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Growing Pains

**The Future of Public Transport and Integrated
Land Use Planning in Toronto's Political Landscape**

Growing Pains: The Future of Public Transport and Integrated Land Use Planning in Toronto's Political Landscape

- An Overview of the Greater Toronto-Hamilton Area
- Aligning Land Use Planning, Growth Management & Transport Investments
- When Circumstances Change: Adjusting the Transportation Plan
- Summary Integrated Land Use and Transport Planning: A Work in Progress



The Regional Context

The Greater Toronto Area (GTA) Now and in the Future





The Regional Context

Greater Golden Horseshoe

- Population 6.8m (2011)
- Growth by 1.8m (2031)
- Oshawa to Hamilton continuous “urban” corridor (more or less)
- **Driving distance 130km**

Key issues

- Land conservation
- Quality of life
- Economic development
- Environment
- Mobility



A Regional Multimodal Network

**180,000
weekday
passenger
trips by train**





**950,000
weekday subway
and rapid transit
passenger trips**

A Legacy of Historic Investments



**286,000
passenger
trips each
weekday by
streetcar**

Paving the Way for New Options

**+/-1.5m weekday
passenger trips by bus**



THE BIG MOVE

TRANSFORMING TRANSPORTATION IN THE GREATER TORONTO AND HAMILTON AREA

15-Year Plan for Regional Rapid Transit and Highway Improvements

Rapid Transit

- Express Rail
- - - Regional Rail [full-day, 2-way]
- · · Regional Rail [peak]
- Subway
- Other Rapid Transit (BRT / LRT / AGT)
- Possible Regional Rail extensions beyond the GTHA

Mobility Hubs

- Anchor Hub
- Gateway Hub

- Highway
- New Highway Corridor
- - - Transportation Corridor Under Study
- Approved 2006 Settlement Area [Conceptual]
- Greenbelt Area
- Urban Growth Centre
- ✈ International Airport
- ✈ Proposed International Airport
- ⚓ Major Port

The information displayed on this map is conceptual only. It represents projects proposed for full or substantial completion within 25 years of the Regional Transportation Plan's adoption. Recommended alignments and technologies will be developed during the project-level benefits case analysis that Metrolinx will carry out in partnership with municipalities and transit agencies, as part of the funding approval process for individual projects.

This map is not to scale, and it does not accurately reflect approved land-use or planning boundaries or actual transportation routes or alignments.

* Subject to the Peterborough Rail Study led by Metrolinx as part of the Building Canada Plan agreement

Growth, Development and Mobility

Aligning Land Use Plans to Transport Infrastructure Investments



The Focus of Future Growth



An Integrated Regional Planning Framework

- **Land Use Planning**

- Department of Municipal Affairs and Housing
 - Planning Act and Strong Communities (Planning Amendment) Act, 2004
 - Greenbelt Act, 2005 —————→ *Growth boundary*
 - Ontario Planning and Development Act, 1994
 - Territorial Division Act

- **Regional Transport Planning**

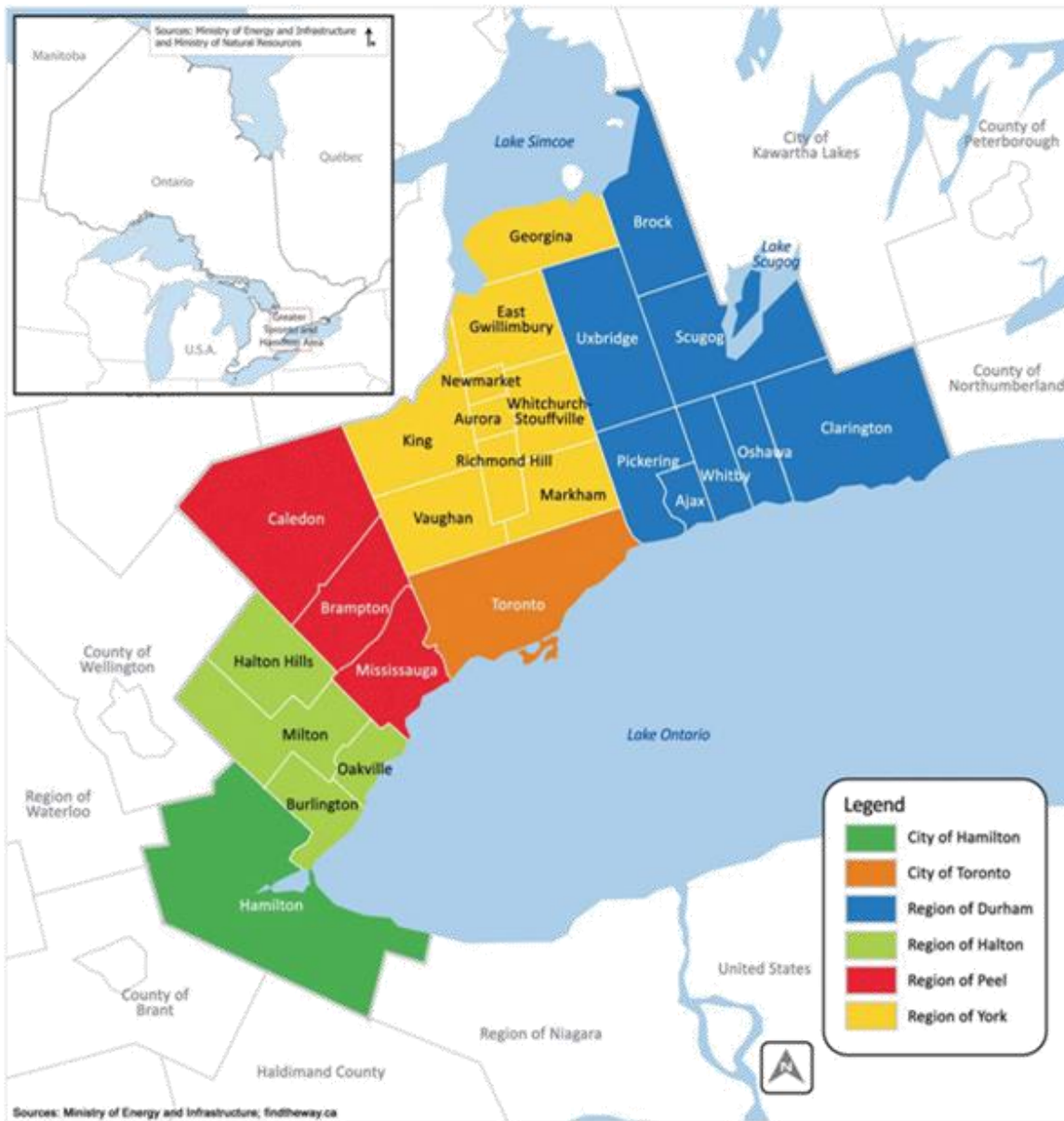
- Metrolinx (public transport) —————→ *Regional transit planning*
 - Metrolinx Act, 2006 (previously Greater Toronto Transportation Act)
- Ministry of Transportation of Ontario (plus municipalities)

