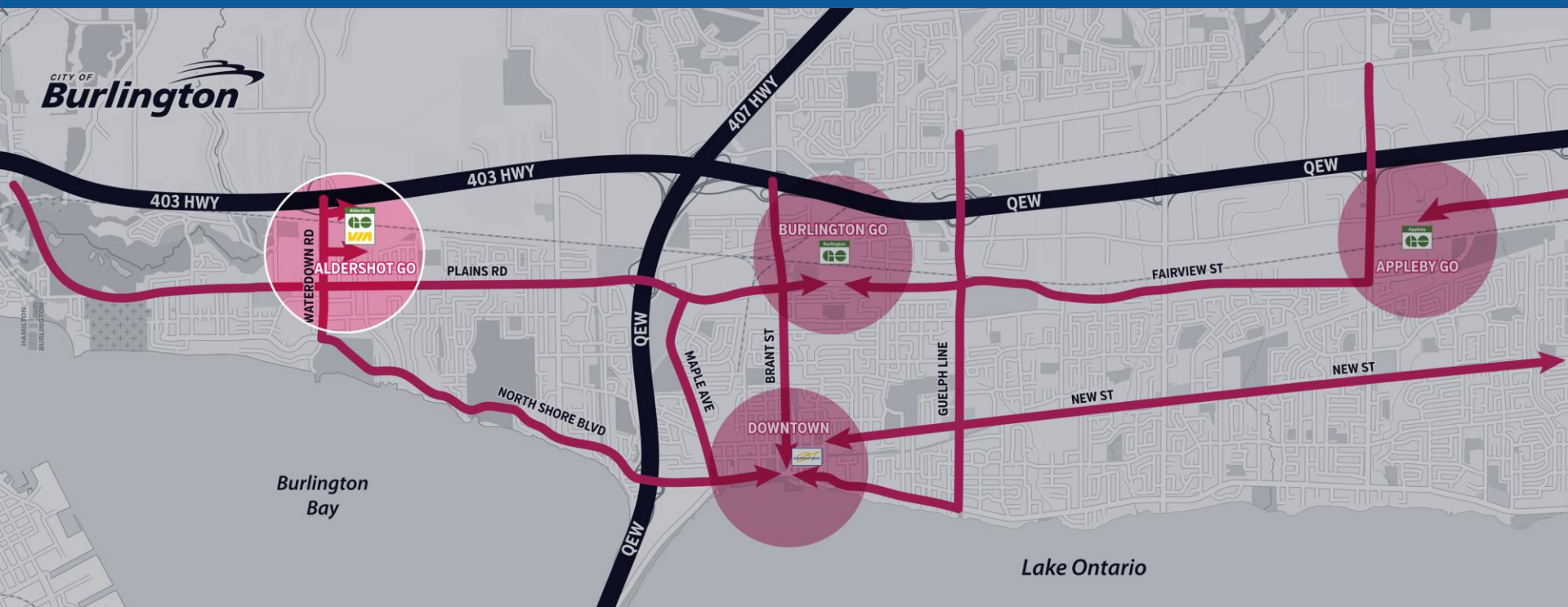


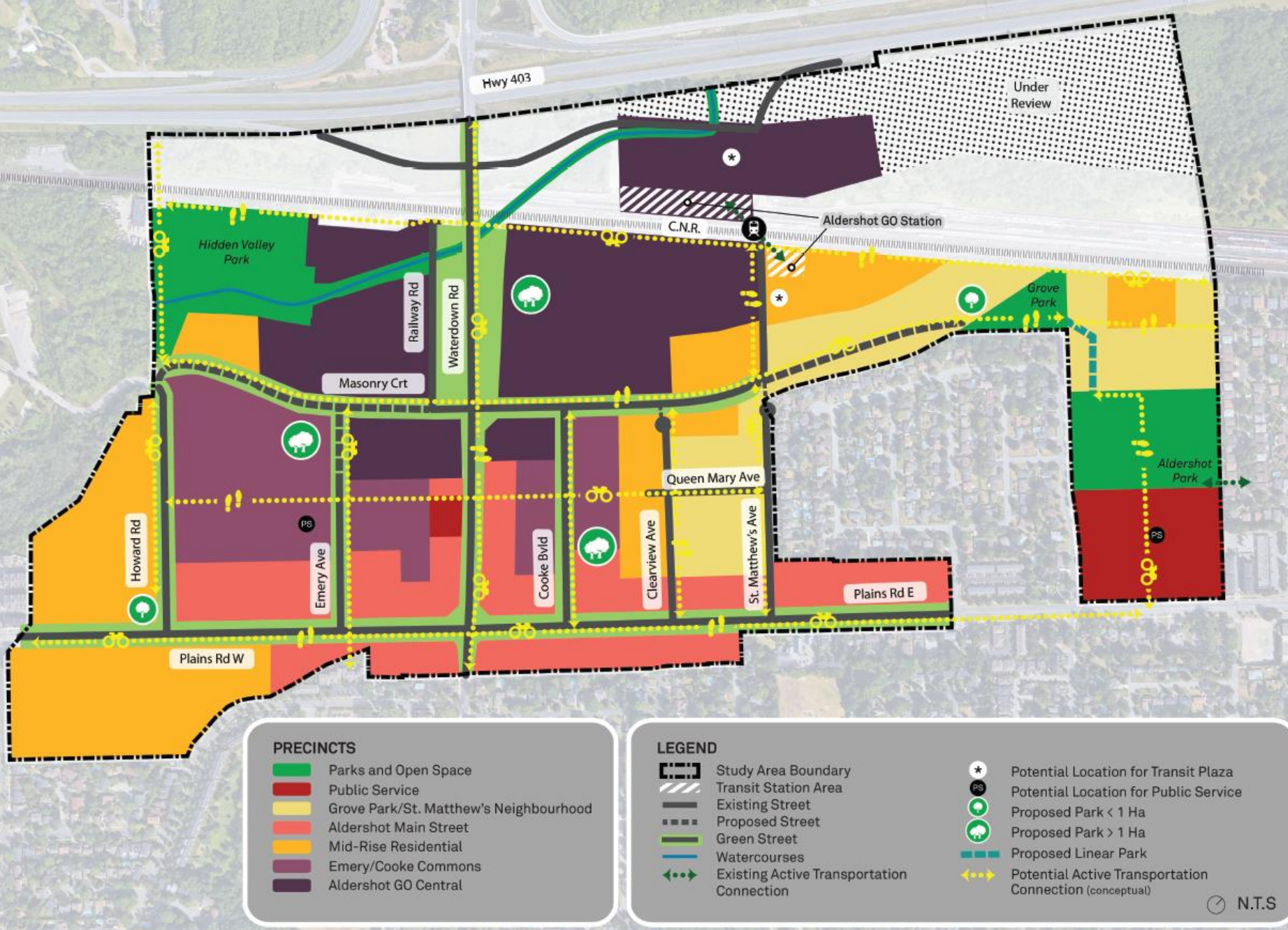
ALDERSHOT GO MOBILITY HUB



APPENDIX A PACKAGE

DRAFT ALDERSHOT GO PRECINCTS

ALDERSHOT GO MOBILITY HUB
DRAFT PRECINCT PLAN - MAY 2018



PROPOSED FUTURE BUILDING TYPES WITHIN THIS HUB

