

District Planning

Jacob Dawang
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GROW TOGETHER
— E D M O N T O N —



About Us

Grow Together Edmonton is a volunteer organization run by ordinary Edmontonians. We are passionate about housing, climate and urban vibrancy. We are wholly independent and do not receive any funding from the development industry or the City of Edmonton.



info@growtogetheryeg.com



growtogetheryeg.com



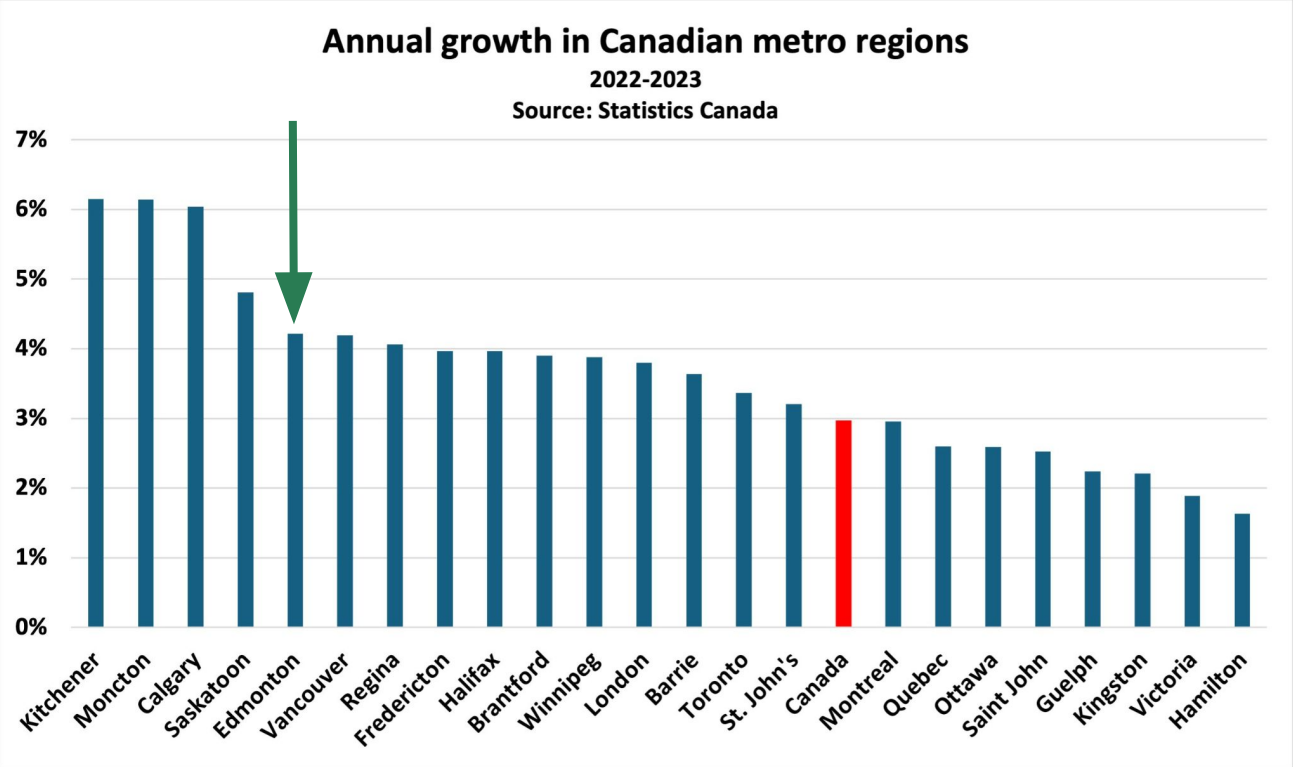
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District Plans and
Policy need to be
revised.

Edmonton is growing. Fast.



