

Draft Official Plan Amendment

Authority: Planning and Growth Management Item ~ as adopted by City of Toronto Council on ~, 20~

Enacted by Council: ~, 20~

CITY OF TORONTO

Bill No. ~

BY-LAW No. ~-20~

To adopt an amendment to the Official Plan for the City of Toronto with respect to the set of transportation policies related to: transit; cycling; automated vehicles, shared mobility and other emerging mobility technologies; and water, wastewater and stormwater, and associated maps and schedules

Whereas authority is given to Council under the *Planning Act*, R.S.O. 1990, c.P. 13, as amended, to pass this By-law; and

Whereas Council of the City of Toronto has provided adequate information to the public and has held at least one open house and one special public meeting in accordance with sections 17 and 26 of the *Planning Act*:

The Council of the City of Toronto hereby enacts as follows:

1. The attached Amendment No. 456 to the Official Plan is hereby adopted.

Enacted and passed on ~, A.D. 2019.

Frances Nunziata

Speaker

(Corporate Seal)

Ulli S. Watkiss,

City Clerk

AMENDMENT NO. 456 TO THE OFFICIAL PLAN

THE SET OF TRANSPORTATION POLICIES RELATED TO: TRANSIT; CYCLING; AUTOMATED VEHICLES, SHARED MOBILITY AND OTHER EMERGING MOBILITY TECHNOLOGIES; AND WATER, WASTEWATER AND STORMWATER, AND ASSOCIATED MAPS AND SCHEDULES

The following text and maps constitute Amendment No. 456 to the Official Plan of the City of Toronto:

Section 2.1 Building A More Liveable Urban Region is amended by:

1. Deleting the word "a" from between the words "by" and "regional" in Policy 1(a) and replacing it with the words "an accessible"

Section 2.2 Structuring Growth In The City: Integrating Land Use And Transportation, is amended by:

1. Deleting the preamble text and replacing it with the following:

"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 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, workers and visitors over the next 30 years. The transportation system consists of connected and integrated networks, key elements of which include:

- subway, LRT, streetcar and bus networks, supplemented with door-to-door accessible transit services;
- the GO Transit rail network;
- expressways and major streets;
- collector and local streets;
- railway corridors and railway yards;
- the cycling network;
- a system of sidewalks, pathways and trails; and
- potential use of hydro corridors for transit facilities, bikeways and walkways.

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 sections of streets that are prime candidates for bus and streetcar priority measures.

Increasing Transportation Accessibility

The integration of transportation and land use planning is critical to achieving the overall aim of increasing transportation accessibility throughout the City. Transportation accessibility – a measure of the ease of reaching 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 transportation accessibility.

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."

2. Inserting four sidebar paragraphs as follows:

"*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 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. "

3. Deleting the word "rapid" from Policy 2(b) and replacing it with the word "higher-order".
4. Moving existing Policy 3 after existing Policy 4.
5. Inserting preamble text between Policies 3 and 4 as follows:

"Maintaining and Developing a Sustainable Transportation System

Improvements to 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, 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 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 the pattern of transportation 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."

6. Inserting a new policy after the newly inserted preamble text and before the existing Policy 4 as follows:

"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;
- d) maintaining and, where appropriate, enhancing inter-regional transportation connections to adjacent municipalities;
- e) improving connections between key elements of the transportation system to enhance the convenience of multi-modal trips; and
- f) 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."

7. Amending existing Policy 4 as follows:

- a. Deleting the text "The City's transportation network will be maintained and developed to support the growth management objectives of this Plan by" and replacing it with the text "The City's network of streets and laneways will be maintained and developed to support the growth management objectives of this Plan by".
- b. Deleting the word "and" in the parentheses of sub-policy (a)(iii), replacing it with a "," and inserting "and other facilities" at the end of the parenthetical statement.
- c. Inserting the words "and cycling" between the words "transit" and "facilities" in sub-policy (b).

- d. Inserting the words ", transit priority measures" between the words "facilities" and "or" in sub-policy (b).
 - e. Deleting the word "universal" from between the words "safety" and "accessibility" in sub-policy (b).
 - f. Inserting the word "and" at the end of sub-policy (g).
 - g. Deleting sub-policies (d), (i), (j), (k) and (l).
8. Inserting new policies after existing Policy 4 as follows:

"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, accessible, seamlessly connected, convenient, frequent, reliable, fast, affordable and comfortable transit service to all 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.

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) undertaking comprehensive planning processes for new higher-order transit services in the corridors identified on Map 4 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 analysis processes are completed;
- d) implementing road-rail and rail-rail grade separations 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.

The City will work with its partners to maintain and enhance bus and streetcar services to deliver safe, accessible, seamlessly connected, convenient, frequent, 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) 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 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 entry to transit vehicles;
 - iv) providing sufficient weather-protected and, where appropriate, well-lit waiting space for anticipated passenger volumes ; and
 - v) providing sufficient stopping area for anticipated 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 objectives of this Plan."

9. Inserting preamble text after the new policies as follows:

"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."

10. Amending existing Policy 5 as follows:

- a. Inserting the words "groundwater discharge to municipal sewers," between the words "consumption," and "wastewater" in sub-policy (b).

- b. Inserting the words ", and sanitary and water distribution" between the words "management" and "improvements" in sub-policy (c)(ii).

11. Renumbering the policies appropriately.

Section 2.2.2 Centres: Vital Mixed Use Communities

1. Amending the paragraph of the preamble text which begins with "*Scarborough Centre*" by:
 - a. Deleting the words "with a third planned," from between the words "stations" and "and".
 - b. Deleting the words "improving service on, and extending, the RT route" from between the words "function" and "and" and replacing them with the words "replacing the Scarborough RT with an extension of line 2".

Section 2.4 Bringing The City Together: A Progressive Agenda Of Transportation Change, is amended by:

1. Deleting the preamble text and replacing it with the following:

"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. 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), overlain with a minor grid of dedicated or designated secondary corridors, which ensure that every part of the city is within no more than 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 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.

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

2. Amending the sidebar text under the heading "Moving Ahead: A Campaign for Next Generation Transportation" as follows:
 - a. Deleting the words "seamlessly linked" between "are" and "safe" and replacing them with the words "accessible, seamlessly connected".
 - b. Deleting the words "all Torontonians (including those with disabilities)" and replacing them with the words "Torontonians of all ages, abilities and means".
3. Amending the sidebar text under the heading "Travel Demand Management (TDM)" as follows:
 - a. Deleting the words "and car sharing organizations in residential areas" following the words "establishment of Transportation Management Associations (TMA's) in employment areas".
 - b. Adding a new list item following the list item which starts with "establishment of Transportation Management Associations (TMA's)" as follows: "promotion of car sharing".
4. Deleting the sidebar text titled "Toronto's Bike Plan" and replacing it with the sidebar text titled "Bicycle Policy Framework" as follows:

"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 Cycling Network Plan (2016; updated 2019) which identifies priorities for cycling 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."

