

Authority: Planning and Growth Management Committee Item 35.2, adopted as amended,
by City of Toronto Council on August 25, 26, 27 and 28, 2014

CITY OF TORONTO

BY-LAW No. 1009-2014

**To adopt Amendment No. 274 to the Official Plan of the City of Toronto with respect to the
set of Transportation Policies.**

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

Whereas Council of the City of Toronto has provided information to the public, held a public
meeting in accordance with Section 17 of the *Planning Act* and held a special public meeting in
accordance with the requirements of Section 26 of the *Planning Act*;

The Council of the City of Toronto enacts:

1. The attached Amendment No. 274 to the Official Plan of the City of Toronto is hereby
adopted.

Enacted and passed on August 28, 2014.

Frances Nunziata,
Speaker

Ulli S. Watkiss,
City Clerk

(Seal of the City)

AMENDMENT NO. 274 TO THE OFFICIAL PLAN**WITH RESPECT TO THE SET OF TRANSPORTATION POLICIES RELATED TO:
(1) INTEGRATION WITH LAND USE; (2) STREETS AND "COMPLETE STREETS";
(3) ACTIVE TRANSPORTATION; (4) AUTO, TRAVEL DEMAND MANAGEMENT
(TDM) AND PARKING; AND (5) GOODS MOVEMENT.****A. Chapter 2 Policies**

1. Add the following sidebar to Section 2.1:

'The Metrolinx Regional Transportation Plan designates a system of Mobility Hubs across the Greater Toronto and Hamilton Area that distinguishes between "anchor hubs" and "gateway hubs". Anchor hubs have a strategic importance due to their relationship with urban growth centres and/or their role as major international gateways. The more numerous gateway hubs are located at the interchange between two or more current or planned regional rapid transit lines as identified in "The Big Move". The Mobility Hub system is designed to reinforce the land use/transportation policies of the Province's Growth Plan for the Greater Golden Horseshoe (2006), particularly in terms of focusing development growth around major transit station areas.'

2. Delete the preamble to Policy 2.1(1) and sub-policy 2.1(1)(a) and replace with the following:

'1. Toronto will work with neighbouring municipalities, the Province of Ontario and Metrolinx to address mutual challenges and to develop a framework for dealing with growth across the GTA which:

- (a) focuses urban growth into a pattern of compact centres, mobility hubs, and corridors connected by a regional transportation system, featuring fast, frequent, direct, inter-regional transit service with integrated services and fares.'

3. Add the following as the fifth paragraph in the non-statutory text of Section 2.2:

'The integration of transportation and land use planning is critical to achieving the overall aim of increasing accessibility throughout the City. Accessibility has two components: mobility (transportation) and proximity (land use). Increasing mobility by providing modal choice, and/or increasing the speed of travel allows more trips to be made within a given time, whereas increasing proximity through greater mixing of uses and/or higher densities achieves the same effect by shortening trip lengths. The policies of this Plan reflect the importance of mutually supportive transportation and land use policies that combine the mechanisms of mobility and proximity to maximize accessibility.'

4. Add the following as the last paragraph in the non-statutory text of Section 2.2:

'Consistent with the Metrolinx Regional Transportation Plan, this Plan supports a system of Mobility Hubs at key intersections in the regional rapid transit network that provides travelers with enhanced mobility choices and creates focal points for higher density development. Detailed master plans for Mobility Hubs will be developed in relation to the timing of rapid transit improvements and will respect the Metrolinx "Mobility Hub Guidelines" and conform to the policies of this Plan.'

5. Delete Policy 2.2(1) and replace with the following:

'1. This Plan will create a better urban environment, a competitive local economy and a more socially cohesive and equitable city through the integration and coordination of transportation planning and land use planning by:
 - (a) attracting more people and jobs to targeted growth areas in the City that are supported by good and affordable transit services and other infrastructure;
 - (b) developing and expanding components of the City's transit and other transportation infrastructure to support the growth objectives of this Plan; and
 - (c) increasing accessibility throughout the City by taking advantage of the combined travel benefits afforded by improved mobility and increased proximity.'

