1 Streetscape Vision

1.1 Overall Vision

The overall vision for the London BRT is to foster Rapid and Effective Transportation, Environmental Resilience and Connected Urban Communities. Through balancing these three initiatives, the BRT corridors and Transit Villages will aid in reaching The London Plan’s vision: London 2035: Exciting, Exceptional, Connected.

The Transit Villages and BRT corridors have the potential to:

- encourage transit oriented mixed-use development and intensified urban form;
- provide an enhanced pedestrian realm, including continuous pedestrian clearways, public spaces and amenities;
- provide infrastructure for active transportation;
- optimize tree canopy and green infrastructure; and
- provide flexible open spaces to encourage a lively community.

The BRT corridors and Transit Villages should not only provide safe and efficient transportation, but also provide vibrant places that encourage a strong sense of community, active transportation and the greening of the City of London. This vision for the London BRT can be reached through employing Complete Streets and Transit Oriented Development Principles. These principles and the ways in which they can be achieved through the London BRT corridors and Transit Villages are outlined in the following sections.
1.2 **KEY Principles**

1.2.1 **Complete Streets**

The London Plan defines the majority of BRT corridors as **Rapid Transit Boulevards**, which are characterized by:

- **Priority on through movement and connection to/of transit vehicles**
- **Moves high volumes of traffic (pedestrian, cycle and vehicular)**
- **Very high-quality pedestrian realm**
- **Very high standard of urban design**

Rapid Transit Boulevards provide the opportunity for safe and effective transit, as well as for high quality urban design and an enhanced street experience for all users. The BRT corridors should operate as Complete Streets, multi-modal corridors that cater to all users- users of all ages, abilities and travel modes. Complete Streets are defined by the following:

- Balanced Multi-Modal Transportation
- Environmental Resilience
- Lively Sense of Place
- Safe for All Users
Balanced Multi-Modal Transportation

Complete streets provide safe and balanced multi-modal transportation for transit users, pedestrians, cyclists, active transportation users, and motorists.

Balanced multi-modal transportation is achieved through ample pedestrian clearways, free from barriers, which are accessible to all ages and abilities. Pedestrian amenities such as benches and waste receptacles should be used where appropriate. Accessibility is ensured through providing walkable surfaces and visual and tactile strips that warn pedestrians when they are exiting the pedestrian clearway. Pedestrians should be provided priority at intersections and driveways, and crosswalks should be clearly marked to encourage safe crossings. All streetscape elements should meet AODA and City of London accessibility standards. Tree canopies should be used to provide shade for pedestrians where there is available room in the ROW.

The pedestrian clearway should also provide clear and safe connections for transit users. Transit stops should contain clearly designated waiting areas for users, with integrated seating, lighting and protection from the elements. Transit facilities should be easily accessible by pedestrians and cyclists and be equip with clear wayfinding systems.

Transit systems should provide clear connections to local amenities. In order to encourage efficiency, transit should have priority over automobile transportation. Clearly marked transit lanes, potentially with physical barriers from other traffic, will deter motorists’ use of these lanes. Unique, well designed transit stations will aid with efficiency as well as with creating a strong sense of place throughout transit corridors.

Cycling facilities should be provided where designated in the City of London Cycling Master Plan. The cycling facilities should be strategically located along corridors that connect with other existing and proposed cycling networks. Due to spatial constraints in the ROW, it may not be possible for all corridors to contain cycling facilities. Regardless, bicycle parking should be provided in close proximity to transit stops and along the corridors.

Environmental Resilience

The streetscape provides an opportunity for a continuous network of green infrastructure along major corridors of London. Street trees, planted in hardscape with grates or in sod depending on the context, can provide a canopy for pedestrians and cyclists. Planters with hardy shrubs and trees should also be employed, including median planters where appropriate.
Tree species that thrive in streetscape conditions should be selected to line the streets where there is room in the ROW. In the instances where trees must be planted in close proximity to the roadway, a short wall can be used to protect the trees from roadway salt spray. A mono-culture of trees should be avoided in order to protect for disease. Trees should coordinate with the existing hydro poles, with hydro form species planted under hydro wires. Street trees provide an opportunity to develop a strong sense of place along the corridor, particularly if interesting species are selected. For instance, trees with vibrant colours in the fall can have a dramatic impact on the streetscape.

