

TRANSIT VILLAGES

PROJECT OVERVIEW

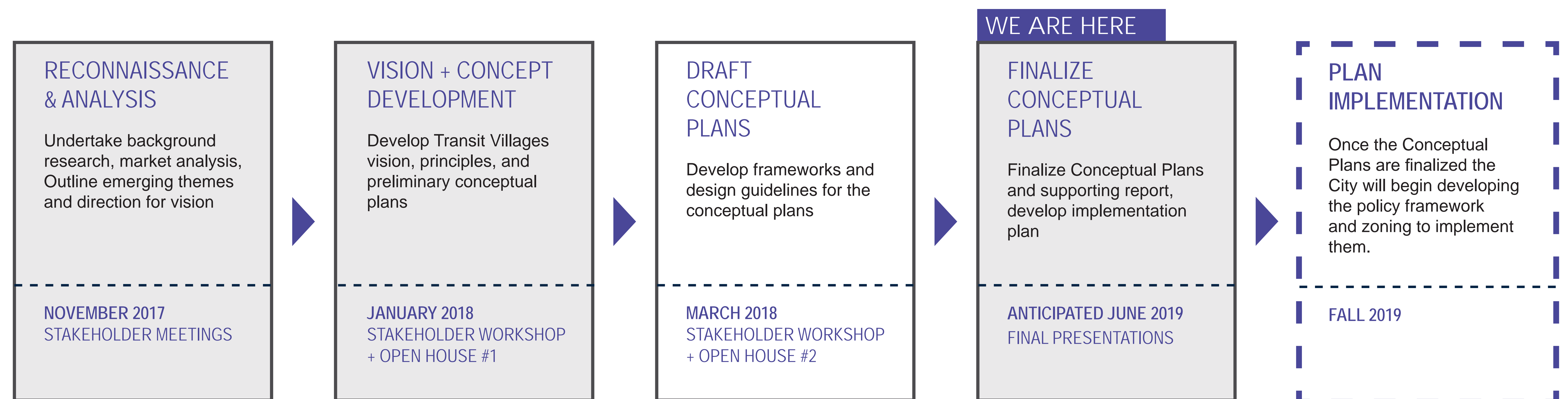
The Transit Villages project is one of several initiatives that will re-direct how the City manages growth and change. The Transit Village sites are located along the planned Bus Rapid Transit corridors, and have been identified because they have tremendous potential to redevelop and create distinct new community hubs that offer a broad range of services and amenities. The Transit Villages project is developing conceptual plans reflecting a vision for how these sites could redevelop in the future. The Transit Villages project is guided by several objectives:

- **Understand** site-specific opportunities and local economics
- **Engage** stakeholders and the community to craft the vision and conceptual plans
- **Hear and Understand** people's objectives and concerns
- **Coordinate** with concurrent teams and projects (growth planning, BRT etc.)
- **Create** a compelling vision
- **Deliver** a clear path forward
- **Present** realistic solutions for each Transit Village



PROJECT PROCESS

The Transit Villages project is structured as a four phase process unfolding from September 2017 to approximately June 2019. The key milestones and dates are summarized in the graphic at right.



VISION AND PRINCIPLES

EMERGING VISION

The statement at right encapsulates the emerging Vision for the Transit Villages that was developed throughout previous workshops, open houses, and other public events. It gives direction to the conceptual plans and articulates a long-term aspiration for their development.

VISION STATEMENT

Transit Villages will be known as active, lively, and vibrant hubs for community life, complementing Saskatoon's character and enhancing the city's quality of life. They will be places where you can live and work, shop, linger, and spend an afternoon. Transit Villages will integrate with surrounding neighbourhoods through a walkable and multi-modal street network, which builds on the enhanced service and mobility of the Bus Rapid Transit system.

PLANNING PRINCIPLES

These Planning Principles build off of the Vision and help to guide the design of the conceptual plans as well as their long-term implementation.



Create a vibrant community hub and destination.

Transit Villages will be complete community hubs, providing vibrant mixed-use destinations for people to live, work, visit, linger, and enjoy.

- Provide opportunities for cultural facilities and activities with the Transit Villages that support the local arts community.
- Accommodate a mix of land uses that will appeal to a diverse demographic (youth, seniors, young families, newcomers, tourists/visitors to the city etc.) and create an accessible and inclusive character of place, that anyone can be a part of.



Cultivate a diverse mix of uses, and a critical mass of population.

Transit Villages should accommodate a range of uses to meet the varied needs of the community, and to help create an animated environment throughout the day and evening.

- Establish a robust mix of uses at each Transit Village, including residential, retail, office, institutional, and amenities that realize synergies with each other and provide complementary services.
- Plan for sufficient residential density and development to create a critical mass of population that will support local businesses and create an active, lively environment in the Transit Village.



Respond to local needs, complement surrounding neighbourhoods.

Transit Villages should complement the character of surrounding neighbourhoods by providing uses, amenities, services, and spaces that respond to local needs.

- Continue to involve residents in the planning, design, and development of the Transit Villages, so the community can feel a part of these places and shape their evolution.
- Consider the demographics and profile of surrounding neighbourhoods, provide for accessible services and uses.



Encourage design excellence and a welcoming sense of place.

Transit Villages should convey a high-quality design that contributes to a distinct sense of place.

- Implement design strategies to support gathering and use of public spaces in all seasons, especially during the winter.
- Create memorable and unique places that help to animate the public realm and define a distinct character. Transit Villages should be planned and designed as places where people can linger and spend time, they should provide opportunities for gathering.



Design for a walkable, multi-modal network.

Transit Villages should be designed to foster a walkable and pedestrian-oriented movement network that complements the function of the BRT.

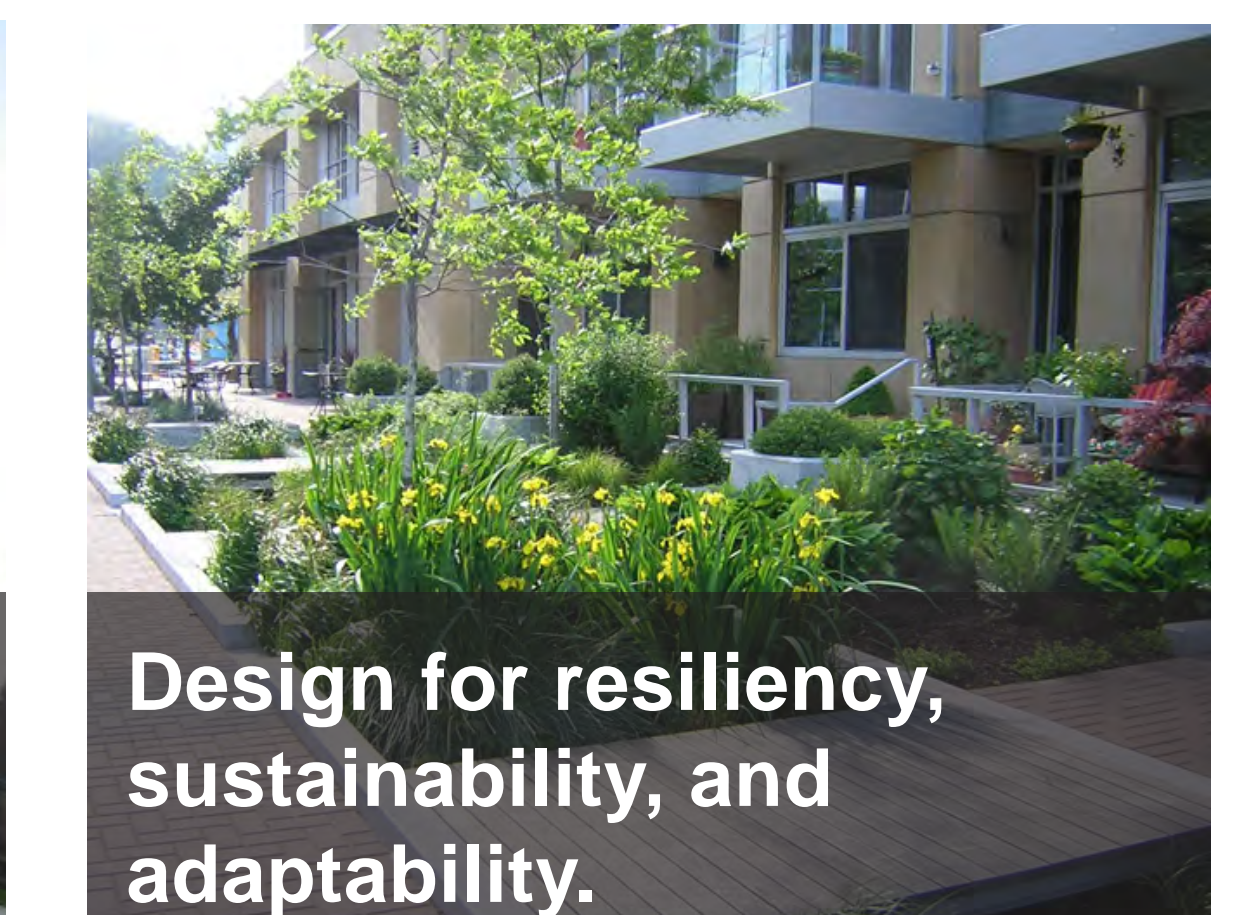
- Design for universally accessible complete streets that accommodate all road users, and prioritize walking and other active transportation modes, like cycling.
- Foster physical health and well-being by creating a compact, safe, and walkable place that integrates active transportation modes.



Foster sustainable growth.

The Transit Villages should foster and encourage growth, but guide development phasing so that it is sustainable over the long-term, mitigating an over/under supply of new commercial and residential space.

- Plan for sufficient density to allow for redevelopment that is not only financially feasible, but presents a compelling business case.
- Manage the overall supply of new space within the Transit Village so that the market is not over saturated with one or two early developments.



Design for resiliency, sustainability, and adaptability.

The Transit Villages should implement green development infrastructure, while being designed to withstand extreme storm and climate events.

- Reduce and mitigate greenhouse gas emissions and climate change by encouraging the use of design features such as photo-voltaic cells, district energy, wind power, and passive heating and cooling.
- Enhance the ecology and natural function of the surrounding environment.

REDEVELOPMENT OPPORTUNITIES

WHAT IS A TRANSIT VILLAGE?

Transit Villages are envisioned to be enhanced community nodes and destinations that integrate a range of community-oriented activities, services, and land uses (i.e. commercial, employment, residential, recreational). Ultimately, the Transit Villages will support the BRT by providing higher population density along the corridor, while creating high-quality amenities and public spaces for the community.

WHERE ARE THE TRANSIT VILLAGES?

Transit Villages are sites along the BRT corridor that are currently developed as auto-oriented, low-rise areas that only permit commercial uses. Conceptual plans are being developed through this process to help guide and manage change at each of the Transit Village sites— Confederation Suburban Centre, the Centre Mall, and University Heights Suburban Centre.

Centre Mall



Confederation



University Heights



WHAT CAN TRANSIT-ORIENTED DEVELOPMENT BRING TO YOUR COMMUNITY...



Safe, affordable, and efficient transportation for everyone



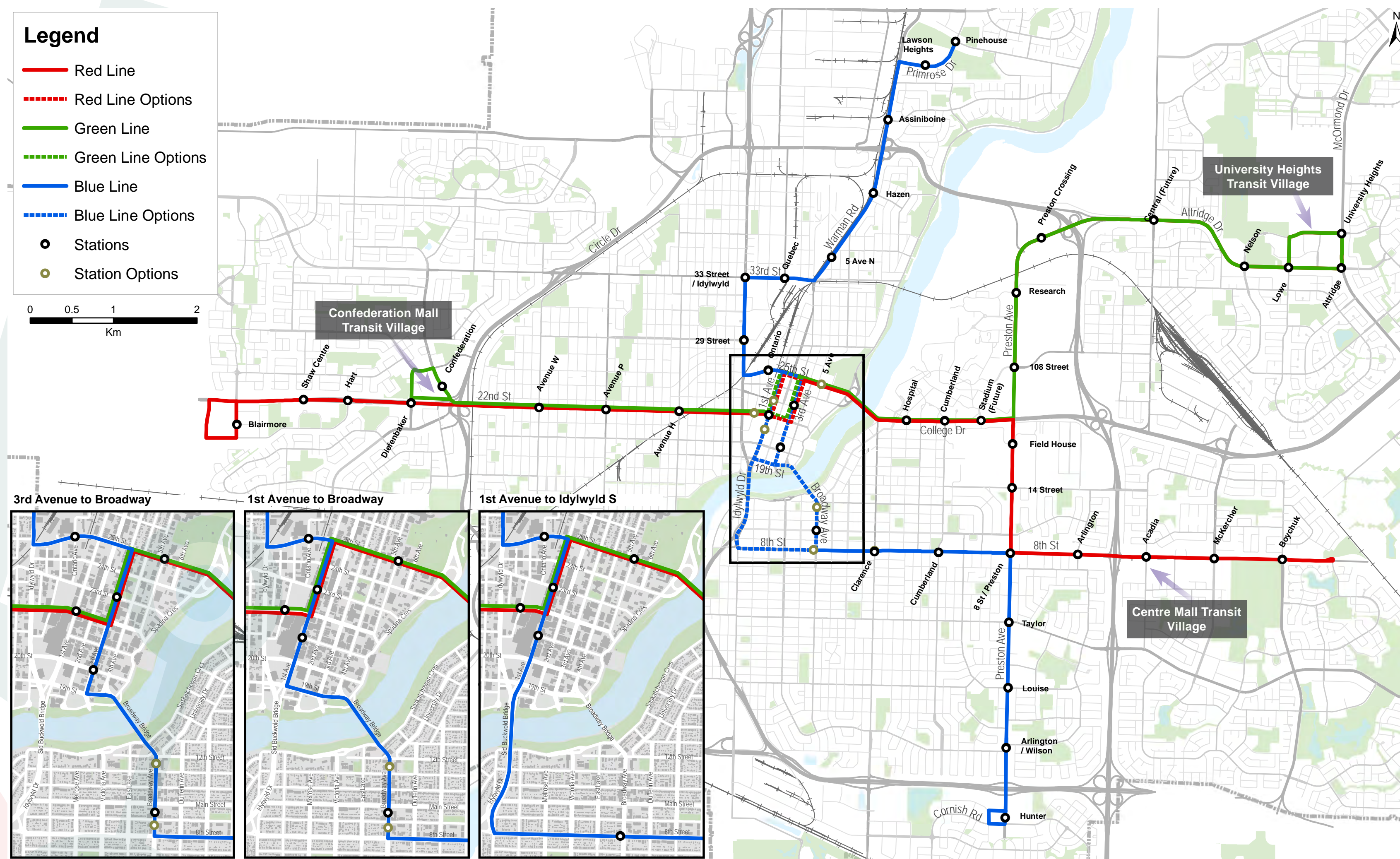
Mixed-use development with integrated commercial and residential components