Without a change of course, housing costs will only go up

Forecast Summary — Edmonton CMA

	2021	2022	2023	2024 (F)		2025 (F)		2026 (F)	
				(L)	(H)	(L)	(H)	(L)	(H)
New Home Market									
Starts:									
Single-Detached	5,701	6,173	5,032	4,100	7,000	4,000	7,000	4,000	8,000
Multiples	6,845	8,413	8,152	8,900	10,000	9,000	11,500	9,500	11,500
Starts — Total	12,546	14,586	13,184	13,000	17,000	13,000	18,500	13,500	19,500
Resale Market									
MLS® Sales	29,098	27,773	25,441	25,000	30,000	24,000	31,000	23,000	32,000
MLS® Average Price (\$)	389,129	399,750	385,334	380,000	420,000	385,000	440,000	385,000	460,000
Rental Market									
Vacancy Rate (%)	7.3	4.3	2.4	1.9		1.7		2.2	
Average Rent Two Bedrooms (\$)	1,270	1,304	1,398	1,481		1,529		1,554	

The forecasts included in this document are based on information available as of March 21, 2024.

Sources: CREA, CMHC

The most recent draft has been improved, but not enough

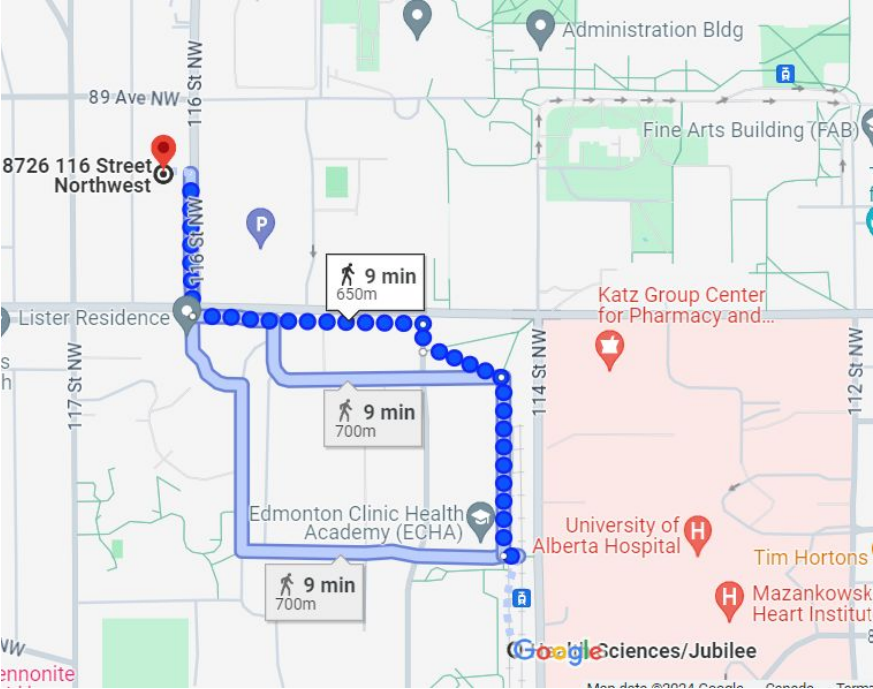
2.5.2.5 Support **Low Rise** development (residential, commercial or mixed use) in locations outside of **Nodes** and **Corridors** that meet at least one of the following criteria:

- a. On corner sites at the edge of the neighbourhood where the block face fronts onto an **Arterial Roadway** or **Collector Roadway**,
- b. On or adjacent to sites zoned for greater than **Small Scale** development or for commercial or mixed use development and along an **Arterial Roadway** or **Collector Roadway**, or
- c. Within 400 metres of **Mass Transit Stations** and along an **Arterial Roadway** or **Collector Roadway**.

2.5.2.6 Consider additional height in locations that meet at least two of the following criteria:

- a. In a **Node or Corridor Area** or within 100 metres of a **Node or Corridor Area**,
- b. Within 400 metres of a **Mass Transit Station**,
- c. Along an **Arterial Roadway** or a **Collector Roadway**,
- d. At a corner site,
- e. Adjacent to a park or open space, and/or
- f. Adjacent to a site zoned for greater than **Small Scale** development.

