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REGIONAL FORUM ON CENTRES AND CORRIDORS

The Planning and Economic Development Committee recommends the adoption of the recommendations contained in the following report dated May 20, 2009, from the Commissioner of Planning and Development Services.

1. RECOMMENDATIONS

It is recommended that:

1. Council receive this report for information and Regional staff use the feedback from the *Regional Forum on Centres and Corridors* to inform the renewed Centres and Corridors policies, as part of the ongoing review of the Regional Official Plan.
2. The Regional Clerk circulate this report to the local municipalities for information.

2. PURPOSE

The purpose of this report is to inform Regional Council of the results and feedback from the *Regional Forum on Centres and Corridors* held on May 1, 2009. The feedback from this Forum will provide input to the draft Regional Centres and Corridors policies as part of the Regional Official Plan update.

3. BACKGROUND

The Forum was an integral component of the process to deliver draft, updated policies for Centres and Corridors in the Region of York

Regional Council on December 18, 2008, endorsed 10 Guiding Principles and an Action Plan to serve as the basis for amending the Centres and Corridors policies in the Regional Official Plan. The process would include further consultation and research and bring the Centres and Corridors policies into conformity with Provincial legislation by June 2009.

On April 23, 2009, Regional Council endorsed draft criteria for Centres and Corridors as the basis for preparing enhanced policies as part of the Regional Official Plan update. At the Council meeting, staff was directed to report back to Planning Committee and Council in June 2009 with draft policies for Centres and Corridors based on further consultation. These policies have been included under *Section 5.4 - Regional Centres and Corridors* within the draft Regional Official Plan Update, which is being presented to Regional Planning Committee under a separate report on June 17, 2009.

On May 1st, 2009, the Regional Planning Department, with the support of York Region Rapid Transit Corporation – Viva Next, hosted a *Regional Forum on Centres and Corridors* in the Vaughan Corporate Centre. The Forum provided an opportunity to energize and educate the Centres and Corridors discussion with municipalities, related agencies and the development industry. It also provided an opportunity for feedback on the Region's work to date with regard to the renewed vision for Centres and Corridors, related criteria and draft policies.

The speakers addressed 74 participants at the Centres & Corridors Forum, discussing key aspects of City Building in York Region

A total of 74 stakeholders attended the *Regional Forum on Centres and Corridors*. Attendees represented a broad mix of stakeholders, as illustrated in Table 1. The half day Forum included presentations, an electronic questionnaire/survey and a facilitated break-out discussion. The Agenda is included as *Attachment 1* to this report.

Table 1
Regional Forum on Centres and Corridors - Attendees

Stakeholder Category	Number of Attendees
Development Industry	9
Consultants (Planning/Transportation)	13
Local Municipal Staff	25
Regional Staff (excluding 9 facilitators/recorders)	17
Staff from adjacent Regional & Local Municipalities	7
Other (Provincial Ministries, TRCA, School Board, etc.)	3

Note: This table does not include 5 invited speakers

The speakers shared their knowledge and expertise in City Building with the audience, from both a public and private sector perspective. They discussed a wide range of topics, such as key aspects, challenges and possible solutions for Centres and Corridors development, transit delivery and associated development, density, parking, financial incentives and urban design.

Immediately following the presentations, Regional Staff engaged the stakeholders by conducting an electronic survey. The purpose of the survey was to identify the most important aspects of Centres and Corridors implementation in York Region. A series of questions were displayed onto a screen together with multiple answers to choose from. The audience selected their best answer by using a portable voting pad or "clicker" device. The audience was informed of the voting results immediately following each question by means of displaying a bar graph with numerical percentages for each answer. This provided instantaneous feedback to the audience and it generated discussion leading

into the break-out session that followed. A copy of the electronic survey and the polling results is shown on *Attachment 2* to this report.

Finally, a supplementary presentation by John Calvert (Director of Policy Planning, City of Mississauga) was given to 28 representatives from municipalities within York Region on the challenges and lessons learned in planning and developing the Mississauga City Centre.

A copy of each presentation will be placed on the Region's website under "*Centres, Corridors + Subways Program*".