5. Inserting sidebar text as follows:

"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."

6. Amending existing Policy 3 by deleting sub-policy (c) and replacing it as follows:

"supporting workplace and region-wide TDM efforts as well as TDM programs supported by school boards;"

7. Amending existing Policy 5 as follows:

- a. Deleting the words "subway and underground light rapid" and replacing them with the words "higher-order".
 - b. Deleting the word "technically" from between "is" and "feasible".
 - c. Inserting the words ", ensuring that all points of access:" after the word "feasible".
 - d. Inserting the sub-policies as follows:
 - "a) are clearly marked, visible and accessible from the street; and
 - b) maintain hours of access to match transit operations."
8. Inserting a new policy after existing Policy 5 as follows:
- "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."
9. Replacing instances of the word "rapid" with the word "higher-order" in existing Policy 7.
10. Amending existing Policy 9 as follows:
- a. Inserting a new sub-policy after existing sub-policy (c) as follows: "require new developments to include charging facilities for electric vehicles".
 - b. Deleting the word ", reserved" in existing sub-policy (e) from between the words "on-street" and "parking".
11. Deleting existing Policy 13 and replacing it as follows:
- "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, supports goods movement by bicycle and supports the growth objectives of this Plan, including:
- a) expanding the Cycling Network to bring every part of the city within one kilometre of a designated cycling 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 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, comfortable and, where appropriate, well-lit;
 - ii) installing safe crossing measures for on- and off-street cycling routes, including, where appropriate, the introduction of signalized intersections; and
 - iii) developing road safety education and awareness programs for all road users; 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."

12. Amending existing Policy 14 as follows:

- a. Replacing the words "ages and abilities" with the words "age, abilities and means"
 - b. Deleting the word "universally" from between the words "safe" and "accessible" in sub-policy (a).
13. Inserting a new policy after existing Policy 14 as follows:
- "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."
14. Deleting existing Policy 15 and replacing it as follows:
- "The transportation system will be developed to be accessible and inclusive of the needs of people of all ages, abilities and means by:
- a) ensuring that new transit facilities and vehicles are accessible;
 - b) modifying existing transit stations and facilities to become accessible;
 - 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 and single-stage pedestrian crossings where appropriate for the street context;
 - f) requiring a minimum number of on- and off-street accessible parking spaces; and
 - g) taking accessibility into account from the planning and design stages onwards."

15. Inserting a new policy after existing Policy 16 as follows:

"New and emerging mobility-related technologies, 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."

16. Amending existing Policy 17 as follows:

 - a. Deleting instances of the word "and" from between the words "technologies" and "practices" and replacing them with ",".
 - b. Inserting the words "and designs" after instances of the word "practices".
 - c. Inserting a new sub-policy after sub-policy (c) as follows: "curbside management".

17. Amending existing Policy 18 by deleting the words "taxi stands" from between the words "for" and "on" and replacing them with the word "vehicles-for-hire".

18. Inserting a new policy after existing Policy 18 as follows:

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

19. Amending existing Policy 19 by deleting the word "taxis" from sub-policy (a) and replacing it with the word "vehicles-for-hire".
20. Renumbering the policies appropriately.

The Official Plan is amended by adding a new section titled "Public Realm – Higher-Order Transit" between Section 3.1.1 and Section 3.1.2 with the following non-policy text and numbered policies and renumber following sections appropriately:

"Higher-order transit contributes to the public life of the communities 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 infrastructure will be designed to achieve the following:

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;
 - c. Providing safe, attractive and accessible 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;

- d. Introducing public art installations in and around stations, where appropriate;
 - e. Maximizing glazing on street, park and open space facing facades for accessibility, orientation and safety; and
 - f. 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, 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 accessibility through user-focused design; and
 - f. Ensuring integration and connectivity with the surface transit, cycling and pedestrian networks.
- 4. The ancillary elements of transit 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
 - c. Minimizing retaining walls and ensuring that any exposed retaining walls attain a high standard of design."

The Official Plan is amended by:

- 1. Amending Map 3 as follows:
 - a. Amending the segment of St Clair Ave W between Jane St and Runnymede Rd to show a planned right-of-way of 30m.
 - b. Adding the segment of Dufferin St between Queen St W and Peel Ave to show a 20m right-of-way.

- c. Deleting the segment of Peel Ave between Dufferin St and Gladstone Ave.
 - d. Deleting the segment of Gladstone Ave between Peel Ave and Queen St W.
 - e. Amending the segment of Overlea Blvd between Millwood Rd and Don Mills Rd to show a planned right-of-way of 36m.
 - f. Amending the segment of Don Mills Rd between South of York Mills Rd and South of Overlea Blvd to show a planned right-of-way of 36m.
 - g. Amending the segment of Progress Ave between Milner Ave and Sheppard Ave E to show a planned right-of-way of 27m.
 - h. Amending the segment of McNicholl Ave between Tapscott Rd and Morningside Ave to show a planned right-of-way of 36m.
 - i. Amending the segment of Eglinton Ave E between Bayview Ave and Bessborough Dr to show a planned right-of-way of 27m.
 - j. Amending the segment of Eglinton Ave E between Sutherland Dr and Laird Dr to show a planned right-of-way of 27m.
- 2. Deleting Map 4 and replacing it with Figure 1.
 - 3. Deleting Map 5 and replacing it with Figure 2.
 - 4. Amending Schedule 1 as follows:
 - a. Deleting Littles Rd from Steeles Ave E to South End with planned right-of-way width of 27m.
 - b. Deleting Passmore Ave from Beare Rd to West End with planned right-of-way width of 27m.
 - c. Adding Auto Mall Drive from Milner Ave to Conlins Rd with planned right-of-way width of 23m.
 - d. Adding Bremner Blvd from Lake Shore Blvd to York St with planned right-of-way width which varies.
 - e. Adding Bremner Blvd from York St to Lower Simcoe St with planned right-of-way width of 27m.

