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CITY-WIDE DEVELOPMENT TRAVEL DEMAND MANAGEMENT (TDM) FRAMEWORK

City-Wide Development Travel Demand Management (TDM) Framework

TDM Framework Overview:

#	TDM Measures	Points
1	<u>Reduced Parking Supply (excl. Visitor and/or Accessible Parking)</u>	1-12
2	<u>Car-Share</u>	1-3
3	<u>Pre-loaded Public Transit Fare Card (e.g., PRESTO)</u>	2-8
4	<u>Supply of Bicycle Parking Spaces or Bike Share Contribution</u>	1-10
5	<u>Quality of Bicycle Parking Areas and Connections</u>	2-8
6	<u>Bike Share Toronto Station Area</u>	1, 2, or 6
7	<u>Change and Shower Facilities</u>	1-3
8	<u>Bicycle Maintenance Facilities</u>	1-3
9	<u>Pedestrian Connections to Higher Order Transit Station</u>	2, 4, or 6
10	<u>Supplemental (Proposed by Applicant)</u>	1-4

Minimum Required Points: 24

Introduction

This document outlines the City-Wide Development Travel Demand Management (TDM) Framework and describes the requirements for preparing a TDM Plan. The TDM Plan must reflect the site and land use context, support the objectives of the Official Plan, acknowledge other City initiatives and planned improvements, and consider all elements of the City’s transportation system while contributing to the effective and efficient movement of people and goods.

As defined by the Official Plan, the TDM Plan shall take steps to align with City objectives by actively pursuing measures which will:

- increase the proportion of trips made by walking, cycling, and transit;
- increase the average automobile occupancy rate;
- reduce the demand for vehicular travel; and
- shift travel times from peak to off-peak periods.

Toronto Official Plan Chapter 2 - Shaping the City

Applicants are required to select context-appropriate TDM measures and realistic implementation levels appropriate for each development site to achieve a **minimum of 24 points**. The TDM measures identified through the Framework should also improve the safety and convenience of travel to and from the proposed development.

The remainder of this document consists of *TDM Measure Information Sheets* and a *Summary Table* which will assist applicants to identify the TDM measures most appropriate for their development site in order to achieve the minimum 24 points. The *TDM Measure Information Sheets* include:

TDM Measure Overview

Includes a description of the measure, its relevance, and the responsibilities associated with its implementation.

Relevant Documents

Provides a list of relevant documents referenced in the TDM measure, including links where available. The most common reference is the City of Toronto’s Zoning By-law. Others may include relevant City program webpages or guidelines for the measure.

Applicability

Indicates which land use zones the measure applies to, if relevant.

Points and Implementation Levels

Identifies the number of points awarded for the TDM measure at different Implementation Levels. Each measure has multiple Implementation Levels available. It is important to review the key details of each level carefully to select the level best suited to each site.



TDM Measure Information Sheets

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MEASURE 1

Reduced Parking Supply (excl. Visitor and/or Accessible Parking)

TDM Measure Overview:

Reducing parking supply encourages potential parkers to consider alternative travel modes. All developments are permitted to provide parking spaces. In some cases, there is a maximum number of parking spaces allowed, depending on the size and land use type of the development. Parking availability is a key driver of transportation modal choice; when the number of available parking spaces is reduced, people living or accessing the site will be more inclined to use alternative modes of transportation. This TDM measure promotes a reduction in on-site parking supply to encourage mode shifts, while still preserving enough parking spaces for essential and dedicated uses. Visitor and accessible parking are excluded from this measure since they help support basic building maintenance activity, enhance social inclusion, and contribute to other important functions.

Effective vehicular parking management and the implementation of various TDM measures are mutually supportive. Development applications should incorporate appropriate TDM measures, as suggested in this Framework, alongside a reduced on-site parking supply. This approach supports alternative travel modes and helps mitigate potential impacts on local traffic and parking demand in the surrounding area.