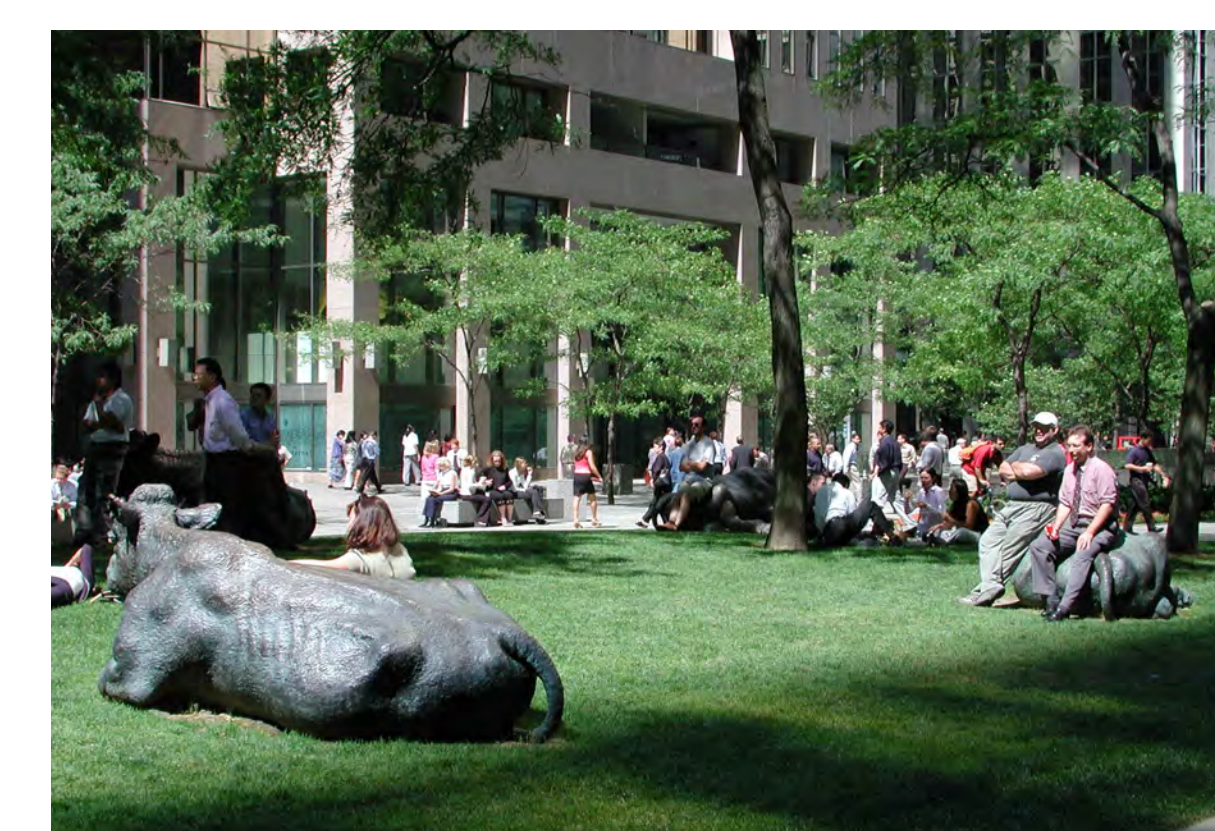
A convenient transit system



Pedestrian-oriented small scale retail



More diverse housing options



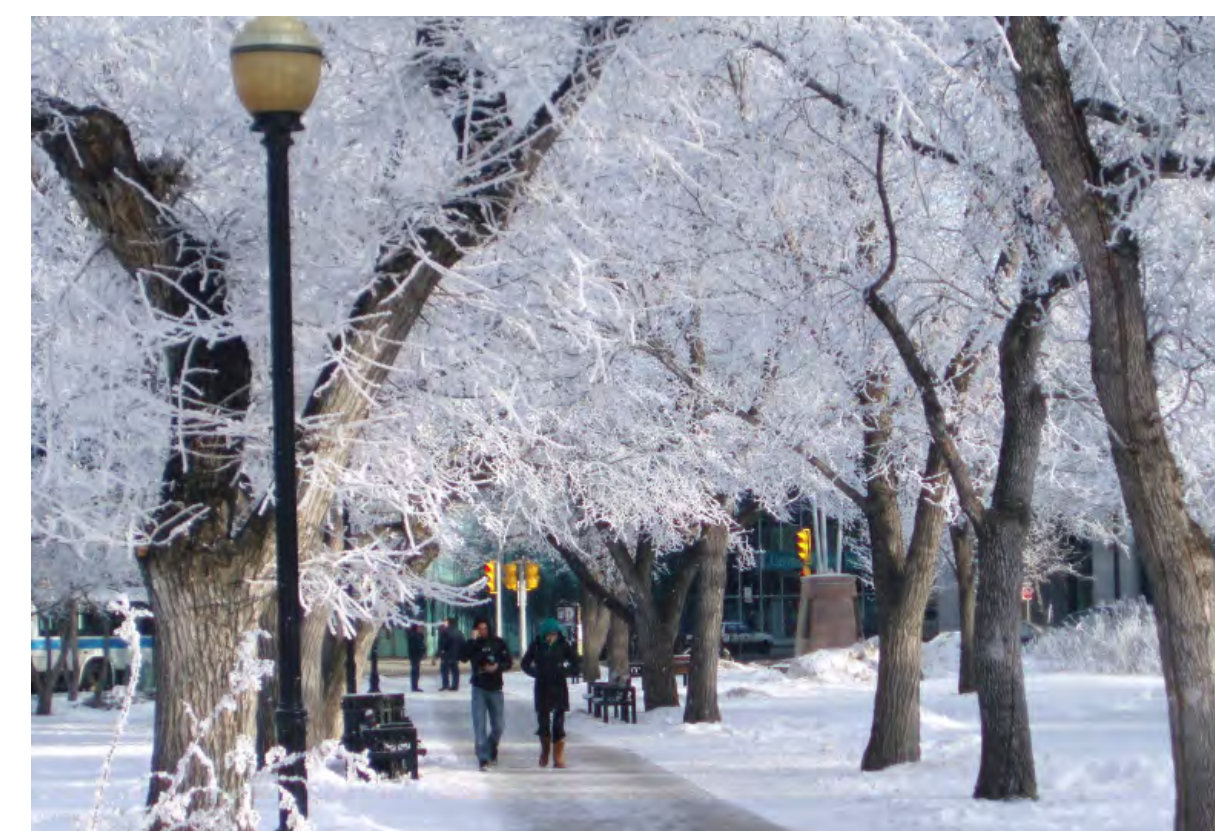
New, multi-functional open spaces



New hubs and destinations for community life



Pedestrian and bicycle-friendly neighbourhoods



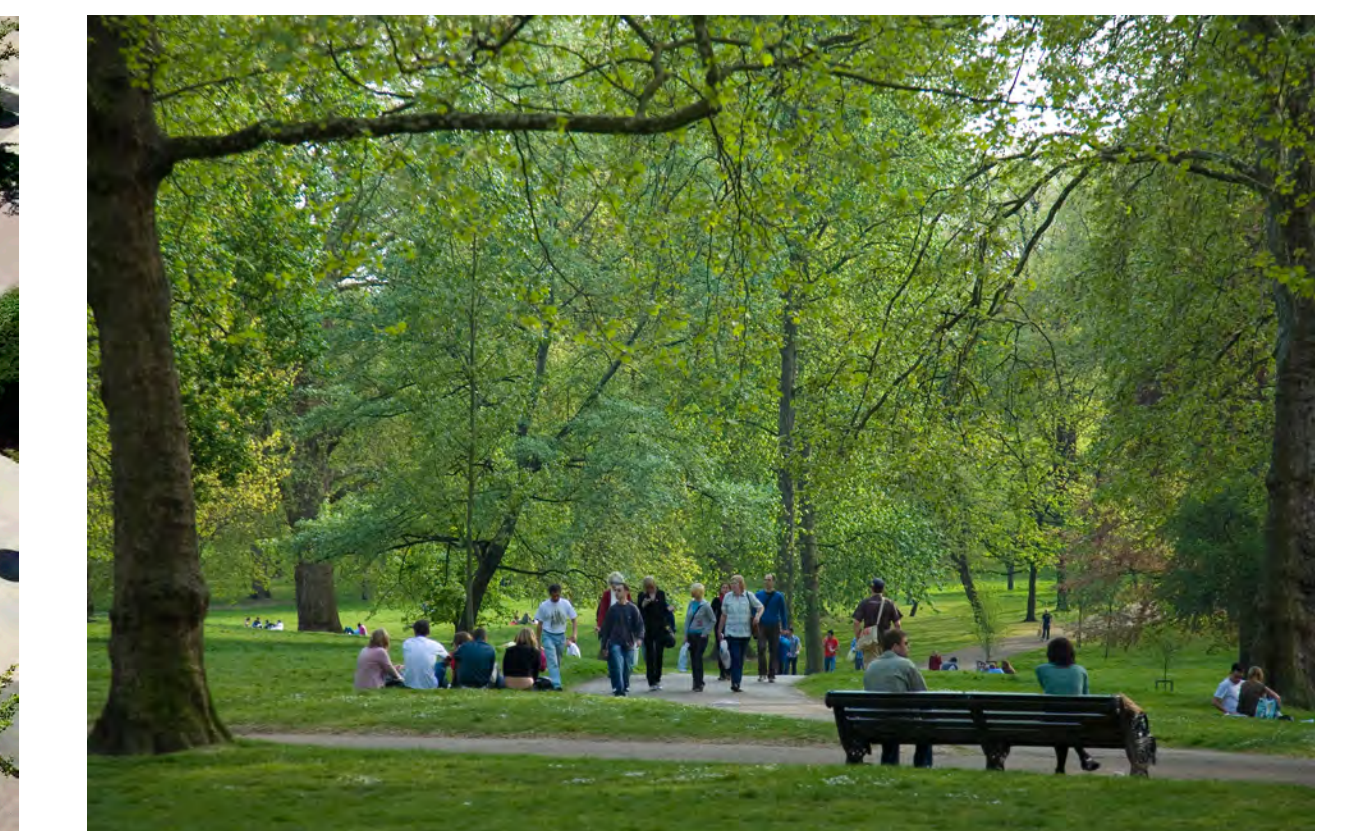
Inter-connected trail systems



Complete streets, accommodating all modes of movement



A greater diversity of open space destinations



Beautiful open spaces that enhance and contribute to local ecology

MARKET ANALYSIS

SASKATOON OVERALL

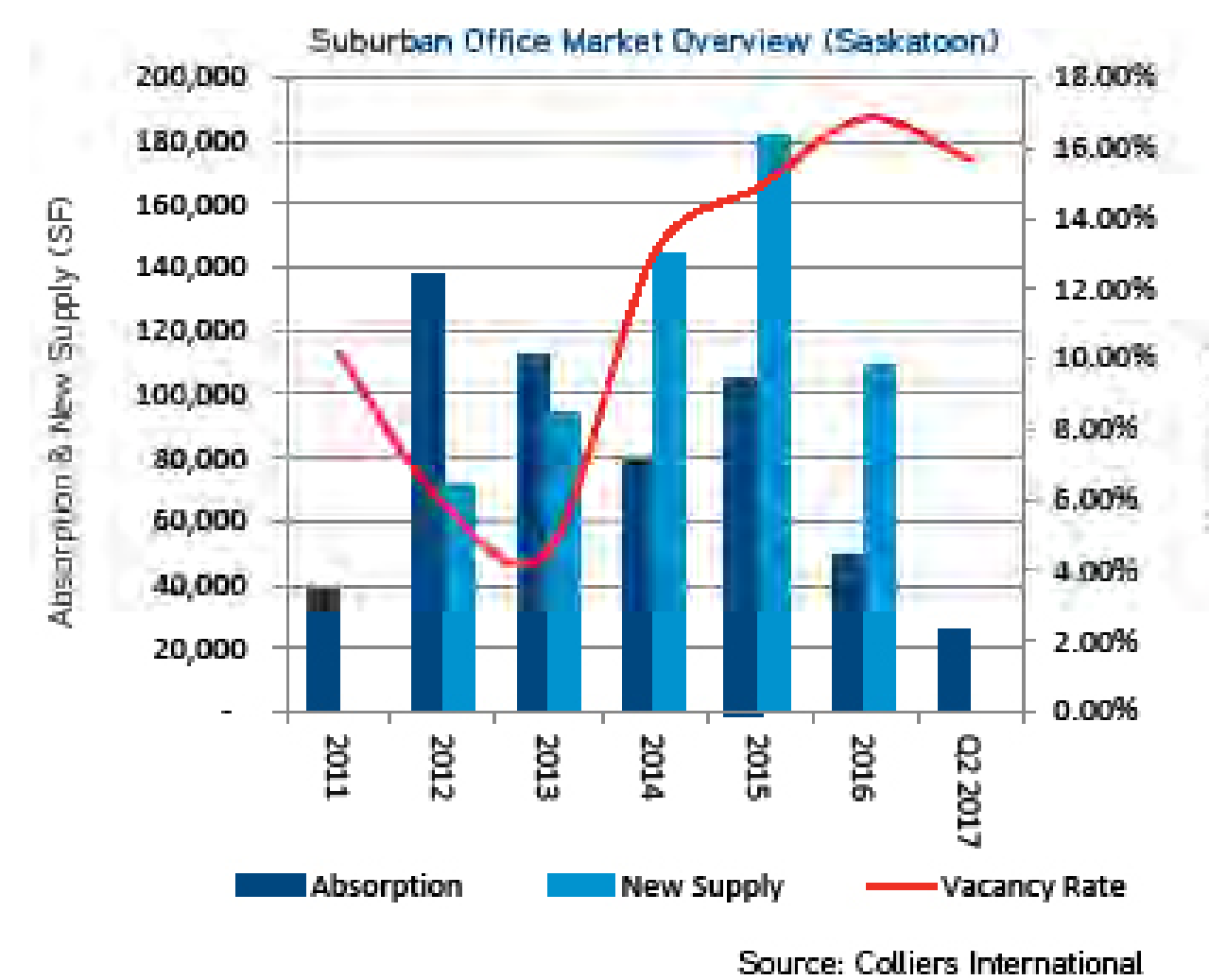
DEMOGRAPHICS + MARKET CONDITIONS

- **Population Growth:** Between 2011 and 2016, the City of Saskatoon has experienced a population growth rate of 10.9%, comparable to the Cities of Edmonton (14.8%), Calgary (13.0%), and Regina (11.4%), while well above Winnipeg (6.3%).
- **Population Forecast:** Under a medium growth scenario, the City of Saskatoon forecasts a population increase of approximately 135,000 people by 2035.
- **Predominant Housing Types:** Of all occupied private dwellings in the City of Saskatoon, the most common form is single-detached homes (56%). Apartments in 1 to 4 storey buildings (23%), and semi-detached and row houses (11%) make up the remainder of the top three.
- **Residential Market:** Saskatoon is generally in a slow development period for residential as the market absorbs units that have recently finished construction. Apartment construction has become more common, representing 33% of total housing development over the past decade, but single detached homes still represent the most common form of development.
- **Office Market:** The office development market has experienced some challenges in recent years but appears to be stabilizing.
- **Retail Market:** The retail development market is strong, with rapid leasing of new retail spaces.

City of Saskatoon & Saskatoon CMA Demographic Characteristics (2016)

| Demographic | City of Saskatoon | Saskatoon CMA |
|--|-------------------|---------------|
| Population | 246,376 | 295,095 |
| Population Change (2011-2016) | 10.9% | 12.5% |
| Population Density (people per km ²) | 1,080 | 50.1 |
| Median Age | 35.8 | 35.6 |
| 9 and under years | 30,605 | 38,540 |
| 10 to 19 years | 28,120 | 34,800 |
| 20 to 29 years | 41,250 | 47,315 |
| 30 to 39 years | 37,505 | 45,330 |
| 40 to 49 years | 30,010 | 36,325 |
| 50 to 59 years | 32,060 | 38,665 |
| 60 to 69 years | 23,610 | 28,225 |
| 70 and older years | 23,225 | 25,890 |

Source: Statistics Canada



OPPORTUNITIES

- **Plan for the future:** While Saskatoon, and Saskatchewan generally, is in a period of slower growth, this is the perfect opportunity to plan for the future. This allows the City to foster and kick start growth, and better manage development during a productive cycle for the economy.
- **Diversifying Housing Types:** There is an opportunity to diversify the range of housing types that available in Saskatoon. Although recent growth has been slow, there has been growing demand for apartment dwellings in the city. Transit Villages can help to fill this niche.
- **Office and retail development:** There is demand for office development in suburban locations, which the Transit Villages could take advantage of. There is generally a strong demand in the market for retail space, which the Transit Villages could leverage, in particular by creating more lifestyle-oriented commercial/mixed-use developments.



TRANSIT VILLAGES

CONFEDERATION

Development Potential

- This area has generally had a lack of investment relative to other parts of the City.
- There are a number of underutilized properties that could be redeveloped. Intensification of some commercial properties may only be viable at relatively high densities.
- Current price points for new residential space are lower than in other parts of the city. In the short - medium term this may impact the feasibility of redevelopment.

Confederation Mall Transit Village Demographic Profile

| Household Composition & Tenure | |
|---|----------|
| Population | 41,518 |
| Population Change (2011 - 2016) | 19.1% |
| Median Age | 34.0 |
| Households | 14,256 |
| Average Household Size | 2.9 |
| Median Household Income | \$86,317 |
| Immigrants | 12.4% |
| Median Monthly Shelter Costs (Owned Dwellings) | \$1,430 |
| Median Monthly Shelter Costs (Rented Dwellings) | \$978 |
| Renter Occupied Dwellings | 25.1% |
| Owner Occupied Dwellings | 74.9% |

Source: Pinpoint, City of Saskatoon

CENTRE MALL

Development Potential

- This area is considered attractive for development given the demographics and location within the City.
- Continued residential intensification is possible in this area. While the market is considered soft for apartment development at this time, in the future this would be considered a good location for multi-family.
- 8th Street remains an attractive area for office and retail development due to it's central location, proximity to services and the demographics of the area.

Acadia Centre Mall Transit Village Demographic Profile

| Household Composition & Tenure | |
|---|----------|
| Population | 21,973 |
| Population Change (2011 - 2016) | 4.3% |
| Median Age | 42.5 |
| Households | 9,107 |
| Average Household Size | 2.4 |
| Median Household Income | \$87,910 |
| Immigrants | 14.2% |
| Median Monthly Shelter Costs (Owned Dwellings) | \$1,047 |
| Median Monthly Shelter Costs (Rented Dwellings) | \$1,085 |
| Renter Occupied Dwellings | 26.8% |
| Owner Occupied Dwellings | 73.2% |

Source: Pinpoint, City of Saskatoon

UNIVERSITY HEIGHTS

Development Potential

- University Heights is a relatively new area, with newer buildings. This means that over the short to medium term redevelopment may be limited. However, University Heights is also seen as a desirable place to live, which helps to drive ongoing development in the area.
- There may be some opportunity for limited office development, as medical offices in the area have performed well. However, this location is considered to be at the periphery of the office market.

University Heights Transit Village Demographic Profile

| Household Composition & Tenure | |
|---|-----------|
| Population | 40,198 |
| Population Change (2011 - 2016) | 26.9% |
| Median Age | 34.5 |
| Households | 14,708 |
| Average Household Size | 2.7 |
| Median Household Income | \$103,149 |
| Immigrants | 7.8% |
| Median Monthly Shelter Costs (Owned Dwellings) | \$1,564 |
| Median Monthly Shelter Costs (Rented Dwellings) | \$1,198 |
| Renter Occupied Dwellings | 21.5% |
| Owner Occupied Dwellings | 78.5% |

Source: Pinpoint, City of Saskatoon



COMMUNITY WELL-BEING

WHAT IS COMMUNITY WELL-BEING?

Community well-being describes the inter-related factors—social, environmental, economic, cultural, political—that influence people’s quality of life and overall sense of wellness. As we develop the Transit Villages’ conceptual plans we can use community well-being as a lens to make decisions about the planning and design of these communities. It allows us to be more comprehensive and thorough in addressing the wide range of factors that impact people’s day-to-day lives.

We use the following definition of community well-being:

Community Wellbeing: the combination of social, economic, environmental, cultural, and political conditions identified by individuals and their communities as essential for them to flourish and fulfill their potential and which influences the overall physical, social, and mental wellness of a community. (Wiseman and Basher, 2008:358)

The graphic below outlines different factors for well-being (social, environmental, economic, etc.) and corresponding metrics. We can use these to evaluate the comprehensiveness of the conceptual plans and their potential to improve well-being for their communities.



How can the Transit Villages Improve....



Sense of Welcoming: so people feel welcomed, safe, and engaged, 24/7 regardless of background or physical ability?

Socialization: by providing places for people to engage socially (formally/informally)?

Add your comments



Natural Systems: and have a positive impact on the functioning of natural systems (local/global) and the ecology?

Mobility: and increase use of active transportation and reduce single-car-occupancy?



Local Economy: supporting a healthy local economy and in particular a knowledge economy?

Affordability and Quality of Life: allowing people of different income-levels afford a high quality of life?

Complete Communities: letting people realize the activities of everyday life within walking distance?



Cultural and recreational vitality: providing access to cultural, recreational, and art facilities?

Sense of belonging: so people feel included in their communities, connected to their social networks, and engaged in civic and community life, regardless of their background?

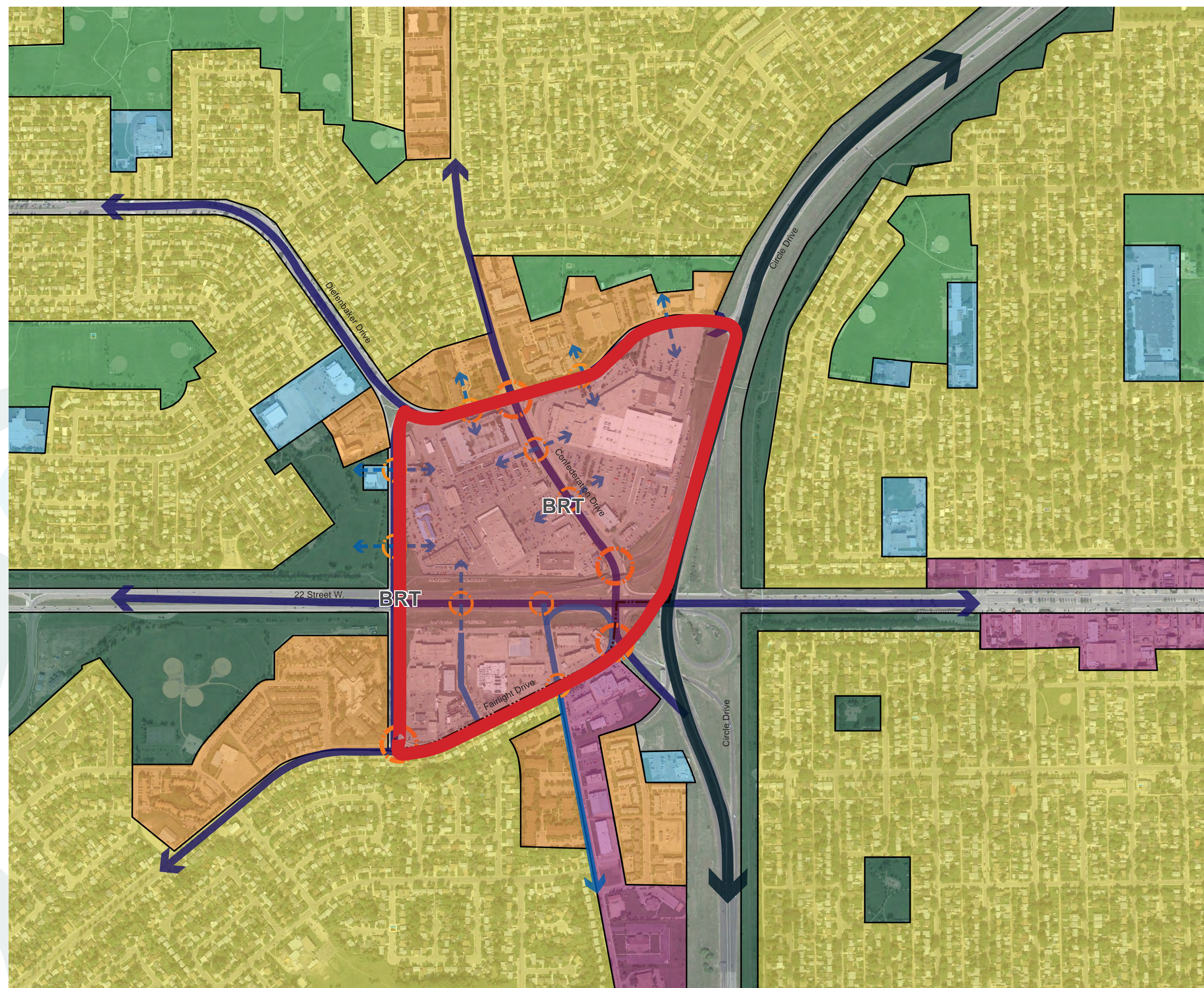


Sense of ownership and stewardship: so people can understand, control, manage, interact with, and transform their environment?

Integrated planning process: where a diversity of perspectives and disciplines are meaningfully integrated in the decision-making process?

CONFEDERATION

OPPORTUNITIES ANALYSIS



URBAN CONTEXT ANALYSIS

The Confederation site is a local commercial hub that includes a range of commercial amenities, including a mall. It is surrounded by predominantly low-density residential uses, with higher density residential uses along its edge. There are a number of schools, associated playing fields, a few neighbourhood parks, community recreational facilities and strip mall commercial corridors nearby. The site is predominantly car orientated, challenged by topography, is a challenge to walk across, and can feel unsafe. It is also an important commercial destination within the city, providing access to a range of retailers and other services for surrounding neighbourhoods.

