

1

TRANSIT SUPPORTIVE GUIDELINES REVIEW

The Planning and Economic Development Committee recommends the adoption of the recommendations contained in the following report dated April 18, 2011 from the Commissioner of Planning and Development Services.

1. RECOMMENDATIONS

It is recommended that:

1. Council receive this report for information.
2. The Regional Clerk forward copies of this report to the Clerks of the local municipalities in York Region and Ontario Ministry of Transportation.

2. PURPOSE

This report is to inform Regional Council of the Draft Transit-Supportive Guidelines update developed by the Ontario Ministry of Transportation and the consolidated comments provided by York Region and local area municipal staff.

3. BACKGROUND

The Transit-Supportive Land Use Planning Guidelines were first published 20 years ago

In 1992, the Ministries of Transportation and Municipal Affairs and Housing developed the Transit-Supportive Land Use Planning Guidelines to provide ideas and guidance to a variety of public and private stakeholders on planning and development practices that support public transit. The Guidelines were developed to show how all forms of urban development and redevelopment can be made more accessible to public transit.

The Ministry of Transportation is updating the Transit-Supportive Guidelines to reflect current trends and practices

The update to the Guidelines is intended to:

- Reflect Ontario's current legislative and policy framework.
- Expand the scope of the Guidelines to include transportation and transit planning and operational improvements that can increase transit use.
- Describe emerging trends in transit-supportive land use planning.

- Provide best practices from jurisdictions across Canada and elsewhere to outline effective ways to support transit and to demonstrate the social, environmental and economic benefits from doing so.
- Identify land use practices that support transit through measures such as higher densities, intensification and mixed-use development.
- Identify urban design elements that can make transit more attractive through, for example, improved accessibility.
- Identify best practices that can contribute to increased ridership through improvements to transit quality, reliability, convenience and efficiency.
- Provide resources and guidance for practitioners.

Regional Staff participated in a working group to update the Guidelines

A draft of the updated Guidelines was developed in cooperation with a working group of private and public organizations which included representatives from municipalities and government agencies, the Residential & Civil Construction Alliance of Ontario (RCCAO), the Canadian Urban Transit Association (CUTA), the Association of Municipalities of Ontario (AMO), Building Industry and Land Development Association (BILD), Ontario Professional Planners Institute (OPPI), and the Municipal Engineers Association (MEA).

A preliminary draft of the Guidelines was made available to the working group in September 2010. York Region staff had an opportunity to review the preliminary draft Guidelines and provided input at that time.

On January 14, 2011, the draft Guidelines were posted on the Environmental Registry under the Environmental Bill of Rights (EBR) for a 60 day public review period. This comment period closed on March 15th, 2011. York Region in collaboration with the local municipalities provided consolidated comments prior to the close of the commenting period.

4. ANALYSIS AND OPTIONS

THE DRAFT GUIDELINES

Draft updated Guidelines contain over 50 guidelines and 450 strategies designed to assist urban planners, transit planners, and developers

The Ministry of Transportation's update to the 1992 Transit Supportive Landuse Guidelines includes over 50 guidelines and 450 strategies that are designed to assist urban planners, transit planners, developers and others in creating an environment to support transit and increase transit ridership.

The draft Guidelines are developed around 10 themes or objectives:

1. Create a transit-supportive community structure.
2. Retrofit existing built-up areas to make existing development more transit-supportive.
3. Coordinate transit and land use decisions to minimize the need for trips and enhance access to transit services.
4. Create a regional and local street and block pattern that supports efficient transit service and maximizes connectivity.
5. Create complete streets that support and balance the needs of all users.
6. Employ a range of targeted strategies and programs to encourage increased transit ridership.
7. Locate and design transit stations and stops to enhance accessibility and user comfort
8. Create a transit-supportive urban form.
9. Develop a family of transit services that cater to different patterns of land use and commuting needs.
10. Integrate amenities and services to enhance user convenience and comfort.

The draft Guidelines place significant emphasis on creating a pattern of development capable of supporting increased transit ridership in existing systems and helping facilitate establishment of new transit systems. In smaller communities, the Guidelines will be most useful in providing tools and strategies to create a more compact land use pattern supportive of walking and cycling, and optimize the effectiveness of existing or future transit.

The Guidelines are developed around four chapters that extend from community-wide guidelines to transit operations and implementation

The draft Guidelines are developed around the following four chapters and strategies:

- Chapter 1: Community-Wide Guidelines - Creating transit-supportive communities requires an understanding of the broader land use and transit network considerations that have an impact on the ability to deliver efficient and effective local transit service.
- Chapter 2: District-Level & Site-Specific Guidelines: Building on an understanding of some of the regional planning considerations, outlines a range of strategies at both the district and site-specific scale aimed at supporting transit and enhancing transit ridership.
- Chapter 3: Transit Improvement Guidelines: The quality of transit systems, including services, operations, programs and facilities play an important role in enhancing user experience and increasing usage. Strategies aimed at growing ridership through a range of typical tools, management approaches and technologies.
- Chapter 4: Implementation: A general overview of a range of implementation tools is discussed that can be used to achieve the principles of the Guidelines. It broadly

discusses the role of transit agencies and the various planning and policy tools, strategies and processes that play a part in developing more transit-supportive communities.

The Draft Transit-Supportive Guidelines are complementary to other Provincial policy directions

The Guidelines are in line with other Provincial policy directions provided in documents such as the Provincial Policy Statement, the Growth Plan for the Greater Horseshoe, the Greenbelt Plan and Metrolinx's Regional Transportation Plan.

The transit-focus of the Guidelines is already largely incorporated into the Regional and local planning policies and practices

Strong transit supportive and transportation demand management policies contained within Regional policies on City Building and intensification strategies of the Regional Official Plan (2010) meet or exceed many of the recommendations within the Guidelines. Other planning instruments such as secondary plans, zoning by-law, and site plan control work to:

- Direct higher-density and mixed-used development to existing and planned rapid transit station areas, including subways, and also incorporate minimum density requirements in those strategic locations.
- Establish priority for transit vehicles, transit users, pedestrians and cyclists at the community level, and for individual development sites, through the preparation of Mobility Plans and application of urban design guidelines.
- Require transportation demand management (TDM) measures as a condition of development approvals, including reduced parking standards for areas served by transit, priority parking for carpoolers and trip-end facilities for cyclists.

COMMENTS

York Region and local municipalities jointly commented on the draft Guidelines

York Region coordinated and led a joint effort with the nine local municipalities to review and comment on the draft Guidelines. There appears to be a growing consensus that this type of joint efforts is more effective and efficient as this is now the third joint exercise between York Region and the nine local municipalities in reviewing and commenting on a Provincial document.

