

GUIDELINES FOR THE PREPARATION OF TRANSPORTATION IMPACT STUDIES

2026 UPDATE



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The *GUIDELINES FOR THE PREPARATION OF TRANSPORTATION IMPACT STUDIES 2026* (GUIDELINES) is a reference document describing the City of Toronto (City) requirements and methodologies for assessing and mitigating the transportation impacts associated with applications for property development in the City. It is intentionally structured for ease of understanding and application serving both the development industry and City staff.

The GUIDELINES supersede the GUIDELINES for the Preparation of Transportation Impact Studies 2013. It reflects current City Official Plan transportation policy direction and incorporates the latest methodologies, practices, and tools to analyze transportation impacts at City intersections and within its corridors. The GUIDELINES will be reviewed and updated from time-to-time to reflect changes in City policy and development review approval practice. A copy of the most recent version of the GUIDELINES can be obtained online at: <https://insideto.toronto.ca/transportation/policies-guidelines.htm>.

The GUIDELINES have been developed primarily by a City inter-departmental working group comprised of staff with extensive experience in preparing and reviewing Traffic Impact Studies (TISs), and who have specialized knowledge in one or more areas of multi-modal operations of the City's transportation network.

Submitting a TIS is just one of a number of studies that form a complete Development Approval Application as described in the Application Support Material Terms of Reference (TOR). Prior to undertaking a formal TIS, Applicants are encouraged to communicate with City and/or TTC staff to determine not only the scope of the analysis required, but to confirm if any reference documents, policies, or practices have been amended or adopted since the GUIDELINES were released.



The GUIDELINES FOR THE PREPARATION OF TRANSPORTATION IMPACT STUDIES 2026 was prepared primarily within the Operational Policy & Initiatives Unit of the City's Transportation Services Division, with contribution from across various City Divisions. Thank you to everyone for their effort.

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A Transportation Impact Study (TIS) is a valuable source of information for officials responsible for reviewing development applications. It is vital for developers to understand the site context and transportation impacts a development has on the surrounding areas, including on road user safety, transportation modal split, road capacity, air quality, and the public realm.

While transportation objectives and policies are the primary focus of a TIS, broader policies created to help achieve the goal of a strong City should be adhered to. The *City of Toronto Official Plan* (OP) provides policy statements on the implementation of new developments and the choices that can be made for a sustainable transportation network and public realm. These policy statements, which can be found in **Chapter 2.3** of the GUIDELINES, pertain to the development of a comprehensive Travel Demand Management (TDM) Plan to reduce the number of single-occupant vehicle trips, and incorporation of elements and amenities into new developments for a strong public realm. Other policies, plans, and guidelines have been adopted since the previous version of the GUIDELINES with overlap on development planning, including Vision Zero Road Safety Plan, Cycling Network Plan, Complete Streets Guidelines, Accessibility Design Guidelines, and others (see **Chapter 2.3.2** and **Appendix D** for further City documentation). Their implications on development planning and review are discussed in the GUIDELINES.

The GUIDELINES outline the steps necessary to meet the City requirements for a TIS.

- **Chapter 2** provides an overview of the TIS process, details City policy requirements to which TISs must adhere, and guides the requirements by application type.
- **Chapter 3** itemizes the required reporting to be included in a TIS, such as development and transportation context, impacts to the transportation network, mitigation strategies, and chapters conditional to the application type. It also summarizes the TIS submission requirements.

The **Appendices** provide contact information, a checklist and data tables to be submitted alongside the TIS, and links to TIS resources and relevant policy requirements to aid TIS preparation.

2.1 DESCRIPTION

A TIS is intended to provide the information necessary to guide City staff in reviewing the transportation aspects of a development proposal by:

- Assessing the extent of transportation and road user safety impacts, and plans to maintain or accentuate neighbourhood amenities;
- Identifying appropriate Travel Demand Management (TDM) strategies to reduce private motor vehicle use and prioritize pedestrian, cycling, and transit activity;
- Identifying physical infrastructure that should be considered on the 'build-out' of a development to ensure network safety, mobility, and acceptable operating conditions on roads, sidewalks, intersections, access points, loading, and pick-up/drop-off areas; and
- Maintaining consistency with other City transportation objectives and OP policies.

The GUIDELINES instruct TIS scope determination, issues to address, and analytical approaches while a proposed development's location, scale, and land use influence the actual TIS elements required. For development in areas where an environmental assessment, integrated land-use plan, or other transportation strategy is in place, the Applicant should consult with City staff to determine the scope of the TIS.

2.2 WHEN REQUIRED

In most cases, a TIS will be required when:

- The proposed development adds more than 100 peak-hour peak-direction vehicle trips to the connected roadway, or an additional 10% of peak-hour peak-direction vehicle trips, whichever is lower;
- The vehicle traffic generated by the development is expected to trigger a critical capacity condition (movement-specific or intersection-wide) at one or more of the surrounding signalized intersections;
- The development proposal is in an area with significant levels of existing pedestrian, cyclist, parking competition, or vehicle traffic congestion, and/or a high expected rate of population or employment growth;
- The development removes or replaces a significant amount of parking availability;
- The development proposal incorporates direct vehicle access to either a major or minor arterial road;
- The development proposal proposes a new right-of-way;
- The development proposal is not captured in local land-use/transportation plans;
- The development is within the TTC's 60-metre Development Review Zone (DRZ); or
- The development proposal requires an amendment to the Official Plan (OP) or relevant zoning by-law, including parking by-laws.

When fewer than 100 peak-hour, peak-direction trips are anticipated, the Applicant must consult with City staff to determine if a TIS is required.

A TIS or standalone conditional chapters may be required for the following application types:

- Official Plan Amendment;
- Zoning By-law Amendment;
- Draft Plans of Subdivision Application;
- Site Plan Control Application;
- Consent to Sever Application; and
- Variance Application.

2.3 POLICY REQUIREMENTS

Preparation of the GUIDELINES sprouted from overarching City plans and policies on growing a healthy and sustainable Toronto, and the roles and opportunities new developments can provide to achieve this goal. This section describes how new developments in Toronto must integrate into the broad vision of the OP, particularly through the application of Travel Demand Management (TDM) strategies to promote alternative modes of transportation to single-occupancy vehicle trips. Additional plans, policies, and guidelines are listed for Applicants to review for relevancy to the development application.

2.3.1 Official Plan

The OP provides a basis for how new developments pose opportunities to apply a TDM strategy to reduce single-occupancy vehicle trips and integrate with the public realm.

OP Section 2.4 lists requirements for new developments to promote and encourage alternative modes including walking, cycling, transit use, and carpooling. The following is a list of relevant policies from the OP (current as of April, 2025):

- 2 *"[...] The TIS will identify the demands and impacts of new development, and identify transportation improvements, a **Travel Demand Management (TDM)** strategy and/or other mitigating measures to accommodate travel generated by the development, and where relevant:*
 - a) *weigh traffic needs against the broader objectives of this Plan;*
 - b) *make provision for future transportation improvements identified in this Plan; and*
 - c) *integrate development into the surrounding public access systems of roads, walkways, bikeways and transit facilities."*
- 3 *"The City will show leadership within the region in the implementation of TDM measures to **reduce auto dependence and rush-hour congestion** in the road and transit networks by:*
 - a) *requiring a TDM strategy as part of a TIS for all applications for major commercial, employment or institutional developments to which the City's TIS GUIDELINES apply"*
- 4 *"In targeted growth areas, planning for new development will be undertaken in the context of reducing auto dependence and the transportation demands and impacts of such new development assessed in terms of the broader social and environmental objectives of the Plan's reurbanization strategy"*

- 5 *"The City will work with its partners to ensure that underground higher-order transit stations are integrated into multi-storey developments wherever it is feasible, ensuring that all points of entry:*
 - a) *are clearly marked, visible and accessible from the street; and*
 - b) *maintain hours of use to match transit operations."*
- 6 *"Development in proximity to existing higher-order transit stations will be required to provide direct and convenient access to the station. Such connections will be encouraged to be weather protected."*
- 10 *"In support of the TDM and environmental policies of this Plan, the City may:*
 - b) *encourage new developments to include publicly accessible bike share facilities;*
 - c) *encourage parking providers to designate preferred parking spaces for the exclusive use of carpool and low-emissions vehicles;*
 - d) *require new developments to include charging facilities for electric vehicles"*

OP Section 3.1.1 lists requirements for successful integration of new developments into the public realm, fostering safe, healthy public spaces for residents and visitors.