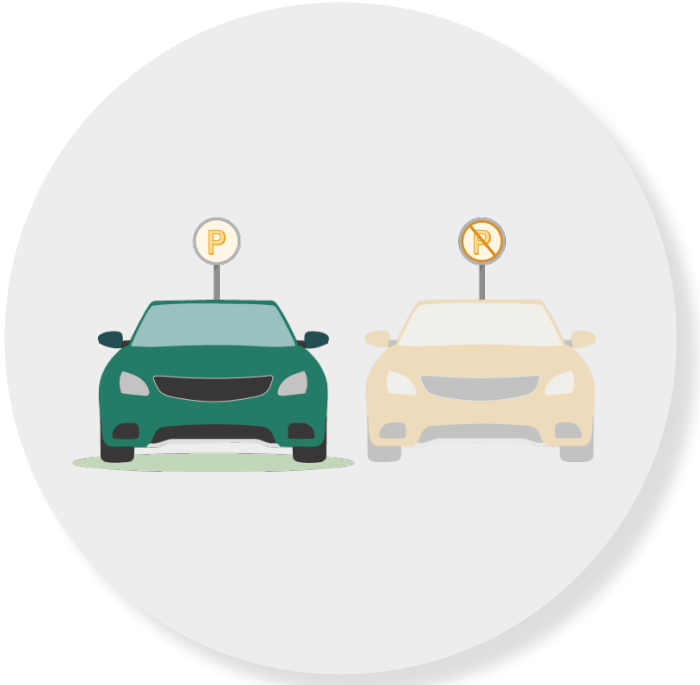
Applicants shall submit site plans that identify the location and amount of provided parking spaces, the maximum number of permitted parking spaces (if applicable), and/or the minimum number of required parking spaces (if applicable), in accordance with Zoning By-law 569-2013, Table 200.5.10.1.

Applicability:

This measure is applicable to development applications in any land use zone that has maximum parking permissions.

Relevant Documents:

- [Zoning By-law 569-2013, Table 200.5.10.1](#)



Points and Implementation Levels:

Level 0	Points
Provide more than 75% of the maximum permitted parking spaces* as per Zoning By-law 569-2013, Table 200.5.10.1 (rounded down to nearest whole number).	0
Level 1 - 3	Points
Provide 75% or less of the maximum permitted parking spaces* as per Zoning By-law 569-2013, Table 200.5.10.1 (rounded down to nearest whole number). One (1) additional point will be awarded for every additional 5% reduction in parking spaces provided beyond 75%, up to a maximum of twelve (12) points (20% or less of the maximum permitted parking spaces) per site.	1-12 ●●●●●●●●●●●●

*Provision of visitor and/or accessible parking spaces is not included in this calculation and will not affect the number of points awarded. Applications are still subjected to the required minimum visitor and/or accessible parking spaces (if applicable), in accordance with Zoning By-law 569-2013.

MEASURE 2

Car-Share

TDM Measure Overview:

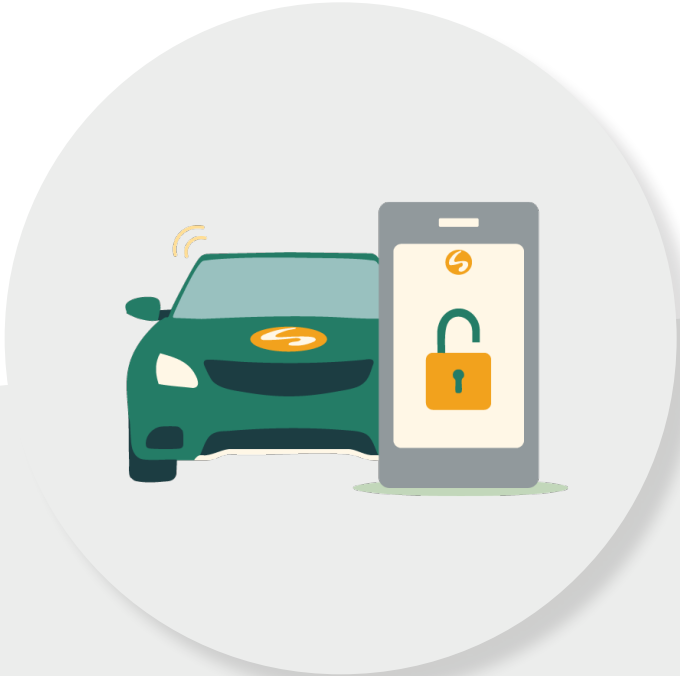
Car-share vehicles provide residents with access to a vehicle for occasional use, allowing them to forgo or reduce personal car ownership. This approach helps reduce on-site parking demand by enabling households without personal vehicles to make occasional automobile trips, while encouraging other households to reduce the number of vehicles they own. By decreasing reliance on personal vehicles, car-sharing contributes to a reduction in overall vehicle travel, associated pollution emissions, and the number of trips made during peak periods. This can help reduce congestion during peak hours and support more efficient use of transportation infrastructure.

