Placemaking & Land Use: General

**Placemaking**

1. New development in the mobility hubs should demonstrate **exemplary urban design** in all elements, including built form, streetscapes, and open spaces.
2. Municipal investment should demonstrate a **strong public commitment to enhancements within the mobility hubs**, including both hard (i.e. buildings, open spaces, streets, etc.) and soft (i.e. funding, social support, industry, etc.) infrastructure.
3. Initiate a **higher level of public engagement** for all new development in the mobility hubs, including both public and private projects. Explore partnership opportunities with local schools, businesses, community groups, etc. who already have a strong connection to the neighbourhood.
4. Create and reinforce a **strong brand and identity** at each mobility hub that celebrates the character of the neighbourhood.
5. All at-grade uses should provide a **strong connection to the street**. In retail buildings, this includes spill-out display areas, cafe seating, and large windows. In employment buildings, active uses (i.e. kitchens, meeting rooms, etc.) should be oriented toward the street. Residential uses should have individual entrances with well-landscaped front-yards.
6. Ensure that all public spaces (i.e. streets, parks, plazas) have the **physical elements required to make the place welcoming and functional**, including seating, washrooms, landscaping, signage, etc.
7. Where appropriate, encourage public spaces to **evolve incrementally and organically**. Small design interventions (i.e. community gardens, public art, new pedestrian trails, etc.) can help to get an understanding of how a space is used prior to full redevelopment.
8. Encourage **unique and impromptu experiences** within the mobility hubs (i.e. buskers, temporary public art, etc.) to ensure a ever-changing pedestrian experience and encourage repeat visits.

**Land Use**

1. Encourage **intensification and redevelopment** through appropriately-scaled infill on vacant and underutilized sites.
2. Provide a variety of uses within mixed-use opportunity sites, including commercial, residential, and office. This can include different uses side-by-side, or within the same building, based on the long-term vision for the mobility hub.
3. At mixed-use opportunity sites, **concentrate mixed-use buildings** (retail at grade with residential/office above) **around the key nodes** to create a strong retail base. Beyond the nodes, where retail may not be viable, allow residential or office uses at grade that can transition to retail as the market permits.
4. Support the **retention of existing employment neighbourhoods**. Where the employment function of employment lands within the hub is ensured, additional uses may be considered to assist in creating a vibrant hub area consistent with the vision for each hub.
5. Promote new, **compatible employment uses** (i.e. office) that can further the mobility hub objectives (i.e. attractive, walkable streets, etc.).
6. Locate more intensive employment uses (i.e. light industrial) **adjacent to the rail corridors and Highway 403**.
7. Ensure that **community infrastructure** (i.e. community uses, cycling facilities, open spaces, etc.) is provided in concert with new development.
Mobility Hub Draft OP Directions
Built Form, Open Space & Circulation: General

Built Form
1. Provide a range of building heights and densities to support local retail and other public uses. Height ranges should include Low-Rise (2 to 5-storeys), Mid-Rise (6 to 10-storeys) and Tall (greater than 10-storeys).
2. Locate the tallest buildings closest to the rail corridor where they will have the least impact on adjacent stable residential neighbourhoods.
3. Mid-Rise and Tall buildings should be subject to front and rear-yard angular planes to reduce their perceived mass and minimize shadow and privacy impacts.
4. Provide a mid-rise height along primary streets with stepbacks to adjacent neighbourhoods where applicable.
5. Create a clearly defined (2- to 3-storey) building base to reinforce a pedestrian-scaled streetscape.
6. Locate all buildings to provide direct street frontage. Parking and loading areas should be located at the rear of the building.
7. Encourage LEED standard development, or a similar standard.
8. Integrate stations into a cohesive development to provide a presence at the street and direct, weather-protected access to the station.
9. Support the immediate station area as a key destination through the inclusion of community facilities, open space, community retail, etc.
10. Provide dual-facades and high-quality site design on the rear of buildings fronting onto the rail corridor of Highway 403.

Open Space
1. Protect and enhance existing open spaces. Provide new semi-private open spaces within large-scale developments.
2. Provide a variety of public open spaces, including a mix of hard (i.e. plaza) and soft (i.e. parkettes) landscaping.
3. Program open spaces to ensure all-season use and to ensure the mobility hubs remain active and engaging year-round.
4. Design all open spaces with a clear vision and purpose. Open spaces should not be an afterthought of new development.
5. Facilitate continuous connections, both visual and physical, between open spaces through enhanced streetscaping, new pedestrian trails, and cycling facilities (as identified in the Transportation Master Plan and Community Trails Strategy).

Circulation
1. Facilitate and support enhanced transit circulation throughout the mobility hubs through transit-priority measures (i.e. advance signaling at intersections, dedicated lanes, etc.), improved waiting areas, station access improvements, etc.
2. Provide seamless integration between all modes of local and regional transportation, including walking, cycling, transit, and private vehicles.
3. Provide new streets and extend existing streets to create a continuous and highly-permeable transportation network throughout the hubs.
4. Create an integrated network of cycling facilities that provide direct connections between all hubs, and for all types of users (i.e. commuters, casual riders, etc.). Provide new facilities where gaps in the existing network are identified.
5. Provide ample bicycle parking and storage at the stations and at key destinations in the mobility hub areas.
6. Renaturalize existing drainage channels and support their use as unique and attractive pedestrian and cyclist connections.
7. Provide opportunities to easily/safely cross the rail corridor. The locations should be convenient, and should support direct, continuous circulation.
8. Consolidate site access wherever possible to minimize curb cuts and maintain a continuous streetscape.