



# Scenario 2 ➤ Growth Near Primary Transit



GROWTH FOCUSED ON TRANSIT CORRIDORS

## What we heard:

“Concentrate new residential and commercial development near transit so that more people can and do use transit in daily life.”

## Features and Assumptions:

- 75% of forecasted growth would be accommodated along primary transit corridors with the remainder across the city on properties with current unused zoned capacity.
- Population along the primary transit corridors would grow from 29,000 (2006 Census) to 44,000 by 2041.
- Increased medium-density mixed-use development along corridors and new low density ground-oriented development on suitable sites within a five minute walk (400 m) of corridors. Limited change elsewhere.
- Rapid transit along Douglas corridor and frequent bus service along primary corridors.
- Longer term establishment of cross-town rapid transit route.
- High-rise apartments cluster near rapid transit stations; medium-rise apartments and detached ground-oriented housing along frequent bus corridors; low-rise and detached ground-oriented buildings across the rest of the city.

## Required Policy Directions

To realize this scenario the City and partners must:

- Increase the zoned capacity for residential and commercial development along primary transit corridors to accommodate anticipated growth.
- Accelerate development of greenway network links that connect/align with primary transit corridors.
- Realign transit network and service plans in keeping with BC Transit's proposed Transit Network Plan.
- Restrict the addition of new zoned capacity in areas beyond a five minute walk (400m) of the primary corridors.

## Implications for Draft Downtown Core Area Plan

- Smaller share of the forecast growth accommodated in the Core Area as more growth is directed to transit corridors elsewhere in the city.
- Slower growth in the Core Area will extend the timeline for the completion of new public amenities including parks, the harbour pathway, and Government Street promenade improvements.
- Transformation of Rock Bay will occur more slowly thereby maintaining existing industrial uses and character over a longer time frame.



Transit Future Proposed Network Map