Permeable paving options can also be explored as a means to aid in stormwater management. Permeable pavers, concrete and asphalt all provide opportunities to take pressure off of municipal storm sewers. Green infrastructure will not only aid in stormwater management, but also contribute to creating an appealing sense of place and making the streetscape an enjoyable place to spend time.

Lively Sense of Place

A lively streetscape with a strong sense of place can be established by providing flexible, programmable public spaces that can be inhabited by a variety of users. Sense of place can be reinforced by a cohesive and unique family of street furnishings and lighting, as well as through public art. Further, a well thought out interface with the private realm is integral to a vibrant streetscape.

Future development should provide a consistent street-wall at an appropriate setback with context suitable form. Setbacks can provide the opportunity to animate areas adjacent to the streetscape such as through patios and market spaces.

As The London Plan explains, “Rapid Transit Corridors will be vibrant, mixed-use, mid-rise communities that boarder the length of our rapid transit services.” The Plan requires transit and pedestrian oriented development along Rapid Transit Corridors and puts in place measures to promote this type of intensification. A range of mixed-use buildings are encouraged along the corridors, including residential, retail services, office, cultural, recreational, and institutional. Active uses such as retail or services are encouraged to be on the ground floor with street access. Intensified development is encouraged within 100m of rapid transit stations or properties at the intersection of a Rapid Transit Corridor and a Civic Boulevard or Urban Thoroughfare. This type of mixed use intensification will aid in create a lively sense of place along Rapid Transit Corridors. The London Plan, Urban Design Guidelines and Secondary Plans set out guidelines regarding the appropriate development along BRT corridors.
Safe for All Users

The safety of all streetscape users is integral to creating a Complete Street. Clearly marked crosswalks and driveway crossings should provide pedestrian priority. Dedicated cycling infrastructure should be offered wherever possible to provide a more comfortable environment for cyclists.

Appropriate lighting and other Crime Prevention Through Environmental Design (CPTED) tactics should be used to encourage safety along the corridors. For instance, visibility should be ensured throughout the corridors. Planting, utility infrastructure or other elements should be placed in such a way to avoid the possibility for a concealed presence.
1.3 **Transit Supportive Urban Form (Transit Villages & Stations)**

The London Plan has delineated four Transit Villages at the termination of the BRT lines. Transit Villages should serve as community hubs, offering mixed-use development and high quality open spaces that encourage transit use and active transportation. As outlined in The London Plan, Transit Villages will be:

“**exceptionally designed, high-density mixed-use urban neighbourhoods** connected by rapid transit to the Downtown and each other. They will be occupied by extensive retail and commercial services and will allow for substantial office spaces, resulting in **complete communities**. Adding to their interest and vitality, Transit Villages will offer entertainment and recreational services as well as public parkettes, plazas and sitting areas. All of this will be tied together with an exceptionally designed, **pedestrian-oriented form of development that connects to the centrally located transit station.**”

Transit Villages should provide the following:

- Multi-Modal Transportation Hub
- Strong Sense of Culture, Heritage and Community
- High Quality Public Realm and Placemaking
- Transit Oriented Development and Economically Prosperity
- Environmental Resilience
- Integrated Smart Technologies
The Rapid Transit Master Plan provides preliminary station locations and configurations for each of the Transit Villages. During the next study phase, station locations and configurations will be refined, and the end of each Rapid Transit Corridor will be reviewed to develop and evaluate terminus design options. While the terminus design options will be evaluated in the context of each Transit Village, the preliminary engineering design for rapid transit will be limited to the public realm.

For more information on Transit Villages refer to Transit Villages Principles.

Transit Stations should be well integrated into the surrounding streetscape and neighbourhood. Placement of Transit Station should be determined based on both operational and urban design considerations. Transit Stations can provide an opportunity to develop a strong sense of place and branding along the BRT corridor. A corridor identity can be achieved through the use of unique station form and a cohesive material palette.