- 14 *"Design measures which promote pedestrian safety and security will be applied to streetscapes, lanes, parks, other public and private open spaces, and all new and renovated buildings."*
- 15 *"New and existing city blocks and development lots within them will be designed to:*
 - a) *expand and enhance the public realm network;*
 - b) *have an appropriate size and configuration for the proposed land use, scale of development and intended for of buildings and open space;*
 - c) *enhance the walking and cycling networks by minimizing block lengths where appropriate, providing new and enhanced pedestrian and cycling connections, and integrating development with the local pedestrian and cycling networks;*
 - d) *promote street-oriented development with buildings fronting onto and having access and address from the street and park edges;*
 - e) *provide adequate room within the development lot or block for parking and servicing needs, including the provision and extension of public lanes for service and delivery access where technically feasible and appropriate;*
 - f) *identify opportunities and provide for the integration of green infrastructure; and*
 - g) *allow for incremental, phased development."*

2.3.2 Other Policy Requirements

Applicants are required to review and reference additional City plans, policies, and guidelines that are relevant to the development application's TIS. The following table illustrates how the policies' principles may be applied to the TIS, including some guiding questions for the Applicant to consider when preparing the TIS. Additional City policy and guideline documentation can be found in [Appendix D](#).

Policy	Principles	Questions to Consider
Vision Zero Road Safety Plan	Engineering countermeasures, including geometric improvements; transportation safety and local improvements; accessible pedestrian signals (APS); traffic calming; and missing links for sidewalks and bike lanes Enhanced countermeasures, including pedestrian safety corridors; countermeasures for school zones; cyclist countermeasures	How can the development help with Vision Zero's goals of reducing fatalities and serious injuries for vulnerable road users? How will the development leave the study area safer than before?
Cycling Network Plan	Existing cycling infrastructure including protected and unprotected bike lanes; bike signals and leading bike intervals; bike boxes at intersections; Bike Share stations; Near-term implementation program including updates to cycling infrastructure that are underway, or planned new, renewal, and for future study	How will the development integrate with existing cycling infrastructure and minimize risk to cyclists? How will the development integrate with cycling projects that are planned or underway?
Guidelines for the Design and Management of Bicycle Parking Facilities	Design of high quality bicycle parking including indoor and outdoor design; accessibility and security; solutions and for limited space	Is the development's bicycle parking sufficient in quantity, accessibility, convenience, and security?
Complete Streets Guidelines	Pedestrian, cyclist, and transit facility design considerations including widths and accessibility considerations; transit connections and transit priority measures; green space considerations	How will the development's transportation network affect the surrounding public realm and green space? How can a Complete Streets approach be applied to the development site, if applicable?
Accessibility Design Guidelines	Practices to remove barriers to access for vulnerable road users and people with mobility challenges while maintaining safe access to and from development sites; internal and external design practices; accessibility infrastructure (e.g., guards, rails, ramps, etc.)	How will safe and convenient access be provided between the development and public realm for all Torontonians?

2.4 STAFF CONSULTATION

City staff work with the Applicant to discuss general and site-specific planning and submission requirements. As of June 2024, the Pre-Application Consultation (PAC) process is no longer required for Applicants prior to submitting development applications with the City. PAC is offered voluntarily and is strongly encouraged prior to submission of the following application types:

- Official Plan Amendment;
- Zoning By-Law Amendment;
- Draft Plan of Subdivision; and
- Site Plan Control.

Following a PAC, staff will issue a Planning Application Checklist itemizing the requirements for submission. Discussions with staff may assist with the following:

- **Identifying transportation issues** that may affect the land use, density, site plan, building placement, or other area-specific issues;
- **Confirming the TIS scope** with issues to address and the detail necessary to form a complete submission; and
- **Assessing the need for additional meetings** with City's Development Review staff and/or other agencies for information gathering and/or sharing.

2.5 CONTENTS

This section describes the required chapters of the development application, which are detailed in the subsections of Chapter 3 of the GUIDELINES.

2.5.1 Required Chapters

The TIS submission must include applicable items as noted from **Chapters 3.1 to 3.5**.

- **Chapter 3.1** details the required reporting on the application context including application details and a comprehensive site plan
- **Chapter 3.2** details the required reporting on the transportation context of the development's site area
- **Chapter 3.3** details the required reporting of estimation of multi-modal future background trip generation and distribution of the development
- **Chapter 3.4** details the required reporting of transportation impacts for the development
- **Chapter 3.5** details the required reporting of proposed mitigation strategies for transportation impacts

2.5.2 Conditional Chapters

Items detailed in **Chapters 3.6.1-3.6.7** are conditional depending on the development application type. The table below shows the required reporting by application type (this information can also be found with the [Application Support Material Terms of Reference](#)). City staff can also be consulted for further details and clarification. Additionally, staff may require some conditional chapters to be completed depending on the specific nature of the development application.

Criterion	Official Plan Amendment	Zoning By-law Amendment	Draft Plan of Subdivision	Site Plan Control Application	Consent to Sever or Variance Application
Any of the below criteria are met	3.6.1; 3.6.3	3.6.1; 3.6.3	-	3.6.1; 3.6.3	-
The application generates at least 100 additional peak hour auto trips	-	3.6.2	-	3.6.2	-
The application proposes changes to the related Zoning By-law requirements	-	3.6.5; 3.6.6; 3.6.7	-	3.6.5; 3.6.6; 3.6.7	3.6.5; 3.6.6; 3.6.7
New Right-of-Way is proposed	-	-	3.6.2; 3.6.3	-	-
The application is within the TTC's 60-metre Development Review Zone (DRZ)	3.6.4	3.6.4	3.6.4	3.6.4	-

Chapter 3.6.1 – Travel Demand Management Plan
Chapter 3.6.2 – Traffic Operations Assessment
Chapter 3.6.3 – Transit Assessment
Chapter 3.6.4 – Higher Order Transit Assessment
Chapter 3.6.5 – Bike Parking and Operations Assessment
Chapter 3.6.6 – Vehicular Parking Assessment
Chapter 3.6.7 – Loading, Delivery and Circulation Assessment

The following sections outline the minimum report content requirements constituting a complete City-approved TIS.

3.1 APPLICATION CONTEXT

A TIS report begins with an outline of the development proposal thoroughly describing the application context and development. This section details requirements for information about the application and development (**Item 1.1**) and requirements for the development site plan (**Item 1.2**). These elements are described as follows:

Item 1.1 – Information about the application and development, including the following subitems

Item 1.1.1 – Applicant name

Item 1.1.2 – Application number

Item 1.1.3 – Application type

Item 1.1.4 – Municipal address

Item 1.1.5 – Owner/Consultant contact and contact information

Item 1.1.6 – Projected build-out date and general phasing plans

Item 1.1.7 – Total building size

→ Building size and all other measurements must be in metric units

Item 1.1.8 – Number of floors below grade

Item 1.1.9 – Number of residential units (if applicable)

Item 1.1.10 – Floor space for each building type use

→ Building use types may include commercial, residential, industrial, etc. Please be consistent on the use of gross floor space throughout the TIS

Item 1.1.11 – Anticipated date of occupancy

Item 1.1.12 – Approximate hours of operation for the development

Item 1.2 – Site plan, including the following subitems

→ Survey plan with 1:250 or 1:500 scale (metric units), combined with maps, drawings, tables, and/or text as appropriate

→ If the proposed development is to be constructed in phases, the first phase must be described along with a proposed construction phasing schedule and with discussion on construction management

