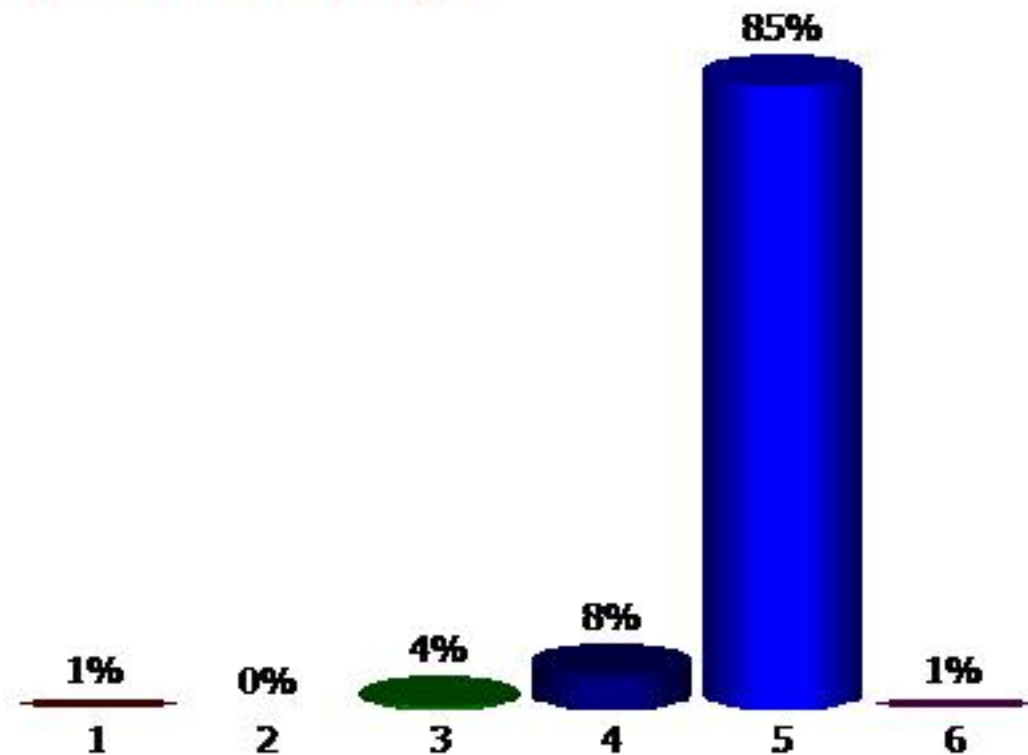


# How did you get to the conference centre this morning?



1. Walk
2. Bike
3. Transit
4. Carpool
5. I drove alone
6. Other



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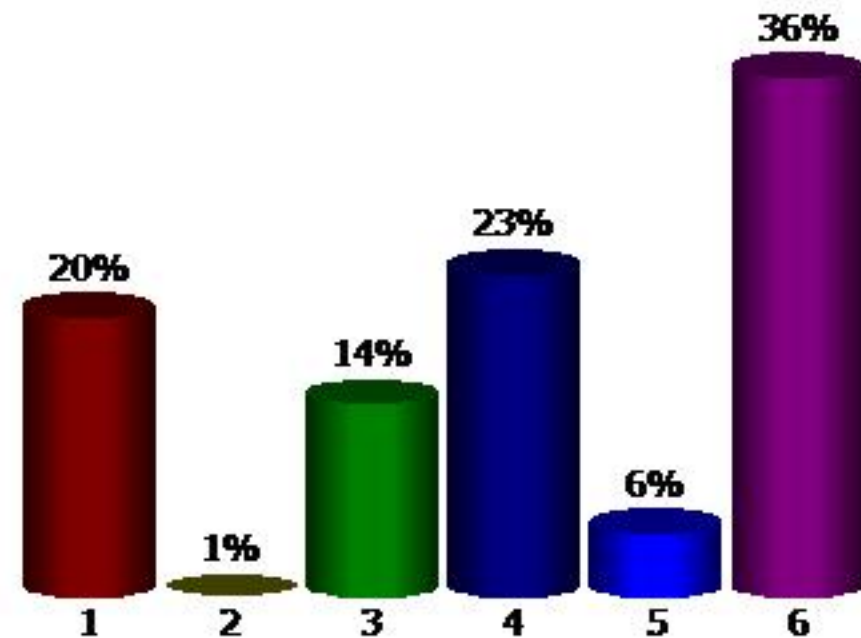
Instructions | **Q1** | Q2 | Q3 | Q4 | Q5 | Q6 | Q7 | Q8 | Q9 | Q10 | Q11 | Q12