Within The London Plan, properties located on a Rapid Transit Corridor within 100 metres of a Rapid Transit Station have the potential for a Standard Maximum Height of 12 storeys, in comparison to in other locations along the Rapid Transit Corridor with a Standard Maximum Height of 8 storeys. This policy encourages
more mixed-use density around transit stations, creating liveable and vibrant places.

Stations should be accessible to users of all ages, including those who are visually impaired and those who operate wheelchairs. The stations should be AODA compliant and provide sufficient covered waiting areas including seating. CPTED (Crime Prevention Through Environmental Design) principles should be used in order to encourage the safety of users. As The London Plan outlines, within Transit Villages:

1. *Transit stations will be designed as public places that serve as focal points for the Transit Villages*

2. *The architectural design of transit stations should establish these buildings as public landmarks.*

3. *Transit stations should be designed to include accessible, comfortable waiting areas and safe, convenient and direct routes for pedestrians and cyclists.*
2 Policy Background

The streetscape design for Rapid Transit Corridors should uphold the initiatives set by the City of London’s existing policy documents. Relevant documents include:

- The London Plan (2016)
- A New Mobility Transportation Master Plan for London: 2030 Transportation Master Plan Smart Moves (2013)
- City of London Cycling Master Plan (2016)
- Downtown London: Heritage Conservation District Plan (2013)
- Downtown London: Our Move Forward (2013)
- City of London Placemaking Guidelines (2007)
- City of London Urban Forest Strategy: Enhancing the Forest City (2014)
- Creating Dundas Place: A Flexible Street Scoping Study (2015)
- Secondary Plan- London Psychiatric Hospital Lands (2016)

The policy framework and recommendations set out by these documents have informed the Streetscape approach of the BRT corridor streetscapes and Transit Villages. A brief overview of some of the most relevant aspects of The London Plan are presented in the following section.

The BRT corridors and Transit Villages' urban design is also informed by Urban Design best practices, guidelines and standards, including AODA and street trees planting requirements.

2.1 The London Plan

The London Plan outlines key issues facing the city and establishes a vision for the future of London, as well as directions and key strategies to achieve the vision.

The London Plan vision is “London 2035: Exciting, Exceptional, Connected”

The London Plan goes on to outline eight directions to achieve this vision. The eight directions are as follows:

1. Plan Strategically for a Prosperous City
2. Connect London to the Surrounding Region
3. Celebrate and Support London as a Culturally Rich, Creative and Diverse City
4. Become one of the Greenest Cities in Canada
5. Build a Mixed-Use Compact City
6. Place a New Emphasis on Creating Attractive Mobility Choices
7. Build Strong, Healthy and Attractive Neighbourhoods for Everyone
8. Make Wise Planning Decisions

The BRT corridors and Transit Villages should work towards achieving these directions. Safe and efficient transit aids in creating a prosperous city. Creating a vibrant, strong sense of place is key to achieving The London Plan Vision. The Plan sets out a policy framework for achieve successful, context specific Place Types.

Through engaging thousands of residents through the ReThink London process, the London Plan raises questions that are integral to the future of the city. Transportation, and Climate Change arose as two of the major challenges that should be addressed moving forward.

The London Plan incorporates policies to advance climate change mitigation and adaptation goals. Such goals are explicitly addressed in the plan in order to reduce London’s greenhouse gas emissions while also preparing to manage the risks of a changing climate to the population’s health, safety, economy, ecosystems and infrastructure. The London Plan views climate change as a critical driver for many of the policies, one that needs to be brought into the mainstream of all planning and development activities. Among the initiatives set forward are the following strategies (bold added for emphasis):

- Applying more aggressive intensification and density targets to achieve compact, low-carbon communities
- Improving alignment of transportation planning and investment with growth forecasting and allocation
- Accelerating progress to improve and extend transit and active transportation infrastructure
- Promoting stronger protection and enhancement of natural systems and agricultural lands

