Major Transit Station Areas
The ION Light Rail Transit system is a transformative piece of urban infrastructure, running from Conestoga Mall in Waterloo to Fairview Park Mall in Kitchener. It has created-- and will continue to create-- extraordinary opportunities for growth, investment, connectivity, mobility and placemaking. Well designed Major Transit Station Areas (MTSAs) will lead to focused city building that provides a critical mass of people, places and events that will make Kitchener a leader in urbanism for mid-sized cities.

Kitchener’s Major Transit Station Areas have been identified and developed through the Planning Around Rapid Transit Stations (PARTS) Project. They are Midtown, Central, Rockway, Block Line, Fairway and Sportsworld. These guidelines apply only to intensification lands within these station areas that are not covered by other sections in this manual (such as Downtown and Central Neighbourhoods). They also do not apply to areas that are intended to be conserved as low-rise stable neighbourhoods (Residential Infill in Established Neighbourhoods).

LRT systems encourage compact, dense, transit-and-people-focused development. Higher densities and enhanced connectivity places a greater number of people in proximity to a greater variety of places, housing options, workplaces, shops, open spaces and events. This makes it possible for buildings, streets and open spaces to be designed using a greater variety of creative forms, styles and programs -- to do things a little differently or try out something new -- knowing that they can attract from a broader user base. Transit supportive densities are mandated by the Province and are needed to support investment and the viability of transit.

Map_ The Phase 1 PARTS Map indicating the rough study area for each Major Transit Station Area. These boundaries are refined through each PARTS Master Plan. These plans can be found at Kitchener.ca/PARTS and the covers for the three currently completed plans are below.
## Community Design

### Inclusive Design

#### Safety

Design for high levels of natural surveillance and optimal pedestrian visibility. Pedestrians should have clear, unobstructed vision along all publicly accessible routes, allowing for advanced detection of potentially unsafe situations.

Design streets, trails, lanes and shared spaces with consistent, pedestrian-level lighting avoiding both ‘hot’ spots that can cause vision impairment as well as poorly lit or shadowy areas.

Design the pedestrian network with a fine grain and maximize connectivity such that when a potentially unsafe situation presents itself, people have multiple options for alternative routes.

Avoid the creation of dead-ends or entrapment areas. All spaces that can be accessed by pedestrians are to have multiple routes of escape, including areas on private land such as loading/delivery and other service areas.

Implement safety infrastructure such as designated waiting areas for transit users, emergency panic buttons, and other such resources and technologies, where appropriate.

#### Universal Design

MTSA’s are to be held to the highest standard for universal design, as users of all ages and abilities are to have equitable access to public transit and public spaces.

MTSA’s are to be designed for the convenience and comfort of users with mobility aides including walkers, wheelchairs, scooters and strollers.

Design buildings and open spaces to be intuitive, visitable and enjoyable to users of all abilities, with the intention that the full spectrum of public life be equally available to all.

#### Age & Family Friendly Design

Families and the elderly are heavy users of public transit and their needs are to be fully accommodated throughout MTSA’s.

Residential or mixed-use buildings are to consider unit design and amenity spaces which are appropriate for seniors and families, including storage options, play areas, seating options, etc.

Design residential or mixed-use buildings with consideration for the social needs of families and older adults. For example, there are known positive social and health benefits associated with seniors and children sharing amenity spaces, interacting and looking out for one another.

Locate community, event and social services in close proximity to transit stations.

#### Social Infrastructure

MTSA’s are to be designed to accommodate events, celebrations and art installations that are reflective of the full range of Kitchener’s cultures, sub-cultures, ethnicities and identities.

Pursue creative opportunities to implement arts and culture initiatives into MTSA’s. Along with Downtown, Kitchener’s MTSA’s should reflect the highest concentration and variety of art pieces, cultural programs and opportunities for interaction, participation and education.

Consider ways to integrate artistic and cultural expressions into the design of all elements within MTSA’s including architecture, landscape design, lighting design, streetscape design, wayfinding elements, transit stops, surface treatments and patterns, and site furnishings.
**DESIGN FOR SUSTAINABILITY**

**Health & Well Being**
Design for high indoor air quality for the comfort and well-being of building occupants.

Provide building occupants with connections to the outdoors by providing daylight into regularly occupied areas of the building, frequent and generous permeability between indoor and outdoor spaces, and direct pedestrian connectivity to trails, parks and open spaces.

