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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



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



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The Regional Context

Greater Golden Horseshoe

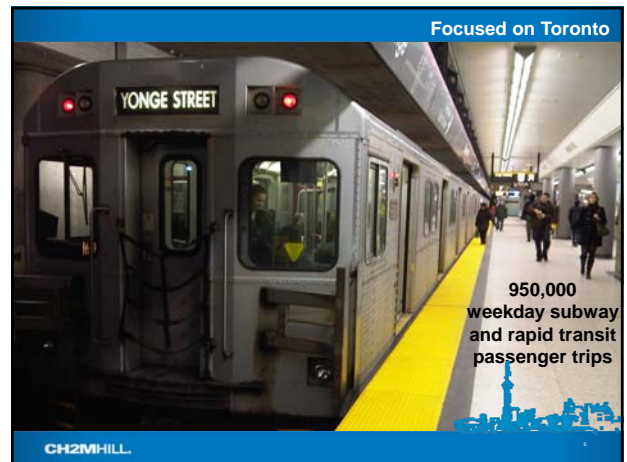
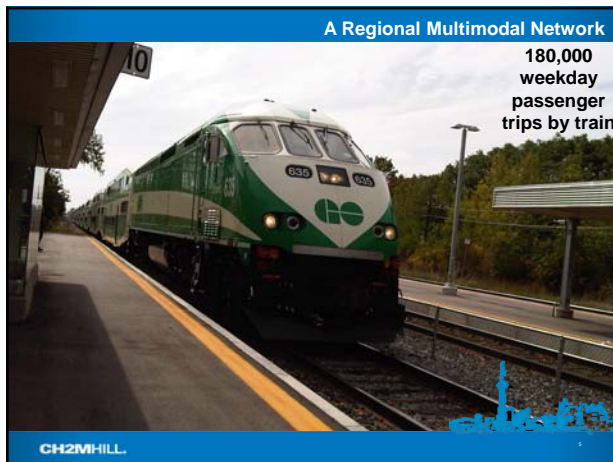
- Population 6.8m (2011)
- Growth by 1.8m (2031)
- Oshawa to Hamilton continuous "urban" corridor (more or less)
- Driving distance 130km

Key issues

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



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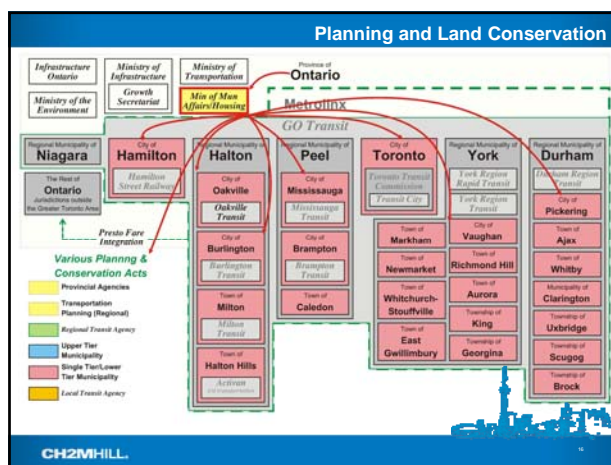
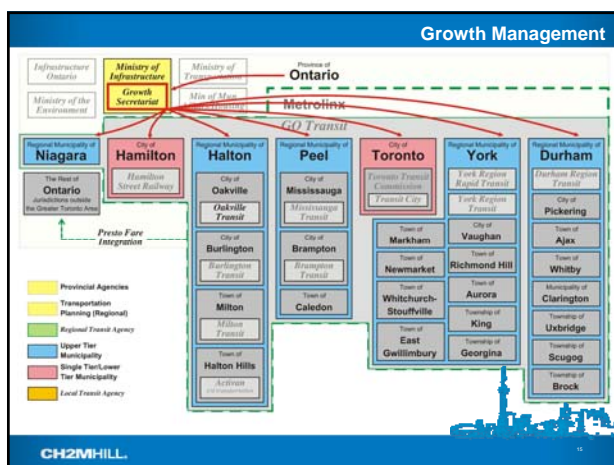
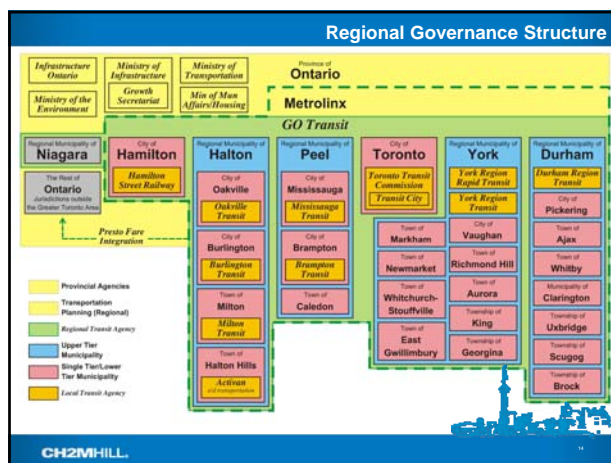
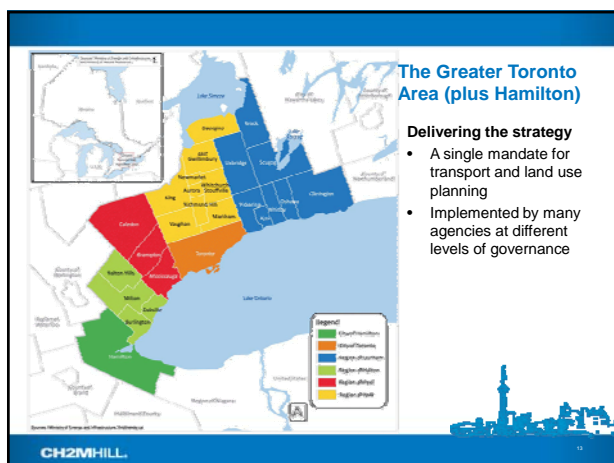