- **Growth Planning and Management**

- Ministry of Infrastructure – Growth Secretariat
 - Places to Grow Act, 2005

└————→ *Growth planning linked to
transport investments*





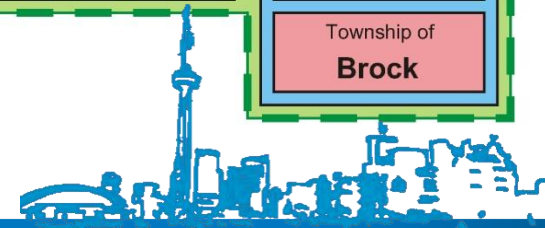
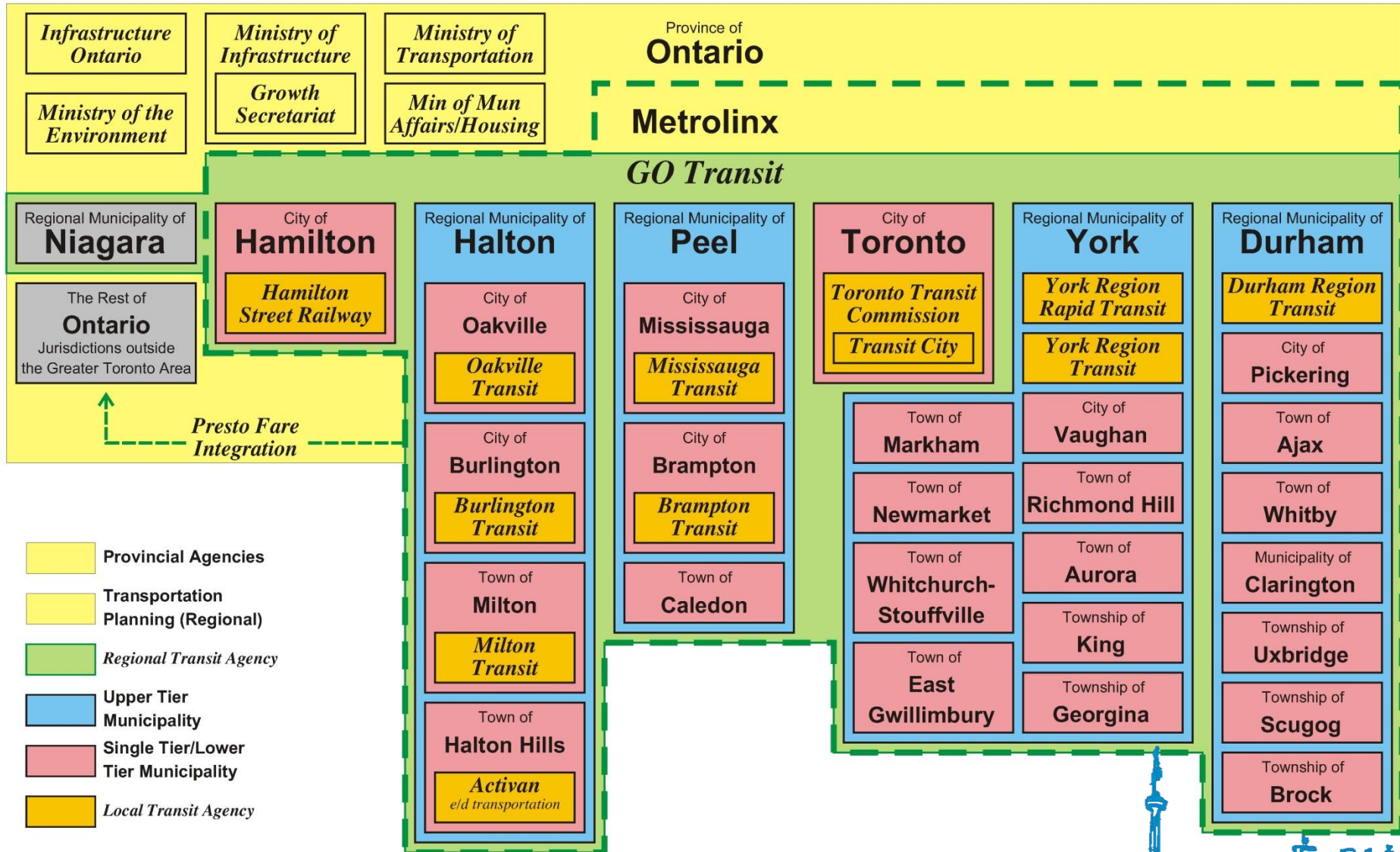
The Greater Toronto Area (plus Hamilton)