Car-sharing programs should be secured and implemented at each development site through third-party providers. It should be noted that the provision of a car-share program on-site is contingent on a service provider agreeing to locate car-share vehicles on the site.

Applicants shall submit site plans that identify the location and amount of car-share spaces.

Applicability:

This measure is applicable to development applications in zones that permit Residential uses.



Points and Implementation Levels:

Level 0	Points
No car-share space is provided on site.	0
Level 1	Points
Provide at least one (1) car-share space, in a publicly accessible location, on site for every 1000 residential units , up to a maximum of 4 car-share vehicles.	1
Level 2	Points
Provide at least one (1) car-share space, in a publicly accessible location, on site for every 800 residential units , up to a maximum of 4 car-share vehicles.	2
Level 3	Points
Provide at least one (1) car-share space, in a publicly accessible location, on site for every 600 residential units , up to a maximum of 4 car-share vehicles.	3

MEASURE 3

Pre-loaded Public Transit Fare Card (e.g., PRESTO)

TDM Measure Overview:

To encourage the use of public transit among new residents, this TDM measure requires pre-loaded transit fare cards to be provided to all owners or tenants during the first year of occupancy. The cards are loaded with a pre-set amount, offering residents an initial opportunity to experience public transit at no cost. This introductory access can help build familiarity and confidence in using the transit systems, particularly for those who may not have previously considered transit as a viable option.

This TDM measure helps establish sustainable transportation habits and preferences. Even after the initial balance on the transit card is used, the convenience and positive experience of using transit may motivate continued ridership, contributing to a long-term shift toward more sustainable travel behavior.

Applicability:

This measure is applicable to development applications in zones that permit Residential uses.



Points and Implementation Levels:

Level 0	Points
Pre-loaded transit fare card is not provided for each residential unit.	0
Level 1 - 3	Points
Provide a pre-loaded transit fare card for each residential unit in the first year of occupancy, with a minimum value of \$150 (equivalent to a monthly transit pass). One (1) additional point will be awarded for every \$75 additional contribution per residential unit beyond \$150, up to a maximum of eight (8) points per site.	2-8 ●●●●

MEASURE 4

Supply of Bicycle Parking Spaces or Bike Share Contribution

TDM Measure Overview:

Providing on-site bicycle parking facilities encourages residents, employees and visitors to use bicycles for daily activities, helping to reduce dependence on automobiles. The City of Toronto continues to invest in expanding and enhancing its cycling infrastructure to support cycling trips across the city. Development applications must meet the minimum bicycle parking requirements outlined in Zoning By-law 569-2013. This TDM measure encourages applicants to exceed the minimum requirements of development applications by increasing the supply of bicycle parking. This can be achieved either by providing additional on-site bicycle parking spaces or by contributing to the [Payment-in-Lieu of Bicycle Parking \(PILOBP\) program](#), which supports Toronto’s public Bike Share system.

The Bike Share Toronto system offers flexible short-term cycling options citywide, allowing users to pick up and drop off bicycles at various stations. Financial contributions collected through the PILOBP program directly support the expansion of the Bike Share system. Where space permits, applicants are also encouraged to consider [TDM Measure #6: Bike Share Toronto Station Area](#), which involves providing space for an on-site Bike Share station.

