

CORRIDOR PLANNING PROGRAM

Character Areas

The *Growth Plan to Half a Million* identifies the goal of adding up to 22,000 dwelling units and almost 498,000 square metres of commercial space along our major corridors. It is important that this level of development be sensitive to the adjacent neighbourhoods. Higher density is focused at key areas, such as the Bus Rapid Transit (BRT) stations and the BRT corridors; whereas low to medium density development will interface with the existing neighbourhoods. In order to provide direction on the level of development that can occur and support an incremental development approach, the Corridor Planning Program boundary area is categorized into character areas based on density, built form, and public realm. The character areas are as follows:

Station Areas & Nodes

Station areas and nodes include properties with significant potential for high-density development due to their proximity to BRT stations, major destinations or existing high-density development. Nodes and BRT station locations are treated as the same character area. Examples of nodes that are influenced by nearby major destinations as well as the proximity of BRT are the properties near the intersection of Idylwyld Drive and 22nd Street and the properties along College Drive between Clarence Avenue and Cumberland Avenue.

Station areas and nodes are approximately one- to two-block radius of high density, mixed-use development featuring a high standard of pedestrian-oriented urban design. Building design, streetscaping, and other elements of the urban environment are reflective of the area's function as a high-traffic pedestrian intersection. These areas host critical transit user movements and provide support to other high-activity locations.

Corridors & Linkages

Corridor and linkage areas are the linear areas of properties immediately fronting, adjacent, or connecting to the major streets serving as the BRT corridors. They are located between and 'link' transit station areas together, thus forming most of the remainder of the corridor-adjacent land in the overall study area. They also provide for the majority of connections to the corridors themselves, typically along those arterial streets that intersect the corridors at BRT stations.

The corridors and linkages character area will accommodate a lower level of development density compared to the station areas and nodes. Public realm design will reflect pedestrian activity levels which, will typically be lower than those found in station areas and nodes. Since the corridors and linkage areas will leverage the adjacent BRT and support alternative modes of transportation, there may be opportunities to moderately reduce parking requirements.



Transition Areas

Transition areas are predominantly residential development located within close proximity to the main corridors. Being within a short walking distance of the corridors and BRT stations, these areas are slightly removed from those high-density environments, but are still heavily influenced by the level of activity and density of the corridor network.

Transition areas are unique and highly dependent on neighbourhood context. The intent of these areas is to sensitively transition development into existing neighbourhoods from the higher densities of corridor-adjacent development.

Transition areas are generally characterized by low-to-mid density residential development such as one- and two-unit dwellings, duplexes, townhouses and other smaller scale multi-unit residential dwelling types. The specific building typologies are highly circumstantial, but in general, these areas serve as the bridge between higher density urban corridor development and lower density existing residential neighbourhoods.

Areas of Influence

Areas of influence include properties that are far enough removed from the corridors to not necessitate any deliberate land use change management, yet are still within the general area of influence of the corridors. These areas make up the remainder of the overall study area after the other character areas have been defined.

It is anticipated that the area of influence will experience redevelopment or infill densification pressure even though no land use changes are planned. Neighbourhood level infill (i.e. development that fits the character of the existing neighbourhood) is encouraged in these areas. Any neighbourhood infill will continue to follow existing policy such as the Neighbourhood Level Infill Development Strategy and Local Area Plans.

Main Street Areas

The main street character areas include properties along established commercial streets outside of the Downtown which have pedestrian-oriented buildings and streetscapes and where the present zoning may already facilitate transit-oriented development. The Corridor Planning Program recognizes the significance of these existing areas and the support they provide to the overall vision. Many of these areas have existing plans in place which already guide their development, and therefore there are no proposed changes to the land use or the built environment of these character areas under the Corridor Planning Program.