4. ANALYSIS

The Forum identified key aspects and trends for Centres and Corridors

A wide range of topics, from overall vision to site specific examples, was discussed at the Forum. Speakers talked about the realities of Centres and Corridors planning, the challenges faced in implementation and considerations and opportunities for addressing those challenges. Specific topics included transit and transit-oriented development, density, place-making, urban design, and implementation tools. Some of the key approaches and trends for Centres and Corridors that were identified and which are relevant to York Region included the following:

- Plan for the outcomes and make great places to improve the quality of life – it's not just a numbers game to accommodate growth.
- It takes time to develop Centres and Corridors and consistency of vision is required over time.
- Set-up a planning structure and make it happen; Centres happen through doing, not just planning.
- Important considerations include providing transit, financial strategies, phasing development, quality urban design, and government investment is needed to plan by example.
- As the Region of York grows, expect a higher concentration of jobs within the Centres.
- Some of the elements contributing to a successful Centre include: transit, cultural arts facilities, public institutions (libraries, colleges and universities), sports and entertainment facilities, shopping, health care, City/Town Halls and urban design.
- Prioritizing development surrounding transit stations.

The Speakers identified a number of challenges and potential solutions for Centres and Corridors

All the presenters identified and shared their experiences on the challenges that face Centres and Corridors planning, from places within York Region and from the cities of Toronto, Brampton and Mississauga. The challenges and potential solutions identified included the following:

- Intergovernmental coordination can be improved – government and agency champions are required!
- No sense of place – treat Centres and Corridors as “places” and demand quality urban design (built form/green networks/micro neighbourhoods); make development pedestrian friendly; apply planning tools such as distance requirements between buildings, setbacks and angular plane.
- Awkward geography or conditions (eg. wide highways and roads, hydro corridors, grey field conditions, etc.) – not all Centres are the same, each having unique circumstances; provide innovative ways to deal with it.
- Market realities (eg. limited ability to attract office development in Centres and mid-rise development is not common along corridors) – provide incentives and learn from what the market and development industry are telling us.
- Strategic directions for development along corridors - focus on key development areas (KDA's); don't expect consistent density (eg. 2.5 FSI) along its entire length and provide family housing.
- Secondary Plans, the provision of a fine grained road network, the use of increased density provisions (Section 37 of the Planning Act) and strategic phasing are important.
- Residential neighbourhoods adjacent to Regional Centres and Corridors and how to deal with them – they are important in supporting the Centres and Corridors (eg. vitality) and they need to be respected (eg. built form considerations, connectivity, and traffic infiltration).
- Having no minimum or maximum height and density requirements can be problematic - there should be controls/thresholds.
- How to deal with parking - reduce standards to be competitive, explore public private partnerships and parking authorities.

- Policy directions suggested include: reinforce hierarchy of Centres; fine tune density and size; aggressive “carrot and stick” is needed to attract office; early commitment to government investment/public facilities; consider incentive packages; get the private sector involved; and the need for someone to make it happen.

The electronic Questionnaire/Survey provided valuable feedback on key aspects of City Building and reinforced the draft policies for Centres and Corridors

The electronic survey proved to be an effective means of engaging the audience. The questions and answers and the results of the survey are shown on *Attachment 2* to this report. Key messages from the survey results included the following:

- Transit delivery was most important for delivering the vision for Centres and Corridors and to ensure adequate transportation capacity.
- Municipal incentive programs for achieving “green” development were recognized as “highly important”.
- There is strong support for minimum density requirements.
- Urban design/built form, flexible official plan policies and private-public partnerships for delivering certain aspects of Centres and Corridors development were also deemed important by the stakeholders.

Breakout groups discussed urban design, place making, the role of density and height, major office development and parking

Attendees were divided into groups to participate in a facilitated breakout session. Based on the Region’s guiding principles, draft criteria and policies for Centres and Corridors, as well as the feedback received from previous consultation held with local municipalities, each group was assigned two of the four following questions for discussion:

1. How do we achieve excellence in urban design and place making in Regional Centres and Corridors?
2. What role does density and height play in the Regional Centres?
3. How can we ensure the first choice for major office uses is a Regional Centre?
4. What role should parking policy play in the Regional Centres?

The detailed feedback from the group discussion is shown on *Attachment 3* to this report. The following represents a summary of the key ideas/themes heard during the breakout session:

- The Region has a role in urban design (primarily limited to principles) that starts with a vision. It must be consistently applied and address such matters as place making, urban design (streetscape, built form), mixed use, possible incentives, public and private realm, sustainable design, pedestrians first and managing traffic.
- Height and density minimums are effective if implemented properly. Both must be supported through high quality urban design, and recognize boundary edges and a complimentary transition in height and density where adjacent to stable neighbourhoods.
- Rapid transit, subways, parking and the value of land were considered determinants of office development locale. An economic strategy, flexible parking standards, development certainty, development charge incentives, private-public partnerships and a mix of uses have a role in attracting major office development in the Regional Centres.
- Parking policy for Regional Centres should evolve in conjunction with the Centre itself. Good parking policy includes: maximum and reduced parking standards that reflect the level of transit service; pay parking; pedestrian friendly parking design, and, the establishment of a municipal parking authority.