Comments reflect the need for a stronger implementation chapter and discussion on how the Province intends to coordinate these Guidelines with other recently released documents

Overall, the Draft Guidelines comprise of sound policy and practical examples of how to support transit planning and delivery through land use planning and development. Although the Guidelines provide an exceptional level of detail in the document, Regional and local municipal review of the Guidelines found that it would be more helpful if the document could:

- Present the Implementation chapter of the document as guidelines and strategies like the rest of the report in order to make it more effective.
- Illustrate how the Guidelines will strategically and practically link to, and support, the directions of the Growth Plan and Metrolinx's Regional Transportation Plan.
- Provide direction on how the Guidelines should be applied by municipalities and developers, and, more specifically, be used as a tool through the planning and development approvals process to ensure the implementation of transit-supportive development.
- Demonstrate how the Province, through its various Ministries, related Agencies and Programs, will align its operating policies with these Guidelines.
- Provide better guidance on typical capital and operating costs associated with each strategy.
- Place a stronger emphasis on the public health benefits of transit-use and transit-supportive development such as air quality and active transportation (e.g. walking and cycling) benefits.

These comments were addressed in a letter to the Ministry of Transportation (*Council Attachment 1*) that accompanied the consolidated Regional and local municipal comments.

Detailed comments identified a wide range of edits and clarifications by York Region and local municipal staff

Regional staff worked with local municipal staff and identified a number of detailed comments on the Guidelines (*Council Attachment 2*) that were submitted to the Ministry of Transportation by the March 15th Environmental Bill of Rights deadline.

Recommended next steps for MTO to educate and inform public and private sectors for more effective application of the Guidelines

Staff suggested that the Province identify their next steps to position and operationalize the Guidelines, in relation to other initiatives and instruments, including the recently-released Metrolinx Mobility Hubs Guidelines (2010). Practical linkages with Regional and municipal strategies were recognized as being helpful in achieving our shared interests in successful transit and transit-supportive development. At a minimum, staff recommended that an education/training program be launched by the Province to provide awareness and exposure of these Guidelines to planners from both the public and private sectors.

5. FINANCIAL IMPLICATIONS

The Guidelines are presented as a series of policies, programs and design standards that can be used to improve active transportation and transit accessibility across the Province. Although no direct budget is required as a result of this report, continued emphasis on alternative modes of transportation such as walking, cycling and transit and improvements in transit service levels, urban design standards and new or improved policies and programs may result in project specific cost implications.

6. LOCAL MUNICIPAL IMPACT

Regional staff have worked together with area municipal staff to identify the comments on the Transit Supportive Guidelines

The comments identified in this report have been jointly developed together with local municipal staff from all nine municipalities. Meetings were held with a working group of local municipal and Regional staff and to receive input and to discuss the consolidated set of comments.

7. CONCLUSION

The Ministry of Transportation has released a draft update to the Transit-Supportive Land Use Planning Guidelines which was first published in 1992. The draft updated Guidelines are intended to assist urban planners, transit planners, developers and others from across the Province in creating an urban environment that is supportive of transit and developing services and programs to increase transit ridership.

The strategies, case studies and resources presented in the Guidelines are to be used at the discretion of municipalities as an important resource in the planning and development decision making process. The Guidelines are not a statement of Provincial policy;

however they represent ways of meeting the objectives of building transit supportive communities that are embedded in key Regional and Provincial policies such as the Regional Official Plan and Transit Oriented Guidelines, the Metrolinx Mobility Plan Guidelines and Regional Transportation Plan, and Provincial Places to Grow legislation.

Regional and local municipal staff have completed a review of the Transit Supportive Guidelines and have identified a number of detailed comments which are highlighted in this report.

For more information on this report, please contact Richard Hui, Manager, Transportation Planning, Infrastructure Planning Branch at 905-830-4444, Ext. 1578 or Loy Cheah, Director, Infrastructure Planning at Ext. 5024.

The Senior Management Group has reviewed this report.

(The two attachments referred to in this clause are attached to this report.)



BRYAN W. TUCKEY
Commissioner
Planning and Development Services Department

March 14, 2011

Ms. Heather Edwardson
EBR Coordinator
Ministry of Transportation
Policy and Planning Division
Transportation Planning Branch
Environmental Policy Office
301 St. Paul Street, Floor 2
St. Catharines, ON L2R 7R4

Dear Ms. Edwardson:

**Re: York Region and Local Area Municipal Comments
Draft 2011 Transit Supportive Guidelines**

Thank you for circulating the Draft 2011 Transit Supportive Guidelines for our review and comments. We applaud the Province, through the Ministry of Transportation, for showing leadership in transit supportive planning and development through maintaining and updating the current (1992) guidelines, and appreciate the opportunity to participate in this process. More than ever, the link between transportation and land use is critical to creating and sustaining healthy communities and economic prosperity. The emergence of, and convergence between, the Provincial Growth Plan for the Greater Golden Horseshoe ("Growth Plan") and the Metrolinx Regional Transportation Plan (RTP), as implemented through municipal planning documents and related programs, creates a timely opportunity to show leadership in transit-supportive development.

While Provincial Guidelines are helpful, we note that our Regional and local municipal planning documents, and related programs, are transit-supportive and incorporate many of the approaches outlined in the Draft document. The Regional Official Plan and local municipal planning instruments (e.g. official and secondary plans, zoning by-law, site plan control, etc.) work in combination to, for example:

- Direct higher-density and mixed-used development to existing and planned rapid transit station areas, including subways, and also incorporate minimum density requirements in those strategic locations.
- Establish priority for transit vehicles, transit users, pedestrians and cyclists at the community level, and for individual development sites, through the preparation of Mobility Plans and application of urban design guidelines.

- Require transportation demand management (TDM) measures as a condition of development approvals, including reduced parking standards for areas served by transit, priority parking for carpoolers and trip-end facilities for cyclists.

We are fortunate to have had the opportunity to review the Draft Guidelines with our nine local municipal partners, as a coordinated group. Attached to this letter is a consolidation of our detailed comments, which are organized around the four chapters of the document, being: 1) Community-Wide Guidelines; 2) District-Level and Site Specific Guidelines; 3) Transit Improvement Guidelines, and; 4) Implementation.

