation
Affordability	Is it economically feasible to implement (considering full life cycle costs, impact to utilities, durability and future expansion opportunities)?	Implements improvements considering full life cycle costs, impact to utilities, durability and future expansion opportunities	Capital, operating, and maintenance costs
Supporting Growth	Does it encourage public and private investments?	Unlocks the potential for development	Size/number of new development properties and accessibility to transit
	Does it allow for the safe and efficient movement of goods?	Strategic movement of goods in the Centre	Number of designated and segregated truck routes in the study area

