THE WAY AHEAD

City of Edmonton Transit Oriented Development (TOD) Guidelines

TRANSFORMING | EDMONTON

BRINGING OUR CITY VISION TO LIFE

FCM Webinar / March 1, 2013
Presented by Erik Backstrom RPP, MCIP

Transit Oriented Development

Urban development that is planned and integrated with premium transit service at its core. In a TOD, housing, shopping and employment are concentrated along a network of walkable and bikeable streets generally within 400 metres of a transit station or corridor.

Agenda

- TOD Guidelines – Overview
- Project Origins
- Benefits
- Challenges & Response
- Effect
- Innovative Features
- Lessons Learned

TOD Guidelines – Overview

Who prepared the TOD Guidelines?

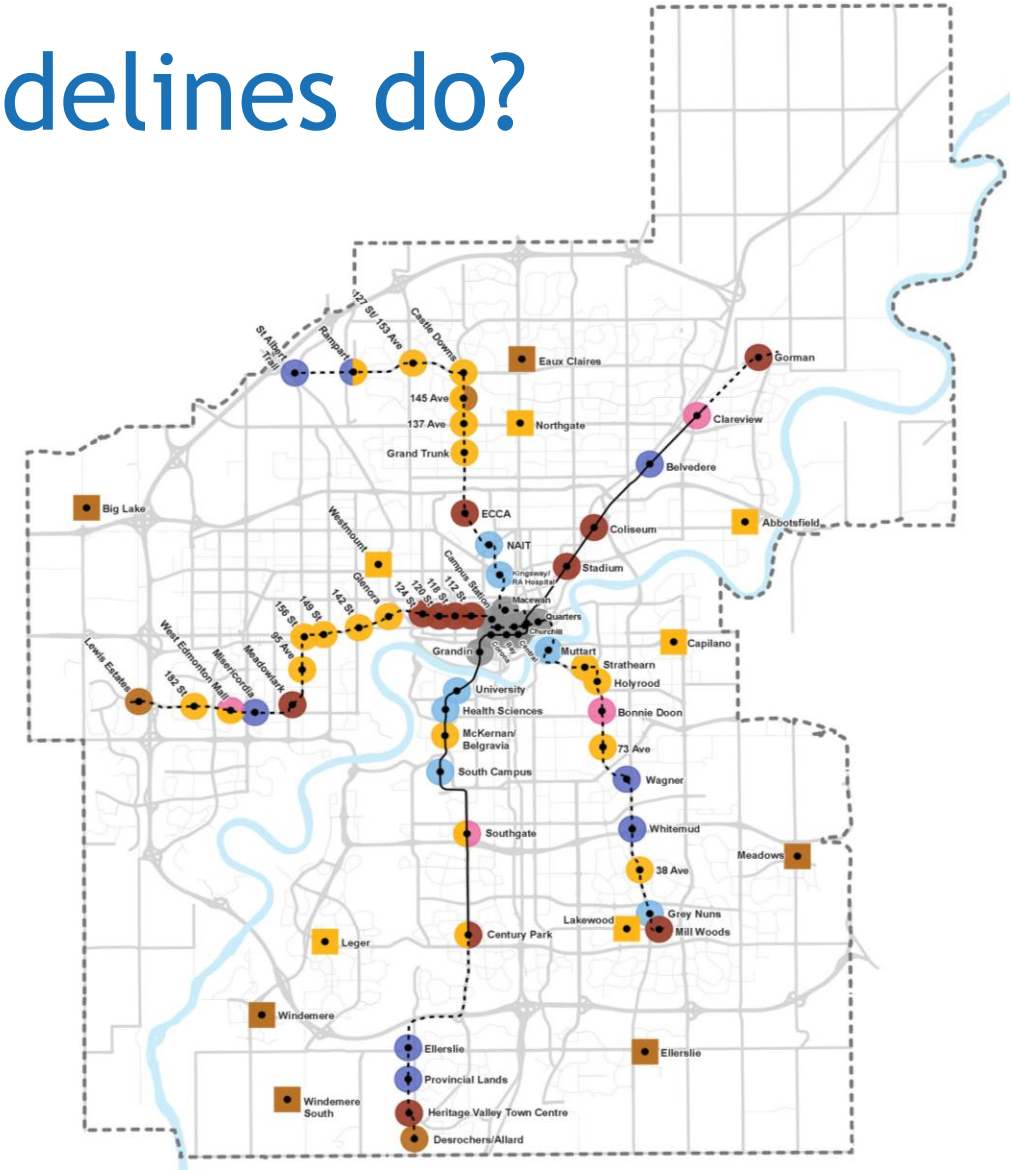
- Sustainable Development Department
- Transportation Services Department

What are the TOD Guidelines?

- Municipal policy about development and infrastructure within LRT station and transit centre areas
- Guidance regarding development proposals, infrastructure improvements and station area planning