The draft precinct plan for the Aldershot GO Mobility Hub includes the following building types:



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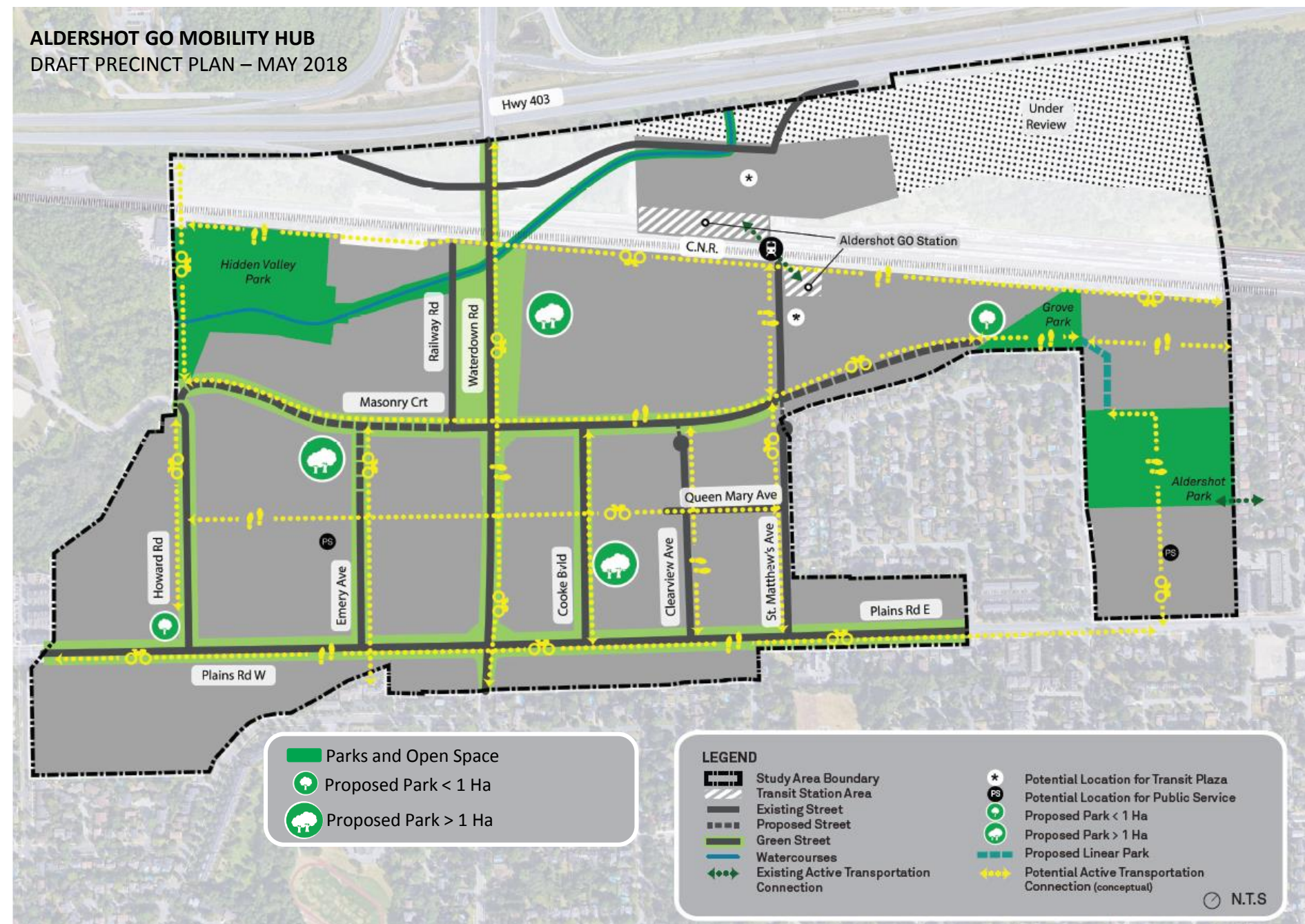
PARKS AND OPEN SPACE PRECINCT