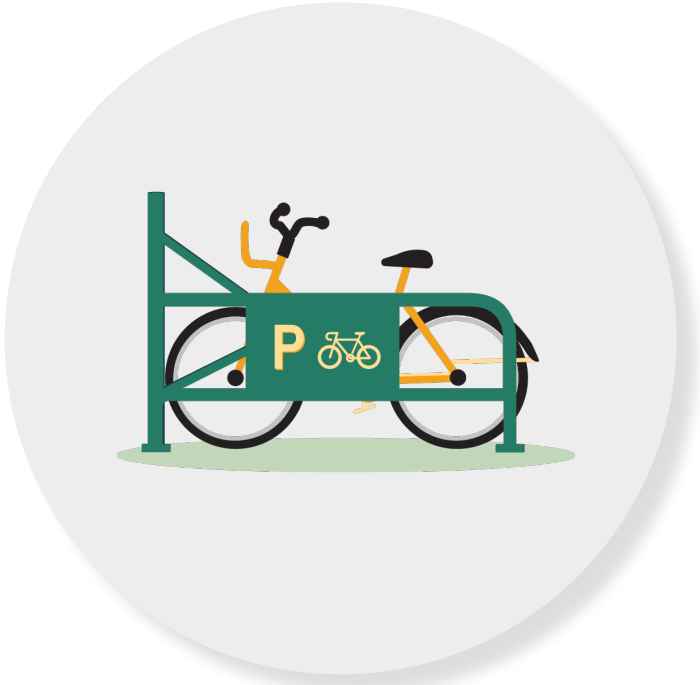
Applicants shall submit site plans that clearly identify the location, quantity, and dimensions of bicycle parking spaces in accordance with Zoning By-law 569-2013.

Applicability:

This measure is applicable to development applications in any land use zone. Ability to provide equivalent bicycle parking through the Payment-in-Lieu of Bicycle Parking program dependent on eligibility.

Relevant Documents:

- [Zoning By-law 569-2013](#)
- [Payment-in-Lieu of Bicycle Parking \(PILOBP\) program](#)
- [Guidelines for the Design and Management of Bicycle Parking Facilities](#)



Points and Implementation Levels:

Level 0	Points
Provide the minimum amount of bicycle parking spaces required in Zoning By-law 569-2013 on site or equivalent through the Payment-in-Lieu of Bicycle Parking (PILOBP) program.	0
Level 1 - 3	Points
One (1) point will be awarded for providing every 8% in excess of the minimum bicycle parking spaces required in Zoning By-law 569-2013 (rounded up to nearest whole number), with a maximum of ten (10) points attainable per site. Additional bicycle parking spaces can be provided on site* or equivalent through the Payment-in-Lieu of Bicycle Parking (PILOBP) program.	1-10 ●●●●●

*Additional spaces provided on site must be placed in desirable locations, following the City’s [Guidelines for the Design and Management of Bicycle Parking Facilities](#).

MEASURE 5

Quality of Bicycle Parking Areas and Connections

TDM Measure Overview:

In addition to meeting the minimum number of bicycle parking spaces, development applications must also comply with the minimum quality standards outlined in Zoning By-law 569-2013, including requirements such as minimum aisle width and path of travel. These standards are intended to ensure that bicycle parking facilities are functional and accessible.

This TDM measure encourages applicants to exceed the minimum requirements of development applications by enhancing the quality of bicycle parking. Improvements should aim to create a safe, comfortable and bicycle-friendly environment that supports cycling as a practical option for everyday use.

Key considerations for improving bicycle parking quality are outlined in this TDM measure. The rationale for these enhancements, along with additional examples, can be found in the City’s [Guidelines for the Design and Management of Bicycle Parking Facilities](#).

Applicants shall submit site plans that identify the location and type of bicycle parking amenities to be provided.

Applicability:

This measure is applicable to development applications in any land use zone.

Relevant Documents:

- [Zoning By-law 569-2013](#)
- [Guidelines for the Design and Management of Bicycle Parking Facilities](#)



Points and Implementation Levels:

Level 0	Points
Meet the minimum bicycle parking requirements in Zoning By-law 569-2013.	0
Level 1 - 3	Points
Two (2) points will be awarded for meeting each of the following: • Locate long-term bicycle parking spaces in access-controlled rooms with cameras; • Provide short-term bicycle parking spaces with weather protection and clear signage; • Provide a bicycle-friendly elevator or dedicated bike ramp (maximum slope of 7%) to indoor bicycle parking areas; and • Ensure the path to indoor bicycle parking areas has a minimum hallway width of 1.8 metres and a minimum door width of 1.0 metre. All doors along the path have automatic openers.	2-8 ●●●●

MEASURE 6

Bike Share Toronto Station Area

TDM Measure Overview:

Bike Share Toronto is a sustainable, healthy, and affordable mobility program that is an integral component of Toronto’s transportation network. Designed to improve mobility options for Torontonians, the program has seen tremendous success and growth in the past few years, including record ridership and growth in annual memberships. There is a continued effort to expand the network further outwards from the city’s downtown area and locate new stations along major corridors in conjunction with other investments in cycling infrastructure.

