

District Plans Need More Transit-Oriented Development

Jacob Dawang

Why allow more density around transit?

- Fully leverage existing and planned rapid transit assets.
 - More fare revenue supports increased service.
 - More efficient capital spending.
- Allows more people to live car-lite or car-free.
- Reduces the need for (often surface) parking and roads, not just where people live, but where people work and play.
- Provides more affordable housing options near transit for people who can't afford a car.
- Creates more vibrant and sustainable communities.

District planning doesn't have many policies to encourage TOD outside primary corridors

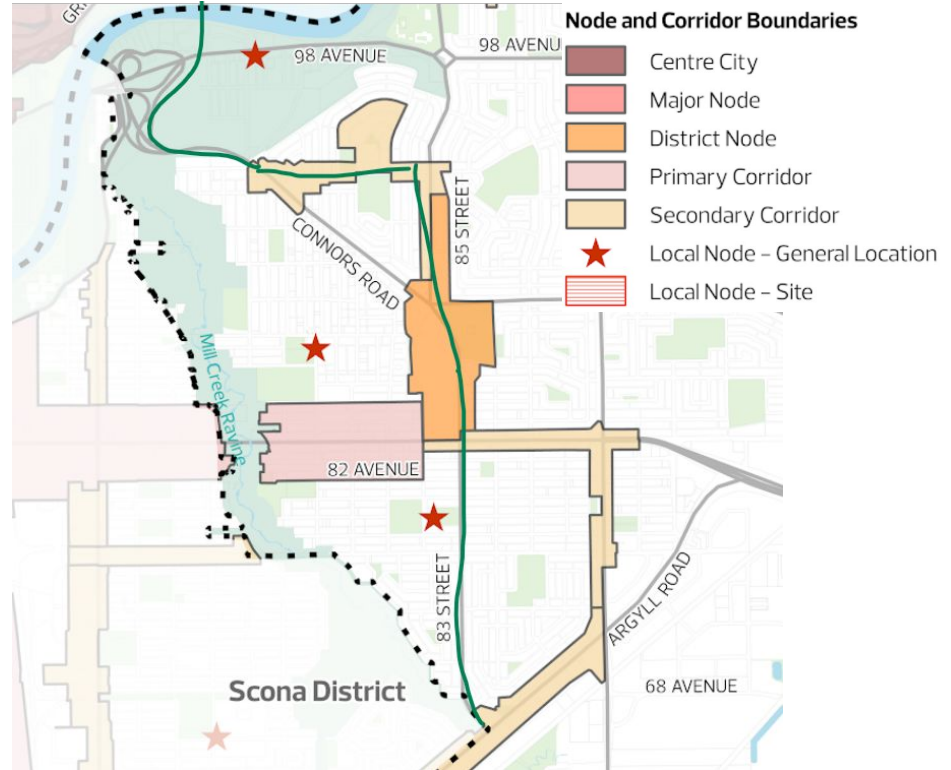
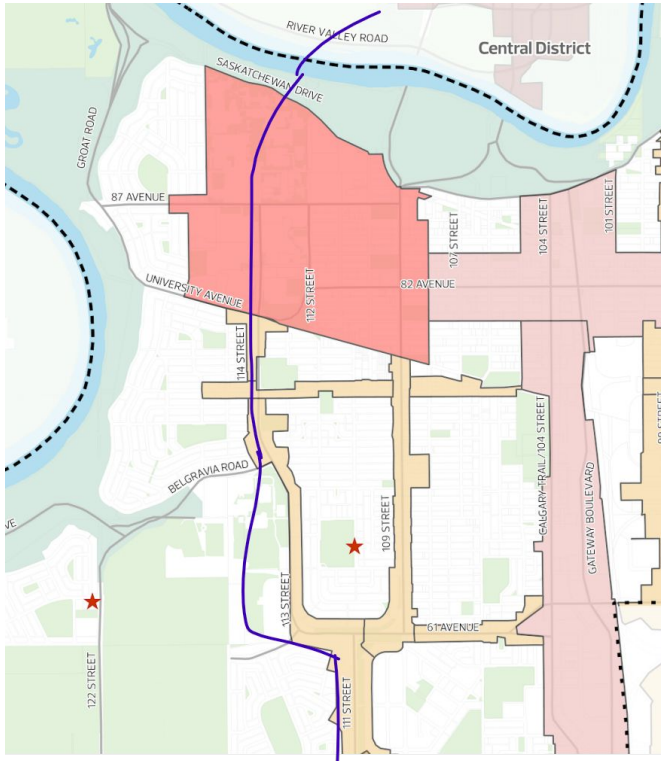
2.5.6.2 Support **High Rise** development within **Primary Corridors** where both of the following criteria are met:

- The site is along a **Principal Roadway** or **Arterial Roadway**, and
- The site is within 200 metres of a **Mass Transit Station** or an intersection of two **Principal Roadways** or **Arterial Roadways**.