Example: recent rezoning for midrise in Windsor Park



Vote

Edmonton City Council

Charter Bylaw 20800 - To allow for medium scale housing, Windsor Park

Defeated - (6 - 6 - 0)

T. Cartmell	S. Hamilton	In Favour (6)	A. Paquette
K. Principe	J. Rice		
M. Janz	E. Rutherford	Opposed (6)	A. Stevenson
K. Tang	J. Wright	A. Salvador	
None		Abstain	
None		Conflict	
		Absent (1)	

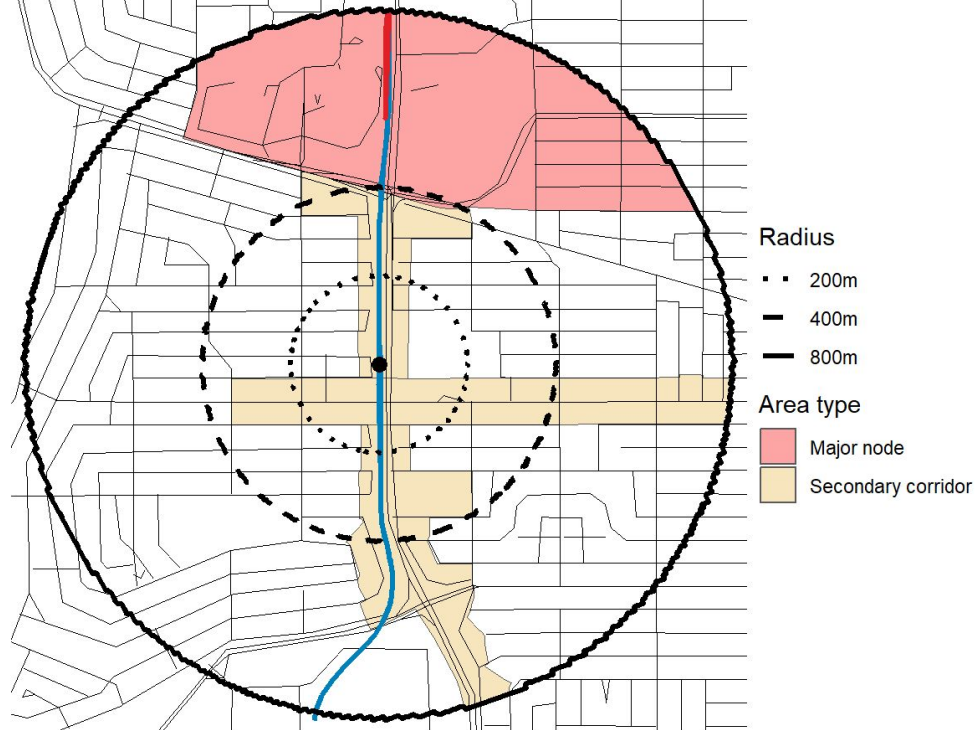
Half of councillors present didn't think draft district plans showed enough support for midrise here!

Our recommendations

1. Provide outright, unambiguous support for mid-rise housing within an 800m radius of LRT stations.
2. Expand nodes centred around post-secondary institutions like the University of Alberta so that areas within an 800m walking distance are within the node.
3. Expand the definition of Primary Corridors on *Map 3: Nodes and Corridors* of each District Plan from mostly 3 blocks wide to mostly 5 blocks wide, as defined in the City Plan.
4. Expand the definition of Secondary Corridors on *Map 3: Nodes and Corridors* of each District Plan from mostly 1 block wide to 3 blocks wide, as in the City Plan.
5. Strike the last sentence (“This map shows the full extent of the Nodes and Corridors for the city’s growth to two million residents.”) from the description of *Map 3: Nodes and Corridors* of each District Plan.