6. Delete sub-policy 2.2(3)(b) and replace with the following:

'(b) acquiring lands beyond the right-of-way widths shown on Map 3 and Schedule 1 to accommodate necessary features such as embankments, grade separations, additional pavement or sidewalk widths at intersections, transit facilities or to provide for necessary improvements in safety, universal accessibility or visibility in certain locations. The conveyance of land for such widening may be required for nominal consideration from abutting property owners as a condition of subdivision, severance, minor variance, condominium or site plan approvals;'

7. Add new sub-policy 2.2(3)(e) as follows and renumber the following sub-policies accordingly:

'(e) supporting the implementation of measures for the long-term protection of 400-series highways and those major roads that play a vital role in the City's freight distribution system;'

8. Delete existing sub-policy 2.2(3)(e), renumbered 2.2(3)(f) as a result of change 7 above, add new sub-policies 2.2(3)(f) through 2.2(3)(i) as follows, and renumber the subsequent existing sub-policies accordingly:
- '(f) ensuring that streets are not closed to public use and stay within the public realm where they provide present and future access for vehicles, pedestrians and bicycles, space for utilities and services, building address, view corridors and sight lines;
 - (g) ensuring that laneways are not closed to public use and stay within the public realm where they provide present and future access and servicing to adjacent development(s);
 - (h) ensuring that new streets will be provided in consideration of surrounding land uses and will contribute to the development of a connected network which provides direct and clearly understood travel routes for all transportation modes and users throughout the City and acts as a fundamental organizing element of the City's physical structure;
 - (i) maintaining, and enhancing where appropriate, inter-regional transportation connections to adjacent municipalities;'
9. Add a new Policy 4 to Section 2.2 as follows and renumber the following policies accordingly:
- '4. Require new development on lands adjacent to existing or planned transportation corridors and facilities to be compatible with, and supportive of, the long-term purposes of the corridors and facilities and be designed to avoid, mitigate or minimize negative impacts on and from the transportation corridors and facilities.'
10. Delete Policy 2.2.1(12) and substitute the following:
- '12. Without compromising the role of the street as the main place for pedestrian activity, expansion and redevelopment of the PATH network will be supported by encouraging new development to connect to the system. The City may request additional information including a PATH feasibility study, to address PATH network expansion and/or secure new PATH connections for major new development in areas on or near the PATH network.'
11. Add a new Policy 13 to Section 2.2.1 as follows:
- '13. The City will work with property owners to ensure that access to Union Station and the subway stations directly connected to the PATH network is enhanced by new development on and around these transit stations which serve as the anchors of the PATH network and the primary focal points for pedestrian traffic.'

12. Add a new Policy 14 to Section 2.2.1 as follows:
 - '14. The City will work with property owners, developers and other stakeholders to ensure the PATH network develops in a consistent, connected and coherent manner.'
13. Amend Policy 2 in Section 2.2.3 by adding ', Toronto Parking Authority' after 'TTC'
14. Delete sub-policy 2.2.3(2)(a)(ii) and substitute the following:
 - '(ii) transportation improvements such as transit priority measures, improved connections to rapid transit stations, new streets, new or improved laneways, shared off-street parking facilities to meet the parking requirements of nearby developments, bikeways and walkways; and'
15. Delete the second and third paragraphs of the non-statutory text of Section 2.4 and substitute the following:

'The transportation policies, maps and schedules of the Plan make provision for the protection and development of the City's road, rapid transit and inter-regional rail networks. The Plan provides complementary policies to make more efficient use of this infrastructure and to increase opportunities for walking, cycling, and transit use and support the goal of reducing car dependency throughout the City.

In a mature city like Toronto, the emphasis has to be on using the available road space more efficiently to move people instead of vehicles and on looking at how the demand for vehicle travel can be reduced in the first place. Reducing car dependency means being creative and flexible about how we manage urban growth. We have to plan in "next generation" terms to make walking, cycling, and transit increasingly attractive alternatives to using the car and to move towards a more sustainable transportation system.'
16. Add the following sidebar to Section 2.4:

'The Toronto Walking Strategy (2009) aims to build a physical and cultural environment that supports and encourages walking, including vibrant streets, parks, public squares and neighbourhoods where people will choose to walk more often. By envisioning a city where high-quality walking environments are seamlessly integrated with public transit, cycling and other sustainable modes of travel, the Strategy sets out a plan that will produce tangible environmental, health and social benefits for residents and visitors to Toronto.'
17. Delete existing Policies 1 and 2 of Section 2.4, replace with Policies 1 through 3 and renumber existing Policies 3 through 14 accordingly:
 - '1. Given the health benefits of physical activity, active forms of transportation will be encouraged by integrating and giving full

consideration to pedestrian and cycling infrastructure in the design of all streets, neighbourhoods, major destinations, transit facilities and mobility hubs throughout the City.