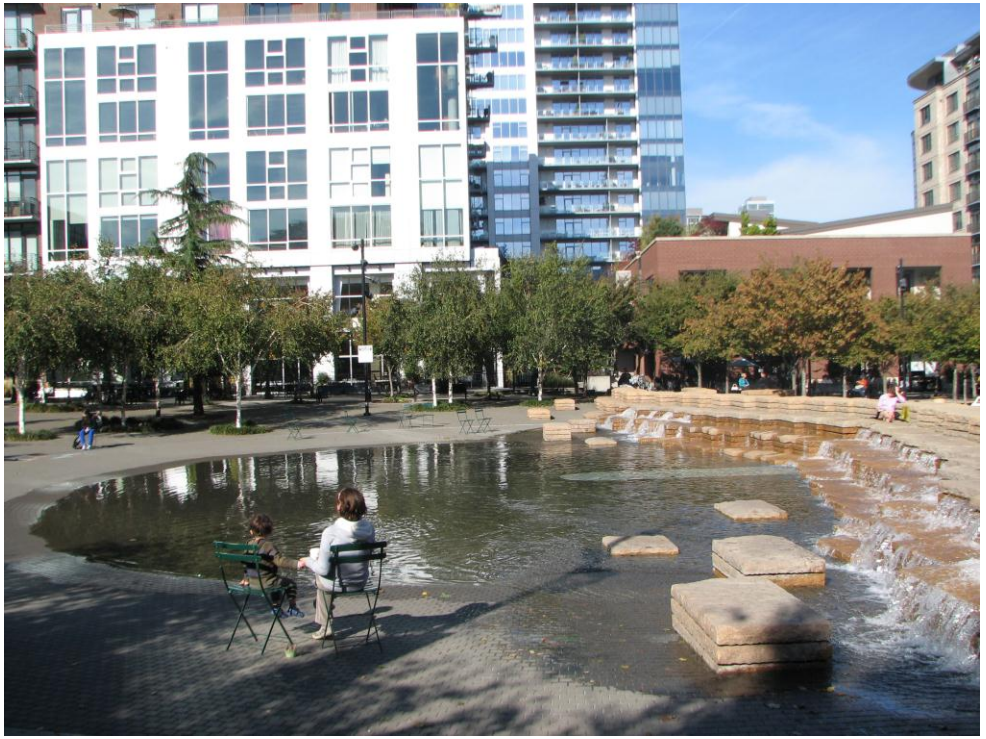
What do the Guidelines do?

- Contain guidelines regarding land use & intensity, building & site design, public realm design and CPTED
- Establish a typology for station areas and apply it to existing and future LRT station and transit centre areas
- Provide guidance especially where an area plan hasn't been prepared



Station Area Types

- Neighbourhood
- New Neighbourhood
- Enhanced Neighbourhood
- Centre
- Employment
- Institutional/Recreation
- Downtown



Neighbourhood Station Area Type

Land Use & Intensity Guidelines

NEIGHBOURHOOD
LAND USE AND INTENSITY GUIDELINES

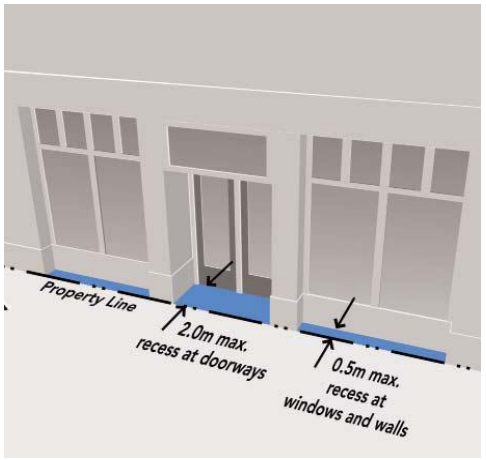
EXPECTATIONS FOR LRT AND TRANSIT CENTRE STATION AREAS WITHOUT STATION AREA PLANS

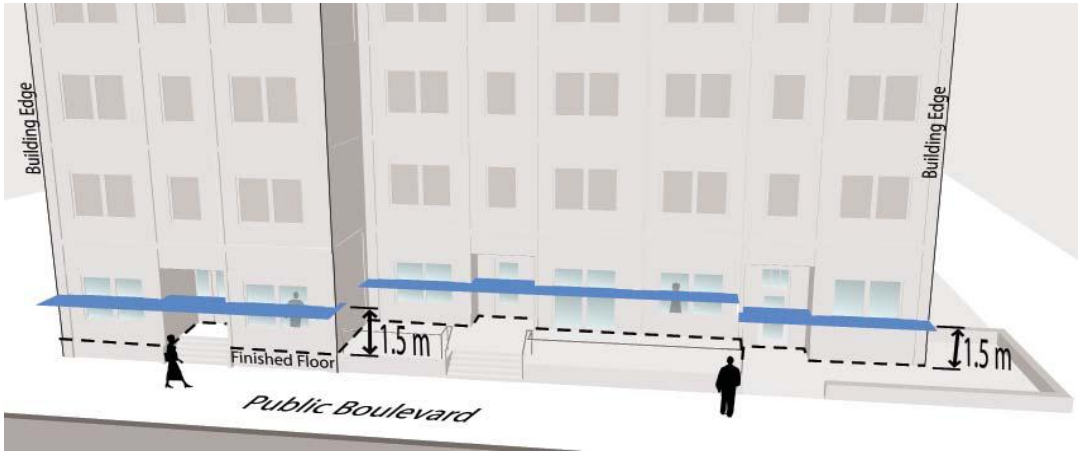
	RESIDENTIAL (NET)	EMPLOYMENT	GROUND FLOOR RETAIL
Sites within 400 metres of the LRT platform or Transit Centre	For sites 1.0 ha or larger: ▪ 125 du/ha min; or For sites fronting or flanking a collector road: ▪ 42 du/ha min to 125 du/ha max; or For sites fronting or flanking an arterial road: ▪ 63 du/ha min to 125 du/ha max; or For all other sites: ▪ 42 du/ha max Secondary or Garage or Garden suites are appropriate on selected sites.	Appropriate on arterial or collector roads, located above ground floor retail.	Appropriate on sites with direct access to an arterial or collector road, supported by curbside parking; or Appropriate on existing shopping centre sites of 2 or more ha. Auto oriented site design is not appropriate. Residential, retail or office uses can be accommodated on upper floors.