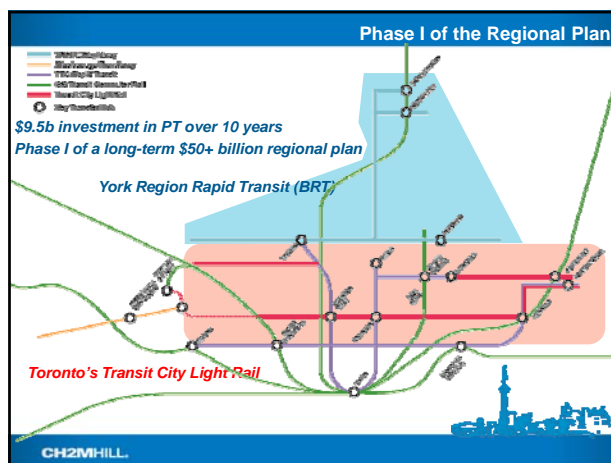
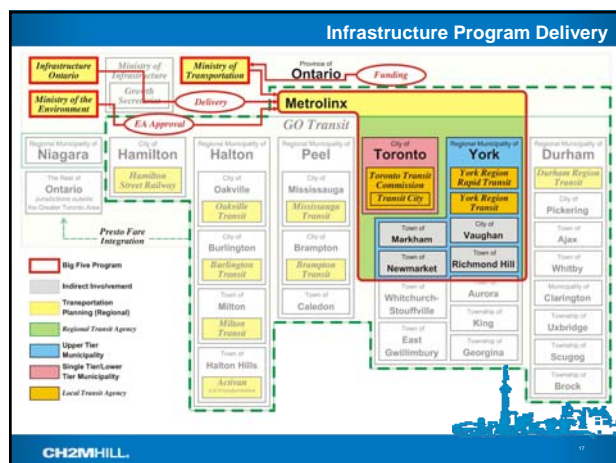
An Integrated Regional Planning Framework

- **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**

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“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



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“What could possibly go wrong?”

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

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"What could possibly go wrong?"
Swinging with the political pendulum!

And Just Plain Politics

- Local Elections
 - Change in Directions
- Tension between Agencies

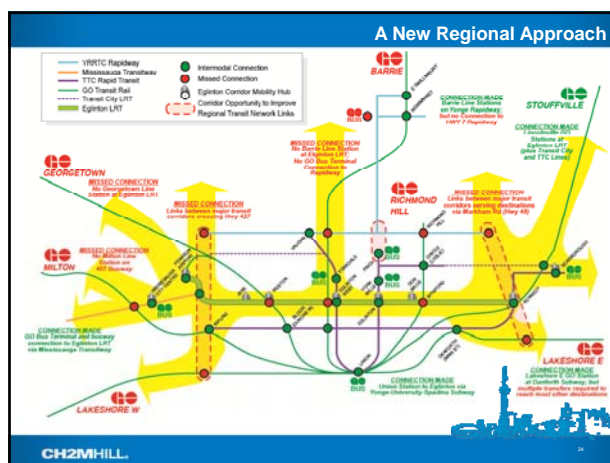
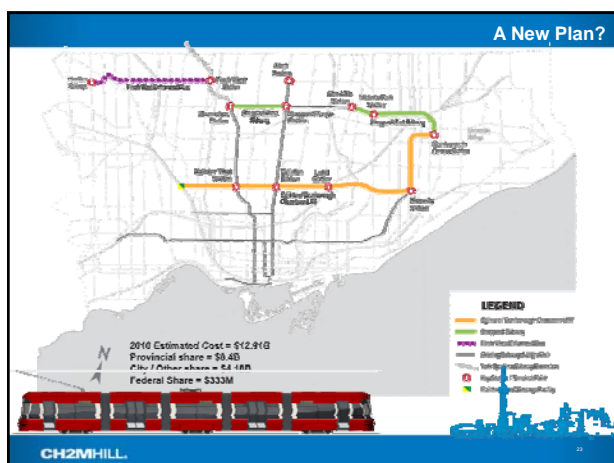
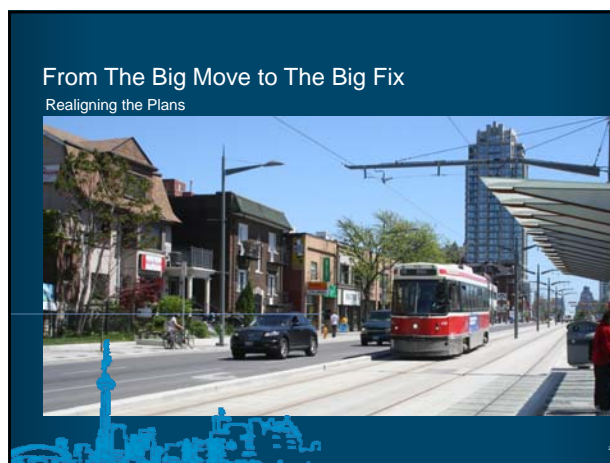


