

Official Plan Review - Draft Official Plan Changes

Colour coding legend:

Policy

Introductory Text

Sidebar

Transit

1. Restructure and strengthen policies related to transportation network improvements

Existing Policy 2.2(3):

Currently, Section 2.2 includes a mix of policies about how growth in the City will be structured. The policies related to transportation network improvements are mixed with policies related to new development and water infrastructure. The section could be reordered to group the transportation policies (existing Policy 2.2(3)) separately allowing for a more fulsome introduction to the importance of the transportation network.

The introductory text would be modified similarly. The paragraph beginning "The integration of transportation and land use planning" would be given the heading "Increasing Accessibility". The paragraph beginning "Other transportation infrastructure improvements" and the associated bullet points would be moved to introduce the second group of policies consisting of the policies described below to replace the existing Policy 2.2(3) and be modified as below to include reference to the Rapid Transit Evaluation Framework. The heading "Service Foundations for Growth" and the paragraph immediately following would be moved to introduce the third group of policies consisting of existing Policy 2.2(5).

The policies (specifically Policy 2.2(3)) could be enhanced by devoting individual policies to the improvement of the road and transit networks separately. The transit network improvement policies could also be strengthened further, as follows:

A. Strengthen language around "state of good repair"

The City, through the TTC, has made a substantial investment in transit infrastructure. Allowing transit vehicles to be delayed by traffic congestion reduces the value of these investments and causes the City to incur greater operating expenses through having to provide additional service to account for longer travel times due to congestion that does not result in increased frequency. The new Provincial Policy Statement calls for more efficient use of public infrastructure through Policy 1.6.3:

Before consideration is given to developing new infrastructure and public service facilities:

- a) *the use of existing infrastructure and public service facilities should be optimized;*

This requirement will be incorporated into the existing policy by broadening the purpose of ensuring state of good repair.

B. Incorporate the Comprehensive Transit Plan

The policies describing how the transit network will evolve will refer to external guidelines. The policy related to higher-order transit expansion will also call for Business Case Analyses to be conducted. This will include updates to Map 4 to partially address conformity with the new Growth Plan by incorporating the Priority Transit Corridors identified in Map 5.

C. Strengthen transit priority measures

Policy 2.2(3)(l), which currently describes some possible transit priority measures, will be enhanced to describe a broader range of transit priority measures. External guidelines will be developed as part of a subsequent process which will further guide the implementation of transit priority measures.

D. Call for improved network connectivity.

Transit networks function best when the connections between services are simple and fast. The overall objective is to develop a fully integrated grid network of transit services to better serve all areas of the City. One of the proposed directions is to introduce a policy which calls for the implementation of such a transit network. Further new policies call for improving connections between different transit services. A new sidebar is proposed to support these policies which provides examples of connections which might be improved.

E. Call for improved levels of transit service

There are already policies calling for improvements to or studies to identify necessary improvements to transit services to support growth for Centres and Avenues (existing Policies 2.2.2(2)(i) and 2.2.3(2)(a)(ii)). Add language which recognizes the potential for improvements to surface transit service to build demand for higher-order transit.

Maintaining and Developing a Sustainable Transportation System

Other transportation infrastructure improvements to other features of the transportation system will also be needed to support the City's growth, such as renovating Union Station to increase and upgrade its capacity for the users of this important transportation hub. A number of other changes related to alterations and additions to the street **networksystem** 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 that are seamlessly **connectedlinked**, safe, convenient, affordable and economically competitive. 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 **infrastructurecapacity** we already have, particularly by **allocating the limited space within rights-of-way to prioritize sustainable and space-efficient transportation modes**; and
- the need to protect for the **incremental expansion of a comprehensive, long-term higher-order transit network, phased to respond to anticipated growth in demand. ~~incremental expansion of the rapid transit system as demand justifies and funding becomes available.~~**

The network of public rights-of-way which accommodates the City's streets and laneways is a vital component of the public domain, 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, 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 are convenient 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 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 Regional Transportation Plan (RTP). The RTP supports the development of a Frequent Rapid Transit Network which incorporates many existing and planned services within Toronto.

4. The City's transportation ~~system~~**network** 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;**
- ~~bd)~~ **giving~~assigning~~ first priority for investment in ~~transportation~~**transit** 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 and comfortable service;****
- ci) maintaining, ~~and,~~ **enhancing** where appropriate, **enhancing** inter-regional transportation connections to adjacent municipalities; ~~and.~~
- d) **improving connections between the key elements of the transportation system to enhance the convenience of multi-modal trips; and**
- e) **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, **and** 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) **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 development(s); **and**
- 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 users throughout the City and acts as a fundamental organizing element of the City's physical structure;
- ~~i) maintaining, and enhancing where appropriate, inter-regional transportation connections to adjacent municipalities;~~

6. The City will develop and implement a comprehensive transit network plan to achieve the advantages of a fully integrated, comprehensive transportation system and deliver accessible, frequent, reliable, fast and comfortable travel options that serve all areas 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 improve and expand the higher-order 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 for new higher-order transit services in the corridors identified on Map 4 through a comprehensive planning process which considers value-for-money and broader city-building objectives, 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 Analysis 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**
- fk) supporting the increased use of existing rail corridors within the City for enhanced local and inter-regional transitpassenger service.**

8. The City will maintain and enhance bus and streetcar services to deliver more seamless, convenient, frequent, fast, reliable and comfortable transit service to all parts of the city by:

- a) reducing 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) limiting or removing on-street parking during part or all of the day; and**
 - vi) transit queue-jump lanes where appropriate;**
- b) improving the passenger comfort and operation 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 to transit vehicles;**
 - iv) providing sufficient weather-protected waiting space for anticipated passenger volumes; and**
 - v) providing sufficient stopping area for anticipated bus 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.

