## C2 – CORRIDORS

| # | Existing Policy | Revised and/or Updated Policy | Notes / Comments |
|---|---|---|---|
| 1. | **1.2** Where higher intensity commercial or residential uses are interrupted by lengths of low density residential development along Corridors, higher intensity residential development should be directed towards established nodes. | ~~**1.2** Where higher intensity commercial or residential uses are interrupted by lengths of low density residential development along Corridors, higher intensity residential development should be directed towards established nodes.~~ | Enables development to occur in a linear manner as opposed to nodally along corridors. |
| 2. | **All Corridors**<br>**3.10** Consider the use of tools such as local area planning, zoning, and design guidelines to further implement these design principles. | **All Corridors**<br>**3.10** ~~Consider the~~ Use ~~of~~ tools such as local area planning, zoning, ~~and~~ or design guidelines to further implement these design principles. | Provided for clarity. |

## C4 – COMMERCIAL AREAS AND MIXED USE CENTRES

| # | Existing Policy | Revised and/or Updated Policy | Notes / Comments |
|---|---|---|---|
| 3. | **5.0** Allow for the long term, residential mixed use intensification of Mixed Use Centres. | **5.0** Allow for the ~~long term,~~ residential mixed use intensification of Mixed Use Centres and large commercial sites. | Adds immediate intensification opportunity for larger commercial sites. |
| 4. | **5.1** Where compatible with surrounding land uses, direct the highest multi-family residential densities to areas within Mixed Use Centres that provide the best transit service. | **5.1** Where compatible with surrounding land uses, direct the highest multi-family residential densities to areas within Mixed Use Centres and large commercial sites that provide the best transit service. | See above. |
| 5. | **5.1.2** Beyond these areas, residential uses may be introduced to consolidate underutilized commercial lands and extend existing adjacent neighbourhoods at intensities that should not exceed the mid-range of medium multi-family residential densities. | **5.1.2** Beyond these areas, residential uses may be introduced to consolidate underutilized commercial lands and extend existing adjacent neighbourhoods. ~~at intensities that should not exceed the mid-range of medium multi-family residential densities.~~ | Removes unclear policy language. |
| 6. | **5.3** Require that proposals to add residential uses in Mixed Use Centres be accompanied by a demonstrable commitment to establish a pedestrian-oriented residential neighbourhood, by:<br>a. Establishing a fine-grained network of local streets with sidewalks and street trees;<br>b. Designing ground-floor building frontages to reinforce a pedestrian scale; and<br>c. Encouraging the extension of adjacent local roads and paths into the site to enhance permeability and to enable future connection opportunities, where possible. | **5.3** Require that proposals to add residential uses in Mixed Use Centres and larger commercial sites be accompanied by a demonstrable commitment to establish a pedestrian-oriented residential design through such tools as concept plans or Framework Plans. The requirement for a concept plan shall be determined by the Director of Planning, Property & Development. ~~by:~~<br>~~a. Establishing a fine-grained network of local streets with sidewalks and street trees;~~<br>~~b. Designing ground-floor building frontages to reinforce a pedestrian scale; and~~<br>~~c. Encouraging the extension of adjacent local roads and paths into the site to enhance permeability and to enable future connection opportunities, where possible.~~ | Enables Framework Plans.<br><br>Sites not included in Malls and Corridors PDO can require a concept plan, which would have a similar function as the framework plan.<br><br>Notes a. through c. are incorporated in new policy 5.4. |

| # | Existing Policy | Revised and/or Updated Policy | Notes / Comments |
|---|---|---|---|
| 7. | **5.4** Require that proposals to add residential uses in Mixed Use Centres limit negative shadow impacts experienced by rear- and side-adjacent residential properties, by ensuring adequate sunlight penetration through appropriate building massing, setbacks, and building design. | ~~**5.4** Require that proposals to add residential uses in Mixed Use Centres limit negative shadow impacts experienced by rear- and side-adjacent residential properties, by ensuring adequate sunlight penetration through appropriate building massing, setbacks, and building design.~~ | Incorporated in new policy 5.4. |
| 8. | **n/a** | **5.4** Proposals for residential uses in Mixed Use Centres and large commercial sites should incorporate principles of good urban design. Site design for the redevelopment of Mixed Use Centres and large commercial areas should include:<br>a. The promotion of walkability and connectivity, including a preferred maximum block perimeter of approximately 550m (1,800 ft.);<br>b. The establishment or extension of a fine-grained network of local streets that will not preclude future connectivity;<br>c. Multi-modal connectivity between key destinations and transportation facilities;<br>d. A network of connected A-Streets, B-Streets and/or pathways that prioritize pedestrian-oriented design strategies, including alternate street designs where pedestrian-oriented design may not be possible;<br>e. Building designs that encourage visual interest, consider shadow impacts on adjacent residential properties, ensure passive surveillance and weather protection, and ensure adequate sunlight penetration;<br>f. Appropriate building massing and land uses to create urban street edges; and<br>g. Parks and open spaces to accommodate residential populations that are consistent with City standards and policies. | Provides high level design expectations for framework plans and concept plans:<br>a. **New**<br>b. Existing from existing 5.3<br>c. Existing from existing 5.3<br>d. **New**<br>e. **New**<br>f. **New**<br>g. **New** |
| 9. | **5.6** Plan for the long-term redevelopment of Mixed Use Centres by:<br>a. Encouraging the alignment, spacing, and width of parking lot drive aisles in a grid-like pattern to allow for their potential long-term conversion to a future public right-of-way, including allowing for future sidewalks and street trees.<br>b. Encouraging pedestrian-oriented siting and design of building to reinforce the street grid described in Policy 5.3. | **5.6** Plan for the long-term redevelopment of Mixed Use Centres and large commercial sites by:<br>a. Encouraging the alignment, spacing, and width of parking lot drive aisles in a grid-like pattern to allow for their potential long-term conversion to a future public right-of-way, including allowing for future sidewalks and street trees.<br>b. Encouraging pedestrian-oriented siting and design of buildings to reinforce the street network ~~grid described in Policy 5.3~~. | Clarity |

