

# Public Open House #1

TRANSIT ORIENTED DEVELOPMENT

# MILL WOODS

# STATION AREA PLAN



## TONIGHT'S AGENDA

Welcome  
Project Overview  
The Big Picture  
The Station Area  
The Analysis  
Thoughts about Future Change  
Breakout Group Discussions  
Summations / Next Steps

# Project Overview



# Welcome

## Study Purpose:

Develop a new Area Structure Plan for Mill Woods Town Centre which identifies the alignment of the future LRT station in Mill Woods Town Centre.



## Goal:

To identify transit oriented development opportunities in advance of the arrival of LRT to Mill Woods Town Centre.



# Welcome

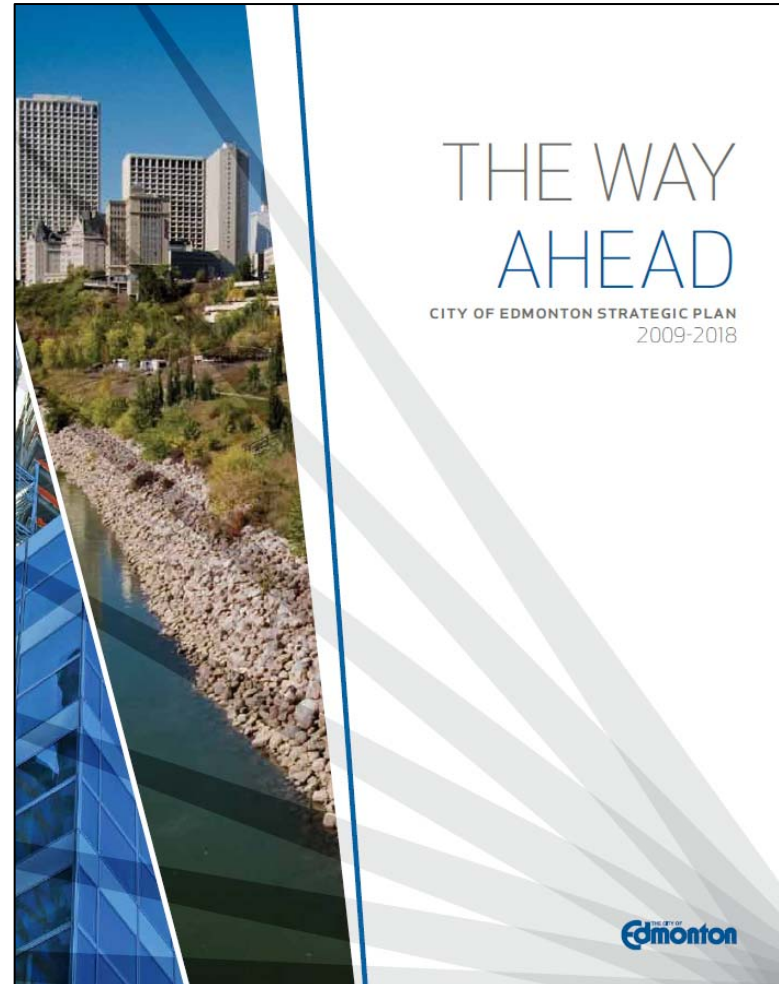
## Objectives

- To determine a plan of action for managing growth/development in the area.
- To develop appropriate recommendations for the following:
  - Where and how redevelopment and infill development should occur in accordance with transit oriented development.
  - Location and design of new transit oriented land uses.
  - Amendments to or repeal of the existing Area Structure Plan in place; and,
  - Adoption of a new station area plan (Area Structure Plan).



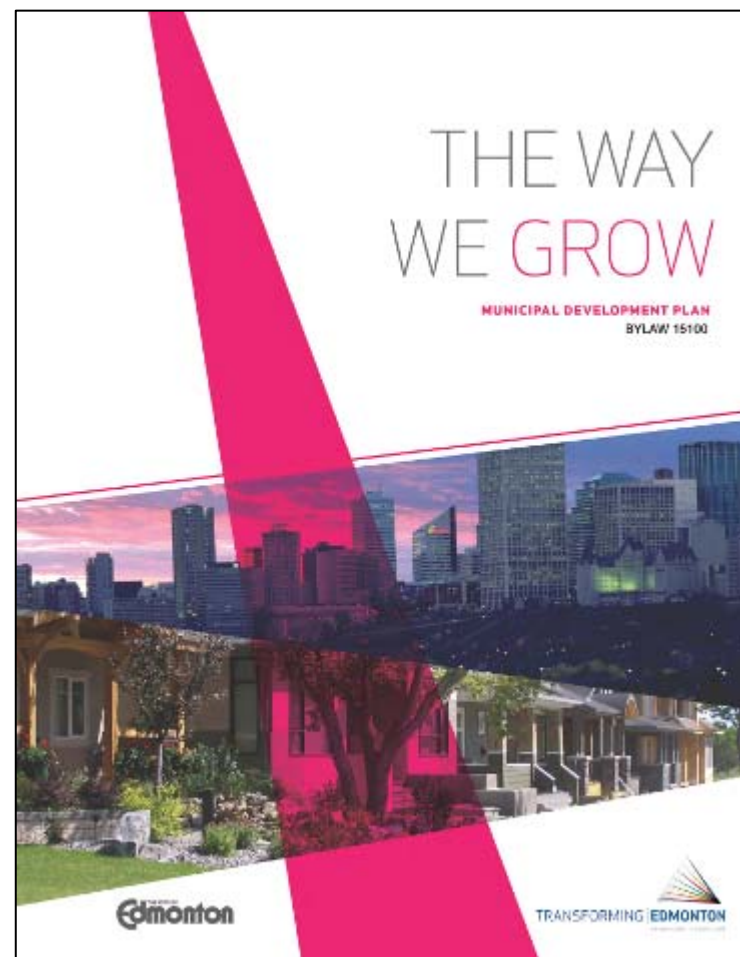
# Prioritizing TOD - City of Edmonton Strategic Plan

