

## What do the TOD Guidelines mean in practice?

Here are some simple examples of the expectations outlined in the draft guidelines:

Pedestrian and cyclists are a top priority in TOD, so that streets, buildings and public spaces must be designed in a way that creates a quality environment with attractive streets and engaging building fronts. Roadways and paths that provide easy access to the transit station are required.

Regardless of station type, TOD should result in complete communities near transit stations, with a mix of residential, employment and retail uses that can be easily accessed by foot, bicycle and transit.

The area within 400 metres of the station is known as the “station neighbourhood”. Most retail and commercial development in the neighbourhood will occur along arterial and collector roads, supported by curbside parking, providing jobs for residents and commuters, as well as services for the TOD neighbourhood.

The draft guidelines set minimum and maximum expectations for housing types in TODs. Neighbourhood stations may contain duplex or row/ townhouses, with low to mid rise apartments on arterial and collector roads. Mid rise apartments might be acceptable in enhanced or centre neighbourhoods.

# TRANSIT ORIENTED DEVELOPMENT GUIDELINES

## AN OVERVIEW

Transit Oriented Development  
*Bringing People Together*



## EDMONTON'S VISION

*The Way Ahead*, Edmonton's strategic plan, sets out a vision of a more compact, transit oriented and sustainable city, where more people walk, cycle and use transit than they do today.

Transit Oriented Development (TOD) is an exciting approach to building a city that can help to achieve Edmonton's vision. It concentrates housing, shopping and employment along a network of walkable and bikeable streets within a five minute walk of transit stations.

## TRANSFORMING OUR CITY

Done properly, over the next 30 years TOD has the potential to transform neighbourhoods around LRT stations and Transit Centres into vibrant hubs of mixed-use activity that bring people together.

### How TOD can benefit residents:

- Increased transportation choices
- Fewer and shorter auto trips
- Lower personal transportation costs
- Easy access to daily needs

### How TOD can transform the city:

- Increased transit ridership and revenue
- More efficient use of infrastructure like LRT, sewers and other services
- Reduced air pollution and energy use
- Ongoing economic stimulus – when people use transit, money that would have been spent on gasoline and sent out of the community, can instead be spent in the local marketplace on other things people need and desire

## ABOUT EDMONTON'S TOD GUIDELINES

To encourage and guide the type of development that can occur in neighbourhoods near transit stations over the next 30 years, the City has developed draft TOD Guidelines with input from stakeholder groups. The guidelines will set out the City's expectations for TOD near current or future transit stations.

### They will be used by:

- Property owners when assessing their development or redevelopment options
- Developers and their designers when preparing development or redevelopment proposals
- The City when considering re-zoning or development applications for lands within 400 metres of a transit station, to ensure they are appropriate for the station and the surrounding areas
- The City when preparing Station Area Plans for lands near specific LRT stations
- The City and developers when preparing or amending other major planning documents, known as Statutory Plans (e.g. Area Redevelopment Plans, Neighbourhood Structure Plans, etc.) near specific LRT stations or transit centres



## KEY ELEMENTS OF EDMONTON'S TOD GUIDELINES

### TOD Design

The draft TOD Guidelines set out the city's expectations for the type of development that is appropriate near transit stations in any future developments or redevelopments. This includes guidelines for things like types of permitted land uses; building sizes and types; design standards for boulevards, parks and plazas; bicycle and pedestrian facilities; and neighbourhood features that contribute to safety of residents and visitors. In short, the draft TOD Guidelines incorporate best practices in urban planning and design.

### Station Area Types

Edmonton's draft TOD Guidelines recognize that not all LRT stations and transit centres should be developed in the same way. Neighbourhoods are unique and station areas should be developed to respect the character and reality of the local area. Consequently, Edmonton's draft TOD Guidelines identify seven Station Area types, as well as Transit Centres, with development expectations unique to each station/centre type:

- **Neighbourhood** – Stations in or near existing neighbourhoods, where only limited amounts of land for development or re-development are available
- **New Neighbourhood** – Stations in newer areas of the city where the surrounding land is mostly undeveloped. May also include large, undeveloped sites in some other areas of the city
- **Enhanced Neighbourhood** – Stations near lands that could be redeveloped (for example, the City Centre Airport lands) or where a mix of new development and redevelopment is possible
- **Centre** – Stations near large or regional shopping centres, where re-development of land may be possible (for example, parking lots, empty retail space)
- **Employment** – Stations in industrial areas or near large centres of employment with good access to major roadways where there may be undeveloped or re-developable land
- **Institution/Recreation** – Stations near education or medical campuses and facilities, or regional recreational facilities
- **Downtown** – Stations in Edmonton's downtown and surrounding area
- **Transit Centres** – in existing and new neighbourhoods