- f. Adding Bremner Blvd from Lower Simcoe St to Spadina Ave with planned right-of-way width of 30m.
- g. Adding Esther Shiner Blvd from Provost Dr to Leslie St with planned right-of-way width which varies.
- h. Adding Flemington Rd from Ranee Dr to Varna Dr with planned right-of-way width of 27m.
- i. Adding Fort York Blvd from Spadina Ave to Lake Shore Blvd with planned right-of-way width of 30m.
- j. Adding Gerry Fitzgerald Dr from Dufferin St to Steeles Ave W with planned right-of-way width of 23m.
- k. Adding Lower Simcoe St from Rail Corridor to Lake Shore Blvd with planned right-of-way width of 27m.
- l. Adding Marine Parade Dr from Park Lawn Rd to Lake Shore Blvd W with planned right-of-way width which varies.
- m. Adding Milner Ave from Grand Marshall Dr to Conlins Rd with planned right-of-way width of 23m.
- n. Adding Morrish Rd from Canmore Blvd to its northerly limit with planned right-of-way width of 23m.
- o. Adding Replin Rd from Flemington Rd to just north of Lawrence Ave W with planned right-of-way width of 27m.
- p. Adding Tangiers Rd from Four Winds Dr to Keele St with planned right-of-way width of 30m.
- q. Adding Twyn Rivers Dr from Sheppard Ave E to the east city boundary with planned right-of-way width of 27m.
- r. Amending the planned right-of-way width of Blossomfield Dr between Flemington Rd and Lawrence Ave W from 23m to 27m
- s. Amending the limits of the segment of Gordon Murison Ln with a planned right-of-way of 27m to extend from Steels Ave E to its terminus 750m south.

- t. Amending the limits of the segment of Kenneth Ave with a planned right-of-way of 23m to extend from Byng Ave to Sheppard Ave E.
 - u. Amending the limits of the segment of Neilson Rd with a planned right-of-way of 27m to extend from Morningside Ave to Finch Ave E.
 - v. Amending the limits of the segment of Old Finch Ave with a planned right-of-way of 27m to extend from Morningview Trail to Meadowvale Rd.
 - w. Amending the limits of the segment of Passmore Ave with a planned right-of-way of 27m to extend from Middlefield Rd to Oasis Blvd.
 - x. Amending the limits of the segment of Talbot Rd with a planned right-of-way of 23m to extend from Newtonbrook Blvd to Finch Ave W.
 - y. Amending the limits of the segment of Tangiers Rd with a planned right-of-way of 27m to extend from Toro Rd to Four Winds Dr.
 - z. Amending the planned right-of-way width of Varna Dr between Ranee Ave and Lawrence Ave W from 23m to 27m.
5. Amending Schedule 2 as follows:
- a. Deleting Dufferin St jog elimination from Queen St to Peel Ave.
 - b. Deleting F.G. Gardiner Expwy eastbound off-ramp at Park Lawn Rd-addition of a westbound lane from Park Lawn Rd to Legion Rd.
 - c. Deleting Marine Parade Dr from easterly extension of Marine Parade Dr to Lake Shore Blvd W.
 - d. Deleting Futurity Gate Extension S from Steeles Ave W to Dufferin St.
 - e. Deleting Murray Ross Pkwy Extension from Keele St to Tangiers Rd Extension.
 - f. Deleting Oriole Vista Dr from Provost Dr to Leslie St.
 - g. Deleting S. Downtown Service Rd from Yonge St to Anndale Dr.
 - h. Deleting Service Rd East Loop from Bishop Ave to Norton Ave.
 - i. Deleting Finch Ave E from Finch Ave E to Morningside Ave/CPR.

- j. Deleting Executive Crt from Executive Crt (Easterly) to Markham Rd & Hwy 401 WB Ramp.
- k. Deleting Grangeway Ave from Bushby Dr to Ellesmere Rd.
- l. Deleting Midwest Rd from Midwest Rd (Northerly) to Ellesmere Rd.
- m. Deleting Lebovic Rd from Eglinton Ave to Ashtonbee Rd.
- n. Deleting New Link from Sheppard Ave (at Dean Park) to Sheppard Ave (east of Conlins).
- o. Deleting New Link from Morningside Ave to Milner Ave at Hwy 401 WB Ramp.
- p. Deleting Sufferance Rd from Sufferance Rd to CNR/GO Transit rail tracks.
- q. Deleting Bridgend St from Bridgeport Dr to Port Union Rd.
- r. Deleting McNicoll Ave from Tapscott Rd to Morningside Ave.
- s. Deleting Select Ave from its existing terminus, east of State Crown Blvd to Markham Rd.
- u. Deleting Note 1.
- v. Adding Liberty Local Road from Dufferin to Strachan.
- w. Adding Dundas St W re-alignment from Dundas St W & Beamish Dr to Bloor St W & Dunbloor Rd.
- x. Adding Bloor St W re-alignment from Dunbloor Rd to Kipling Ave.
- y. Adding Street A from Lake Shore Blvd W to Marine Parade Drive.
- z. Adding Street B from Lake Shore Blvd W to Marine Parade Drive.
- aa. Adding Street C from Brookers Lane to Street D.
- ab. Adding Street D from Lake Shore Blvd W to Marine Parade Drive.
- ac. Adding New Street from Toryork Dr to Finch Ave W.
- ad. Adding Ingrams Dr Extension from Sheffield St to Caledonia/Wingold/Ronald Ave.

- ae. Amending the limits of Tangiers Rd Extension to extend from Murray Ross Pkwy to Petrolia Rd.
 - af. Amending the limits of Service Rd West Loop to extend from Drewry Ave to Hendon Ave.
 - ag. Amending the limits of Morningside Ave to extend from McNicholl Ave to Steeles Ave E.
 - ah. Amending the limits of Reidmount Ave Extension to extend from Sheppard Ave E to Village Green Square.
 - ai. Amending the limits of Lamont Ave Extension to extend from Lamont Ave south end to Emblem Crt.
 - aj. Amending Luella St from Beachell St to Eglinton Ave to be named Conn Smythe Dr.
6. Amending Chapter 6, Section 5 Scarborough Centre Secondary Plan as follows:
- a. Amending Policy 1.14 by adding the word "replaced," between the words "be" and "enhanced".
 - b. Amending the text in the paragraph of Section 4.8 Employment which begins "Like residential growth" by deleting the words "the Scarborough Rapid Transit line north to Sheppard Avenue" and replacing them with the words "Line 2 north into the Centre".
 - c. Amending Policy 5.14 by inserting the words "the replacement of the Scarborough Rapid Transit with an extension of Line 2 north into the Centre," between the words "to" and "completion" and deleting the words "the extension of the Scarborough Rapid Transit, revisions to the SRT stations to accept longer trains and/or higher capacity vehicles," from between the words "Centre" and "the".
 - d. Amending Policy 5.15 by deleting the words "increasing the capacity of the line through purchases of replacement and additional vehicles and station enhancements, or through upgrading or replacement of the line with alternative technology" and replacing them with the words "replacement of the line with an extension of Line 2 north into the Centre".
 - e. Deleting the Policy 5.18 and renumbering the following policies accordingly.
 - f. Replacing Map 5-1 with Figure 3.