- Transform urban form
- Shift transportation modes
- Improve liveability
- Preserve and sustain the environment
- Ensure financial stability



# Prioritizing TOD - Municipal Development Plan

- Integrate higher density development with LRT stations and transit centres
- Goal: 25% housing unit growth as infill
- Prepare transit oriented development (TOD) plans around existing LRT nodes, and in association with expansion of the LRT system
- Facilitate partnerships and collaborative efforts to develop TOD



# Prioritizing TOD - Transportation Master Plan

- Pursue expansion of the LRT to all sectors of the city to increase transit ridership and transit mode split, and spur the development of compact, urban communities
- Integrate land use planning and transportation to create an accessible, efficient and compact urban form





# Transit Oriented Development Guidelines

- Transit Oriented Development Guidelines
  - Draft document
  - Consultation complete
  - To Council in early 2012
- Transit Oriented Development Guidelines implementation
- Station Area Planning



# Station Area Planning

- Determines the location and design of new transit-oriented land uses
- Establishes a clear vision for future development within station area
- Council approved Plan



# The Project Team



## **ParioPlan Incorporated**

Armin Preiksaitis, Marcelo Figueira



## **Urban Strategies Incorporated**

Mark Reid, Pascale Dionne



## **Bunt & Associates**

Ray Davis



## **Colliers International**

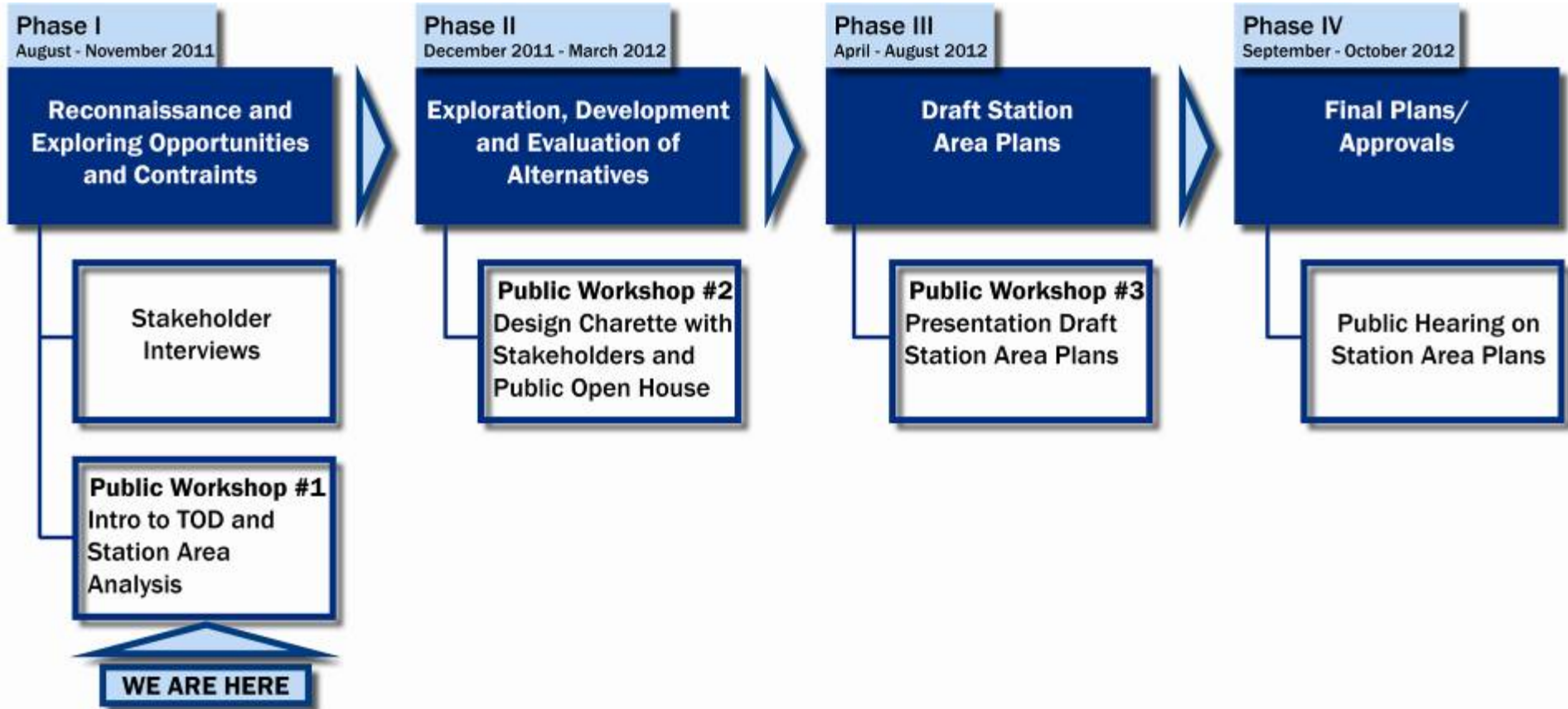
James Smerdon



## **Associated Engineering Alberta Limited**

Graham Sterparn

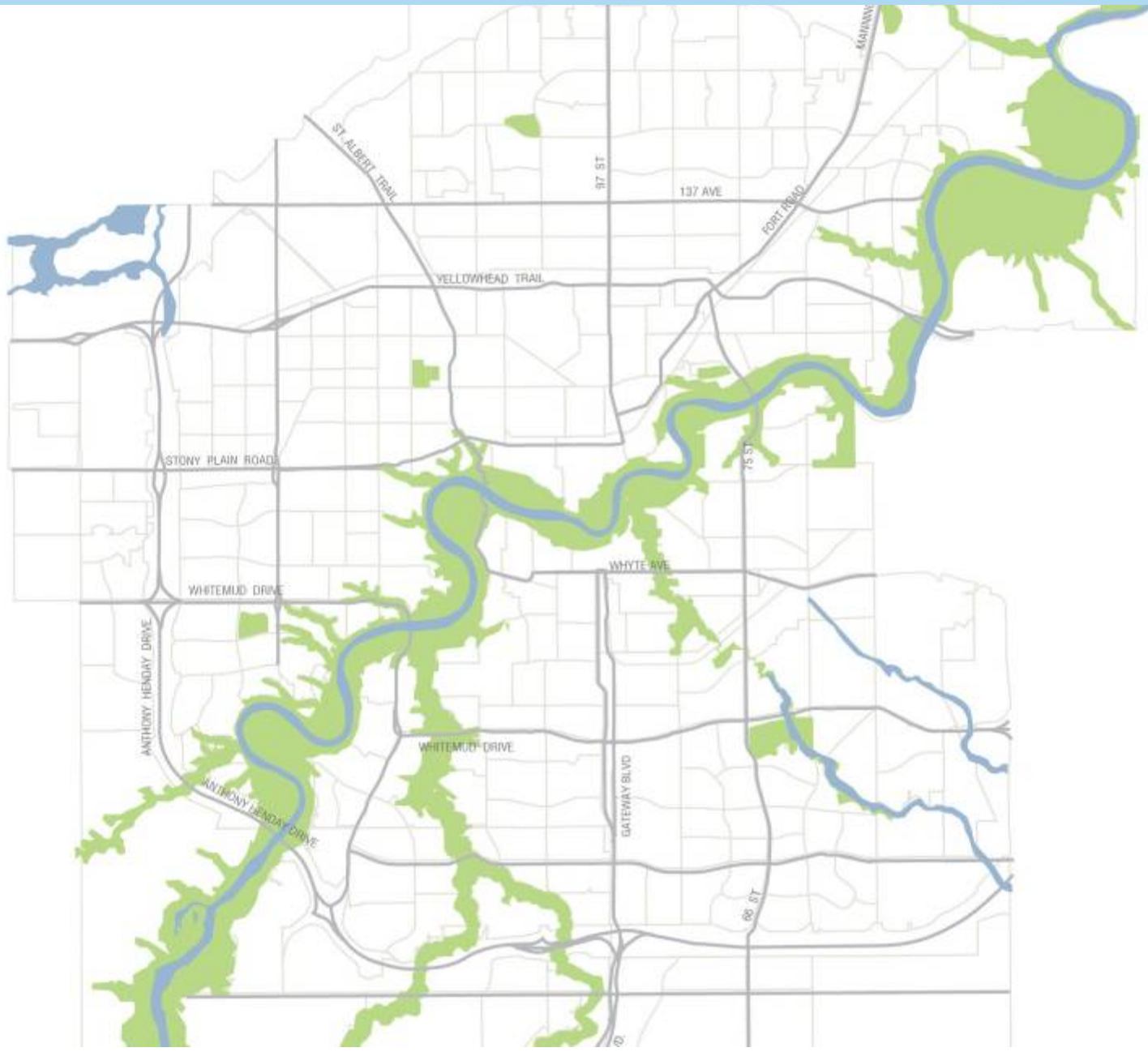
# The Process



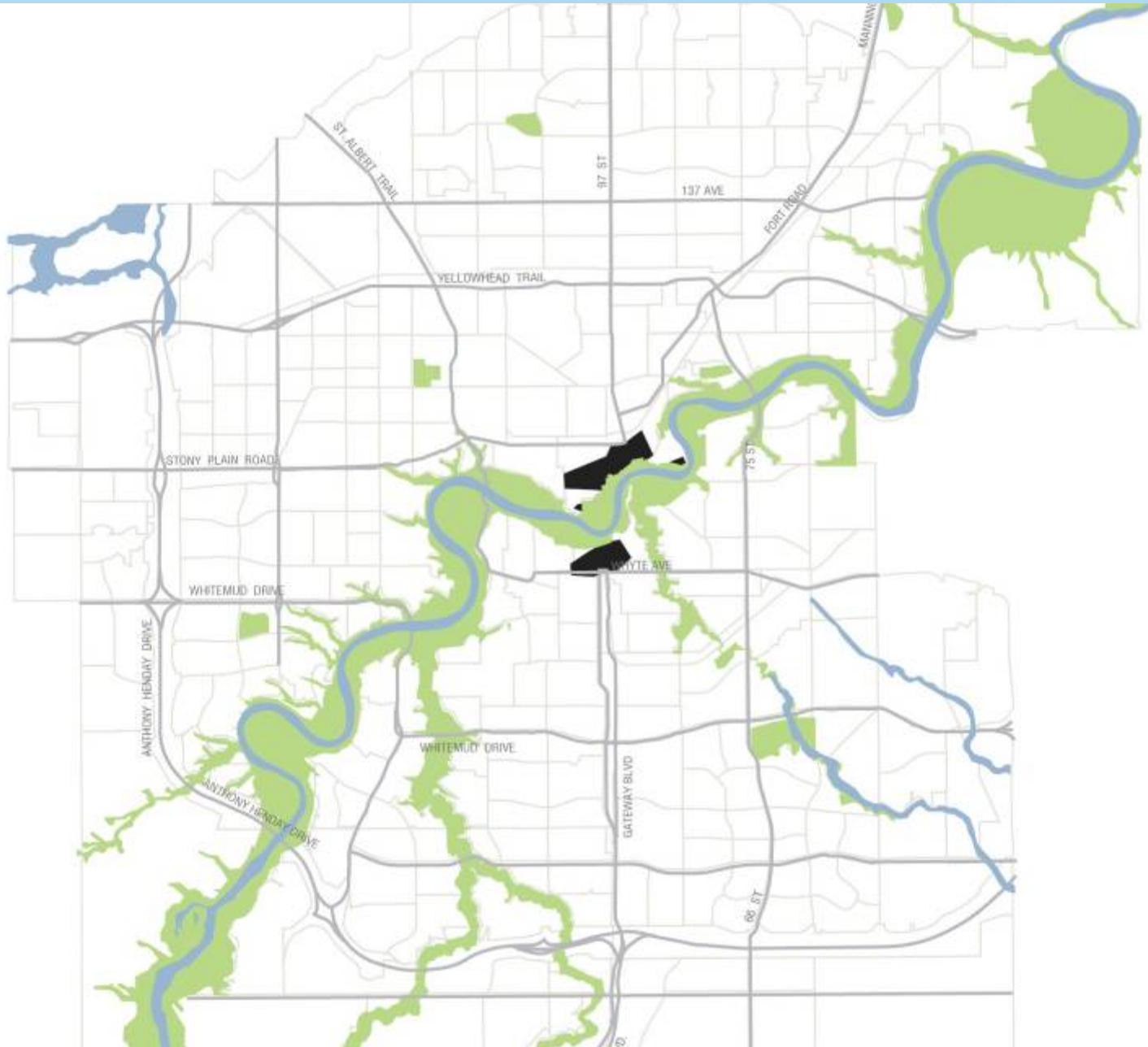


# The Big Picture

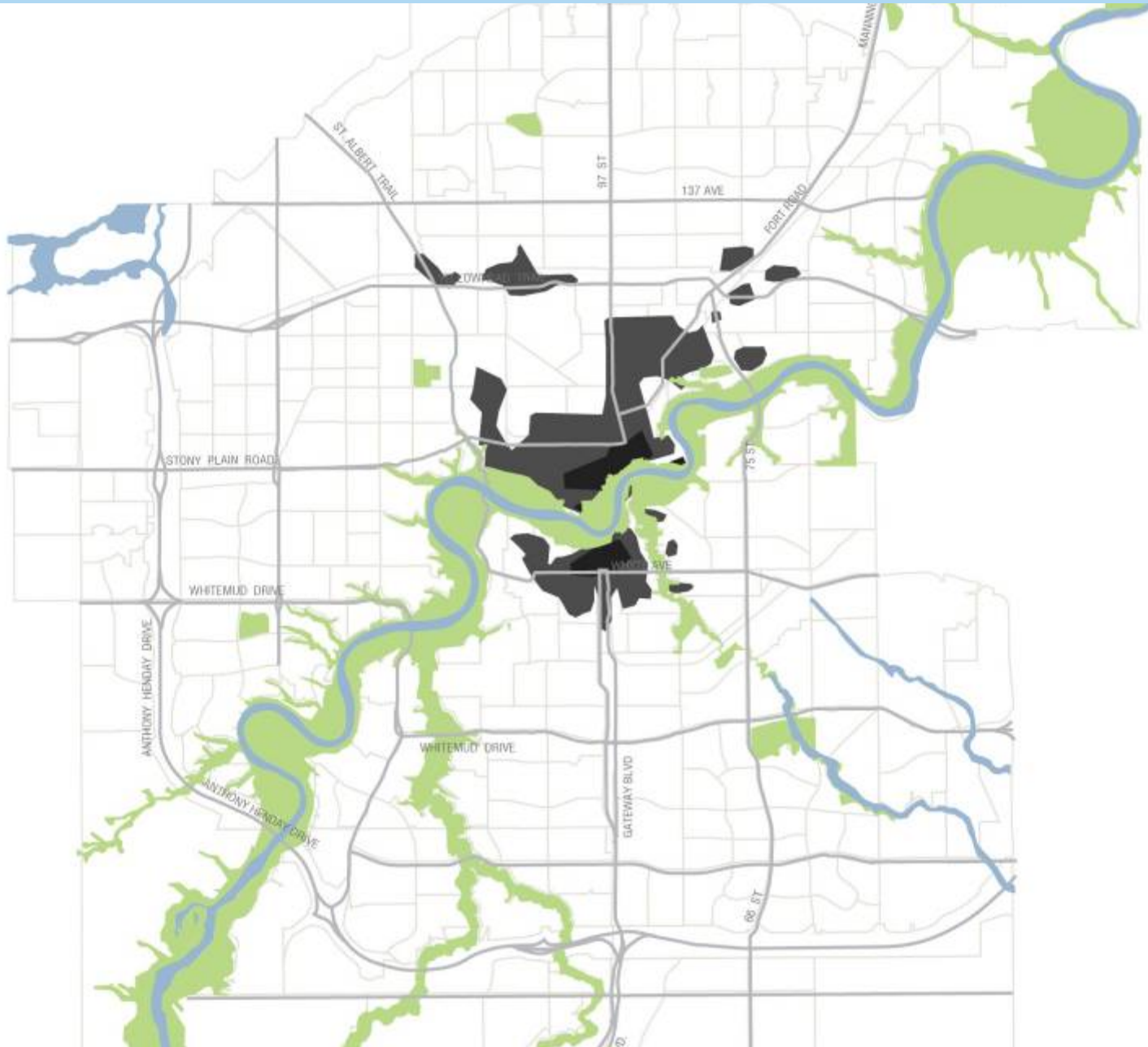




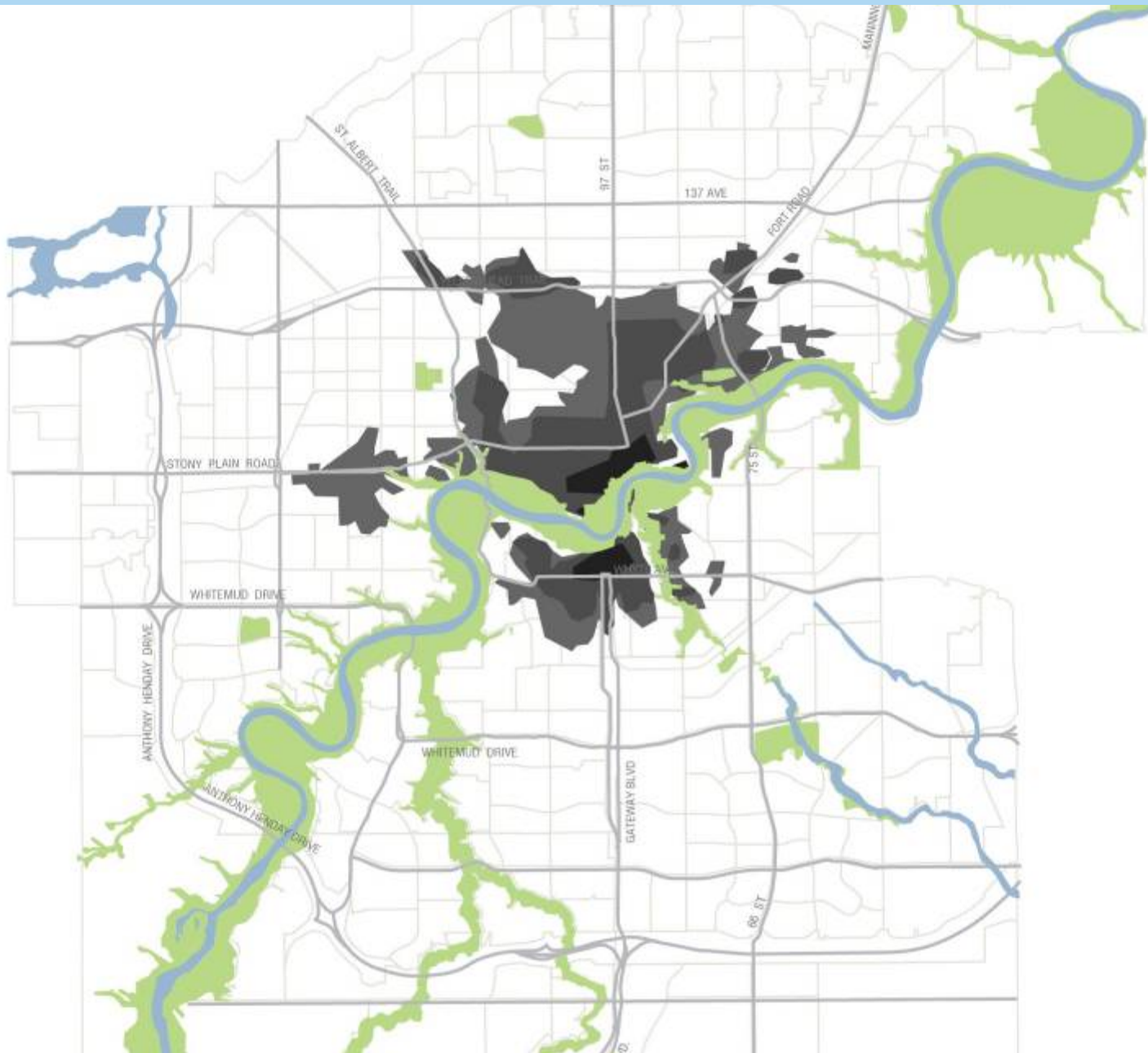
How has the city grown over the years? 1903 / 6,995 