Overall, the Draft Guidelines comprise sound policy and practical examples of how to support transit planning and delivery through land use planning and development. These draft guidelines and strategies align with our Regional and local Official Plan policies. There is an exceptional level of detail in the document, which includes resources for further study and best practices in North America and elsewhere. While this is all excellent, we found that it would be more helpful if the document could:

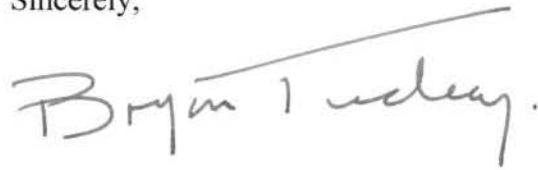
1. Present the Implementation chapter of the document as guidelines and strategies like the rest of the report in order to make it more effective.
2. Illustrate how the Guidelines will strategically and practically link to, and support, the directions of the Growth Plan and Metrolinx's Regional Transportation Plan.
3. Provide direction on how the Guidelines should be applied by municipalities and developers, and, more specifically, be used as a tool through the planning and development approvals process to ensure the implementation of transit-supportive development.
4. Demonstrate how the Province, through its various Ministries, related Agencies and Programs, will align its operating policies with and implement these Guidelines.
5. Provide better guidance on typical capital and operating costs associated with each strategy.
6. Place a stronger emphasis on the public health benefits of transit-use and transit-supportive development such as air quality and active transportation (e.g. walking and cycling) benefits.

In moving forward, it would be helpful to understand how the Province intends to position and operationalize the Guidelines, in relation to other initiatives and instruments, including the recently-released Metrolinx Mobility Hubs Guidelines (2010). Practical linkages with Regional and municipal strategies would also be helpful in achieving our shared interests in successful transit and transit-supportive development. At a minimum, we recommend that an education/training program be launched to provide awareness and exposure of these Guidelines to planners from both the public and private sectors.

We would be pleased to meet with you individually or as a larger group to discuss and devise strategies for successful implementation, and to also discuss in further detail our comments. We would also appreciate being advised, in advance, of the status of any further revisions to the Draft Guidelines, and the timing of its finalization and formal release.

We are committed to working with you in this process, and very much appreciate your efforts to date. Please direct any questions or follow-up actions to Loy Cheah, Director of Infrastructure Planning, who can be reached at 905-830-4444, Ext. 5024 or loy.cheah@york.ca.

Sincerely,

A handwritten signature in black ink that reads "Bryan W. Tuckey." The signature is written in a cursive style with a long horizontal line above the name.

Bryan W. Tuckey, M.C.I.P., R.P.P.
Commissioner of Planning and Development Services

Attachment – Detailed Consolidated Comments

Copy to: York Region Municipalities – Transit Supportive Guidelines Consultation Team

MTO Draft Transit Supportive Guidelines, March 14, 2011

Consolidated Comments | York Region and Local Area Municipalities

General Comments

1. Overall, the Draft Guidelines comprise sound policy and practical examples of how to support transit planning and delivery through land use planning and development. We are encouraged by the principles and strategies found within the document as they align with our Regional and local municipal Official Plan policies. We are further supportive of many healthy community concepts including, but not limited to:
 - Pedestrian-focused
 - Mixed use and high density
 - Protection from extreme weather
 - TDM strategies
 - Provisions for people of all ages
 - Complete streets
 - Provisions for increased pedestrian and cyclist safety (i.e. lighting, medians, non-slip pavement, regular maintenance (i.e. snow removal), separated cycling lanes etc.)
 - Preservation of agricultural land
 - Restricting auto-oriented uses such as drive-throughs
2. The document reflects Places to Grow and the Provincial Policy Statement, as mentioned in the outset, however, it should also reflect the general context of the Metrolinx Regional Transportation Plan. This is a document with support at the Provincial level, and may include several best practises that can be applied elsewhere in Ontario.
3. In addition to the audience mentioned, these Guidelines would also be useful for transit planners, transit agencies, transportation engineers, urban designers, operation works departments, and public health departments. For example, in York Region, it could be used by YRT/Viva Service Planning to further develop standard responses related to Official Plan, Secondary Plans, Site Plans, etc. This audience should also be noted and how they will interpret the Guidelines should be considered when writing these Guidelines.
4. As a reference guide for planners, we find the document useful in pointing to examples and alternative options for design elements related to transportation. The inclusion of graphics to illustrate a number of concepts is particularly helpful when discussing and/or developing alternative approaches. A greater use of local examples and photos would be helpful. In addition, while the document may seem redundant to the “converted” professionals among us, at the very least it can be used as another helpful resource in moving the cause forward for transit-oriented development. It would be better, as noted in the points above, if the document carried some weight, for example in front of the Ontario Municipal Board.
5. In order to give more weight to these Guidelines, we suggest that the status and intent of the Guidelines be clarified upfront. Given that the document attempts to

integrate transportation planning with land use and design, it would be helpful for the Province to state that these Guidelines are an articulation of how they wish planning authorities to have regard for “the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians”, as outlined under Section 2(q) matters of provincial interest under the Planning Act. A provincial document that promotes these same practices and links back to the Planning Act or Provincial Policy Statement (PPS) (e.g. similar to the Ministry of Natural Resource’s Natural Heritage Reference Manual which supplements the PPS with technical information and guidance) could provide additional support for municipal requirements to achieve transit-oriented development and design when challenged at the Ontario Municipal Board.

6. The Guideline is very thorough in identifying what municipalities should be doing to achieve transit-supportive land use so that communities are better served by transit and more pedestrian-friendly. However, the Guideline does not approach how the Province will provide support or involvement for developments that are more transit-supportive, specifically within their jurisdiction. Achieving greater transit usage is a long term process that requires the support of all levels of government. The way each of the levels of government looks at and participates in the development of these communities will help shape them to be more transit-supportive. The document would be well-received by municipalities if municipalities can see that the Province is an active partner in this goal.
7. Funding remains a major problem for transit providers. What role does the Province envision this document will play in supporting this major hurdle?
8. Transit services are an integral component of healthy and sustainable communities. Research suggests that the way our communities are designed is adversely affecting the health of residents, as shown by increasing rates of obesity, diabetes, cardiovascular diseases, respiratory illnesses, traffic injuries and exposures to environmental contaminants. We recommend that these Guidelines recognize the positive impact that transit supportive communities can have on the health of our residents, especially our most vulnerable populations, including children, the elderly, and those with disabilities.
9. The introduction of the Guidelines acknowledges that the Guidelines are equally as useful to smaller communities, and mid-size and larger cities. York Region fully supports the comment that the Guidelines will be useful for smaller centres in providing tools and strategies to create a more compact land use pattern supportive of walking and cycling, and optimize the effectiveness of existing or future transit services. Where appropriate, additional strategies should be added throughout the document that are specific to smaller communities.
10. The Guidelines discuss the requirement to review alternative Transportation Impact Study guidelines / requirements (p. 161). As an appendix to the Guidelines or alternatively as a component of the implementation strategy for the Guidelines, a more comprehensive review and/or the development of a best practices report on undertaking Multi-Modal Transportation Impact Studies within an urban environment as part of development proposals should be considered. A broader acceptance between public and private stakeholder with regards to these

requirements would be beneficial when if development applications must be addressed through the Ontario Municipal Board.