INTENTION STATEMENT

The Mobility Hub **Parks and Open Space Precinct** will create a parks and open space network consisting of current and future parks, open spaces and key linkages within the mobility hub to serve the residents and employees of the mobility hub and the surrounding area. In addition, the precinct will recognize the need to maintain and enhance public access to parks and open spaces and identify key linkages to ensure pedestrian and cycling access within, to and from the Mobility Hub and the adjacent areas.

KEY DIRECTIONS

- Recognize and preserve the Hidden Valley, Aldershot and Grove Parks.
- Identify new public parks and gathering spaces throughout the hub to serve current and future residents and employees of the hub and the surrounding neighbourhoods.
- Provide a range and variety of parks and open spaces, which may include privately-owned publicly accessible spaces, to serve the amenity needs of the hubs including:
 - Expanding Grove Park and providing a linear connection to Aldershot Park;
 - Establishing two new major urban parks on the east and west side of Waterdown Road to serve as central community gathering spaces.



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PUBLIC SERVICE PRECINCT

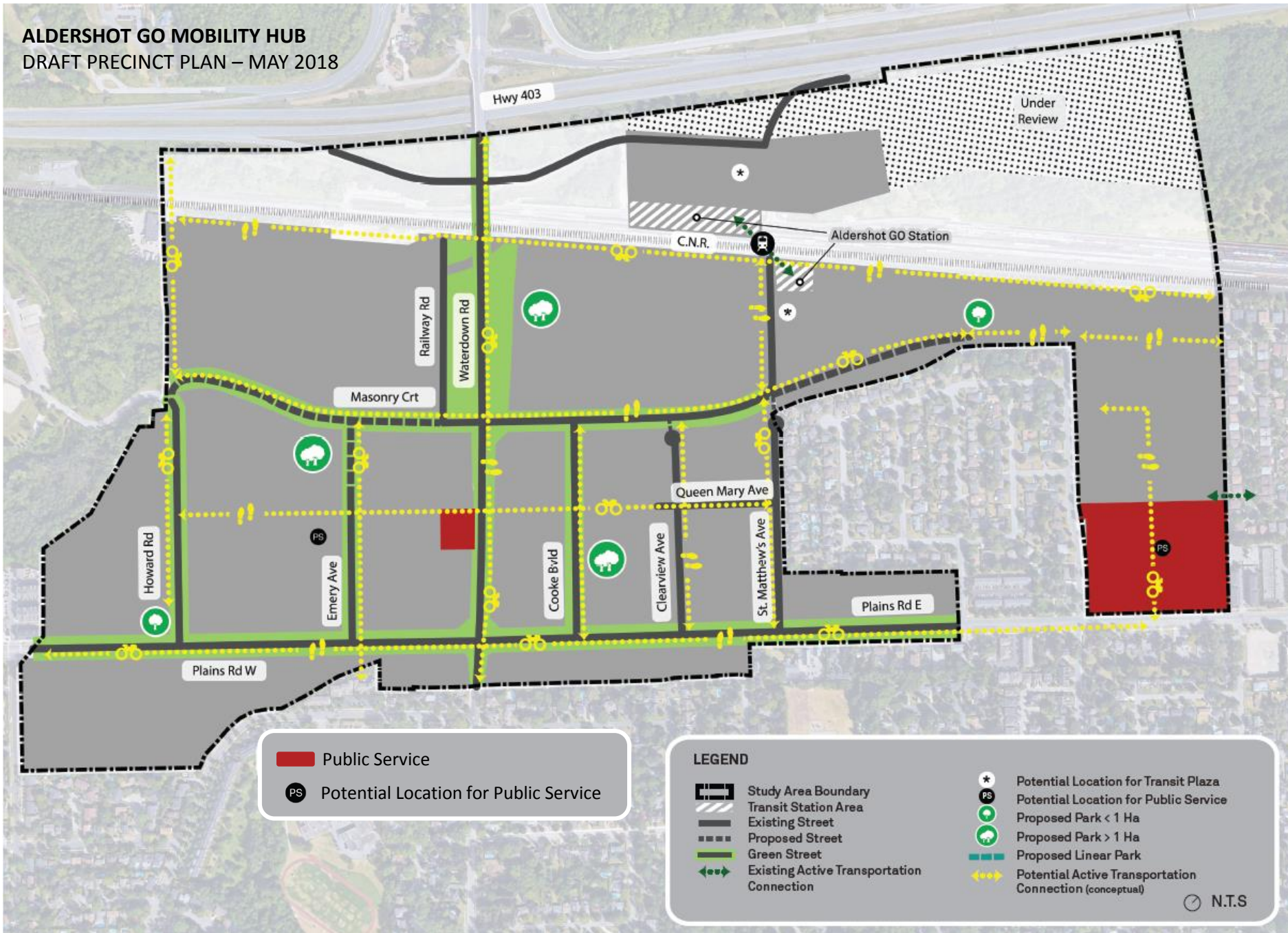
INTENTION STATEMENT

The Mobility Hub **Public Service Precinct** will accommodate current and future public services within the Mobility Hub including healthcare, education, emergency and protective services, cultural activities and civic administration, among others. Lands identified as public service may accommodate such uses either wholly or in part as part of a public-private partnership.

