

How to create vibrant transit supportive communities:

A Typology & Evaluation Tool





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Designed by Jiali Ou

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01. EXECUTIVE SUMMARY

Transit-supportive development is a broad principle that describes a relationship between urban growth and transit. By directing urban growth to areas that are well-served by transit, transit-supportive development promotes access to sustainable mobility options to more people. In doing so, transit-supportive development helps municipalities create vibrant communities that include a balanced mix of housing, jobs, shopping and services - all within walking distance to transit stations. It helps municipalities meet growth management objectives and spur economic development in urban centres that leverages existing and planned investments in public transit. By creating places to live, work and play in close proximity to public transit infrastructure, cities can increase transit use, walking and cycling, reduce traffic congestion, and realize other direct and indirect benefits.

Despite the value and benefits of transit-supportive development, there are implementation challenges. In the Greater Golden Horseshoe in Ontario, a part of the challenge is that the potential for transit-supportive development is not uniform across the region. Planners and policymakers have to identify stations with the greatest need for redevelopment assistance and/or the biggest potential for development. Planning for and making investment decisions to encourage transit-supportive development must consider a range of interrelated factors, such as land use, transportation, transit service, public realm amenities, public infrastructure, economic development and real estate market dynamics.

We have developed a typology and evaluation tool - co-designed by planning and policy practitioners working across the public, private, and non-profit

sectors - to help planning authorities and actors better assess the potential for transit-supportive development based on the local context. This tool also helps relevant stakeholders to identify context-sensitive policy solutions that builds communities which affords all individuals and families an equal opportunity to live near work or school and take public transit. We recognize that there are many complexities to implementing transit-supportive development. It requires a combination of policy interventions, careful coordination and timing of investment decisions, and a willingness and ability for multi-sectoral partnerships to tap into the right resources and capacity to deliver on complex development projects around transit. While this tool does not address all of these complexities, it provides a good first step.



02. INTRODUCTION

From 2017-2018, Evergreen's Housing Action Lab convened a Transit-Supportive Development Working Group co-chaired and co-founded by the Pembina Institute and Evergreen. The aim of the Working Group was to help implement transit-supportive development by identifying solutions in priority areas within Ontario's Greater Golden Horseshoe (GGH).





2.1 Defining Transit-Supportive Development and Transit-Oriented Development

Transit-supportive development (TSD) is a broad principle that describes a relationship between urban growth and transit.¹ By directing urban growth to areas that are well-served by transit, transit-supportive development promotes access to sustainable mobility options to more people. As a result of increased transit access, transit-supportive development can make transit projects more viable by increasing ridership. Transit-supportive communities provide destinations for riders from other areas, which also attracts more riders generally to the system. Transit-supportive development should not be considered an end goal, but rather part of a broader city-building strategy.

Transit-oriented development (TOD) is an approach to development with a more specific definition. In Ontario, TOD is defined as a strategy for development within an 800-metre radius of major transit stations, with the highest intensity and mix of land uses concentrated within 400 metres of a major transit station.² TOD incorporates a mix of built-form, urban design, land use, public realm, and active transportation considerations.

Efforts to bring about transit-supportive development, good urban design, and improved active transportation and transit operations can include TOD – as well as other strategies and tools – that make transit viable and efficient as well as improve the quality of mobility within a transportation system.³

For the purpose of this report, the broader term **transit-supportive development** will be used.



¹Colette Santasieri, Planning for transit-supportive development: A practitioners guide, FTA Report No. 0052 (Federal Transit Administration, 2014), 2. https://www.transit.dot.gov/sites/fta.dot.gov/files/FTA_Report_No._0052.pdf

²Ministry of Transportation (Ontario), Transit-Supportive Guidelines (2012), 214. <http://www.mto.gov.on.ca/english/transit/pdfs/transit-supportive-guidelines.pdf>

³Ibid

This tool has been designed to support planners and policy practitioners with the initial evaluation of areas considered for transit-supportive development and align plans and the timing of infrastructure investments to ensure that developments in and around transit stations support existing and planned transit investments. It seeks to build on the provincial and municipal policies and planning work completed thus far as well as the mobility hubs typology work led by Metrolinx.⁴

The purpose of this tool is not to determine the location of stations, but rather to assist in shaping development around stations through a separate process. This tool can identify and accelerate important public policies and interventions such as creating more transit accessible housing for different household sizes. A range of interrelated factors are considered in the tool, including land

use, transportation, infrastructure, economic development and real estate market potential.

The need for this tool and other city building strategies to advance transit-supportive development is largely driven by growth pressures within the Greater Golden Horseshoe and recent major transit investments in the region made in response to population and economic growth.

Growth pressures: Ontario’s municipalities are growing fast. The Greater Golden Horseshoe — the wider region surrounding the City of Toronto, stretching north to Peterborough and Barrie, west to Waterloo Region and south to Niagara Region — is expected to face significant population growth pressures and a shifting economic landscape. By 2041, it is anticipated that the population in the region will grow by 50% — from 9 million to 13.5 million.⁵ In

many cases, suburban or mid-sized municipalities are growing even faster than regional averages, making transit connectivity between home and workplaces even more important. As the region grows, there is a need to coordinate and prioritize planning and economic development investments that leverage existing and planned public infrastructure including transit — initiatives that generate the highest return for the greatest number of people living in the region.

Major transit investments: the federal, provincial, and municipal levels of government have recently made unprecedented investments in transit. As an example, the proposed transit projects in Metrolinx’s 2041 Regional Transportation Plan represent a multi-billion long-term investment plan for public transit. In some cases, these transit projects are already under construction or in detailed design.

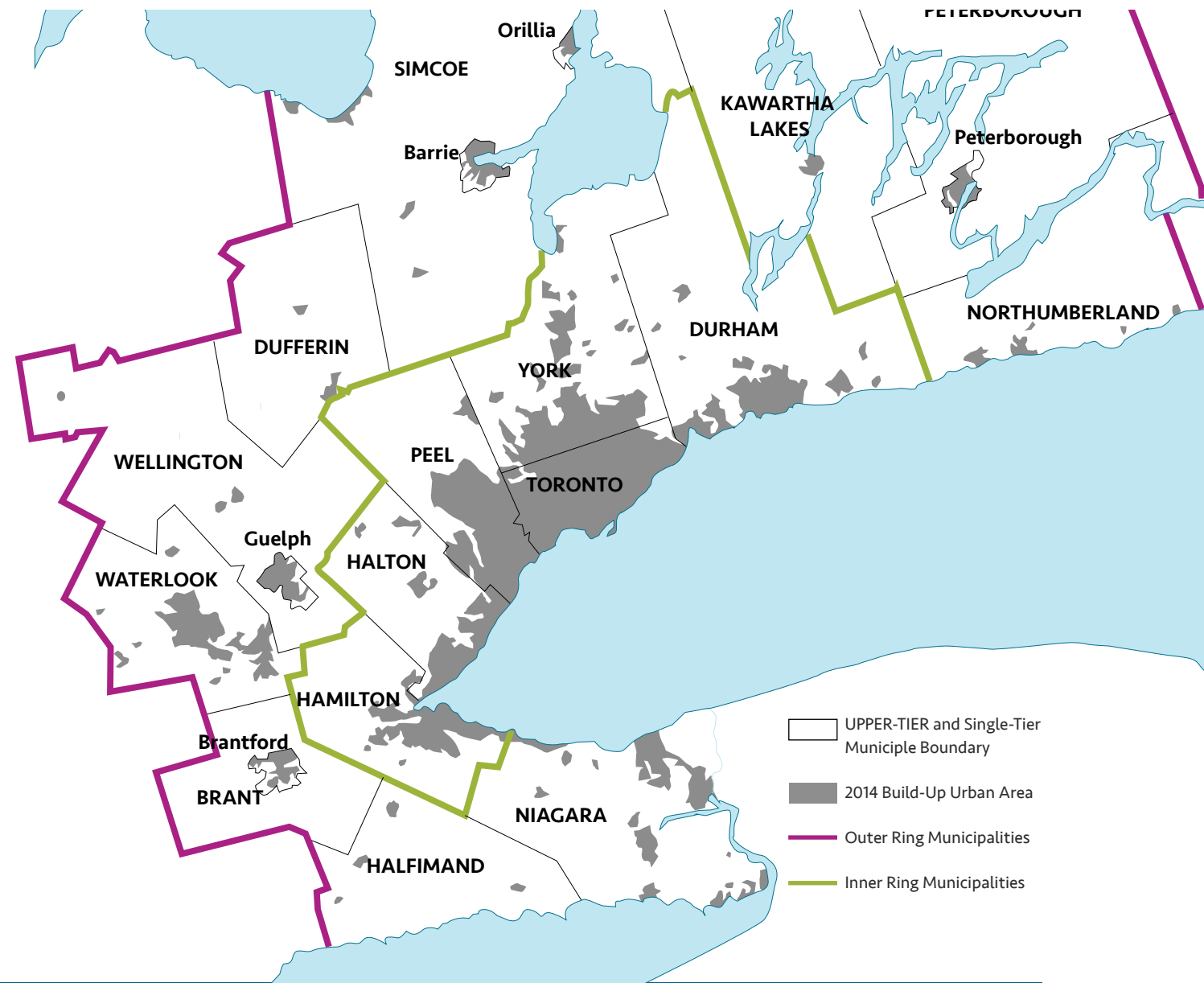
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⁴ Metrolinx, Mobility Hub Guidelines: For the Greater Toronto and Hamilton Area (2011), 150. <http://www.metrolinx.com/en/regionalplanning/mobilityhubs/MobilityHubGuidelines.pdf>

