

NODES & CORRIDORS

MAIN STREETS & TRANSIT-ORIENTED DEVELOPMENT

THE CITY PLAN Building Blocks

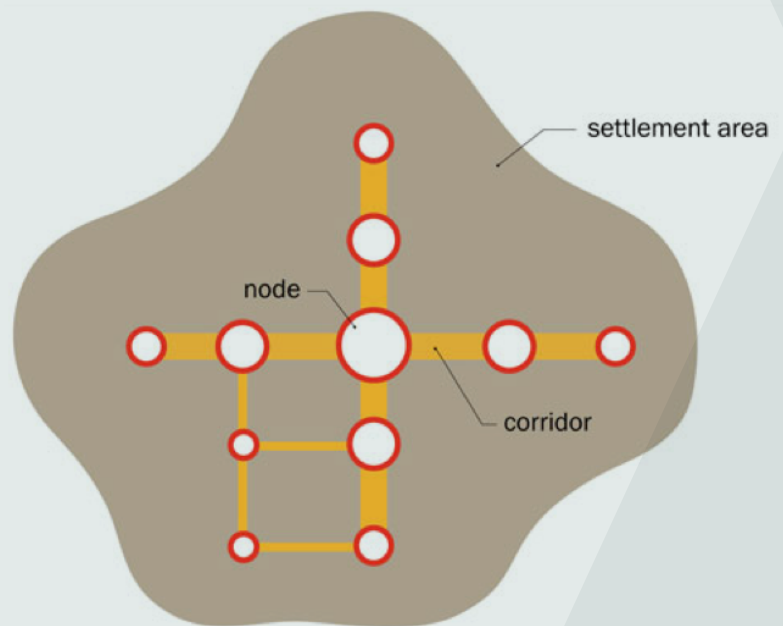
The City Plan considers what our city will look like at 2 million people. To get there, new information will be gathered over the next two years. But it will also rely on much of the work and policies that have recently been completed or are currently advancing. These important pieces of work will form the building blocks of the City Plan, the foundation to support us as we move towards a new view of our city.

WHAT ARE NODES AND CORRIDORS?

- A **node** is a centre of concentrated development activity
- A **corridor** is a linear place for intensification and redevelopment

Nodes and corridors of different scales connect to form a network within the existing built up areas of our city where growth can be focused.

The City Plan will identify and give policy direction for Edmonton's network of nodes and corridors. Growth in these locations can maximize the value and capacity of existing infrastructure, such as sidewalks, parks, public transit, and underground utilities. It will also help prioritize public sector investment opportunities and catalyze private sector development.



STARTING POINT

Edmonton's nodes and corridors policies will be founded on existing policy:

- **TRANSIT-ORIENTED DEVELOPMENT (TOD)**
GUIDELINES: Depending on scale, some nodes can function as Transit Oriented Developments.
- **MAIN STREETS GUIDELINE:** Successful corridors function as both links to other places, and as places in their own right. Many of Edmonton's existing corridors are currently or are on their way to becoming Main Streets.

FUTURE OF NODES & CORRIDORS POLICY

The evolution of Edmonton's TOD and Main Streets policy to a nodes and corridors approach represents a large shift in Edmonton's city-building policy. The specific form and density of development will vary depending on location, but nodes and corridors at all scales will be designed for both transportation and land use functions. In addition, the City Plan policy will consider not only where but when development of each node and corridor should occur to ensure that they can be successfully implemented.

SUPPORTING GUIDELINES

MAIN STREETS GUIDELINE

Main Streets are strong transportation links and places for people to linger in. The Main Street Guidelines provide the parameters to design and support pedestrian priority streets and a mix of street-oriented land uses. Implementation of these Guidelines through reconstruction projects will help create urban places for people to connect and support economic vitality.

Streets in Edmonton may be designated either as Main Streets or Aspiring Main Street, based on criteria such as traffic/transit volumes, number of businesses and street-orientation of buildings. These streets are designed and maintained to an enhanced standard that varies depending on right-of-way width. See example on the right.



TRANSIT ORIENTED DEVELOPMENT GUIDELINE

Transit Oriented Development (TOD) is higher density development within 400–800m of LRT stations or bus transit centres that provides a good mix of land uses, pedestrian connectivity, high quality urban design, and open spaces.

The TOD Guidelines set expectations and encourage development around LRT stations and transit centres. The Guidelines provide advice and requirements for:

- Land use type and density
- Building and site design
- Public realm design
- Urban Design & Crime-Prevention through Environmental Design (CPTED) principles

The Guidelines recognize that development occurs at different scales depending on factors such as potential redevelopment sites, existing open spaces, traffic conditions, street grid, pedestrian connectivity and physical barriers. Variations on these factors are captured in the categories of "station area types" as shown on the map to the right.

The TOD Guidelines will be a starting place for new City Plan policies for the different scales of nodes and corridors. That said, the Guidelines currently focus on only some kinds of nodes, and they may need to be amended or replaced depending on the direction set by the City Plan.

Figure 10: Station Area Types