We need to provide outright support for midrise near LRT

Nodes and corridors around McKernan Belgravia LRT station



Data City of Edmonton, viz Jacob Dawang

BC's approach is quickly becoming the golden standard

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

Future federal funding will depend on density near LRT

✓ Attaching Housing Conditions on Public Transit Funding

Many Canadians rely on public transit to go to school, to their jobs, to see friends, and explore their communities. More homes near transit will mean shorter commutes and more time with family and friends. That's why, to access long-term, predictable funding for public transit through the federal government's forthcoming public transit fund, any community that wants transit funding will be required to take action that will directly unlock housing supply where it's needed most, including:

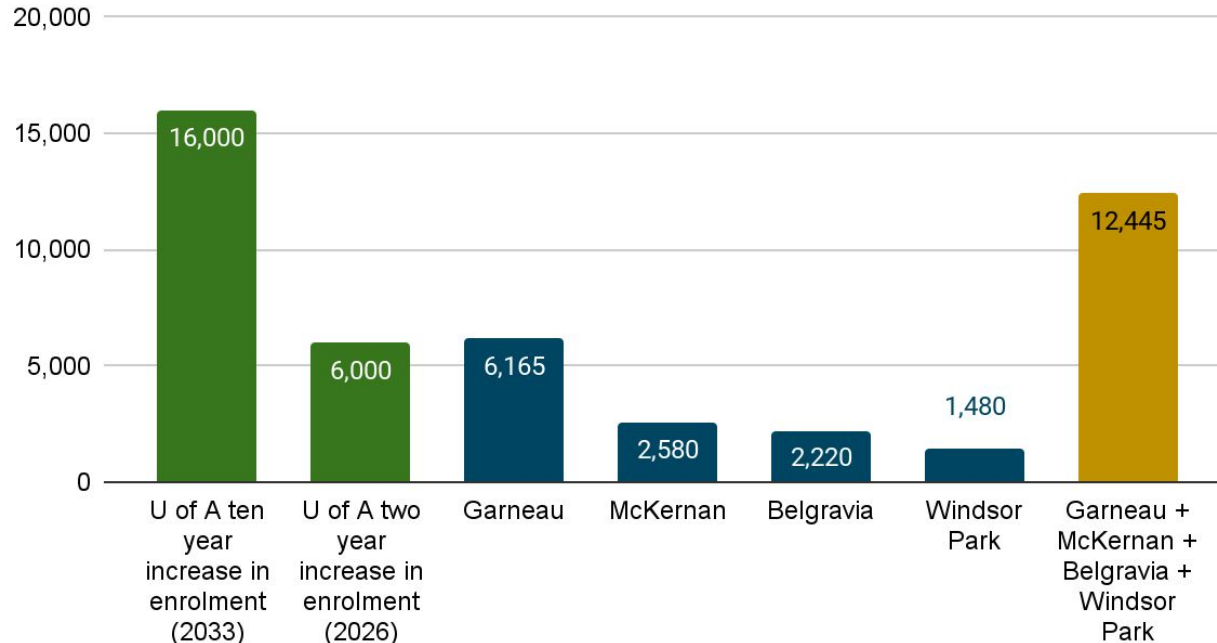
- Eliminating mandatory minimum parking requirements within 800 metres of a high-frequency transit line;
- Allowing high-density housing within 800 metres of a high-frequency transit line;
- Allowing high-density housing within 800 metres of post-secondary institutions; and,
- Completing Housing Needs Assessments for communities with a population over 30,000.

These are long overdue changes that will mean more people can live near transit to access the services and opportunities in their communities, and will allow home construction to happen faster and at more affordable prices.

Starting in 2026, this permanent fund will provide billions of dollars each year to maintain and expand public transit across the country.

Support for midrise near postsecondary institutions

U of A enrolment increase vs Neighbourhood Population (2021)



Node and corridor boundaries must be open to future changes to remain flexible

Map 3: Nodes and Corridors

The Nodes and Corridors map elaborates on the conceptual Nodes and Corridors Network in [The City Plan](#) with more detail and geographic specificity. These **Nodes** and **Corridors** provide direction for areas of focus for population and employment growth. This map shows the full extent of the **Nodes** and **Corridors** for the city's growth to two million residents.

[View the Nodes and Corridors Map](#)

We can't give
Edmontonians false
expectations about
growth.

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