Item 1.2.1 – Site roadway, walkway, cycleway, and driveway layout

Item 1.2.2 – Vehicle access points to the site

- Development driveways, as well as those access points adjacent to and/or directly opposing the site, must be shown along with existing and projected turning site distances
- Ensure that site driveways and access points match existing road alignments

Item 1.2.3 – Cycling access points to the site

Item 1.2.4 – Pedestrian access points to the site

- Ensure provisions for pedestrians with disabilities. Please note nearby transit station or stop locations and associated walking distances to these locations

Item 1.2.5 – Direct transit connections to the site (if applicable)

Item 1.2.6 – PATH connections into the site (if applicable)

Item 1.2.7 – Vehicle parking provisions

- Please describe vehicle parking provisions and show the location(s) for each of the following parking provisions: general vehicle (indicate by use, i.e., resident, residential visitor, non-resident, etc.); high-occupancy vehicle; accessible vehicle; car-share vehicle; and electric vehicle (with vehicle charging infrastructure)

Item 1.2.8 – Bicycle parking provisions by type (including short-term, long-term, oversized, equipped with charging outlet)

Item 1.2.9 – Micro-mobility parking provisions (e.g., e-scooters) by type

Item 1.2.10 – On-site Bike Share locations (if applicable)

Item 1.2.11 – Wheel-Trans pick-up/drop-off location(s)

Item 1.2.12 – Loading areas by type

Item 1.2.13 – Delivery / courier pick-up / drop-off location(s)

Item 1.2.14 – Taxi / ride-hailing passenger pick-up / drop-off location(s)

Item 1.2.15 – City of Toronto waste pick-up location(s)

3.2 TRANSPORTATION AND STUDY AREA CONTEXT FOR ANALYSIS

A thorough understanding of the development's transportation context is needed to understand, analyze, mitigate impacts, and even improve upon the study area in which the development is situated. Toronto operates and maintains complementary transportation networks for road users across a variety of modes, including pedestrians, cyclists, motorcyclists, transit users, and auto drivers and passengers. Toronto's Official Plan highlights the need to reduce single-passenger auto trips in favour of safer and more sustainable modes (such as walking, cycling, and transit – see **Chapter 2.3.1**).

This chapter defines all required reporting in relation to the proposed 'study area'. Study areas should be defined for all roadways and laneways to which the development connects for any transportation mode, as well as all upstream intersections, associated pick-up/drop-off locations, and higher-order transit connections. The following items aim to provide a foundational understanding of the development's multi-modal transportation context. The Applicant may wish to consolidate some required maps, as appropriate. Note that the size of the study area can be reduced in those situations when staff determine that a more limited TIS is considered appropriate.

Item 2.1 – Map of the study area road network

- Including posted speed limits, lane configurations, road classifications (i.e., arterial, collector, local), lane designations (e.g., HOV lanes), lane widths, etc.

Item 2.2 – Definition of TIS horizon year

- Typically, a TIS horizon year is a minimum of five years from the date the study is commissioned, unless an earlier development 'build-out' date or occupancy date is set, as specified in **Item 1.1.6**. Analysis for additional horizon years is required when a phased development and associated transportation improvements are proposed, or where future major transportation improvements will affect travel to/from the development.

Item 2.3 – Definition of peak periods and peak hours for the transportation context

- Peak periods should include weekday AM and weekday PM, as well as other relevant periods based on the transportation context (e.g., Saturday afternoon for shopping centres, late evenings for event centres, etc.)
- Peak periods likely differ for various activities (including travel demand, parking demand, and pick-up / drop-off demand). Please note the peak periods for each type of transportation demand
- Include in the Traffic Operations Assessment, if required

Item 2.4 – Map of all signalized intersections in the study area with the following details for each intersection

Item 2.4.1 – Intersection geometry, including auxiliary lanes and storage lengths, and curb radii. Road gradients and turning sight distances may also be included for locations with atypical geometry and where issues have been identified

Item 2.4.2 – Multi-modal transportation volumes and movements in all directions

- At minimum, include volumes and movements for pedestrians, cyclists, buses / streetcars, cars, and heavy vehicles
- Multi-modal transportation counts must be from within the previous two years. Please consult City staff or other TIS reports conducted for development proposals for these counts. If unavailable, the Applicant must conduct additional multi-modal transportation counts.
- Include all counts in the submission's data tables (see **Appendix B** for a template of the tables).

Item 2.4.3 – Noted history of collisions at the intersection, if known or available

Item 2.4.4 – Signaling strategies employed, such as transit signal priority or emergency vehicle pre-emption

Item 2.5 – Map of all unsignalized intersections in the study area with the following details for each intersection

Item 2.5.1 – Types of traffic control at the intersection

Item 2.5.2 – Intersection geometry including auxiliary lanes and storage lengths, curb radii. Road gradients, and turning sight distances may also be included for locations with atypical geometry and where issues have been identified

Item 2.5.3 – Multi-modal volumes and movements in all directions

→ At minimum, include volumes and movements for pedestrians, cyclists, buses / streetcars, cars, and heavy vehicles

Item 2.5.4 – Noted history of collisions at the intersection, if known or available

Item 2.6 – Transit context of the study area

Item 2.6.1 – TTC transit routes

Item 2.6.2 – Other jurisdictions' transit routes (if applicable)

→ Other jurisdictions may include GO Transit, Durham Region Transit, York Region Transit, MiWay, or Brampton Transit

*Item 2.6.3 – Transit headways over each peak period identified in **Item 2.3***

Item 2.6.4 – Transit infrastructure in the study area

→ Including bus stops, shelters at bus stops, streetcar tracks, transit stations, queue-jump lanes, bus bays, etc.

→ Note any infrastructure on the frontage of the development site, existing and for anticipated site construction

Item 2.6.5 – Accessibility barriers and challenges at transit stops

Item 2.6.6 – Site frontage onto any Enhanced Surface Transit Network Segments from Map 5 of the Official Plan

Item 2.7 – Cycling context of the study area

Item 2.7.1 – Existing cycling routes by type

→ Route types may include bike lanes, contra-flow bike lanes, sharrows, signed routes, or multi-use trails

→ Please refer to Toronto's Cycling Network Plan's latest maps

Item 2.7.2 – Planned and proposed cycling network changes to the study area

→ Please refer to Toronto's Cycling Network Plan's Near-Term Implementation Program for all cycling network changes that are underway, planned, and proposed

Item 2.7.3 – Bike parking facilities in the area, indicating covered vs uncovered

Item 2.7.4 – Bike Share stations

*Item 2.7.5 – Utilization of public bicycle parking facilities in the study area over the peak periods identified in **Item 2.3***

→ If these figures are not available, bicycle parking utilization can be reported from site visits

Item 2.8 – Pedestrian context of the study area

Item 2.8.1 – Sidewalk / walkway coverage

Item 2.8.2 – Sidewalk / walkway widths

Item 2.8.3 – Pedestrian crossing signals (i.e., PXOs)

Item 2.8.4 – Pedestrian movements at midblock crossings during the peak periods

→ Site visits can be used to establish areas of high pedestrian density and where sidewalk capacity is limited during peak periods

Item 2.9 – Vehicle parking context of the study area

→ Refer to Toronto Municipal Code Chapter 950 § 950-1312, Schedule XIII: No Parking (see §950-405A and §950-405B)

Item 2.9.1 – On-street parking, with time-of-day restrictions

→ Note that in 2021 the City approved the removal of parking minimums for the majority of land uses in new developments

Item 2.9.2 – On-street standing / stopping, with time-of-day restrictions

→ Refer to Toronto Municipal Code Chapter 950 § 950-1313, Schedule XIV: No Stopping (see §950-405D and §950-405E)

Item 2.9.3 – Publicly accessible off-street parking facilities

Item 2.9.4 – Utilization of public vehicle parking facilities in the study area by time of day

→ If these figures are not available, parking utilization can be reported from site visits

