

**Addendum to ITCAC Meeting Agenda - Wednesday, May 17, 2023 - 3pm**

**Re: ITCAC Agenda Item 5.1 - Review of the Neighbourhood Connectivity Plan Pilot Program**

**ACTIVE MOBILITY**

346\_ Active mobility, with a key focus on walking and cycling, is recognized as a mode of transportation that can play a positive role in improving mobility and quality of life as part of a balanced mobility system.

347\_ The active mobility network is shown on Map 4 of this Plan. This planned network will be considered in the evaluation of all planning and development applications.

348\_ Active mobility features will be incorporated into the design of new neighbourhoods and, where possible, enhanced in existing neighbourhoods to ensure connections to the street and transit system.

349\_ To support walkability, sidewalks shall be located on both sides of all streets, with possible exceptions in the following instances. In most of these instances a sidewalk will be required on one side of the street.

1. Cul-de-sacs, dead-end streets, or crescent-shaped streets that extend less than 250 metres, do not make connections between streets, and do not connect to neighbourhood features or amenities.

2. Portions of streets flanking natural heritage features or areas.
3. Portions of streets flanking a Green Space that includes alternative active mobility infrastructure parallel to the street.
4. Window streets adjacent to arterial roadways where sidewalk extensions join a boulevard sidewalk on the arterial road.
5. Portions of streets that have a designated multi-use pathway within the boulevard on one side.
6. Streets classified as Expressways or Rural Thoroughfares.
7. Street reconstruction or retrofit projects, where the existing conditions such as mature trees, right-of-way widths, or infrastructure would impede sidewalks on both sides of the street.

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**Proposed Motion**

1. ITCAC recommends that Council consider the following actions arising from its review of the Neighbourhood Connectivity Plan pilot program:
  - a) Commend the Civic Administration for a very thorough and successful process which should now be formalized and applied to the rest of the city ASAP,
  - b) Amend Mobility Policy 349 to require that all city streets exempted from this policy be designated for parking on one side of the street only (with clearly defined exceptions such as cul-de-sacs), and
  - c) Direct Civic Administration to investigate appropriate means review future draft Neighbourhood Connectivity Plans with ITCAC Sub-Committees (Vision Zero and Active Transportation/Cycling) in advance of being tabled at Civic Works Committee.