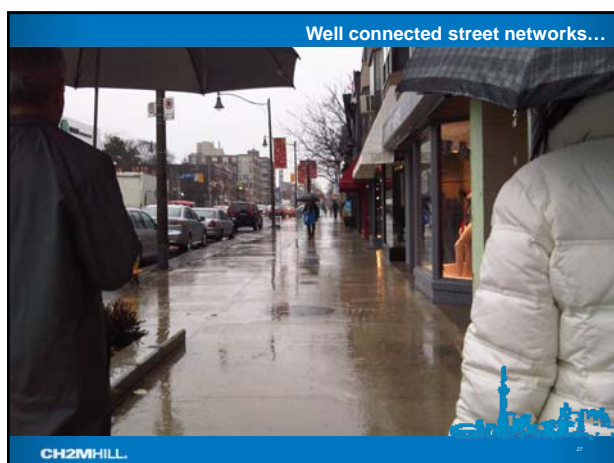
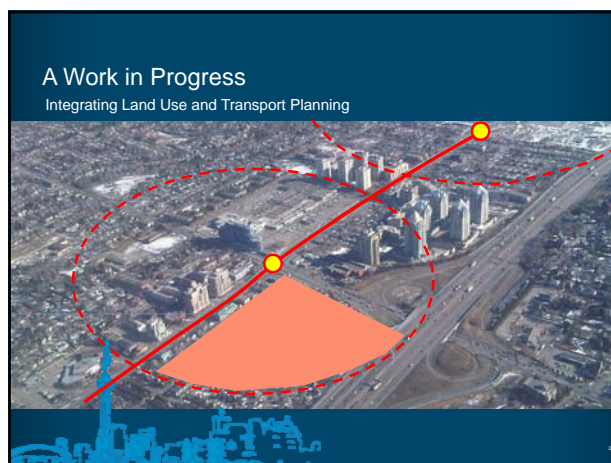
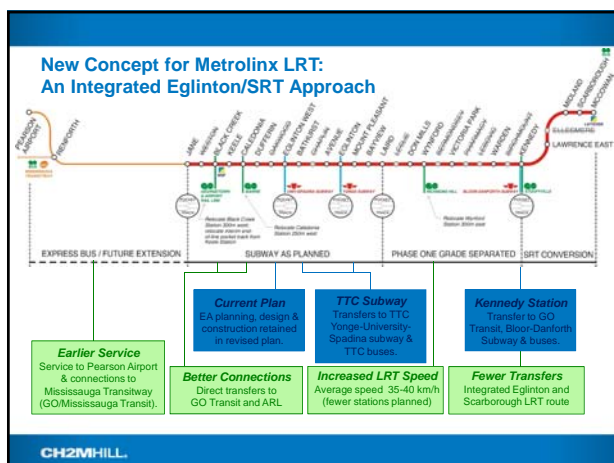
CityNews TORONTO

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

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...and density can change transport mode share.



Development Proposal
9-21 Grenville Street

7208201 Canada Inc. has applied to amend Zoning By-law No. 1156-2070 to permit a 22-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 metres to the top of the mechanical penthouse) with a total of 436 residential units and 125 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

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What if we get it wrong?




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

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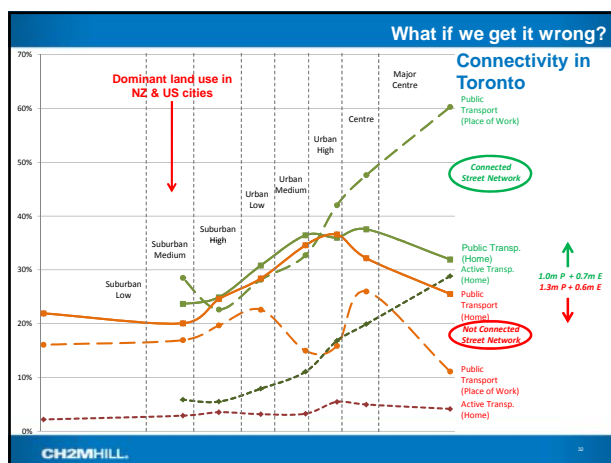
Intensification in a suburban context



Don Mills Station (subway terminus)

Sheppard Subway Extension

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What can go wrong?

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?*

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Thank you!

Plan well or be stuck in traffic forever!



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