Provide operable windows to allow outside air to all occupied spaces in the building to support the comfort and well-being of building occupants and as an energy conservation measure.

New development is to achieve a minimum target for sustainability based on current sustainability measures/policies/programs.

Provide sustainable landscaping within streetscapes, including a range of vegetation focusing on street trees and stormwater retention and infiltration techniques. Use storm water for landscape irrigation where possible.

Introduce green infrastructure along existing and new public open spaces including; bioswales, groundwater infiltration areas and permeable surface treatments; native planting species which enhance urban wildlife habitats; energy efficient, human-scaled and wildlife friendly lighting fixtures and; locally sourced, recycled and reusable materials.

Use these and other design features and technologies to create green connections between new and existing streets, transit stops, parks and natural features to support the natural flow of water, wildlife movement and enhanced connectivity for people. Make these features and technologies visible and interactive where appropriate, to provide educational opportunities and encourage direct and reciprocal relationships between the urban and natural environments.

Where appropriate, integrate sustainable design with streets, transit, parks, public art, and event and recreation spaces to better communicate the importance of nature in the urban environment and harmonize sustainable practices with responsible urban intensification.

Reduce site contributions to urban heat island effect. Maximize landscaping and green infrastructure and provide high albedo (highly reflective of solar radiation) surfaces on other surfaces such as hardscaped areas, parking areas, driveways and building roofs.

Where appropriate, re-use existing site and/or building components to conserve resources. Incorporate previously used building materials and products into new construction.

Reduce construction and demolition waste through reuse and recycling and explore options for renewable energy including district energy systems, geothermal and solar.

**Microclimates**
Transit waiting areas, public and private open spaces, and associated pedestrian routes are to offer a seasonally appropriate mix of direct sunlight and shaded areas, cumulative wind speeds that are appropriate for sitting, standing, and walking, and protection from the elements.

These impacts are to be determined through Wind and Shadow Studies, with mitigation recommendations from these studies implemented on the relevant plans. These studies are to include surrounding context, and should be completed for all mid and high-rise buildings, multi-building developments, and any other developments where impacts are anticipated.

Design pro-actively for microclimatic impacts through site design and architecture. Consider building placement, orientation, height, base design, stepbacks, projections, materials, landscaping and lighting as opportunities to improve overall microclimatic performance.

**Four Season & Winter City Design**
Design transit waiting areas and public and private open spaces for winter activity and program them such that they are useable, comfortable, safe and attractive year-round. Include the use of vibrant colours, human-scaled lighting, public art and four-season landscaping.
Streets in MTSA’s will play a significant and increasingly critical role in establishing a minimum grid of cycling infrastructure, encouraging increased use of public transit and other, sustainable modes of travel, and diminishing risks to pedestrian safety.

**Streets in MTSA’s**

Streets are to be designed to the highest standard for Complete Streets in Kitchener.

Enhance existing and provide new streets such that they prioritize walkability, cycling and transit, link to the broader sidewalk and trail network, and provide safe and direct access to the LRT station stops, GRT bus stops, and public open spaces.

For large sites or consolidated blocks, provide new public or private streets, lanes, mid-block connections and/or shared streets to break down the scale of the block and improve connectivity. Blocks should not exceed 150m in length, and blocks exceeding that length are to provide enhanced pedestrian amenity, seating areas, and landscaping.

Improve network connectivity to and from ION stops (and other transit options) to reduce travel times and increase walkability between the stop and surrounding neighbourhoods.

Design streets that create a continuous pedestrian experience that is safe, comfortable and attractive, connects directly to public open spaces and building entrances and minimizes points of conflict between pedestrian and vehicular traffic, always prioritizing the pedestrian.

Design streets to cluster pedestrian activity close to station stops.

Create opportunities for seating, weather protection and programmed open space when traveling to and from station stops and waiting for transit.

Provide enhanced cycling infrastructure for new streets and upgraded cycling infrastructure on existing streets. This should include secure bike parking and bikeshare stations and separated, dedicated bike lanes where possible.

Design crosswalks and pedestrian transit access points to be continuous, barrier-free, and sensitive to the mobility needs of children, older adults, and other users with special needs.

Coordinate streetscape and landscape design with utilities and infrastructure to minimize visual clutter and points of conflict, and to ensure a high-quality streetscape design.

**Focal Points & Gateways**

ION station stops and nearby developments are to be designed as focal points, with a sense of identity established through expressive, high quality architecture and landscaping.