⁵ Ministry of Municipal Affairs (Ontario), “Places to Growth: Growth Plan for the Greater Golden Horseshoe” (2017), 11. <http://placestogrow.ca/images/pdfs/ggh2017/en/growth%20plan%20%282017%29.pdf>

In many cases, suburban or mid-sized municipalities are growing even faster than regional averages, making transit connectivity between home and workplaces even more important.

Map of the Greater Golden Horseshoe⁶



⁶ Adapted from Ontario. (2017). Growth plan for the Greater Golden Horseshoe. [Toronto] Ont: Ministry of Municipal Affairs and Housing

2.2 Opportunities and benefits of transit-supportive development

Growth is a challenge, but it also presents a strategic opportunity for municipalities to harness population growth and investments in civic infrastructure to build better, more connected cities. Bringing people together in cities create the conditions for economic development, knowledge generation, civic engagement and social innovation. Major transit stations, particularly where there is higher-order transit service, are major convergence points for people. They are a natural catalyst for the conditions for success in cities, and should be leveraged to build vibrant and healthy cities. According to Metrolinx's 2041 Regional Transportation Plan, the number of people living near transit in the Greater Toronto and Hamilton Area will increase from 9% to 38% under the Regional Transportation Plan⁷ – but only if all stakeholders such as planning authorities, transit agencies, developers, community groups, and members of the public work together to get

it right. Now, more than ever, it is imperative that the region create complete and transit-oriented communities that offer greater mobility choices for Ontarians.

The Growth Plan for the Greater Golden Horseshoe (2017) recognizes that future residential and employment growth should be around the GO rail network given its regional reach. Currently, the GO rail network consists of 66 stations with new stations being planned in the coming years, as well as service improvements for frequent, two-way all-day rail service.⁸ In addition to GO transit improvements, other transit expansions are planned or underway within the Greater Toronto and Hamilton Area, including light rail transit, bus rapid transit, and subway extensions. With these investments in public transit, the region is in a strong position to provide greater housing and employment opportunities connected to transit.

Growth is a challenge, but it also presents a strategic opportunity for municipalities to harness population growth and investments in civic infrastructure to build better, more connected cities.

⁷ Metrolinx. 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area. (2018), 111. <http://www.metrolinx.com/en/regionalplanning/rtp/Metrolinx%20-%202041%20Regional%20Transportation%20Plan%20%E2%80%93%20Final.pdf>

⁸ Metrolinx. New Stations. (2018). <http://www.metrolinx.com/en/greaterregion/regions/newstations.aspx>



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Here are some examples of direct and indirect benefits of creating transit-supportive communities:

- The integration of transit services within communities can improve public health by providing more active transportation choices that link to transit. By ensuring safe cycling lanes and walking paths around transit stations, commuters can travel seamlessly for the first and last leg of their journey, while enjoying increased health benefits: increased use of public transit and active transportation prevents premature deaths, diabetes, heart and lung conditions, and other chronic diseases.⁹
- Increased transit use and improved development around transit can also result in environmental benefits by reducing greenhouse gas emissions and air pollution from cars and enabling more efficient use of infrastructure by curbing urban sprawl.¹⁰
- Residents in transit-supportive development areas typically reduce single-occupant vehicle commuting by 15 to 30%, about half of which shifts to transit.¹¹
- Transit-supportive development also lays the groundwork for municipalities to create new housing supply by enabling higher density residential development within walking distance of transit stations.

⁹ Medical Officers of Health, Improving Health By Design in the Greater Toronto-Hamilton Area: A report of Medical Officers of Health in the GTHA (2014) <https://www.peelregion.ca/health/resources/healthbydesign/pdf/moh-report.pdf>

¹⁰ Appleyard, Bruce, Christopher E. Ferrell, and Matthew Taecker, Transit Corridor Livability: Realizing the Potential of Transportation and Land use Integration (2017), 22.

¹¹ Litman, Todd, Evaluating Public Transit Benefits and Costs: Best Practices Guidebook, Victoria Transport Policy Institute (2018) <https://www.vtpi.org/tranben.pdf>

03. TURNING IDEAS INTO ACTION



3.1 Five principles for transit-supportive development implementation

Provincial policies such as the Growth Plan for the Greater Golden Horseshoe (2017) set the stage for transit-supportive development by providing direction on minimum density targets around major transit station areas. As an example, the Growth Plan stipulates a density requirement of 150 people and jobs combined per hectare for those that are served by the GO Transit rail network, as well as other separate requirements for areas served by light rail transit, bus rapid transit, and subways.¹²

While provincial policies set the direction, municipalities have the formidable task to plan and manage growth and build communities that fully capture the value that major transit investments

bring. Municipalities are on the front lines of transit-supportive development implementation due to their responsibility for developing local land use and community plans, establishing zoning bylaws and parking standards, reviewing and approving development applications and managing public infrastructure. What we've heard is that successful implementation requires five principles: forward-looking land use and transportation planning, buy-in from key planning and policy decision-makers, a fine balance of competing local priorities, dedication of resources at the municipal level to undertake the necessary planning work, and coordination and partnership across sectors **(Table 1)**.

Without these elements, development plans or projects in and around transit infrastructure are at risk of becoming one-off propositions that do not result in benefits or value to the surrounding community.

The dangers of ad-hoc and uncoordinated planning is that development can lead to unintended outcomes such as inefficient use of land or transit-adjacent development, which does not support transit ridership or lacks functional connectivity to transit in terms of land use composition, station access or site design.¹³ Uncoordinated development can also result in reduced access to mobility choices and first-and-last mile connections to transit, limited access to employment opportunities, lack of diverse housing options, or access to other social and community services and institutions.

Overall, there are many complexities to implementing transit-supportive development. While this tool does not address all of these complexities, it provides a good first step.