11. Provincial Highway facilities such as 400 series highways play a critical role in supporting transportation within many communities across the Province. Particular reference should be made to the access and setback standards, interchange design standards, and the use of Highway Access Management Plan's (HAMP) and/or Interchange Highway Access Plan (I-HAMP) as identified in the MTO Highway Access Management Guideline (2007) particularly within MTO's permit control area and how these can be applied to support Transit Oriented Development.
12. Transit Supportive Land Use is only one side of the development equation. Although the urban form can be developed to support transit through conditions of approval, the capital and annual operating costs to municipalities may increase significantly. For example, recommendations to provide pilot transit services, the requirement for snow removal in urban environments, and the implementation cost of improvements in transit Level of Service and dedicated infrastructure facilities may impose operating costs that may not be fiscally responsible or sustainable.

It is recommended that the Guidelines be supplemented with additional discussions on the impacts, limitations and opportunities for changes in municipal and provincial policies, legislation, and funding that would be required to help support the successful implementation of the Guidelines.

13. To assist municipalities with implementing the Guidelines it is recommended that, where feasible, detailed examples or templates are provided as appendices or supplemental to the Guidelines. For example, "The Planning Process - Site Plan Control", recommends establishing a checklist of other tools that can be used in evaluating development applications. We are in support of this recommendation and suggest that a draft / example checklist of the key policies and objectives of the Guidelines, be included as an Appendix that could be further refined / updated by municipalities.
14. Strength of the document is its ability to fit across a variety of urban forms that make up the urban fabric of the Province. To that end, York Region recognizes that recommending specific development thresholds, for example, zoning regulation for the number of parking stalls per square metre of development or transit modal split objectives, is not appropriate in the context of a broader Provincial document. However, additional guidance should be provided in the report, through a best practices review, on a range of thresholds that could serve as key performance indicators (KPI) objectives. This will assist Municipal Staff and technical professionals with a benchmark on the appropriateness of a recommendation while at the same time not limiting local interpretation of a policy. Further, it is recommended that an additional table be added to the report that summarizes these criteria. For example, a matrix that equates the: Urban Form with the recommended: Frequency of service / type of services / distance between collector and local roads / modal split / parking standards etc. As noted above, it is recommended that this matrix provide an acceptable range of KPIs for each development type.

15. The report would benefit from an implementation map or document that relates each strategy with a development phase. For example, what policies are appropriate for review and consideration within an Official Plan, Secondary Plan or Development Area Plan, Draft Plan of Subdivision, or site plan.
16. For each strategy, a cost estimate or unit cost should be provided. Each strategy should further identify or prioritize strategies; for example, what strategy has the greatest return on investment or impact in improving modal shifts away from single occupancy vehicles.
17. Consider changing the reference of 'elderly' or 'seniors' throughout the document to 'older adults' to align with emerging trends in health-care when describing this population.
18. The legend at the bottom left hand corner of each page indicates a 'green action'. Most of the strategies are meant to improve the environment through reducing single-occupant vehicle travel and promote the use of transit and active transportation. Please clarify what differentiates the strategies noted as a 'green action' from the others.
19. Where applicable and feasible, more specific standards with respect to streetscaping, urban design, engineering standards, accessibility elements, etc., should be noted. For example, accessibility standards across Ontario could be standardized and these can be included in these Guidelines (i.e. colours, pavement markings, strips, etc.)
20. Where applicable, relevant and binding legislation should be referenced with a symbol, notation, (etc.) to strengthen the message of the Guidelines. This will show where the specific strategy is grounded, in turn grounding the Guidelines with an approved and legislated policy (i.e. Places to Grow? Metrolinx? PPS? AODA?).
21. The Guidelines may benefit from including more reference to best practices regarding operations and maintenance of implementing these strategies. Reference to tools, best practices, case studies, etc. would be ideal and helpful to those responsible for the maintenance and operations of these facilities.
22. A review of all pictures used in the document should be undertaken. Where feasible, the pictures should be replaced with Canadian and North American examples.
23. Consistent use of Ontario Bikeways Planning and Design Guidelines should be used throughout the document. For example, references across the document include "Ontario Bikeways Guidelines." (1.1.6.8), "Ontario Bikeways Planning and Design Guidelines" (2.2.5.4) and Transportation Association of Canada. (2.2.2.5).
24. The font size used in the document should be increased slightly to improve legibility. Also, the legend shown on every other page should be moved to the side margins, so as not to confuse the reader into thinking that it only applies to the diagram immediately adjacent to it.

Executive Summary

25. Include public health before environment in the second paragraph

Introduction

26. On Page 4, “The Benefits of transit-supportive planning and increased ridership”: there are other benefits of transit supportive planning that can be mentioned here, such as:
- Transit is a safe travel option (increased safety of riding in a bus versus a car);
 - increasing property development and redevelopment;
 - creating jobs;
 - increasing property value and creating tax revenues;
 - providing people without driving licences and those with disabilities independence and a means of safe, efficient travel;
 - where appropriate rapid transit can generate significant savings in operating, fuel and congestion-related transportation expenses by increasing transit ridership, with a corresponding decrease in automobile use;
 - decreasing automobile use will decrease emissions of air contaminants that contribute to local air pollution, and greenhouse gases that contribute to global climate change;
 - Joint development opportunities to integrate terminal and station facilities into business and commercial destinations, etc.
27. Add a new section that explains the adverse health outcomes associated with exposure to air pollution using either Health Canada's Air Quality Benefits Assessment Tool model (AQBAT) or Canadian Medical Association's Illness Cost of Air Pollution model (ICAP)
28. Include ‘Urban Agriculture’ in the following sentence: “In addition, land not used for transportation can be used in other ways, whether for public open space and other active uses or for the protection of environmentally sensitive areas.”

Chapter 1: Community-Wide Guidelines

1.1.1 Settlement Areas

29. Consider stating that Official Plans and Secondary Plans also provide strategies to develop transit supportive development.
30. Strategy 12: This point can be reinforced with reference to the Metrolinx Regional Transportation Plan as an example.

1.1.2 Nodes

31. Strategy 3 suggests modifying development charges for new developments that include reduced parking or encourage the use of transportation alternatives. It would be similarly helpful to provide incentives for developers and employers to include retail or other mixed-use components to reduce the need for travel from workplaces.