# What is the greatest challenge to developing the Centres & Corridors?



1. Transportation/transit capacity
2. Water/wastewater servicing capacity
3. Community support
4. Financial/cost certainty
5. Development process timelines
6. Market conditions



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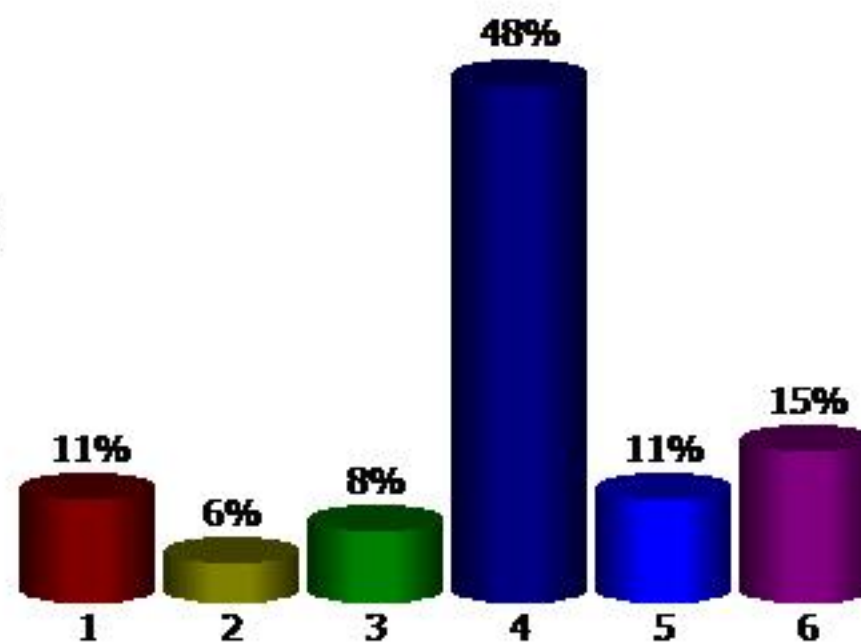
Instructions | Q1 | **Q2** | Q3 | Q4 | Q5 | Q6 | Q7 | Q8 | Q9 | Q10 | Q11 | Q12



# 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



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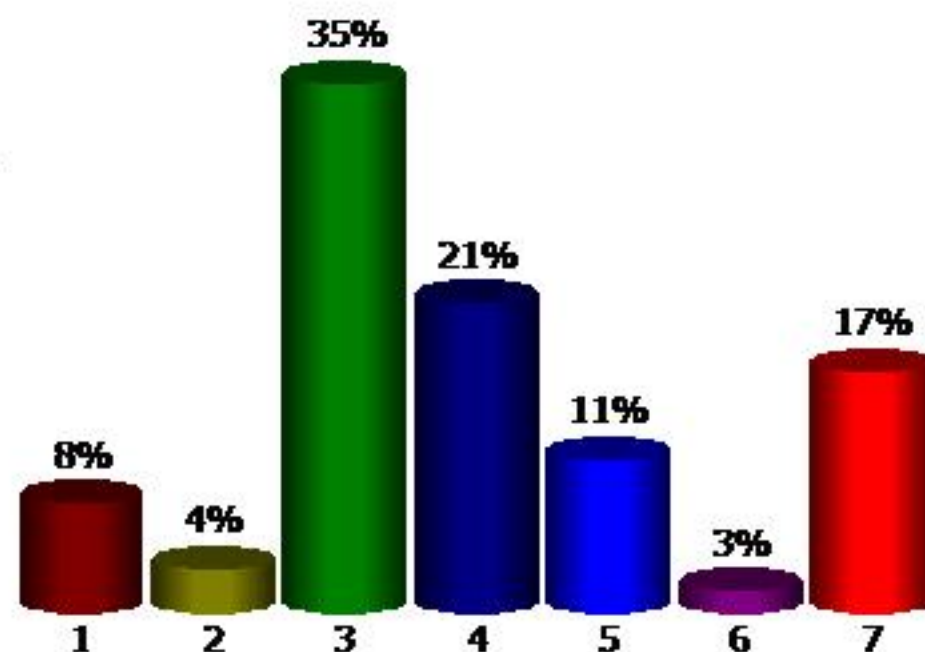
Instructions | Q1 | Q2 | **Q3** | Q4 | Q5 | Q6 | Q7 | Q8 | Q9 | Q10 | Q11 | Q12