¹² Ministry of Municipal Affairs. Places to Grow: Growth Plan for the Greater Golden Horseshoe (2017), 17. <http://placestogrow.ca/images/pdfs/ggh2017/en/growth%20plan%20%282017%29.pdf>

¹³ Metrolinx, Mobility Hub Guidelines: For the Greater Toronto and Hamilton Area (2011), 150. <http://www.metrolinx.com/en/regionalplanning/mobilityhubs/MobilityHubGuidelines.pdf>

Municipalities are on the front lines of transit-supportive development implementation due to their responsibility for developing local land use and community plans, establishing zoning bylaws and parking standards, reviewing and approving development applications and managing public infrastructure.

Table 1: Five principles for transit-supportive development implementation

Principles	Turning ideas into action	Considerations
<p>1. Set ambitious and outcomes-driven policies</p>	<p>Municipal land use plans (official plans) and zoning bylaws must be updated to conform with provincial policies such as minimum density targets for major transit station areas and priority transit corridors such as the GO Train network, light rail transit, bus rapid transit, and subways.</p> <p>Planning authorities should regularly measure and evaluate efforts to ensure that transit-supportive development policies are being met (e.g., increased mixed-income housing, improved walkability, cycling, economic activity, increased transit ridership etc.).</p>	<p>Translating the Growth Plan’s (2017) minimum density targets around major transit station areas into municipal policy is not always straightforward. There is a need for municipalities to work with relevant actors to meet ambitious minimum density targets over time, and address challenges that may arise due to local constraints and conditions.</p>
<p>2. Prioritize and coordinate development with transit investments</p>	<p>Land use plans, transit improvements, and other economic development activities should be coordinated as best as possible by leading entities, to drive towards the best outcomes.</p> <p>Provide guidance to planning and policy practitioners to prioritize the major transit station areas that are in the greatest need for policy and redevelopment assistance or with the highest potential for redevelopment.</p>	<p>The development potential around transit can vary widely across the region, depending on the local context. For example, there may be challenges to attract new employment development around certain transit stations, in the short-term.</p>

3. Balance planning priorities and issues

Maintain a balance between planning priorities. For example, balancing tensions between protecting for employment lands that may be lower in density at nearby transit station areas and the need to increase residential density, or balancing between the need for commuter parking at transit stations but also designing transit facilities and the land closest to the station for transit-supportive development opportunities.

Reimagining how free or low-cost commuter parking at transit stations could be transformed for transit-supportive development involves examining the resulting impacts to transit ridership or vehicle trips or vehicle-kilometres travelled.

4. Obtain buy-in

Obtain buy-in from within government departments, elected officials, and from other stakeholders including the broader public to create transit-friendly communities. Planners and policy practitioners play a significant role in communicating the benefits of long-term and stable investments in public transit and demonstrating the value of transit-supportive development.

There may be conflicting priorities that prevent municipalities to fully implement and realize the potential benefits of greater community development around transit.

There may be limited buy-in from the private development industry to contribute funding or collaborate on integrated transit developments to achieve mutually beneficial outcomes.

5. Allocate sufficient resources

Dedicate sufficient municipal planning staff time, and organizational efforts to make the design and planning process for transit-supportive development as efficient as possible, and to lead subsequent organizational and business process changes.

Many municipalities in the GGH need to plan for numerous major transit station areas. Municipal planning departments may be underresourced and as such, do not have the capacity to undertake the necessary land use planning work to leverage transit investment projects.

Municipal planners need resources to participate in ongoing coordination work with other agencies such as Metrolinx regarding major multi-year transit projects.

3.2 Working together to make it happen

Building vibrant and active communities with a balanced mix of jobs, housing, shopping, and social services - all within steps from transit stations require active involvement and partnerships from stakeholders across sectors and disciplines. It will require a willingness and ability to tap into the right resources and capacity to get the necessary elements in place. **Table 2** summarizes the actions that stakeholders can take to accelerate transit-supportive development.

Building vibrant and active communities with a balanced mix of jobs, housing, shopping, and social services - all within steps from transit stations require active involvement and partnerships from stakeholders across sectors and disciplines.



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Table 2: Key stakeholders to accelerate transit-supportive development

Stakeholder	Key Roles to Accelerate Transit-Supportive Development (Examples)
<p>1. Government of Ontario</p>	<ul style="list-style-type: none"> • Take an integrated approach to land use, transportation and infrastructure planning (e.g., Infrastructure Ontario, Ministry of Transportation, Ministry of Municipal Affairs and Housing) • Maintain and strengthen provincial policy direction for transit-supportive development, including the 2017 Growth Plan’s minimum density targets around major transit station areas. • Provide enhanced guidance to municipalities to turn policies into action (e.g., Ontario Ministry of Transportation’s transit-supportive guidelines) • Ensure municipal policies (e.g., new official plans, official plan amendments) conform with provincial policies by tracking and evaluating policy outcomes and performance. • Raise awareness, share knowledge, and best practices with relevant practitioners, to help implement transit-supportive development. <ul style="list-style-type: none"> • Long-term planning and funding for new and improved transit infrastructure and service, active transportation facilities, and other public realm assets to increase walking, cycling, and transit use. • As a landowner of parcels/lots in and around transit, and where applicable, pursue options that maximize public benefit (e.g., affordable housing, public realm amenities etc.): <ul style="list-style-type: none"> ◦ sell public land that is deemed surplus to a private entit(ies) and/or ◦ Retain the land and pursue joint development with property owners or third parties, to share costs of infrastructure improvements.
<p>2. Metrolinx</p>	<ul style="list-style-type: none"> • As a provincial agency of the Government of Ontario, plan, design, and deliver a regional transit system that supports growth management objectives identified in the Growth Plan. • Explore potential opportunities as a developer or development manager at transit stations. • Raise awareness, share knowledge, and best practices with relevant practitioners, to help implement transit-supportive development. • Develop and implement transit-supportive development strategies for commuter rail stations. <ul style="list-style-type: none"> • As a landowner of parcels/lots in and around transit, and where applicable, pursue options that maximize public benefit (e.g., affordable housing, public realm amenities etc.): <ul style="list-style-type: none"> ◦ sell public land that is deemed surplus to a private entit(ies) and/or ◦ Retain the land and pursue joint development with property owners or third parties, to share costs of infrastructure improvements.

- | | | |
|--|---|--|
| <p>3.</p> <p>Ontario
Municipalities</p> | <ul style="list-style-type: none"> • Streamline the planning and development approval process to facilitate transit-supportive development in priority areas. • Advance planning and economic development strategies to encourage high density and a mix of residential, employment and commercial uses within walking distance from transit, manage parking, and manage transportation demand etc. | <ul style="list-style-type: none"> • Raise awareness, share knowledge, and best practices with relevant practitioners, to help implement transit-supportive development. • Update and modernize municipal land use policies to conform to provincial policies, and which permits high density and mixed-uses around transit to meet minimum density targets. |
| <p>4.</p> <p>Private land development and real estate industry</p> | <ul style="list-style-type: none"> • Apply transit-supportive design principles and planning policies to development projects. • As private landowners of parcels/lots in and around transit, options to initiate joint development with public sector entities or pursue development adjacent to transit. | <ul style="list-style-type: none"> • Raise awareness, share knowledge, data, and best practices with relevant practitioners, to help implement transit-supportive development. • Provide market analysis to support transit-supportive development plans. |
| <p>5.</p> <p>Other (NGOs, industry associations, financial investors, institutions)</p> | <ul style="list-style-type: none"> • Raise awareness, share knowledge, and best practices with relevant practitioners, to help implement transit-supportive development. • Where applicable, apply transit-supportive design principles and planning policies to development projects. • Where applicable, as private landowners of parcels/lots in and around transit, options to initiate joint development with public sector entities or pursue development adjacent to transit. | <ul style="list-style-type: none"> • Where applicable, as investors of major development projects (employment such as commercial or institutional anchor uses), options to initiate joint development with public sector entities or pursue development adjacent to transit. • Provide market analysis to support transit-supportive development plans. |
| <p>6.</p> <p>Public</p> | <ul style="list-style-type: none"> • Drive city building initiatives, including development of planning policies and influence the development approvals process through public consultation and engagement. | <ul style="list-style-type: none"> • Engage with local government to voice concerns, issues, and desires for their community. |



04. A TYPOLOGY AND EVALUATION TOOL

The potential for transit-supportive development is not uniform across the region's transit network. As such, planning for greater community development around transit requires planners and policy practitioners to make decisions to identify the land uses, scale and density of development that is appropriate, as well as consider where and when investments are made. By using this tool, relevant stakeholders can better understand the transit station areas with the greatest need for redevelopment assistance and/or the biggest potential for development.