Feedback from the Forum will be used to inform and update the Centres and Corridors policies within the Regional Official Plan

The draft policies for Regional Centres and Corridors have been included under Section 5.4 within the draft Regional Official Plan, which is being presented to Regional Planning Committee (June 17, 2009) under a separate report. Staff will continue to consult with stakeholders throughout the process, as part of the larger review of the Regional Official Plan.

Relationship to Vision 2026

The discussion that occurred at the *Regional Forum on Centres and Corridors* covered a wide range of topics, with the intent to listen, learn and discuss the future of Centres and Corridors in York Region. The feedback speaks to all of the Region's Vision 2026 goals, especially that of "Managed and Balanced Growth" and "Engaging Communities and a Responsive Region".

5. FINANCIAL IMPLICATIONS

The cost of the *Regional Forum on Centres and Corridors* was covered within the Planning and Development Services Department budget allocations for the fiscal year 2009 and with the support of York Region Transit – Viva Next.

6. LOCAL MUNICIPAL IMPACT

Representatives from the Region's local municipalities attended the *Regional Forum on Centres and Corridors* and contributed to the discussion. Their input will be used in finalizing the policies for Centres and Corridors. Further consultation with the local municipalities will continue as the Regional Official Plan update progresses.

7. CONCLUSION

The Regional Forum on Centres and Corridors held by York Region on May 1, 2009 provided valuable feedback that will inform the draft policies for Centres and Corridors, as part of the ongoing Regional Official Plan update. Key development industry, regional and local municipalities and agency stakeholders attended the Forum and discussed what lessons were learned, the challenges and opportunities, and the ways of implementing successful Centres and Corridors in York Region. Some of the key themes and ideas that emerged from the Forum's discussion included the concepts of leadership, co-ordination, and flexibility.

The draft policies for Centres and Corridors have been included within the Regional Official Plan, which is being presented to Regional Planning Committee (June 17, 2009) under a separate report. Further consultation will be required prior to finalizing the policies. A series of background/discussion papers on height and density incentives, community improvement, density and parking have recently been released to our municipal partners for further discussion, followed by a report to Regional Council in the Fall 2009.

For more information on this report, please contact Duncan MacAskill, Senior Planner, Community Planning at (905) 830-4444, Ext. 1513 or Heather Konefat, Director of Community Planning at Ext. 1502.