Item 2.9.5 – Car-sharing services operating in the study area

Item 2.9.6 – Parking prices at parking facilities in the study area

Item 2.9.7 – Prevalence of parking infractions in the study area, if available

→ Refer to Toronto's Open Data Portal [dataset of parking tickets issued](#) as necessary

*Item 2.10 – Future background conditions**Item 2.10.1 – Other active development applications in the study area*

- Refer to the City's [Application Information Centre](#)

Item 2.10.2 – Multi-modal transportation volume adjustments to account for new developments in the study area over the horizon year

- Include assumptions made in the multi-modal transportation volume adjustments

*Item 2.11 – Community safety zones**Item 2.12 – Other notable facilities in the study area*

- At minimum, please report all community hubs (i.e., community centres, sports facilities, shopping plazas, etc.); schools; seniors' facilities; medical facilities; and fire stations

*Item 2.13 – Seasonal patios (CafeTO) and their impact on the on-street parking supply**Item 2.14 – Other jurisdictions operating in or around the study area*

- These may include federal or provincial operations including transportation operations (i.e., GO Transit), and neighbouring upper-tier and lower-tier municipalities

Item 2.15 – Other future transportation improvements

- At minimum, consult the Official Plan, related Secondary Plans, Community Improvement Plans, Streetscape Plans, environmental assessments, capital projects, transit improvement projects, and plans of other jurisdictions operating in the study area, as applicable
- Include in all appropriate conditional chapters, if required

Item 2.16 – Observations and relevant photos of the site and study area on the transportation context

- Qualitatively document existing conditions for all road users (pedestrians, cyclists, transit users, auto drivers)
- Report the dates and times of all site visits
- Further site visits may be required depending on the transportation context (**see Item 6b.2**)

3.3 ESTIMATE OF MULTI-MODAL TRAVEL DEMAND

New developments have the potential to shape the change in the travel dynamics of their surrounding areas. As Toronto continues to grow, re-zoning and densification are important tools to keep up with the demand for housing. As a result, the multi-modal travel demand generated by a development must be studied to ensure proper mitigation measures can be implemented to address the development's impacts. The following items highlight the required reporting for estimating the development's multi-modal travel demand.

Item 3.1 – Unadjusted multi-modal travel demand estimation

Item 3.1.1 – Multi-modal peak trip generation for all relevant trip types over all peak periods

- Including pedestrian (as required), cyclist, transit, and vehicle
 - City staff should be consulted to establish the scope of the multi-modal travel demand estimations. Pedestrian flow is required in areas of high pedestrian volume (including near higher-order transit stations). Scope may be based on land use, community safety zones, and planned improvements to the transportation network, and must consider the quantity of parking proposed
 - Methodology for pedestrian and cyclist flow are typically context-dependent based on location and context of the development application. Please consult with City staff if there are questions regarding appropriate methodology
 - Applicants may be required to collect detailed directional pedestrian count data as the City does not actively collect this type of data
- Estimate demand generated for pick-up / drop-off activities, including ride-hailing and deliveries, considering the quantity of parking proposed
- Trip types may include resident trips, work trips, visitor trips, shopping trips, and courier / delivery trips
- Available trip generation methodologies, listed from most to least preferred, include:
 - Local surveys or data, provided that conditions are comparable to those for the proposed development
 - First principles calculations (e.g., converting number of employees into trips through the application of parameters such as occupancy rates, peaking factors, or floor space per employee)
 - Default parameters provided by City staff
 - Institute of Transportation Engineers (ITE) trip generation rates, provided that comparability issues are addressed.
- Where more than one methodology is available, trip generation estimates should be confirmed across the various methods. Consult with City staff for any questions on which methodology or methodologies should be used.

Item 3.1.2 – Summary of travel demand assumptions and methodologies used

- These should be consistent with standard or accepted parameters and techniques or based on surveys or other local knowledge with sources documented.
- Confirm trip generation assumptions with City staff prior to completing the TIS
- Provide all assumptions and revised parameters that differ from the 'default' values used in the standard CCG or HCM analysis procedures

Item 3.1.3 – Sensitivity analysis in cases of uncertainty or a range of possible values, if applicable

Item 3.1.4 – Justification for any departures from standard or accepted parameters or survey results, if applicable

Item 3.1.5 – Justification for any trip generation values that were used from previous studies, if applicable

Item 3.2 – Comparison of multi-modal travel demand generation estimate with that generated by building out the site to the maximum existing 'as-of-right' zoning permission

Item 3.3 – Trip reductions resulting from pass-by and/or internal trips

Item 3.3.1 – Trips generated by existing land use activities to be replaced by the proposed development

→ Unless otherwise accounted for, these trips are to be subtracted from the final trip generation estimate

Item 3.3.2 – On-site synergy (e.g., internal shopping trips for residents)

→ Where appropriate, these trips are to be subtracted from the final trip generation estimates

Item 3.3.3 – Pass-by trips (i.e., intermediate stops)

Item 3.3.4 – Summary of travel demand assumptions and methodologies used

Item 3.4 – Multi-modal trip distribution

Item 3.4.1 – Trip distribution and assignment of pedestrian, cycling, transit, and vehicle trips onto the study area

→ Techniques used to determine multi-modal trip distribution and assignment onto the study area transportation network include survey results (e.g., origin-destination/ market studies and comprehensive travel surveys), transportation planning models, gravity models and Fratar techniques. Typically, travel survey results are the most appropriate source for modal split assumptions.

→ The consideration of modal split objectives may be relevant in some situations.

→ At minimum, pedestrian trip distribution should include movements at intersections and from higher-order transit stations, if applicable. Consult with City staff on the level of detail required for pedestrian trip distribution.

→ Vehicle occupancy must be estimated using survey results and adjusted, where appropriate, to account for the availability of high-occupancy vehicle lanes and complementary measures such as ridesharing. The consideration of vehicle occupancy objectives may be appropriate in some situations.

Item 3.4.2 – Alternative travel demand scenarios for development build-out

→ For multi-phase developments, include evaluation with transportation improvements linked to the first development phase (e.g., planned bike lanes indicated in the City's Cycling Network Plan)

Item 3.4.3 – Summary of travel demand assumptions and methodologies used

3.4 EVALUATION OF TRANSPORTATION IMPACTS

The Applicant must maintain pedestrian, cyclist, and transit user safety and mobility during construction and after development. If facilities for pedestrians, cyclists, and transit users are affected by the development, it is up to the Applicant to provide safe alternatives and/or countermeasures for these road users.

Item 4.1 – Sightline analyses against accepted guidelines for each of the following in the study area

- Site driveways
- Signalized intersections
- Unsignalized intersections

Item 4.2 – Impacts to pedestrian safety and mobility around the development and in the study area

- Note for all phases of development and during construction
- For multi-phase developments note for the first phase of development as well as build-out
- These impacts may include the relocation of sidewalk space and crosswalks, longer pedestrian wait times at intersections, etc.

Item 4.3 – Impacts to cyclist safety and mobility around the development and in the study area

- Note any anticipated impacts during development construction
- For multi-phase developments note for the first phase of development as well as build-out

Item 4.4 – Impacts to transit user safety and mobility around the development and in the study area

- Note any anticipated impacts during development construction
- For multi-phase developments note for the first phase of development as well as build-out

Item 4.5 – Strategies to maintain safety and mitigate any adverse impacts around key facilities in the study area for development build-out and during construction, including:

- Schools
- Seniors' facilities
- Hospitals
- Transit Stations

3.5 TRANSPORTATION SYSTEM IMPROVEMENTS TO MITIGATE IMPACTS

The TIS report must identify transportation system improvements and measures required to ensure acceptable transportation systems operations for all road users, including pedestrians, cyclists, transit users, and auto drivers. Mitigating measures must not hinder or preclude the realization of pre-planned City initiatives envisioned to be implemented within the study horizon.