KEY DIRECTIONS

- Include within the precinct existing public services located in the Aldershot GO Mobility Hub including:
 - Holy Rosary Catholic Elementary School; and
 - Fire Station #3.
- Identify additional lands within the Aldershot GO Mobility Hub which may be required to accommodate future public services in anticipation of future population and employment growth.
- Permit the opportunity for public services to be located within private developments through joint Public-Private Partnerships.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.

ALDRSHOT GO MOBILITY HUB
DRAFT PRECINCT PLAN – MAY 2018



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GROVE PARK / ST. MATTHEW'S NEIGHBOURHOOD PRECINCT

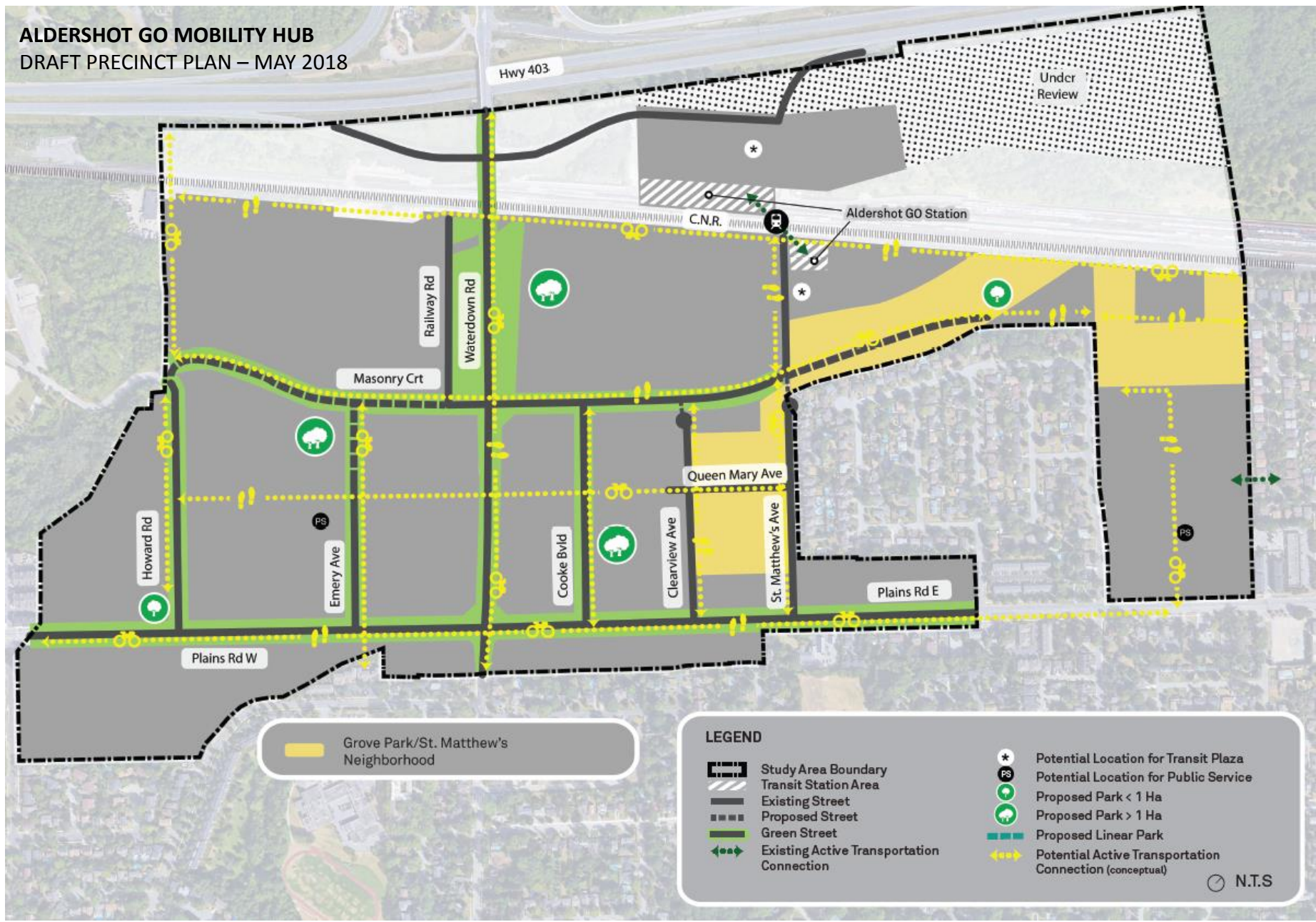
INTENTION STATEMENT

The **Grove Park / St. Matthew's Neighbourhood Precinct** will maintain the low-rise residential and neighbourhood character of the area and provide an effective and compatible transition to established neighbourhoods outside of the mobility hub. Limited development opportunities may exist within the precinct given the neighbourhood's close proximity and existing linear public access to the Aldershot GO station. Development will be in the form of low-rise residential, including single and semi-detached houses as well as street-oriented townhouses which will be compatible with the existing neighbourhood. New and/or enhanced multi-modal connections to the Aldershot GO station will be established using existing streets.