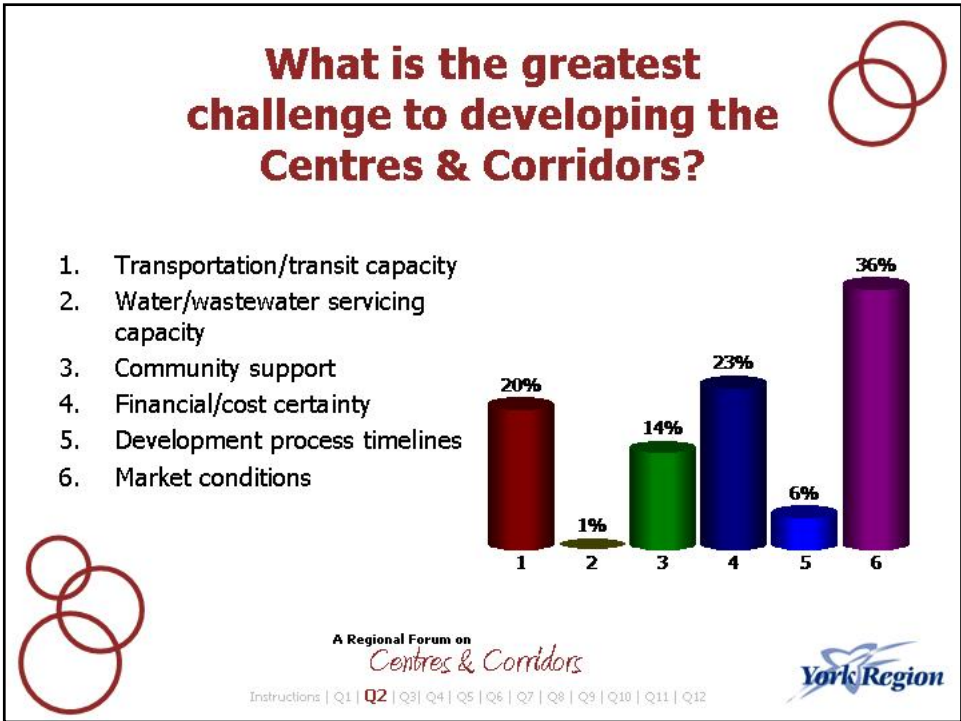
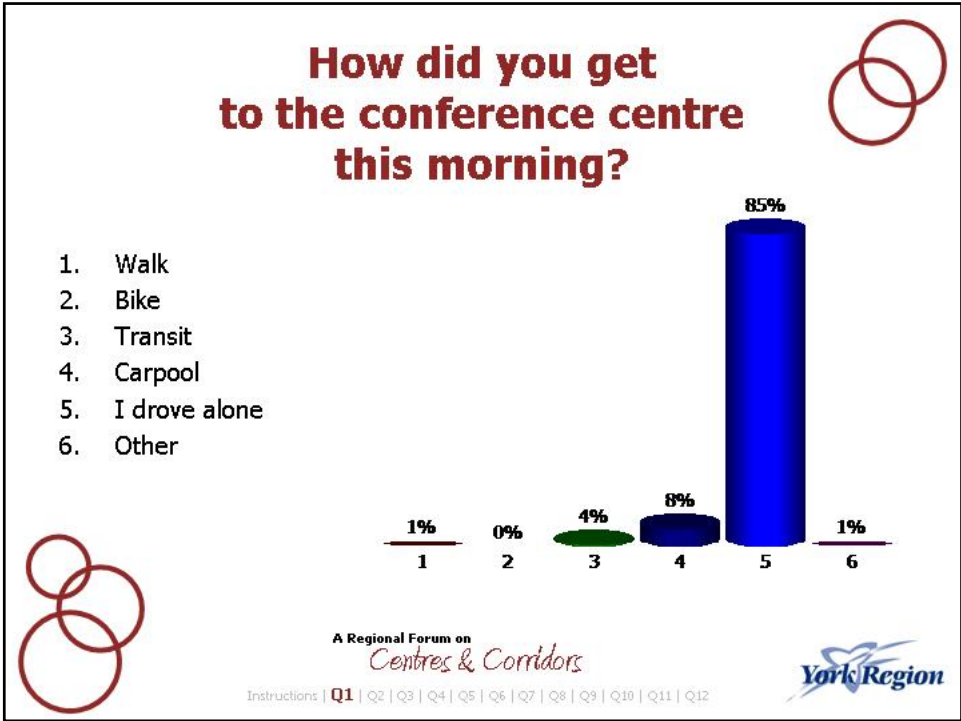
The Senior Management Group has reviewed this report.

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

***Regional Forum on Centres and Corridors******Friday, May 1, 2009******8:00 a.m. – 1:30 p.m.******Toscana Conference Centre
Hilton Garden Inn, Vaughan***

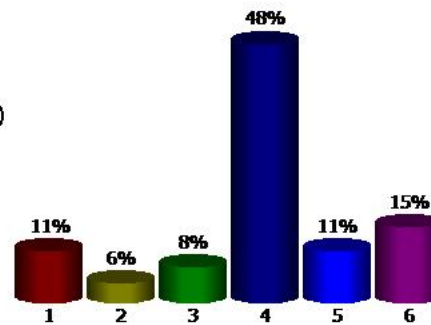
8:00 – 8:45	Registration and Continental Breakfast	
8:45 – 9:00	Welcome & Opening Remarks	Bryan Tuckey York Region
9:00 – 10:00	Keynote Address: “Key Aspects of Centres and Corridors in City Building” Question and Answer Period	Joe Berridge Urban Strategies Inc.
10:00 -10:15	Refreshment Break/Display Viewing	
10:15 – 11:15	Panel/Presentations: “The Future of Centres & Corridors” Proceedings of the Forum will be available on York Region’s website www.York.ca	David Oikawa City of Toronto Patrick Berne PembertonGroup/ Muzzo Group Christopher Hardwicke Sweeny, Sterling, Finlayson &Co Architects Inc.
	Question and Answer Period	
11:15 – 12:30	Questionnaire/Survey and Working Groups	Facilitated
12:30	Closing Remarks	Heather Konefat York Region
12:30 – 1:30	Buffet Lunch/Display Viewing	





Which program provides the greatest opportunity to achieving the Vision for Centres & Corridors?