How has the city grown over the years? 1924 / 63,160 

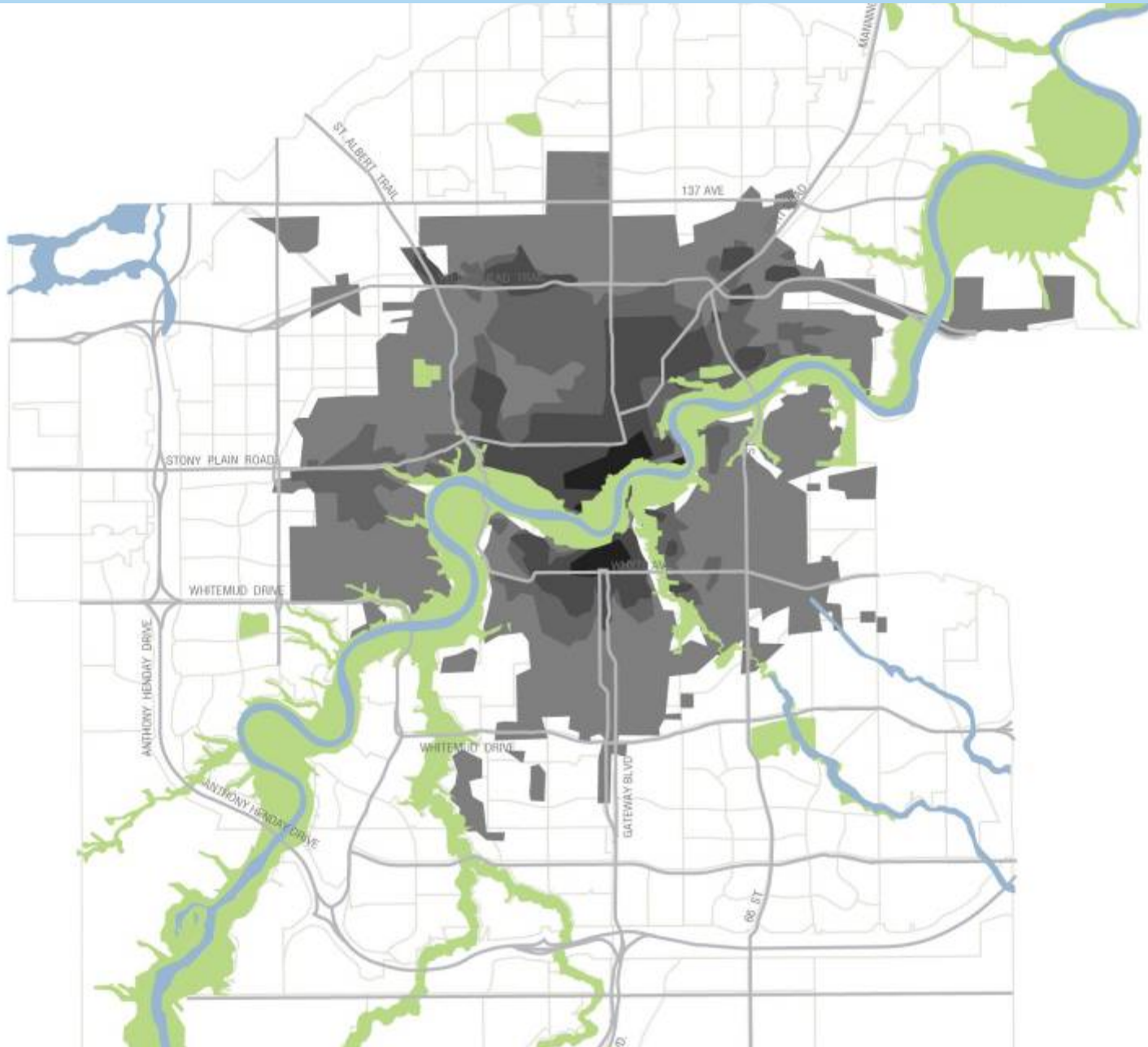


How has the city grown over the years? 1947 / 118,541 