Each ION station stop is itself a gateway into one or more of Kitchener’s neighbourhoods and development is to create and enhance pedestrian connectivity, reinforce neighbourhood character and help to establish a sense of place and arrival that is suitable to the area’s identity.

**Wayfinding**

Wayfinding systems in MTSA’s should focus on connecting transit users to destination points, including community spaces, retail areas, civic institutions, health care and social resources,
**PART A MAJOR TRANSIT STATION AREAS**

## PARKS & OPEN SPACES

**Access & Location**

Locate parks and open spaces at, adjacent to, or immediately accessible from transit stops where possible. Otherwise, locate these spaces such that they are the focal points of new development and centres for activity.

Front new parks and open spaces onto public streets, with a minimum of two street frontages.

Prioritize public safety, both real and perceived, in all park and open space design.

Enhance, protect and restore existing parks and open spaces.

On large sites or consolidated blocks where multi-phase development occurs, include new public open spaces as part of the first phase of development.

**Connectivity**

Link MTSA's with parks, open spaces and natural areas via trails, complete streets and other pedestrian and cycling connections to create a continuous network of public space.

Comprehensively consider the active transportation network when designing for any single person or user, including the LRT network, local, regional, and commuter rail and bus lines, cycling grids, and all pedestrian connections including sidewalks, trails, and multi-use pathways.

**Park & Open Space Design**

Parks and open spaces in MTSA's should be designed as social spaces which reflect, accommodate and enhance the diverse needs of all people who live, work and visit there.

Design parks and open spaces to serve all users throughout all seasons and times of day. This includes barrier-free use, opportunities for both active and passive recreation, and equitable programming for persons of all abilities, incomes, cultural backgrounds and identities.

Provide high quality public art that acts as a focal point of public space and represents contemporary standards for design.

Fully pursue unique programming and design options which respond directly to site constraints and opportunities.

## COMPATIBILITY

**Scale & Transition**

Conserve established neighbourhoods by focusing development within intensification areas.

Higher density development adjacent to established neighbourhood areas is to provide a suitable transition in scale, massing, building height, building length and intensity through setbacks, stepbacks, landscaping and compatible architectural design/material selection.

Provide a mix of building types and sizes, concentrating height and density closest to LRT stops.

Transition in height, density and mass between the station stop and low-rise established neighbourhoods to preserve compatibility, privacy and access to sunlight.

Locate the greatest quantity and variety of active uses closest to LRT stops, as well as the greatest concentration of public amenity, streetscape features, programmed spaces, event spaces and pedestrian-oriented design features.

For large sites with multiple tall buildings, provide the greatest building height either at the most prominent intersection or internally within a site where it will create the fewest negative impacts (see Design for Tall Buildings).

## CULTURAL & NATURAL HERITAGE

Conserving cultural and natural heritage resources within MTSA's is of critical importance, as doing so promotes diversity, gives variety to the urban fabric, reflects and enhances the cultural history of neighbourhoods and encourages urban exploration, sustainability, and the continuation of Kitchener’s living history and natural systems.
Massing

High quality architecture and urban design is expected of all development within an MTSA.
Regardless of building height, create, maintain and enhance a human-scaled public realm.

Place buildings close to the public streetscape. Provide active uses along street-facing elevations.
Provide stepbacks for upper levels in mid-rise and tall buildings to mitigate impacts and create street-facing shared amenity spaces. Ensure all building forms meet the guidelines in their associated sections of the manual.

For large sites or consolidated blocks, provide a mixture of medium and high density uses in both mid-rise and tall building forms to provide visual variety, human scaled massing, complementary building forms and varied public and private open spaces.

Materials & Articulation

Provide contemporary, high quality materials and details.
Buildings should not be longer than 70m in total length. Buildings greater than 35m in length are to provide additional articulation in building massing, materials, and architecture.

Provide architectural detailing that is thoughtful and visually appealing, which contributes toward the architectural resolution of the project as a whole, and which complements adjacent buildings and enhances the character of the station area.

Primary building entrances and internal building circulation routes are to be organized to maximize pedestrians access, comfort, safety and amenity.

Locate vents and mechanical equipment away from public view. Incorporate visible mechanical elements into the design of the building to minimize their visual impact. All visible elements are to be shown on building elevations as part of the site plan review process.

Concentrate the most prominent architectural expressions toward major street corners and buildings directly adjacent to ION stops.