1. Height & density incentives (S. 37, Planning Act)
2. Community Improvement programs (S. 28, Planning Act)
3. Minimum density requirements
4. Transit delivery
5. Infill & re-use incentives
6. Approval certainty



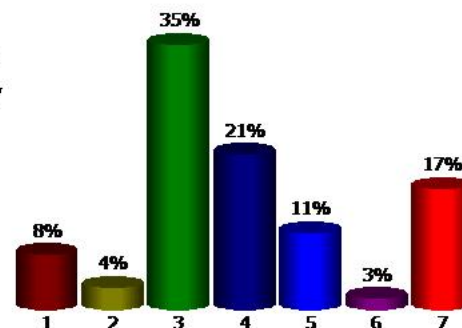
A Regional Forum on
Centres & Corridors

Instructions | Q1 | Q2 | **Q3** | Q4 | Q5 | Q6 | Q7 | Q8 | Q9 | Q10 | Q11 | Q12



What should be the first priority for the implementation of Centres & Corridors?

1. Streamlined approvals
2. Minimum density requirements
3. Urban design/built form quality
4. Infrastructure servicing
5. Community facilities
6. Affordable housing
7. Financial programs



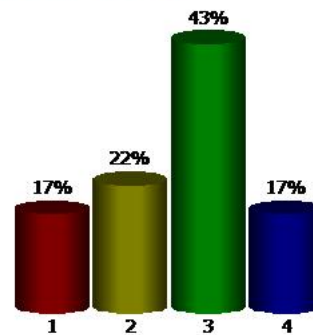
A Regional Forum on
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Which planning tool is most important to optimizing the development approvals process for Centres & Corridors?

1. Development Permit System
2. As-of-Right Zoning
3. Flexible Official Plan policies
4. Compressed traditional approval timelines



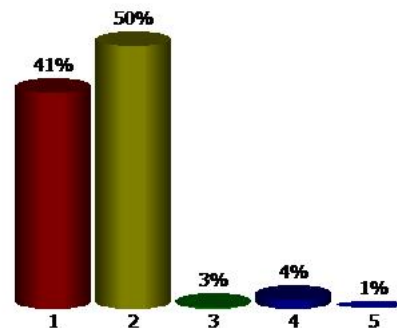
A Regional Forum on
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Do you agree or disagree that minimum density requirements for Centres are appropriate?

1. Strongly agree
2. Agree
3. Neither agree or disagree
4. Disagree
5. Strongly disagree



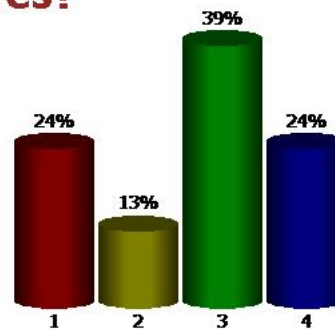
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What is the most effective approach to encourage maximum employment activity in Centres?

1. Early phasing/staging targets
2. Reserved land
3. Require a percentage of development be mixed-use
4. Market driven



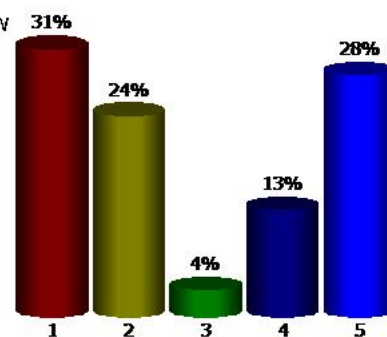
A Regional Forum on
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Which is most important for promoting quality urban design, at the Regional level, within Centres & Corridors?

1. Guidelines for design & by-law standards
2. Design review panel
3. Awards & recognition programs
4. Financial programs
5. Regional Official Plan policies



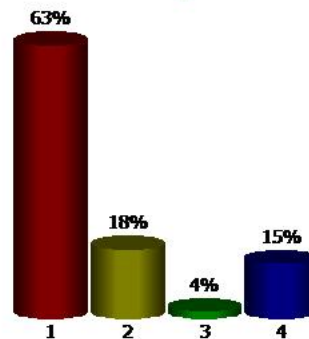
A Regional Forum on
Centres & Corridors

Instructions | Q1 | Q2 | Q3 | Q4 | Q5 | Q6 | Q7 | **Q8** | Q9 | Q10 | Q11 | Q12



Which is most important to ensuring adequate transportation capacity for Centres & Corridors development?