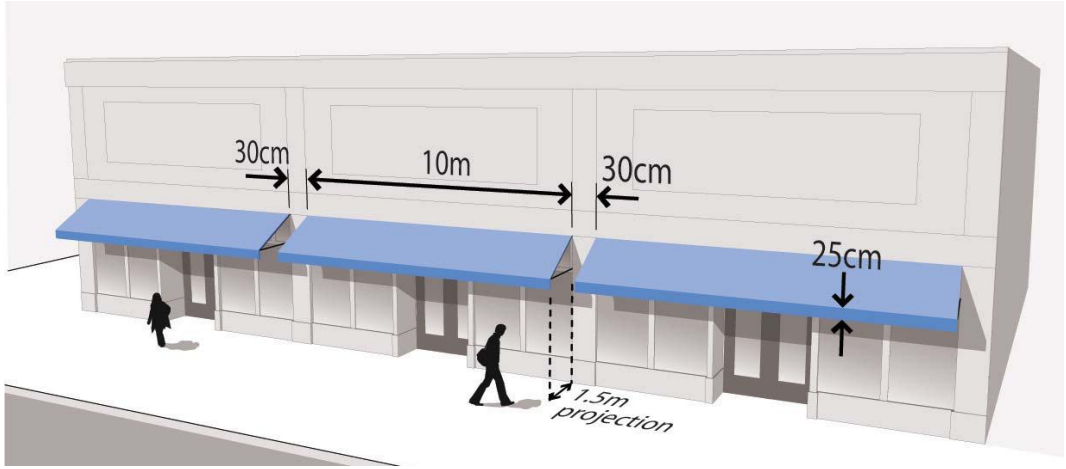
EXPECTATIONS FOR ALL PLANS THAT INCLUDE AN LRT OR TRANSIT CENTRE STATION AREA

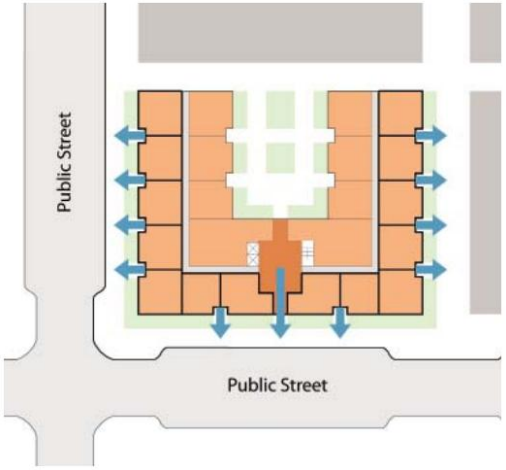
	RESIDENTIAL	EMPLOYMENT	GROUND FLOOR RETAIL
Area of application varies depending on the neighbourhood context and can extend up to 800 metres from the LRT platform or Transit Centre	Densities are the same as expectations for stations without a Station Area Plan, but these may be increased to accommodate the unique context of the specific neighbourhood.	Appropriate on arterial or collector roads, located above ground floor retail. Should occupy no more than 20% of all net developable area within 400 metres of the LRT platform or transit centre.	Recommended 500 to 2000 m2 cumulative building area within 200 metres of the LRT platform or transit centre. Appropriate on sites with direct access to an arterial or collector road, supported by curbside parking, or on existing shopping centre sites of 2 or more ha. Auto oriented site design is not appropriate. Residential, retail or office uses can be accommodated on upper floors.