As the document states, “transit ridership in London has grown by 85% from 12.4 million in 1996 to 22.8 million in 2011. The London Transit Commission anticipates further growth of almost 50% to 33 million riders by 2024.” The London Plan reiterates the importance of well-planned transit corridors and villages to accommodate this projected increase of ridership.
The Growth Framework includes a *Primary Transit Area* that directs the greatest amount of infrastructure investment and highest level of service transit service. The Primary Transit Area will be the focus of residential intensification and includes the *Transit Villages* and the *Rapid Transit Corridors*. The Primary Transit Area will also have heightened level of pedestrian and cycling infrastructure to proactively address the City’s challenges of transportation and climate change.
3 Streetscape Strategy

3.1 Introduction

The London Plan classifies most BRT corridors as Rapid Transit Boulevards. The Plan describes Rapid Transit Boulevards with the following:

“a. Priority on through movement and connection to/of transit vehicles
b. Moves high volumes of traffic (pedestrian, cycle and vehicular)
c. Very high-quality pedestrian realm
d. Very high standard of urban design”

Rapid Transit Boulevards have a planned street width of 50m and are eligible to include a number of urban design elements including cycling facilities, sidewalks, street trees, street furniture, pedestrian scale lighting, landscape planters, grass boulevards, enhanced cross-walk treatments and low impact development (refer to The London Plan for more detail).

The streetscape condition should not only uphold Complete Streets principles and best practices as well as The London Plan’s vision for a Rapid Transit Boulevard, but also respond to the present and future surrounding land uses and available ROW. Through responding to the surrounding land use context, the streetscape can cater to the specific needs of the community.

The BRT corridors should respond to the corresponding Place Types outlined in The London Plan. Place Types provide a vision for the future of the City of London. As The London Plan describes, each Place Type provides a framework for “the range of permitted uses allowed, the expected intensity of development, and the envisioned built form that is intended within that given place type.” Through following Place Type designations, the BRT corridors will aid in achieving the vision for the future of the City of London and ensure that the corridors are harmonious with future uses.
In line with the Place Types, BRT corridors are categorized into the following typologies:

1. Downtown
2. Transit Village
3. Rapid Transit Corridor
4. Institutional (Note: the RTMP will not define Institutional cross-sections, which will be developed in consultation with Western University at a later date)

These Place Types account for the majority of the BRT corridor. In occasions were another Place Type is located directly adjacent to the BRT corridor, the guidelines and policies set out for the Place Type should inform the streetscape design and all future development.

As The London Plan explains, not all segments of the Rapid Transit Corridors “will be the same in character, use and intensity.” Due to the specific contexts
along the Rapid Transit Corridors, these areas contain differing active transportation facilities such as cycle tracks and a multi-use path that respond to a more detailed contextual analysis along the corridors. The following conditions are employed for Rapid Transit Corridors:

- Standard Condition
- Standard Condition with Multi-Use Path
- Standard Condition with Cycle Tracks

The Streetscape Typologies’ ideal mid-block conditions are outlined, as well as their proposed geometry at station areas at intersections. These cross sections present a general guideline for the streetscape geometry. Specific contextual conditions and relevant plans and policies should be taken into account while employing the Streetscape Typologies. For any elements outside of the ROW necessary for the RT corridor streetscape elements, refer to the London Plan Place Types, Urban Design Guidelines and Secondary Plans.

* The Institutional cross section is applied to the segment of the corridor that is situated within Western University. The geometry of this cross section is to be developed by Western University at a later date.
Streetscape Typology Characteristics