1.1.3 Corridors

32. The designation and development of corridors needs to take into consideration the existing transit services but also more importantly the future transit services - Will

there be future transit services along this corridor? Are there plans to improve the existing transit services?

33. The strategies in this section should clarify that while the majority of development within and adjacent to the corridors should generally be within a 5 to 10 minute walk from transit stops or stations, the boundary of the corridor may in fact be smaller than the specified range in order to support a more concentrated and linear pattern of corridor development. Placing a boundary width of 400m to 800m within a typical 2 km concession grid, for instance, would result in almost half of the concession blocks being within the corridor boundary. A preferred approach would be similar to York Region's Official Plan policy (5.3.4) that requires 90% of the residents to be within 500 metres of a transit stop in the Urban Area and no more than 200 metres for 50% of the residents. This approach is somewhat reflected in the Guideline's strategy 2.1.1.3 on page 41.
34. Through its urban structure, the Regional and local Official Plans designates higher-density, mixed-use corridors along the Region's higher-order transit-supported routes. For example, the Town of Richmond Hill's Official Plan has been careful to note that these designations are largely limited to properties with frontage onto the corridor street and that the high density built form is not uniform throughout the length and width of the corridor, providing for pulses of development along the corridor (e.g. Centres and Key Development Areas) and adequate transition to adjacent lower-density neighbourhoods. While the diagrams and notes in Section 1.1.3 help to illustrate the notion of varying intensity, scale and transition where it is appropriate along the length and width of the corridor, these concepts should also be articulated in the strategies.

1.1.5 Designated Growth Areas

35. Strategy 5 should be revised to include not only developments that cross municipal boundaries, but also to developments that border municipal boundaries.

1.1.7 Coordination of Transit and Land Use

36. We suggest rewording the following strategy 1, as it is deemed an essential component in the planning of all sustainable communities. "As such, the provision of transit service should be a primary consideration in all developments and assessed as a component of the development approvals process."
37. Access is increased when buildings are placed adjacent to roads and sidewalks providing pedestrians with quick and easy access between the main entrance and the transit stop. Placing a parking lot between the sidewalk and the building makes it difficult to access transit during winter months. Perhaps this should be mentioned as a bullet under the appropriate area. This item is discussed in Section 2.4.1, however, should this be incorporated in the planning process as a proactive measure?

1.2.2 Transit Network Design and Planning

38. Definitions of line-haul and express routes need better description in Route Types under Guideline 1.2.2 (P31).

1.2.3 Regional Mobility Corridors

39. The cross section on p34 should be revised to depict a complete street / community. For example, showing the relationship of high density with mode. Secondly, it is recommended that the 2 km reference be removed from the figure.
40. The discussion and strategies provided for Mobility Corridors should be expanded to include their role in connecting regional destinations, serving medium and longer distance trips, required rights-of-way, modes of travel, etc.

1.2.4 Creating and Expanding Transit Service Areas

41. In order to help meet Strategy 2 we recommend that consideration be given to require developers to fund TDM initiatives to help support transit service.

Chapter 2: District-Level and Site Specific Guidelines

2.1.1 Local Street and Block Pattern

42. The suggested intersection density of 0.6 intersections per hectare (iph) does not appear to be the standard that would be appropriate in a higher-density development or environment. This could probably be further increased to support walkability and permeability of the street network and neighbourhood.
43. 250m block lengths could be further reduced to support transit, walkability, active transportation and LEED standards.
44. Strategy 2 recommends that new streets and block connections extend across property lines and networks designed that link existing and proposed streets. Consistent with strategy 1.1.5.5, where developments cross municipal boundaries, extend connections into adjacent municipalities to support regional mobility.

2.1.2 Open Space Networks

45. With the exception of utilizing key natural corridors, a balance has to be recognized between planning new open space networks and the impacts in mobility of increasing the separation distance between transit routes and development blocks.
46. Transit plazas should also be an opportunity for high quality urban design and high quality materials.

2.2.1 Complete Streets Planning Process

47. The concept of complete streets is a key component to support transit as a viable mode. However, urban design has not been addressed in the Guidelines as the foundation of Transit Supportive Communities and Complete Streets. Streetscape design complements the transit supportive environment in that a landscaped/sustainable approach provides everything from shelter from the elements, creation of microclimate and creating a more pedestrian and cyclist friendly environment.
48. Strategy 1: The user perspective on design elements for safe pedestrian crossings chart could include Crosswalks with Contrasting Paving, Bollards, Guard Rails, Landscaped Areas.
49. Urban/Streetscape Design should be added as a strategy in this Section or a separate section on urban design to discuss its importance in supporting a transit

environment and community as a whole. It could either be a subsection to Chapter 2 or alternatively, integrated into Section 2.4: Transit Supportive Urban Form (whose title could be amended to Transit Supportive Urban Design). It is further recommended that this section be as illustrative if not more illustrative than other sections in the Guideline, and include strategies related to: the accessibility of Station Areas, delineation of a hierarchy of spaces, street trees/planting/green design, street furniture, wayfinding/signage, sustainable lighting, sustainable Stormwater Management, sustainable paving and utilities. Accessibility should continue to be covered in its own separate section.

2.2.2 Supporting Pedestrians

50. We strongly support the provision of sidewalks on both sides of all streets including local, collector and arterial roads in urban areas.
51. We recommend that transportation planners work with community representatives, including youth, the elderly and persons with disabilities, to identify key destinations and target sidewalk provision and other enhancements including pedestrian rest areas to better connect those areas.
52. The specifications in Strategy 2 should be consistent with what is proposed in the AODA Built Environment Regulation.
53. It is suggested that the talking header in Strategy 2 read as follows: “Streets should be designed with universally accessible sidewalks and crossings...”
54. Strategy 7 and 8 should add reference to streetscaping.
55. The last point in Strategy 7 “attractive pedestrian-oriented lighting”, should be read as “attractive lighting scaled to the pedestrian.”
56. Consistent with strategy 7, a new strategy should be added to Section 2.2.2, discussing crosswalks. It is recommended that crosswalks be: delineated, enhanced visually, AODA compliant, pedestrian priority, etc.
57. Strategy 13: The design of intersections should also be done in close consultation with utility providers to investigate the potential of burying overhead wires to reduce clutter and improve accessibility and visibility. Further, any changes to engineering standards resulting from the Guidelines should be included in any relevant MTO/Regional/Local design standards in order to maintain consistency and provide greater backing to the Guidelines.
58. Strategy 17: We recommend that multi-use trails used to accommodate both pedestrians and cyclists have sightlines that are appropriate to prevent conflict with users moving at differing speeds.
59. Strategy 18: “Design bridges and overpasses to accommodate pedestrians.” should be read as “Design bridges and overpasses to accommodate pedestrians and cyclists.”