Delivering the strategy

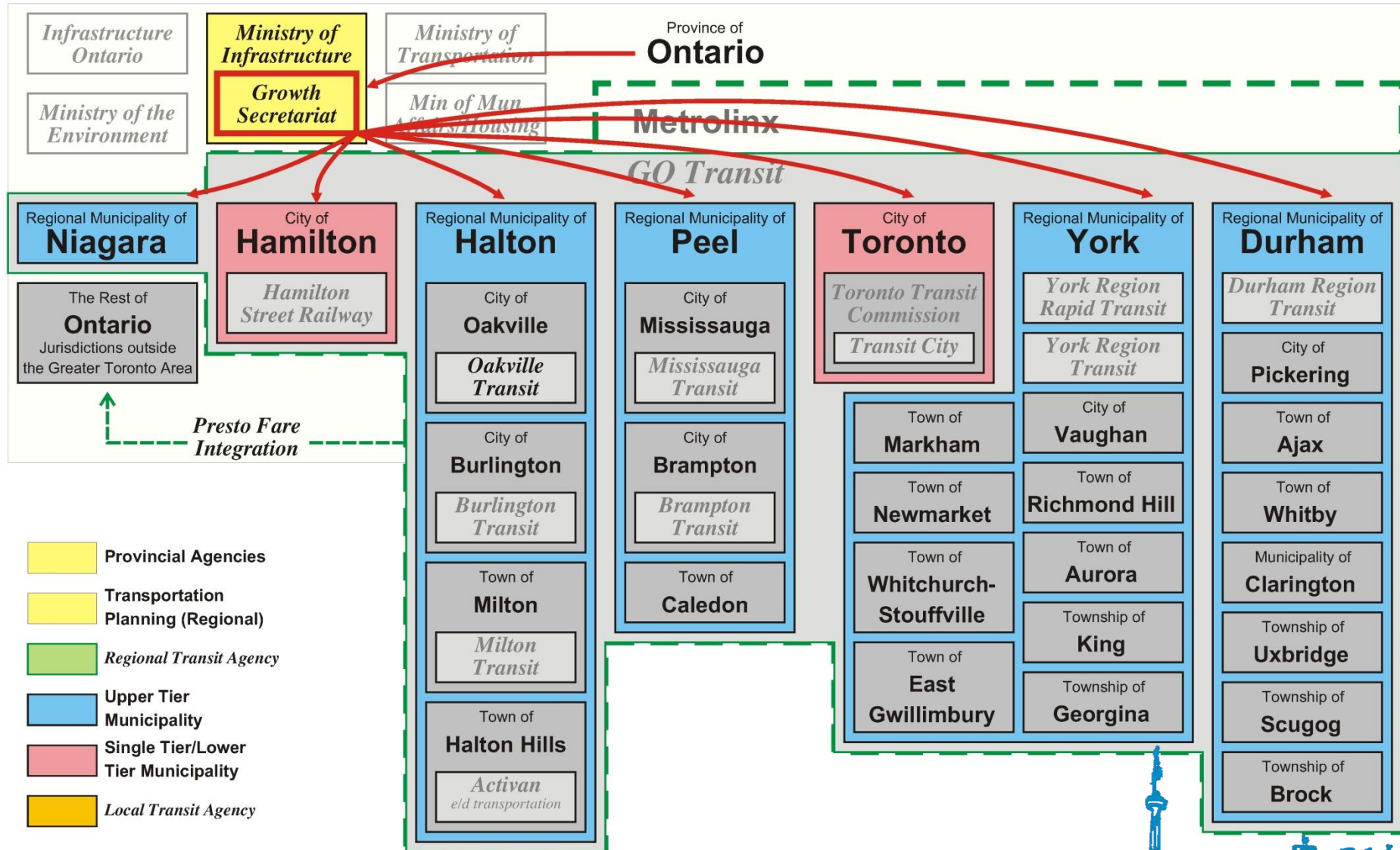
- A single mandate for transport and land use planning
- Implemented by many agencies at different levels of governance