2.5.6.3 Support **Tall High Rise** development within **Primary Corridors** where all of the following criteria are met:

- The site is along a **Principal Roadway** or **Arterial Roadway**,
- The site is within 200 metres of a **Mass Transit Station** or an intersection of two **Principal Roadways** or **Arterial Roadways**, and
- The site size and context allow for appropriate transition to surrounding development.

Which wouldn't be an issue except that many LRT stops are not in primary corridors



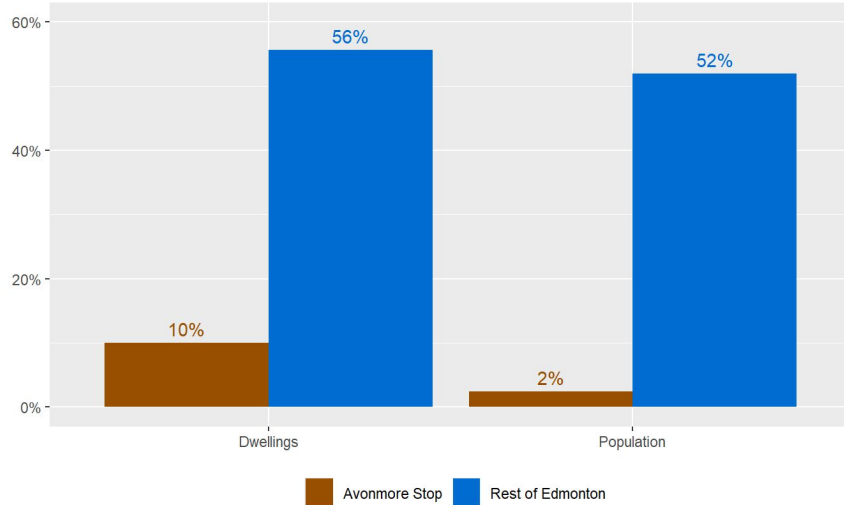
We should be inspired by the BC's new TOD policy framework

Transit Oriented Development Areas – Policy Framework

TOA Type	Transit Hub Type	Prescribed Distance	Minimum Allowable Density (FAR)	Minimum Allowable Height (Storeys)	Type of Building
TOA Type 1 (Metro Vancouver)	1A) Rapid Transit	200m or less	Up to 5.0	Up to 20	Condo Tower
		201m – 400m	Up to 4.0	Up to 12	High Rise, Mid-rise
		401m – 800m	Up to 3.0	Up to 8	Mid-rise
	1B) Bus Exchange	200m or less	Up to 4.0	Up to 12	High Rise, Mid Rise
		201m – 400m	Up to 3.0	Up to 8	Low-rise, Townhouse
TOA Type 2 (Victoria/Kelowna/Other Medium-Sized Munis)	Bus Exchange	200m or less	Up to 3.5	Up to 10	Mid-rise
		201m – 400m	Up to 2.5	Up to 6	Low-rise/Townhouse
TOA Type 3 Other qualifying areas	Bus Exchange	200m or less	Up to 2.5	Up to 6	Low-rise
		201m – 400m	Up to 1.5	Up to 4	Townhouse