1. Viva Rapidways & Subway programs
2. Trip reduction (e.g. live/work)
3. Pedestrian & cycling connections
4. Fine grid road network & timing with development
5. Parking management tools (e.g. pay parking)



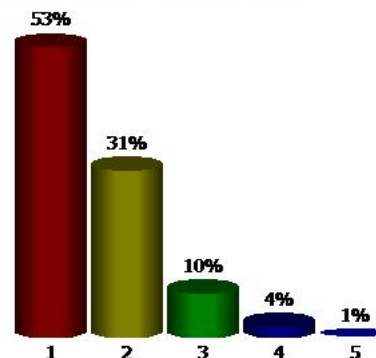
A Regional Forum on
Centres & Corridors

Instructions | Q1 | Q2 | Q3 | Q4 | Q5 | Q6 | Q7 | Q8 | **Q9** | Q10 | Q11 | Q12



How important are municipal incentive programs for achieving "green" development in the Centres & Corridors?

1. Highly important
2. Somewhat important
3. Neither important or unimportant
4. Somewhat unimportant
5. Not important at all



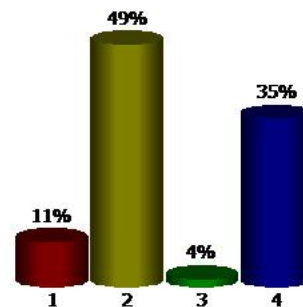
A Regional Forum on
Centres & Corridors

Instructions | Q1 | Q2 | Q3 | Q4 | Q5 | Q6 | Q7 | Q8 | Q9 | **Q10** | Q11 | Q12



What is the most effective approach to encourage public community facilities (parks, schools, libraries, etc.) in the Centres?

1. Strong phasing requirements
2. Private-Public projects
3. Private market delivery programs
4. Publicly initiated programs



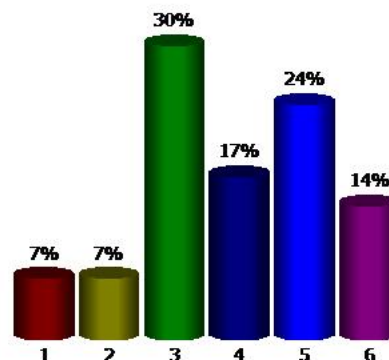
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York Region

Which would be most effective in encouraging affordable housing development within the Centres & Corridors?

1. Height & density incentives (S. 37, Planning Act)
2. Alternative development standards
3. Private-Public Partnerships
4. Approval priority for development applications proposing affordable housing
5. Public investment
6. Affordable by design (eg. Reduced unit size)



A Regional Forum on
Centres & Corridors

Instructions | Q1 | Q2 | Q3 | Q4 | Q5 | Q6 | Q7 | Q8 | Q9 | Q10 | Q11 | **Q12**

York Region

1	How do we achieve excellence in urban design and place making in Regional Centres and Corridors?
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- Region's role to focus on guidelines mostly
 - Partner with locals to implement at local level, including "vision" exercises (e.g. Newmarket /Yonge St.)
 - Work towards consistency
 - Region has resources, supplement locals
 - Should be a minimum standard applied (e.g. site plan requirements)
 - Region sets, but doesn't prescribe/consensus on principles
 - Region must lead by example (e.g. Great Regional Streets)
 - Design panels for own projects?
-
- Start with vision
 - Integrate streetscape, built form, green space, layered soft and hardscape
 - Vision:
 - Subordinate others, eg. operations
 - Make investment in vision
 - Implementation strategy must accompany vision
 - Determine true cost
 - Need to start with Council buy-in and ensure decisions are consistent
 - Urban design guidelines
 - Integration of public and private realm is important
 - Build in public art, include in road budget
 - Need to look at old infrastructure and look at new opportunities through redevelopment
 - Enhance existing urban design and engineering
 - Green roof/infrastructure
 - Low impact design
 - Bio-swales
 - Reduce hard infrastructure
-
- Regional guidelines to focus on principles with local guidelines addressing specifics
 - Development Permit Systems combining zoning and detailed site requirements and urban design
 - On-street parking on Regional roads and local (maybe non-peak times)
 - Works as traffic calming measure
 - Place-making at intersection of Regional and local roads a factor in corridor development
 - Eight corners, not four
 - Region and locals need to be on the same page
 - Sustainable design implementation needs to be followed through
 - Local design guidelines developed in relation to Regional infrastructure development
 - Design requirements rather than guidelines incorporated into ROP to make level playing field for developers
 - Locals participate in Regional streetscape master plans
 - Everyone on same side for vision
 - Community buy-in for creating sense of place
 - Renaming to create brand sense of identity