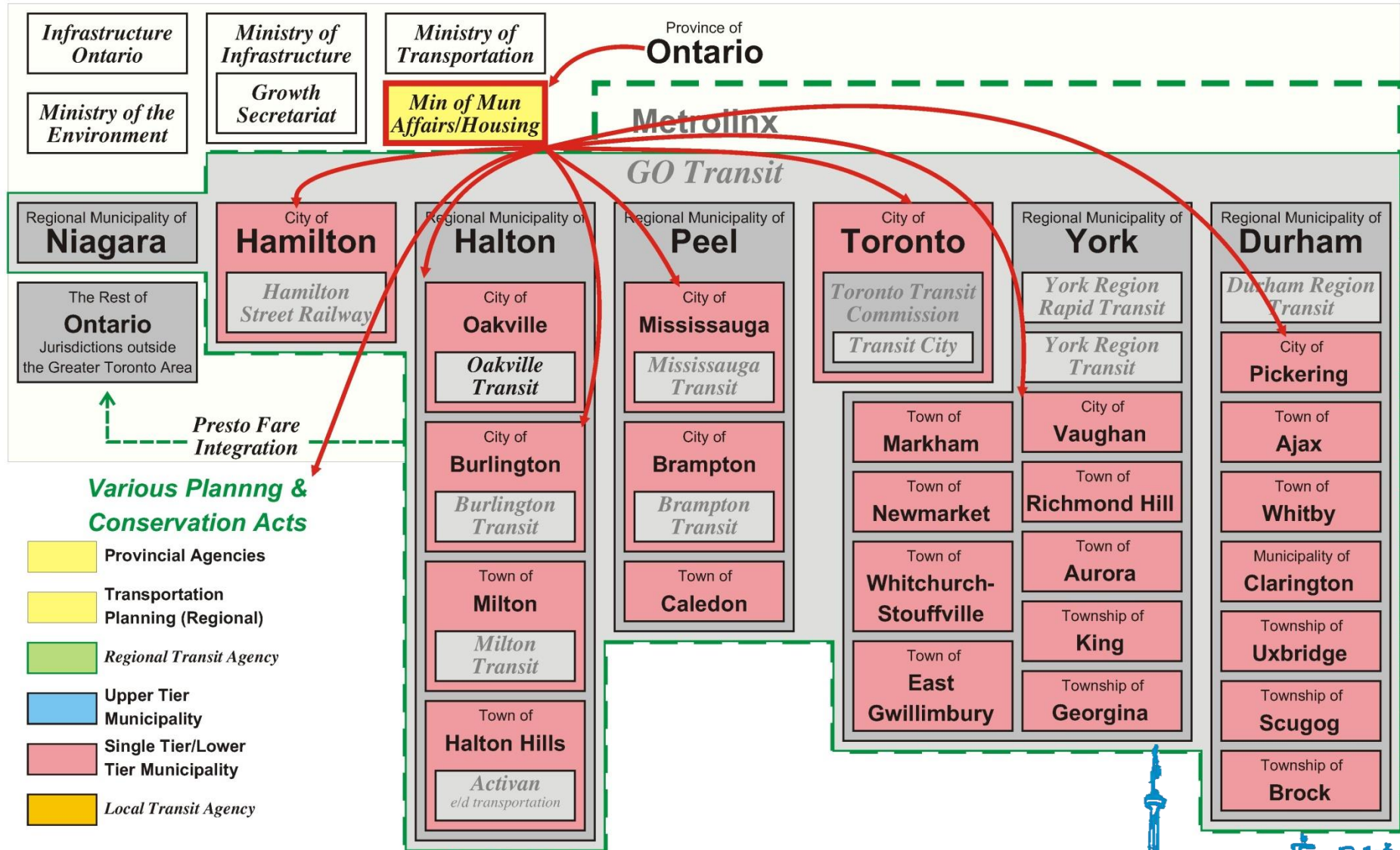
Regional Governance Structure



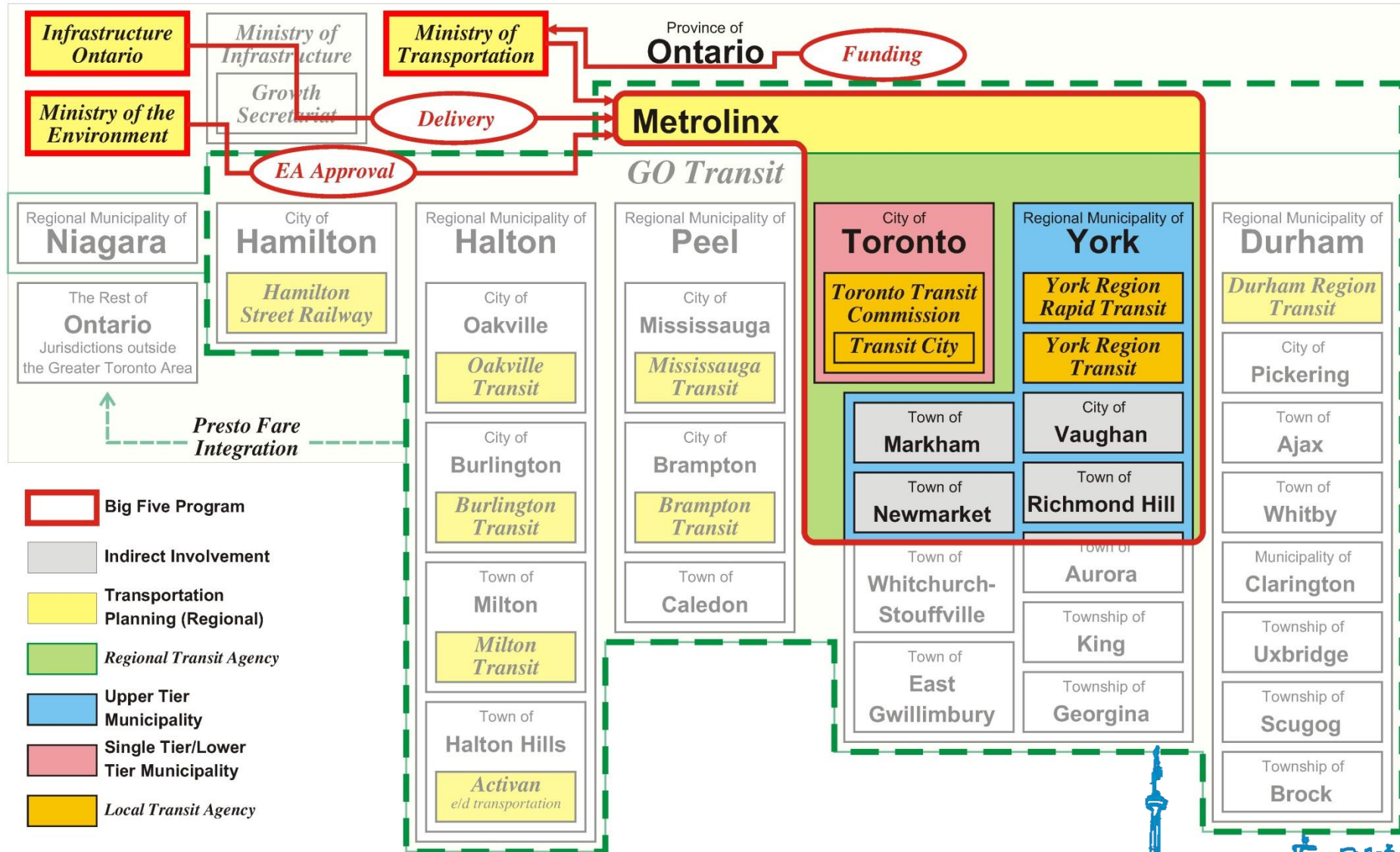
Growth Management



Planning and Land Conservation



Infrastructure Program Delivery



Phase I of the Regional Plan

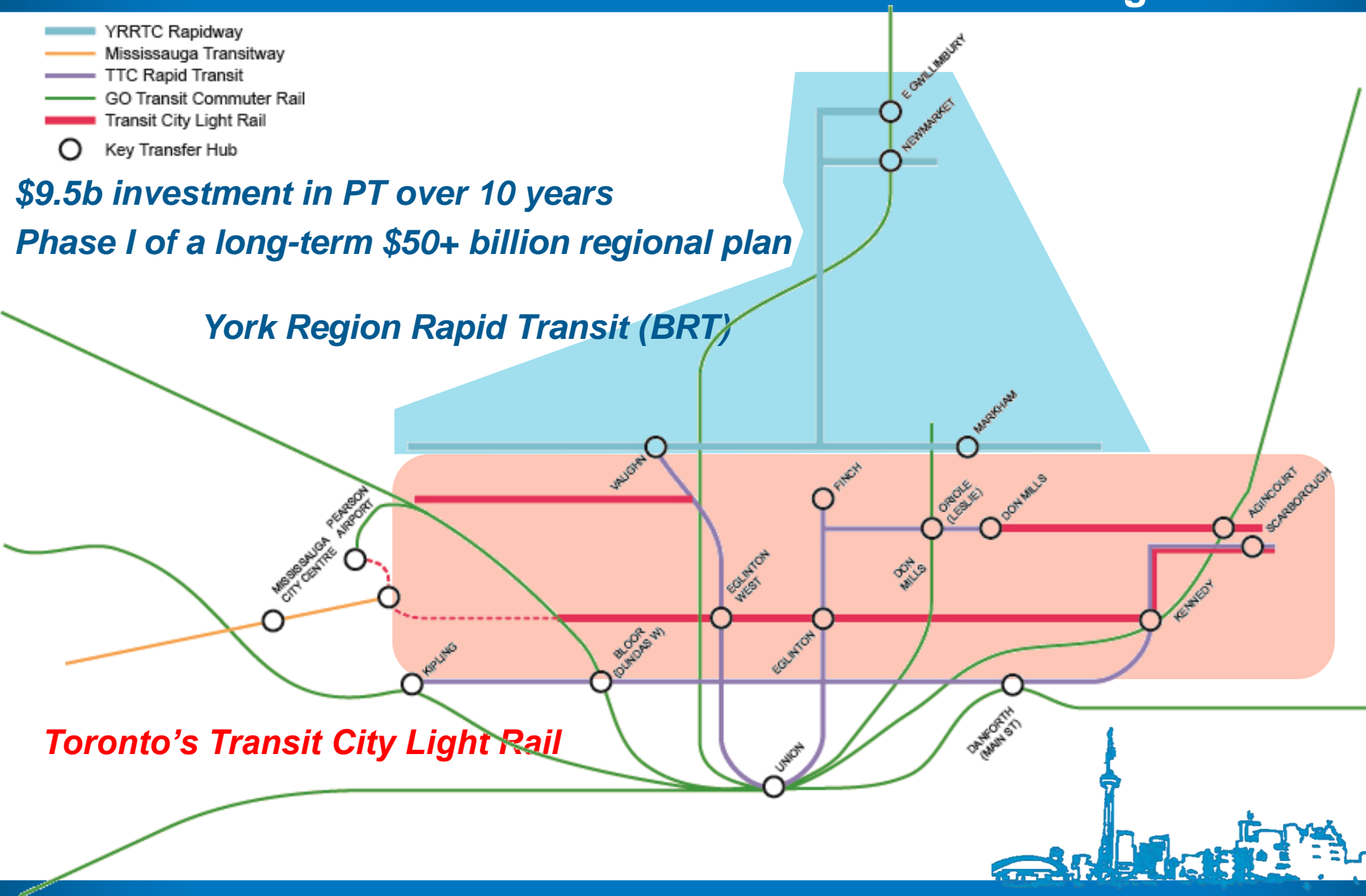
- YRRTC Rapidway
- Mississauga Transitway
- TTC Rapid Transit
- GO Transit Commuter Rail
- Transit City Light Rail
- Key Transfer Hub

\$9.5b investment in PT over 10 years

Phase I of a long-term \$50+ billion regional plan

York Region Rapid Transit (BRT)

Toronto's Transit City Light Rail



“What could possibly go wrong?”

It's a long way from the top to the bottom!

Politics and Planning

- Municipal Growth Plans not always with Provincial Transport Investments



Spending political capital on capital budgets

Politics and Funding

- Initial Infrastructure Cost Estimates versus Funding Availability
 - The 5 year Capital Investment Plan became a Smaller Programme over 10 Years

NATIONAL POST

May 6, 2010

Metrolinx Trims Transit City

**Cost overruns responsible for cut of 22.5km
and 24 stations and delay of 3 light rail lines**



“What could possibly go wrong?”

Swinging with the political pendulum!