Avoid blank walls, particularly where visible from the public realm. This extends to loading, service and delivery areas, as well as any exposed structured parking, which is to meet or exceed the guidelines in the Structured Parking section of this manual.
**Outdoor Amenity**  
Abundant high quality public and private outdoor amenity spaces should be pursued for all development, particularly through the provision of spaces at grade and spaces which are useable and accessible to the public.

**DYK?** Outdoor amenity spaces in MTSA's perform a critical social, economic and health and well-being function, particularly in areas underserviced by existing parks and open spaces.

**Landscaping**  
Ensure effective use of landscape screening along property lines and to provide separation between automotive and pedestrian areas.

Pursue all opportunities to provide tree plantings on-site, particularly large canopy trees that will contribute significantly to Kitchener's urban tree canopy.

Pursue landscaping opportunities that align with sustainability objectives including Low Impact Development (LID) stormwater techniques, using local, hardy and drought-resistant plant species, providing for the needs of bird and wildlife habitats, and integrating into existing natural systems and surrounding contexts to leverage and reinforce sustainable goals.

**DYK?** On compact, urban sites, with many competing elements, good landscape screening can be a critical component that helps conserve and enhance the quality of shared spaces and the public realm while ensuring site functionality.

**Public Art**  
Public art will be associated with public transit and incorporated into MTSAs.

Public art will be inclusive, engaging, interactive and accessible for all.

Avoid blank walls or other undesirable built-form or site design conditions wherever possible, even when the intention is to provide a mural or other public art to compensate. Art should be integrated into the design of a project and used to enhance and add new dimension to already high-quality architecture and site design.

**Signs**  
All signage in MTSA’s is to be high-quality, seamlessly integrated into building and site design, and mindful of existing context, neighbourhood character, and cultural heritage assets.

**Lighting**  
Provide consistent, high quality and human-scaled site lighting throughout MTSA’s, giving consideration for the existing and planned context for the area to ensure a safe, comfortable and attractive experience for site users, pedestrians and transit users.

*Render_* This conceptual rendering demonstrates the value of creating public spaces within Major Transit Station Areas.
## Site Function

### Vehicular Access & Parking
- Do not place surface parking, loading or servicing areas between the front of a building and the street. Locate to the rear of buildings and where their function and circulation patterns will cause the least amount of conflict with pedestrian activity.
- Above-grade structured parking is to be placed internal to the site and wrapped with active uses along all street frontages and at all levels wherever possible.
- Incorporate lay-bys for ridesharing into large scale developments where they do not negatively impact the experience of pedestrians or cyclists.
- Integrate structured parking entrances, as well as servicing elements such as garbage and utility areas into the architecture of the building and design to be safe and attractive. This is particularly true of any elements visible from the public realm and/or private shared spaces.

### Driveways
- Locate driveway access off the lowest order street or lane where it will be least impactful to pedestrians, cyclists and transit users. Where the lower order street is part of a low-rise residential neighbourhood, driveway access should be provided via the higher order street.
- Minimize the number of driveway access points and other points of conflict between vehicular traffic and pedestrians. No development within an MTSA should have more than 2 vehicle accesses, with 1 being preferred.
- Where parking, loading or servicing is permitted on or adjacent to a public street or lane, locate it where it will create the least interruption to the streetscape and related pedestrian and cyclist activity.

### Emergency Access
- Accommodate all emergency requirements without limiting or significantly impacting the on and off-site pedestrian and cycling experience, shared outdoor spaces, or access to transit.

### Waste & Recycling
- Avoid placing waste storage or pick-up areas between the building and the street and comprehensively screen wherever they are visible from the public realm or shared spaces.
- Design all waste areas to be safe, convenient, accessible, and useable year-round.

### Snow Storage
- Design with extra consideration for snow storage in MTSA’s, ensuring that their size, placement and location does not frustrate pedestrian activity in any way.
- Snow removal at station stops should be prioritized to increase accessibility to transit.
**PART A MAJOR TRANSIT STATION AREAS**

**PARTS MIDTOWN**

**Vision**

“The Midtown station area will continue to be a living and working urban neighbourhood focused along a reurbanized King Street corridor. New mixed-use development here will help to deliver a range of housing, services and amenities to support the growing population while integrating with existing stable residential areas on both sides of King Street.