- g. Replacing Map 5-2 with Figure 4.
- h. Replacing Map 5-3 with Figure 5.
- i. Replacing Map 5-4 with Figure 6.
- j. Replacing Map 5-5 with Figure 7.
- k. Replacing the map associated with Site and Area Specific Policy 1 with Figure 8.
- l. Replacing the map associated with Site and Area Specific Policy 3 with Figure 9.
- m. Replacing the map associated with Site and Area Specific Policy 4 with Figure 10.
- n. Replacing the map associated with Site and Area Specific Policy 5 with Figure 11.
- o. Replacing the map associated with Site and Area Specific Policy 8 with Figure 12.
- p. Replacing the map associated with Site and Area Specific Policy 9 with Figure 13.

Figure 1: Map 4 Higher-Order Transit Corridors

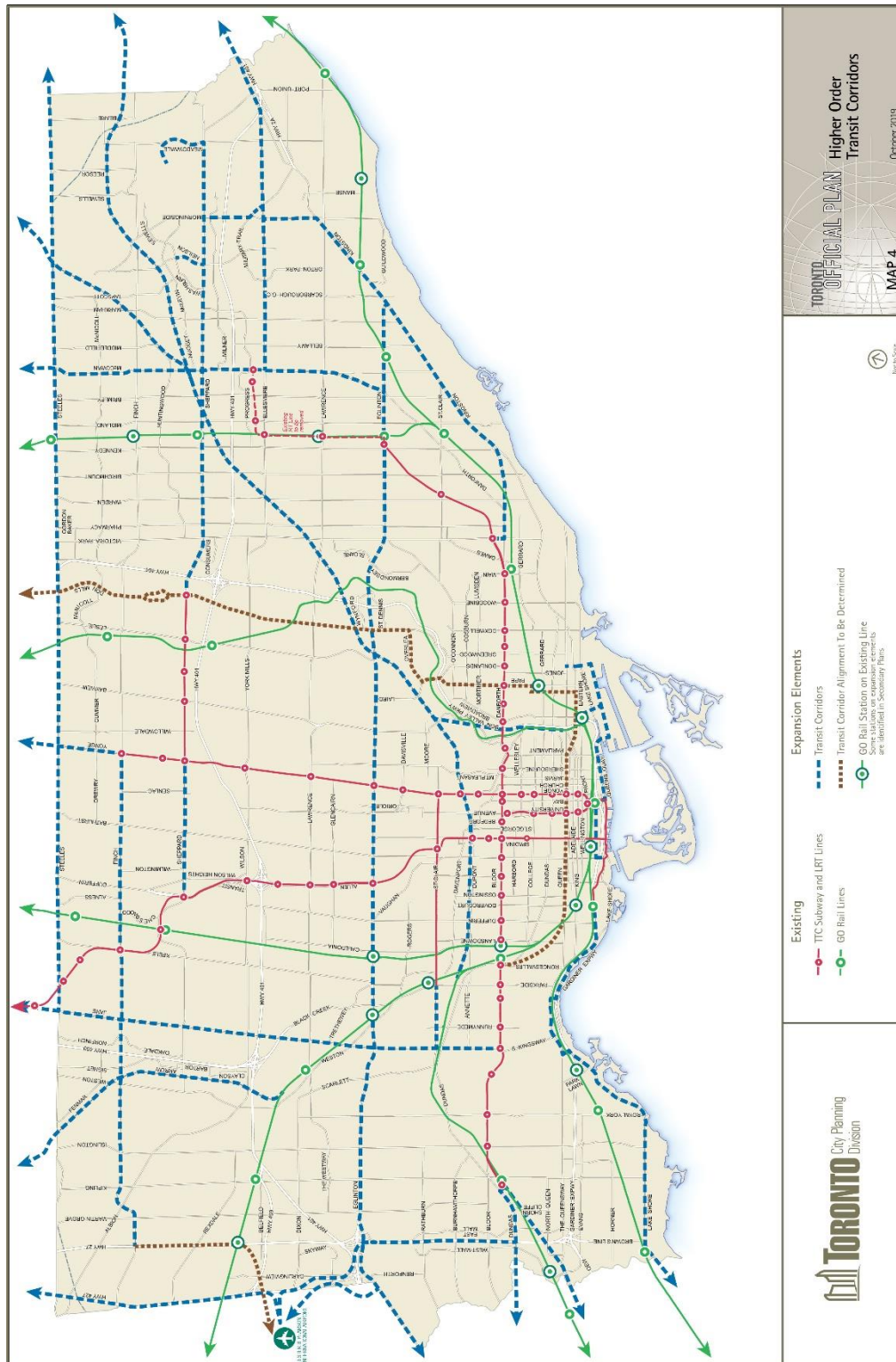