2.2.3 Supporting Cyclists

60. The Guidelines indicate that transit is best suited for medium to long distance commutes. Please note that transit is good for short distance trips too, when

combined with policy / operating elements such as unlimited transit transfers within a specified time window.

61. Strategy 13: Transit maps should also include bike parking locations.
62. Strategy 14 states that the use of bike boxes at intersections can help to alert drivers and minimize conflicts between turning vehicles and cyclists continuing through the intersection. Please note that bike boxes are not a universally accepted practice yet and may have some safety issues.
63. Strategy 18: New developments (depending on use and location) should be encouraged to provide all types of end-of-trip facilities, including change rooms and showers.

2.2.4 Accommodating Buses in Mixed Traffic

64. Strategy 4: There are circumstances where York Region Transit would support bus bays (such as in front of major trip generators), where the bus could be stopped for a significant amount of time to load/unload passengers or in a specific location where there are specific safety concerns with the bus stopping in the traffic lane.

2.2.5 Transit Priority Measures

65. The picture of a wide median on page 57 should be reconsidered. It is recommended that the picture be replaced with an appropriately designed pedestrian refuge / crossing. A wide median does not necessarily mean a safe refuge point.

2.3.1 Location and Design of Transit Stops

66. Strategy 1: A hierarchy of transit stops should be reflected – i.e. major stops, minor stops, terminal stops, higher-order transit stops, etc – and should reflect the land use and built form that would be supportive of these stations.
67. Strategy 6: Elements of transit-supportive design include buildings being built closer to the sidewalk, wider pedestrian boulevards, cycling facilities, etc. There also needs to be strategies that will ensure that those transit users waiting at a transit stop in a highly urbanized setting will have the similar transit stop facilities present to them (i.e. covering from the elements, safety, aesthetics, etc.).

2.3.2 Location and Design of Transit Stations

68. The diagram on page 64 should be revised. The station plaza diagram should show uses other than parking along the street. Pedestrians would be more likely to walk if the parking lot is placed behind the building as they do not have to compete with cars.
69. Strategy 16: Passenger drop-off and pick up areas should be designed to support frequent vehicle turnover and minimize conflicts between pedestrians and vehicles and include anti-idling provisions/policies to reduce unnecessary vehicle idling in these areas to address local air pollution.

2.3.3 Enhancing Access for Pedestrians in Station Areas

70. We recommend that station areas support the provision of natural and built shade structures which provide shelter from the wind in winter months and shade during

hot summer months. Also, that natural and built shade structures include suitable seating for pedestrians.

2.3.4 Enhancing Access for Cyclists in Station Areas

71. Strategy 7: Bike racks should also support locking the bike in two places for maximum security.
72. Strategy 8 recommends that to enhance access for cyclist in station areas, “a limited number of bicycle lockers” should be provided in station areas. The reference to “a limited number” suggests that a minimalist standard should be implemented in station areas, and should be revised.

2.3.5 Enhancing Transfers between Systems

73. Making transit more accessible to people with disabilities should include completely step-free environments (including transit boarding and alighting points).

2.4.1 Layout and Orientation of Buildings within a Block

74. More detailed examples and standards are recommended related to subdivision and site plan design.
75. We request more detail with respect to the meaning of “close to the streetline.” (Strategy 1). Are there any best practices in terms of making the streetscape both transit and pedestrian-friendly that could be included? Perhaps this document can provide setback ranges to create a pedestrian-friendly streetscape. In some instances a zero property line setback (e.g. downtown Toronto) may be more attainable, while in more suburban or transitional settings a larger setback may be needed to allow for a more gradual evolution of the streetscape and to ensure that trees and other design features can be accommodated. Information on such options would be helpful, as well as a discussion on “encroachments in the public realm”. For instance, what features should be promoted to enhance the streetscape (e.g. cafes, benches) versus what should be avoided (e.g. outdoor storage of certain items).

2.4.2 Design of Parking Facilities

76. Some of the strategies proposed may lead to the creation of parking areas that are deficient in natural surveillance. For example, Strategy 1 on Page 75 is to: “Provide parking in nodes or corridors in below-grade or structured parking facilities where they can be concealed from view.” It is recommended that the wording be expanded to reference to the need for natural surveillance.
77. Strategy 5: The provision of an additional 0.6m of width should clearly delineate the area between the inside of the bike lane and on-street parking. The 0.6m gap can be delineated with lines or hatching. Furthermore, “bike-ways” should be defined in the glossary.
78. Strategy 10 should be revised to recommend that parking facilities be constructed using high albedo materials to reduce/prevent urban heat island effects in the design of large areas of surface parking which is in addition to the inclusion of other

environmental features such as permeable paving and bio-swales that can absorb and filter stormwater run-off.

2.5.1 Parking Management Strategies

79. A strategy should be added related to the cost for parking as a best practise or means to reduce demand or as a standard. The use of daily rather than monthly rates in structured parking, the appropriate pricing of on-street parking relative to structured parking, in addition to the other strategies mentioned, can help to ensure efficient use of available parking space and encourage the use of other modes of travel where driving is not necessary.
80. A new strategy should be added that requires enhanced pedestrian access to street frontage.
81. Strategy 1: We support this strategy which requires large developments, institutions and employers to submit transportation demand management (TDM) strategies as a component of the site plan approval process. These could include a range of features such as car share spaces, cycling facilities or programs such as a carpool strategy, private shuttle services and transit fare incentives.
82. Strategies on parking pricing options should be included in this section.

2.5.2 Priority Parking Users

83. Strategy 1: We support this innovative strategy (Locational priority should be given to accessible parking spaces as well as carpool and alternative energy vehicles such as hybrid or electric cars at stations and within municipally-owned parking lots in and around station areas.)
84. Anti-idling policies should be mentioned in Section 2.5.2

2.6 Specialized Uses

85. In general, we find the strategies and diagrams for specialized uses to be helpful, especially since the existing street and parking layout of many of these uses seem to follow the same suburban template. However, we would like to see a few additional specialized uses, such as schools and religious institutions, addressed. It is currently difficult to design such uses from a transit and pedestrian-friendly standpoint, since most of these uses occupy large sites and have specific restrictions related to how the users want and need the building and site to function. Some guidance on how these types of uses could be re-designed to be more transit and pedestrian-oriented would be helpful.

2.6.1 Major Transit Stations

86. Strategy 2: Major transit stations and institution campuses should also prioritize bike parking (both short and long-stay).
87. Strategy 3: Major transit stations should be designed to LEED or equivalent energy efficient standard.

