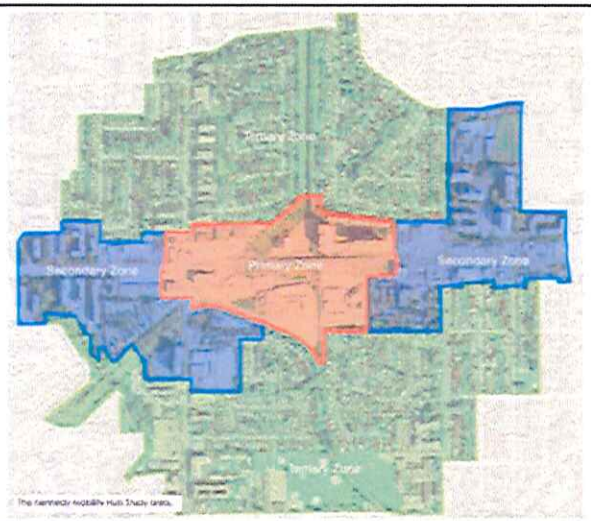
Example	Description	Key Policies/Considerations
Steeles- Redlea Regeneration Area Final Report Urban Design Guidelines City's Project Website	• Area adjacent to future Stoufville GO corridor and Milliken Station is within area • Regeneration area • Proposal for a comprehensive redevelopment of the site with a phased, mixed use development with residential, office and retail floor space • Historically part of the larger Milliken Employment District • Emphasis is on the policies for urban design and minimum employment (office development) on a site • Adjacent to the employment area and at a major intersection (also a large site (ownership is fragmented)- approx. 10 ha comprised of 12 parcels of land) • Urban Design Guidelines establish a framework for coordinated high quality development of the regeneration area for items such as streets and blocks network, open space, pedestrian links, landscaping and built form to ensure appropriate development consistent with the OP, Growth Plan and PPS • Applicants required to undertake analysis which confirm land use compatibility can be achieved; documents peer reviewed at applicants expense	• Introduction of residential uses (where appropriate) on lands proposed to be designated as mixed use areas provides an opportunity to provide affordable housing and allow for a choice in housing tenure and/or affordability on lands within close proximity to the Milliken GO station • Targets Established o **Provision of affordable housing required for the development on lands including residential uses**- a minimum of 10% of the total number of dwelling units shall be either *affordable rental housing* or *affordable ownership housing* of which the method, timing and delivery shall be addressed through implementing zoning. o **Provision of non-residential GFA required in first phase of development**- minimum of 15% of total leasable/purchasable non-residential GFA provided will be for offices uses and in no case will be less than 2,000 square metres in size and will be provided within the first phase of development. The provision of affordable housing, child care spaces, community agency and cultural space, along with library and recreation centre improvements are considered community benefit priorities for this area. o **Pedestrian connection required to be provided within first phase of development** o New development will provide for office employment uses • Urban Design o Urban Design Guidelines have been developed/ to provide direction on open space, pedestrian connections, tower locations and building design o A transition down in scale in terms of building massing, height and density is required on lands designated Mixed Use areas toward Redlea Avenue and to the east toward the Stouffville GO Transit rail corridor o Opportunities to provide a privately owned publicly-accessible central open space area shall be explored

		○ **Principles of redevelopment identified in Urban Design Guidelines**- "… in addition to the appropriate separation form industry, of high importance will be the creation of an attractive pedestrian-oriented space as a focal point for the area, well-designed public realm, contextually appropriate massing responsive to existing low-rise areas, as well as new public streets to facilitate movement and development" ○ Building design should minimize overlook to industries from residential units • Mitigation/ safety measures related to adjacent uses ○ Setbacks for any portion of development containing residential/sensitive land uses- 30 metres from Go Transit Rail Corridor & appropriate mitigation and safety measures applied ○ Employment uses will be compatible with mixed use development in the adjacent mixed use areas to the north
Kennedy Mobility Hub Study https://www1.toronto.ca/City%20Of%20Toronto/City%20Planning/Urban%20Design/Eglinton%20Connects/Apri14%20Update/EgConnects_ApxF_FAs_MHs3.pdf	• Organized around the three themes of seamless mobility, placemaking, and successful implementation, the mobility hub concept applies not only to the transportation facilities themselves, but also to the surrounding lands within an 10 minute walk • Area has a linear corridor with gateways and a larger area- primary, secondary and tertiary zones are identified. **This is similar to the hub boundary proposed by MHBC in our meeting of December 20, 2016.** • This example is used to illustrate how the hub functions in a similar way to the Burlington GO and can be considered in policy	• Vision recognizes that the Kennedy Station context will continue to evolve, with the introduction of LRT, extension of the Bloor Danforth Subway and the decommissioning of the SRT. Conceptual vision explores how lands currently used for these transit functions might be repurposed into a mixed use community • Conceptual vision includes built form notions for properties adjacent to the station • Effort to ensure key mobility hub principles are included in the requirements for the station • Key Objectives of Mobility Hub Guidelines ○ Seamless integration of modes at the rapid transit station ○ Safe and efficient movement of people with high levels of pedestrian priority ○ A well-designed transit station for a high quality user experience ○ Strategic parking management ○ A vibrant, mixed-use environment with higher land use intensity ○ An attractive public realm ○ A minimized ecological footprint