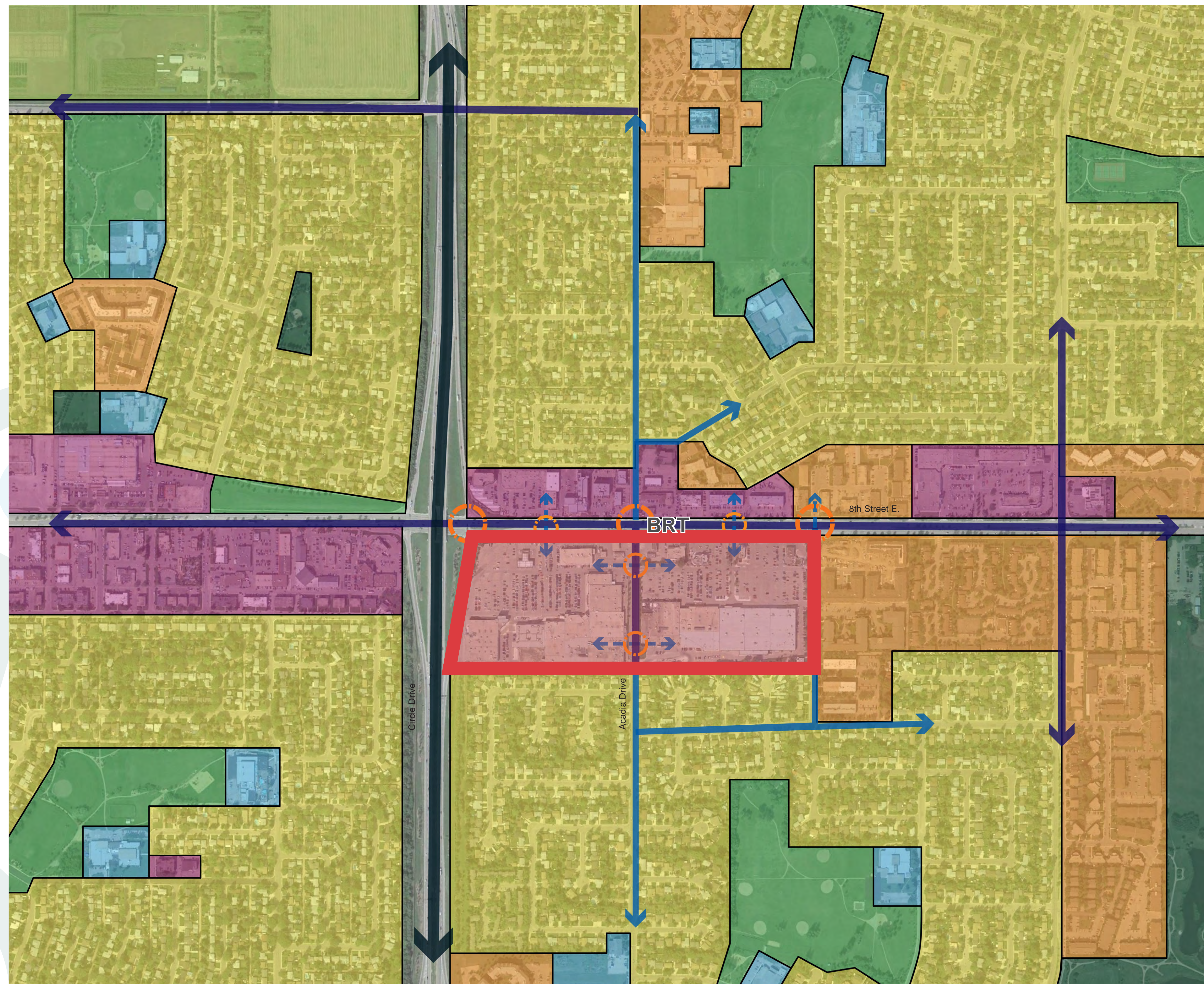
The site contains several commercial buildings and properties. In many cases, the properties are not orthogonal and do not follow a typical urban grid.

OPPORTUNITIES

- Continue to provide a commercial destination for the surrounding community, but with a more diverse range of amenities and services within a more urban commercial structure.
- Complement the open spaces by providing a diversity of park spaces that meet a greater range of community needs.
- Improve the character and appearance of 22nd Street W. so that it aligns with and complements a pedestrian-friendly and vibrant character of a Transit Village.
- Improve connectivity across the site, especially for pedestrians with a fine grain of streets and sidewalks.
- Provide a mix of land uses on the site that cater to local and residential needs, allowing for a greater range of commercial amenities, services, and retailers,
- Consider opportunities for higher density residential and mixed-use development, and establish a critical mass of people in the Transit Village.
- Design a robust, diverse and enhanced public realm to support an active and vibrant character of place. Provide new and unique open space destinations and create strong connections between them.
- Take advantage of the wide right-of-way on 22nd Street W. to create an enhanced linear park space with walking and cycling trails.
- Integrate the existing pedestrian crossing (over Circle Drive) into the site and plan for an additional crossing over 22nd Street W. to facilitate active transportation and pedestrian access to the BRT stops.

CENTRE MALL

OPPORTUNITIES ANALYSIS



URBAN CONTEXT ANALYSIS

The Centre Mall site is a local commercial hub along 8th Street East. The site is surrounded with predominantly low-density residential uses although there are some medium-density residential uses to the east. The character of streets around the site are generally auto-oriented, with the exception of a few arterial streets. There is poor connectivity in the area, making for circuitous walking routes.

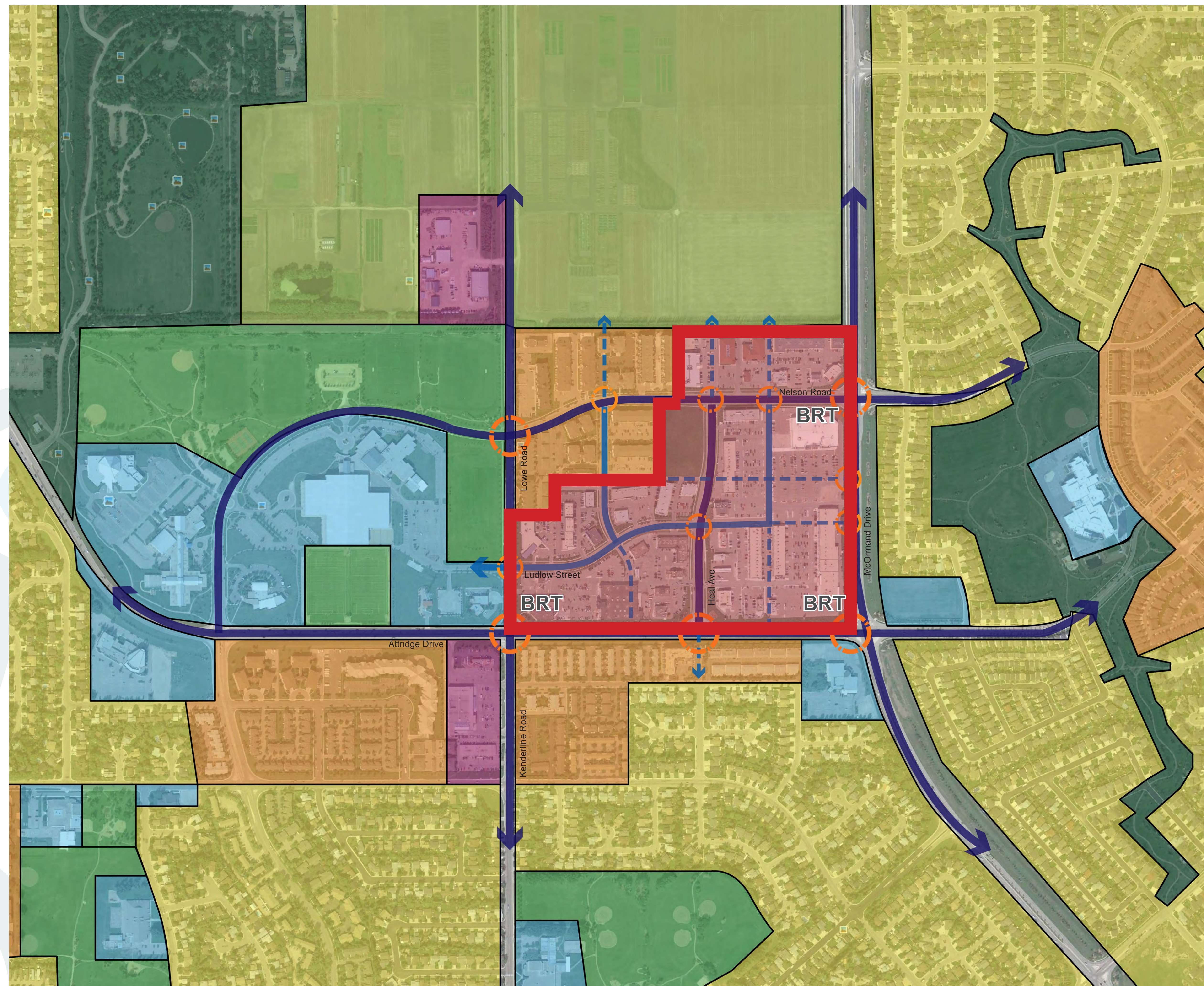
The Centre Mall, straddling Acadia Drive, currently occupies the site and serves as a regionally important commercial centre and amenity for local neighbourhoods as well as the city at large.

OPPORTUNITIES

- Complement the commercial character of 8th Street with unique retail and commercial uses, such as more offices and local neighbourhood-oriented convenience retail.
- Re-define the character of 8th Street E. to make it a more pedestrian-oriented environment. Advocate for traffic-calming measures along the street.
- Continue to support Centre Mall's operation as a regionally significant commercial destination, while taking advantage of new place-making and development opportunities spurred by the BRT.
- Develop higher density residential uses at the site, to take advantage of proximity to the BRT and provide a greater diversity of housing typologies within the city.
- Reflect the commercial character of 8th Street by providing a unique mix of commercial land uses (office, retail, destination uses) along it.
- As the Transit Village redevelops and intensifies, provide a transition in building height and density toward surrounding neighbourhoods, to better integrate the Transit Village in the city.
- Allow for new connections to surrounding neighbourhoods as the city evolves and redevelops over time.
- Create a pedestrian-oriented public realm within the site. Create a new community hub and destination with a central public open space, that potentially leverages the existing mall structures.
- Improve connectivity and options for multi-modal movement across the site by providing new street connections, sidewalks, and paths.

UNIVERSITY HEIGHTS

OPPORTUNITIES ANALYSIS



URBAN CONTEXT ANALYSIS

The University Heights site is one of the few commercial hubs in the area, serving a relatively large suburban community. It is surrounded by a mix of land uses including some medium-density residential uses, community facilities, and open spaces, although there is a predominance of low-density residential development in the area. While there is a fair amount of open space in the area, most of it is designed to serve specific active recreational functions. The site contains a number of low-rise commercial buildings that are surrounded by surface parking.

OPPORTUNITIES

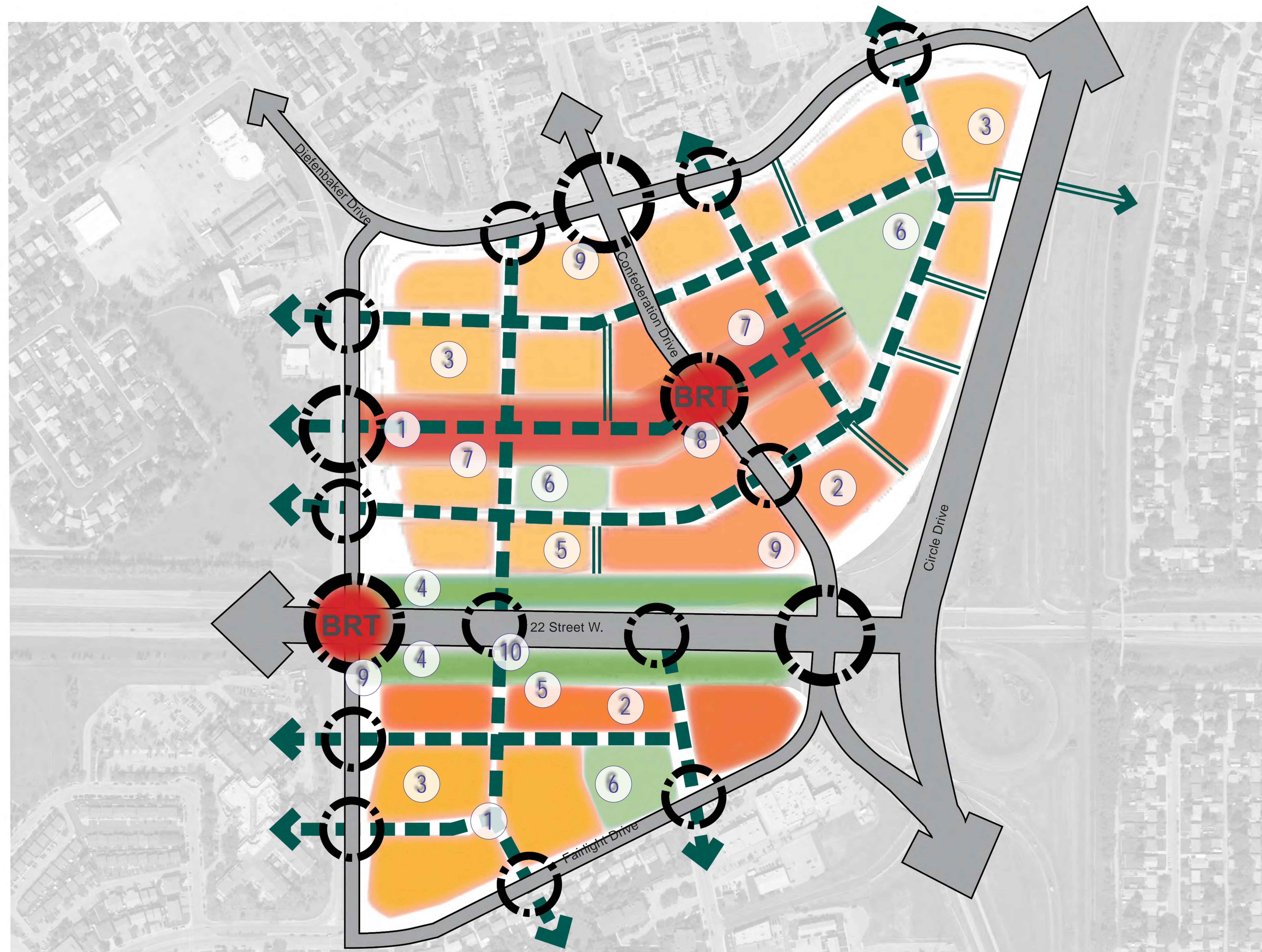
- Continue to provide a hub for commercial services at the site, but diversify the range of retail offerings to provide more community-oriented, unique local businesses, and destination type uses like restaurants.
- Provide new employment uses, such as commercial office space, or potentially light manufacturing, that will provide local opportunities for residents to live and work in the neighbourhood.
- Take advantage of proximity to the SaskTel Sports Centre to create a distinct local destination by providing complementary uses.
- Re-define and influence the character of surrounding streets, in particular Attridge Drive and McOrmond Drive to create a more pedestrian-friendly environment.
- Allow for a mix of land uses to create a unique community-oriented destination. Locate commercial and office uses along McOrmond Drive and other major streets to create a buffer to finer grain retail and residential uses within the site.
- Take advantage of excellent access to the BRT (via 3 stops) by integrating these destinations in the public realm, and planning for complementary, adjacent uses that cater to transit users.
- Allocate greater development density within the site to provide a critical mass of people, and landmark buildings that aid in way-finding. Transition building heights down to surrounding open spaces and neighbourhoods.
- Provide an improved public realm that facilitates community gathering and active, frequent, use of outdoor spaces.
- Create stronger connections to surrounding neighbourhoods, in particular with new streets and paths wherever possible. Provide for improved pedestrian movement and connections across the site in the long-term, especially for pedestrians.

CONFEDERATION

CONCEPTUAL PLAN

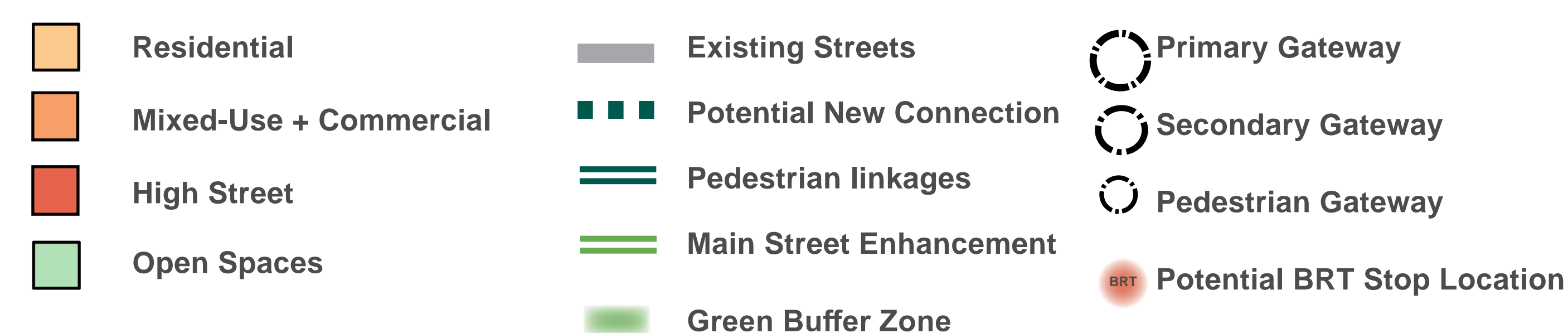
What other design features, amenities, or services would you like to see here?

Add your comments on sticky notes.