And Just Plain Politics

- Local Elections
 - Change in Directions
- Tension between Agencies



CityNews
TORONTO

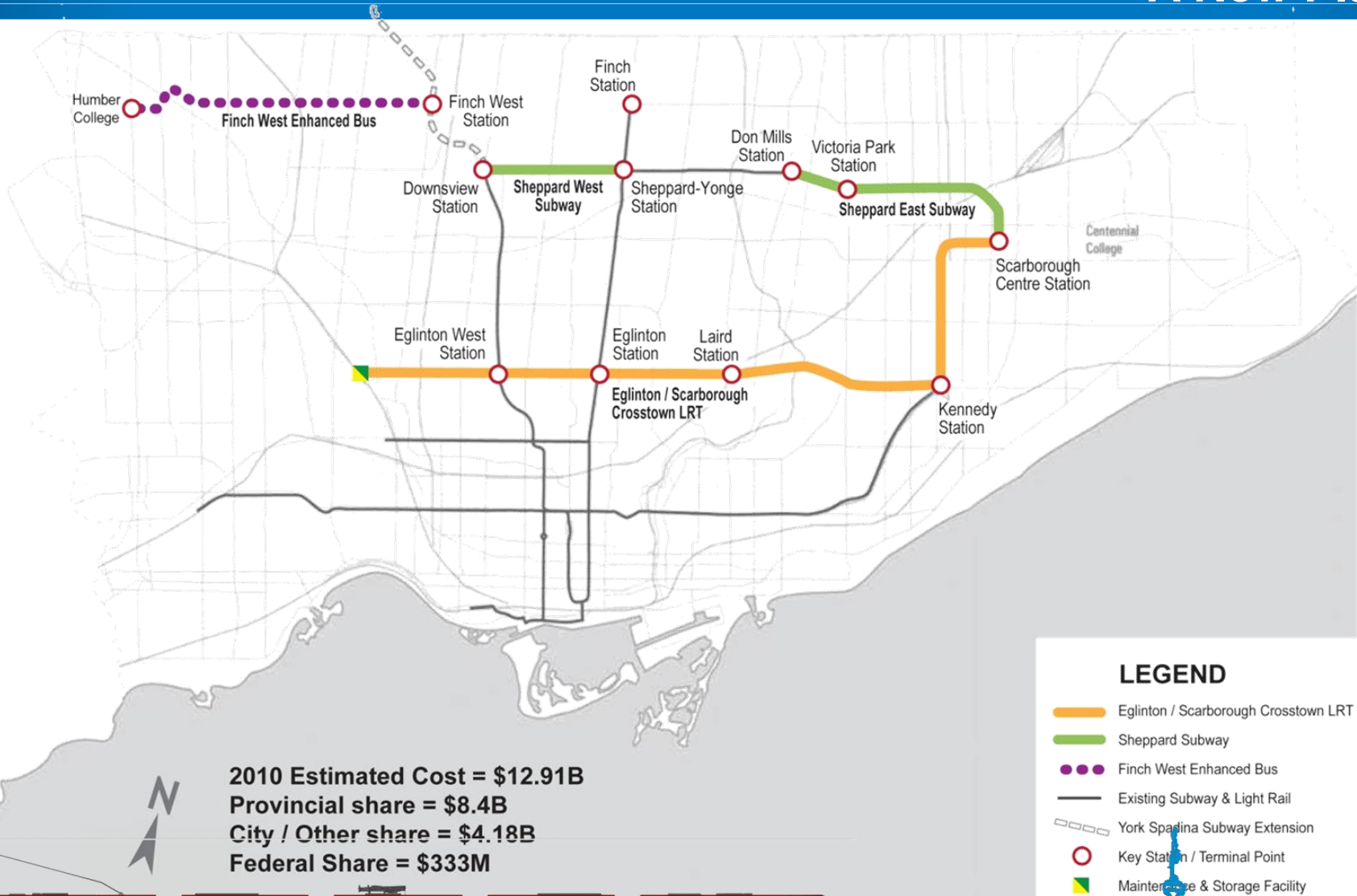
December 1, 2010

**Mayor Ford: Transit City is Over
Kills light rail plan on first day in office,
promises to complete Sheppard subway
from Downsview to Scarborough**