KEY DIRECTIONS

- Provide for street-oriented townhouses with the exception of stacked and back-to-back forms of townhouses.
- Enhance existing streets to provide a high degree of permeability to the Aldershot GO station and accommodate active transportation and transit.
- Prohibit closures of existing public streets.
- Achievement of complete streets.
- Require built form and design measures to achieve effective transitions and a high degree of compatibility with adjacent neighbourhoods/ areas.

**ALDRESHOT GO MOBILITY HUB
DRAFT PRECINCT PLAN – MAY 2018**



Grove Park/St. Matthew's Neighborhood

LEGEND

	Study Area Boundary		Potential Location for Transit Plaza
	Transit Station Area		Potential Location for Public Service
	Existing Street		Proposed Park < 1 Ha
	Proposed Street		Proposed Park > 1 Ha
	Green Street		Proposed Linear Park
	Existing Active Transportation Connection		Potential Active Transportation Connection (conceptual)
			N.T.S

PROPOSED BUILDING TYPES



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ALDERSHOT MAIN STREET PRECINCT

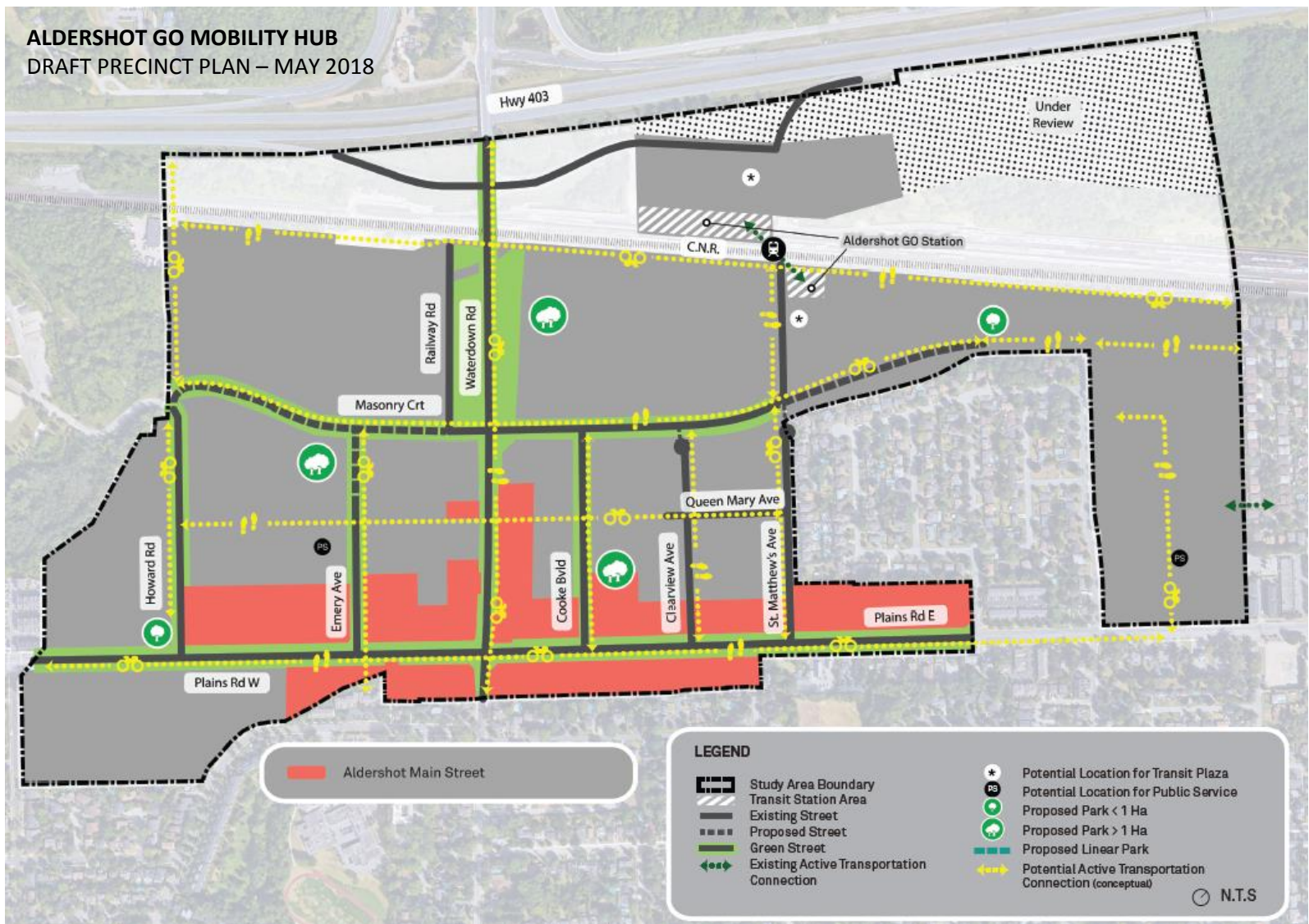
INTENTION STATEMENT

The **Aldershot Main Street Precinct** advances the Plains Road Village Vision and will establish a unique community destination within the Aldershot GO Mobility Hub focused on creating a continuous retail frontage with a main-street pedestrian experience along a planned frequent transit corridor.

KEY DIRECTIONS

- Developments will be in a **mid-rise form** and continue to establish a traditional main-street character along Plains Road generally between Howard Street and White Oak Drive. Development will incorporate a low-rise podium with building heights that respond to adjacent neighbourhoods.
- Establish a **maximum building height of 6 storeys** on the north side of Plains Road adjacent to low-density residential areas and up to a maximum of 11 storeys in a mid-rise form where properties are not adjacent to low-rise residential uses. On the south side of Plains Road, establish a maximum building height of 6 storeys with compatibility criteria to adjacent low-density residential uses.
- Establish a continuous building frontage along Plains Road to provide a predictable rhythm along Plains Road.