Figure 2: Map 5 Enhanced Surface Transit Network

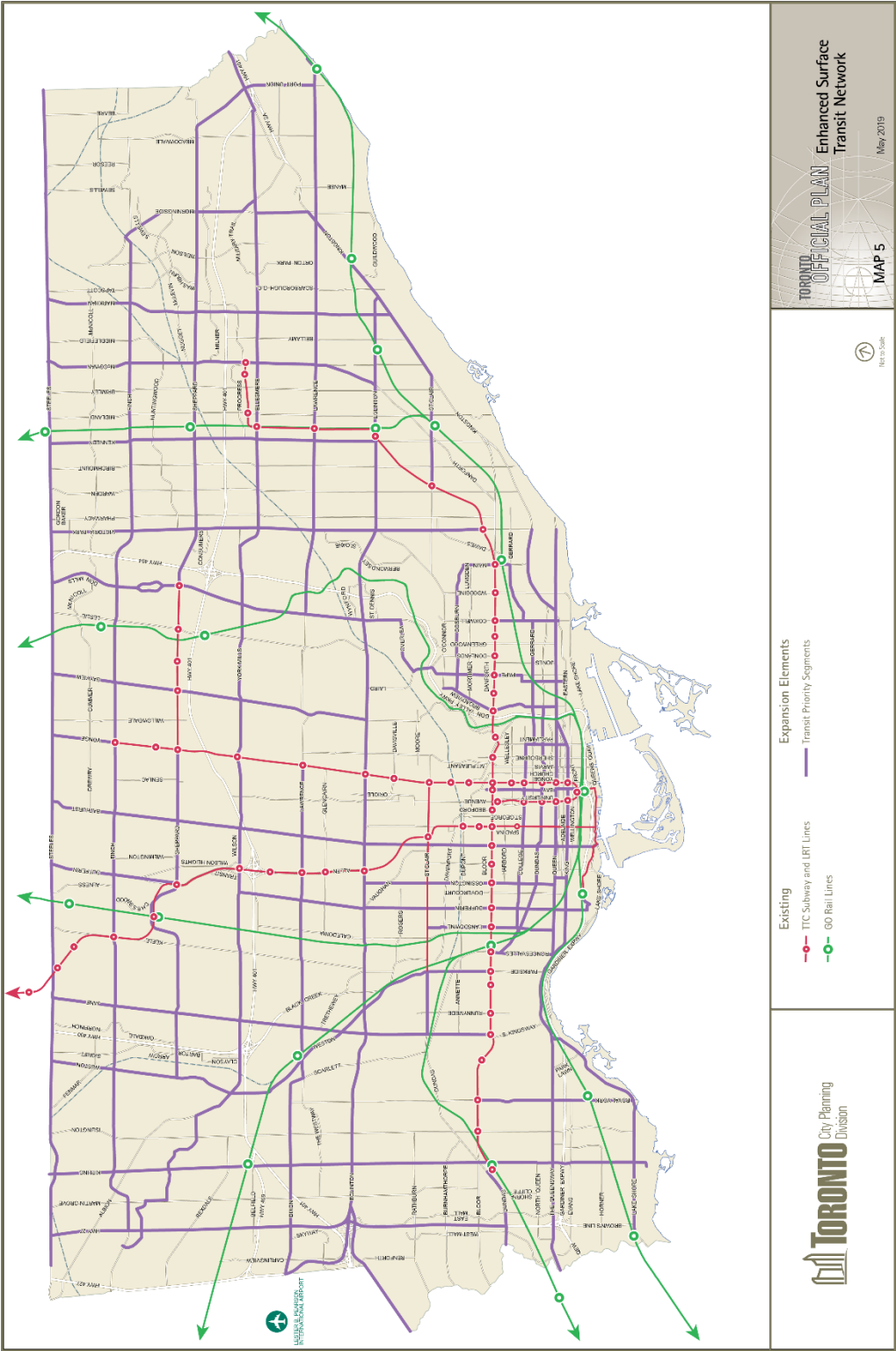


Figure 3: Map 5-1 Urban Structure Plan

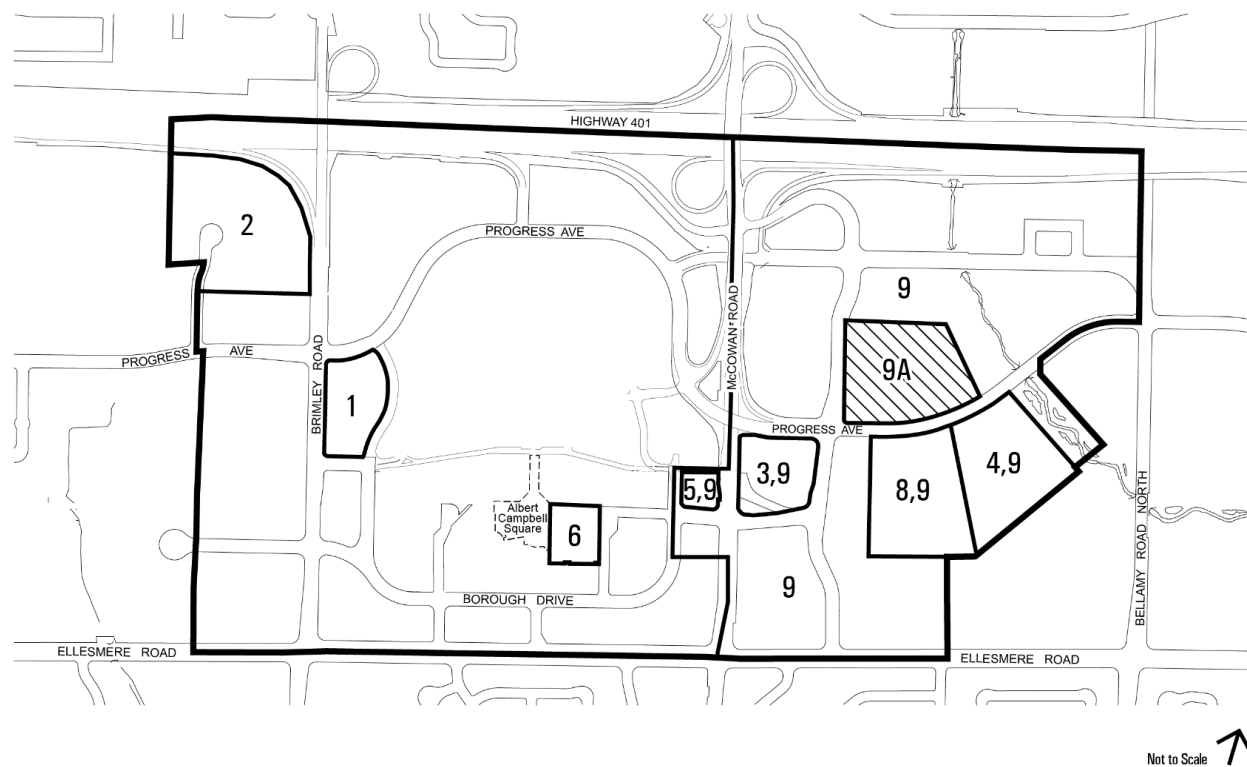


Figure 4: Map 5-2 Precincts

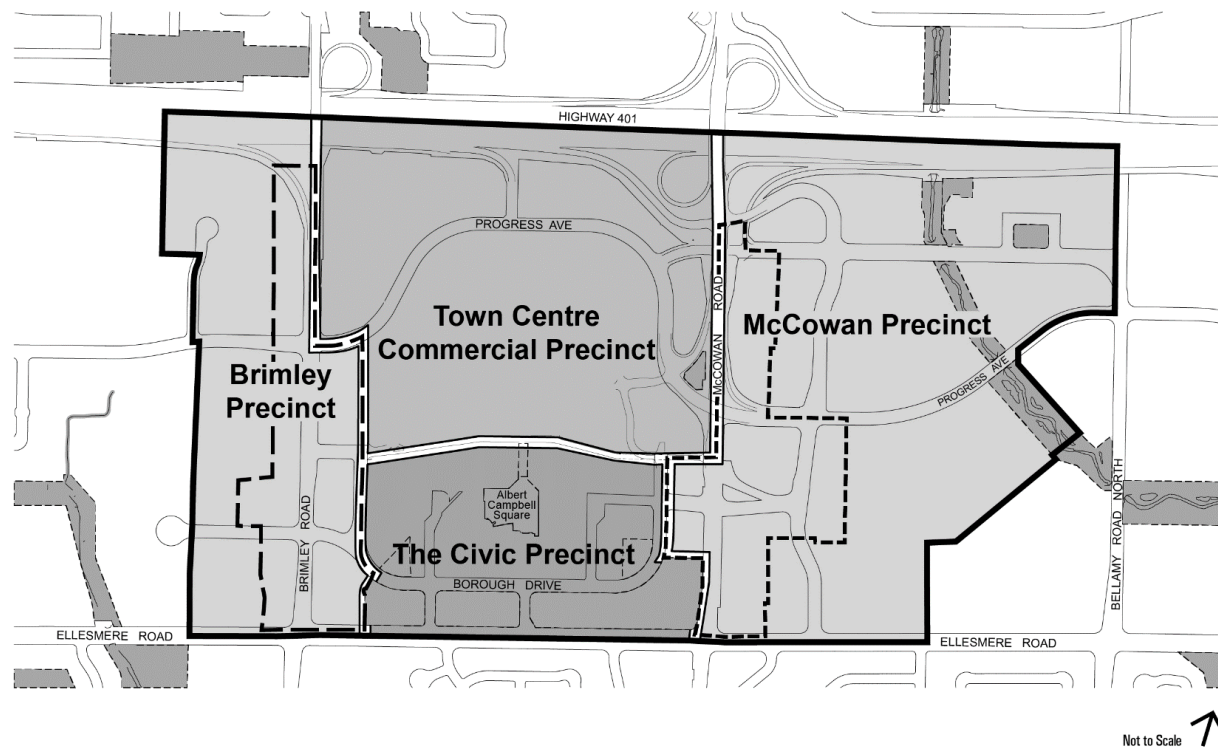


Figure 5: Map 5-3 Street Network

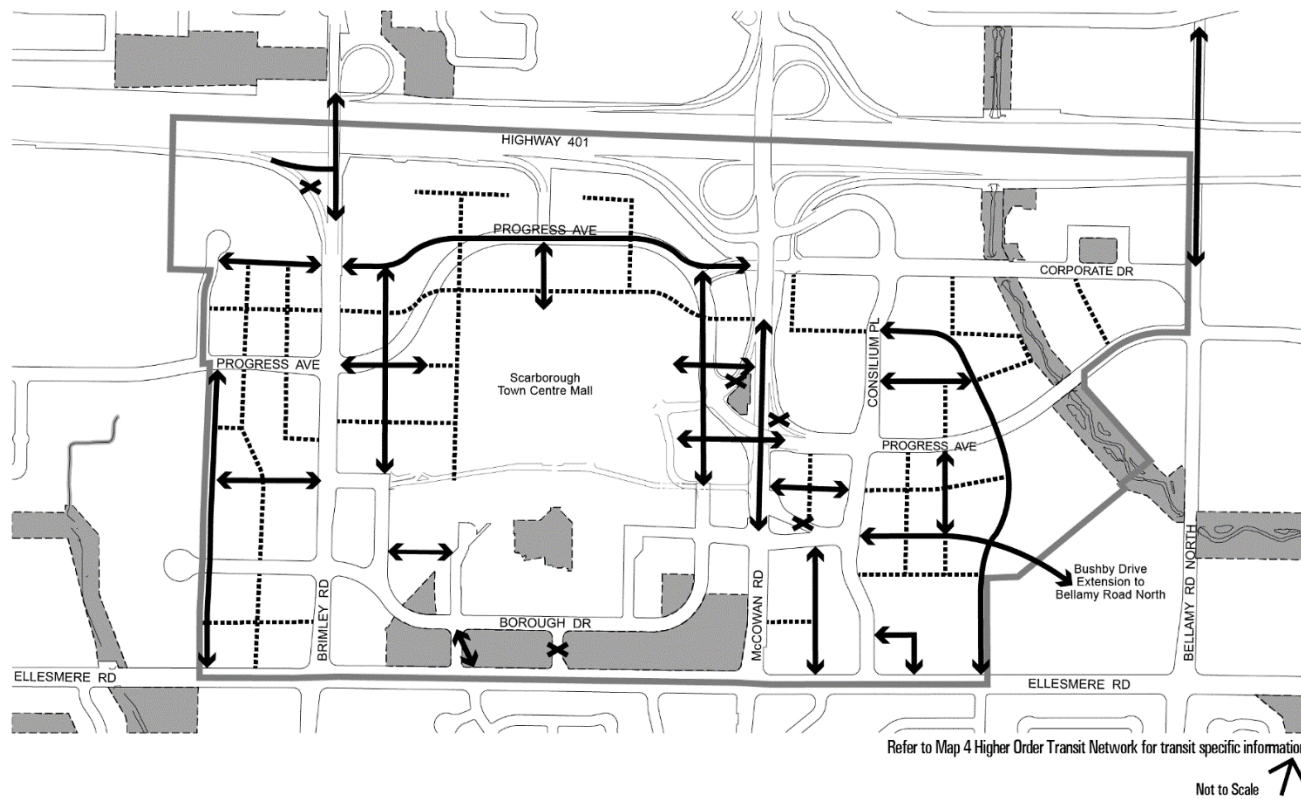


Figure 6: Map 5-4 Active Transportation Network

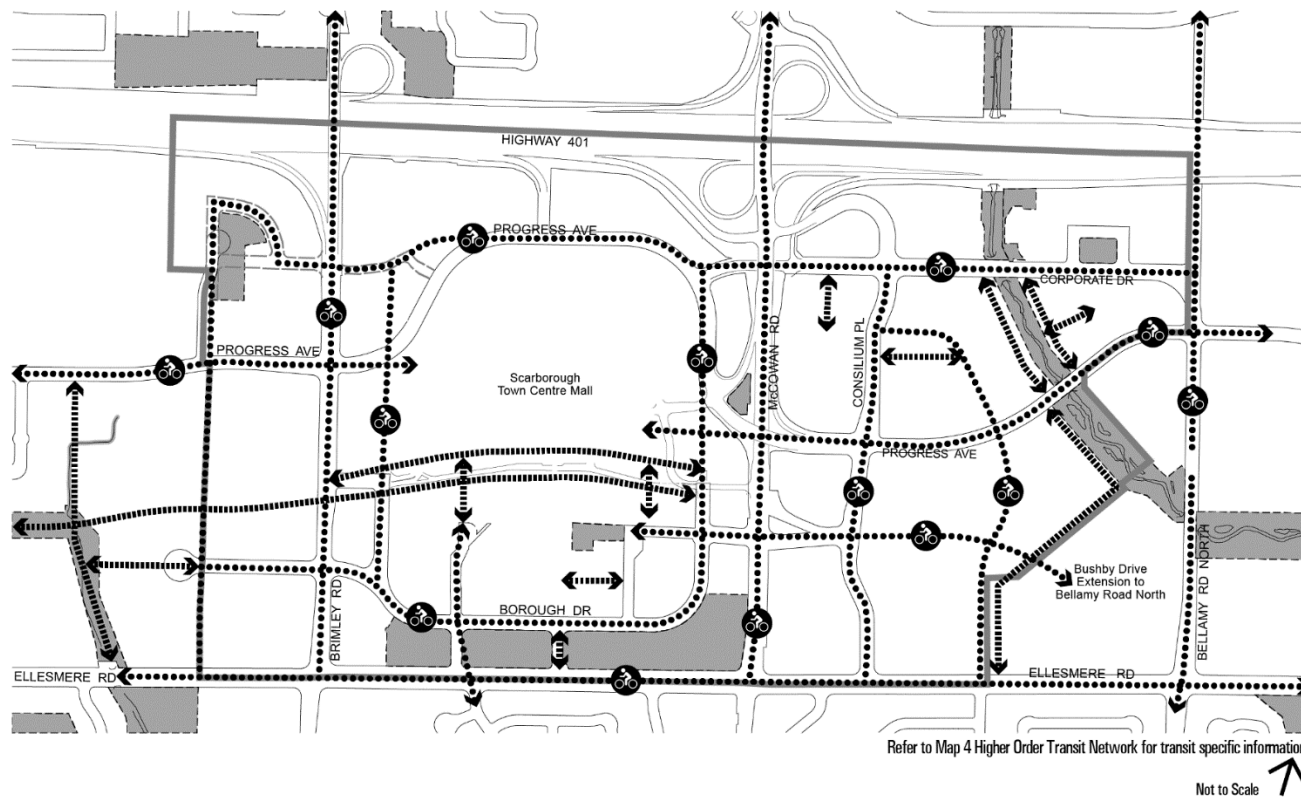