Building & Site Design Guidelines

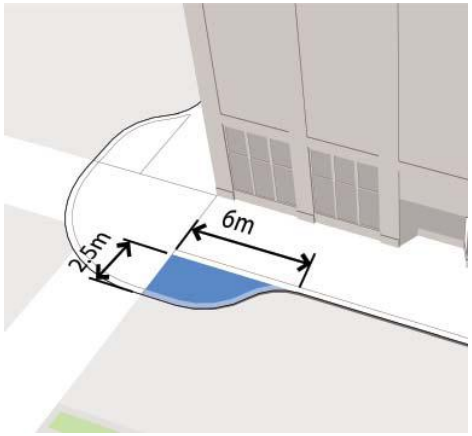


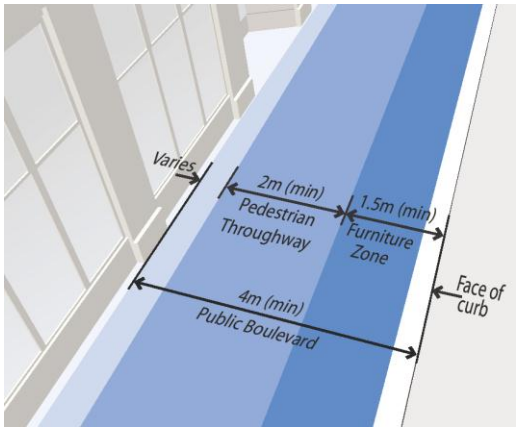


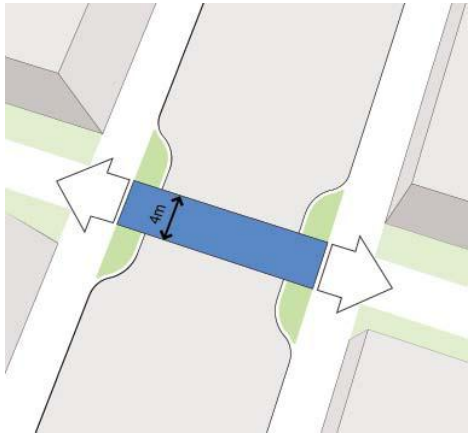


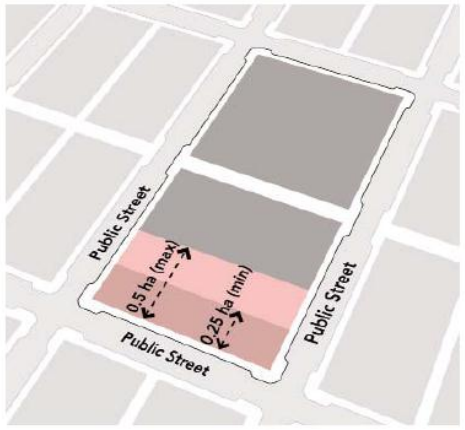


Public Realm Guidelines









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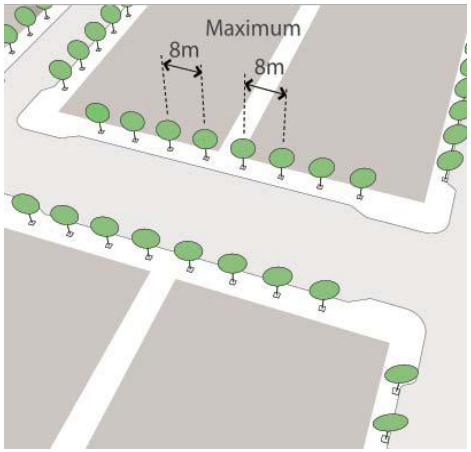
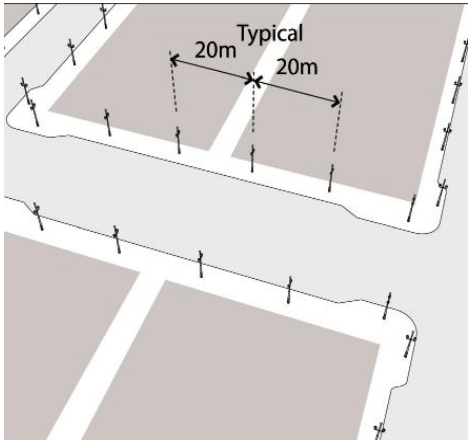
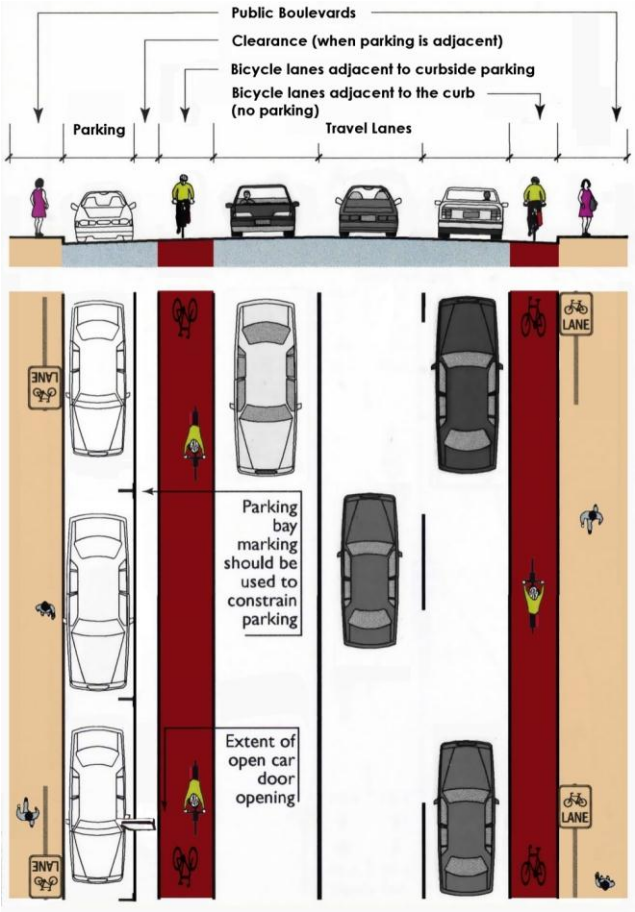