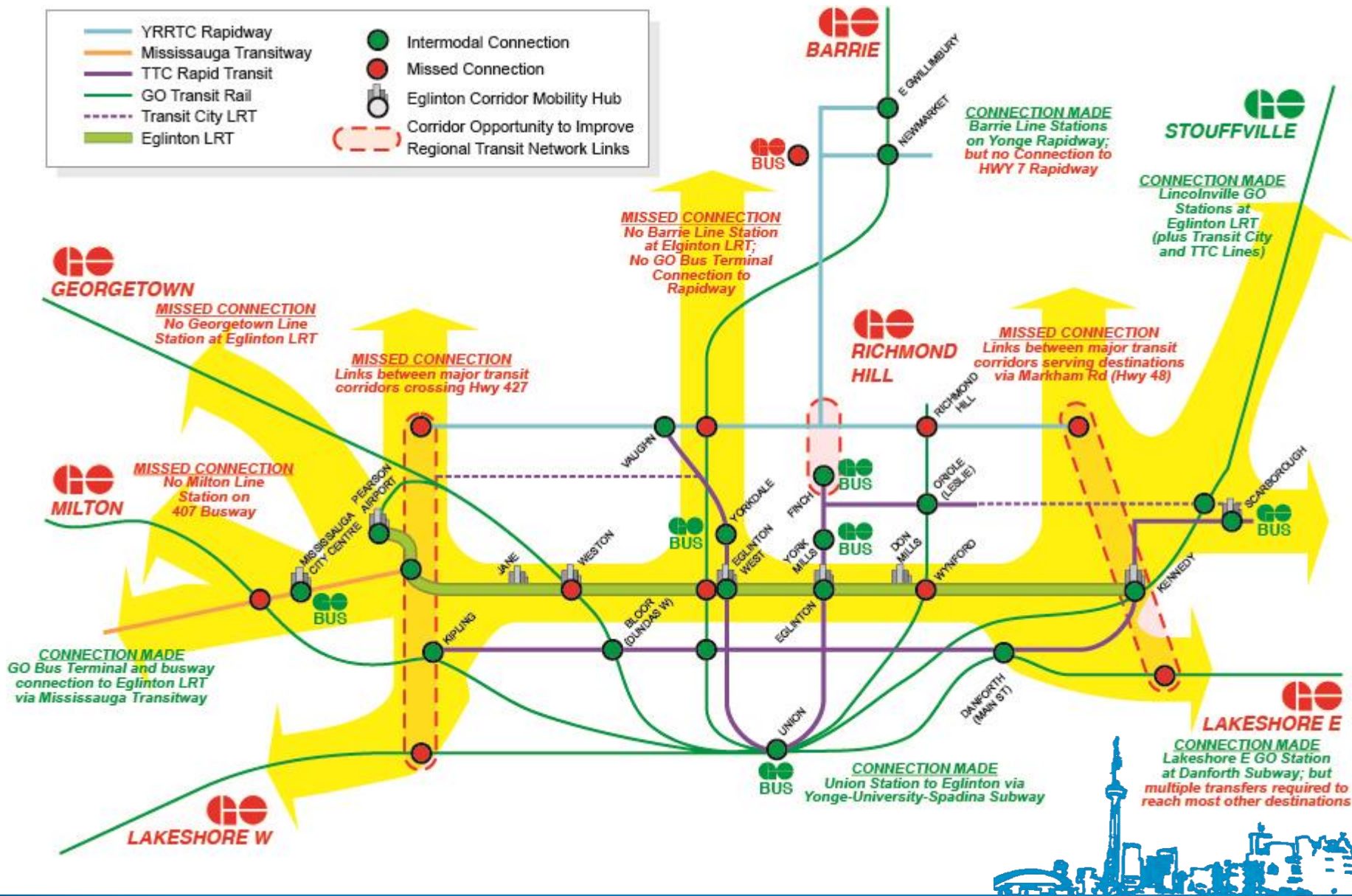
From The Big Move to The Big Fix

Realigning the Plans

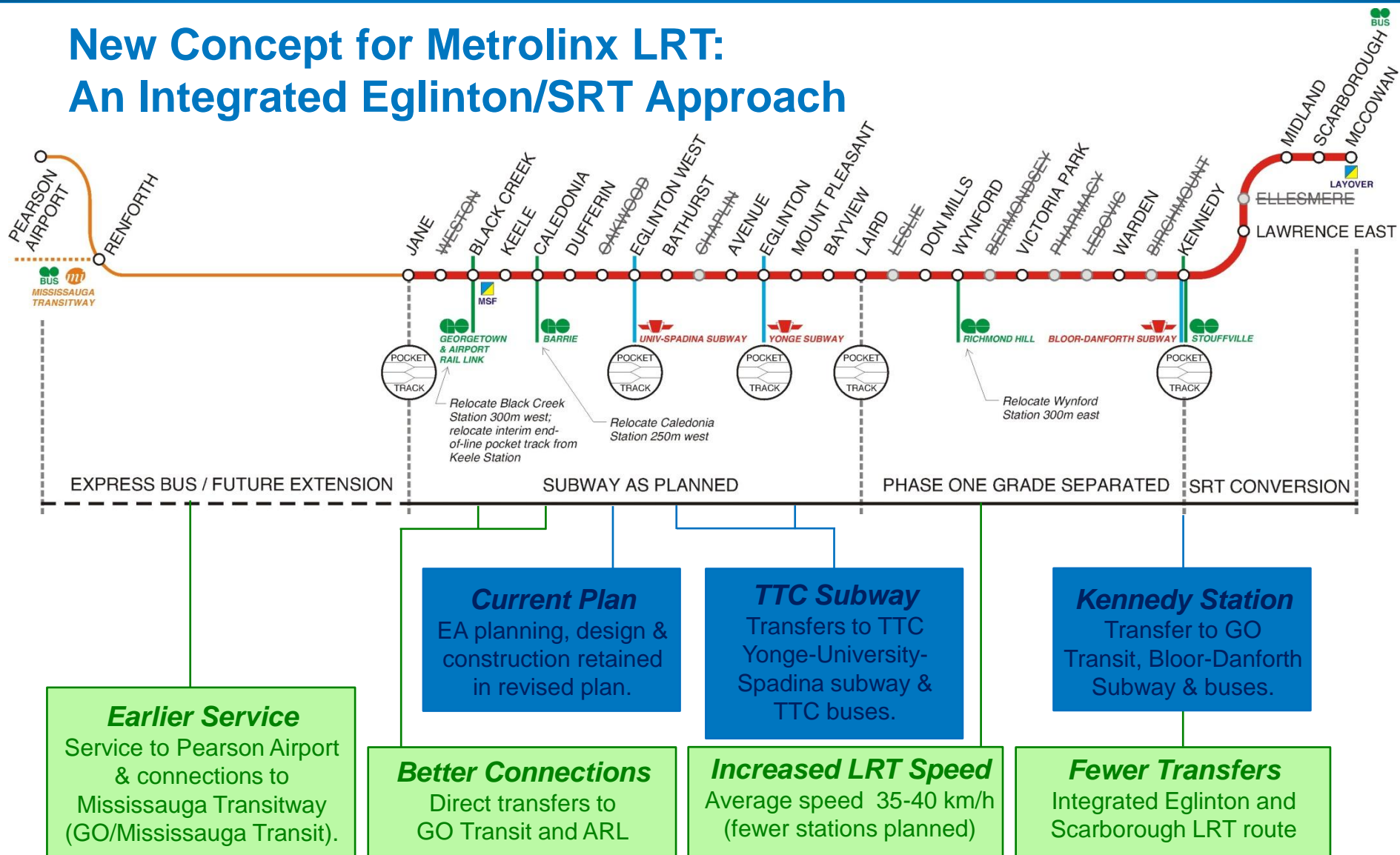




A New Regional Approach



New Concept for Metrolinx LRT: An Integrated Eglinton/SRT Approach



A Work in Progress

Integrating Land Use and Transport Planning



Well connected street networks...