- High degree of public realm and building design that support a main-street character.
- Preferred location for public art.
- Achievement of complete streets.
- Requirement for retail and/or service commercial uses to be located at street level on Plains Road.
- Establish a minimum floor height for the ground floor of buildings containing retail / commercial uses.
- Investigate minimum retail unit sizes.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level along Plains Road.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.



PROPOSED BUILDING TYPES



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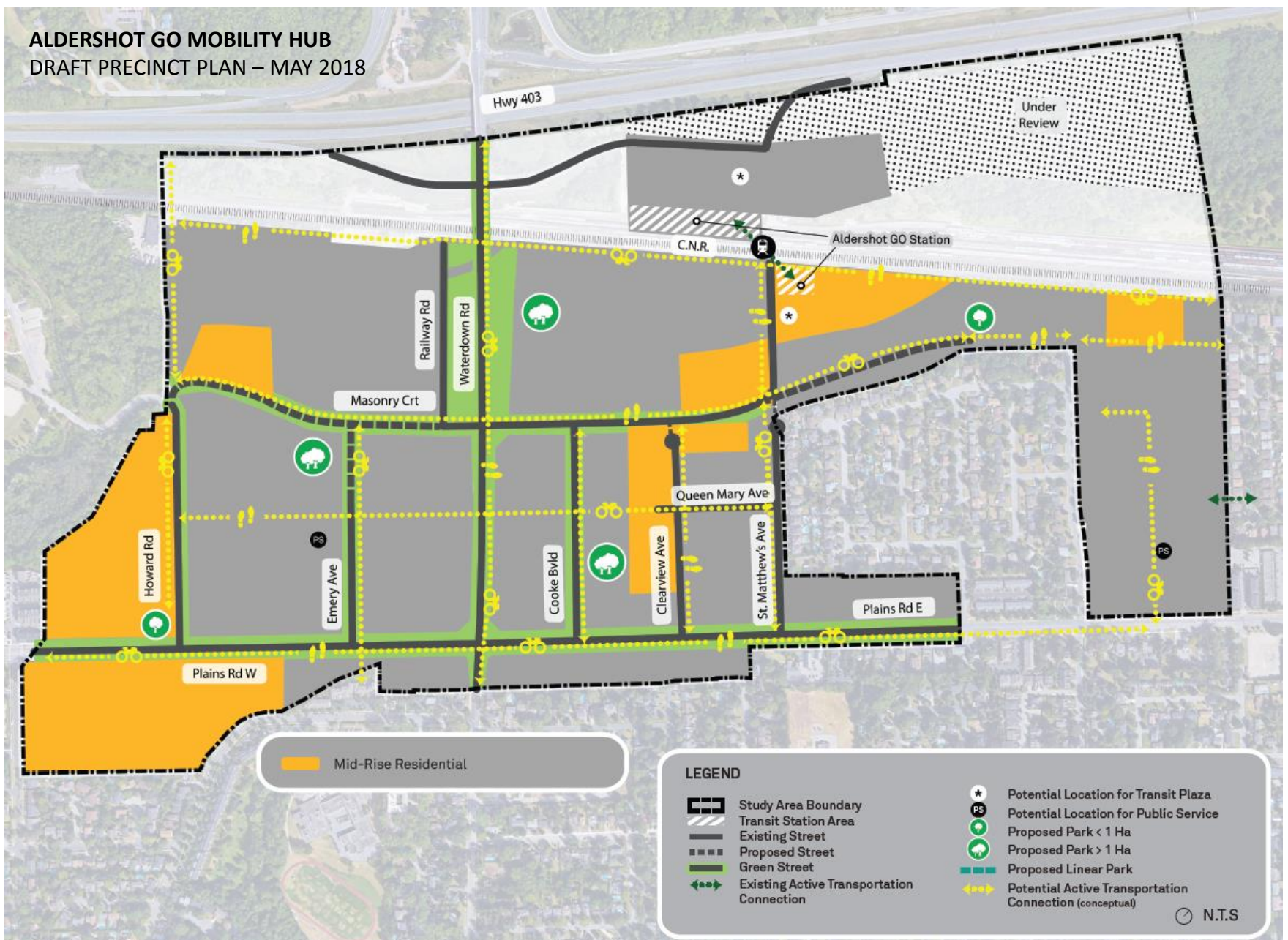
MID-RISE RESIDENTIAL PRECINCT

INTENTION STATEMENT

The Mobility Hub **Mid-Rise Residential Precinct** will support the development of compact urban residential communities within the mobility hub. This precinct will provide a variety of housing forms at a lower scale and intensity not otherwise provided for in the mobility hub and which will accommodate a wide range of demographics through the development of family-oriented housing, ground-oriented housing, associated supporting amenities and other community features. Development will be in the form of **low and/or mid-rise building forms** consisting of 11 storeys or less and may serve as a transition to adjacent precincts and/or areas.

KEY DIRECTIONS

- Establish a maximum building height of 11 storeys in a mid-rise or low-rise form.
- Provide opportunities for a range of low-rise and mid-rise building types including new ground-oriented housing formats (such as townhomes).
- Permit opportunities for commercial activities at street level on strategic streets.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.
- Provide for a range of units types and sizes (i.e. “Missing Middle”).