This typology serves as a tool to inform planning and economic development decisions that facilitates development

projects around public transit, and maximizes public benefit of existing and planned investments in public transit. The typology and evaluation tool considers a range of interrelated factors, including land use, transportation, infrastructure, economic development and real estate market dynamics. In this way, the tool helps planners to assess the unique local conditions, align plans and the timing of infrastructure investments, as well as identify and accelerate different policy interventions to create transit-friendly communities. For example, achieving policy objectives for creating more mixed-income housing that affords a diversity of families to live near work or commute by transit.



The tool helps planners to assess the unique local conditions, align plans and the timing of infrastructure investments, as well as identify and accelerate different policy interventions to create transit-friendly communities.

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Some examples of how this tool can be used include but are not limited to:

- Making planning and investment decisions in a systematic and efficient manner.
- Identifying key neighbourhoods served by transit within a municipality with the highest potential and/or greatest priority, need, or interest for transit-supportive development.
- Reviewing or creating new land use plans such as official plans, secondary plans, transportation demand management strategies, complete communities strategies, or local transit-supportive development guidelines.
- Developing short-, medium-, or long-term local economic development plans or strategies to attract job growth through commercial and office development in close proximity to transit service and other amenities.
- Undertaking detailed planning and updating zoning bylaws for major transit station areas on priority transit corridors to support transit service improvements and city-building initiatives to leverage transit investment.
- Reviewing development applications in major transit station areas, as identified by the Growth Plan.
- Developing local and regional housing strategies and action plans, to increase a diversity of housing types and supply in close proximity to transit service and other amenities.

4.1 Typology Characteristics

Given the opportunities and challenges in prioritizing development around transit, investment strategies to redevelop transit stations need to be context-sensitive. One way to take context into account is to create a typology for transit station areas based on three characteristics. We recognize that there are many ways in which transit stations can be classified but for the purpose of this tool, three broad characteristics are used:

1 Market Potential

This considers the infrastructure investments and residential, employment, and/or commercial development projects led by the public, private and non-profit sectors. It also refers to the market potential and readiness for future development on available public or privately owned land. The market potential and readiness may be influenced by increased transit service at existing stations or new demand associated with construction of new stations. The strength of the real estate market is driven by the location and desirability/interest for business investment around transit stations and facilities.

For our purposes, market conditions can vary, and be understood as “limited”, “moderate”, and “strong”. Indicators of strong market conditions, for example, can be expressed by a high number of residential and commercial transactions in a year, real estate values, concentration of existing development (prime commercial office locations), and high return on investments for developers. Indicators of weak market conditions, for example, can be identified by low or stagnant levels of public and private investment, and in turn affect the provision of services, community or public realm amenities.

2 Area Conditions

This category consists of a range of characteristics that subsequently defines and influences the urban design, physical built form and environment. This includes policies and zoning that determine land use, transportation infrastructure, and population and job densities of an area; community and public realm conditions; and capacity and levels of social services and civic facilities.

For our purposes, area conditions can vary, and be understood as “limited”, “moderate”, and “strong”. Indicators of strong area conditions around transit stations and facilities can be expressed by the existence of a wide range of residential options, shopping, employment opportunities, and recreational and social services. Weak area conditions can be interpreted to be communities with predominately one land use type such as low-density residential neighbourhoods with limited supporting uses and services.

3 Transit Function and Service

This category considers the hierarchy of transit service (subways, light rail transit, bus rapid transit, bus service in mixed traffic, commuter rail), levels of service (frequency), level of access to transit such as integration/connections to other transit lines; active transportation connectivity to transit (cycling and walking); and amenities to support transit service (transit terminals, bus shelters, bicycle parking).

For our purposes, transit function and service can vary, and be understood as “limited”, “moderate”, and “strong”. Areas with the highest potential for transit-supportive development are well served by transit, especially around rapid transit networks with frequent service, and where there is capacity to accommodate additional transit ridership. The greatest opportunities for development are also around transit lines that have stable long-term funding to maintain a high level of service performance and improve transit lines/types based on community needs.

Table 3 provides a summary of indicators that may be used to understand the opportunities for additional transit-supportive development in a given area based on market potential in the surrounding area, area conditions informing the urban design and built form, and transit function and service.



Table 3 Typology characteristics and measurement indicators

Typology Characteristic	Measurement Indicators (examples)	Range of Condition
1. Market potential	<ul style="list-style-type: none"> • Residential and commercial sales (sq. ft.) • Residential and commercial transactions • Residential and commercial rents • Location and land desirability (e.g., prime office) • Land availability and ownership • Level of public and/or private investments (e.g., housing) • Project return on investment and land value capture opportunities • Project financial risks 	<p>Strong market potential: high desirability and interest in developing residential and/or employment uses in close proximity to transit stations.</p> <p>Moderate: some desirability and interest for development.</p> <p>Limited: low development conditions, as represented by low-density residential and/or employment uses. This includes areas that may be in close proximity to transit stations but there is limited frequent service or interchange options, thereby affecting its development potential.</p>
2. Area conditions	<ul style="list-style-type: none"> • Planning policies and zoning (density, height, land use) • Public and political support • Population and jobs • Public realm conditions, amenities, improvement • Local area of interest (place-making, destinations) • Physical built form, density, land use, natural and cultural heritage • Social service and institutional (e.g., school) capacity • Capital infrastructure capacity (servicing) • Development applications • Land parcel sizes/configuration (affecting development potential on its own or potential for consolidation) • Community facilities and services 	<p>Strong: wide mix of uses, public realm amenities and convenient and high accessibility to social services and facilities.</p> <p>Moderate: Some access to social services and facilities, some public realm amenities. There may be a lack of uses in proximity to transit stations.</p> <p>Limited: very limited provision of public realm amenities, social services, and predominately one land use, typically low-density residential use.</p>

3. Transit function and service

- Transit funding
- Transit performance
- Transit capacity
- Walkability and bikeability
- Pedestrian/cycling connectivity
- Proximity and access (travel time to centres)
- Transit station access and amenities
- Trip purpose
- Network density
- Service frequency

Strong: excellent transit accessibility, multimodal connections to transit stations, serving pedestrians and cyclists, high-order transit, and excellent intermodal connections, great linkage to urban centres.

Moderate: high-order transit, some multimodal connections, and intermodal linkages.

Limited: infrequent transit service, limited intermodal connections for pedestrians and cyclist.