| # | Existing Policy | Revised and/or Updated Policy | Notes / Comments |
|---|---|---|---|
| 10. | **5.7** A concept plan may be required to indicate how a fine-grained network of local streets will be established and/or extended into the Mixed Use Centre and to ensure that development will not preclude future connectivity. The requirement for this concept plan shall be determined by the Director of Planning, Property & Development. | **5.7** ~~A concept plan may be required to indicate how a fine-grained network of local streets will be established and/or extended into the Mixed Use Centre and to ensure that development will not preclude future connectivity. The requirement for this concept plan shall be determined by the Director of Planning, Property & Development.~~ | Accounted for in new 5.3 and 5.4. |
| 11. | **n/a** | **5.7** Strongly discourage the introduction of new auto-oriented uses and encourage pedestrian-oriented redevelopment of existing uses and buildings over time. | New policy, reflect policies for Urban Mixed Use Corridors. |

## G3 – PARKS AND RECREATION (5)

| # | Existing Policy | Revised and/or Updated Policy | Notes / Comments |
|---|---|---|---|
| 12. | **n/a** | **GOAL 6**<br>**6.0 Recognize the need for a tailored approach to providing parks and open space in urban redevelopment contexts.** | |
| 13. | **n/a** | **Planning for public and private parks and/or open spaces**<br>**6.1** Plan for and provide parks and/or open space in areas that are targeted to accommodate high-density residential redevelopment in this plan, including Mixed Use Centres and large commercial sites. | New |
| 14. | **n/a** | **6.2** Where possible, provide on-site parks and/or open space where there is insufficient capacity in nearby existing facilities, or where access to nearby facilities is physically constrained. Parks and/or open spaces in urban redevelopment contexts may take a variety of forms such as squares, plazas, and pocket parks. | New |
| 15. | **n/a** | **6.3** To support park and/or open space development in urban redevelopment contexts:<br>a. Develop alternative minimum size and configuration requirements.<br>b. Offset lesser land area with enhanced amenities, multi-functional areas, and/or landscape design. | Standards are provided in the PDO. |
| 16. | **n/a** | **Privately-owned public spaces**<br>**6.4** Consider providing parks and/or open space as privately-owned public spaces (POPS) where the City cannot acquire park land dedication. | Standards are provided in the PDO for “civic spaces” (i.e. POPS) in framework plans which include public access between certain time periods, design, form, etc. |