Following are key design features that define the conceptual plan:

- 1 Physical connections to the surrounding neighbourhood, and a new internal grid of streets
- 2 Mixed-use districts, with a range of uses including commercial and residential
- 3 Higher density residential development to create a critical mass of population and bring more vibrancy
- 4 Linear greenway and public open space, with a multi-use trail connected to the regional trail network to support active transportation
- 5 Higher density uses and active frontages along the greenway
- 6 New neighbourhood parks and open space amenities
- 7 Central community High Street, with active retail frontages at grade and residential or office uses above
- 8 Integrating the High Street with the BRT stop integrated through design and public realm improvements
- 9 Key gateways are emphasized with taller buildings, public art, and other site improvements
- 10 Potential new connection across 22nd Street, to better connect the north and south areas



CENTRE MALL

CONCEPTUAL PLAN

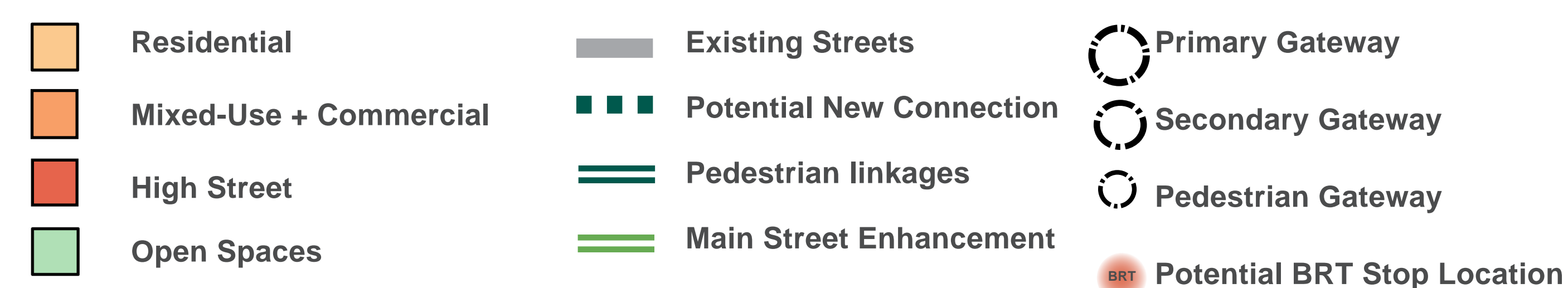
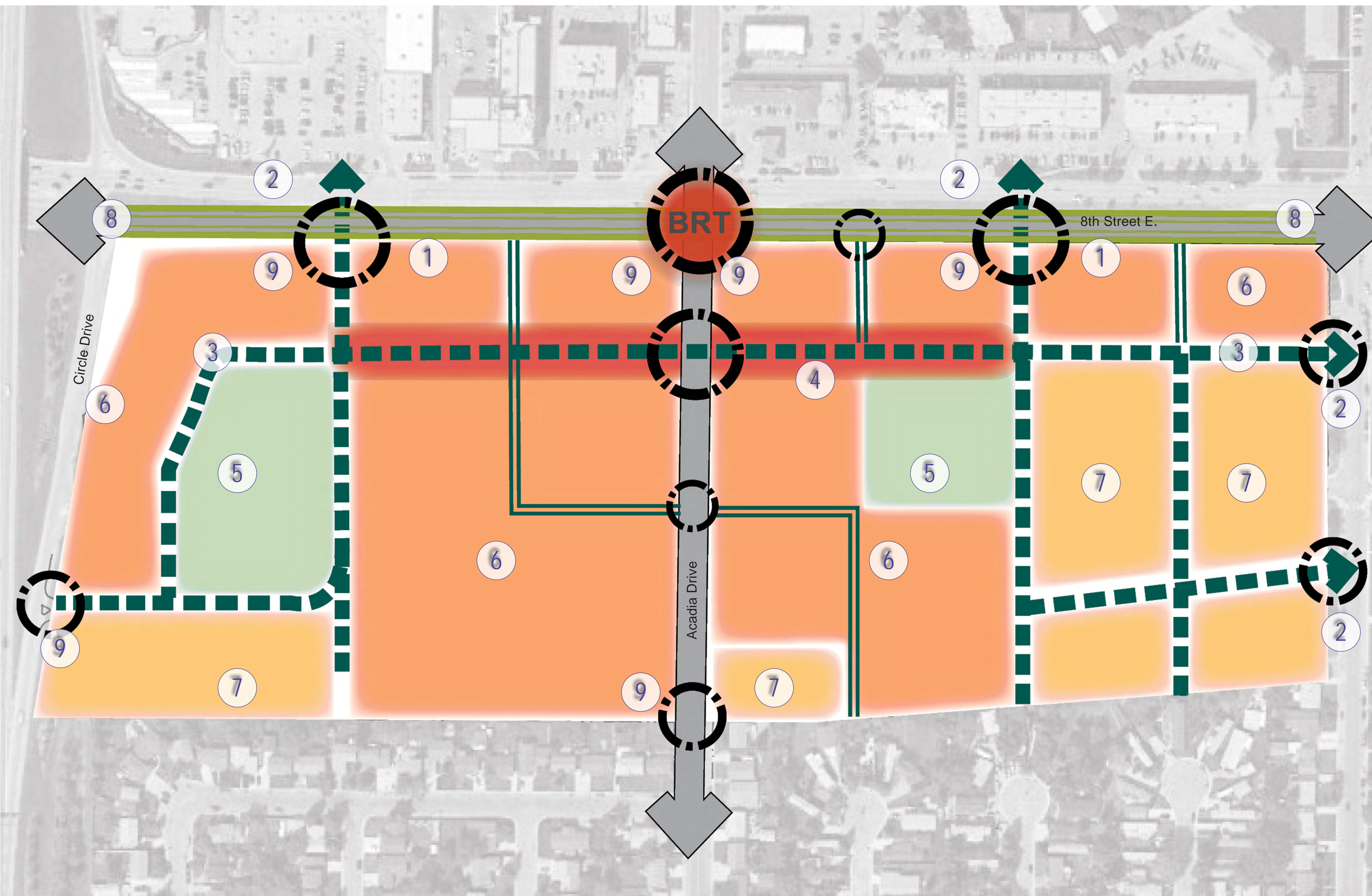
What other design features, amenities, or services would you like to see here?

Add your comments on sticky notes.



Following are key design features that define the conceptual plan:

- ① A new commercial frontage at grade along 8th Street East, with a more pedestrian-oriented design
- ② New connections to surrounding neighbourhoods, improving access and connectivity
- ③ Internal east-west street connecting the site, and its neighbourhoods
- ④ Community-oriented High Street with unique local businesses, complementing commercial activity of larger format retail and mall
- ⑤ Open space amenities to support activity and use of the public realm around commercial and residential areas
- ⑥ Mixed-use areas, integrating commercial retail, professional offices, and higher density residential
- ⑦ Residential areas, with higher density and taller building forms
- ⑧ Streetscaping improvements along 8th Street East, to integrate the BRT with the public realm and make a pedestrian-friendly and safe street
- ⑨ Taller buildings and higher density development to emphasize gateways and create a sense of entry



UNIVERSITY HEIGHTS

CONCEPTUAL PLAN

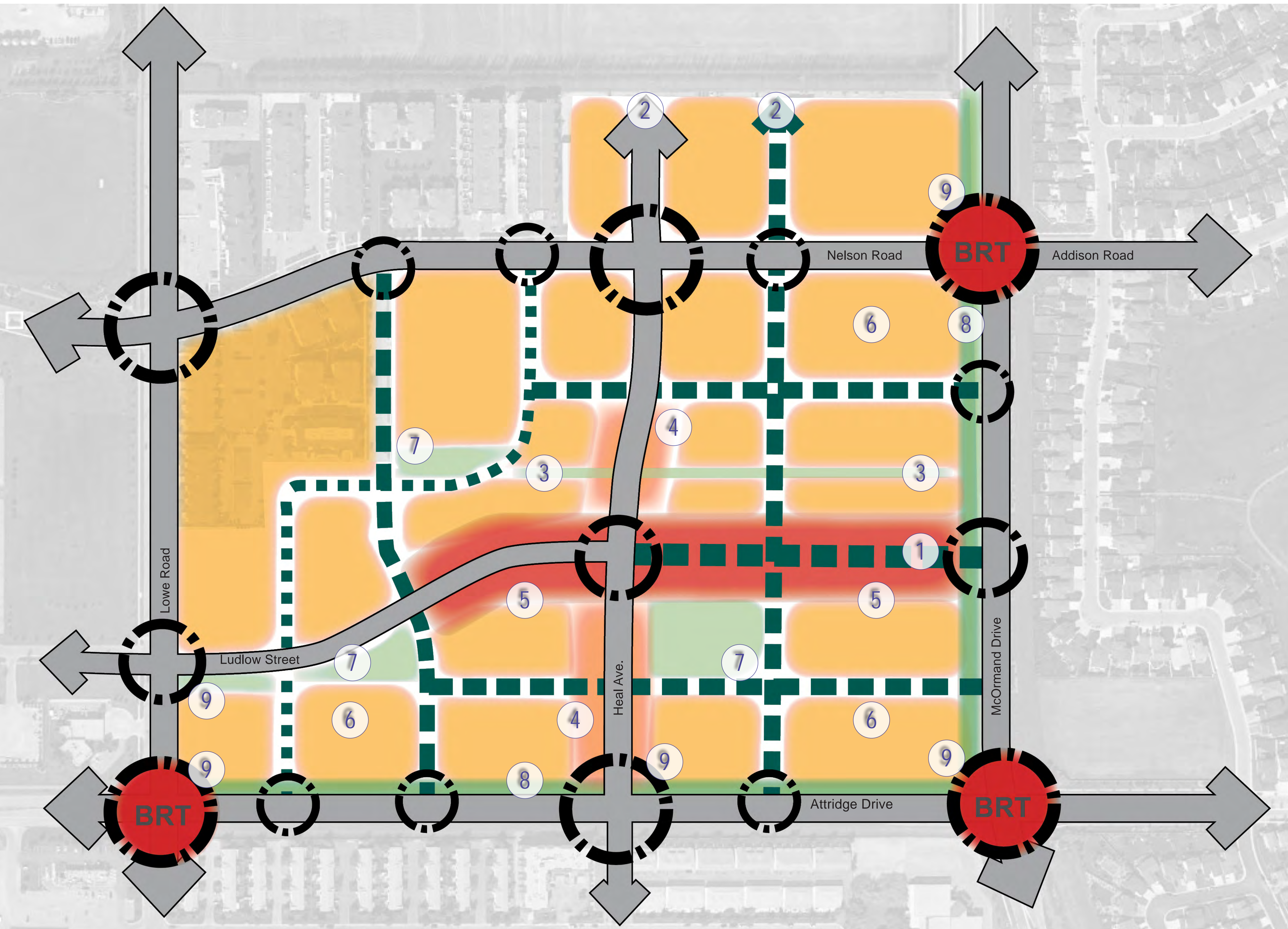
What other design features, amenities, or services would you like to see here?

Add your comments on sticky notes.



Following are key design features of the conceptual plan:

- ① Ludlow Street is extended across the site as a key east-west connection
- ② Internal streets that could be extended to adjacent neighbourhoods and areas if they redevelop
- ③ New east-west mid-block connection and green pathway
- ④ Mixed-use area combining office, larger format commercial and some residential development around Heal Avenue
- ⑤ Community-oriented High Street and retail destination along Ludlow Street, with active retail frontages at grade and residential or office uses above
- ⑥ Higher density residential areas, to create a critical mass of population and energy in the Transit Village
- ⑦ Public open spaces that cater to a wider range of needs, offering neighbourhood park space and plaza space for social gathering
- ⑧ Green buffer around the edge of the site from adjacent roadways, which also includes a multi-use trail that connects to regional trail systems
- ⑨ Taller buildings, public art, and other features help to define and reinforce gateways to the site and create a sense of entry



- | | | |
|------------------------|--------------------------|-----------------------------|
| Residential | Existing Streets | Primary Gateway |
| Mixed-Use + Commercial | Potential New Connection | Secondary Gateway |
| High Street | Pedestrian linkages | Pedestrian Gateway |
| Open Spaces | Main Street Enhancement | Potential BRT Stop Location |
| | Green Buffer Zone | |

BUILT FORM FRAMEWORK

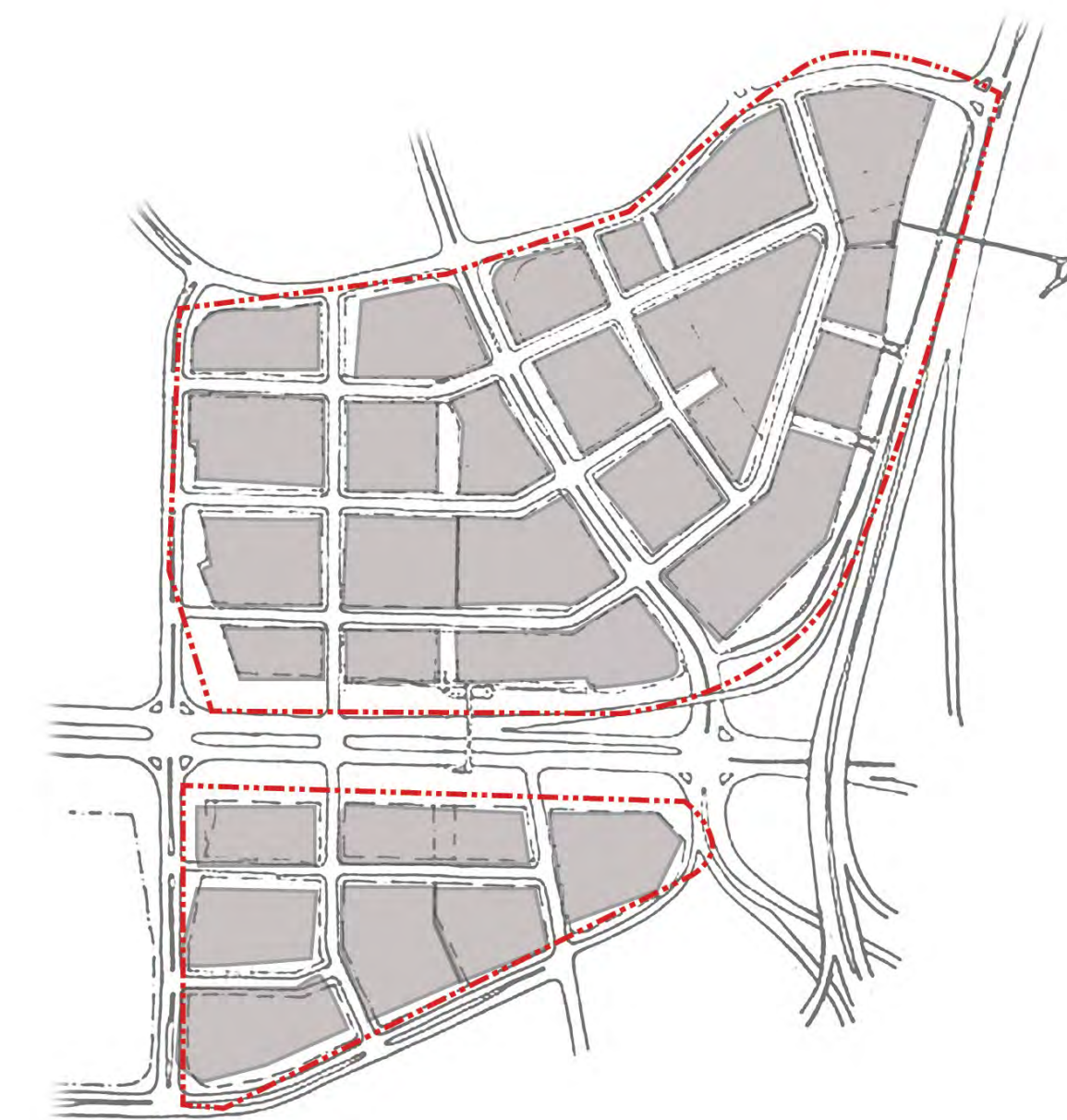
BLOCK STRUCTURE

The proposed block structure for the Transit Villages provides a flexible framework for development, allowing for creativity and innovation in specific proposals, while encouraging the compact and efficient development of the site. At each site, the block structure also sets out a highly connected and walkable grid of streets.

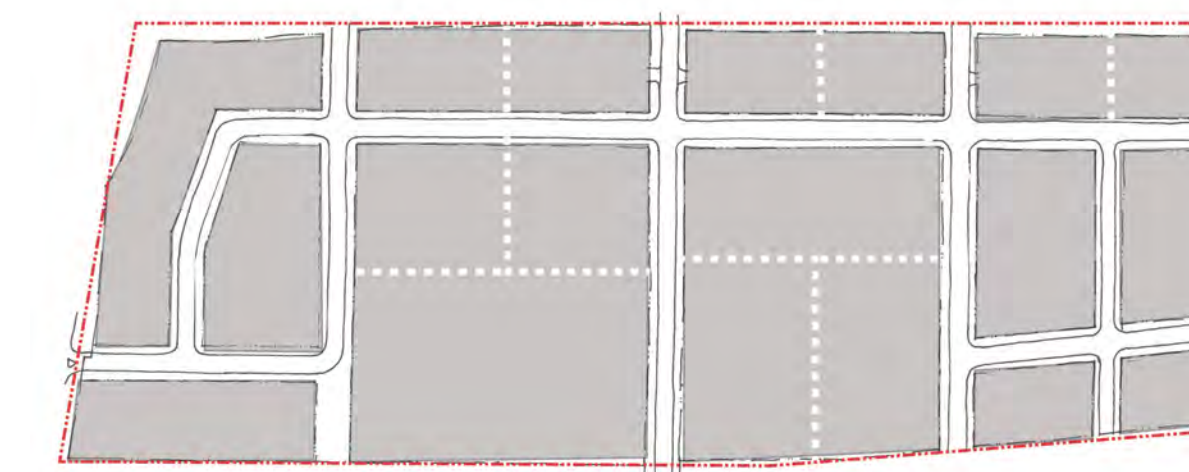
Key Recommendations

- Establish blocks of a sufficient depth that can accommodate a range of site designs and development proposals.
- Provide blocks of appropriate dimensions to support structured parking facilities in higher density development scenarios.
- Site buildings around the edge of blocks, with smaller setbacks to the street and right-of-way.
- Site buildings to allow for pedestrian and mid-block connections, as indicated in the open space framework.
- Define a fine-grain grid of streets and blocks to support walk-ability and connectivity across the site.