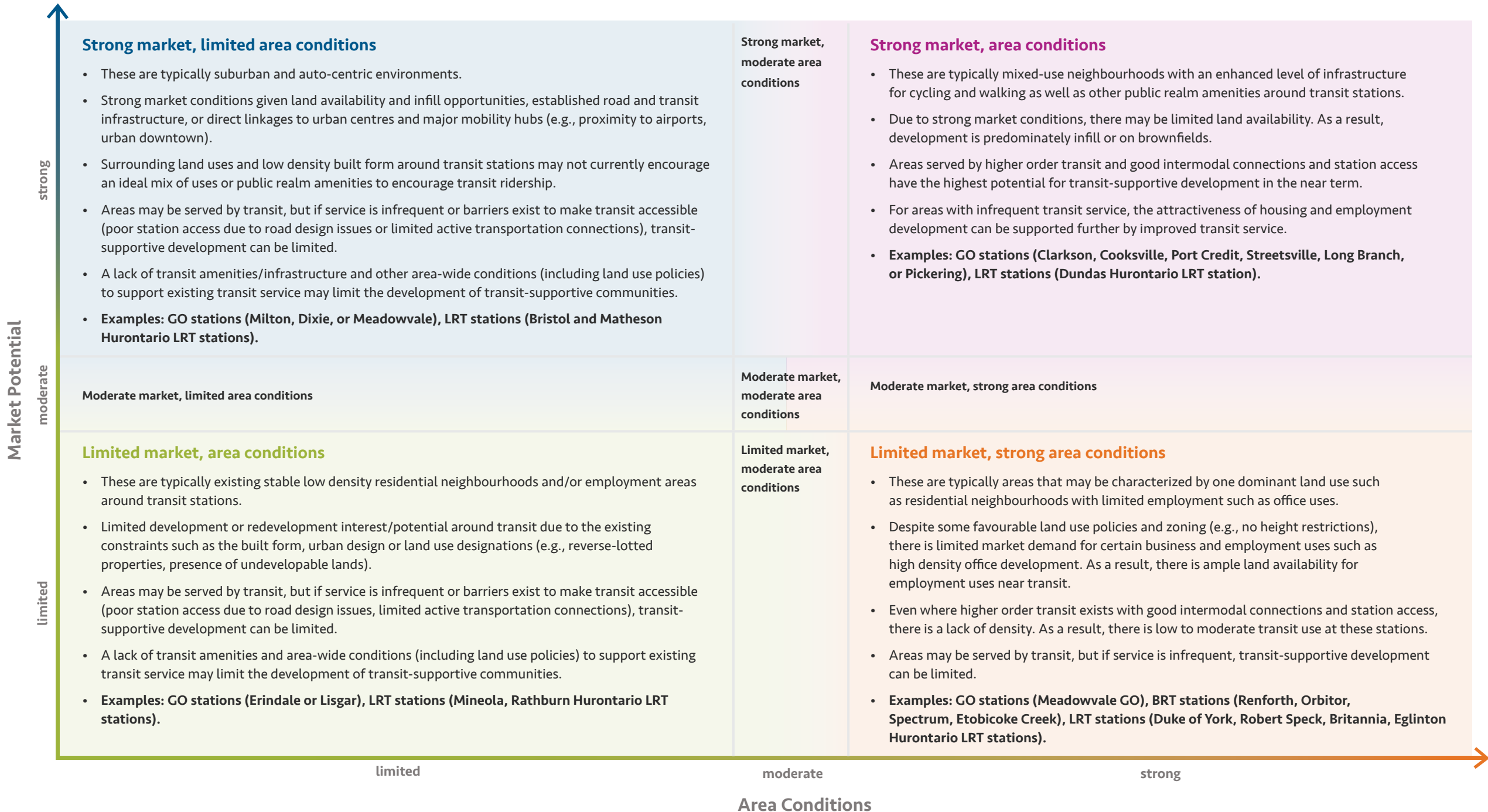
4.2 Identifying Transit Station Area Typologies

Characterizing transit stations and the areas immediately surrounding them (10 minute walking distance from transit stations) according to the three broad characteristics – market potential, area conditions and transit service and functionality – can guide investment and planning decisions. For example, this framework enables governments and the private sector to identify station areas with the greatest need for redevelopment assistance, the biggest potential for development, and/or where additional transit investment is needed to encourage economic development. Based on this evaluation, planning and economic development strategies and actions can be developed and prioritized to support development around transit. The transit station area typology tool presented in **Figure 1** overlays two typology characteristics: market potential and area conditions, to create a nine box matrix. The third typology characteristic – transit service and functionality – is a consideration within the matrix.



Figure 1 Transit station typology tool.

Transit service in these areas can be: limited, moderate or strong.



The four corner quadrants of the matrix are described below:

Typology: Strong market potential, limited area conditions

Transit service levels and accessibility under this typology may range from high-order transit, frequent service and excellent intermodal connections (strong transit service) to less convenient and frequent transit service (moderate or limited transit service). These transit station areas are typically suburban and auto-oriented environments. Strong market conditions can be attributed to land availability and infill opportunities, and established road and transit infrastructure, or direct linkages to urban centres and major mobility hubs (e.g., proximity to airports, urban downtown centres). In these areas current land use and transportation policies may have contributed to an urban built form that lacks the density, mix of uses or public realm amenities that are in close walking distance to transit, and therefore does not support transit use. Areas may be served by transit, but if service is infrequent or barriers exist to make transit accessible (poor station access due to road design issues or limited active transportation connections), transit-supportive development can be limited. Examples of this typology include some GO stations (Milton, Dixie or Meadowvale), some LRT stations (Bristol and Matheson Hurontario LRT stations).

Typology: Limited market potential, limited area conditions

Transit service levels and accessibility within these areas may range from high-order transit, frequent service and excellent intermodal connections (strong transit service) to less convenient and frequent transit service (moderate or limited transit service). These transit station areas are typically existing low-density residential neighbourhoods and/or employment areas with limited demand for development or redevelopment interest/potential around transit stations. Existing constraints such as the built form, urban design or land use designations and policies may have contributed to an urban built form that lack public realm amenities that are in close walking distance to transit, and therefore does not support transit use. Areas may be served by transit, but if service is infrequent or barriers exist to make transit accessible (poor station access due to road design issues, limited active transportation connections), transit-supportive development can be limited. Examples of this typology include some GO stations (Erindale or Lisgar) and some LRT stations (Mineola, Rathburn Hurontario LRT stations).

Typology: Strong market potential, strong area conditions

Transit service levels and accessibility within these areas may range from high-order transit, frequent service and excellent intermodal connections (strong transit service) to less convenient and frequent transit service (moderate or limited transit service). The land use policies have contributed to a mixed-use neighbourhood, with an enhanced level of public realm amenities and civic infrastructure that support high transit use, walkability and cycling. Due to strong market conditions, there may be limited land availability in these areas, and therefore development is predominately infill or brownfield development. Areas served by higher order transit and good intermodal connections and station access have the highest potential for transit-supportive development in the near term. For areas with infrequent transit service, the attractiveness of housing and employment development can be supported further by improved transit service. Examples of this area typology include some GO stations (Clarkson, Cooksville, Port Credit, Streetsville, Long Branch, Pickering), and some LRT stations (Dundas Hurontario LRT station).

Typology: Limited market potential, strong area conditions

Transit service levels and accessibility within these areas may range from high-order transit, frequent service and excellent intermodal connections (strong transit service) to less convenient and frequent transit service (moderate or limited transit service). These are typically areas that may be characterized by one dominant land use such as residential neighbourhoods with limited employment such as office use. Despite favourable land use policies and zoning (e.g., no height restrictions), there is limited market demand for certain business and employment uses such as high density office development. As a result, there is ample land availability for employment uses near transit. Even where higher order transit exists with good intermodal connections and station access, there is a lack of density. As a result, there is low to moderate transit use. For some areas, there may be transit, but if service is infrequent, transit-supportive development can be limited. Examples of this typology includes some GO stations (Meadowvale), BRT stations (Renforth, Orbitor, Spectrum, Etobicoke Creek), some LRT stations (Duke of York, Robert Speck, Britannia, Eglinton Hurontario LRT stations).

With transit station areas classified based on this typology tool, the next step is to identify the right solutions to incentivize community development around transit. The priorities and opportunities that could be undertaken to support walkable and transit-friendly development inevitably varies and depends on the local context and conditions of a community. Planning strategies and investment decisions to create transit-supportive communities should be driven and informed by the local context, market conditions, and meeting community needs. The next section seeks to help planners and policy practitioners identify various context-sensitive solutions to create the conditions for successful transit-supportive development.