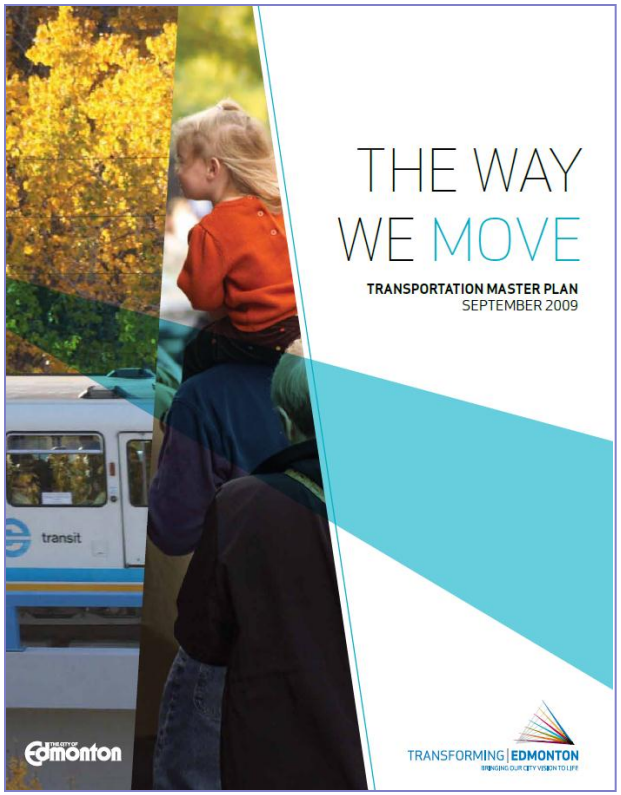


Project Origins

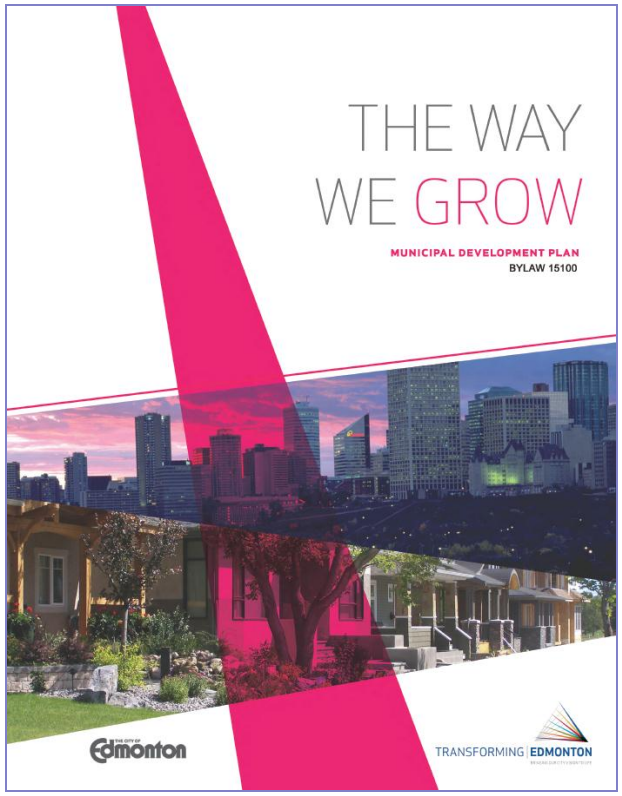
Drivers

- Edmonton continues to grow rapidly
- Concerns regarding historic (greenfield) growth pattern
- Policy shift towards economic, social and environmental sustainability
- Strong emphasis on LRT expansion and transit oriented development

Transportation Policy



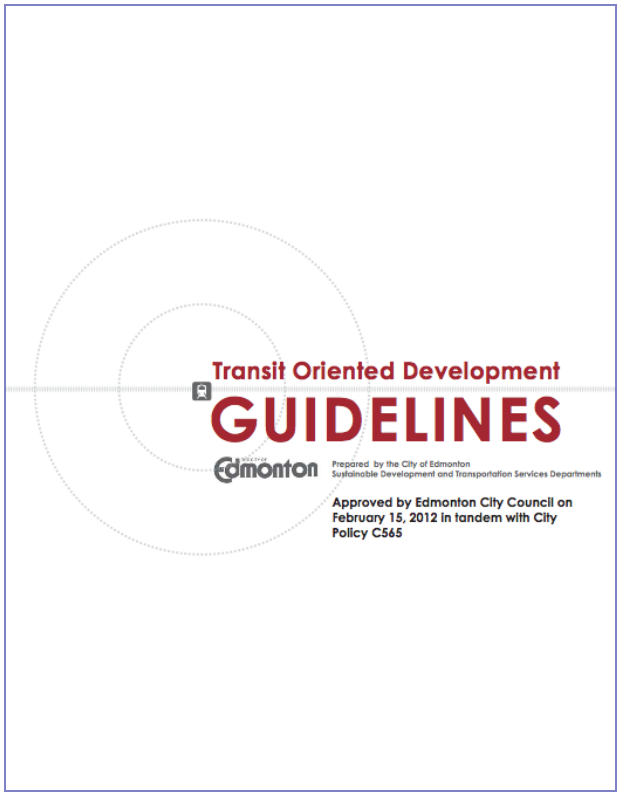
Land Use Policy



- Policy #1: Integrate higher density development with LRT stations and transit centres
- Policy #2: Encourage 25% of city-wide housing growth to be infill and around LRT stations and transit centres

- History of acrimony regarding redevelopment projects and
- Proposals taking the name of TOD in vain
- Need for specific guidelines regarding TOD

Integrated Policy



- More specific policy integrating transportation and land use

- Champions on City Council
- Conjoined twins at management level
- Visionary professionals at the working level

- Approved unanimously Feb 15, 2012

Benefits

Benefits of TOD & TOD Guidelines

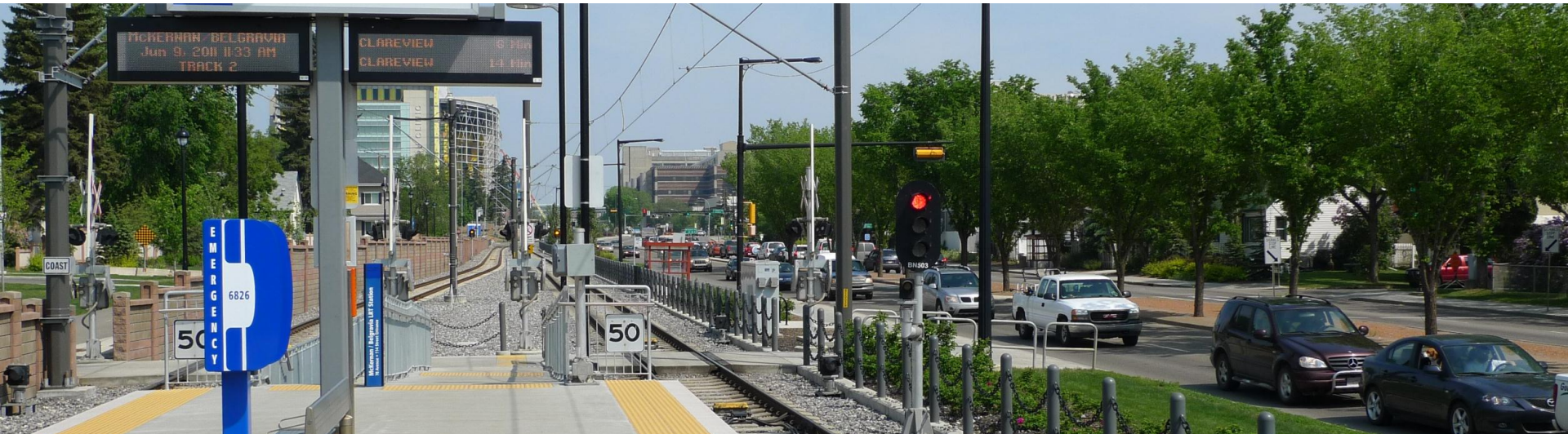
- More effective use of land & infrastructure and local reinvestment
- Increased lifestyle (housing, working, shopping, transportation & physical activity) choices

- Certainty for residents and communities about nature of TOD
- Clarity for developers / builders regarding what is acceptable where

Challenges & Response

TOD Challenges

- Niche real estate market
- More complex & costly
- Requires greater interdisciplinary integration
- Requires greater public – private coordination
- Few good local examples on the ground
- Little attention to land use / urban design in LRT system to date