The development Applicant is financially responsible for transportation improvements identified to support and mitigate adverse impacts of their proposal. Normally, such improvements will be included as conditions of development approval. When the need for an improvement is attributable to several developments, the Applicant may wish to negotiate a cost-sharing arrangement. In cases where required transportation improvements are already scheduled by public agencies, phasing of the development in conjunction with the proposed timing of these improvements, or with the demonstrated success of TDM initiatives, should be indicated.

Item 5.1 – Mitigation strategies for pedestrian safety and mobility impacts.

→ Strategies may include (and are not limited to):

- Sidewalks and pedestrian infrastructure post-development
- Temporary sidewalks during construction staging;
- Traffic calming measures to reduce vehicle speeds near sidewalks and pedestrian crossing locations;
- Pedestrian-facing signage during construction staging and post-development;
- Building setbacks to incorporate more pedestrian space, trees, awnings, and temporary shaded respites for pedestrians in summer months

Item 5.2 – Mitigation strategies for cyclist safety and mobility impacts.

→ Strategies may include (and are not limited to):

- Bike lanes and cycling infrastructure post-development
- Temporary bike lanes during construction staging;
- Traffic calming measures to reduce vehicle speeds on roadways shared with cyclists;
- Cyclist-facing signage during construction staging and post-development;

Item 5.3 – Mitigation strategies for transit user safety and mobility impacts.

→ Strategies may include (and are not limited to):

- Accessible and covered (where possible) transit stops post-development;
- Temporary accessible transit stops with grade separation and/or physical barriers from vehicular traffic during construction;
- Clear and effective wayfinding guiding transit users to the transit stop

Item 5.4 – Mitigation strategies for auto driver safety and mobility impacts.

- Strategies may include (and are not limited to):
- Traffic calming measures;
 - Signage during construction staging and post-development;
 - Proposed changes to traffic signal timing or phasing;
 - Automated enforcement equipment for traffic violations;

Item 5.5 – Mitigation strategies for pick-up / drop-off activities.

- Strategies may include (and are not limited to):
- Dedicated pick-up / drop-off and delivery zones, such as temporary loading bays at the development entrance
 - Clear and effective signage directing road users to pick-up / drop-off and delivery activities

Proposed transportation improvements must support the objectives of the OP (see Chapter 2.3), and must comply with the City's Accessibility Design Guidelines and the Province of Ontario's Accessibility for Ontarians with Disabilities Act (AODA)

Safety for vulnerable road users (pedestrians, cyclists, micromobility) must be maintained, and if possible, improved. Refer to the City's Vision Zero Road Safety Plan for examples and situations of countermeasures for vulnerable road users

- To adequately predict road safety impacts resulting from the development site traffic, analytical tools, such as those of the Highway Safety Manual, should be used where applicable.
- Any additional level-of-service or transportation analyses can be documented in the detailed results of the TIS.

The Applicant must consult with the City's Traffic Systems Operations Section if proposing new traffic signals or changing to traffic signal timing or phasing

- Provide a signal warrant analysis for all proposed traffic control signals using forecast eight-hour peak-volume conditions
- Supplementary analysis of the area traffic control signal network operations may be required to assess impacts on traffic control signal coordination. An evaluation of any proposed adjustments to existing traffic control signal cycle length, phasing, and timing should be undertaken to assess impacts on pedestrian crossing times, queue lengths, and adequacy of auxiliary lane queue storage.

In addition, note any mitigation strategies to be implemented during the development's anticipated construction

3.6 CONDITIONAL CHAPTERS

The following seven sub-sections describe the required reporting for conditional chapters of a TIS. Some or all of the chapters may be required based on the type of application and other factors, as described in **Chapter 2.5** of this document.

3.6.1 Travel Demand Management Plan

This chapter describes the requirements for preparing a Travel Demand Management (TDM) Plan for the development TIS. The TDM Plan must support the objectives of the OP, acknowledge other City initiatives and planned improvements and reflect the remaining elements of the City's transportation system while contributing to the effective and efficient movement of people and goods.

As defined by the OP, the TDM Plan shall take steps to:

- increase the proportion of trips to/from the development site made by non-automobile modes of transportation, including walking, cycling, and transit;
- reduce the proportion of trips to/from the development site made by single-occupancy automobile trips;
- reduce peak period congestion by shifting demand to off-peak times; and
- increase the average automobile occupancy rate. The Applicant must select feasible TDM measures and realistic implementation levels to achieve a minimum of 24 points, as outlined in the City-Wide Development TDM Framework (**Appendix C**). These measures should aim to increase the proportion of trips made by walking, cycling, and public transit while reducing the demand for vehicular travel. The TDM strategies identified through the Framework should also improve the safety and convenience of travel to and from the proposed development.

The following TDM measures are required to be reported in the TIS:

Item 6a.1 – A detailed list of proposed site-specific TDM measures for the development

- Include relevant site maps
- Describe the rationale for how these measures will reduce single-occupant vehicle trips to and from the development

3.6.2 Traffic Operations Assessment

The development's impact on the Study Area's vehicular traffic must be studied to assess existing and/or future mobility concerns. Traffic operations vary by time and day, and site-specific land use and transportation provisions may play a role in the number of trips to and from the development at different times. This chapter describes the required reporting to study the development's impact on traffic operations, identifying critical areas for capacity and queueing across existing and future conditions of the Study Area.

Items from previous chapters

- *Items 1.2.2 – 1.2.5*
- *Item 2.3*
- *Items 2.4.1 – 2.4.4*
- *Items 2.5.1 – 2.5.4*
- *Items 2.9.1 – 2.9.3*

Item 6b.1 – Assessment of existing traffic conditions for all study area intersections, traffic movements, and peak periods

- At minimum, the following vehicle traffic operations measures must be assessed and reported for all relevant time periods, intersections within the study area (signalized and unsignalized), and traffic movements.
 - Intersection delay
 - Intersection level-of-service. Highlight intersections with level-of-service E or F
 - Delay per vehicle. Highlight movements with average vehicle delay of 60 seconds or greater
 - Level-of-service. Highlight movements with level-of-service E or F
 - Volume-to-capacity ratios. Highlight movements with volume-to-capacity ratio of 0.92 or greater
 - Vehicle queuing that exceeds the available auxiliary lane storage
 - Sustainable Transportation Measures of Effectiveness, including number of stops, fuel consumption, and average speeds and delay, as provided by the applied capacity analysis software
- All intersection capacity analysis should be submitted using the most recent versions of:
 - Canadian Capacity Guide for Signalized Intersections (CCG) – Institute of Transportation Engineers District 7, Canada; or
 - Highway Capacity Manual (HCM) – Transportation Research Board, The National Academies, United States.

Using a mix of methodologies for the same development application should be avoided (e.g., analyzing signalized intersection capacity using CCG, but estimating unsignalized intersection capacity using the HCM).

- Microsimulation may be used if further stochastic analysis and illustration of critical movements is deemed necessary.
 - When network signal coordination issues are to be considered, the HCM method should be used.
 - Surveys of saturation flow rates at intersections are required where streetcars/light rail transit vehicles share lane use with private/commercial motor vehicles
- Saturation flow rates shall not exceed the values stipulated in the latest version of Saturation Flow Rates for the City of Toronto unless supported by supplementary data collection.
- Report road safety issues including collision statistics, formal safety analysis results (if any) and sight distances
 - Report operational issues including transit priority requirements, merging/weaving constraints, driveway blockage, and restricted sight distance

Item 6b.2 – Further field visits of critical movements, including for measured levels-of-service of E or F, volume-to-capacity ratios of 1.0 or greater, and queueing that exceeds auxiliary lane storage lengths

- Field visits are conducted to monitor and report consistent issues in existing conditions and potential issues arising from or exacerbated by the development
- Report the dates and times of all field visits
- Field visits may be necessary in additional cases as needed depending on site-specific context. Typically, they are conducted at the 'worst case' transportation scenario (generally Tuesday-Thursday AM and PM peak periods). Consider seasonal effects on the transportation context, such as school sessions and holiday shopping

Item 6b.3 – Assessment of existing traffic conditions with traffic signal timings optimized for the site corridor or primary corridor of the study area for all intersections, traffic movements, and peak periods