# 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



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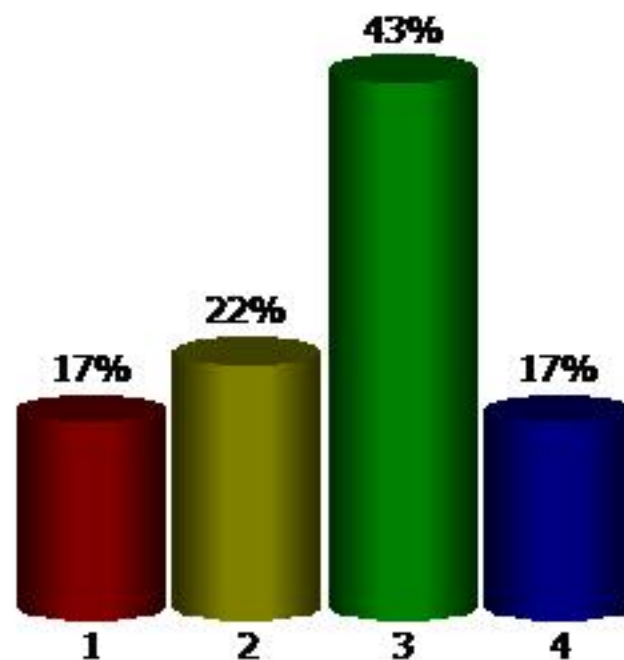
Instructions | Q1 | Q2 | Q3 | **Q4** | Q5 | Q6 | Q7 | Q8 | Q9 | Q10 | Q11 | Q12



# 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



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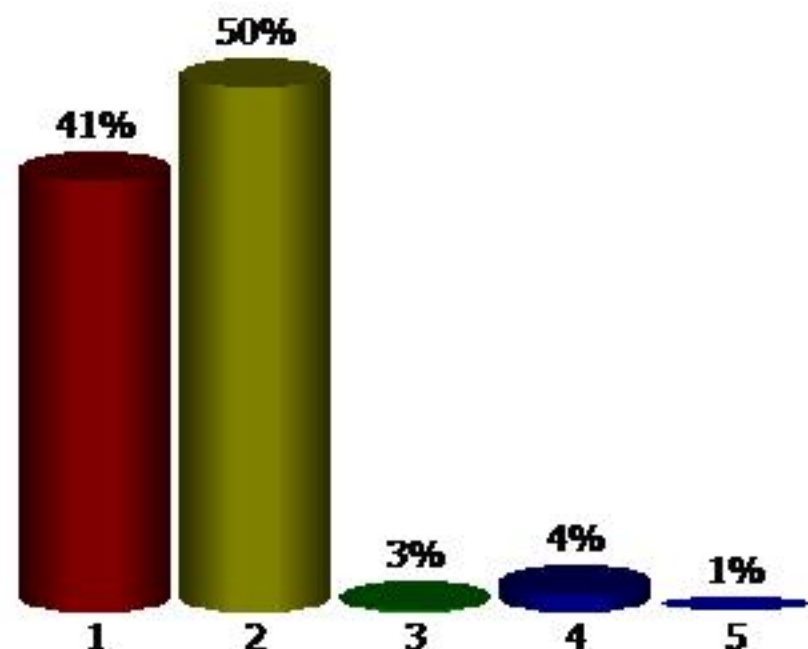
Instructions | Q1 | Q2 | Q3 | Q4 | **Q5** | Q6 | Q7 | Q8 | Q9 | Q10 | Q11 | Q12



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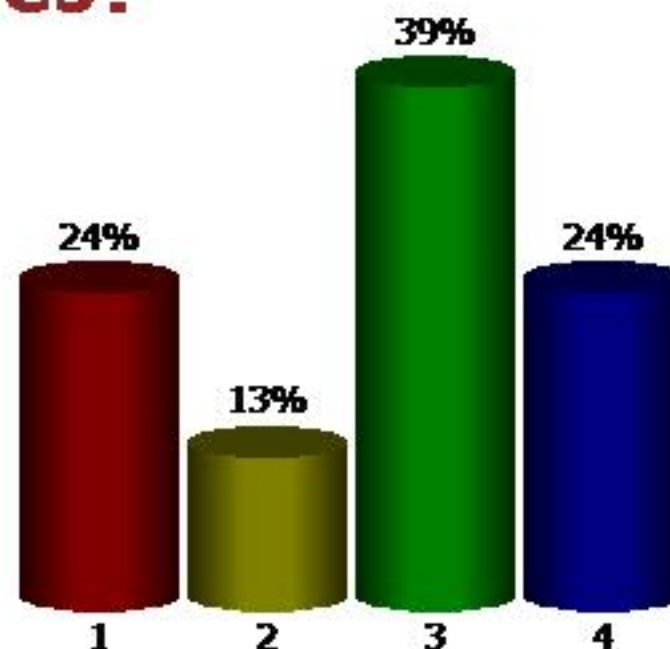
Instructions | Q1 | Q2 | Q3 | Q4 | Q5 | **Q6** | Q7 | Q8 | Q9 | Q10 | Q11 | Q12



# 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

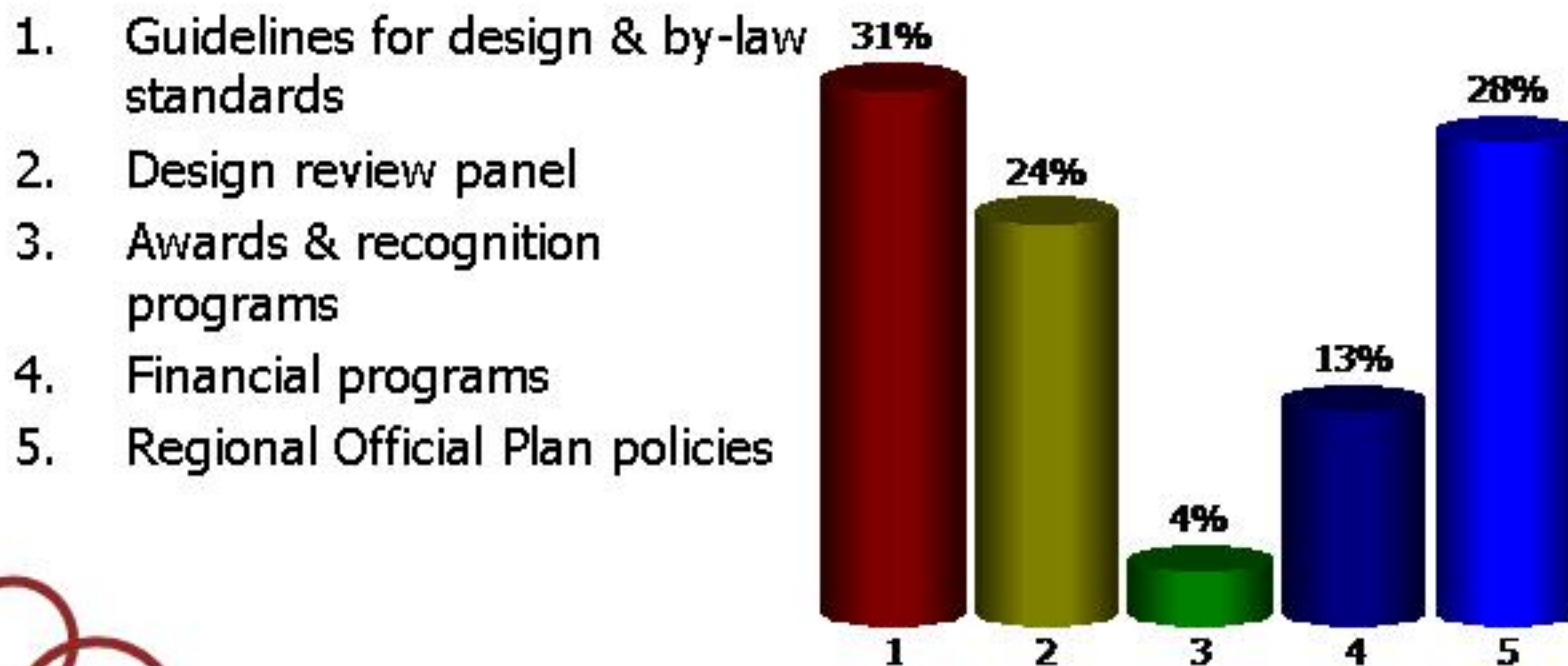


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Instructions | Q1 | Q2 | Q3 | Q4 | Q5 | Q6 | **Q7** | Q8 | Q9 | Q10 | Q11 | Q12



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

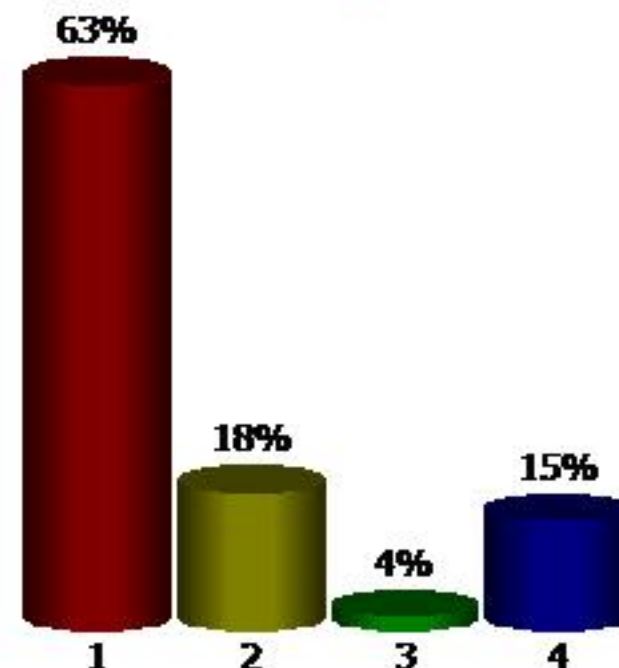


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# Which is most important to ensuring adequate transportation capacity for Centres & Corridors development?



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)