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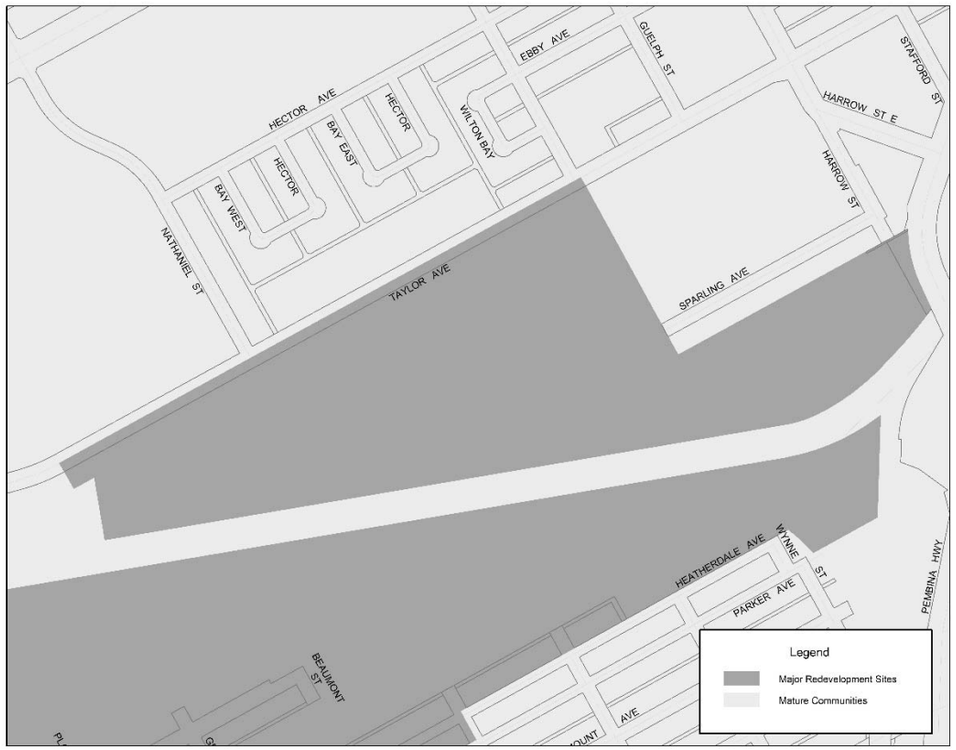
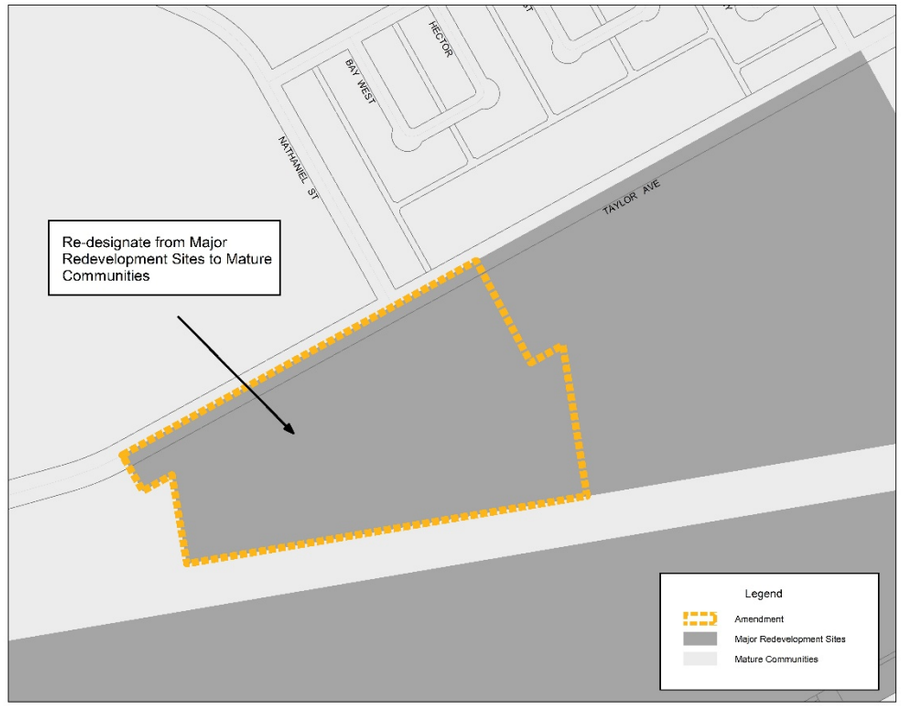
|---|---|---|---|
| | | **6.4.1** Establish standards for POPS regarding public access, stormwater management, signage and design. | |

## Glossary

| # | Existing Definition | New Definition | Notes / Comments |
|---|---|---|---|
| 17. | **n/a** | **Framework Plan**<br><br>A Framework Plan is an urban design strategy aimed at organizing streets in a way that supports both vibrant, pedestrian-friendly areas and functional, service-oriented infrastructure. A Framework Plan lays out a deliberate and interconnected street grid including A-Streets and B-Streets ensuring a clear and efficient separation of public-facing and service-oriented activities and promoting both the livability and functionality of the urban environment. The goal of a Framework Plan is to enhance walkability, reduce conflicts between pedestrians and vehicles, and support sustainable urban growth by balancing social spaces with the infrastructure needed to support them. | Adapted from PDO |
| 18. | | **A-Streets**<br><br>A-Streets are the primary streets designed to serve as the most public and lively parts of a community. They are pedestrian-friendly, often lined with active uses like shops, restaurants, public spaces, and active frontage residential. Buildings along A-Streets typically have high levels of transparency, multiple entry points, and sidewalks that encourage walking and lingering. A-Streets form the main corridors where urban vitality is concentrated, emphasizing walkability, human-scale design, and connectivity. | Adapted from PDO |
| 19. | | **B-Streets**<br><br>B-Streets are streets design to serve more utilitarian purposes and typically accommodate secondary or service-oriented functions. While they are still part of the street grid, they facilitate movement corridors and prioritize back-of-house activities, such as deliveries or access to parking and utilities. B-Streets may have fewer pedestrian amenities and less engaging building frontages but are crucial in supporting the functionality of A-Streets by absorbing non-public-facing activities. | Adapted from PDO |

## Map Changes

| # | Existing Map | Proposed Changes | Notes / Comments |
|---|---|---|---|
| 20. |  |  | Resolves a mapping issue where residual lands from the Taylor Major Redevelopment Site are redesignated as Mature Community to remove the requirement that a secondary plan be adopted prior to development taking place.<br><br>The parcel in question is classified as a large commercial site and is included in the Malls and Corridors PDO but would not be able to development without the adoption of a new secondary plan or amendment of an existing secondary plan. |