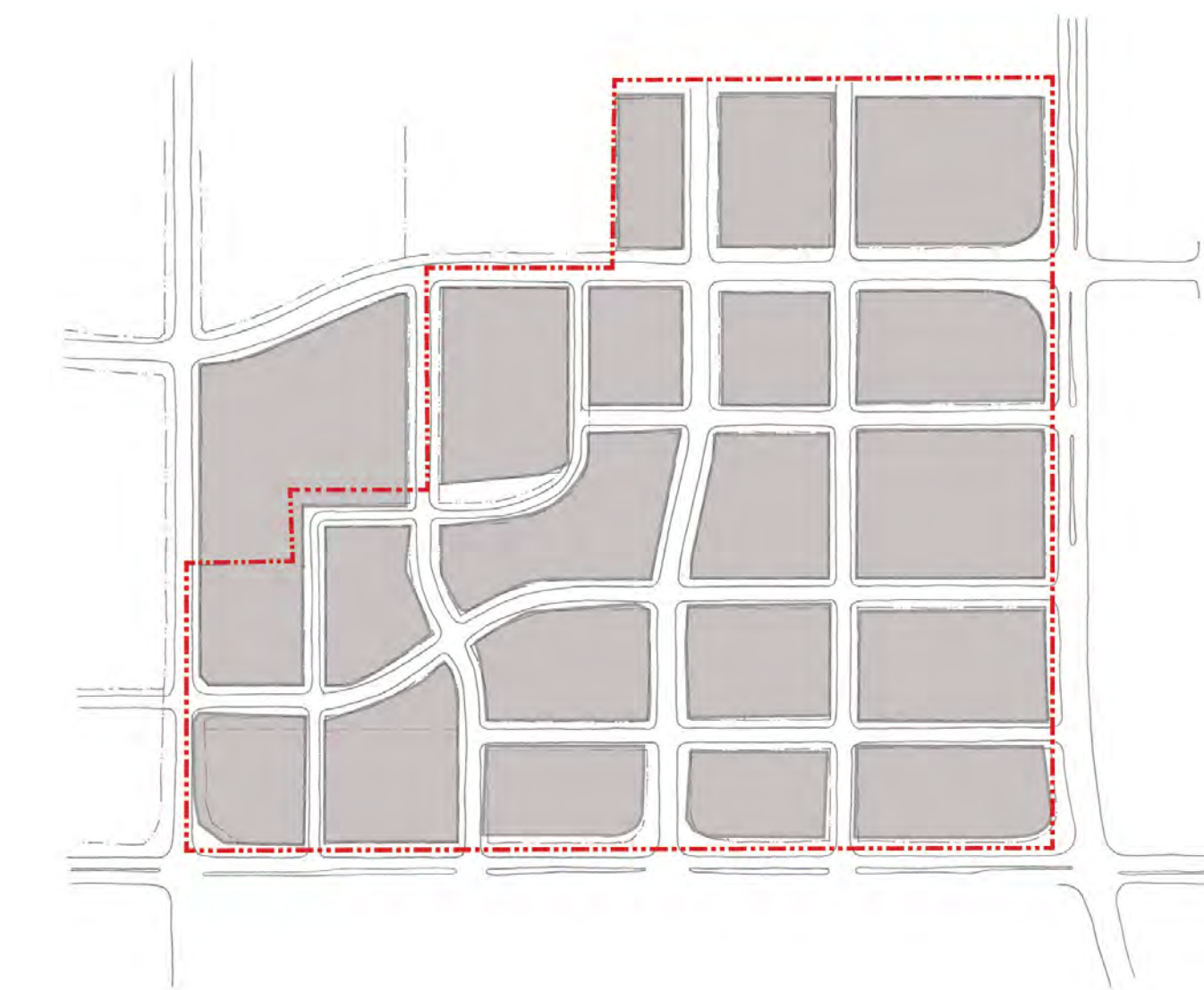
CONFEDERATION



THE CENTRE MALL



UNIVERSITY HEIGHTS



- Legend**
- Proposed Blocks
 - ⋯ Site Boundary

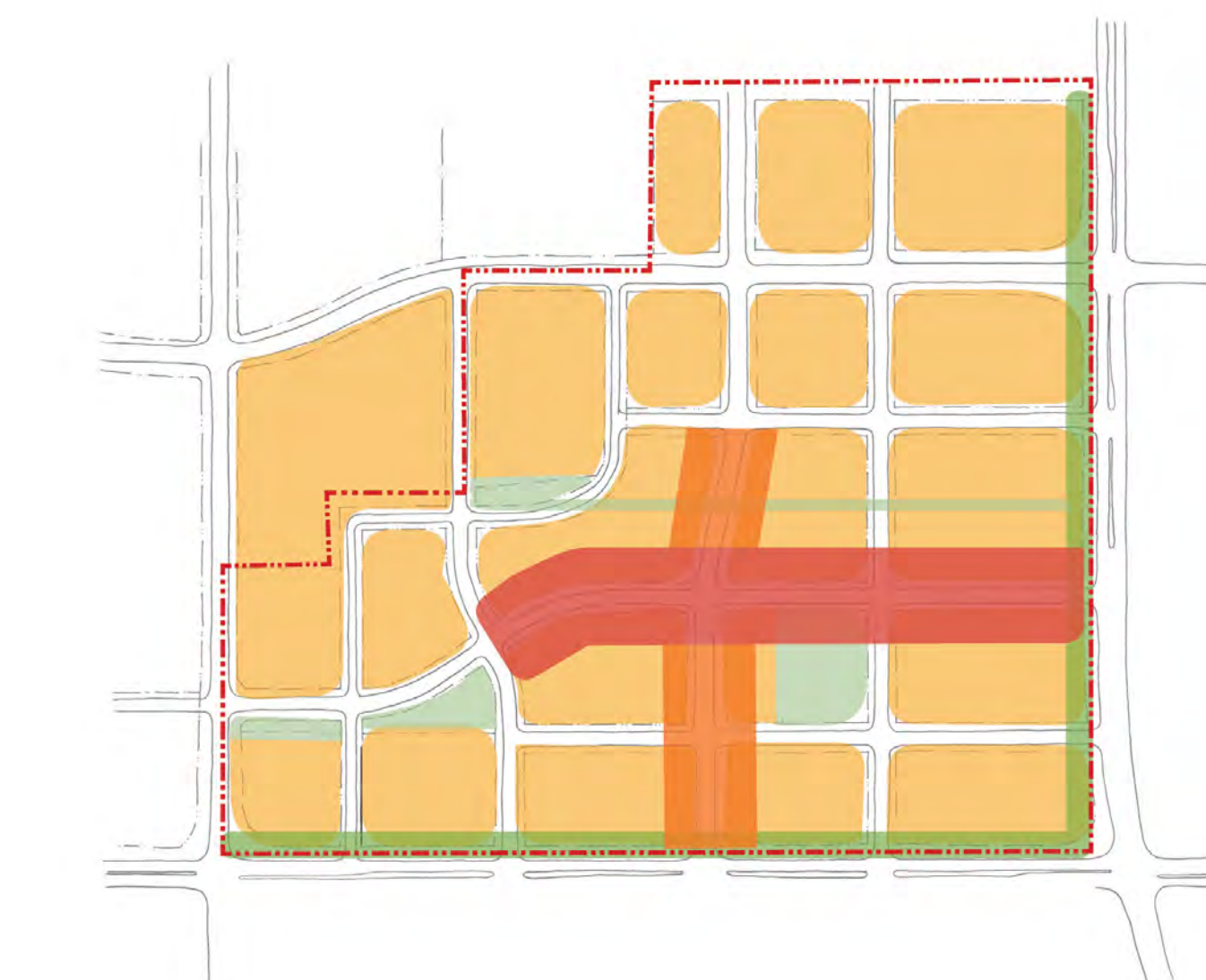
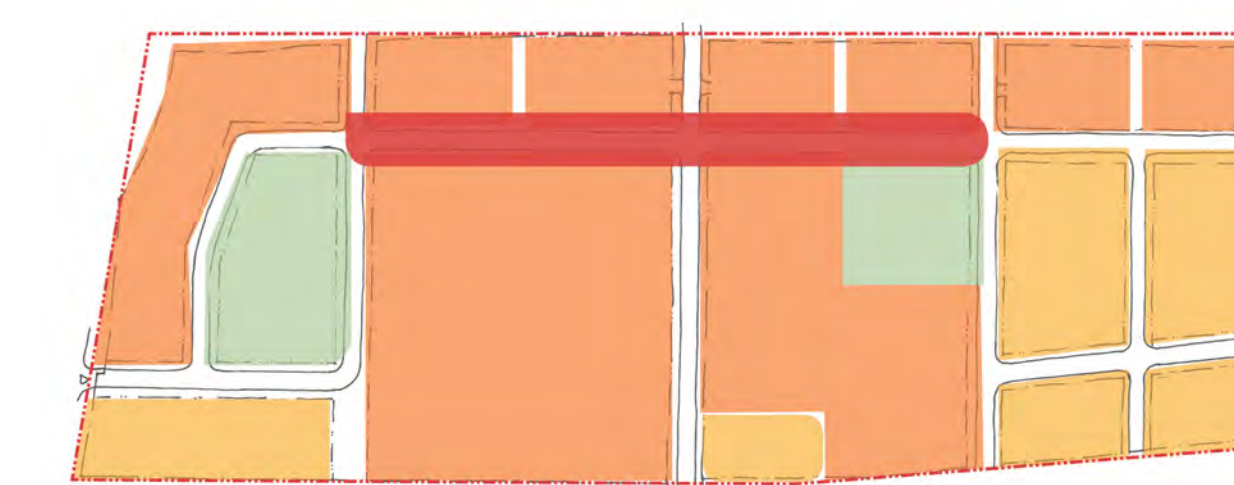
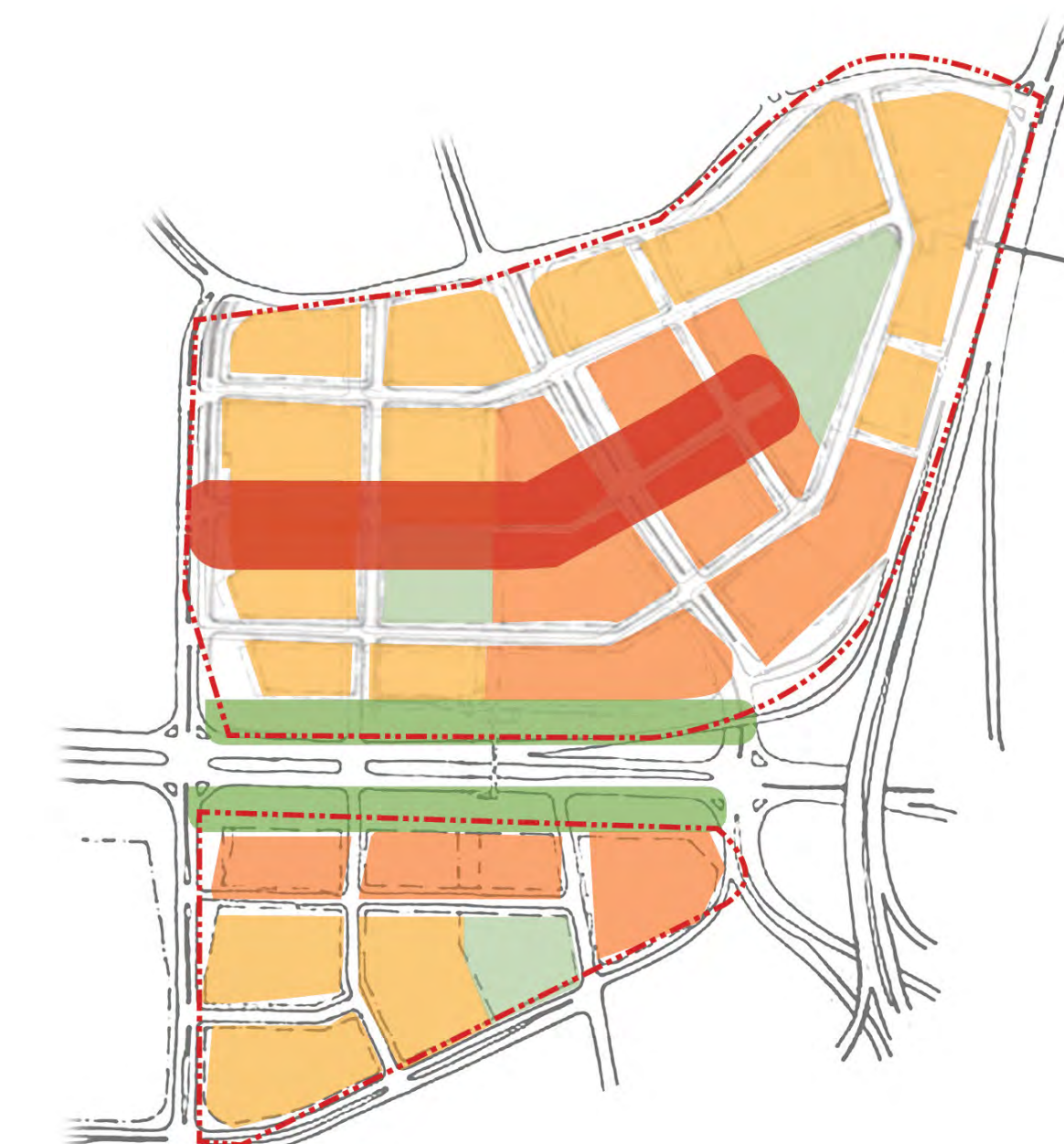
LAND USE

The structure of land uses creates distinct pockets of activity and destinations within each Transit Village. These uses and areas help to cultivate an active and vibrant quality of place, while providing more opportunities for employment, housing, retail, and other uses.

Key Recommendations

- Create a commercial High Street within the Transit Village that integrates a range of uses: retail at grade, and residential or office uses above. Leverage the foot traffic that is created by the BRT stop to support this type of development.
- Residential areas can include a range of medium to higher density typologies, such as semi-detached homes, townhomes, and medium to high rise apartment buildings.
- Mixed-use areas may include commercial retail, larger format retail (e.g. grocery stores), commercial office, and residential uses. Their objective is to provide flexibility to respond to market demand, while encouraging more growth and development on the site.

- Legend**
- High Street
 - Mixed-Use
 - Residential
 - Open Space
 - Green Buffer
 - ⋯ Site Boundary



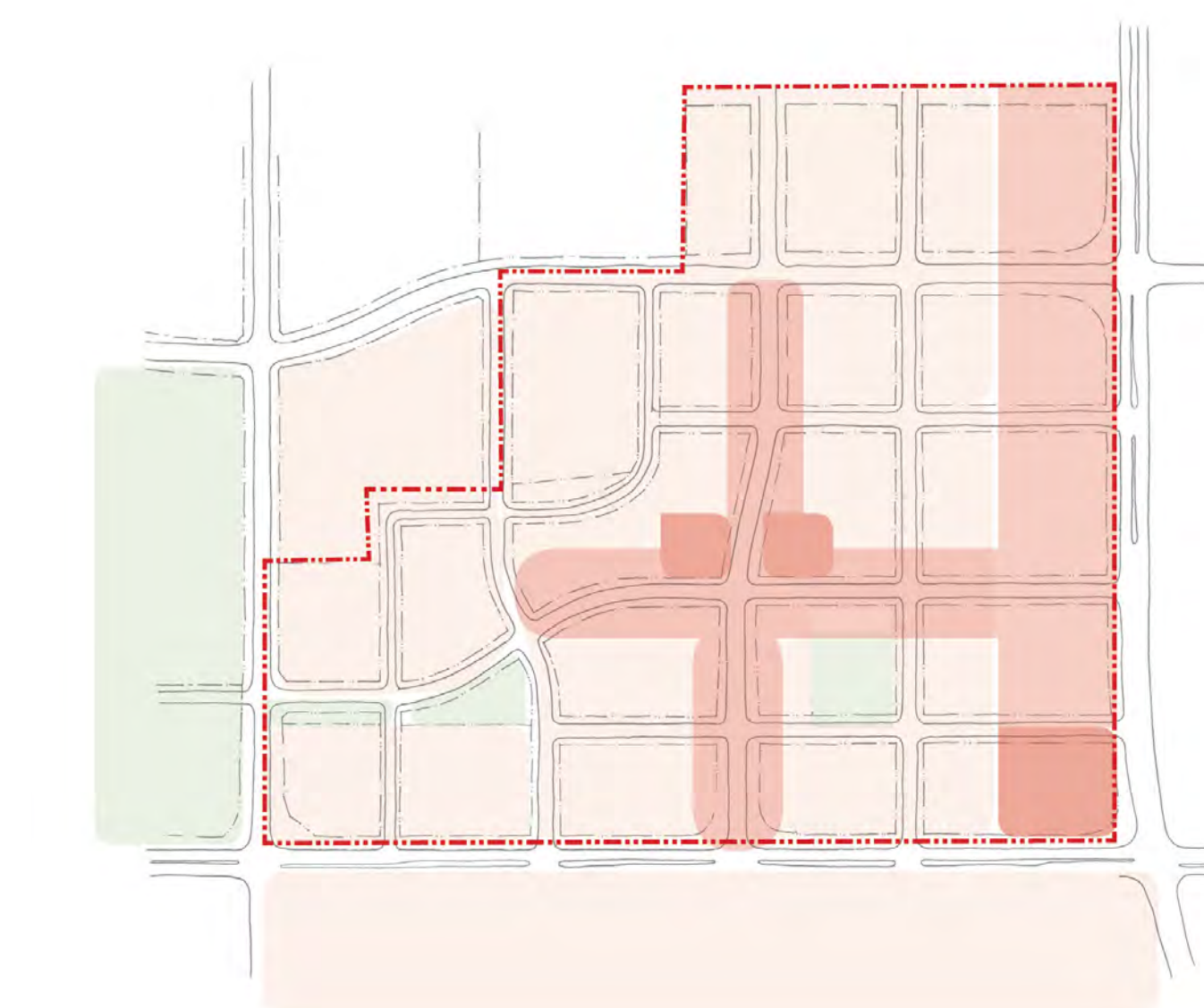
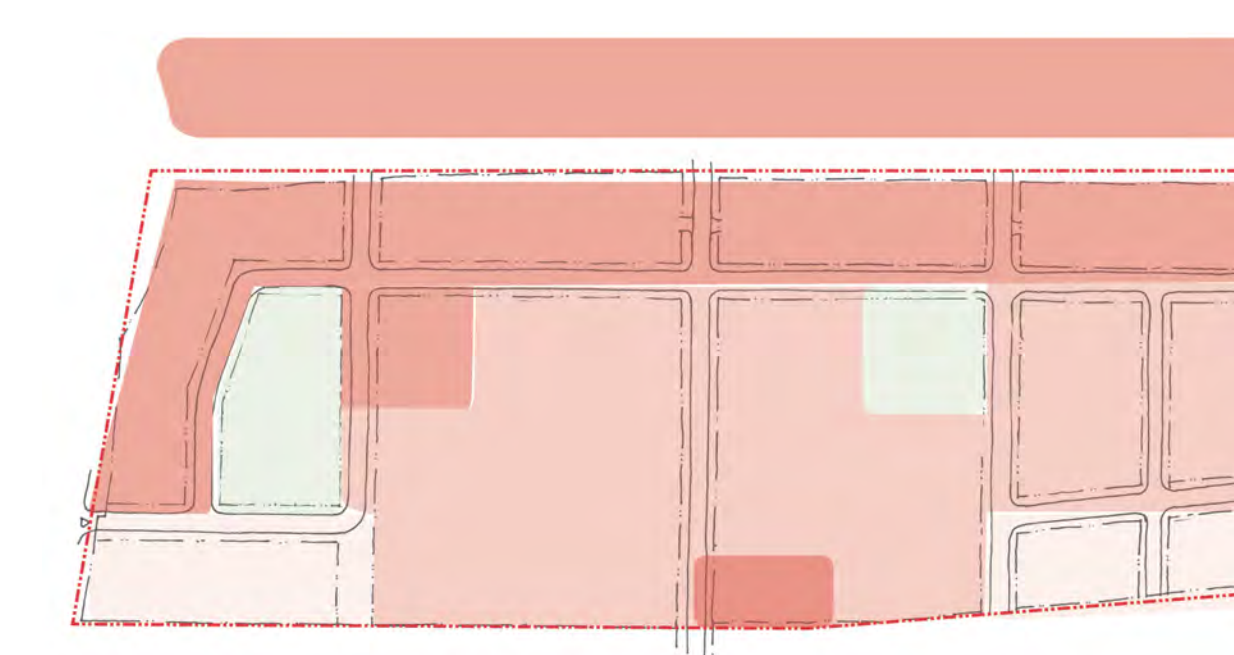
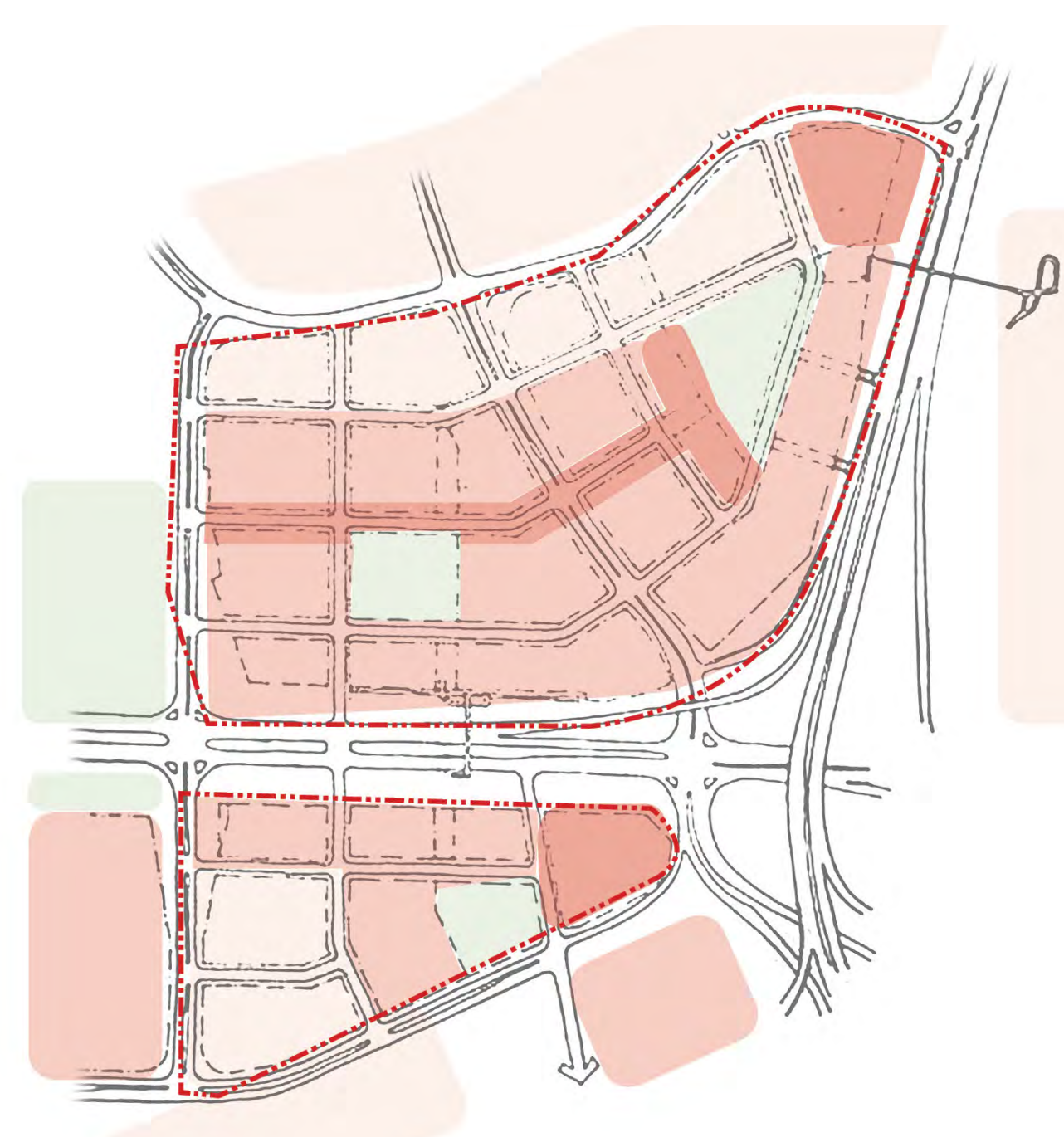
DENSITY AND BUILDING HEIGHT STRATEGY

Development density and building heights are structured to create a transition to adjacent areas and respect the character of surrounding neighbourhoods. By allowing for higher development densities, the City can create an incentive for redevelopment, as well as build a mass of population and users to support local businesses and a vibrant quality of place.

Key Recommendations

- Encourage higher-density development around mixed-use and retail areas.
- Allow for taller buildings to be developed at key gateways to the site, in order to create a sense of entry, and assist in wayfinding.
- Transition building heights down from higher density mixed-use areas to residential areas, open spaces, and surrounding neighbourhoods.
- Locate buildings so as to minimize shadows cast on surrounding residential neighbourhoods and open spaces.