<table>
<thead>
<tr>
<th>PLACE TYPES PER THE LONDON PLAN</th>
<th>LAND USE CONTEXT</th>
<th>RIGHT OF WAY</th>
<th>USER PRIORITY</th>
<th>PLACE-MAKING GOALS</th>
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</thead>
<tbody>
<tr>
<td>Downtown</td>
<td>Downtown Mixed Use/ Commercial</td>
<td>Minimal and Non-Flexible</td>
<td>Transit and Pedestrian</td>
<td>Lively Public Realm and Destination</td>
</tr>
<tr>
<td>Transit Village</td>
<td>Future Development</td>
<td>Flexible</td>
<td>Multi-Modal Transportation</td>
<td>Vibrant Community Hub</td>
</tr>
<tr>
<td>Rapid Transit Corridor</td>
<td>Intensification</td>
<td>Varies</td>
<td>Multi-Modal Transportation</td>
<td>Vibrant Corridor</td>
</tr>
<tr>
<td>Institutional</td>
<td>Geometry of this cross section is to be developed by Western University at a later date</td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

Streetscape Typology Ideal Elements

<table>
<thead>
<tr>
<th>PLACE TYPES PER THE LONDON PLAN</th>
<th>CONDITIONS</th>
<th>SIDEWALK</th>
<th>MULTI-USE PATH</th>
<th>CYCLE TRACK</th>
<th>PLANTING/ FURNISHING ZONE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown</td>
<td>N/A</td>
<td>√</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Transit Village</td>
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<td>√</td>
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<td>√</td>
<td></td>
</tr>
<tr>
<td>Rapid Transit Corridor</td>
<td>Standard</td>
<td>√</td>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td>Standard with Multi-Use Path</td>
<td>√</td>
<td>√</td>
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</tr>
<tr>
<td></td>
<td>Standard with Cycle Tracks</td>
<td>√</td>
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<tr>
<td>Institutional</td>
<td>N/A</td>
<td>Geometry of this cross section is to be developed by Western University at a later date</td>
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</tr>
</tbody>
</table>

3.2 Downtown Streetscape Typology

The Downtown Place Type will, as The London Plan states, “exude excitement, vibrancy, and a high quality of urban living.” The Place Type will be a cultural destination for residents and tourists. The Downtown Streetscape Typology will cater to the needs of the Place Type and aid in creating an exciting urban core.

The Downtown Streetscape Typology is employed in urban areas, typically with constrained ROWs. The streetscape design should be aimed at enhancing the urban condition, providing continuous sidewalks and maintaining hardscape...
along the entirety of the streetscape. Where there is available room, a Planting and Furnishing Zone should provide a buffer between the Sidewalk and the roadway. The Planting and Furnishing Zone should contain street trees in grates and street furnishing such as benches and waste receptacles.

Unit paving in decorative patterns can be used at key locations to enhance place-making efforts. Available land can be utilized for small plazas with public art to expand the public realm, as per The London Plan, Urban Design Guidelines and Secondary Plans. The Downtown Streetscape Typology cross section may not be able to accommodate cycling facilities due to the constrained ROW conditions and the relatively stable adjacent uses.
3.3 Transit Village Streetscape Typology

The London Plan developed the Transit Village Place Type for the termination of BRT lines. Transit Villages will be high-density, mixed use communities with well-integrated transit. The London Plan puts in place a number of policies to achieve these vibrant, mixed-use transit corridors including, planning for denser mixed-use development around Transit Stations, investing in civic infrastructure to support the Transit Villages, requiring transit-oriented forms of development and providing a variety of dwelling types. For more information on Transit Villages, refer to the Transit Village Section.

Because the Transit Village Streetscape Typology is employed in areas marked for future intensification. The Streetscape should cater to the future intensified condition that will likely see an influx of activity. Due to the projected increase in users, this cross section should include a Sidewalk, a Planting and Furnishing Zone, and a raised Cycle Track. Because this typology assumes land development (or redevelopment) and the resulting opportunity for more flexibility in the ROW, the corridors present the opportunity to develop ideal Complete Streets corridors. This cross section provides comfortable transit for pedestrians, transit users and cyclists, while also contributing to the City of London’s greening strategy and providing the opportunity for seating within the Planting and Furnishing Zone.
Existing adjacencies may create segments in which the ideal streetscape cross section cannot be utilized due to a narrower available ROW. In these instances, the Planting and Furnishing Zone may be removed from the cross section to avoid conflict with important adjacent elements.