Figure 7: Map 5-5 Green Linkages

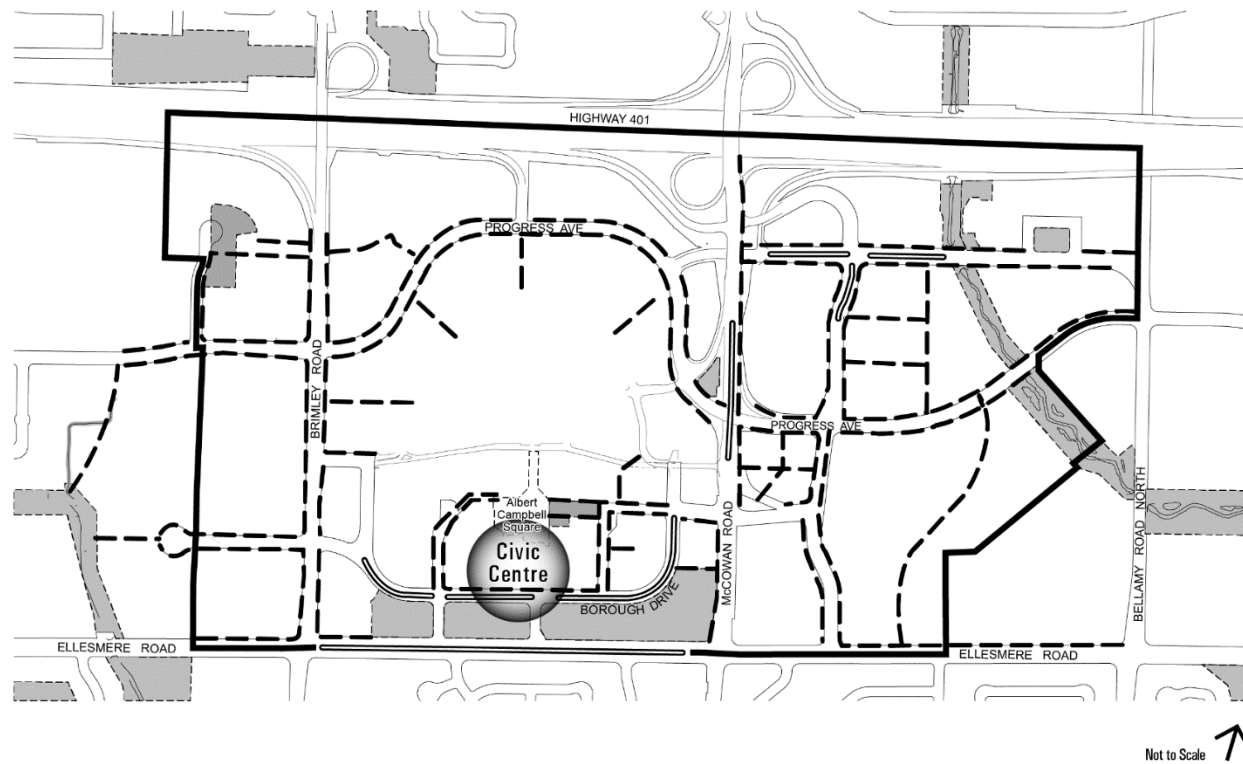


Figure 8: Site and Area Specific Policy 1. Lands located East of Brimley Road, North of Triton Road, South of Progress Avenue and extending East to Borough Drive.

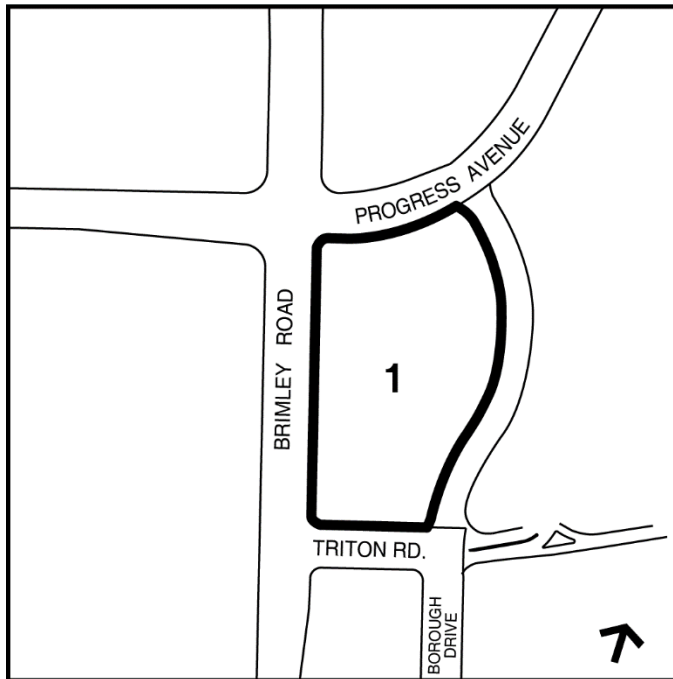


Figure 9: Site and Area Specific Policy 3. Lands adjacent to the McCowan SRT Station, South of Progress Avenue