Project Challenges & Response

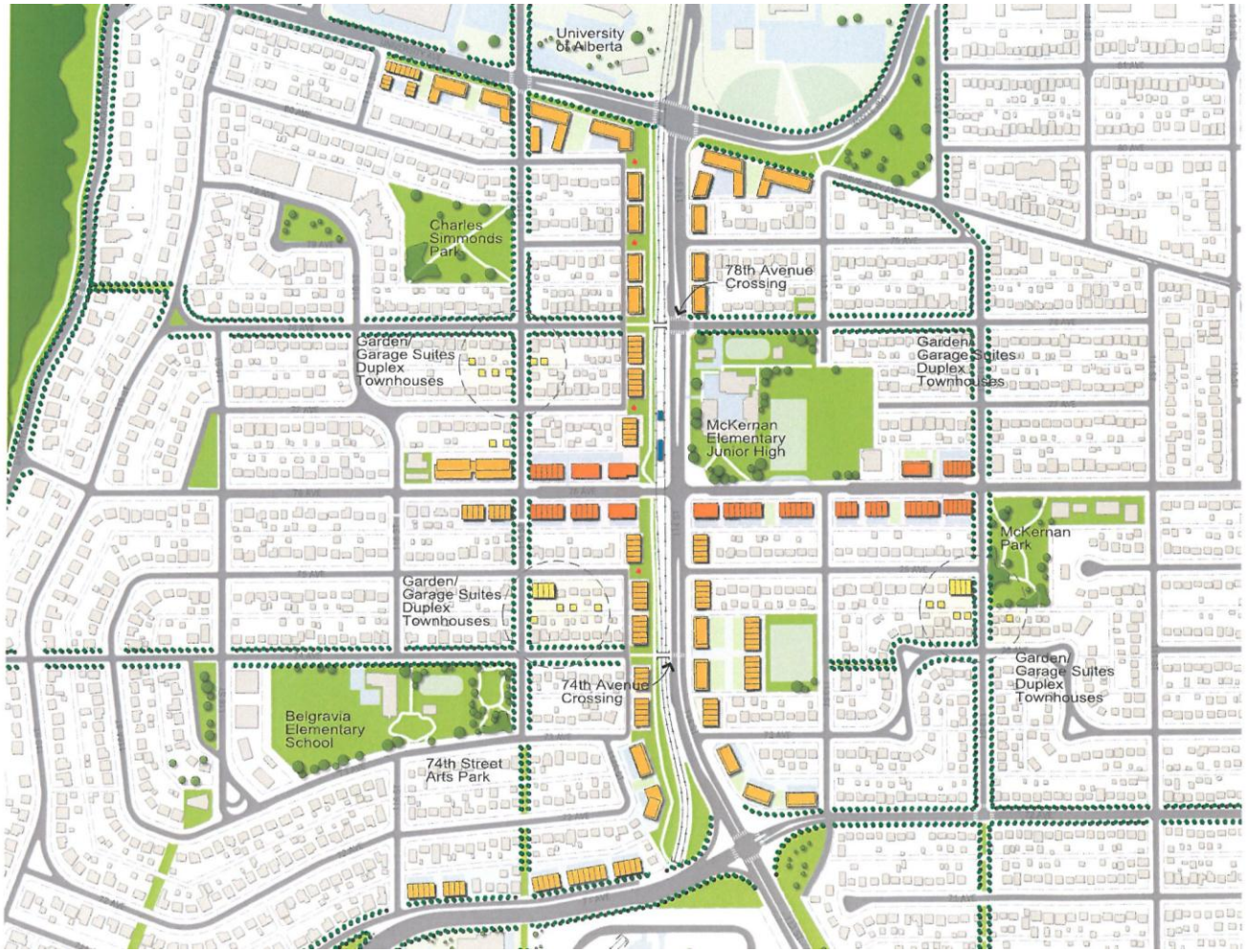
Citizen concerns about density & sensitivity of the typology	• Enhanced public involvement / communication • Refined density guidelines • Created half station types
Community confusion about relationship of guidelines to area plans	• Clarified where and when the guidelines apply • Did extra communication
Developer concerns about block sizes & landowner intent / timing	• Increased minimum block size to 100 m x 200 m (typical block) • Removed demonstration plans
Edmonton Design Committee ask for Edmonton-specific document	• Replaced photos from elsewhere with local photos