In order to uphold The London Plan’s vision for Rapid Transit Boulevards, the Transit Village cross sections contains cycling facilities. In the corridor segments where the Cycling Master Plan has not outlined cycling facilities, there may be segments where the cycle track is not feasible.
3.4 Rapid Transit Corridor Streetscape Typology

Rapid Transit Streetscape options are to be employed along corridors that are within the Rapid Transit Corridor Place Type. This Place Type spans the majority of the BRT lines. As the London Plan explains, the Rapid Transit Corridors will be pedestrian friendly with an ample tree canopy, wide sidewalks and transit/pedestrian-friendly development. Greater mixed-use intensity will be encouraged in close proximity to transit stations, as per the London Plan.

The Streetscape Typologies used along these corridors respond the needs associated with the Rapid Transit Corridor and aid in achieving the Place Type character. As The London Plan explains, “not all the segments of our corridor will be the same in character, use and intensity.” Due to variety in the context within the Rapid Transit Place Type, different conditions are applied to meet the specific needs of each segment.

3.4.1 Rapid Transit Corridor- Standard Condition

The majority of the Rapid Transit Corridor Place Type will employ the Standard Condition option. This option responds to the future intensification expected along the majority of the Rapid Transit Place Type. A continuous sidewalk on either side of the street should provide pedestrian transportation throughout the corridors. Where there is available room in the ROW, a Planting and Furnishing Zone will buffer the sidewalk from the roadway. The Planting and Furnishing Zone will provide space for street trees in planters or sod, as well as well as street furnishing where appropriate. The Standard subtype does not include cycling infrastructure.
3.4.2 Rapid Transit Corridor - Standard with Multi-Use Path

The Standard with Multi-Use Path streetscape is used in areas marked for multi-use paths within the City of London Cycling Master Plan. A Multi-Use Path (MUP) provides an active transportation path shared between pedestrians and cyclists on the most context-appropriate side of the streetscape. The other side of the streetscape should be equipped with a sidewalk. Where there is available space in the ROW, street trees in sod or planters provide a buffer for the MUP and sidewalk from the roadway.
Rapid Transit Corridor - Standard with Cycle Track

The Standard with Cycle Track streetscape is used in areas marked for cycling infrastructure in the City of London Cycling Master Plan. A Cycle Track provides a designated active transportation path for cyclists on both sides of the ROW. A continuous sidewalk on either side of the street should provide pedestrian transportation throughout the corridors. The Planting and Furnishing Zone acts as a buffer between the Cycle Track and the adjacent sidewalk. The Planting and...
Furnishing Zone will provide space for street trees in planters or sod, as well as street furnishing where appropriate.
3.5 General Streetscape Elements

- In order to maintain a cohesive identity for all BRT corridors, certain elements should be consistent throughout all the corridors regardless of the typology employed. These elements include the following:
  - Transit shelters
  - Continuity strip (materiality and size)
  - Lighting (roadway, pedestrian, and bollards)
  - Materiality (unit pavers, concrete finishes, etc.)
  - Planting palette
  - Crosswalk treatment
  - Streetscape furnishing family (except for BIA initiatives)
  - Pavement markings
  - Signage

The use of these continuous elements will create a sense of unity throughout the BRT corridors, helping to establish a strong BRT identity. Refer to The London Plan, Urban Design Guidelines and Secondary Plans for more information on streetscape recommendations.
4 Transit Villages

4.1 Introduction

The London Plan has outlined four Transit Villages. As the London Plan states, Transit Villages should be high-density, mixed-use urban neighbourhoods that connect to Downtown and each other through a rapid transit network. Transit Villages should be exceptionally designed and provide a network of high quality public spaces.

Transit Villages are predominantly situated at the termination points of the BRT lines. There are four Transit Villages demarcated in the London Plan: Masonville, Fanshawe College, White Oaks and Wonderland. These areas are already built up, but have the potential for further mixed use intensification in the form of residential, office, commercial, retail, institutional, infill and redevelopment.