- Report the measures listed in **Item 6b.1**
- Pedestrian signal timing for existing and future conditions must conform to the City's Pedestrian Timing at Signalized Intersections Guideline with emphasis on adequate crossing times for high existing/forecasted pedestrian volumes, as well as longer crossing times for seniors and persons with disabilities.
- For corridors with high volumes of cyclists, also report results with signal timings optimized for bike movements

Item 6b.4 – Assessment of future background and future total traffic conditions for all study area intersections, traffic movements, and peak periods

- Report the measures listed in **Item 6b.1**
- Ensure corridor traffic growth and estimated multi-modal travel demand generated by other developments in the study area are accounted for
- Incorporate all planned and proposed changes to the study area into the future horizon years' analyses (e.g., planned or proposed bike lanes, traffic calming measures, changes to intersection geometry)
- Include the impact of site driveway access and egress on the study area road network
- If the development is multiple phases, conduct this assessment for the proposed first development phase

Item 6b.5 – Anticipated impacts to the transportation network and traffic activity during construction of the development, including anticipated lane reductions

- If lane reductions are anticipated during construction, assess these traffic conditions

Item 6b.6 – Assessment of vehicle sweep path / maneuvering for site access and egress on the study area road network

Item 6b.7 – Assumptions used in all traffic conditions assessments

Item 6b.8 – Detailed results of all traffic conditions assessments

3.6.3 Transit Assessment

The Applicant must ensure the development is appropriately integrated into the Study Area's transit context. To appropriately understand and evaluate the existing and future transit landscape, the following transit-related items are required to be reported in the TIS.

Items from previous chapters

- *Item 1.2.5*
- *Items 2.6.1 – 2.6.6*
- *Item 2.14*
- *Item 6c.1 – Estimate of existing peak period, peak-point in-the-route transit ridership figures for the transit routes in the study area*

→ If these figures are not available, please provide transit ridership observations from site visits (e.g., how full are surface transit vehicles during peak periods)

Item 6c.2 – Planned / future transit infrastructure and routes in the transportation study area

Item 6c.3 – Brief evaluation of existing transit service levels based on ridership observations

Item 6c.4 – Wheel-Trans pick-up / drop-off assessment

- Include a Wheel-Trans vehicle maneuvering diagram for on-site pick-up / drop-off
- Provide a Wheel-Trans pick-up / drop-off plan if on-site pick-up / drop-off is not available

Item 6c.5 – Impacts on transit operations caused by site-generated traffic movements and queueing for relevant peak periods

- Estimate per-passenger delays and total passenger-delay using existing and projected transit ridership figures

Item 6c.6 – Identification and assessment of transit priority measures to mitigate potential transit delays

- Include delays caused by future background and future total travel demand generation as well as those caused by anticipated construction

3.6.4 Higher Order Transit Assessment

To support the growth of transit-oriented development, the Applicant is required to report an assessment of higher order transit for applications within the TTC's 60-metre Development Review Zone (DRZ). The Applicant must submit the application to the TTC for a technical review in this case and pay an associated review fee. The type of review and associated review fee depends on the level of overlap with TTC infrastructure.

Item 6d.1 – Higher Order Transit Assessment

- Provide a description of all existing and planned higher order transit infrastructure within 60 metres of the site, including subway stations, substations, subway tracks, and tunnels, as applicable
- Refer to the [TTC's Developer Review Guide](#) (current as of April 2025) on the reporting requirements for the TTC's technical review, along with associated review fee

3.6.5 Bike Operations and Parking Assessment

Applicants are required to support the City as it continues to prioritize the safety and mobility of cyclists through its OP, Vision Zero Road Safety Plan, Cycling Master Plan, and On-Street Bikeway Design Guidelines. The following items detail required reporting in the TIS for bicycle operations and parking related to the development and greater context of the Study Area.

Items from previous chapters

- *Items 1.2.3, 1.2.8 – 1.2.10*
- *Items 2.7.1 – 2.7.5*

Item 6e.1 – Zoning by-law bike parking requirements

- Ensure the development follows requirements of Zoning By-law 569-2013 Chapter 230 Bicycle Parking Space Regulations

Item 6e.2 – Proposed bike parking supply

Item 6e.3 – Estimate of bike parking demand generated by the development

- Include demand by type, including for residents, employees, and visitors / patrons

Item 6e.4 – Bike parking strategy if bike parking cannot be accommodated on-site

6e.4.1 – Discussion of opportunities and feasibility for the provision of Bike Share stations on-site

6e.4.2 – Justification for the proposed bike parking supply in the context of the transportation study area and proxy bike parking sites

6e.4.3 – Application of other cycling operations and safety TDM strategies

3.6.6 Vehicular Parking Assessment

The Applicant is required to report the following items in the TIS related to vehicular parking for the development and greater context of the Study Area. Note that in 2021 the City approved the removal of parking minimums for the majority of land uses in new developments.

Items from previous chapters

- *Item 1.2.7*
- *Items 2.9.1 – 2.9.7*
- *Item 2.13*

Item 6f.1 – Zoning by-law vehicle parking requirements

- Ensure the development follows requirements of Zoning By-law 569-2013 Chapter 200 Parking Space Regulations

Item 6f.2 – Estimate of vehicle parking demand generated by the development

→ Include demand by type, including for residents, employees, and visitors / patrons

Item 6f.3 – Estimate of pick-up / drop-off / delivery demand generated by the development

Item 6f.4 – Assessment of impacts to on-street parking

→ Include impacts caused by development build out as well as those arising from anticipated construction

Item 6f.5 – Vehicle parking strategy if vehicle parking cannot be accommodated on-site

→ Include opportunities and feasibility for car-share vehicle parking on-site

→ Justify the proposed vehicle supply in the context of the transportation study area, anticipated multi-modal trip assignment, and proxy vehicle parking sites

3.6.7 Loading, Delivery, and Circulation Assessment

The Applicant is required to report the following items in the TIS pertaining to multi-modal loading, deliveries, and circulation operations and related safety concerns on the development site. For additional guidance, please refer to Toronto's Curbside Management Strategy.

Items from previous chapters

- *Items 1.2.2 – 1.2.6; 1.2.11 – 1.2.15*
- *Item 2.12*

Item 6g.1 – Zoning by-law requirements for loading, deliveries, and circulation

→ Include vehicle movements including access to parking and pick-up / drop-off / delivery activities

Item 6g.2 – Site transportation map with multi-modal transportation movements indicated

→ Include vehicle movements including access to parking and pick-up / drop-off / delivery activities

→ Include cycling movements, including access to bike parking, as well as dedicated on-site and site-adjacent cycling infrastructure (e.g., bike lanes)

→ Include movements of pedestrians and people with disabilities on-site and accessing the development, as well as dedicated on-site and site-adjacent pedestrian infrastructure (e.g., walkways, crosswalks, pedestrian connections to bike parking)

→ Include pick-up / drop-off activities for Wheel-Trans vehicles, deliveries / couriers, taxi / ride-hailing services, and waste pick-up

Item 6g.3 – Vehicle sweep path assessments for passenger vehicles, Wheel-Trans vehicles, delivery / courier vehicles, and waste pick-up vehicles

Item 6g.4 – Illustration and assessment of vehicle path conflicts with pedestrians and cyclists

→ Note all points of intersection between pedestrian / cyclist paths and vehicle paths as potential conflict points, both on-site and at site access points

→ Note all potential interactions between pedestrians / cyclists and passenger vehicles, Wheel-Trans vehicles, goods delivery / courier vehicles, and waste pick-up vehicles

Item 6g.5 – Identification of alternative site layouts to minimize potential conflict points between pedestrians / cyclists and vehicles

Item 6g.6 – Loading, delivery, and pick-up / drop-off strategy if these activities cannot be accommodated on-site

Item 6g.7 – Loading, delivery, and pick-up / drop-off demand estimate generated by construction

- Include types of loading, delivery, and service vehicles, as well as frequency, duration, and time of day estimates for each type of vehicle