...with public and active transport...



...and density can change transport mode share.






GRENVILLE STREET
ST. LUKE LANEWAY

Development Proposal 9-21 Grenville Street

7338520 Canada Inc. has applied to amend Zoning By-law No. 1156-2010 to permit a 52-storey mixed-use building at the property municipally known as 9-21 Grenville Street. The proposal will include the conservation of the listed heritage building at 21 Grenville Street in-situ.

The proposed building height will be 160.2 metres to the top of the roof (167.2 meters to the top of the mechanical penthouse) with a total of 438 residential units and 120 square metres of retail floor space to be located within the existing heritage building at 21 Grenville Street.

 **TORONTO** FILE# 10-313898 STE 27 OZ

For information contact
Mr. Michael Hynes, Senior Planner
416-397-1761, mhynes@toronto.ca
www.toronto.ca/planning/developmentapplications



Intensification in the Suburbs

- Single use density in neighbourhoods without well-connected road networks
 - Reduced opportunity to increase walking and cycling
- Urban nodes without adequate access to public transport
 - More trips without a significant increase in road or PT capacity



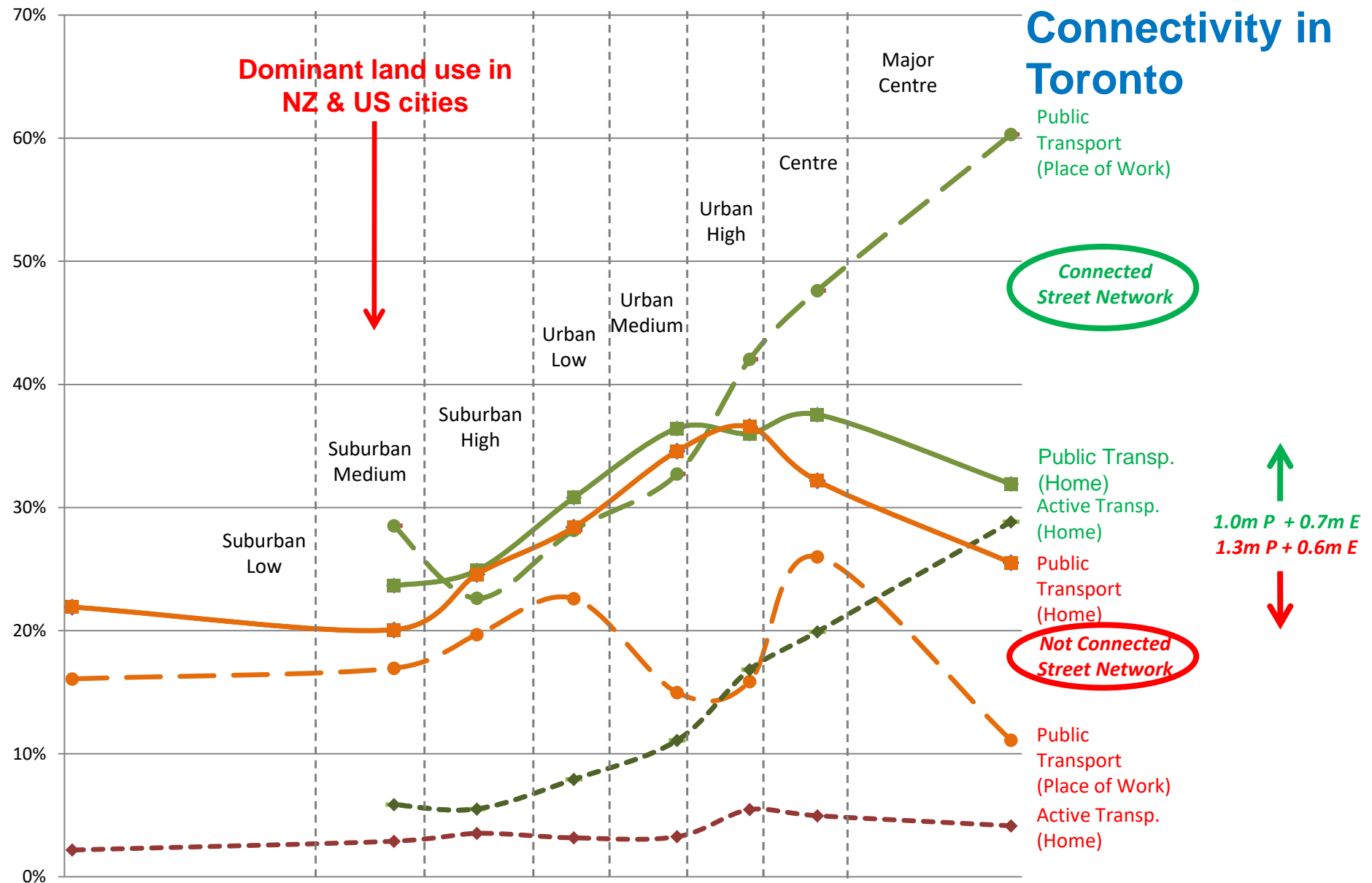
Intensification in a suburban context

Don Mills Station
(subway terminus)

Sheppard Subway
Extension

What if we get it wrong?

Connectivity in Toronto



Conclusions

- Toronto is trying to get it right
 - Land use and growth plans build on long-term transport investments
 - *Intensification on “suburban” street networks may undermine both public transport and active transport goals*
 - *NZS4404:2010 may be a tool to maximise public and active transport in the New Zealand context*
- Plans require political compromise
 - Local and regional land use planning and transport infrastructure investments are moving away from the regional growth concept
 - *Investments are likely to occur where plans fail to accommodate growth*
 - *Growth is likely occur where infrastructure plans have been scaled back*
 - *Can long-term planning and investment strategies survive elections?*



Thank you!

Plan well or be stuck in traffic forever!



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