- Legend**
- High Density
 - Medium Density
 - Low Density
 - Open Space
 - ⋯ Site Boundary



PUBLIC REALM NETWORK

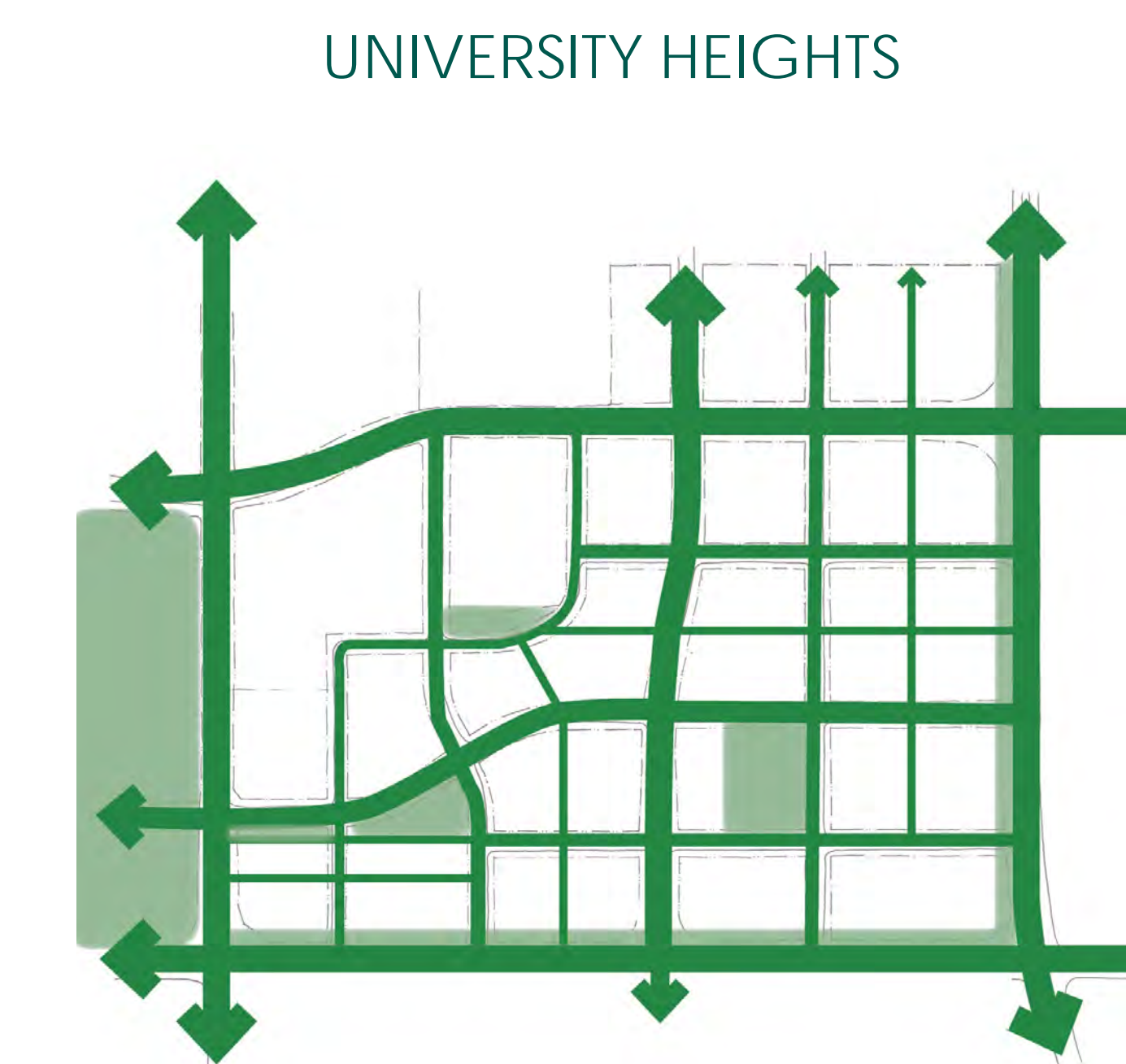
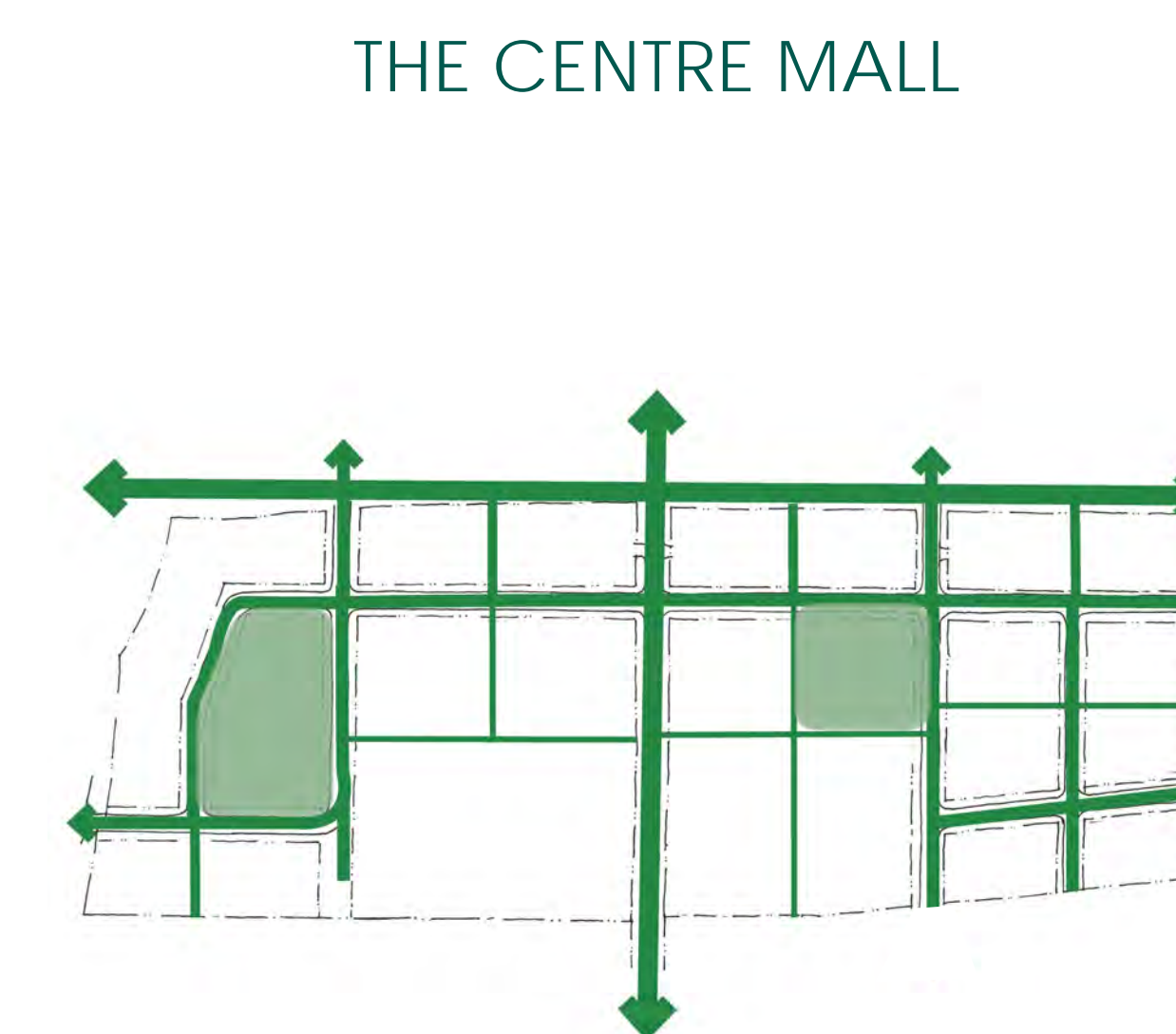
PUBLIC REALM NETWORK

The public realm network integrates natural areas and systems within the Transit Village, and defines a beautiful and welcoming environment that supports walking, cycling, and use of public transit. It helps to define the sense of place within the Transit Village and facilitate a positive experience for visitors, residents, and users of the BRT.

Key Recommendations

- Develop a range of open space typologies that meet different needs for active and passive recreation, and to create destinations within the Transit Village.
- Green Connectors: Plan for and design streets and lanes as integral components of the public realm, that encourage walking, cycling, and other active transportation modes. They should integrate street trees, furnishings, and spaces for gathering where possible.
- Neighbourhood Parks: Create new neighbourhood parks as anchor points and destinations. These should be designed as multi-functional spaces that can be used in different ways throughout the year.
- Green Buffer and Activity Corridor: Confederation and University Heights will have green buffers along their perimeter from adjacent arterial roads. These spaces can serve as activity corridors with trails that connect to the wider system and support cycling, walking, and other active transit modes.

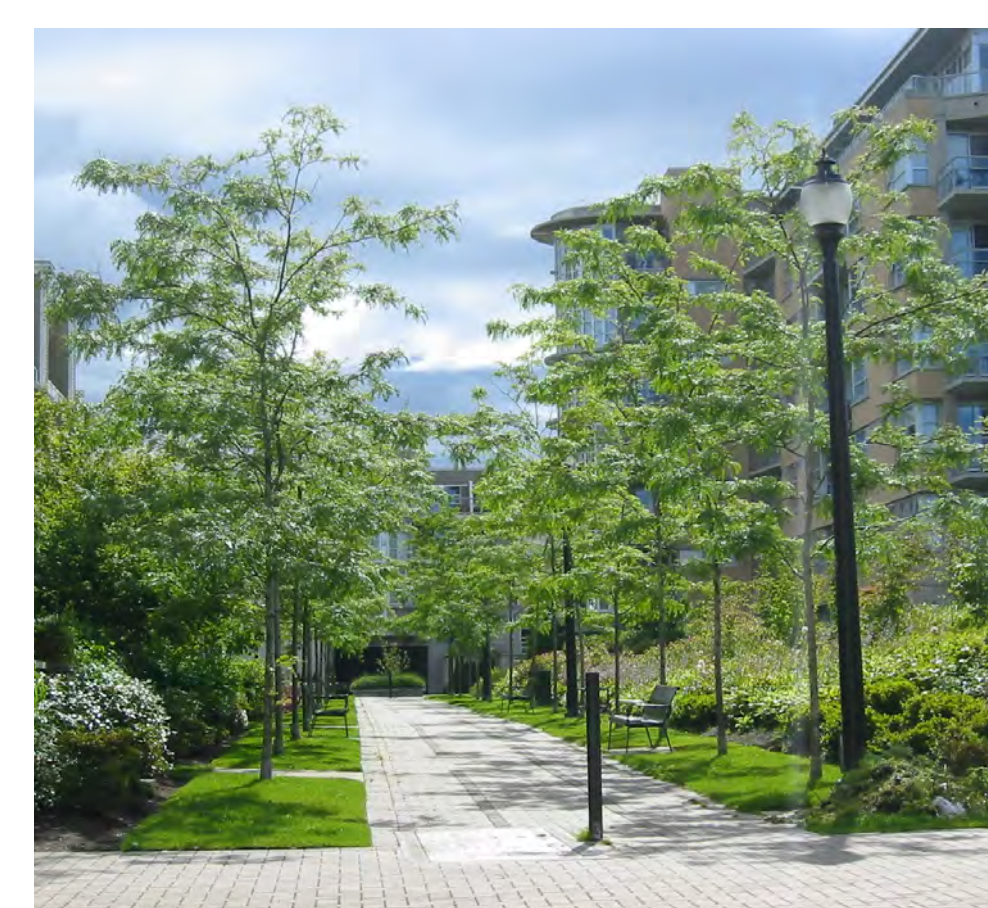
- Legend**
- Green Connectors
 - Neighbourhood Parks + Green Buffers



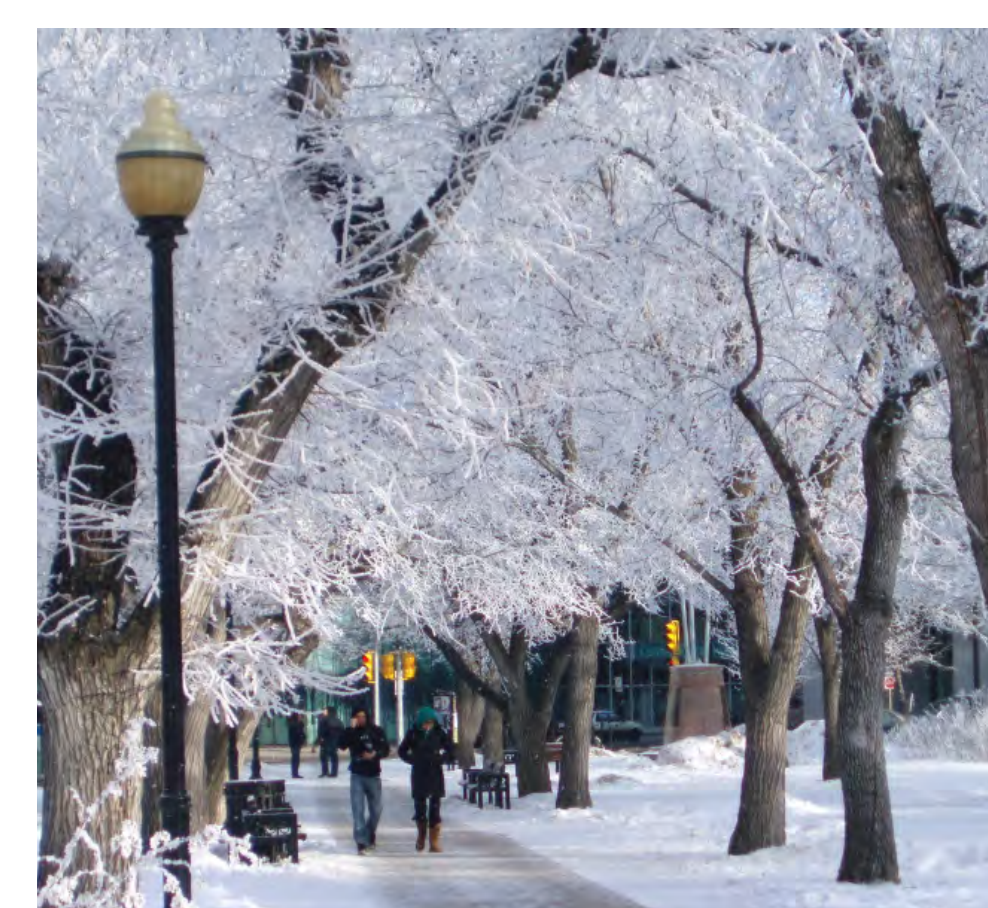
Green Connectors: Trails + Mid-block Connections



Green Connectors to enhance the tree canopy and local ecology



Mid-block connections between buildings, to support pedestrian connectivity

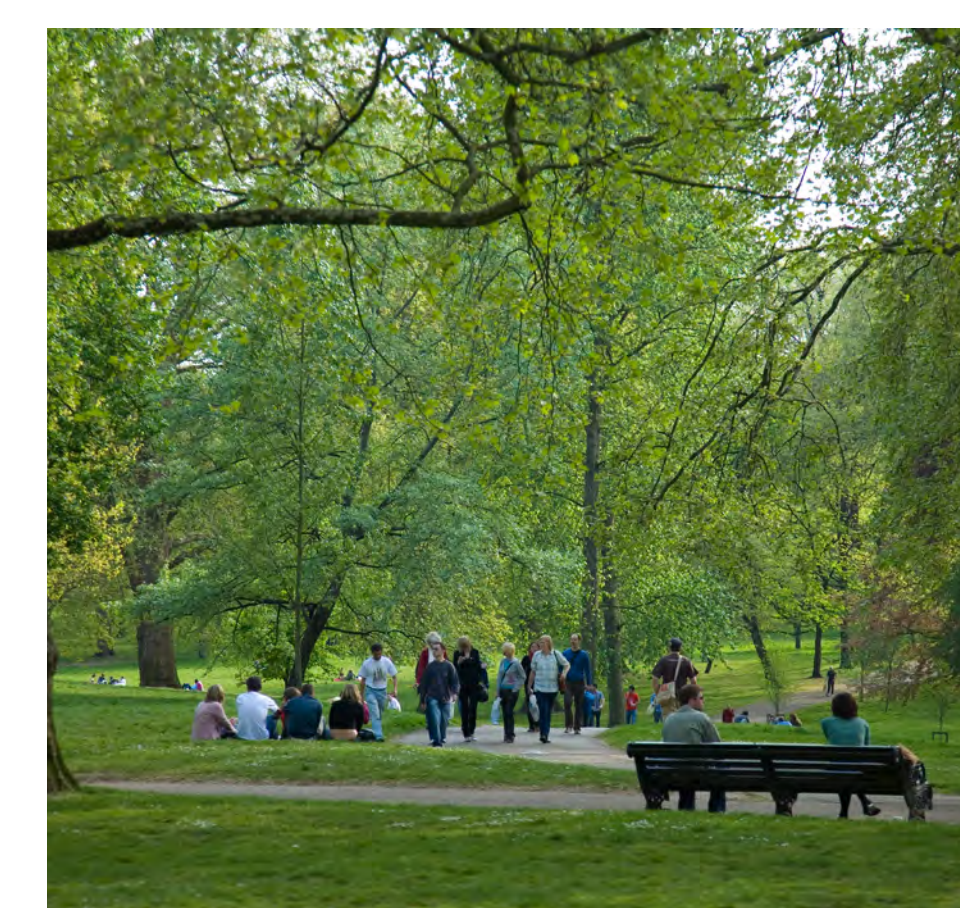


Multi-use trails to animate park space and connect destinations



Using plantings and landscaping to aid in way-finding and emphasize a connection

Neighbourhood Parks: Active + Passive Recreation



Beautiful spaces that enhance and contribute to local ecology



Integrating public art to create seasonal destinations



Space for relaxation, conversation, and lingering



Flexible spaces that can be programmed seasonally

Green Connectors: Streetscapes



Pedestrian-friendly design (e.g. wide sidewalks, street trees, active building frontages)



Enhanced furnishings on key streets, to create places to linger



Lighting to convey warmth and a sense of place

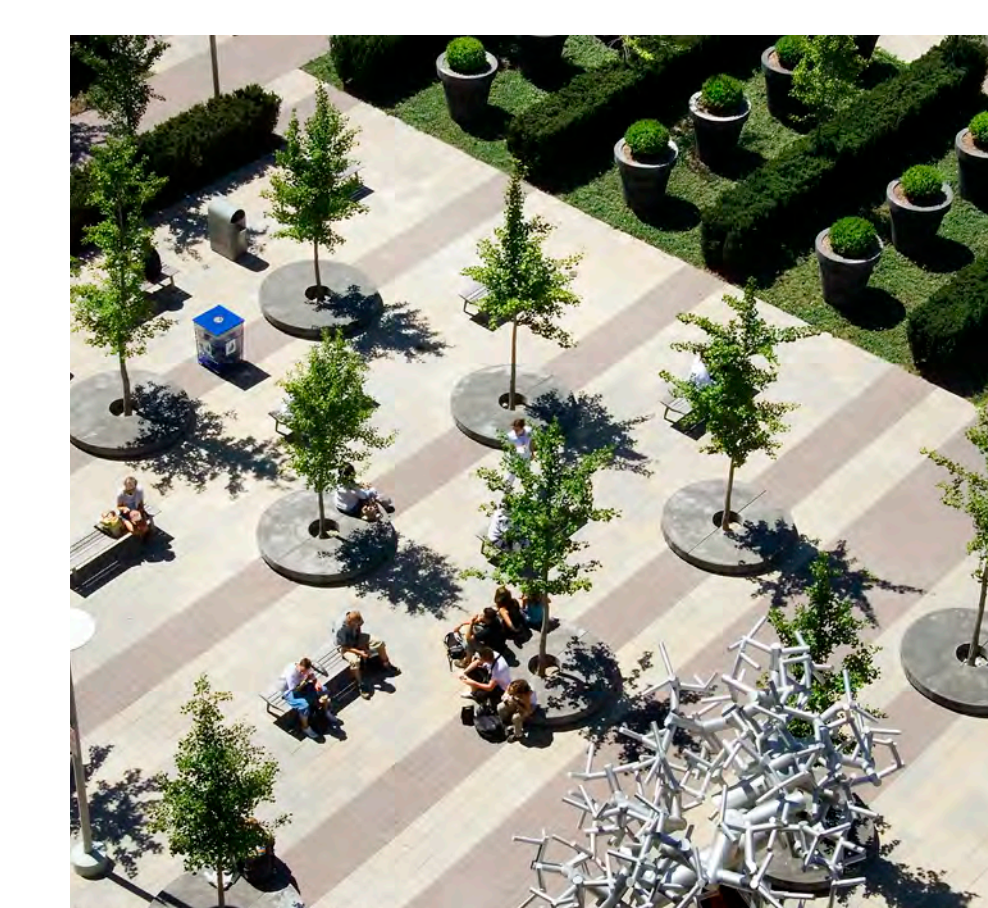


Robust planting areas for street trees

Neighbourhood Parks: Urban Plazas/Parkettes



Unique spaces that define the Transit Village's sense of place



Spaces that integrate hard surfaces with plantings, to support more intensive use



