

**Proposed Rapid Transit Corridor Redevelopment Principles -
Yonge Steeles Corridor Study**

DRAFT FOR DISCUSSION

1. *Mix of Uses:* Redevelopment proposals should incorporate an urban and compact mix of residential, office, retail and institutional uses. The broadest mix of uses should be oriented to the Yonge Street frontage and transit stops/stations, with a preference for transit supportive, grade related, pedestrian-oriented retail and commercial uses along the Yonge Street frontage of properties.
2. *Built Form and Densities:* Redevelopment proposals should promote increased densities, in accordance with Provincial, Regional and Town policies. The greatest development densities should be oriented to Yonge Street and other non residential street frontages and designated transit stops/stations. Away from these areas, appropriate built form and density transitions, compatible with and complementary to the character of surrounding stable residential area should be provided.
3. *Parking:* Redevelopment proposals will require the incorporation of underground parking for all residential and office/employment development. Large areas of surface parking will not be permitted. Parking standards will be adjusted, where appropriate, to encourage transit use and discourage car travel (i.e. Transportation Demand Management strategies).
4. *Streetscapes:* Yonge Street will be developed as a high quality urban boulevard. Buildings should be located and designed to create interesting, safe and active environments for pedestrians. Building entrances should face directly onto the street, building setbacks from the street should be reduced, parking will be restricted to the rear of the properties or underground, and ground floors of buildings should incorporate grade related, pedestrian oriented retail and commercial uses with large window areas, particularly along the Yonge street frontages. Streetscape amenities, including enhanced street tree planting and landscaping, widened boulevards, pedestrian walkways, and street furniture, will be provided through the redevelopment process
5. *Community services:* Redevelopment proposals should incorporate needed community facilities (parks, schools, libraries etc) where feasible. These services may be provided in exchange for increased development densities or heights.
6. *Impacts on infrastructure (Sewer, water and storm sewers and roads):* Redevelopment will be required to address existing infrastructure constraints. Development phasing will be required to ensure that projected infrastructure improvements proceed in advance of or concurrently with development proceeds.

7. *Sustainable building and site design*

Redevelopment proposals will promote a broad range of development standards and measures relating to both sustainable green building (LEED) design and site design. Redevelopment proposals must demonstrate how sustainability principles related to demolition, construction and long-term management will be met.

8. *Property consolidation and site design access*

Smaller property ownerships will be consolidated to create larger development sites to facilitate changes in land use and intensification over time. Fragmented sites will be avoided, unless the resulting development pattern demonstrates transit supportive design over the long-term. Low density, ground oriented development on small freehold properties will be avoided within the transit corridor unless designed to facilitate future intensification opportunities. Vehicular access will be from intersecting side streets whenever possible.