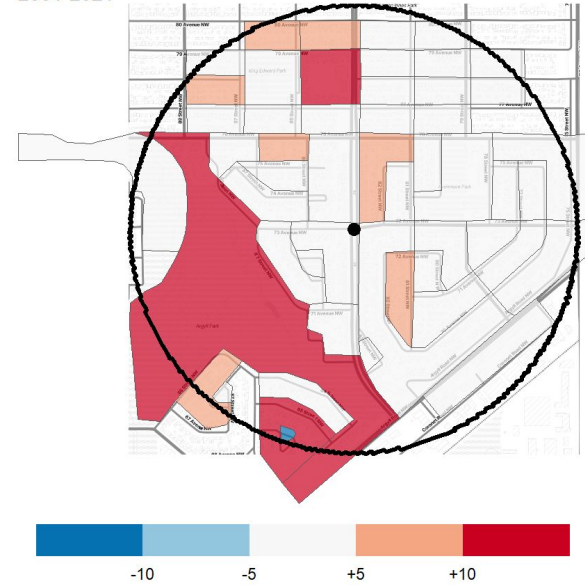
Example 1: Avonmore Stop

Population and dwelling growth
2001-2021



Data StatCan census 2001-2021

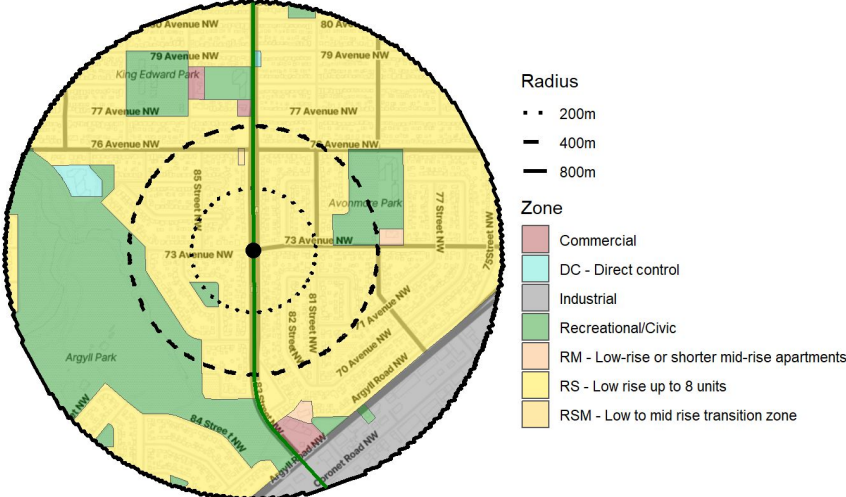
Dwelling growth around Avonmore Stop
2001-2021



Data StatCan census 2001-2021, Map tiles © Stamen Design

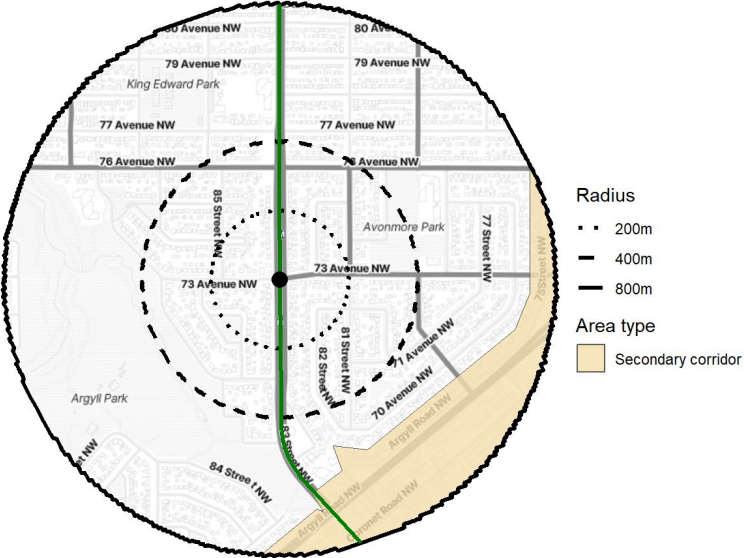
Example 1: Avonmore Stop

Zoning around Avonmore Stop



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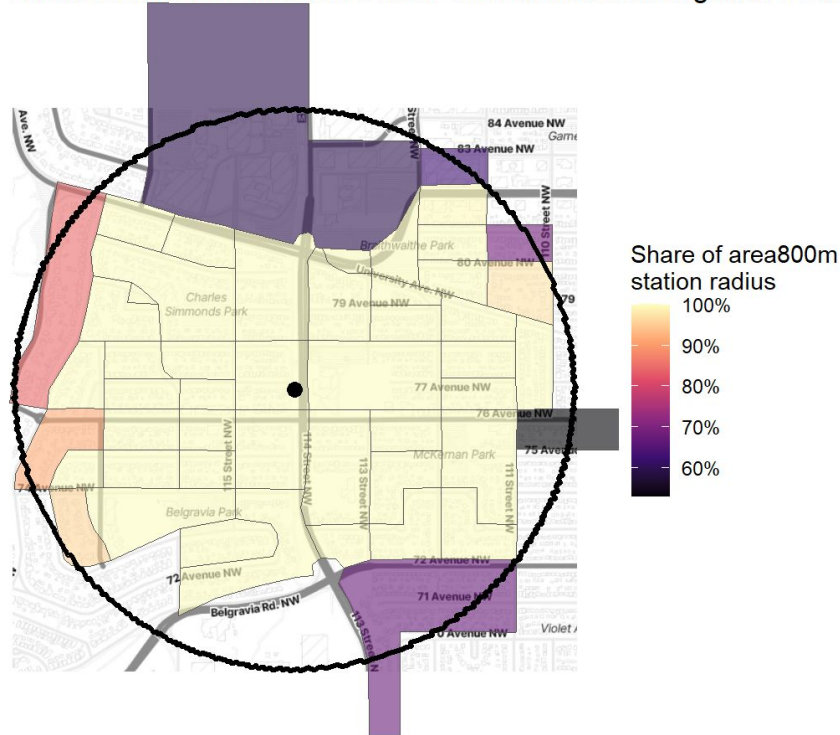
Nodes and corridors around Avonmore Stop