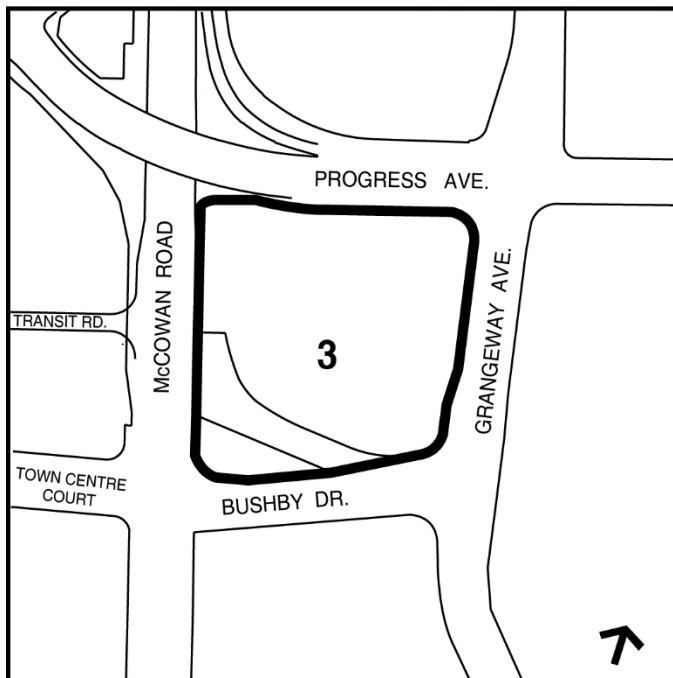


Figure 10: Site and Area Specific Policy 4. 705 Progress Avenue

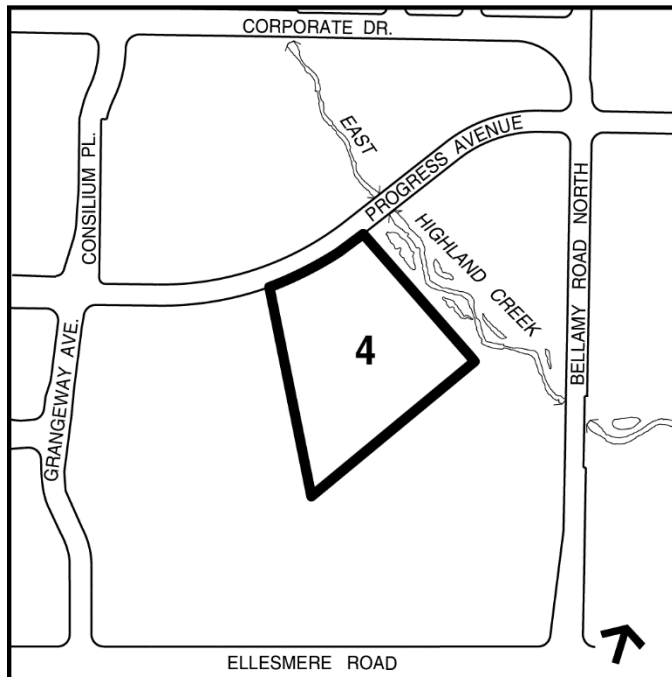


Figure 11: Site and Area Specific Policy 5. Lands located North of Town Centre Court, South of Triton Road, West of McCowan Road (a portion of the Scarborough Town Centre Mall lands).

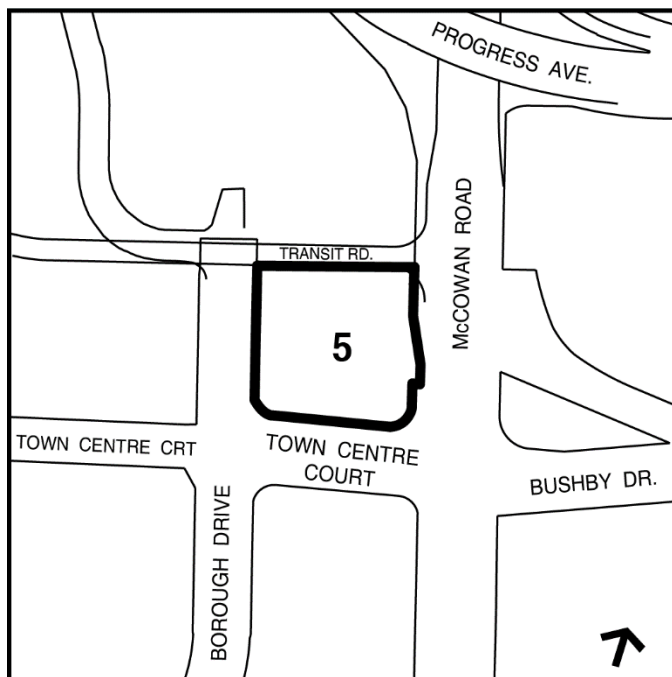


Figure 12: Site and Area Specific Policy 8. 675 Progress Avenue

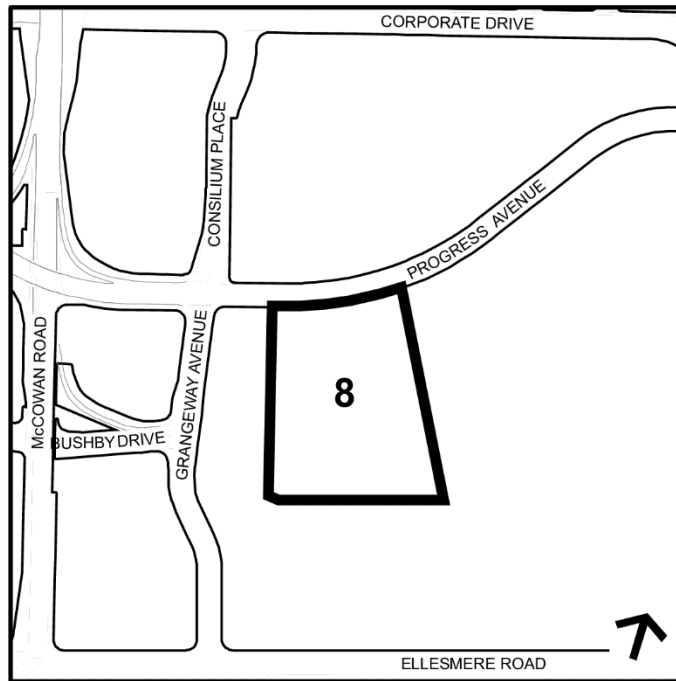


Figure 13: Site and Area Specific Policy 9. The McCowan Precinct Plan