The Bike Share Toronto system offers flexible short-term cycling options across the city, allowing users to pick up and drop off bicycles at various stations. It provides a low-cost solution for regular cyclists and serves as an accessible entry point for new riders. Allocating on-site space for a Bike Share Toronto station can improve access to the network and encourage cycling among residents, employees, and visitors. E-stations are especially important to support the growing popularity of Bike Share Toronto’s e-bike fleet, which has seen greater public uptake compared to the traditional bikes. This TDM measure encourages development applications to include on-site space for bike share stations, particularly e-stations, to support the continued expansion of the system.

Applicants shall submit site plans that identify the location, sizing dimensions, and type of space to be allocated in compliance with Bike Share Toronto’s requirements.

Applicability:

This measure is applicable to development applications in any land use zone.

Relevant Documents:

- [BST’s Guide Reference Documents](#)



Points and Implementation Levels:

Level 0	Points
No Bike Share station is provided on private site.	0
Level 1	Points
Provide space on private site for one (1) minimum-sized Bike Share regular station (15 docks) , in compliance with Bike Share Toronto’s requirements of dimensions and location*. The capital and maintenance cost of the station will be provided by Bike Share Toronto.	1
Level 2	Points
Provide space on private site for one (1) preferred-sized Bike Share regular station (19 docks) , in compliance with Bike Share Toronto’s requirements of dimensions and location*. The capital and maintenance cost of the station will be provided by Bike Share Toronto.	2
Level 3	Points
Provide space on private site and an electrical connection for one (1) minimum-sized Bike Share e-station (19 docks) , in compliance with Bike Share Toronto’s requirements of dimensions and location*. The capital, maintenance, and electricity cost of the station will be provided by Bike Share Toronto.	6

*Subject to the approval of relevant operators and/or agencies.

MEASURE 7

Change and Shower Facilities

TDM Measure Overview:

For non-residential buildings, change and shower facilities are important for cyclists who have long commutes or who are required to observe a professional dress code. To support convenience and accessibility, the distance between bicycle parking and shower facilities should be minimized. These facilities also benefit individuals who exercise during breaks or require a place to shower and change for other personal reasons.

Non-residential development applications are required to comply with Zoning By-law 569-2013 Reg. 230.5.1.10(7), which requires the provision of change and shower facilities when five or more long-term bicycle parking spaces are required.

This TDM measure encourages applicants to include personal lockers within the change and shower areas of development applications to provide secure storage for clothing, personal belongings, and cycling equipment. It also supports increasing the overall capacity of these facilities to better accommodate and promote the use of on-site bicycle parking.

Applicants shall submit site plans that identify the location and amount of personal lockers and change and shower facilities in accordance with Zoning By-law 569-2013 Reg. 230.5.1.10(7).

Applicability:

This measure is applicable to development applications in zones that permit Non-Residential uses.

Relevant Documents:

- [Zoning By-law 569-2013 Reg. 230.5.1.10\(7\)](#)



Points and Implementation Levels:

Level 0	Points
Meet the minimum change and shower facilities requirements in Zoning By-law 569-2013.	0
Level 1	Points
Provide at least four (4) personal lockers for each of the change and shower facilities required by Zoning By-law 569-2013 Reg. 230.5.1.10(7).	1
Level 2	Points
- Provide at least four (4) personal lockers for each of the change and shower facilities required by Zoning By-law 569-2013 Reg. 230.5.1.10(7); and - Provide all change and shower facilities in desirable locations*.	2
Level 3	Points
- Provide twice of the minimum change and shower facilities required in Zoning By-law 569-2013; - Provide at least four (4) personal lockers for each of the change and shower facilities required by Zoning By-law 569-2013 Reg. 230.5.1.10(7); and - Provide all change and shower facilities in desirable locations*.	3

*Subject to the review and approval of the City.