Effect

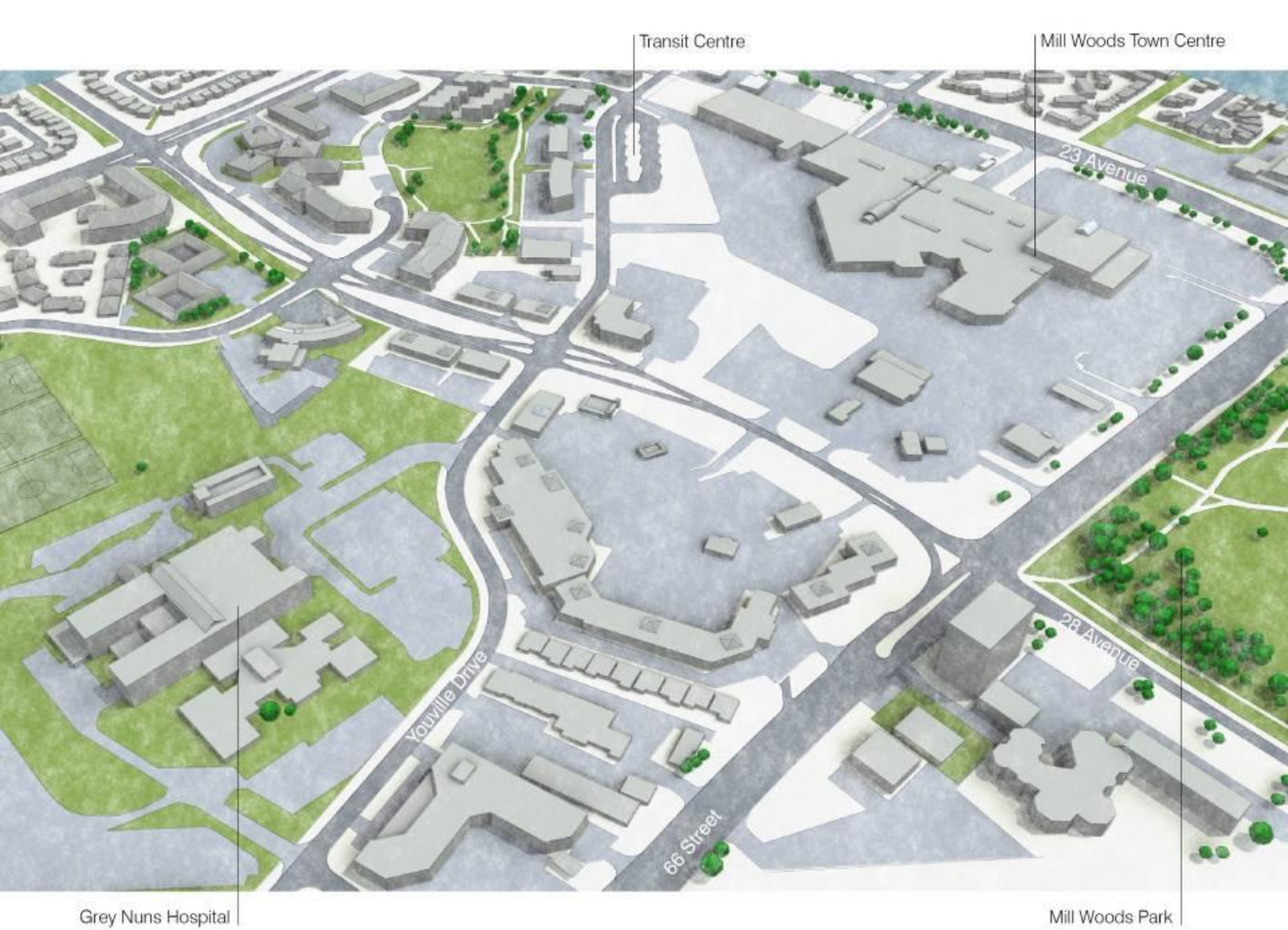
TOD Guidelines are helping

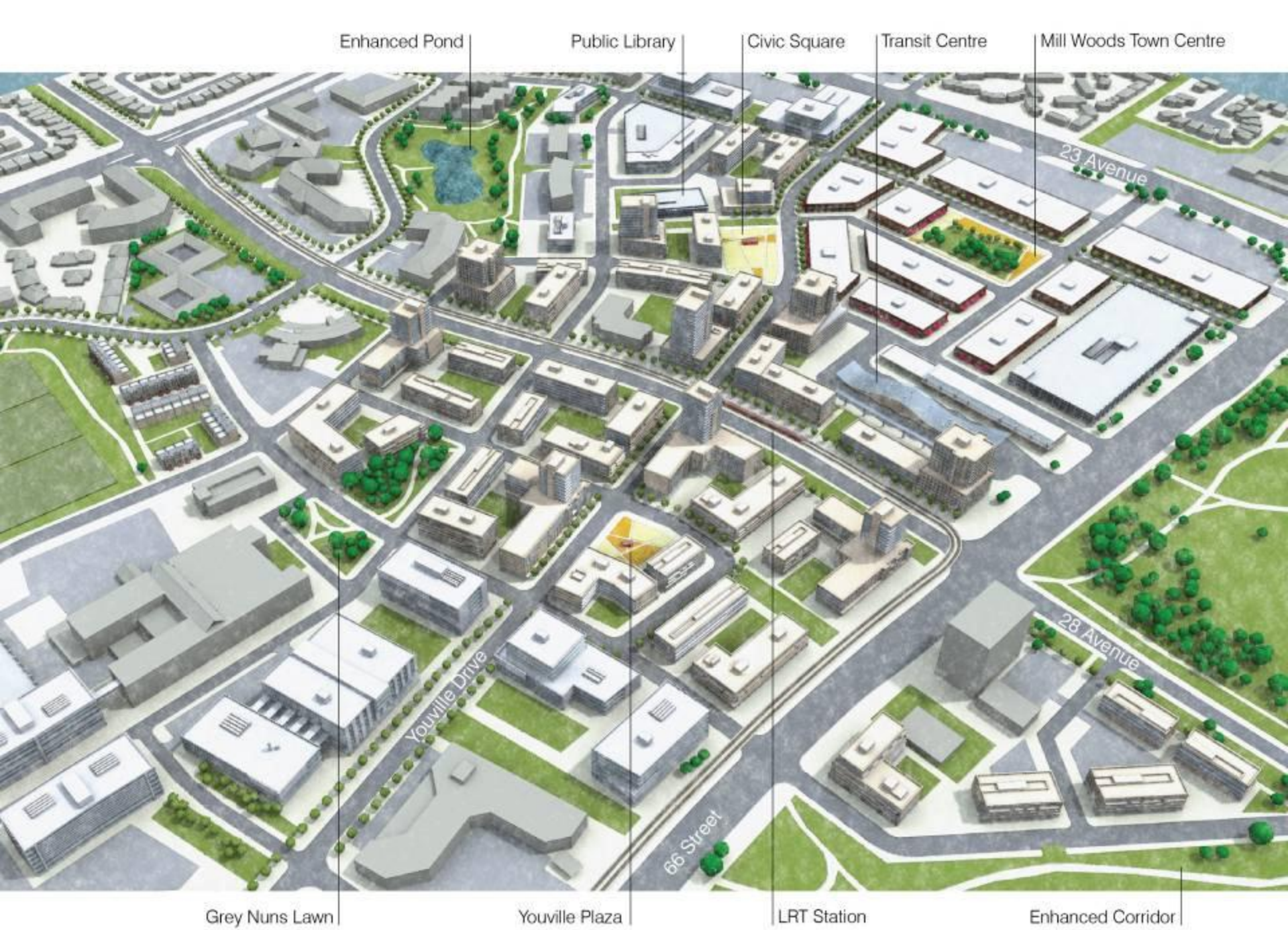
- Contextualize two station area plans currently underway
- Guide rezonings in areas without plans
- Modify Zoning Bylaw regulations
- Influence design of infrastructure in station areas
- Lead to changes in municipal operations & standards