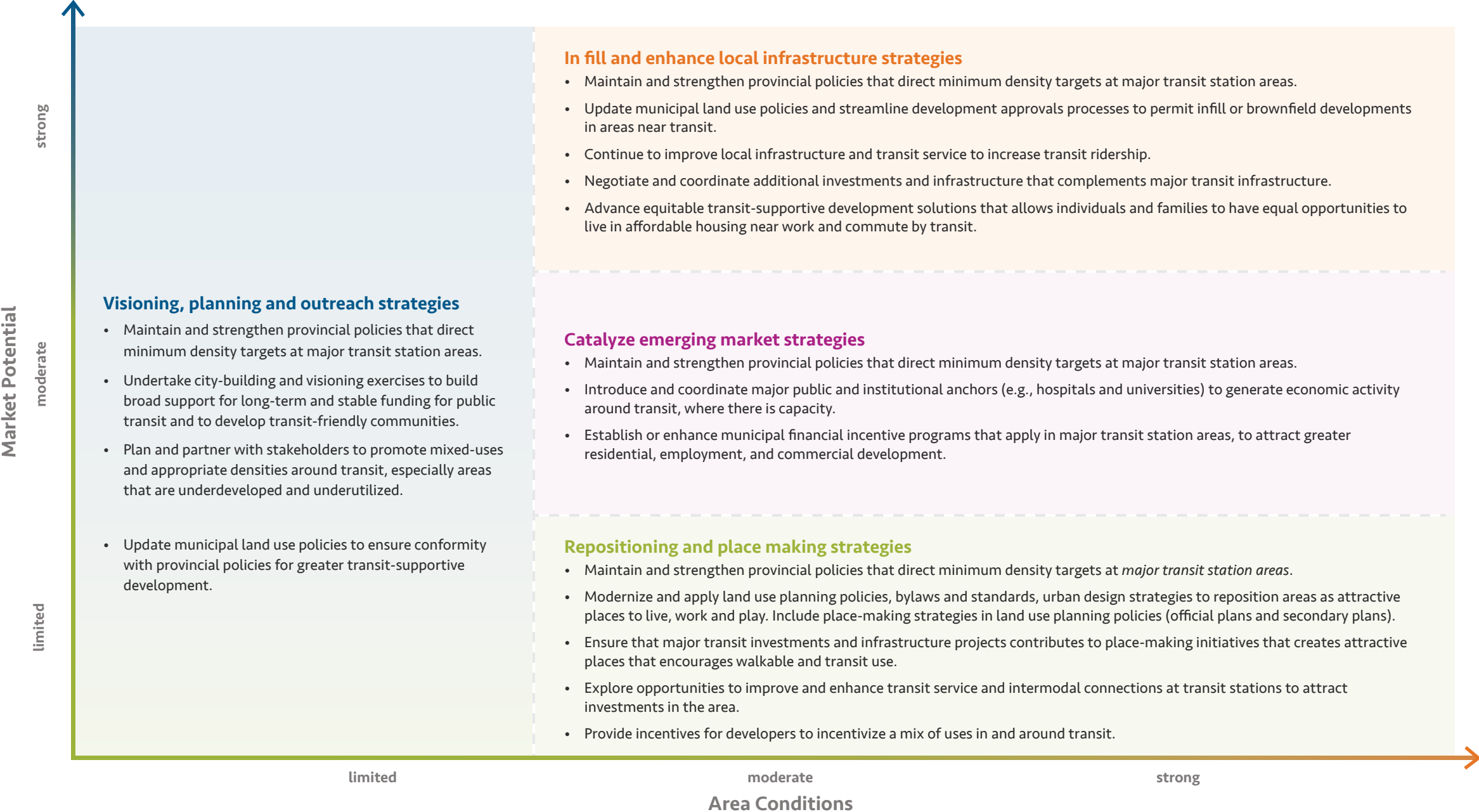
4.3 *Developing Context-Sensitive Solutions*

Based on transit station typologies and local context, there are a range of context-sensitive strategies and solutions that can be implemented (**Figure 2**). As mentioned, different land use and economic development strategies and investments are needed to create or bolster the conditions for transit-supportive development. A key element in developing context-sensitive solutions is to consider the timing of infrastructure investments and planning initiatives to correspond to the existing market potential and readiness, physical built environment of the area, and transit service capacity. In the short-term, planning and policy practitioners as well as city-builders can continue to or enhance their efforts to build awareness of the value and benefits of transit-supportive development to decision-makers and the public. Over the medium and long-term, the ultimate desired outcome is for municipalities to be planned in a manner that makes transit attractive to its residents and encourages commuters to shift from using personal vehicles towards transit use.



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Figure 2: Developing context-sensitive strategies based on transit typology¹⁴



¹⁴Adapted framework from the Centre for Transit-Oriented Development, "Making it Happen: Opportunities and Strategies for TOD in the Knowledge Corridor: A Market Analysis for TOD in the Region's BRT and Rail Corridors" (2013), 91 http://ctod.org/pdfs/20130917_CTKC_Final_Plan.pdf

Visioning, planning and outreach strategies

For transit station areas where there is a lack of area conditions to support transit ridership, visioning and high-level planning and outreach strategies are useful to support greater community development around transit. Planning authorities and relevant stakeholders play an important role in communicating the value proposition and benefits for public transit, and creating communities with a balanced mix of uses - all within walking distance from transit. Planning and outreach initiatives that aim to articulate the local community's vision for mobility and place-making for parcels of land that are underdeveloped, underutilized or vacant near transit can be valuable exercises to obtain buy-in from relevant stakeholder groups to advance transit-supportive development. Upgrading public realm amenities and improving transit service can help to attract residential, employment and commercial development where transit infrastructure already exists. Expanding active transportation networks with transit and permitting more compact urban forms near transit may uplift the value of adjoining residential, employment or commercial development sites. Where it is required, financial programs and incentives may be introduced to attract new development or redevelopment of areas in close proximity to transit over time.

Infill and enhance local infrastructure strategies

For areas with strong market potential for development or redevelopment and moderate to excellent area conditions, planning and economic development strategies that focus on infill development and enhance local infrastructure are important to advance transit-supportive development. Modernizing and updating land use planning policies (municipal official plans and zoning) that encourage high density and a mix of uses around frequent and high-order transit should be prioritized. Planning and investments to further improve transit service (increased frequency) and connectivity/integration with pedestrian and cycling facilities, where it is needed, can further encourage additional development where transit infrastructure already exists. Collectively, these types of planning and economic development strategies can catalyze transit ridership and leverage existing major transit investments like light rail transit, commuter rail (GO Transit), bus rapid transit, or subways.

Catalyze emerging markets

Planning and economic development strategies and initiatives are important to implement where there is emerging development or redevelopment interest. Planning authorities should ensure that areas around transit stations have land use designations and zoning to support greater development and increases transit ridership. Attracting major public and private investments (e.g., institutional anchors such as hospitals and universities) are ways to encourage transit ridership where there is capacity.



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Repositioning and place-making strategies

In communities where there is limited development potential for residential, employment and/or commercial uses but moderate to strong area conditions, financial policies and incentives may be required to encourage the desired size, scale and timing of additional development or redevelopment of areas where transit infrastructure already exists. Considerations to the timing of transit infrastructure and service improvements, including to intermodal connections and multimodal facilities can be an important lever to incentivize transit-supportive development in the short-term. In addition, additional civic infrastructure and place-making strategies to promote the attractiveness of the area can help reposition areas for transit-supportive development. Funds generated from private development or major transit projects for public purposes and benefits could be used to enhance or improve the area conditions. In the City of Toronto, Metrolinx, through a Public Realm Amount budget, is providing funds to improve the City's streetscape and public realm related to certain transit projects. Other planning tools that could be leveraged include density bonusing (Section 37 of the Planning Act) that generates funds from private development to help fund community amenities. These types of initiatives could ensure that broader community improvements coincide with transit investments. Place-making strategies, included in local secondary plans, for example, may provide the authority and direction on how and where public realm or community benefit funds should be assigned.