MEASURE 8

Bicycle Maintenance Facilities

TDM Measure Overview:

Designating space within the bicycle parking area for self-serve bicycle repair and maintenance enhances the functionality and convenience of the facility. Zoning Bylaw 569-2013 defines “bicycle maintenance facilities” as “an area for bicycle repairs and maintenance which may include work space, a repair stand and an air pump for inflating bicycle tires”. These maintenance facilities are required in buildings with five or more long-term bicycle parking spaces.

This TDM measure requires each bicycle maintenance facility to include work space, a repair stand and an air pump for inflating bicycle tires. The facility can be located either in public areas or in bicycle parking rooms. For the developments with a large amount of bicycle parking spaces, it is also recommended to add a wash station to the bicycle maintenance facility to improve the cleanliness of the bicycle parking area, prolong the lifespan of bicycle components, and attract more users.

Applicants shall submit site plans that identify the location and amount of bicycle maintenance facilities.

Applicability:

This measure is applicable to development applications in any land use zone.

Relevant Documents:

- [Zoning By-law 569-2013](#)



Points and Implementation Levels:

Level 0	Points
Meet the minimum bicycle maintenance facilities requirements in Zoning By-law 569-2013.	0
Level 1	Points
Provide at least one (1) bicycle maintenance facility* at each building .	1 •
Level 2	Points
Provide at least one (1) bicycle maintenance facility* on every level of each building that has bicycle parking spaces.	2 • •
Level 3	Points
Provide at least one (1) bicycle maintenance facility* on every level of each building that has bicycle parking spaces, with at least one (1) of them in a publicly accessible and visible area .	3 • • •

*Each facility should meet the minimum dimensions required in Zoning By-law 569-2013 and include work space, a repair stand and an air pump.

MEASURE 9

Pedestrian Connections to Higher Order Transit Station

TDM Measure Overview:

Providing pedestrian connections between developments and higher-order transit stations offers significant mobility, environmental, and economic benefits. These connections enhance walkability, reduce car dependence, and support multimodal transportation. Toronto’s PATH system, a network of underground pedestrian walkways linking downtown buildings to subway stations, exemplifies how integrated pedestrian infrastructure can improve comfort, safety, and year-round accessibility.

Where feasible, this TDM measure encourages applicants to provide sheltered and convenient pedestrian access from development sites to transit stations to support active transportation, promote transit use, and enhance foot traffic for nearby businesses.

Applicants shall submit site plans that identify the location and type of pedestrian connections.

Applicability:

This measure is applicable to development applications in any land use zone.

Relevant Documents:

- [Official Plan, Map 4](#)
- [TTC’s Entrance Connection Guide](#)



Points and Implementation Levels:

Level 0	Points
No weather-protected pedestrian connections are provided to a higher order transit station identified on the Official Plan Map 4*.	0
Level 1	Points
Provide publicly accessible, weather-protected pedestrian connections to a higher order transit station identified on the Official Plan Map 4*.	2
Level 2	Points
Provide a publicly accessible “Indirect Entrance Connection”** to a higher-order transit station identified on the Official Plan Map 4*.	4
Level 3	Points
Provide a publicly accessible “Direct Entrance Connection”** to a higher-order transit station identified on the Official Plan Map 4*.	6

*Subject to the approval of relevant transit operators and/or agencies.

** As defined by [TTC’s Entrance Connection Guide](#).

MEASURE 10

Supplemental (Proposed by Applicant)

TDM Measure Overview:

Applicants are invited to propose innovative TDM measures that are not explicitly identified within this Framework, provided that the effectiveness of such measures can be clearly demonstrated. The proposed TDM measures should contribute to the overall goals of reducing auto dependency, promoting sustainable transportation modes, and enhancing site accessibility.

Applicants must submit relevant documents that demonstrate the anticipated outcomes of the proposed TDM measure, such as case studies, data analysis, or pilot results from proxy sites. All supplemental TDM measures will be subject to review and approval by the City to ensure alignment with the objectives of this Framework.

Applicability:

This measure is applicable to development applications in any land use zone.



Points and Implementation Levels:

Level 0 - 3

One (1) point may be awarded for each additional TDM measure proposed by the applicant*, with a **maximum of four (4) points** attainable per site.

Points

0-4

● ● ● ●

* Applicant must demonstrate the effectiveness of the proposed measure and is subject to review and approval by the City. Measures such as Unbundled Parking, Carpool Parking, Car-Share Memberships, Transit Information Screens, Travel Information Packages, and Community Outreach will not be approved due to insufficient effectiveness or lack of applicability.