The Rapid Transit Master Plan provides preliminary station locations and configurations for each of the Transit Villages. During the next study phase, station locations and configurations will be refined, and the end of each Rapid Transit Corridor will be reviewed to develop and evaluate terminus design options. While the terminus design options will be evaluated in the context of each Transit Village, the preliminary engineering design for rapid transit will be limited to the public realm.

For more information on Transit Villages, refer to The London Plan, The Urban Design Guidelines and Secondary Plans.

4.2 Transit Village Principles

The Transit Villages’ urban design should be directed by a set of principles that encourage the redevelopment of a vibrant mixed-use area. Transit Villages should provide a:

- Multi-Modal Transportation Hub
- Strong Sense of Culture, Heritage and Community
- High Quality Public Realm and Placemaking
- Economically Prosperity
- Environmental Resilience
- Integrated Smart Technologies
Through balancing these initiatives, the Transit Villages will transform the areas into vibrant places.

Multi-Modal Transportation Hub

The Transit Villages mark the terminus of the BRT lines and serve as a destination for transit users. The sites should also provide seamless transition to and from the BRT with other forms of transportation. As the London Plan outlines, Transit Villages will contain a centrally located Rapid Transit station with a strong visual identity that will serve as a focal point for the neighbourhood. The stations will provide comfortable, accessible waiting areas and strong pedestrian and cyclist connections. Multi-modal transportation is encouraged through the presence of generous sidewalks, cycling infrastructure, as well as vehicular parking and transitions to local bus routes where appropriate.

Multi-modal transportation should be encouraged through providing vibrant flexible spaces for pedestrians as well as ample pedestrian clearways. Clear and unique wayfinding techniques should be used to direct transit users to the stations. Pedestrian amenities such as street furnishings, plazas and commercial establishments should be in close proximity to the transit stations.

Transit Villages should be equipped with cycling facilities and well placed bicycle parking. Covered bicycle parking, bicycle repair and tire pumping stations can enhance the cycling infrastructure. In locations with local bus routes, bus terminals should serve as a transfer point between the local routes and the BRT line. The amenities at these BRT stations should reflect the influx of users, with more spacious stations, shelters, and more seating available. Park and Ride
facilities may be appropriate in some locations that are in close proximity to busy roadways and a resulting influx of commuter traffic.

Transit stations will serve as a key gathering space within Transit Villages. A distinctive route and brand identity as well as at-station amenities including real-time BRT information should be employed wherever appropriate.

**Strong Sense of Culture, Heritage and Community**

Transit Villages should foster a strong sense of community and culture through providing context-specific spaces that cater to the needs of the surrounding community. This includes providing flexible public spaces that can be used for community events, and celebrating heritage features in and around the Transit Villages. Heritage features within the Transit Villages and along the corridors should be maintained and highlighted. Transit Villages should also provide guidelines for a strong private-public interface including appropriately scaled mixed-use development, a consistent street wall and a setback that allows for privately owned public spaces and patios. Well-designed, unique public spaces and development will aid in creating a strong identity for each Transit Village.

**High Quality Public Realm and Place-Making**

Transit Villages should contain a network of open spaces connected by Complete Streets. The pedestrian realm should include plazas, parks, patio space, waiting areas, and locally commissioned public art. A cohesive family of hardscape materials, contemporary lighting and furnishng, and a unified plant palette will aid in creating a strong sense of spatial identity.

**Transit Oriented Development and Economically Prosperity**

Transit Villages encourage Transit Oriented Development (TOD). This type of mixed-use development can stimulate the local economy, create job opportunities, and create an environment where people live, work and socialize. Within mixed-use buildings, commercial spaces should be located on the ground floor in order to activate the streetfront.

As The London Plan outlines, newly developed buildings within Transit Villages should have a minimum height of two storeys or eight metres and should not exceed 15 storeys. Type 2 Bonus Zoning may allow for up to 22 storeys. New development must support the intensification and mixed-use goals of the Place Type.