McKernan-Belgravia Station Area Plan

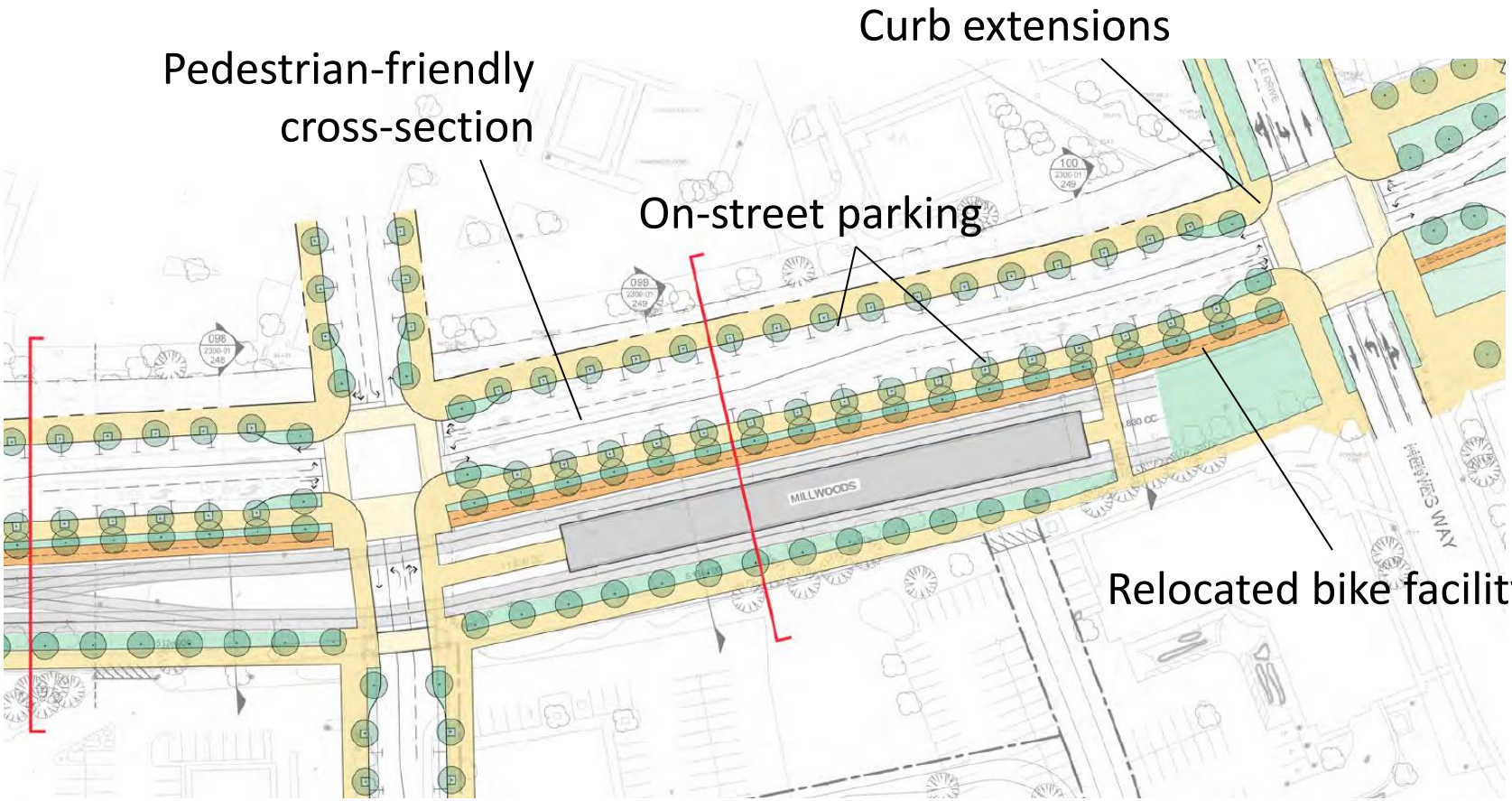


Mill Woods Station Area Plan


Transit Centre
Mill Woods Town Centre
23 Avenue
28 Avenue
Youville Drive
66 Street
Grey Nuns Hospital
Mill Woods Park


Enhanced Pond
Public Library
Civic Square
Transit Centre
Mill Woods Town Centre
23 Avenue
28 Avenue
Youville Drive
66 Street
Grey Nuns Lawn
Youville Plaza
LRT Station
Enhanced Corridor

Redesign of 28 Avenue



Innovative Features

Other TOD Guidelines may not

- Apply to existing and future station areas
- Clearly outline how they relate to other guidelines and approved area plans
- Include transit centre (bus exchange) areas
- Explicitly connect roadway type with density
- Link station types to specific areas
- Split station areas (two types for some station areas)
- Exempt heritage buildings

Lessons Learned

We learned that

- General policy supporting TOD isn't enough
- Development industry was generally supportive because the guidelines justify intensification
- It would have been better to have guidance regarding built form rather than specific densities
- Land use and density can be easier to influence than infrastructure
- "One city" thinking is required to realize successful TOD

For More Information

edmonton.ca/tod

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