2.6.2 Office Parks

88. The examples on page 84 on the orientation of buildings should be enhanced to include pedestrian connections between lots and blocks to the major transit routes.
89. Section 2.6.2 should include strategies on paid parking and encouraging greater use of shared parking including preferred parking for hybrid and electric vehicles and people who carpool.

2.6.3 Industrial and Employment Areas

90. We agree that the density and form of development in employment areas needs to be more transit-supportive, however, we strongly recommend that any references to a “mix of uses” within the preamble and the strategies be qualified with “where permitted and appropriate”. Given the challenges many municipalities are facing with employment land non-conversion policies, we would not want any of the Province’s statements to be misconstrued as support for introducing non-employment uses within a designated employment area for the sake of transit-oriented development.

We support the document’s promotion of higher density office use along transit corridors (Section 2.6.2) and in locating lower-density employment away from transit (2.6.3.2) while encouraging employment-related services near transit stops (2.6.3.3). These strategies reflect Richmond Hill’s approach of designating higher intensity employment uses (such as offices, hotels, and ancillary commercial and ancillary retail) to the transit-serviced Employment Corridor designation, while directing traditionally lower density forms of industrial and manufacturing uses within the designated Employment Area. However, in a land supply constrained municipality and in order to maintain the integrity and purpose of designated employment lands, the fact remains that such uses require protection from conversion to non-employment uses (e.g. residential) and the requisite amenities and services that subsequently go along with them (e.g. community facilities, schools, etc.). For these reasons, the strategies in this document should be careful to refer to “mixed-use employment” or “mixed-use employment and ancillary uses where permitted”.

2.6.6 Public/Civic Infrastructure

91. Strategy 4: Delete “Where Possible”

Chapter 3: Transit Improvement Guidelines

3.1.1 Transit Service Types

92. Subway capacities should be added to the chart on page 96. In addition, the chart should be supplemented with typical construction and operating cost per linear kilometre of service for each category to provide a complete picture of service options available to transit service providers.
93. Strategy 1: Air quality and climate change issues be factored into long term planning of transit services.

94. Strategy 1: This section should make reference to Transportation Master Plans, since transit infrastructure planning is a part of long-range planning.
95. York Region Transit /Viva outlines its “family of services” in its Transit Service Guidelines (2006) to describe the various levels and types of transit services, including Viva Service, base services, local routes, express routes, shuttles, community bus services, small bus services and GO Fare arrangements. It is recommended that section 3.1.1 make reference to the various types of services in a similar manner (www.yrt.ca).
96. In addition to transportation and land use factors, during the planning stage for new or expanded transit services the public health benefits of transit should be confirmed. For example, transit should be evaluated against Health Canada’s Air Quality Benefits Assessment Tool.
97. In Strategy 2, the explanations should use transit terminology such as shuttles, community bus services, and Dial-A-Ride. Other options such as these could be added in the Guidelines.
98. Strategy 3 recommends “use density thresholds”. More indication of what these thresholds could be would be beneficial to users. Further, it should be recommended that transit should be implemented at an early stage of a new development.
99. The routing flexibility of BRT systems should be added to Strategy 6 as one advantage over a LRT system which typically requires to be operated on fixed tracks.
100. Add a transit technology phasing strategy that speaks to upgrade from BRT to LRT, to subway based on growth in ridership and land use factors.
101. Strategy 9 mentions that Commuter rail services focus on peak hour travel and may share a right-of-way with freight rail. It should note the limited opportunities for service improvements in shared rights-of-way.

3.1.2 Transit Scheduling

102. The examples of maximum load capacities on page 103, should be simplified with the removal or combining the manufacture type for the 40ft low floor.
103. Queue jump lanes can also assist with bus movements and bus bunching, and as such should be mentioned in Strategy 3.
104. York Region Transit is currently updating their Transit Service and Vehicle loading standards and as such the chart on page 102 will be outdated shortly. Further, providing clock-faced headways are becoming less common with York Region Transit schedules since there is a movement towards providing more efficient schedules.
105. Strategy 10: Reducing the time span of service is another option to addressing low demand for transit.

3.1.3 Demand–Responsive Transit Services

106. Strategy 5: Dial-a-Ride routes have information on the bus stop signs, such as the contact phone number to call for pick-up and the bus stop signs also have bus stop

identification numbers. This can be included here as another way to improve access to information.

3.1.4 Transit Travel Time

107. Strategy 4: Transit Travel Time: Another method to improve travel time is to use far-side bus stops.

3.2.1 Performance Monitoring and Evaluation

108. Strategy 7: Transit Performance monitoring should be done by comparing performance results against other transit agencies (for example, through a peer review). Further, the information in the monitoring plans should be shown graphically and a comparison to the performance of other transit agencies should be done for benchmarking.

3.2.2 Data Collection and Analysis

109. In addition to the recommended strategies to support the planning and promotion of transit services, an additional section should be added that identifies strategies to monitor the success of Transit Oriented Development over time.

3.2.3 New Technologies

110. Strategy 2: Clean energy sources and emerging technologies should be identified in this section.

3.3.3 Wayfinding for Transit Facilities

111. Wayfinding signage should make use of high quality materials that are graffiti and vandal proof.
112. Strategy 3: AODA legislated Standards include elements for wayfinding. This should be referenced in this section to show there are some legislated requirements and standards for the provision of wayfinding elements, giving the strategies and Guidelines more strength.
113. Strategy 5: Building maps and directories should always be up-to-date with maps and directories that are easily replaceable.
114. Strategy 5: Wayfinding maps should include an isochrone to outline the 5-10 minute walking distance from the “you are here” indicator.
115. Strategy 8: Community wayfinding signage and maps should be strategically located in well-lit areas (or should include its own lighting/backlighting).
116. Strategy 9: Community wayfinding signage systems should include user-friendly and accessible maps. Wayfinding maps should be “heads up”, where the top of the map is the direction in which the pedestrian is facing. Wayfinding maps should also include photos or 3D images to help pedestrians orient themselves by identifying buildings at their location and along their journey ahead.
117. Strategy 9: Wayfinding signage should be user-friendly. In addition to (or instead of) “distance to the station”, consider adding “average walking time to the station”.

3.4.1 Universal Design for Accessibility

- 118. The use of the word “impairment” is not a common practice and outdated, and should be replaced with “people with disabilities” or “people with low vision”. This is also found under Section 3.4.1.6.
- 119. Since the accessibility component applies to most sections discussed in the Guideline, it is recommended that Section 3.4.1 be moved to the beginning of the report. Perhaps adding it as a new section (1.3) may be beneficial. Accessible Transportation Standard and the Built Environment Standard have a lot to do with the content in Chapter 2.
- 120. Tactile warnings for visually impaired people should be detectable on the edge of station platforms. This comment also applies to 3.4.1.13.