- Symposium just on corridors

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- Guidelines to address pedestrian, transit, and cycling
 - Education:
 - Consultation
 - Engage the public, agencies
 - Engaging/educating developers
 - Incentives needed
 - Design awards
 - Key Development Areas (KDA's)
 - Focus on density
 - Infrastructure: transit, subway
 - Mixed use is essential
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- Pedestrians first:
 - Small scale streets
 - Building frontages
 - Parking on street
 - Human scaled buildings
- Vision
 - What do you want it to be?
 - Implement at local level
 - Municipal issue, not Regional
- Regional design review panel
 - Structured to coordinate multiple municipal panels
 - E.g. Yonge Street has three municipalities involved
 - Who is in charge?
- Traffic should not rule
 - Manage, can't solve congestion
 - People live in nice places with congestion
- Create unique, desirable places
- Context appropriate streets
- Focus streetscaping to sidewalks (i.e. instead of median)
- Approach from "highway" to avenue/streets
 - Based on segments of streets

2 What role does density and height play in the Regional Centres?
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- Density important
 - Height not so important
 - Don't have to go too high
 - Height is the "public lightning rod"
 - Area specific views on height
- Height requires careful design
- Put height in right place and make it look good

Regional Forum on Centres and Corridors Breakout Session Notes

Aggregated comments – 1 May 2009

- Objective criteria (sunlight, wind, views)
 - What's at ground level is critical
 - How everything fits together
 - Pedestrian connections to Regional Roads is needed
 - There should be a Regional minimum, then locals set higher
 - Region should recognize the hierarchy of the Regional Centres and set minimum standards based on this hierarchy
 - Region stick to jobs/people
 - Let locals set FSI
-

- Unlimited height at transit hub (subway)
 - Ability to provide amenity space
 - Minimums – effective if used properly
 - Maximum adjacent to stable residential/transitional areas
 - Minimum/maximum
 - Good start point
 - Need certain flexibility
 - Height/density needs to be supported by good urban design
 - Height and massing of podium and relationship to streetscape and point tower – very important
 - Pre-zoning would assist development process
 - Reduces NIMBYism on development applications
 - Really helpful in Corridors
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- Diversity
 - Implementation issues
 - Flexibility with minimum and maximum density/height
 - Targets rather than requirements
 - More flexible in Corridors, less flexible in Centres
 - Transit linked to Centres and density
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- Depends on context – adjacent to existing community
- Recognize edges (stable neighbourhoods)
 - Transition
- Planned versus implemented density
- Ramp up to desired end result
- Greater densities closer to transit and public investment
- Height and density targets shouldn't break down availability for infrastructure and carrying capacity
- Can disadvantage a Regional Centre
- Establishing minimums that are too high may be difficult to achieve in first developments
- Disincentives to minimum/maximum
 - Development charges
 - Parks contribution – needs to be flexible (Markham 1:300)
- Challenge: concentrating development potential in Centres – should be easier to achieve density, heights and uses in Centre (incentives)

Regional Forum on Centres and Corridors Breakout Session Notes

Aggregated comments – 1 May 2009

- Need to understand character of each portion of Centres – don't simplify by putting one number across the Centre
- Within areas (precincts) around transit (subway) may not need a limit
- Hierarchy
- Density and height not necessarily related
 - Population, jobs, activities (Union Station activity dense)
- Section 37: Financing question, not planning
 - If you can attract what the vision is, may not need it
 - Concern on process on Section 37 - onerous

3 How can we ensure the first choice for major office uses is a Regional Centre?

- No silver bullet: do everything
- Identify success factors and do those
- Rapid transit/subways are triggers
 - Market and timing factors
- State Farm on 404
- Office is not going to happen in all places
 - Focus on ingredients
- Focus in on key locations (e.g. hospital in Newmarket)
 - Identify in economic strategies
- Carrots and sticks?
 - In down times, is office anywhere good?
- Factors of location
 - Housing choice/options
 - Partnerships (e.g. district energy)
 - Access to transit
 - Parking creates tension
 - Set maximum standards?
 - Allow flexibility in standards to get first phase built
 - Then roll back over time (e.g. approach in Markham Centre)
 - Parking supply can't hinder mode shift
- Regional policies:
 - Live-work ratios for centres, versus outside
 - Difficult to forecast and monitor
 - What happens if ratios are not met?
 - Lands restricted?
 - Tie trigger to live/work ratio