Within these broader strategies, there are a wide range of actions that relevant stakeholders can help to advance. This includes:

1 *Outcomes-driven Public Policies*

Establishing and maintaining minimum density targets around major transit station areas are fundamental to transit-supportive development. Over time, these density targets should become more ambitious to accommodate future population and employment growth. In addition, it is imperative that land use planning policies (official plans and zoning bylaws) are updated to designate areas around major transit station areas for growth and attract greater real estate development, especially in favour of mid to high-density, mixed-use development. Parking standards and bylaws should be modernized as well to limit the amount of free surface parking near transit stations. Such an approach would need to take into account the potential impact that reduced access to free or low-cost parking would have on transit ridership and the degree this may result in more vehicle trips or vehicle kilometers travelled. Other planning systems can be enacted such as a community planning permit system to promote growth around transit, as long as the requisite planning is already in place.

In addition to setting strong transit-supportive development policies, there must be regular performance monitoring and evaluation work to objectively measure progress and ensure that the intentions of transit-supportive development are not lost.

It is imperative that land use planning policies (official plans and zoning bylaws) are updated to designate areas around major transit station areas for growth and attract greater real estate development, especially in favour of high-density, mixed-use development.



Municipal planners can be a significant driving force for transit-supportive development by bringing awareness of these opportunities to government officials and broader public in the planning process.

2 Policy Guidance and Resources to Build Municipal Capacity

Municipalities can benefit from additional guidance, resources and funding to adequately undertake necessary local planning and transportation planning studies that lays the groundwork for transit-supportive development. These efforts must be coordinated early with transit planning exercises led by Metrolinx in order to ensure that land use policy adoption is coordinated with detailed design work for regional transit projects.

3 Integrated and Coordinated Planning

Planning authorities can advance transit-supportive development by streamlining their development approval processes in order to attract residential or employment development near transit in a reasonable and timely manner.

Further, municipal planners can be a significant driving force for transit-supportive development by taking a coordinated approach to land use, housing, transit and infrastructure planning.¹⁵ Municipal planners may also help bring awareness of transit-supportive development opportunities to government officials and the broader public through relevant planning and public engagement processes, where possible.

¹⁵Footnote: Andrew Cohrs and Lindsay Wiginton. Transit-supportive development and city-building: Brief 3: Tools for building infrastructure and policy conditions (Pembina Institute and Evergreen, 2018), 2. <https://www.pembina.org/reports/tsd-brief3.pdf>

4 Multi-sectoral Partnerships

Multi-sectoral partnerships can be formed to enhance and improve transit infrastructure. Where it makes sense, developers can help build a transit station and amenities, and in turn obtains air-rights above transit facilities for residential, employment and/or commercial purposes. Developers can contribute or advance transit-supportive development and create land value capture from gaining direct or close access to transit from their site. The Government of Ontario recently announced a new market-driven approach to transit-supportive development, which include partnerships with the private sector to redevelop GO stations with a combination of housing and employment uses and improved transit station amenities.¹⁶ There are opportunities for public entities to work with both private and non-profit developers to deliver a range of housing options, including affordable housing. Careful consideration is required to ensure that multi-sectoral partnerships achieve policy objectives and most importantly, result in public benefits.

5 Financial Tools and Programs

Public entities provide dedicated funding to underwrite the most difficult to fund phase of development such as land assembly and environmental remediation. Community planning, community planning permit system, development charges and credits are examples of municipal tools that can be leveraged to attract transit-supportive development and fund transit infrastructure improvements in areas where it is needed. Grants or subsidies or tax incentives are also financial tools to help reduce business costs and support new building construction and expansion in targeted sectors and areas across the city near transit.

Careful consideration is required to ensure that multi-sectoral partnerships achieve policy objectives and most importantly, result in public benefits.

¹⁶ Government of Ontario, "Ontario Partners with Businesses to Build New Etobicoke GO Station", (2018) <https://news.ontario.ca/mto/en/2018/10/ontario-partners-with-business-to-build-new-etobicoke-go-station.htm>



In cases where public entities are disposing of public lands in close proximity to transit, policies should be in place to ensure that the land value is maximized and captured through the highest and best use as well as helps to achieve public policy objectives and public benefits

6 Land Access and Acquisition

Public entities can recruit and partner with interested developers to build residential, employment and/or commercial uses, particularly on underdeveloped/underutilized or vacant lands near transit. Multi-sectoral partnerships could be formed to introduce public and institutional anchors to generate economic activity/ anchors around transit stations, where there is transit capacity, or help fund transit service improvements. In cases where public entities are disposing of public lands in close proximity to transit, policies should be in place to ensure that the land value is maximized and captured through the best use as well as helps to achieve public policy objectives and public benefits. To this end, there should be conditions on the sale/ lease of public lands to ensure that cities are also maximizing public benefits (e.g., minimum affordable housing requirement, developing built forms that are conducive to walking, cycling and transit use).

05. CONCLUSION AND NEXT STEPS





More can be done to accelerate the efforts that are needed to meet growth management and planning objectives. This means greater policy and implementation support for municipalities so that they are equipped with the right planning tools, authority to deploy resources, and prioritize development plans in a systematic way. Many transit stations in the Greater Golden Horseshoe, including commuter rail such as GO transit, have high investment and redevelopment potential. In order to take full advantage of the benefits and value of creating complete, walkable and transit-friendly communities, there is a need for actions from all levels of government and from the private and non-governmental sectors. Transit service and infrastructure improvements need to be coordinated with economic development and planning interventions and strategies to create vibrant and sustainable communities.

This tool can serve as a resource for planning practitioners in their initial evaluation of market potential, area conditions, and transit service when identifying priority areas to accelerate transit-supportive development.

There are opportunities to further assess the surrounding conditions of each transit station area to determine its development potential and market readiness, and then begin creating context-sensitive strategies that could be implemented over time to advance transit-supportive development. Further research is needed to investigate a scoring/ranking system for the typologies to determine priority and provide a quantitative means of comparing between various station area typologies.



APPENDICES

Appendix A. Current Planning Policy Framework

The 2017 Growth Plan for the Greater Golden Horseshoe (“the Growth Plan”) provides the policy framework for transit-supportive development by recognizing transit as a first priority for major transportation investments. The Growth Plan sets out a regional vision for transit, aims to align transit with growth by directing growth to *major transit station areas* and other *strategic growth areas*, including *urban growth centres*, and promoting transit investments in these areas. To optimize provincial investments in *higher order transit*, the Growth Plan also identifies *priority transit corridors* where municipalities are expected to plan for *major transit station areas* on these corridors to support planned service levels.^{17 18}

Building on the Growth Plan, Metrolinx’s 2041 Regional Transportation Plan (RTP) for the Greater Toronto and Hamilton Area (GTHA) provides an ambitious plan to support transit infrastructure and transit-supportive development in the region. A key approach to this type of development is to intensify places to live, work and play around *major transit station areas* at key intersections within the region’s Frequent Rapid Transit Network. These areas are referred to as Mobility Hubs, and are places where there is

frequent rapid transit service, integration with various modes, and an elevated development potential for higher densities and a mix of uses.¹⁹ Recognizing that planning for developing mobility hubs must consider their urban context, Metrolinx developed Mobility Hub Guidelines, which include typologies to address the key differences between mobility hubs, and to inform the application of development strategies.