Flexible space for markets, regular events, and community gathering



Integrating public art to complement park uses

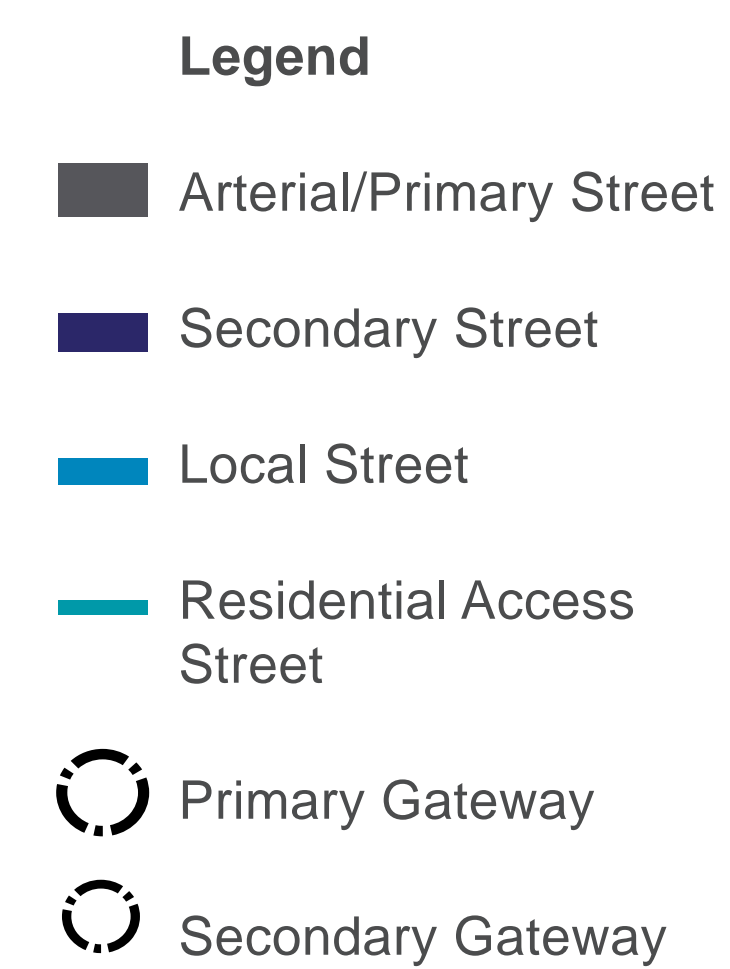
MOVEMENT NETWORK

STREET HIERARCHY

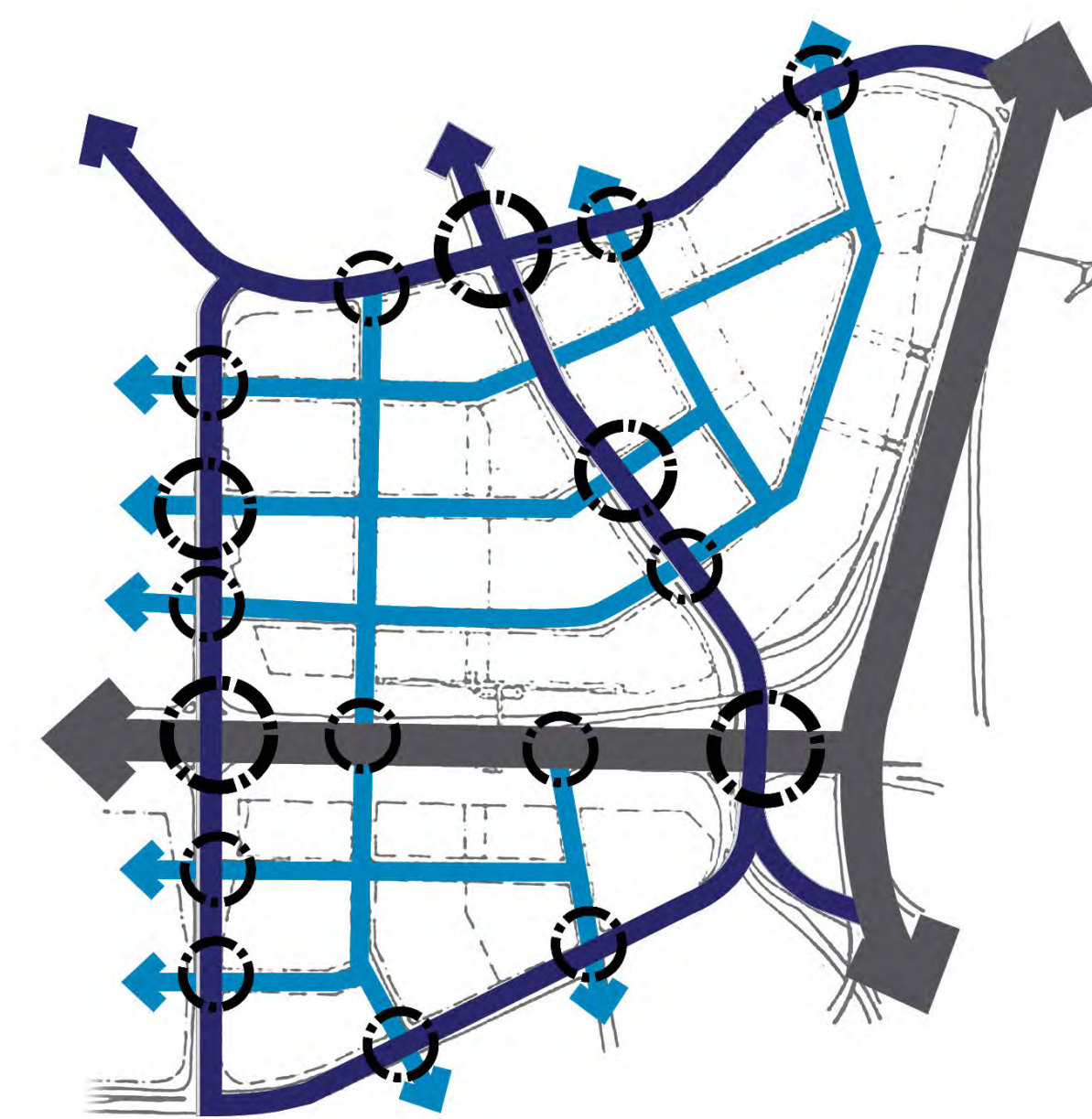
The recommended street hierarchy supports a more walkable and pedestrian-oriented environment, while defining a distinct character and role for streets that responds to adjacent development. Elements of the pedestrian-friendly streetscape could include narrower travel lanes, reduced travel speeds, sidewalks on both sides of the street, and integration of active transportation modes.

Key Recommendations

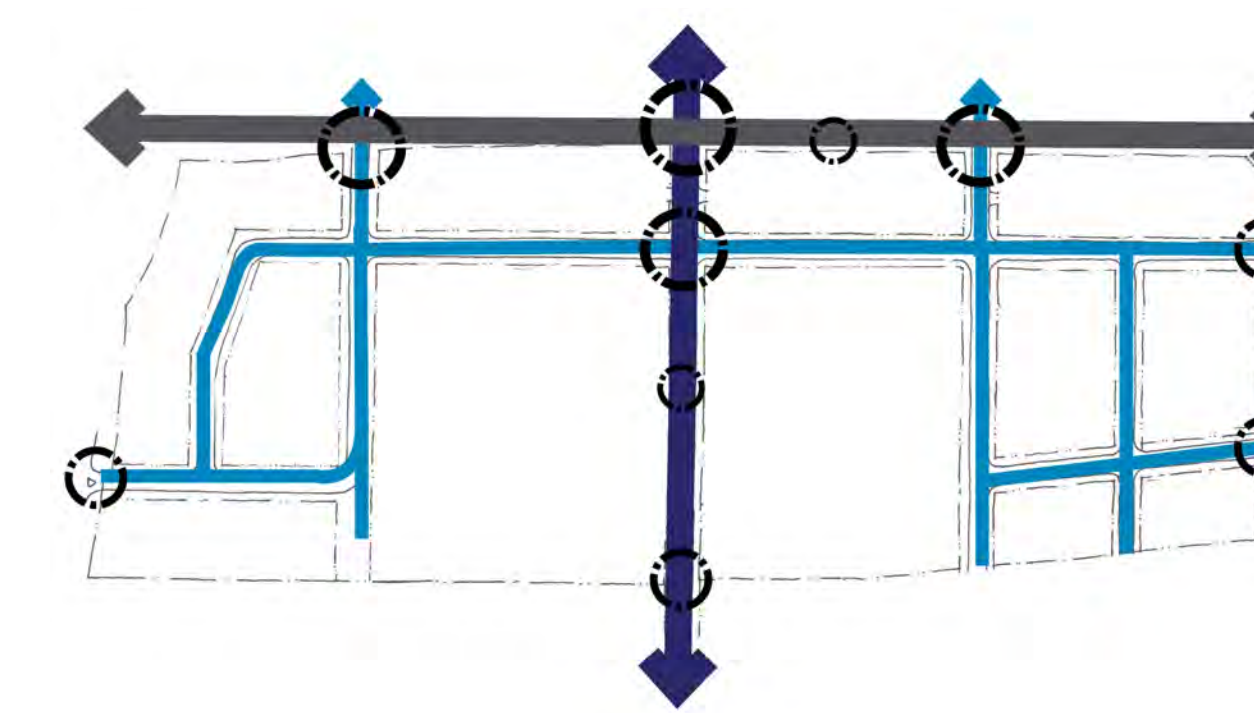
- **Arterial/Primary Street:** The primary street type is anticipated to handle the highest volume of movement. These streets typically lie at the perimeter of Transit Villages and are one of the primary routes by which people will arrive to the Transit Village.
- **Secondary Street:** The secondary street type is a key connection through the Transit Village sites, enabling larger volumes of people to move between destinations in the Transit Village. It is anticipated that several of these street types would accommodate cycling facilities as well as sidewalks and vehicular traffic.
- **Local Street:** The local street type is the typical neighbourhood street within the Transit Villages. Its design features vary depending on site and location, but can include sidewalks, street trees, larger building setbacks to accommodate cafe and gathering space, cycling facilities, and on-street parking.
- **Residential Access Street:** This street type accommodates local access to residential buildings. It is narrower than other streets, giving flexibility to respond to local site constraints.
- **Primary and Secondary Gateways:** These help to mark locations where significant amounts of people will be arriving to the Transit Villages, whether by bus, bicycle, foot, or car. As gateways they include design features in built form, wayfinding features, and public art, that help to create a sense of arrival.