2. New developments may be required to conduct a Transportation Impact Study (TIS) in accordance with the City's TIS Guidelines. 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 system 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;
 - (b) actively pursuing measures which will:
 - (i) increase the proportion of trips made by walking, cycling, and transit;
 - (ii) increase the average automobile occupancy rate;
 - (iii) reduce the demand for vehicular travel; and
 - (iv) shift travel times from peak to off-peak periods;
 - (c) supporting the workplace TDM efforts of Smart Commute Toronto and the region-wide Metrolinx Smart Commute program, as well as TDM programs supported by School Boards;
 - (d) supporting the local implementation of TDM measures through the creation and operation of local Transportation Management Associations (TMAs) across the City;
 - (e) promoting alternative work arrangements, such as compressed work weeks, flexible work hours and telecommuting;

- (f) working with Metrolinx to pursue a region-wide study of road pricing to reduce congestion and better manage traffic; and
 - (g) recognizing the transportation implications of diverse travel patterns, such as those of caregivers, shift workers and other vulnerable groups.'
18. Add a new Policy 5 to Section 2.4 as follows, and renumber the existing policies accordingly:
- '5. An adequate supply of off-street parking for bicycles and automobiles will be provided and maintained to meet the short-term parking demands of commercial, institutional and tourist activities while ensuring a minimal level of all-day automobile parking for commuters that reflects the availability of alternative travel modes.'
19. Delete existing Policy 2.4(4), renumbered 2.4(6) by the changes above, and replace with Policy 2.4(6) as follows:
- '6. For sites in areas well serviced by transit, such as locations around rapid transit stations and along major transit routes, consideration will be given to the establishment of:
 - (a) minimum density requirements as well as maximum density limits;
 - (b) minimum and maximum parking requirements;
 - (c) redevelopment of surface commuter parking lots on City owned land;
 - (d) limiting surface parking as a non-ancillary use; and
 - (e) rates for parking on-street and in City-owned parking facilities (excluding those associated with park-and-ride facilities at rapid transit stations) structured to discourage long-term commuter parking and to achieve a higher turnover by short-term users.'
20. Add new Policies 8, 9 and 10 to Section 2.4 as follows, and renumber the existing policies accordingly:
- '8. In support of the TDM and environmental policies of this Plan, the City may:
 - (a) support the conversion of required parking spaces to designated publicly accessible car-share spaces;
 - (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) encourage parking providers to install plug in stations for electric vehicles; and
 - (e) provide on-street, reserved parking spaces for car sharing vehicles in selected locations.
9. Implement curbside management strategies to improve traffic circulation and conditions for commercial vehicles including such measures as designated pick-up/drop-off areas for goods and service vehicles, accessible loading zones, courier delivery zones, temporary film trailer parking and motor coach parking zones.
10. Encourage the implementation of off-peak delivery programs.'
21. Delete existing Policy 2.4(6), renumbered 2.4(11) by the changes above, and replace with Policy 2.4(11) as follows:
- '11. The City will work with other orders of government, other municipalities, representatives from across the goods movement industry and the public to develop a comprehensive multi-modal strategy for the safe, efficient and environmentally sustainable movement of goods within the GTHA. This strategy will include:
- (a) the documentation and sharing of best practices and participation in a freight data collection program for the GTHA;
 - (b) promotion of environmentally sustainable modes and technologies;
 - (c) identification of innovative approaches for urban freight movements;
 - (d) the establishment of a study of potential measures to encourage long distance freight trips not serving Toronto to bypass the City by using alternative corridors such as Highway 407 and those provided by the rail network;
 - (e) identification of infrastructure needs;
 - (f) guidelines for the preparation of local Freight Audits to assist in making informed decisions to enable the safe and efficient movement of freight;
 - (g) policies for the improved management and more effective use of: 400-series highways; major roads that play a vital role in the City's

freight distribution system; rail corridors; and, freight terminals;
and

(h) freight supportive integrated land use-transportation policies.'