Summary Table (Measures 1-10)

Application number: _____

Implementation Extent						
#	TDM Measure	Level 0	Level 1	Level 2	Level 3	Development Scores
1	Reduced Parking Supply (excl. Visitor and/or Accessible Parking)	Provide more than 75% of the maximum permitted parking spaces.	Provide 75% or less of the maximum permitted parking spaces. One (1) additional point will be awarded for every additional 5% reduction in parking spaces provided beyond 75%, up to a maximum of twelve (12) points (20% or less of the maximum permitted parking spaces) per site.			
		0 points	1 - 12 points			
2	Car-Share	No car-share space is provided.	Provide at least one (1) publicly accessible space for every 1000 units, up to a maximum of 4.	Provide at least one (1) publicly accessible space for every 800 units, up to a maximum of 4.	Provide at least one (1) publicly accessible space for every 600 units, up to a maximum of 4.	
		0 points	1 point	2 points	3 points	
3	Pre-loaded Public Transit Fare Card (e.g., PRESTO)	Pre-loaded transit fare card is not provided for each unit.	Provide a pre-loaded transit fare card for each unit, with a minimum value of \$150. One (1) additional point will be awarded for every \$75 additional contribution per unit beyond \$150, up to a maximum of eight (8) points per site.			
		0 points	2 - 8 points			
4	Supply of Bicycle Parking Spaces or Bike Share Contribution	Provide the minimum amount of bicycle parking or equivalent through the Payment-in-Lieu of Bicycle Parking (PILOBP) program.	One (1) point for every 8% in excess of the minimum bicycle parking, with a maximum of ten (10) points per site. Additional spaces can be provided on site or equivalent through the Payment-in-Lieu of Bicycle Parking (PILOBP) program.			
		0 points	1 - 10 points			
5	Quality of Bicycle Parking Areas and Connections	Meet the minimum bicycle parking requirements.	Two (2) points for meeting each of the following: - Locate long-term bicycle parking in access-controlled rooms with cameras. - Provide short-term bicycle parking with weather protection and clear signage. - Provide a bicycle-friendly elevator or dedicated bike ramp to indoor bicycle parking. - Ensure the path to indoor bicycle parking has a minimum hallway width of 1.8 metres and a minimum door width of 1.0 metre. All doors along the path have automatic openers.			
		0 points	2 - 8 points			

		Implementation Extent					
#	TDM Measure	Level 0	Level 1	Level 2	Level 3	Development Scores	Notes
6	Bike Share Toronto Station Area	No station is provided on private site.	Provide space on private site for one (1) minimum-sized regular station (15 docks).	Provide space on private site for one (1) preferred-sized regular station (19 docks).	Provide space on private site and an electrical connection for one (1) minimum-sized e-station (19 docks).		
		0 points	1 point	2 points	6 points		
7	Change and Shower Facilities	Meet the minimum facility requirements.	Provide at least four (4) personal lockers for each facility.	- Provide at least four (4) personal lockers for each facility. - Provide all facilities in desirable locations.	- Provide twice of the minimum facilities required. - Provide at least four (4) personal lockers for each facility. - Provide all facilities in desirable locations.		
		0 points	1 point	2 points	3 points		
8	Bicycle Maintenance Facilities	Meet the minimum facility requirements.	Provide at least one (1) facility at each building.	Provide at least one (1) facility on every level of each building that has bicycle parking.	Provide at least one (1) facility on every level of each building that has bicycle parking, with at least one in a publicly accessible and visible area.		
		0 points	1 point	2 points	3 points		
9	Pedestrian Connections to Higher Order Transit Station	No weather-protected connections to a higher order transit station.	Provide a publicly accessible, weather-protected connections to a higher order transit station.	Provide a publicly accessible “Indirect Entrance Connection” to a higher-order transit station.	Provide a publicly accessible “Direct Entrance Connection” to a higher-order transit station.		
		0 points	2 points	4 points	6 points		
10	Supplemental (Proposed by Applicant)	One (1) point for each additional TDM measure proposed by the applicant, up to a maximum of four (4) points per site.					
		0 - 4 points					

Acknowledgements

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