Map tiles © Stamen Design, data City of Edmonton, viz Jacob Dawang

Example 2: McKernan/Belgravia Station

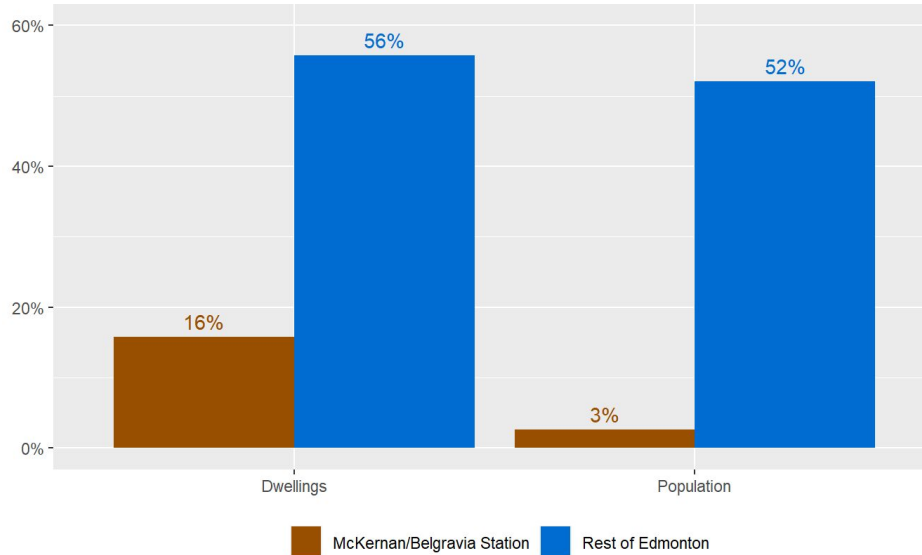
Harmonized Dissemination Blocks near McKernan/Belgravia Station



Data StatCan Census 2001-2021, Map tiles © Stamen Design

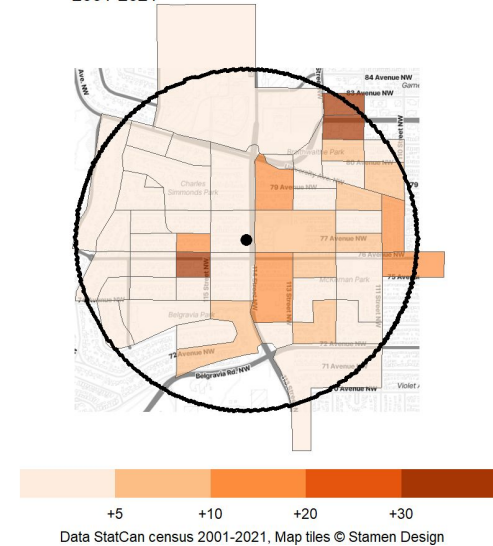
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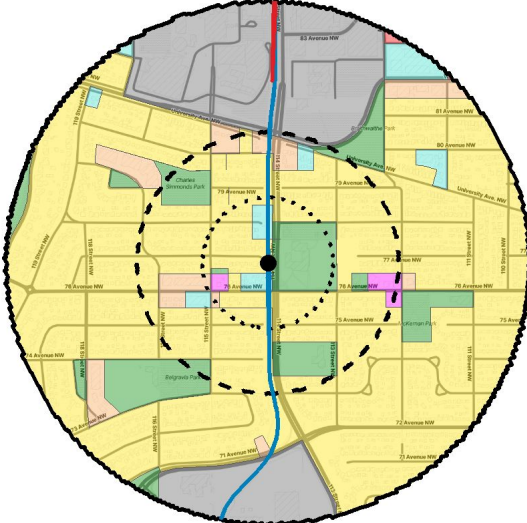
Data StatCan census 2001-2021