Mobility hub typologies are categorized by: the urban context (urban vs. suburban) and the transportation function of the transit stop or facility (station access, major transfer point) as well as level of transit ridership and activity. A brief description of Mobility Hub Typology Categories:²⁰

- **Urban Context:** Central Toronto, Urban Transit Nodes, Emerging Urban Growth Centres and Corridors, Historic Suburban Town Centres, Suburban Transit Nodes, and Unique Destinations.

Urban Transit Nodes: major and local centres such as Kipling or Kennedy stations, with a mix of uses and moderate densities, with some infill development opportunities.

Suburban Transit Nodes: auto-oriented built form

and good land availability for development and growing market for mixed use development such as Hurontario – Steeles.

Urban Growth Centres and Corridors: such as Vaughan Metropolitan Centre, Richmond Hill Centre, Markham downtown, along Highway 7 and Yonge Street corridor in York Region

- **Transportation Function:** Entry, Transfer, and Destination.

Entry: High number of outbound trips during morning peak. Stations typically have commuter parking, some bicycle parking and access to local transit. Example: Downtown Milton.

Transfer: Major transfer point between two or more rapid transit lines. Stations can connect multiple transit operators and typically consists of a high numbers of travellers moving within the station. Example: Kennedy.

Destination: High number of inbound trip during morning peak due to the concentration of employment, recreation, institutional uses serving a high number of transit lines. Example: Union Station, North York Centre.

¹⁷ Ministry of Municipal Affairs. Places to Grow: Growth Plan for the Greater Golden Horseshoe (2017), 11. <http://placestogrow.ca/images/pdfs/ggh2017/en/growth%20plan%20%282017%29.pdf>

¹⁸ In 2017, the Government of Ontario introduced the Building Better Communities and Conserving Watersheds Act (Bill 139), which includes a series of planning reforms including the ability for municipalities to identify their own density targets for “protected” MTSAs.

¹⁹ Metrolinx. 2041 Regional Transportation Plan for the Greater Toronto and Hamilton Area, 91. <http://www.metrolinx.com/en/regionalplanning/rtp/Metrolinx%20-%202041%20Regional%20Transportation%20Plan%20%E2%80%93%20Final.pdf>

²⁰ Metrolinx. “Mobility Hub Guidelines” (2011) <http://www.metrolinx.com/mobilityhubs/en/defining/defining.aspx>

Appendix B. Contributors

B.1 Transit Supportive Development Working Group Member List

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B.2 Other expert contributors

We are grateful for the contributions and expertise that the following individuals have offered on the topic of transit-supportive development, either through one-on-one interviews and/or participation in working group meetings.

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2. Metrolinx
3. Thomas Schwerdtfeger, Senior Community Planner, City of Toronto
4. Duran Wedderburn, Principal Planner, Region of Peel

Appendix C. Glossary of Terms

Pulled from the Growth Plan for the Greater Golden Horseshoe (2017) and Metrolinx Mobility Hub Guidelines (2011).

Active Transportation: The 2017 Growth Plan describes this term as “human-powered travel, including but not limited to, walking, cycling, inline skating and travel with the use of mobility aids, including motorized wheelchairs and other power-assisted devices moving at a comparable speed.”

Compact Built Form: The 2017 Growth Plan describes this term as “a land use pattern that encourages the efficient use of land, walkable neighbourhoods, mixed land uses (residential, retail, workplace, and institutional) all within one neighbourhood, proximity to transit and reduced need for infrastructure. Compact built form can include detached and semidetached houses on small lots as well as townhouses and walk-up apartments, multi-storey commercial developments, and apartments or offices above retail. Walkable neighbourhoods can be characterized by roads laid out in a well-connected network, destinations that are easily accessible by transit and active transportation, sidewalks with minimal interruptions for vehicle access, and a pedestrian-friendly environment along roads to encourage active transportation.

Complete Communities: The 2017 Growth Plan describes this term as “places such as mixed-use neighbourhoods or other areas within cities, towns and *settlement areas* that offer and support opportunities for people of all ages and abilities to conveniently access most of the necessities for daily living, including an appropriate mix of jobs, local stores, and services, a full range of housing, transportation options and *public service facilities*. *Complete communities* are age-friendly and may take different shapes and forms appropriate to their contexts.”

Development: The 2017 Growth Plan describes this term as “the creation of a new lot, a change in land use, or the construction of buildings and structures requiring approval under the Planning Act...”

Higher Order Transit: The 2017 Growth Plan describes this term as “transit that generally operates in partially or completely dedicated rights-of-way, outside of mixed traffic, and therefore can achieve levels of speed and reliability greater than mixed-traffic transit. *Higher order transit* can include heavy rail (such as subways and inter-city rail), light rail, and buses in dedicated rights-of-way.”

Intensification: The 2017 Growth Plan describes this term as “the development of a property, site or area at a higher density than currently exists through:

- a) *redevelopment*, including the reuse of *brownfield sites*;
- b) the development of vacant and/or underutilized lots within previously developed areas;
- c) infill development; and
- d) the expansion or conversion of existing buildings.”

Joint Development: The 2017 Growth Plan describes this term as “agreements entered into voluntarily between the public sector and property owners or third parties, whereby private entities share some of the costs of infrastructure improvements or contribute some benefits back to the public sector based on a mutual recognition of the benefits of such infrastructure improvements. Approaches to joint development may be recommended in guidelines developed by the Province.”

Major Transit Station Area: The 2017 Growth Plan describes this term as “the area including and around any existing or planned *higher order transit* station or stop within a *settlement area*; or the area including and around a major bus depot in an urban core. *Major transit station areas* generally are defined as the area within an approximate 500 metre radius of a transit station, representing about a 10-minute walk.” *Major transit station areas* are subject to minimum density targets:¹⁶

- 200 residents and jobs combined per hectare for those that are served by subways;
- 160 residents and jobs combined per hectare for those that are served by light rail transit or bus rapid transit; or
- 150 residents and jobs combined per hectare for those that are served by the GO Transit rail network.

The 2017 Growth Plan directs that *major transit stations areas* should be designed and supported to achieve multimodal access to stations and connectivity with the surrounding area by promoting:

- Connections to local and regional transit services to support transit service integration;
- Infrastructure to support active transportation including sidewalks, bicycle lanes, and secure bicycle parking;
- Commuter pick-up/drop-off areas;
- Planning for a diverse mix of uses, including second units and affordable housing;
- Collaboration between public and private sectors, such as joint development projects;
- Alternative development standards, such as reduced parking standards; and
- The Prohibition of land uses and built forms that would adversely affect the achievement of transit-supportive densities.

Mobility Hubs are considered to have primary (within 250 metres) secondary (within 500 metres) and tertiary zones (beyond 500 metres) as well as a catchment area (broader area of influence). This assists with understanding the variation of land uses within mobility hubs and further describes the type of growth that is appropriate.

Metrolinx's Mobility Hub Guidelines (2011) match types of mobility hubs to some specific strategies aimed at encouraging seamless mobility, place-making and successful implementation (the three primary objectives of the guidelines). However most strategies are not linked to specific mobility hub types.

Multimodal: The Growth Plan describes this term as "relating to the availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, rail (such as commuter and freight), trucks, air, and marine."

Priority Transit Corridors: The 2017 Growth Plan describes this term as "transit corridors shown in Schedule 5 or as further identified by the Province for the purpose of implementing this Plan."

Redevelopment: The 2017 Growth Plan describes this term as "the creation of new units, uses on previously developed land in existing communities, including *brownfield sites*."

Transit-supportive: The 2017 Growth Plan describes this term as "relating to development that makes transit viable and improves the quality of the experience of using transit. It often refers to compact, mixed-use development that has a high level of employment and residential densities. *Transit-supportive* development will be consistent with Ontario's Transit Supportive Guidelines."

Transportation Demand Management: The 2017 Growth Plan describes this term as "a set of strategies that result in more efficient use of the *transportation system* by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost."