

CRITERIA # 19 Transit Route (Established or Potential) to and on the site
Weight: 5

Assessment Definition: The user access area should front a local transit route in order to best serve the entire population and to encourage staff, visitors and patients to use public transit when appropriate. A site could also have potential for a transit route which could be found in the Transportation Master Plan.

- Scale Factors:** Transit route:
 - "10": Established by opening day on two roads
 - "7": Established by opening day on one road
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	Vendor Response	Stantec Response	Notes	Scale
Site A	Identify currently available transit routes serving the Site and, where the Site is not currently served by transit, indicate the likelihood of transit becoming available to the Site, based on the Transportation Master Plan.			
Site B	The site is serviced by Transit Windsor's Lauzon 10 bus line that drops direct to the WFCU Centre which is located adjacent to the Site. Tecumseh Mall is within 800 meters of the Site and it is the main focal point for transit services in East Windsor with 9 different routes utilizing this facility. Future plans based on the Transportation Master Plan is to fill in the gaps in service in the growing residential and industrial areas of the city. It proposed higher frequencies and faster services in a number of corridors, particularly the Tecumseh corridor. Please see attached Schedule "F".			
Site C	The subject site has two Transit Windsor bus routes nearby along Walker Road and could easily accommodate a future transit loop onto the site. The South Windsor 7 route provides service to south west Windsor and includes stops at St. Clair College, Devonshire Mall and the Town of LaSalle. The Walkerville 8 route provides service to downtown Windsor and to the Walkerville area. All trips on both routes are accessible to the subject site. At this time there is limited transit service to the neighbouring municipalities but the Transit Master Plan outlines the possible future service expansion to the neighbouring municipalities of LaSalle, Amherstburg and/or Tecumseh and Lakeshore to provide a regional transit system			
Site D	Although the area has garnered quite a bit of high level discussion regarding transit, there are no plans presently for a transit route. The Town of Essex has stated that its administration is in present discussions on a regional transportation study.			
Site E	The user access area will front a local transit route to be established by opening date on two roads. 19 (a) The site borders on the limits of City of Windsor and the Town of Tecumseh. 19 (b) A transit service can easily be made available to service the subject lands. This response is applicable to all three (3) parcels of land that form the subject site.			
Site F	County Road 19/Manning Road has not been identified in the Essex-Windsor Regional Master Plan Technical Report as an area slated for expansion of public transit. However Tecumseh Transit currently has one bus line which starts and ends at Tecumseh Road/Green Valley Drive. It would be possible to add a second bus line from Tecumseh Road/Green Valley Drive to the Hospital. The current Tecumseh bus line, has stops at the Tecumseh Mall. The Windsor Transit bus also stops at the Tecumseh Mall. As such with the addition of the second Tecumseh bus line to the Site, residents could get to the Site from anywhere they could get to Hotel Dieu, or Met Hospital by public transit from. Mayor McNamara has indicated that the Town of Tecumseh would work with any successful proponent with a Site in the Town of Tecumseh to address zoning, servicing and other Site related matters at the appropriate time. Please see Tab "5"-Email from Mayor McNamara.			
Site G				

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Site H	<p>The user access area will front a local transit route to be established by opening day on TWO ROADS.</p> <p>19.1 Currently a bus route begins at Lauzon Parkway and E.C. Row Expressway with the nearest bus stop approximately 3.5 km away.</p> <p>19.2 Potential future access routes for public transit is proposed along Banwell Road by the Banwell Road Corridor Class Environmental Assessment Study. The study's solution will improve the public transit within the area by accommodating long term transit demands as well as cyclists and pedestrians.</p> <p>19.3 The City of Windsor Transit Master Plan completed in 2006 by IBI Group, identifies the un-serviced Twin Oaks Industrial Park adjacent to the proposed hospital site is anticipated for significant commercial, retail and industrial growth in the near future and will require additional transit routes to accommodate the growth.</p> <p>19.4 Through the Banwell Road Corridor Class Environmental Assessment Study the proposed regional hospital site location assists in application of upgrades identified in the Windsor Area Long Range Transportation Study (WALTS) and the Essex Windsor Regional Transportation Master Plan. The subject site is located at the junction of major arterial roads supported by public transit as well as proposed implementation of transit upgrades in the Windsor Area Long Range Transportation Study.</p>			
Site I	Currently, Windsor-Essex Community Transit provide transportation for seniors and persons with disabilities.			
Site J	Currently, Windsor-Essex Community Transit provide transportation for seniors and persons with disabilities.			
Site K	As indicated in Figure 7 (attached), the Subject Site is currently serviced by Transit Windsor via the Ottawa 4 Route, which runs along Walker Road and Seminole Street. Other routes that pass within 0.5km of the site include the Transway 1C, the Central 3, and the Walkerville 8. Any of these routes could be readily modified to include direct service to the Subject Site.			
Site M	The proposed site is not currently serviced by a direct transit route, however, future plans exist that would enable transit service to the site. Currently, the closest public transit service is at Lauzon Parkway and Twin Oaks Dr. (Lauzon 10) and at the Windsor Airport (Walkerville 8). The Transit Master Plan (dated 2006 and updated in 2012) provides plans for a "transit hub" at the Windsor Airport. This terminal hub would connect service with future regional transit service coming in from county municipalities from the east and the south. The plan also provides service connecting east and west transit routes with connections from the Tecumseh Mall transit hub travelling past the proposed site. This proposed service is adaptable to the provision of on-site service for transit users.			
Site N	Windsor Transit currently goes as far as Windsor Airport (2.5 km away), but could easily be extended to the site. When the area is developed this would happen organically			
Site O	Transit can be extended to this site along many of the roads: FOR DETAILS & INSERTS SEE INDEX TAB 19			
Site P	Transit Windsor could service this site with a route extended along Baseline Road from the Airport. Transit Tecumseh could also extend service from the County Rd 22 shopping district. SEE TAB 4			
Site Q	Transit currently operates to the Windsor Airport and to Walker Rd. Transit could be easily extended to provide service to the proposed Site.			

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Site R	<p>The primary public transit service within the Essex-Windsor study area is the Transit Windsor services within the City of Windsor. According to the Essex County Transportation Master Plan, Transit Windsor does not have a public vehicle license that currently permits public transit operations into Lakeshore. However, it is also noted that public transit services have been provided to the suburban area in the past, and the extension of Transit Windsor service beyond the City service area to suburban areas of LaSalle, Tecumseh and Lakeshore would help reduce growing traffic volumes and improve the level of service in the urban areas. As recently as the 1980s, bus services extended into the former municipalities of Sandwich West (now LaSalle) and Sandwich South (now Tecumseh). At that time, the suburban municipalities funded the net costs of the services within their jurisdiction.</p> <p>Section 9.2.1 of Phase 1 of the Transit Assessment Report suggests a number of governance structures. The extension of Transit Windsor's service areas such that it encompasses the surrounding municipalities is briefly discussed. In this respect, local Municipalities would provide financial contributions for the delivery of transit services in their municipalities. A brief component of the transit delivery is the reliance on the extension of services from the City of Windsor. However, the Report makes no mention of any formal discussions that have been had with the City of Windsor regarding service extensions.</p>			
Site S	<p>The primary public transit service within the Essex-Windsor study area is the Transit Windsor services within the City of Windsor. According to the Essex County Transportation Master Plan, Transit Windsor does not have a public vehicle license that currently permits public transit operations into Lakeshore. However, it is also noted that public transit services have been provided to the suburban area in the past, and the extension of Transit Windsor service beyond the City service area to suburban areas of LaSalle, Tecumseh and Lakeshore would help reduce growing traffic volumes and improve the level of service in the urban areas. As recently as the 1980s, bus services extended into the former municipalities of Sandwich West (now LaSalle) and Sandwich South (now Tecumseh). At that time, the suburban municipalities funded the net costs of the services within their jurisdiction.</p> <p>Section 9.2.1 of Phase 1 of the Transit Assessment Report suggests a number of governance structures. The extension of Transit Windsor's service areas such that it encompasses the surrounding municipalities is briefly discussed. In this respect, local Municipalities would provide financial contributions for the delivery of transit services in their municipalities. A brief component of the transit delivery is the reliance on the extension of services from the City of Windsor. However, the Report makes no mention of any formal discussions that have been had with the City of Windsor regarding service extensions. We understand that the proposed transit services would require significant investment to fund the necessary start-up and infrastructure, as well as ongoing operational costs. Successful implementation of this plan can only occur with the support of outside funding.</p>			
Site T	The Site is currently serviced by Transit Windsor as part of its South Windsor 7 bus route.			
Site U	On current bus route "Walkerville 8"			

Signature _____
 Date _____