		○ Flexible planning to accommodate growth and change ○ Effective partnerships and incentives for increased public and private investment
Tippett Road Regeneration Area **Tippett Road Area Regeneration Study- Final Report (October 23, 2015):** http://www.toronto.ca/legdocs/mmis/2015/pg/bgrd/backgroundfile-85263.pdf	• Lands generally bounded by Wilson Heights Boulevard, Wilson Avenue, Champlain Boulevard, Highway 401 and William R. Allen Road. Currently contains light industrial, commercial and employment uses, a small park, a place of worship and surface parking lots. • Site's location at an intersection makes it contextually similar to 901 Guelph Line • Site's size (12.6 ha) also makes it contextually similar to 901 Guelph Line • Wilson Subway station entrances on site • Comprehensive policy framework to guide redevelopment of study area as a complete community • **Lands at 30 Tippett considered part of study even though they are technically not part of the Regeneration Area, in order to facilitate the comprehensive**	• Guiding principles developed as priorities to guide redevelopment • Performance targets and requirements ○ 50% or greater of the GFA on lands in Parcel "A" be used for non-residential purposes ○ Development in Parcel "B" that includes residential units must also increase the amount of existing non-residential GFA in Parcel "B" ○ Minimum 5% of the residential units will have 3 or more bedrooms ○ Minimum 20% of housing will be affordable on all sites in public ownership ○ Development requirements for provision of transportation related amenities; parking reductions would be considered ○ Full range of housing in terms of tenure, form and affordability will be provided throughout the lands ○ Affordable housing units encouraged in all new development at the same pace and rate as market development ○ Introduction of residential uses will require additional community services and facilities which will be provided in the community in a timely manner

	redevelopment of the area as a complete community • Development Framework- The emerging community will be transit-supportive and park-focused. A network of interconnected public streets, private streets and pedestrian/cycling routes define development blocks that support a variety of built form. The area's local character will develop in relation to its context with highway and arterial road frontages on the south and west, stable residential *Neighbourhoods* to the east, Wilson Subway Station entrances to the west and Wilson Avenue bisecting the area into a north and a south block.	• Mitigation/ Separation of Sensitive uses o Land use buffer required to separate residential and sensitive non-residential uses o Submission of appropriate studies required- e.g. MOE compliance, noise studies, vibration studies, etc. • Urban Design o Urban design/ public realm guides will be developed to work with the policy and guide development in the area o Height established for the various areas of the subject site to ensure compatibility with/ respect the scale of adjacent low rise neighbourhood- maximum heights identified o Policies for built form to ensure appropriate building types that accommodate a range of uses while enhancing and contributing to the public realm, including reduction of surface parking wherever possible, include active uses in order to activate the streets/ encourage use of the public realm • Density Considerations o Density permitted at a level that is supportable and appropriate for the comprehensive planning framework and is balanced with the timely provision of physical and social infrastructure- maximum permitted density on all lands designated mixed use areas shall be 3.99 times the lot area; maximum permitted density on lands designated neighbourhoods shall be 2.0 times the lot area
Oakville Green Health Oriented Mixed Use Node	• While a different policy context than current Emshih proposal, criteria have been established for the redevelopment of the area as a special policy area. • Emshih site could be established as a mobility hub node and gateway with a set of policies to guide development similar in context to Oakville Green	• Performance targets are tied to ensure employment uses are maintained/ provided for • Urban Design/ Complete Communities o The proposed ROPA and OPA set out objectives and policies for uses, densities, and promote compact, mixed-use, and transit-supportive development o Specific policies set out in the OPA include specific policies for the district's design, parking, servicing, height, Floor Space Index and mix of land uses • Policies for sustainability, transportation and community design also established