22. Delete existing Policy 2.4(8), renumbered 2.4(13) by the changes above, and replace with Policy 2.4(13) as follows:

'13. An urban environment and infrastructure will be created that encourages and supports pedestrian movement throughout the City, for people of all ages and abilities, by:

- (a) ensuring safe, universally accessible, direct, comfortable, attractive and convenient pedestrian conditions, including walking routes to workplaces, schools, recreation areas, transit and other important community destinations;
- (b) maximizing connections within the street network, as well as to other public or private pedestrian walkways, such as those found within parks, open spaces, between buildings, or above and below grade;
- (c) prioritizing the inclusion of sidewalks, dedicated crossings where warranted and adequate sidewalk width in the design of all streets;
- (d) reducing barriers by providing grade-separated crossings of controlled access highways and rail lines where warranted;
- (e) focusing on improvements to connections and conditions in areas of high need, including areas with: physical barriers; difficult topography or substantial changes in grade; areas travelled frequently by vulnerable users, including people with disabilities, youth and seniors; and around mobility hubs, transit stations or other locations with significant pedestrian volume or activity; and
- (f) developing policies, plans and guidelines to implement pedestrian priorities and Complete Streets.'

23. Delete existing Policy 2.4(11), renumbered 2.4(16) by the changes above, and replace with Policy 2.4(16) as follows:

'16. New technologies and practices that improve urban travel conditions for the movement of people, goods and services and help mitigate the environmental impacts of transportation will be pursued and implemented where appropriate. Such technologies and practices include, but are not limited to:

- (a) enhanced transportation network data management, collection, analysis and monitoring;
- (b) incident and event response;
- (c) construction coordination;
- (d) traveler information systems; and
- (e) centralized adaptive signals.'

B. Chapter 3 Policies

1. Add the following sidebar to Section 3.1.1:

'The "Complete Streets" approach recognizes that there is no single way in which to make a street "complete". It depends on numerous factors whose relative importance varies according to the character and context of each particular street. While it may not be viable or appropriate to accommodate every type of user or use on every street, the overall objective is to create a well-functioning street network that is planned and designed to provide safe access and efficient operation for all street activities and functions. Guidelines for applying the "Complete Streets" approach will be developed to assist in resolving and balancing the competing demands placed upon the use of street rights-of-way and applied when streets are constructed, reconstructed or otherwise improved.'

2. Add the following sidebar to Section 3.1.1:

'The Development Infrastructure Policy and Standards provide direction for the design of public local streets and includes criteria for when private streets may be considered appropriate, as well as supporting design standards.'

3. Delete Policy 3.1.1(5) and substitute the following:

'5. City streets are significant public open spaces which connect people and places and support the development of sustainable, economically vibrant and complete communities. New and existing City streets will incorporate a Complete Streets approach and be designed to perform their diverse roles by:

- (a) balancing the needs and priorities of the various users and uses within the right-of-way, including provision for:
 - (i) the safe and efficient movement of pedestrians of all ages and abilities, cyclists, transit vehicles and users, goods and services vehicles, emergency vehicles, and motorists across the network;

- (ii) space for other street elements, such as utilities and services, trees and landscaping, green infrastructure, snow and stormwater management, wayfinding, boulevard cafes, marketing and vending, and street furniture; and
- (iii) ensuring the safety of vulnerable groups such as women, children, seniors and people with disabilities by implementing the Toronto Safer City Guidelines, or an updated version thereof;
- (b) improving the quality and convenience of active transportation options within all communities by giving full consideration to the needs of pedestrians, cyclists and public transit users;
- (c) reflecting differences in local context and character;
- (d) providing building access and address, as well as amenities such as view corridors, sky view and sunlight; and
- (e) serving as community destinations and public gathering places.'

4. Delete Policy 3.1.1(14) and substitute the following:

'14. New streets will be designed to:

- (a) provide connections with adjacent neighbourhoods;
- (b) promote a connected grid of streets that offers safe and convenient travel options;
- (c) extend sight lines and view corridors;
- (d) divide larger sites into smaller development blocks;
- (e) provide access and addresses for new development;
- (f) allow the public to freely enter without obstruction;
- (g) implement the Complete Streets approach to develop a street network that balances the needs and priorities of the various users and uses within the right-of-way;
- (h) improve the visibility, access and prominence of unique natural and human-made features; and
- (i) provide access for emergency vehicles.'