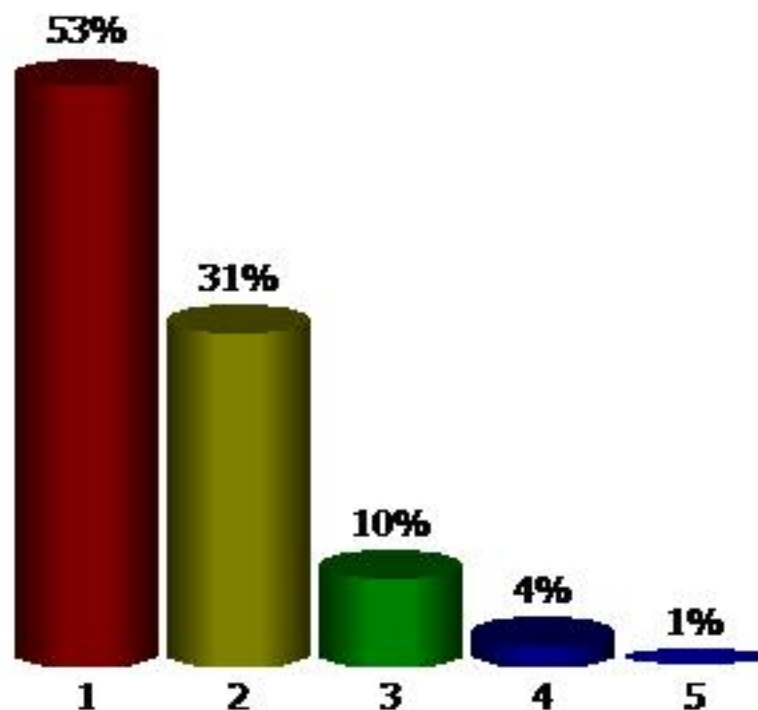


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# How important are municipal incentive programs for achieving “green” development in the Centres & Corridors?



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



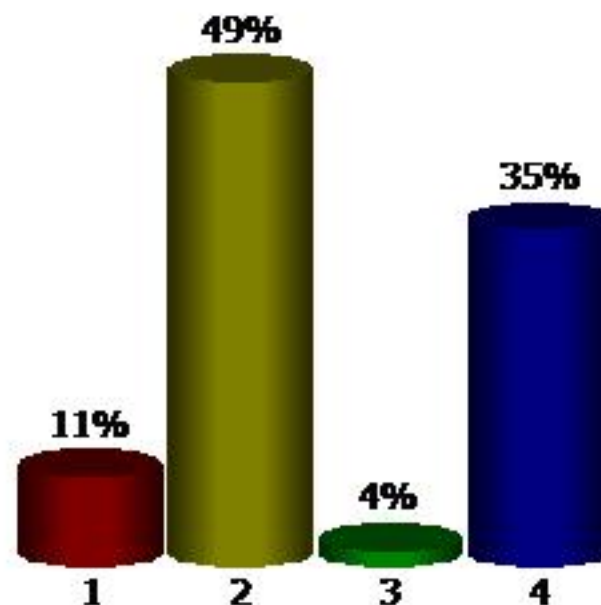
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Instructions | Q1 | Q2 | Q3 | Q4 | Q5 | Q6 | Q7 | Q8 | Q9 | **Q10** | Q11 | Q12



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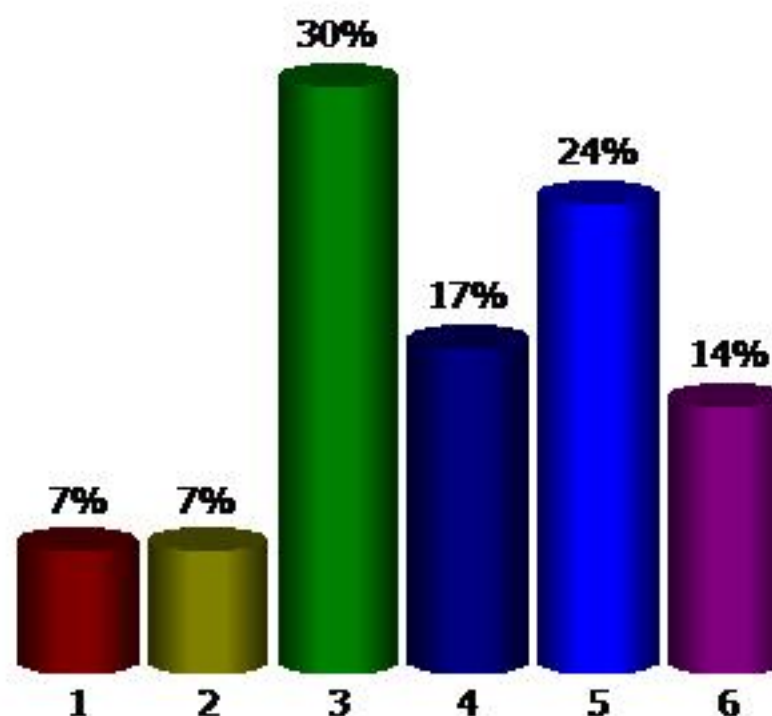
Instructions | Q1 | Q2 | Q3 | Q4 | Q5 | Q6 | Q7 | Q8 | Q9 | Q10 | **Q11** | Q12



# 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)



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