Major employment and institutional uses will positively co-exist within the community and benefit from transit access. New residents will be attracted by the pedestrian and cycling oriented environment, proximity to and complementary relationship with Uptown Waterloo and Downtown Kitchener, distinct retail along King Street and Belmont Avenue, and the range of desirable live-work opportunities.” - PARTS Midtown Plan

**Design for Midtown**

The Midtown portion of King Street West provides a vital pedestrian and transit connection between Downtown Kitchener and Uptown Waterloo and is to be designed (streetscape, built form, public realm) to the same high standard. Pedestrian movement between Downtown Kitchener and Uptown Waterloo should be seamless, attractive, safe and comfortable.

Setback new development along King St. W to accommodate street trees and a minimum sidewalk width of 2m. Street trees should be consistent in their spacing, stature and soil volumes and be coordinated between sites/properties.

Enhance the public realm along King St. W with public art, additional landscaping, plaza or patio areas, upgraded surface materials, rest/waiting areas and bicycle parking. Coordinate elements between sites to ensure that a variety of needs are being met, to avoid unwanted repetition and to maintain visual interest and a diverse mixture of activity.

Shared spaces along King St. W are to provide a contemporary feel, high permeability and design elements that are responsive to transit users, hospital users, students, residents and workers. Include a variety of hard and softscape surface treatments, flexible seating options, multi-purpose spaces at multiple scales, and substantial greenery.
Buildings along the north side of King St. W. are to reinforce pedestrian and transit supportive design objectives while providing a compatible transition to established neighbourhoods.

Provide mid-block pedestrian connections where possible, linking King St. W. to surrounding areas and providing greater north/south connectivity through the station area.

No above grade structured parking is to front onto King St. W. Active uses, office space and/or residential units are to wrap any structured parking for the full extent of the garage at all levels.

Create no new vehicular access from King St. W. where any other option exists (other streets, lane access). Existing King St. W. accesses should be closed through redevelopment.

Consolidate vehicular access along Park St. wherever possible to reduce points of conflict between vehicles, pedestrians and cyclists.

Buildings along Park St. and Glasgow St. should have generous setbacks to create more walkable sidewalks and provide ample room for landscaped areas including street trees.

Transition gradually in both height and building length from King St W to surrounding established neighbourhood areas along Braun St., south of Park St., and north of Dodd’s lane.

Conserve and celebrate Midtown’s cultural heritage assets, including listed and designated properties, and Cultural Heritage Landscapes.

Avoid impacts on the Mount Hope Cemetery while using nearby development to enhance connectivity and visibility to and through the area.

Enhance, complement and retain the cultural heritage value of the Warehouse District Cultural Heritage Landscape as a place of employment, focusing on adaptive reuse of existing buildings and additions/new buildings that are consistent with the character of the district.

Enhance connectivity to the Iron Horse and Spur Line trails, particularly from the Grand River Hospital ION Stop and King Street. Provide open spaces along these connections where possible.

Maximize opportunities for new shared open spaces along the Iron Horse Trail, King St. W, Glasgow St., Strange St., and the rail corridor.

Design Glasgow St., Mt. Hope St., Green St., and Strange St. as complete streets with a focus on cycling infrastructure. This includes coordinating street trees, landscaping, traffic calming, bicycle parking, lighting and seating.

Explore traffic calming measures along streets that abut low-rise established neighbourhoods.

Provide ample short-term and visitor bicycle parking for areas on the Grand River Hospital site, adjacent to the ION Stop, and along high volume commercial streets (King and Glasgow).

Pursue new street and active transportation connections to the northeast of King St. W.

Design enhanced crossings for pedestrians and cyclists at the intersections of all of the above streets, including reductions in crossing distances and turning radii, improved sightlines and wayfinding, and new signalized crossings where possible.

Ensure that coordinated streetscape improvements are responsive to and respectful of the established streetscape character and transitions between intensification areas and established neighbourhoods.

Pursue opportunities to enhance, expand and provide frontage for the existing KW Collegiate and Vocational School playing fields, including trail connections to the site.

Consider shared parking solutions and agreements between sites/properties to consolidate parking within shared structures that are located minimize the visibility of parking and the reduce conflicts with pedestrians.
PARTS Central will be designed and built to support a well-connected, innovative, vibrant, inviting and inclusive station area in which to live, work, shop, study and play. It includes areas adjacent to Downtown and connecting to Midtown and Rockway. These connections, along the LRT line, form a critical part of Kitchener’s urban core.