Item 6g.8 – Assessment of queueing impacts from the loading demand estimate generated by construction

Item 6g.9 – Loading, delivery, and pick-up / drop-off demand estimate generated by the development

- Include types of loading, delivery, and service vehicles, as well as frequency, duration, and time of day estimates for each type of vehicle
- For multi-phase developments, provide estimates for the first development phase as well as development build-out

Item 6g.10 – Assessment of queueing impacts from the loading demand generated by the development

- For multi-phase developments, provide estimates for the first development phase as well as development build-out

Item 6g.11 – Identification of opportunities and feasibility to consolidate access points and maximize on-site / off-street loading, goods delivery, and pick-up / drop-off operations

- Where on-site loading is infeasible, identify opportunities for loading, goods delivery, and pick-up / drop-off operations on lower-order roadways (i.e., local or collector roads), if applicable

Item 6g.12 – Possible interference with other adjacent or opposing driveways

3.7 DOCUMENTATION AND REPORTING

The following elements shall be included in the TIS, as applicable:

3.7.1 Summary Table of Results and Proposed Mitigating Measures

The TIS must include the required reporting listed in Chapters 3.1 to 3.6 based on the agreed TIS scope. The TIS will also include functional plans, as appropriate, showing proposed:

- **Travel Demand Management (TDM)** measures as required;
- **Pedestrian improvements** such as new sidewalks, (i.e., to address missing links in the pedestrian network, to provide direct connections to transit facilities, or to provide safe walkways through parking lots to the pedestrian network), sidewalk widenings, curb and sidewalk re-alignments, new pedestrian crossings, pedestrian refuge islands, pavement markings, raised intersections, and the removal of unnecessary channelizing islands;
- **Cycling improvements** such as new bike lanes/paths, bike share stations within the right-of-way or on the development's property, sharrows, intersection bike boxes, bicycle signals including advance bicycle turning signals, or protection for future bike lanes and paths. All proposed cycling facilities should account for the guidelines specified in the latest version of Ontario Traffic Manual (OTM) Book 18 – Cycling Facilities;
- **Transit improvements** such as bus stop locations, bus bays, streetcar/light rail platforms, and new or revised subway station access points (if required) including the addition of elevators and escalators;
- **Road and intersection improvements;** and
- **Public realm and Complete Streets improvements**

3.7.2 Detailed Maps and Tables of Data and Results

In the main body of the report, under existing, future background, and total future traffic conditions, identify the following:

- The **delay per vehicle, level-of-service, and volume-to-capacity ratios** for all critical movements or critical lane groups at signalized and unsignalized intersections within the study area;
- The **intersection delay and intersection volume-to-capacity ratios** for all signalized and unsignalized intersections within the study area;
- **95th percentile vehicle queuing** that exceeds the available auxiliary lane storage;
- **Road safety issues** including collision statistics, formal safety analysis results (if any), and existing and projected sight distance assessments;
- **Operational issues** including transit priority requirements, merging/weaving constraints, driveway blockage, and restricted sight distance;
- **Sustainable Transportation Measures of Effectiveness for the transportation network** including the number of stops, fuel consumption, and average speeds and delay. City staff should be consulted to determine the need for and extent of review or analysis required;

- **Maps to support the above results** for each time period and scenario being evaluated. Parentheses or other similar devices should be used to identify the different volumes and/or adjustments.
- **All assumptions used in the vehicle capacity analyses** concerning lane configuration, pedestrian activity, pedestrian signal timing, saturation flow rates, traffic control signal coordination, traffic control signal cycle length, phasing and timing, signalized intersection lost time, and other relevant parameters

All of the above information should be summarized in a table for the various time periods and scenarios under evaluation.

3.7.3 Submission of Transportation Impact Study

It is recommended that the submitted TIS report be structured similarly to the GUIDELINES to facilitate study review, discussion, and communication. Wherever practical, all maps, graphs, and tables should be placed adjacent to the relevant text and appropriately cross-referenced with a number and caption.

The TIS report should begin with an executive summary speaking to the fundamental transportation context at and around the development site, and any transportation issues and mitigation strategies posed by the development. The main document should contain the text, key maps and drawings, and summary tables, supplemented by technical appendices containing detailed analyses, where required. In the conclusion section, the TIS report must clearly indicate whether the proposal can be accommodated on the existing network, and must identify all recommended road and right-of-way improvements.

The submission must include completed checklist and data tables found in **Appendix B**, as applicable. Under the 'Application Reference' column of the checklist, the Applicant will indicate where in the TIS each applicable item is addressed. (For items that are not required or applicable to the development application, note with 'N/A' in this column.)

A TIS submission is considered 'complete' when all revisions and supplementary analyses resulting from the review process have been incorporated into the final document. A complete TIS document will facilitate review both by staff and the public, and, if required, enable its use and usefulness as Ontario Land Tribunal evidence.

APPENDIX A: CONTACT INFORMATION FOR TIS PREPARATION**Development Review Division – Transportation Review**

Toronto & East York: tpzey@toronto.ca

Scarborough: tpscarborough@toronto.ca

North York: tpny@toronto.ca

Etobicoke: trafficplanningeyd@toronto.ca

City Planning Division

TransportationPlanning@toronto.ca

APPENDIX B: REQUIRED REPORTING CHECKLIST AND DATA TABLES

The submission checklist is available as a supplemental document here: <https://insideto.toronto.ca/transportation/policies-guidelines.htm>. Please fill out the Application Reference column so that application reviewers can be directed to where each required item can be found in the TIS. Comments can be provided in the Applicant's Comments column. Please include the completed checklist with the TIS as part of the development application submission.

APPENDIX C: TRAVEL DEMAND MANAGEMENT FRAMEWORK



Image elements based on design by G&V team, Rebecca Lacroix and Cristopher Lopez, with support from ArtWorksTO

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.

Applicability

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

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.

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.

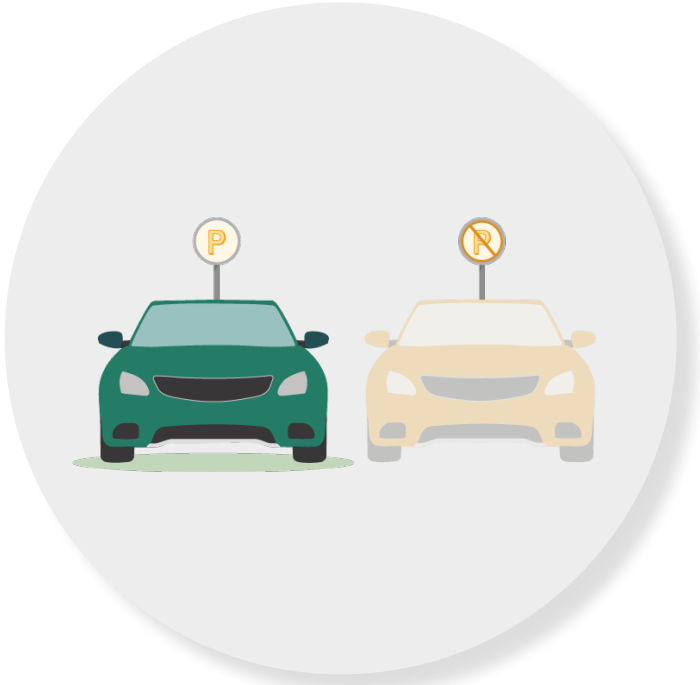
Applicants shall submit site plans that identify the location and amount of provided parking spaces, the maximum number of permitted parking spaces (if applicable), and/or the minimum number of required parking spaces (if applicable), in accordance with Zoning By-law 569-2013, Table 200.5.10.1.