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- Driver is parking and value of land
 - Cost of underground parking is prohibitive
 - Idea: parking authority
 - Build parking upfront
 - Shared parking
 - Reduced cost for development
 - Parking under road allowance
 - Intensification – flexible in cost and parking

Regional Forum on Centres and Corridors Breakout Session Notes

Aggregated comments – 1 May 2009

- Partner with developers – find out what a marketable product is
 - Public-private partnerships
 - Pre-build communications infrastructure (fibre optics)
 - Flexible OP to accommodate various market needs
 - Incentives
 - Development charges
 - Provide certainty in master plan
 - Public buildings/infrastructure/transit/parks/major office needed – set example
 - Commitment to developers – if public buildings delivered by development
 - Target office to strategic centres – where do you want it first
 - Provincial direction on location of office
 - “Walk the talk”
 - Transition of parking lots if owned by parking authority
 - Partner with economic development
 - Create demand for office
 - Office space should be part of municipal economic plan
 - Create “critical mass”
 - Variety of housing tenures supporting in immediate area within transit ride
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- Limit density for office outside centres to keep hierarchy of density
 - More transportation choice in centres
 - Section 37 bonusing
 - Specific districts with office/residential ratio targets
 - Establish municipal parking authority
 - Prohibiting office building in employment lands across GTA
 - Transit investment
 - Financial incentives
 - Reduce development charges, taxes
 - Public squares, amenities that make it attractive to locate there
 - Municipalities build in centres to help achieve critical mass
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- Key Development Areas
 - Policies and phasing is required
 - Provide parking – financial incentives
 - Subway/transit/infrastructure
 - Market
-

- Build the right place to attract people, jobs will follow
- Definition of major office
 - What do we mean?
- Define major office group
 - Type of clients needed
 - Type of cluster
- Good transportation
- Link residential with office (i.e. mixed use building or multiple buildings on site)

- Government buildings attraction: multi-sector
- Colleges/universities
- Competition: address

4 What role should parking policy play in the Regional Centres?

- Reduce parking requirement, reduce surface parking requirement
- These should be done Regionally
- How is the above accomplished
 - Parking authority
 - Policies rooted in the OP
 - Province lobbied for authority to pass by-law
 - Work collaboratively with locals
- On-street parking
 - Good, but phasing has to be appropriate
- Parking should go to rear of buildings

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- Minimum/maximum parking centres
 - Revised to reflect transit service
 - Shared parking between uses
 - Time of day
 - Office/theatre/restaurant
 - Civic uses – library/school/pool
 - Parking in our greenfield – need to be creative in situations where structure parking may not be feasible. Creativity required.
 - Parkland dedication – disincent highrise development
 - Mississauga
 - 1 parking spot per residential
 - If no visitor parking provided – problems
 - Parking authority
 - Municipal parking authority in downtown a must
 - Good building location and fine grain road network
 - Key to ensure transition from present (car centre) to future as transit-supported city centres and reduced parking standards

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- Maximum parking requirements
 - Structured/underground parking
 - Surface parking restricted
 - Must be pay parking
 - No commuter parking
 - Municipal parking authority
 - North York model
 - Cost more than transit per month
 - No cash-in-lieu-of-parking policy
 - In Centres, should have no free parking anywhere
 - Parking incentives for Zipcar or Autoshare

Regional Forum on Centres and Corridors Breakout Session Notes

Aggregated comments – 1 May 2009

- Transit needs to exist in order to limit parking
 - Transit gives choice not to drive
 - Parking tickets/enforcement
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- Yes, reduce minimum parking
- Need to use as tool – parking evolves as Centre evolves, initial demand
- York Region Centres – Richmond Hill redevelopment
- Need to cap parking
- Question of marketability
- Once you provide parking, it's very difficult to scale it back
- Timing of transit is key in parking – if transit is there, no need for people to drive
- Live-work – employee requirement for driving
- Needs to be complemented by alternative work arrangements
- Transit needs to be viable for people to use
- Highest order Centres absolute minimum parking
 - Increasing level of public investment (transit), decreasing parking
- Needs to be done in Phase 1 of Centre development
- Challenges of actual live-work in GTA
- Challenges of users – people still driving
- Transit is not a panacea
- Transit retrofitting
- Sprawl detriment to transit
- User trends – low transit use because of traditionally low service
- Mixing and matching tenants and users with costing of space and parking requirements