Dwelling growth around McKernan/Belgravia Station
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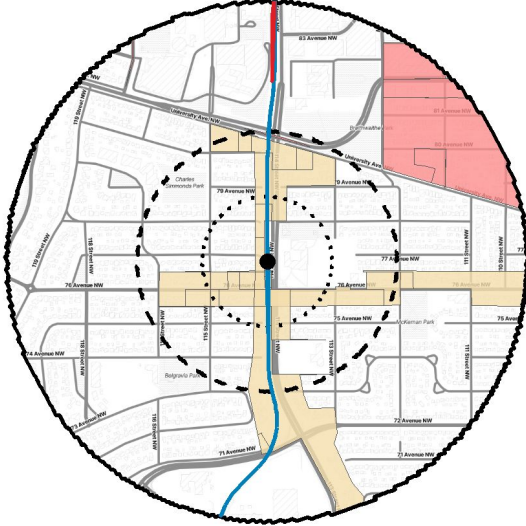
Zoning around McKernan/Belgravia station



- Radius**
- 200m
 - 400m
 - 800m
- Zone**
- DC - Direct control
 - MU - High-rise mixed use
 - MU - Low-rise mixed use
 - Other jurisdiction
 - Recreational/Civic
 - RM - Low-rise or shorter mid-rise apartments
 - RS - Low rise up to 8 units

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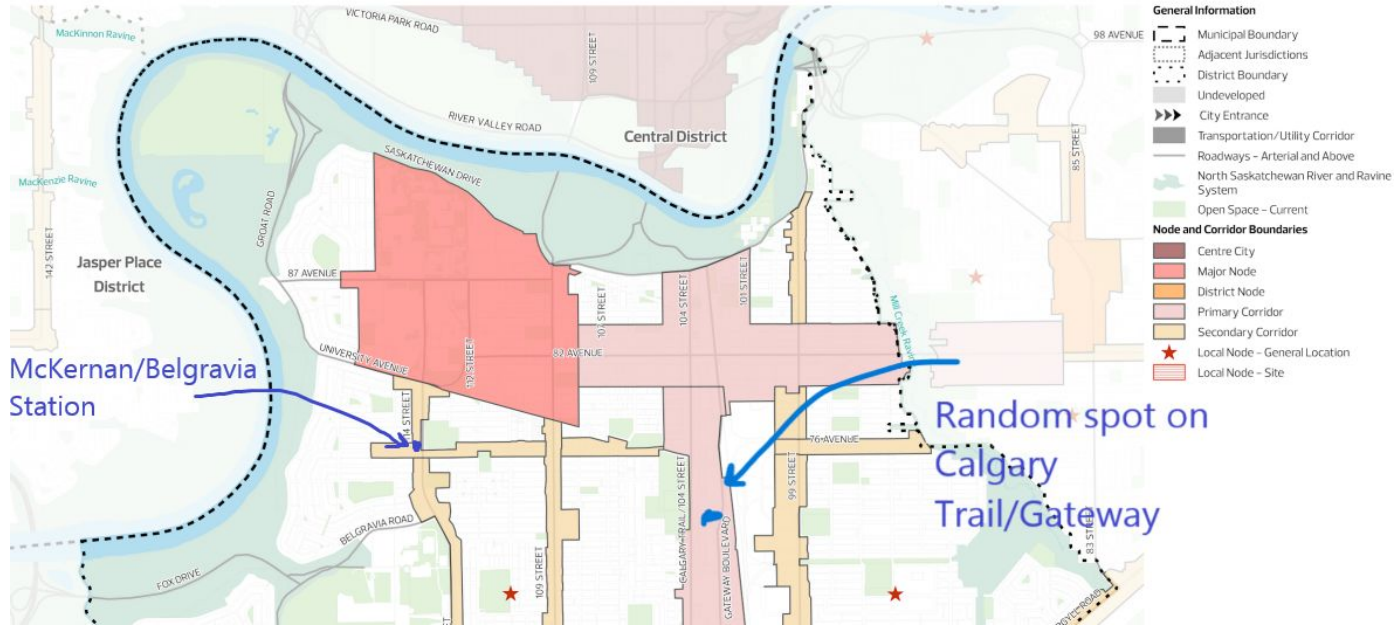
Nodes and corridors around McKernan/Belgravia station
Only RS, RM, MU and DC zones



- Radius**
- 200m
 - 400m
 - 800m
- Area type**
- Major node
 - Secondary corridor

Map tiles © Stamen Design, data City of Edmonton, viz Jacob Dawang

We're planning for high density on some of the most unpleasant roads, but not near rapid transit!



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