3.4.2 Access for Cyclists

- 121. It is recommended that Public Health be included as a partner in strategy 1.
- 122. Consideration be given for Open Street initiatives <http://www.streetplans.org/> in Strategy 6.

3.5.2 Changing Demographics

- 123. In the demographics table, under ‘age and related characteristics’, consider differentiating age groups as such: children – 0 - 11 years; youth – 12-17 years; adults – 18- 64 years; older adults – 65 years and older. Youth is generally 12+ in age, not 0 – 15.
- 124. Strategy 2 recognizes that communities undergo continuous demographic change. To better monitor these changes, increased reliance on surveys such as the Transportation Tomorrow Survey (TTS) and Canada Census is required to help monitor a series of key performance indicators.

3.5.4 Promotion and Education

- 125. Strategy 2: Consideration should be give to offering free transit during smog days, National Clean Air Day or Earth Day to increase awareness of the air quality benefits of transit supportive communities. Reference to the York Region personal travel planning pilot project could be cited as examples under Promotion and Education in the sidebox (<http://www.travelsmartcornell.ca/> <http://www.travelsmartthornhill.ca/>).
- 126. Strategy 4: Consideration should be give to include 20/20 The Way to Clean Air Ecoschools program targeting grade 5 students as another curriculum based transportation case study. This program encourages communities to reduce energy use at home and on the road. (www.cleanairpartnership.org/2020)
- 127. Strategy 4: The Travel Training program provides education and training on the alternative methods of travel for clients using the specialized transit services. While increasing independence and access to community, the Programs also help with cost avoidance. Travel Training is essential to increasing transit use and modal split, while providing the community the knowledge to use the transit system efficiently. Metrolinx is looking into implementing a general program for all transit agencies in

GTHA. It should be recommended in the Guidelines that other transit agencies adopt the Travel Training Program as an education program.

3.5.5 Transportation Demand Management

128. Strategy 1 should be revised or a separate strategy created to include stronger wording requiring developers to incorporate TDM measures as components of all development applications and not just site plans.
129. Strategy 3 suggests modifying development charges for new developments that include reduced parking or encourage the use of transportation alternatives. It would be similarly helpful to provide incentives for developers and employers to include retail or other mixed-use components to reduce the need for travel from workplaces.
130. Either in Strategy 5, or another (such as Implementation), please discuss the interaction of land use and TDM.

Chapter 4: Implementation

131. A key strength of the document is in the development of implementation Guidelines and strategies for each chapter and topic. However, Chapter 4: Implementation was presented as a brief overview of a range of implementation tools. It is recommended that the report would benefit from the inclusion of more detailed Guidelines and strategies, similar to the rest of the document. Chapter 4 would further benefit from a discussion on the policy and legislative limitations of each strategy, for example the benefits of a forward looking level of service calculation for Transit in the Development Charges Act compared to the existing historical 10 year level of service.
132. Municipalities and developers will be looking to the Implementation Section for strategies, tools and Guidelines that are available to them to successfully implement Transit Supportive communities. Including more tools that are available to municipalities in the Implementation Section would help make the Guidelines more feasible and applicable for municipalities to incorporate in to the planning process. For example, the Guidelines make mention of utilizing funding from Development Charges to recuperate costs. However, under the current legislation, this may not be sufficient to achieve the overall targets and vision presented in this document. The requirement to use past service levels and capital cost reduction to calculate development charges severely limit opportunities to improve such things as transit service, bike paths and other transportation infrastructure required to serve new development. Suggestions, tools or direction in the Implementation Section on how to benefit the most from these situations would be appreciated.

Inspiring Change

133. Active and Safe Routes to School or School Travel Planning pilot projects should be included in the paragraph that mentions community-based programs that promote transit use, carpooling, cycling and walking to school or work and for recreation.
134. Improving air quality should be included in the community health paragraph addressing neighbourhood design and access to public transit

135. Combating climate change should also be included in the protecting the environment paragraph.
136. Inspiring Change: The benefits of universal accessibility should be tied into the third bullet. Providing a universally accessible infrastructure increases people's independence. While helping create liveable communities, it allows residents to access the communities resulting in healthy lifestyle, economic vitality and increase in transit ridership.

The Planning Process

137. It is recommended that the use of Urban Design Guidelines and Streetscape Master Plans be used as part of the tools that can help implement transit supportive development through the planning process.
138. An additional bullet should be added to "The Planning Process - Transportation Master Plans", that requires that Master Plans not only consider local infrastructure required to support the municipality, but evaluate a cross-jurisdictional approach that includes, but not limited to Provincial, Regional, Municipal infrastructure.
139. It is recommended that "The Planning Process - Create District Level Plans" should be a requirement of the Official Plan. It is further recommended that District Level Plans should be undertaken as Secondary Plans.

Innovative Planning Approaches

140. Although this section encourages the "creation of an alternative set of development standards and processes for transit supportive developments", more direction and leadership from the Ministry of Transportation should be provided to help municipalities revise their design standards. To ensure consistency across the Province, it would be helpful if MTO could undertake a review of alternative design standards for road design, parking standards, etc. based on research and case studies.

Funding & Investment

141. It is recommended that this section be expanded to include more detailed direction, and discussion on Provincial recommendations on funding the policy, program and infrastructure requirements to achieve the goals of this Report. This discussion should further comment on the limitations of each strategy recommended. For municipalities, funding and investment required for transit is the primary constraint in providing improved transit services and the few examples provided in this section have only limited application.
142. Although we recognize that Development Charges have been included in the January 2011 version of the report, it is recommended that the discussion on Development Charges include a review of the limitations associated with DC's.
143. The Provincial role in funding transit should also be included in this section.
144. Funding and Investment: Further defined parking strategies should be included here to further encourage transit supportive development. The discussion is limited to only leveraging parking as a revenue source, but not as a means to encourage the use of other modes of travel.

Appendix C

145. The following definitions / terms should be included

- “Transit Oriented Development” (constant use of Transit Supportive Development),
- “Transit Corridor”,
- “Intensification Corridor”,
- “Mobility Hub” (Inter-modal node),
- “Multi-lane boulevard”,
- “Lay-by Lane”,
- “Transit terminal”,
- “streetscape” and “Street furniture”,
- “urban design”
- “place-making”, and
- “Bike-ways”.

Appendix D

146. Climate change should be included in the index.