**Environmental Resilience**

Transit Villages can promote a resilient environment through optimizing the opportunities for planting throughout the area, in both the streetscape as well as
public open spaces such as plazas or parks. Further, stormwater management strategies should be employed to promote an environmentally resilient area. Permeable paving and rain gardens can be used to mitigate stormwater runoff during extreme weather events.

**Integrated Smart Technologies**

Integrated smart technologies should be used to create efficient, contemporary Transit Villages. These integrated smart technologies can be used to improve users’ experience of the Transit Villages and gain data regarding how they can operate more efficiently in the future. Some of the following smart technologies could be employed:

- Integrated traveler information systems that streamline travel
- Sustainable forms of energy to power BRT corridor and Transit Village elements (i.e. solar panel accent lighting and charging stations)
- Public WiFi
- Electronic device charging stations
- Safety buttons and/or telephones
- Monitoring systems for transit and cycling facility usage patterns
- Tree health monitoring systems

### 4.3 Transit Village Illustration

The following images present a conceptual illustration of the look and feel of a Transit Villages, and the types of elements Transit Villages should include.
Transit Villages should include the following elements:

Multi-Modal Integrated Transit Stations

Transit Stations should be integrated into built form where appropriate, as well as provide connections with alternate types of transportation including local transit, pedestrian, cyclists and vehicular. Ample pedestrian clearways with amenities should lead to and from the transit villages. Cycling facilities and bicycle parking should be located in close proximity to major transit stations. Transit stations will serve as landmarks in the community and have a strong and unique visual identity. Development will intensify in close proximity to the Transit Stations.

BRT Priority

Dedicated BRT lanes and advanced lights will encourage safe and efficient transit. Visual and physical separation of the BRT lane can be employed to ensure mixed traffic does not utilize the BRT lane.

Pedestrian Clearways and Pedestrian Priority at Crossings

Pedestrian clearways should be present on both sides of the street throughout Transit Villages. Visual and tactile warnings should notify pedestrians when they are exiting the pedestrian clearway. AODA compliant crosswalks should provide pedestrian priority at intersections and driveways.

Cycling Infrastructure
A raised cycling track should provide comfortable transportation for cyclists that is segregated from vehicular and pedestrian transit. Cycling facilities should be clearly demarcated at intersections and driveways in order to encourage their safe usage.

Street-Wall and Built Form

Development within the Transit Villages should provide an active, consistent street wall with an appropriate setback along all corridors. Setback guidelines should be put in place in order to maintain a vibrant streetscape with a strong public-private interface. Amenities such as patio spaces and storefront markets will aid in creating a strong sense of place within the setbacks.

Dense/ Compact Mixed-Use Development

Context-appropriate built form, including podiums with towers where suitable, should introduce mixed-use density to the area. Development should maintain a walkable street grid and provide various amenities for those who live in, work in, and visit the area.

High Quality Public Realm

Available open space should develop a network of high quality spaces for the community. These spaces can operate as either part of the public realm, or as privately owned public open spaces (POPs). The spaces provide opportunities for developing flexible open spaces for community events such as performances or marketplaces, as well as opportunities to enhance tree canopy and green space.

Green Infrastructure

Street trees in grates can provide a shade canopy and enhance the sense of place while retaining an urban environment. Raised planters with grasses, shrubs and trees can be employed to enhance green space within the public realm. Low Impact Development (LID) initiatives such as permeable paving should also be employed where appropriate.

Material Palette

A unique contemporary material palette should be used to reinforce the Transit Village sense of place. Unit paving can be used along the Planting and Furnishing Zone and in the pedestrian realm at intersections to bring visual interest to the corridor. Stamped concrete and asphalt can also be employed in areas with more foot traffic to aid with maintenance concerns.
Public Art

Public Art should be placed wherever appropriate throughout Transit Villages. Public Art provides the opportunity to showcase local and international artists and re-inforce a strong sense of place within the Transit Village.

Transit Villages design should respond to the existing conditions and projected uses for the areas. Through following the initiatives set forward in the London Plan and Urban Design Guidelines/ best practices, Transit Villages can be developed into lively neighbourhoods and activity nodes at the termination points of the BRT lines.