PROPOSED BUILDING TYPES



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EMERY/COOKE COMMONS PRECINCT

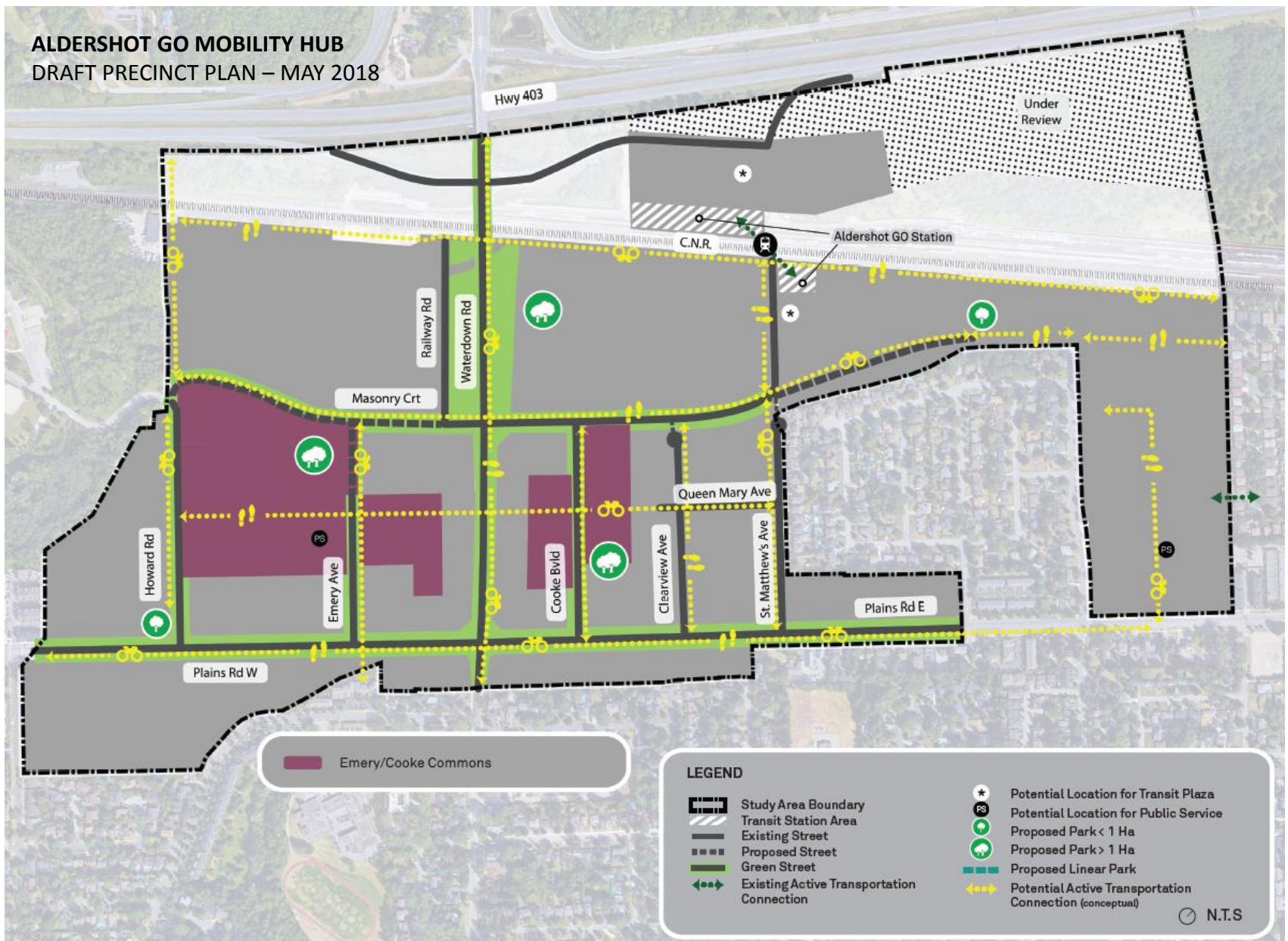
INTENTION STATEMENT

The **Emery/Cooke Commons Precinct** will accommodate a significant concentration of residential, retail and commercial uses which are located in close proximity to, and oriented around, planned major public parks. Developments will also support the frequent transit corridor within the hub along Plains Road. Development will be in the form of tall mixed-use buildings and contribute towards the creation of a lively, vibrant and people-oriented place.

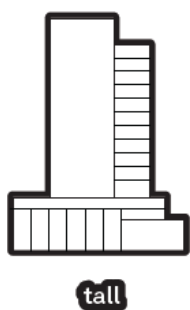
KEY DIRECTIONS

- Establish a maximum building height of 19 storeys.

- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level and provide an appropriate interface to public parks, where applicable.
- Ensure new development is permeable to provide active transportation linkages to and from the frequent transit corridor.
- Introduce new building setback requirements from the sidewalk at street level to allow for potential patio spaces, greenery and/or other elements that will enhance the public realm and pedestrian experience and enjoyment.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.