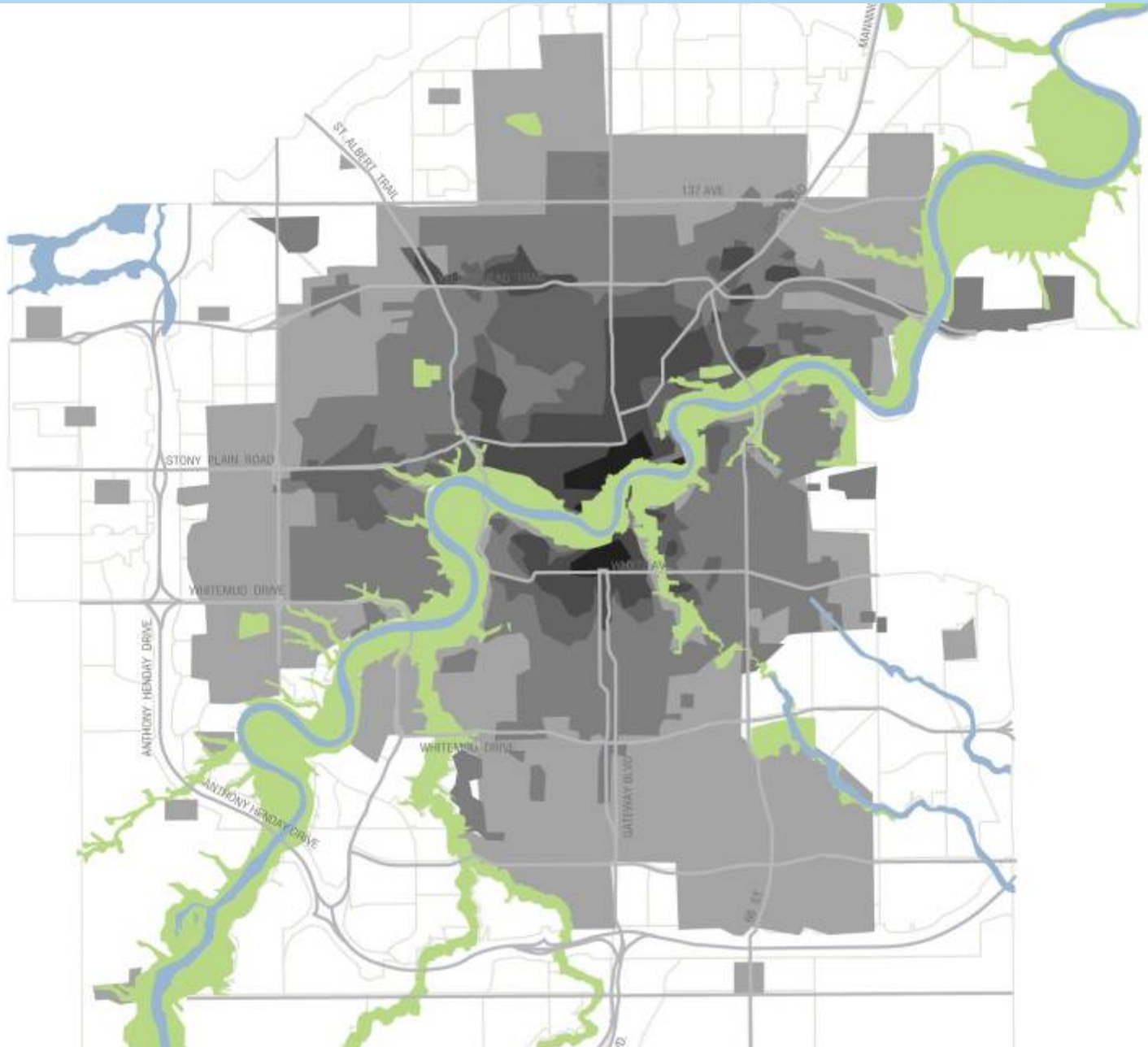




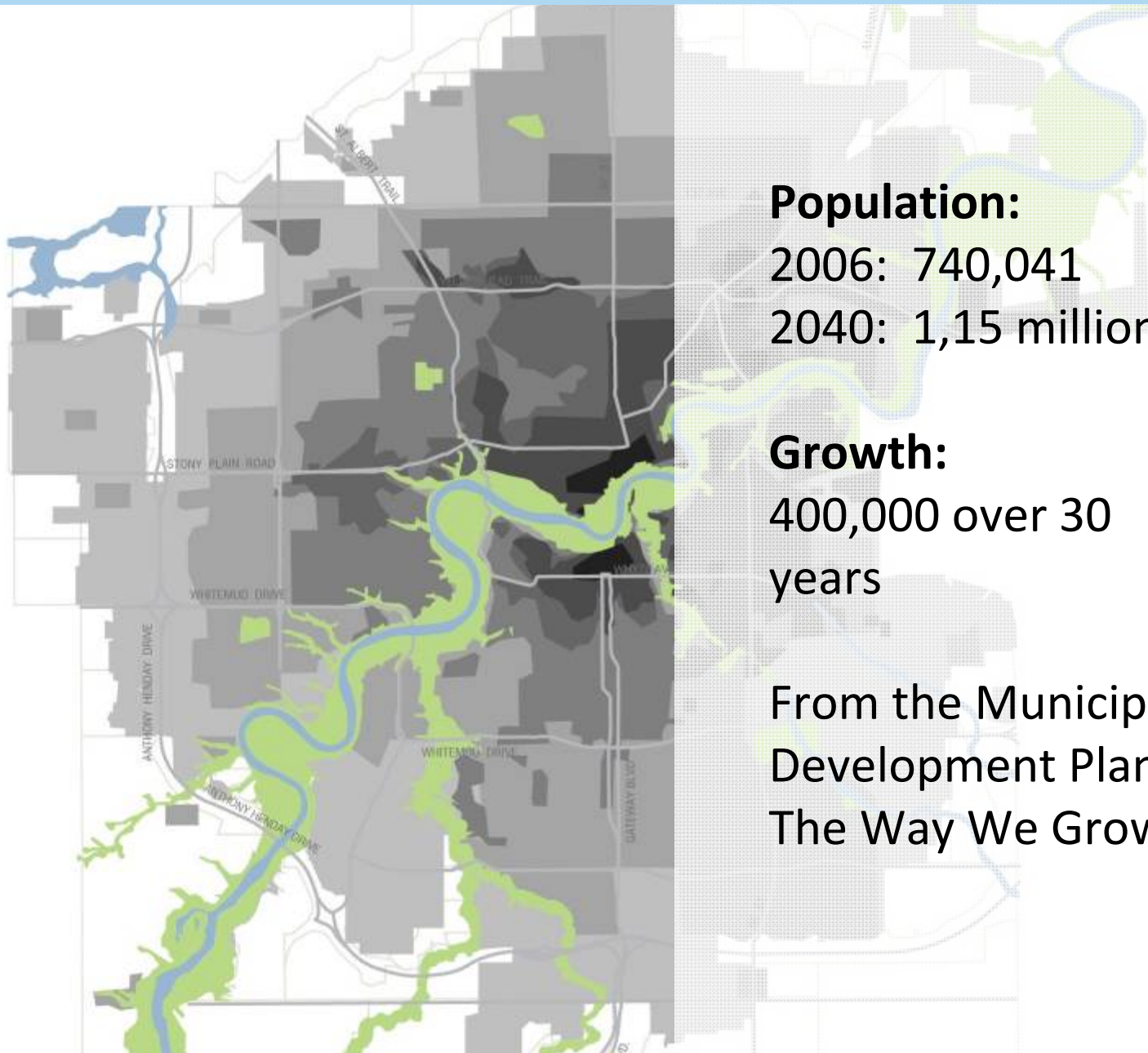
How has the city grown over the years? 1965 / 371,265 