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:

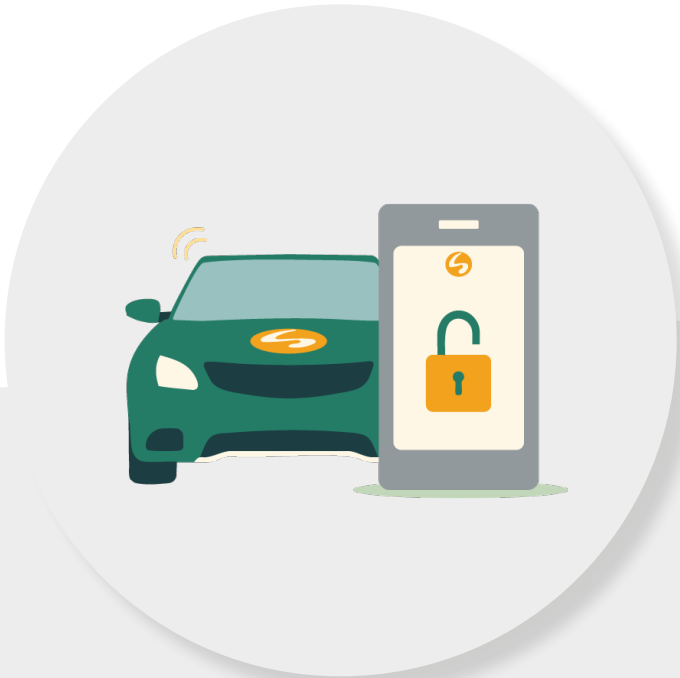
Car-share vehicles provide residents with access to a vehicle for occasional use, allowing them to forgo or reduce personal car ownership. This approach helps reduce on-site parking demand by enabling households without personal vehicles to make occasional automobile trips, while encouraging other households 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					

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APPENDIX D: LINKS TO TIS RESOURCES

○ City of Toronto www.toronto.ca

Transportation Impact Study Preparation Resources

Application Support Material: Terms of Reference

<https://www.toronto.ca/city-government/planning-development/application-forms-fees/building-toronto-together-a-development-guide/application-support-material-terms-of-reference/>

Toronto Guidelines for Using Synchro 11

General Resources

City of Toronto Official Plan

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/official-plan/>

Vision Zero Road Safety Plan

<https://www.toronto.ca/services-payments/streets-parking-transportation/road-safety/vision-zero/vision-zero-plan-overview/>

Toronto Municipal Code Chapter 950, Traffic and Parking

https://www.toronto.ca/legdocs/municode/1184_950.pdf

Zoning By-Law 569-2013

<https://www.toronto.ca/city-government/planning-development/zoning-by-law-preliminary-zoning-reviews/zoning-by-law-569-2013-2/>

- Chapter 200 Parking Space Regulations
https://www.toronto.ca/zoning/bylaw_amendments/ZBL_NewProvision_Chapter200.htm
- Chapter 220 Loading Space Regulations
https://www.toronto.ca/zoning/bylaw_amendments/ZBL_NewProvision_Chapter220.htm
- Chapter 230 Bicycle Parking Space Regulations
https://www.toronto.ca/zoning/bylaw_amendments/ZBL_NewProvision_Chapter230.htm

Toronto Green Standard

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/toronto-green-standard/toronto-green-standard-version-4/>

Complete Streets Guidelines

<https://www.toronto.ca/services-payments/streets-parking-transportation/enhancing-our-streets-and-public-realm/complete-streets/complete-streets-guidelines/>

Accessibility Design Guidelines

<https://www.toronto.ca/wp-content/uploads/2021/08/8ee5-Revised-TADG.pdf>

Congestion Management Plan

<https://www.toronto.ca/legdocs/mmis/2023/ie/bgrd/backgroundfile-239866.pdf>

Curbside Management Strategy

<https://www.toronto.ca/legdocs/mmis/2017/pw/bgrd/backgroundfile-109153.pdf>

Standards for Designing & Constructing City Infrastructure

<https://www.toronto.ca/services-payments/building-construction/infrastructure-city-construction/construction-standards-permits/standards-for-designing-and-constructing-city-infrastructure/>

Streetscape Manual User Guide (2019)

<https://www.toronto.ca/wp-content/uploads/2019/05/906c-city-planning-streetscape-manual-user-guide.pdf>

Design Guidelines for 'Greening' Surface Parking Lots

<https://www.toronto.ca/city-government/planning-development/official-plan-guidelines/design-guidelines/greening-surface-parking-lots/>

Privately-Owned Publicly Accessible Spaces

<https://www.toronto.ca/wp-content/uploads/2017/08/8527-draft-design-guidelines-for-privately-owned-publicly-accessible-space-Di....pdf>

Urban Design Guidelines for Sites with Drive-Through Facilities

<https://www.toronto.ca/wp-content/uploads/2017/08/9491-Urban-Design-Guidelines-for-Sites-with-Drive-Through-Facilities.pdf>

Select Datasets and Maps

Traffic Volumes at Select Intersections for All Modes

<https://open.toronto.ca/dataset/traffic-volumes-at-intersections-for-all-modes/>

Motor Vehicle Collisions Involving Killed or Seriously Injured Persons

<https://open.toronto.ca/dataset/motor-vehicle-collisions-involving-killed-or-seriously-injured-persons/>

Transportation Tomorrow Survey (TTS)

<https://dmg.utoronto.ca/transportation-tomorrow-survey/tts-reports/> (summary reports)

<https://drs.dmg.utoronto.ca/> (data)

Vision Zero Mapping Tool

<https://www.toronto.ca/services-payments/streets-parking-transportation/road-safety/vision-zero/safety-measures-and-mapping/>

Toronto Road Classification Map

<https://www.toronto.ca/services-payments/streets-parking-transportation/traffic-management/road-classification-system/maps-and-indices/>

Cycling

On-Street Bikeway Design Guidelines

https://www.toronto.ca/ext/digital_comm/pdfs/transportation-services/On-Street-Bikeway-Design-Guidelines.pdf

Multi-Use Trail Design Guidelines

https://www.toronto.ca/wp-content/uploads/2017/11/96a5-TORONTO_TRAIL_DESIGN_GUIDELINES.pdf

Toronto Cycling Map

<https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycling-network-map/#location=&lat=&lng=&zoom=>

Cycling Network Plan

<https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycling-pedestrian-projects/cycling-network-plan/>

Guidelines for the Design and Management of Bicycle Parking Facilities

<https://www.toronto.ca/legdocs/mmis/2025/ph/bgrd/backgroundfile-252034.pdf>

Pedestrians

Toronto Walking Strategy

<https://www.toronto.ca/wp-content/uploads/2017/10/9089-Pages-from-09-3410-Walking-Strategy.pdf>

Toronto Accessibility Design Guidelines

<https://www.toronto.ca/wp-content/uploads/2021/08/8ee5-Revised-TADG.pdf>

○ **Toronto Transit Commission** www.ttc.ca

Existing routes, maps, and operations

<https://www.ttc.ca/routes-and-schedules>

TTC Projects

<https://www.ttc.ca/about-the-ttc/projects-and-plans>

TTC Major Projects

<https://www.ttc.ca/about-the-ttc/projects-and-plans/Major-Projects>

TTC Wayfinding Strategy

<https://www.toronto.ca/legdocs/mmis/2025/ttc/bgrd/backgroundfile-258833.pdf>

○ **Province of Ontario** www.ontario.ca

Land Use Planning and Greenbelt resources

<https://www.ontario.ca/page/land-use-planning>

Ontario Traffic Manual Suite

<https://otc.org/ontario-traffic-manuals/>

Accessibility for Ontarians with Disabilities Act, 2005

<https://www.ontario.ca/laws/statute/05a11>

GO Transit

<https://www.gotransit.com/en>

GO Expansion

<https://www.metrolinx.com/en/projects-and-programs/go-expansion>

○ **Waterfront Toronto** www.waterfronttoronto.ca

Waterfront Accessibility Design Guidelines

https://www.waterfronttoronto.ca/sites/default/files/2024-01/Waterfront_Accessibility_Design_Guidelines_%28Version_1.0_December_2023%29_FINAL-ua.pdf

GUIDELINES FOR THE PREPARATION OF TRANSPORTATION IMPACT STUDIES