Development of the PARTS Central area will bring compact, transit supportive densities to underutilized lots, make more efficient use of land, infrastructure and resources and provide a vibrant mix of land uses, building typologies, heights and forms. It will encourage the creation of affordable housing units, support unique commercial and retail uses, and support the area’s continuing function as a centre for government, arts, culture, entertainment and recreation.

King Street, Charles Street, and associated developments are to be designed to the highest standard for streetscape, built form, and public realm. Pedestrian movement along both King and Charles Streets should be seamless, attractive, safe and comfortable.

Setback new development along King St., Charles St. and Courtland Ave. to accommodate street trees and a minimum sidewalk width of 2m.

Street trees along King St., Charles St. and Courtland Ave. should be consistent in their spacing, stature, soil volumes and coordinated between developments.

Introduce public realm enhancements for all development along King St. and Charles St., including public art, additional planting/landscaping, plaza or patio areas, seating areas, upgraded surface materials, rest/waiting areas and bicycle parking. These upgrades are to be coordinated between developments to ensure that a variety of needs are being met, to avoid unwanted repetition and to maintain visual interest and a diverse mixture of activity.

New public and private shared spaces along King St. and Charles St. are to respond to the existing and planned context of the street by providing a contemporary feel, high permeability and design elements that are responsive to transit users, residents and workers. This should include a variety of hard and softscape surface treatments, flexible and varied seating options, multi-purpose spaces at multiple scales, and substantial greenery.
Buildings along the north side of King St. and on either side of Courtland Ave. are to reinforce pedestrian and transit supportive design objectives while providing a compatible transition to adjacent established neighbourhoods.

Provide mid-block pedestrian connections where possible, linking King St. and Charles St. to surrounding areas and providing greater north/south connectivity through the station area.

No above grade structured parking is to front onto King St. or Charles St. Active uses, office space and/or residential units are to wrap any structured parking along King or Charles Street, for the full extent of both the length and height of the garage.

No new vehicular access should be provided from King St. where any other option exists (other streets, lane access). Existing King St. accesses should be closed through redevelopment.

Consolidate vehicular access along Courtland Ave. wherever possible to reduce points of conflict between vehicles, pedestrians and cyclists.

Transition gradually in both height and building length from Courtland Ave. to surrounding established neighbourhood areas in the Cedar Hill and Schneider Creek neighbourhoods.

Conserve and celebrate the area’s cultural heritage assets, including listed and designated properties, Cultural Heritage Landscapes and transportation corridors such as the Canadian National Railway Line, the Iron Horse Trail and Jubilee Drive, Victoria Park and others.

Enhance, complement and retain the cultural heritage value of the Warehouse District Cultural Heritage Landscape as a place of employment, focusing on adaptive reuse of existing buildings and additions/new buildings that are consistent with the character of the district.

Enhance connectivity to the Iron Horse & Spur Line trails, particularly to and from the future King/Victoria Transit Hub. Provide new public open spaces along these connections.

Maximize opportunities for new public and private open spaces along King St. and Charles St.

Explore opportunities for traffic calming measures along streets that abut low-rise established neighbourhoods, including Courtland Ave.

Improve the cycling network, focusing on Courtland Ave., Joseph St., Charles St., Benton/Frederick Streets, Duke St. and King St. East. Provide enhanced lighting, wayfinding signage, traffic calming and safety features for these streets.

Provide ample short-term and visitor bicycle parking for areas adjacent to the ION Stops, and along high volume commercial streets (King St., Queen St. and Victoria St.)

Design enhanced crossings for pedestrians and cyclists at the intersections of all of the above streets, including reductions in crossing distances and turning radii, improved sightlines and wayfinding, and new signalized crossings where possible.

Ensure that streetscape improvements are responsive to and respectful of the established streetscape character and transitions between intensification areas and established neighbourhoods.

As redevelopment occurs, look for opportunities to enhance, expand and provide frontage for Sandhills Park, Kaufman Park, Mike Wagner Green, Stabler Green, and others.

As redevelopment occurs, look for opportunities to create new public open spaces in strategic areas including areas adjacent to the Iron Horse Trail and along Charles Street, Victoria Street, and the rail corridor linking the Iron Horse Trail to the future King/Victoria Transit Hub.