PROPOSED BUILDING TYPES



May be in combination with:



Stacked townhouses



Mid-rise

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ALDERSHOT GO CENTRAL PRECINCT

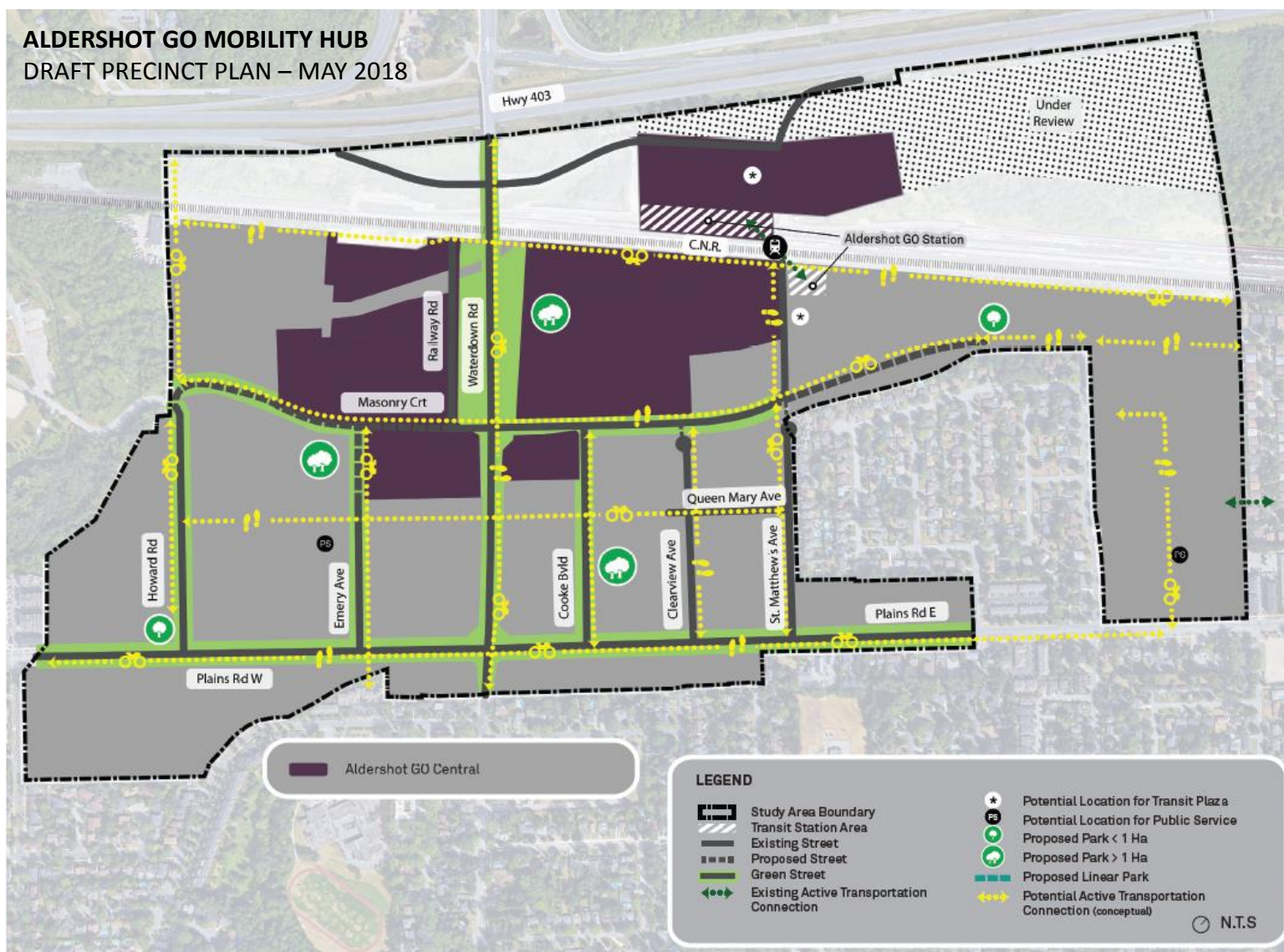
INTENTION STATEMENT

The **Aldershot GO Central Precinct** will establish a height peak within the Mobility Hub in close proximity to the rail corridor and GO station. The precinct will accommodate the most significant concentration of residential, retail and commercial uses and be the preeminent destination for office, affordable housing and urban format retail. Development will significantly contribute towards the creation of a complete transit-oriented community and achieve a high degree of compatibility with adjacent land uses and transportation infrastructure.

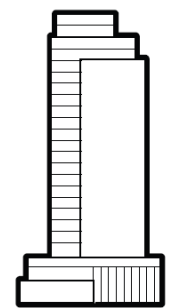
KEY DIRECTIONS

- Establish a maximum building height of 30 storeys, where appropriate and compatible.
- Require developments to achieve a high standard of architectural and urban design excellence to create a distinct and identifiable landmark area within each hub.
- Introduce a requirement for buildings to incorporate a podium element to create a pedestrian scaled environment at street level.

- Provide residential developments that achieve a level of affordability and mix of unit sizes and bedrooms to attract people from a range of income and demographics to the areas in close proximity to the GO station.
- Require retail, office and/or other service commercial uses at street level within buildings.
- Introduce new building setback requirements from the sidewalk at street level to allow for potential patio spaces, greenery and/or other elements that will enhance the public realm and pedestrian experience and enjoyment.
- Incorporate a significant employment function within mixed use developments.
- Require developments to achieve a minimum of two uses within a building.
- Require the provision of Transportation Demand Management (TDM) and traffic mitigation measures within developments, such as car-share, transit passes, shared parking facilities, etc.



PROPOSED BUILDING TYPES



tallest

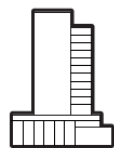
May be in combination with:



Stacked townhouses



Mid-rise



Tall

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