Existing Policy 2.4(5) addresses the integration of transit stations into multi-story developments. This policy is proposed to be strengthened and a new policy is proposed to follow expanding on the expectations around this integration as follows:

- 5. ~~Underground higher-order~~Subway and ~~underground light rapid~~ transit stations will be integrated into multi-storey developments wherever it is technically feasible, ensuring that all points of access:
 - a) are clearly marked, visible and accessible from the street;**
 - b) do not negatively impact heritage properties; and**
 - c) maintain hours of access to match transit operations.****
- 6. Development in proximity to existing transit stations will be required to provide direct and convenient access to the station.**

2. Introduce policies related to the built form of transit buildings and surrounding public realm

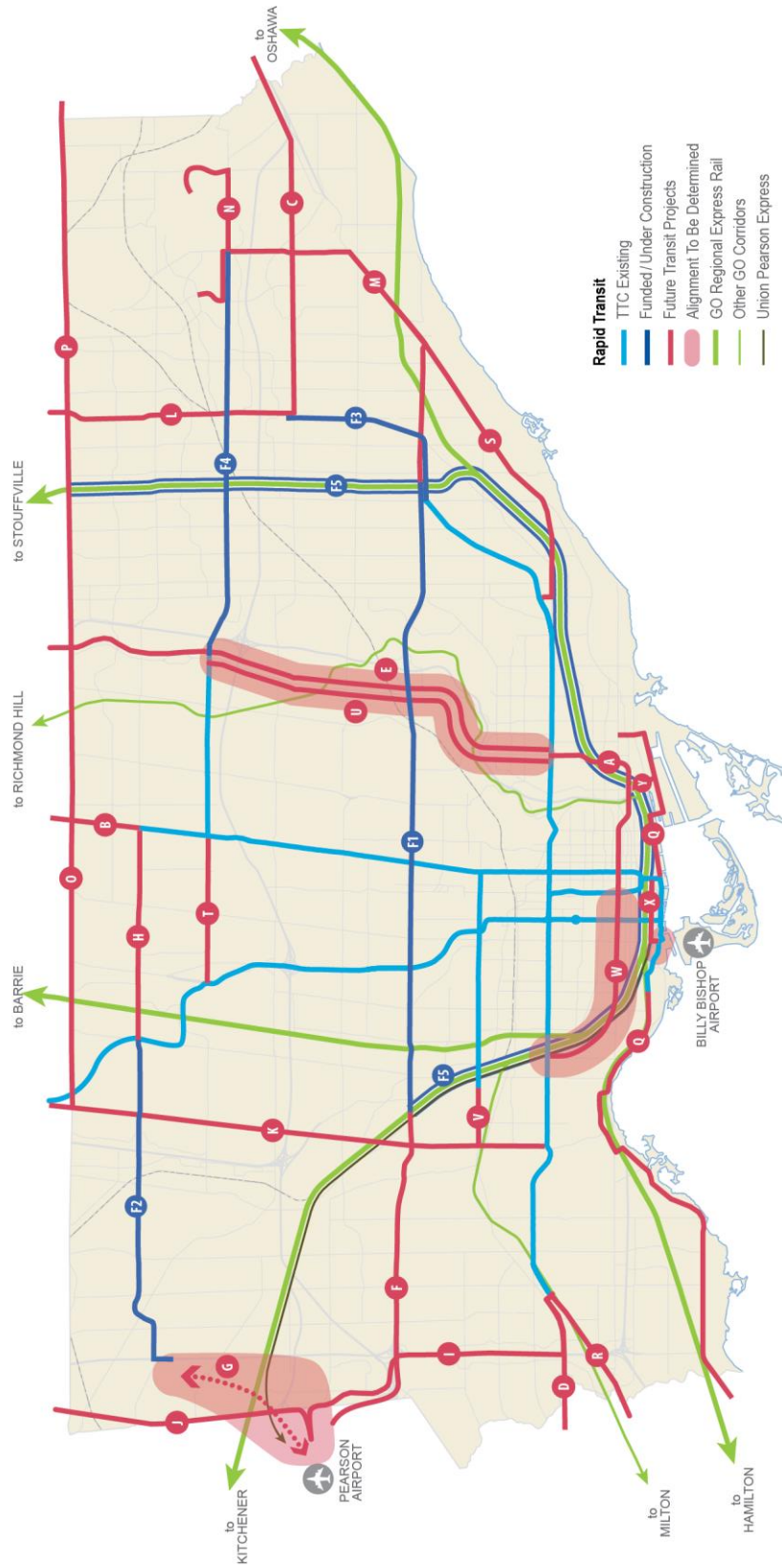
There is no existing policy which directly address these areas.

Currently, Chapter 3 includes a variety of policies regarding built form of structures and the requirements for the surrounding public realm. Although many of these are applicable to transit buildings, they fail to recognize and celebrate the prominent position these buildings play within the city. The use of Alternative Financing and Procurement for procuring new transit facilities has introduced a need for the City to articulate its requirements around their design in advance. To fill this need, the development of new Transit Urban Design Guidelines has been proposed. The goals and objectives of these guidelines would be given the weight of policy by incorporating them in new policies in Chapter 3 of the Plan.

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.**



- 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