Consider shared parking solutions and agreements between developments to consolidate parking within shared structures that are located minimize the visibility of parking and the reduce conflicts with pedestrians.
PARTS ROCKWAY

Vision

“The Rockway station area will evolve into a walkable urban village with a strong sense of identity and distinct character tied to the history of industry in the area. Strategies to maintain and attract new employment will be balanced with the redevelopment of former industrial sites and under-utilized lands. Redevelopment will improve connectivity, provide a greater mix of diverse housing choices, and enhance amenities with a range of new uses that meet the day-to-day needs of existing and new residents and workers.

The ecological restoration of the Schneider Creek and Shoemaker Creek corridors will help to establish a signature central open space for the station area, contributing to reducing flood impacts and setting the stage for higher-density development.” - PARTS Rockway Plan

Design for Rockway

Locate the highest densities and most active uses adjacent to the Borden LRT Stop.

Provide minimum ground floor heights of 4.5m for buildings along Charles, Borden and Ottawa Streets, to ensure a variety of active uses and to preserve for changing uses over time.

Avoid surface parking wherever possible. Pursue shared parking opportunities and implement transit demand management strategies.

Transform King St. E. into a gateway to the city core with active frontages, a human-scaled public realm, setbacks to accommodate street trees and wide pedestrian pathways.

Introduce public realm enhancements for all development along King St., Charles St., Borden St., Ottawa St., and Kent Ave., including public art, landscaping, plaza or patio areas, seating areas, upgraded surface materials, rest/waiting areas and bicycle parking. These upgrades are to be coordinated between developments to ensure that a variety of needs are being met, to avoid unwanted repetition and to maintain visual interest and a diverse mixture of activity.

Affordable housing units are to be integrated fully into their buildings.
Provide mid-block pedestrian connections where possible, linking transit stops and streets to surrounding areas and providing greater north/south connectivity throughout Rockway.

No above grade structured parking is to front onto King St., Courtland Ave., Charles St., Ottawa St., or Borden St.. Active uses, office space and/or residential units are to wrap any structured parking along King Street, for the full extent of both the length and height of the garage.

The Rockway Station Area should be designed as a dual-corridor; the ION LRT system and the Schneider/Shoemaker Creek system combine to create opportunities not present in any other area of the city.

New development in proximity to the Schneider Creek Floodway is to pursue the PARTS Rockway Plan Candidate Flood Fringe Scenario, pulling new development out of the floodway altogether to unlock higher densities and more sensitive uses outside of the floodway.

Pursue all opportunities to naturalize Schneider Creek and Shoemaker Creek both as environmental infrastructure and public space. Use the requirements of the Candidate Flood Fringe Scenario to maximize public open spaces along the creek.

Daylight the creeks wherever possible and make them as accessible as possible. Avoid fencing off areas of either creek unless absolutely necessary from a safety perspective and introduce new creek-related trails, pathways, and crossings.

Enhance the relationship of existing buildings that remain in the floodway to the creek and related open spaces through select design interventions that improve environmental performance and provide public and private amenity.

Use taller buildings to frame the north side of Schneider Creek, providing views onto enhanced creekside open spaces while avoiding unwanted shadow impacts onto the public realm.

Pursue opportunities for wayfinding, educational experiences, and public art related to the revitalization of Schneider and Shoemaker Creeks.

Improve the cycling network, focusing on Charles St., Kent Ave., Borden Ave. and Mill St. Provide enhanced lighting, wayfinding signage, traffic calming and safety features.

Design enhanced crossings for pedestrians and cyclists at the intersections of all of the above streets, including reductions in crossing distances and turning radii, improved sightlines and wayfinding, and new signalized crossings where possible.

Ensure that streetscape improvements are responsive to and respectful of established streetscape and transitions between intensification areas and established neighbourhoods.

Provide a mixture of low, medium and high rise buildings on large sites and consolidated blocks, strategically placed and designed to maximize the public realm, create a continuous human scale at the street, and create visual variety.

As redevelopment occurs, look for opportunities to create new public open spaces in strategic areas including areas adjacent to the Iron Horse Trail and along Schneider Creek, Shoemaker Creek, and adjacent to both the Mill and Borden LRT Stops.

Consider shared parking solutions and agreements between developments to consolidate parking within shared structures that are located minimize the visibility of parking and the reduce conflicts with pedestrians.

PARTS BLOCK LINE, FAIRWAY & SPORTSWORLD

This is a placeholder for PARTS Block Line, Fairway, and Sportsworld, to be updated upon completion of related plans and policies.