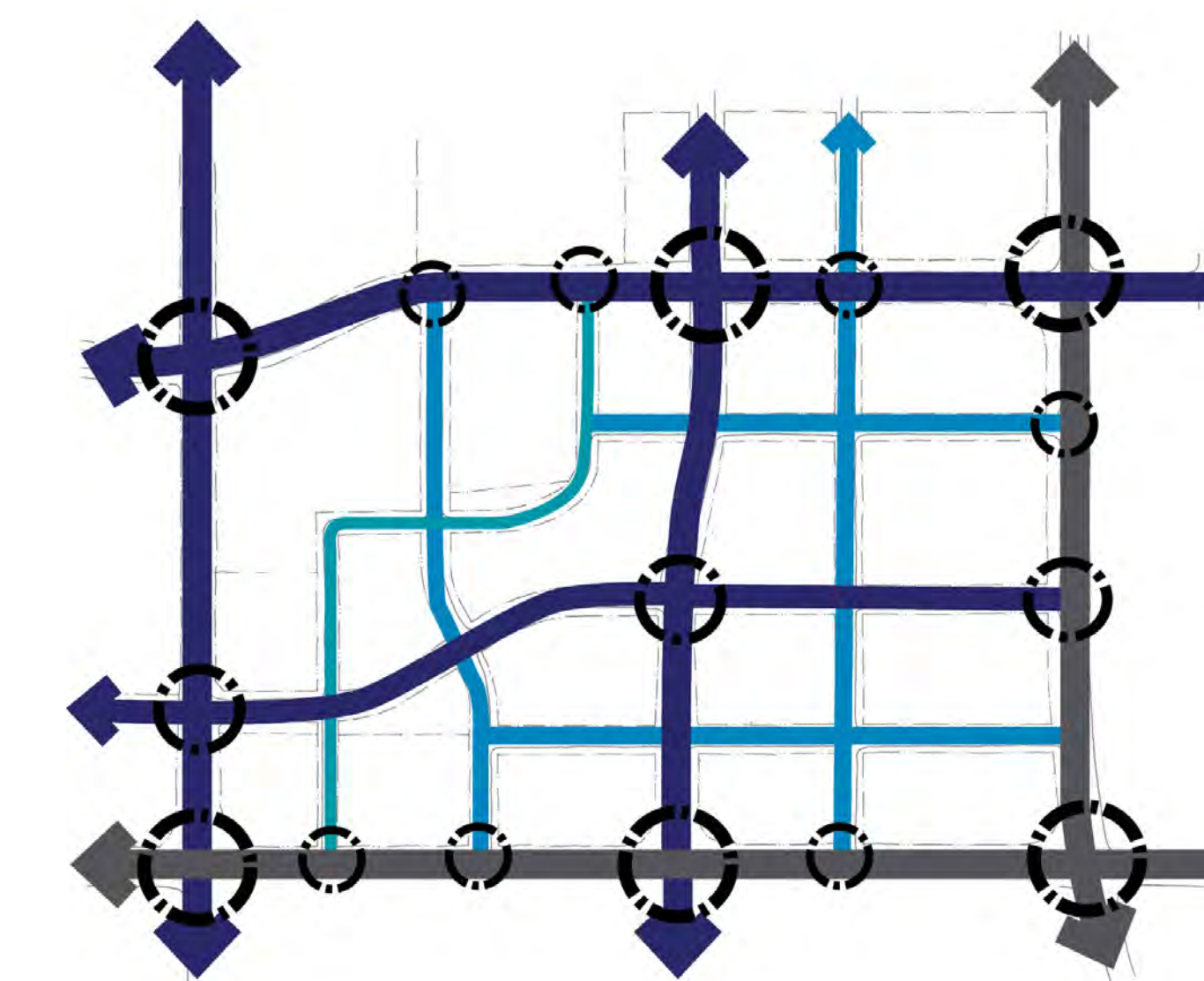
CONFEDERATION



THE CENTRE MALL



UNIVERSITY HEIGHTS

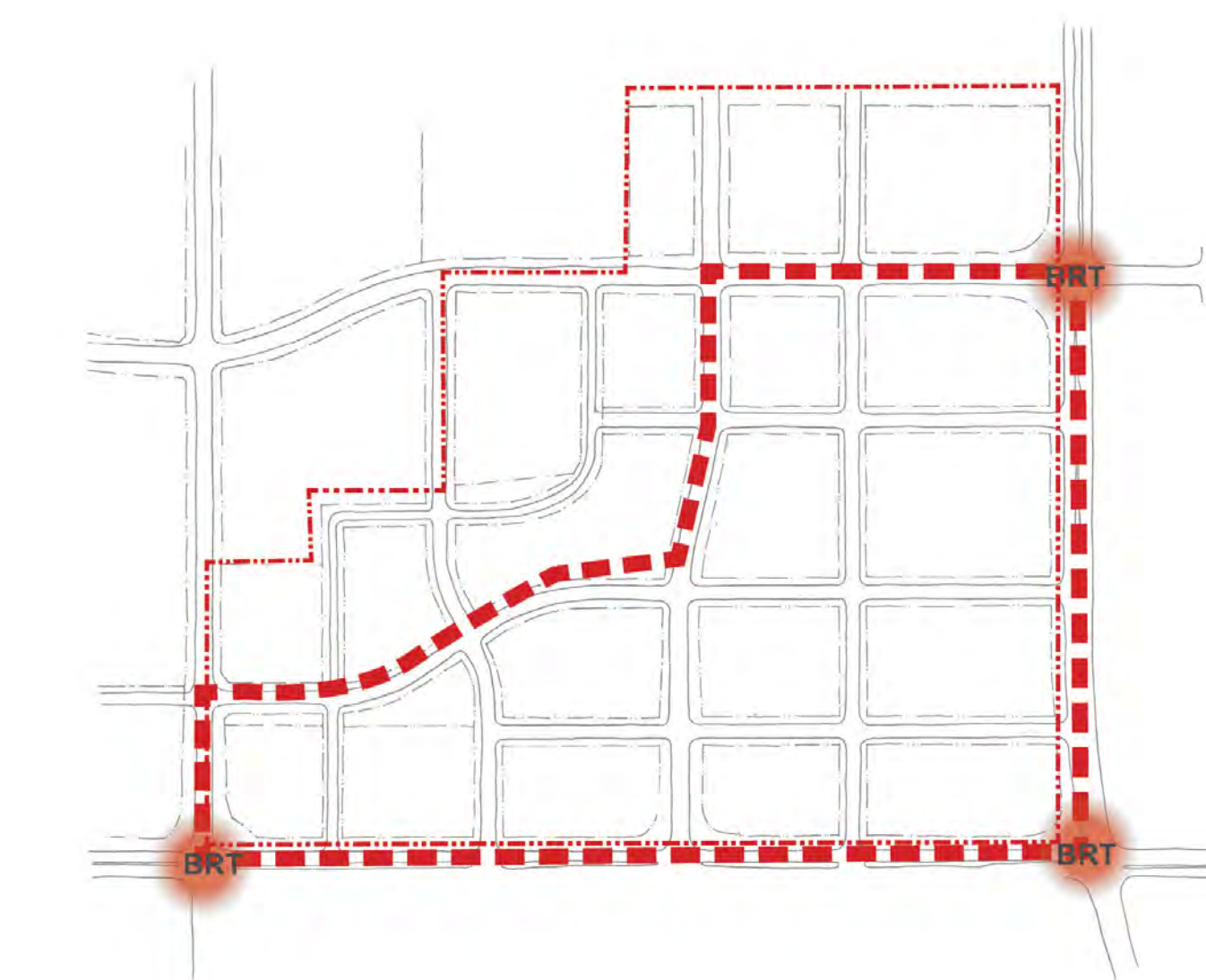
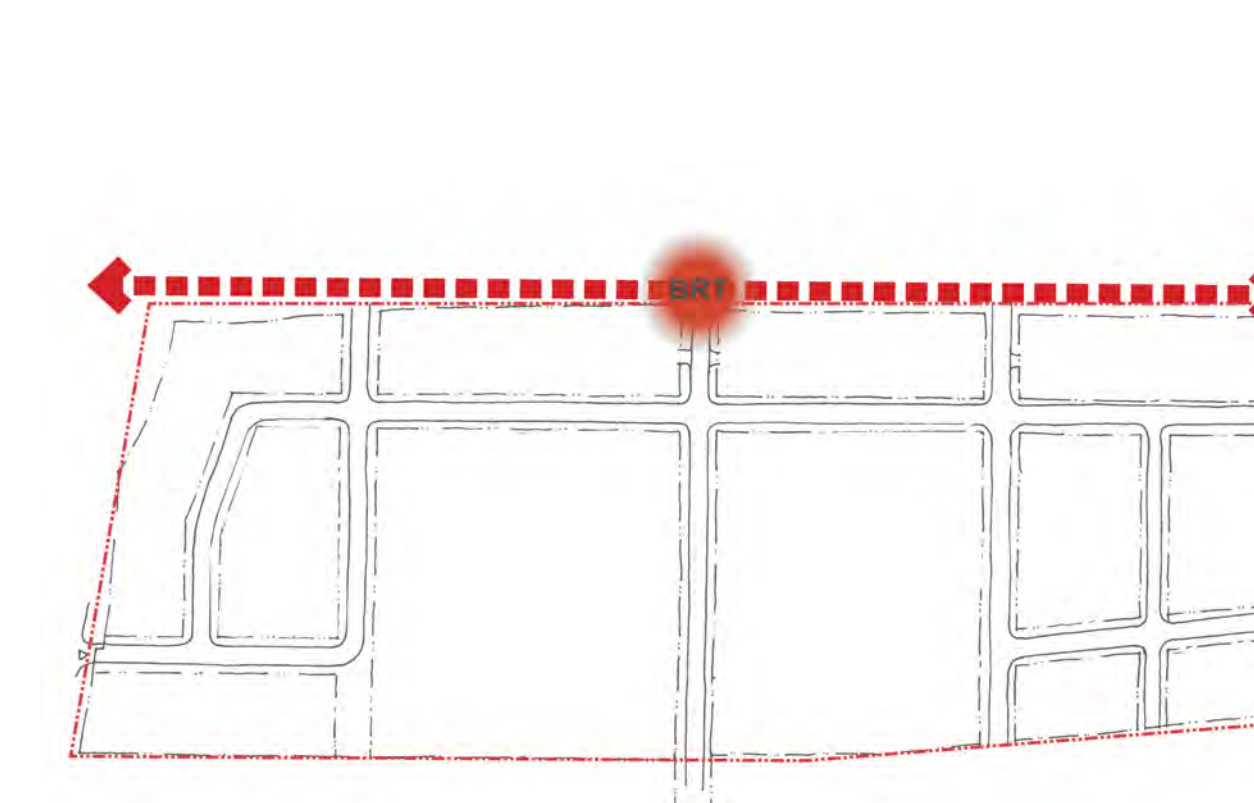
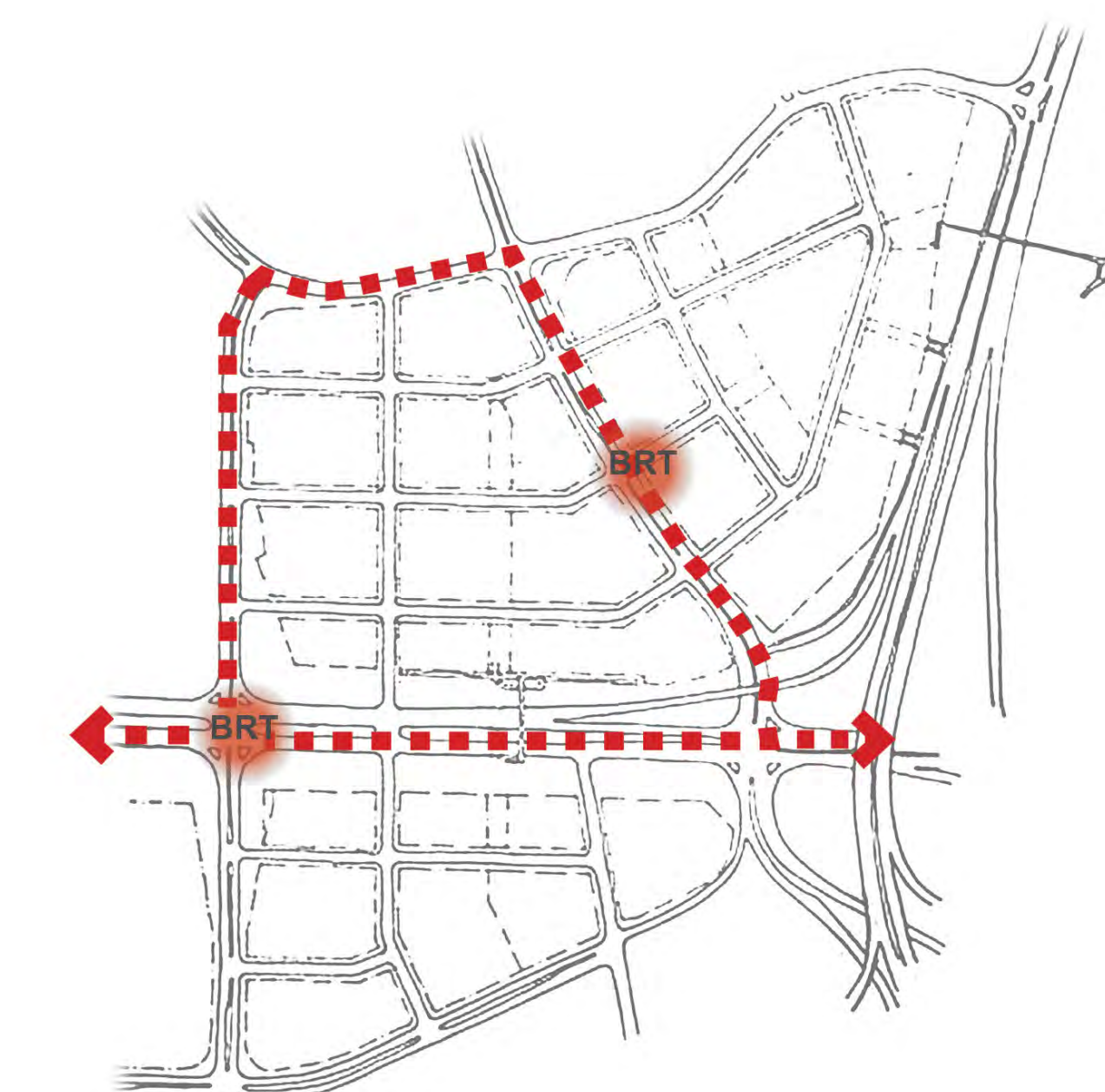
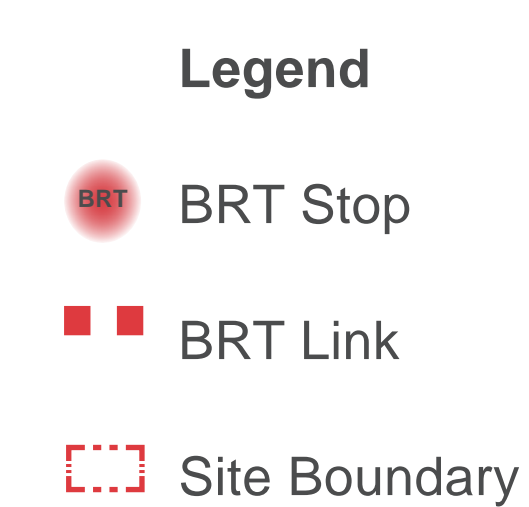


PUBLIC TRANSIT

Public transit is a key component of the overall movement network, and each Transit Village has a BRT stop either located within it or at its edge. The conceptual plans reflect the presence of higher order transit, such as the BRT, and integrate these systems within the overall movement network.

Key Recommendations

- Plan and design sidewalks and paths to connect to and integrate with transit stops, allowing sufficient room for loading, unloading, and circulation. All transit stops, including the BRT, should be connected with the street network and integrated into the public realm.
- BRT stops may also include an enhanced public realm in their surrounds that provides for protection from the elements and a sense of safety and security for transit users.
- Provide additional bike storage facilities, such as racks and lockers in proximity to transit and BRT stops, in order to support integrated multi-modal movement, since some users may use a bicycle for a portion of their journey.

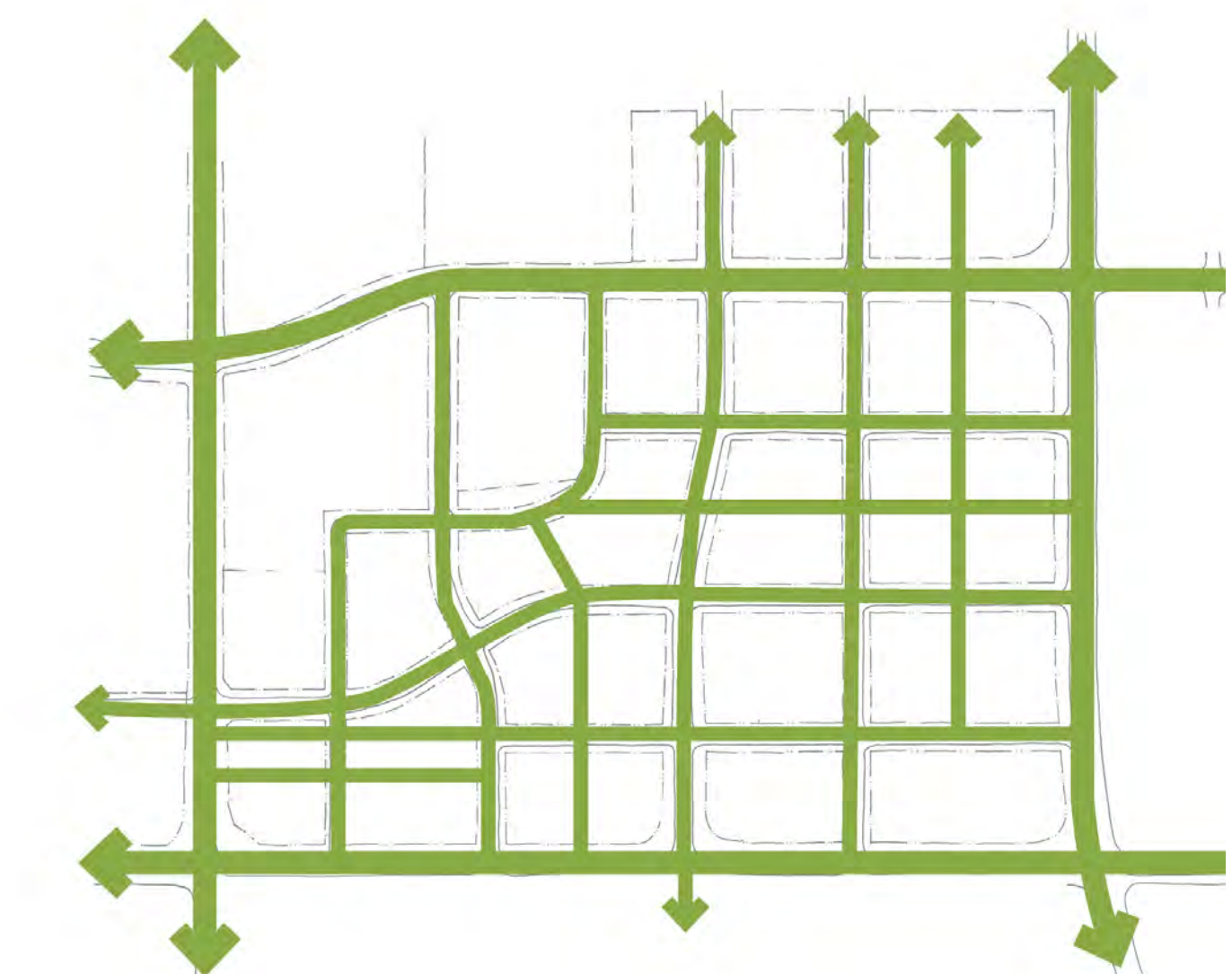
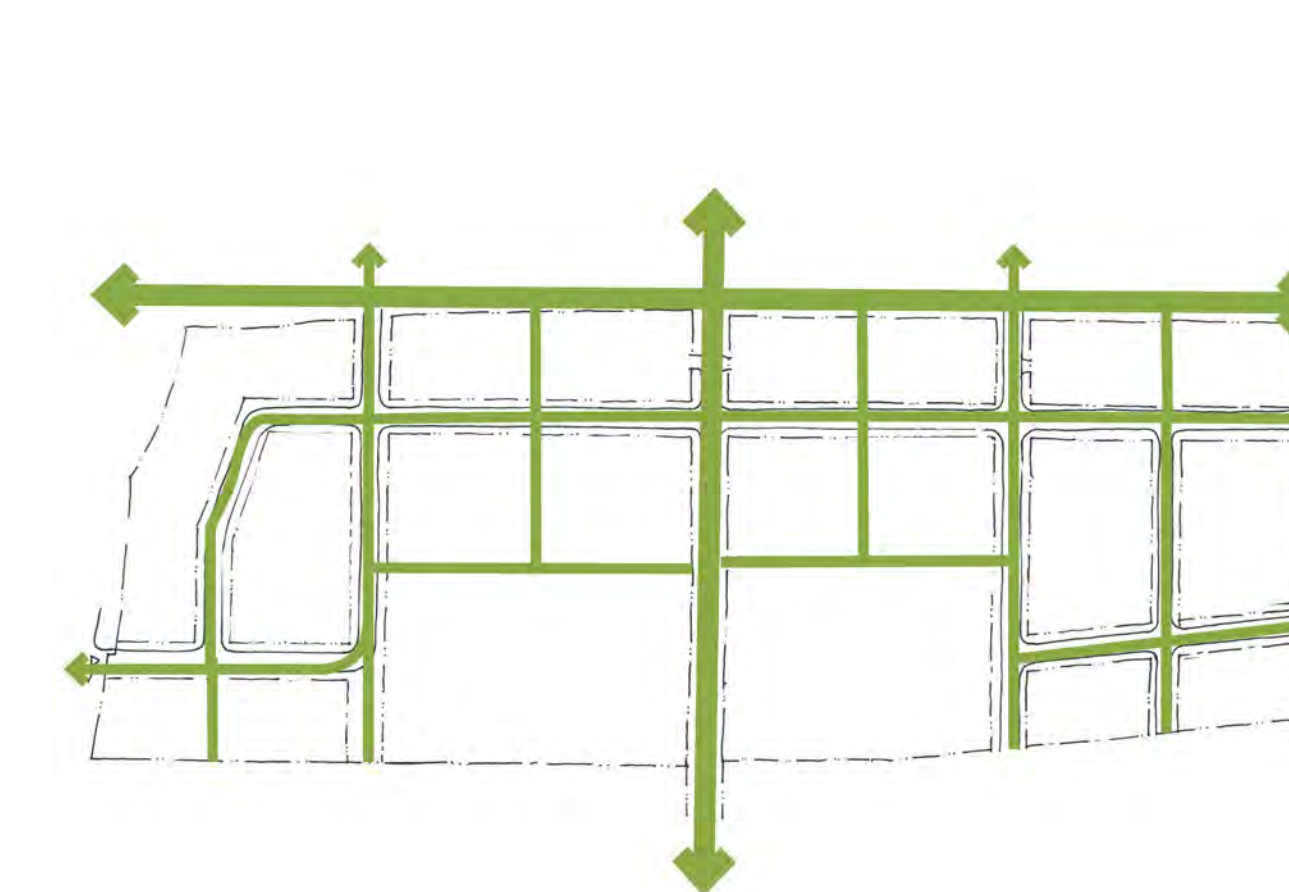
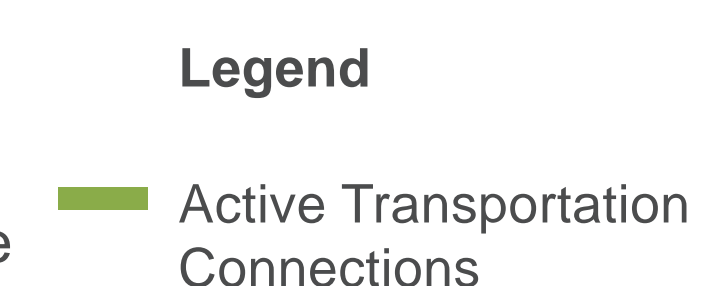


ACTIVE TRANSPORTATION

All streets within Transit Villages should be designed to support active transportation modes, such as walking and cycling. In this regard, the design of streets can accommodate specific facilities, such as extra-wide shared use paths, planted boulevards, street trees, and other features to create a safe and welcoming environment. Designing for universal accessibility should be a priority in all areas of the Transit Village.

Key Recommendations

- Street and block design should include landscaping plans that integrate street trees, sidewalks on both sides of the street, and boulevards wherever possible.
- Effort should be made to provide generous sidewalk widths, particularly along busy streets. The following standards may be considered when creating new sidewalks or multi-use paths: 1.8m allows two pedestrians to pass in opposite directions; 2.0m allows a wheelchair user to pass a pedestrian coming the opposite way; 2.4m allows two wheelchair users to pass in opposite directions; and 3.5m allows cyclists to pass in opposing directions and to pass pedestrians.
- Paths and sidewalks should be designed for universal accessibility, with signalized crossings at key intersections.



DEMONSTRATION PLAN

CONFEDERATION

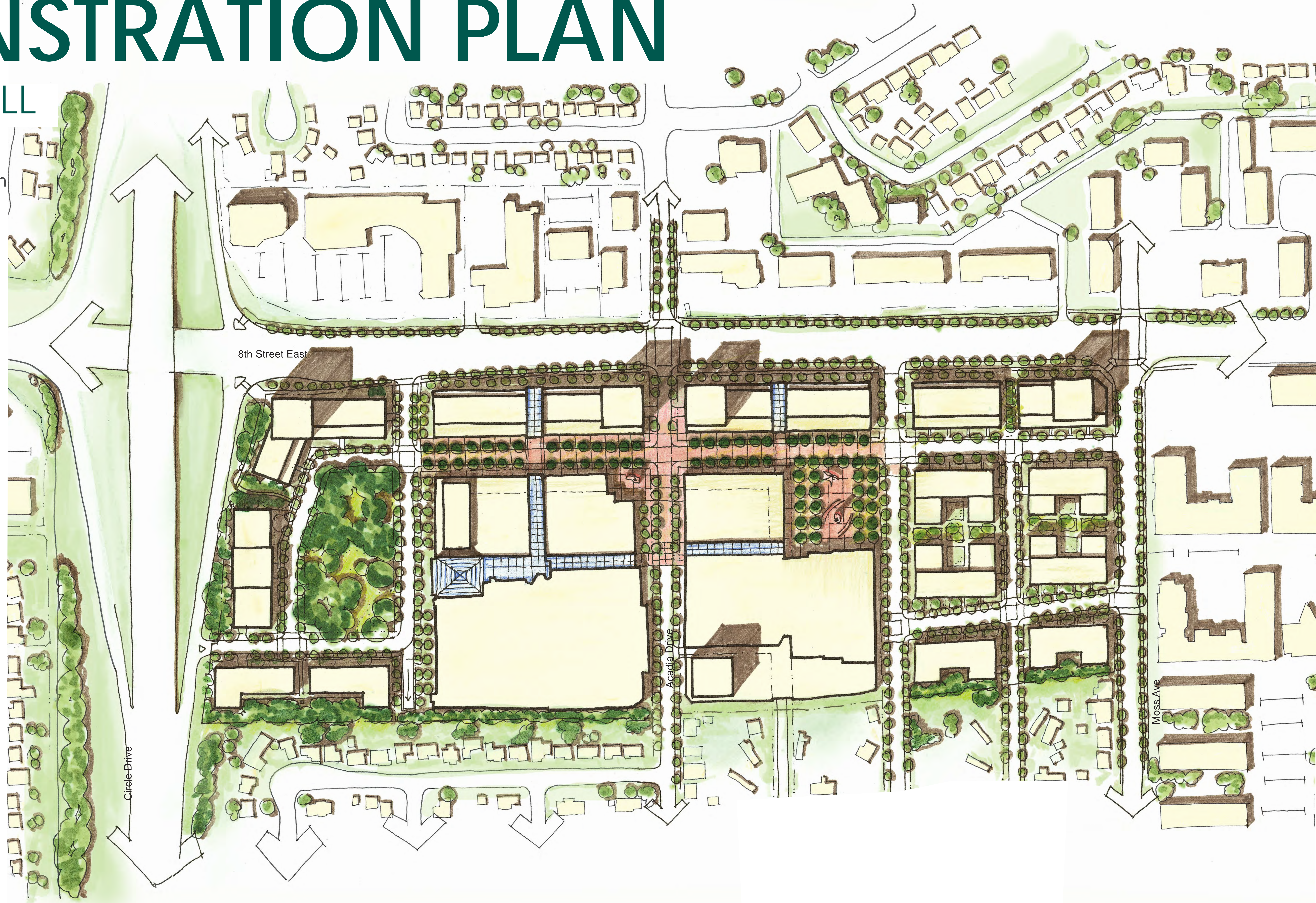
This Demonstration Plan has been prepared to illustrate one way in which the Transit Village might evolve. It shows a potential configuration for streets and blocks, locations for new buildings, and the general type of public realm improvements, including areas with soft landscaping and hard landscaping, such as urban plazas.



DEMONSTRATION PLAN

THE CENTRE MALL

This Demonstration Plan has been prepared to illustrate one way in which the Transit Village might evolve. It shows a potential configuration for streets and blocks, locations for new buildings, and the general type of public realm improvements, including areas with soft landscaping and hard landscaping, such as urban plazas.



DEMONSTRATION PLAN

UNIVERSITY HEIGHTS

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