How has the city grown over the years? 1981 / 521,205 



How has the city grown over the years? 2006 / 740,041 



**Population:**

2006: 740,041

2040: 1,15 million

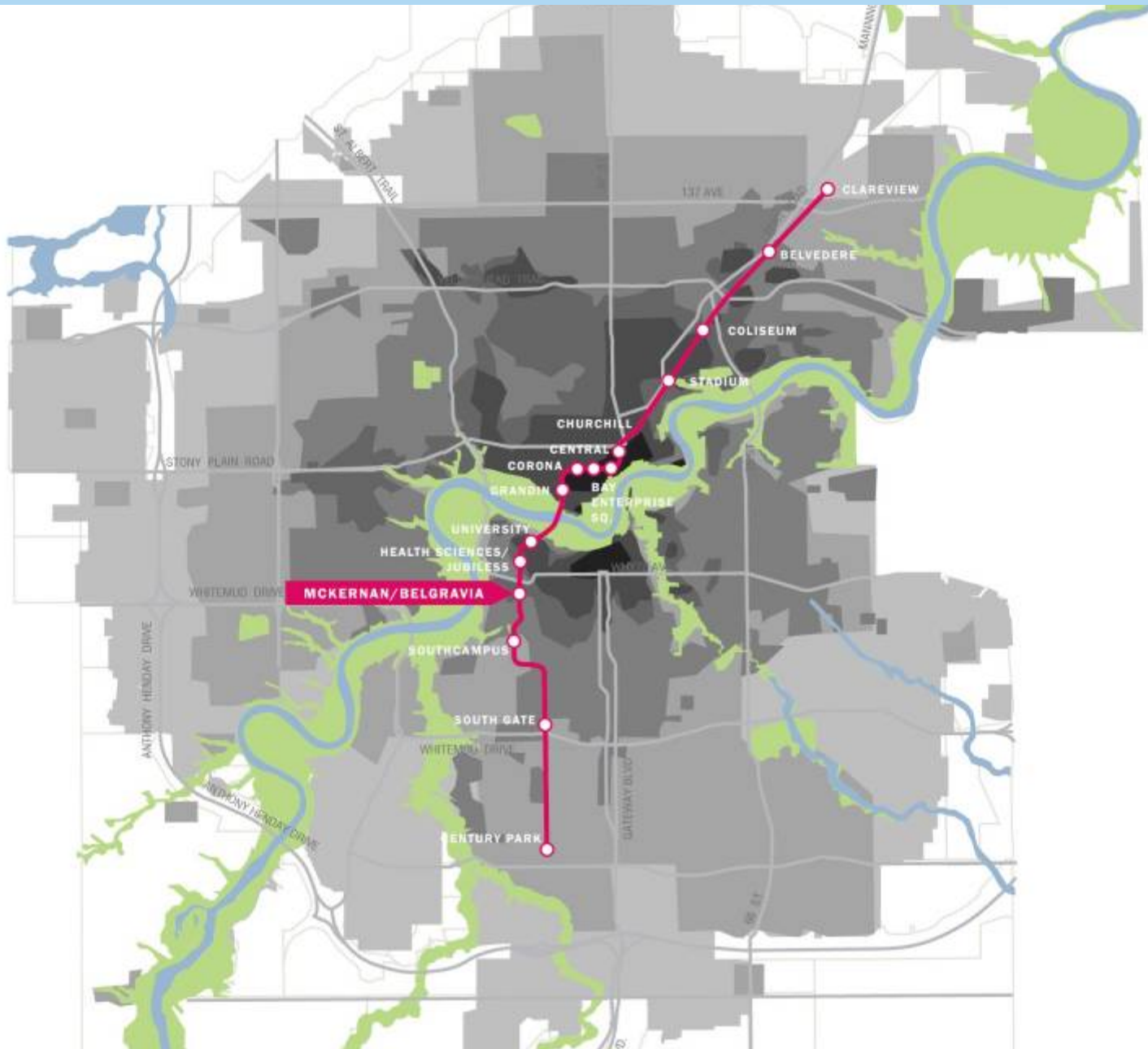
**Growth:**

400,000 over 30  
years

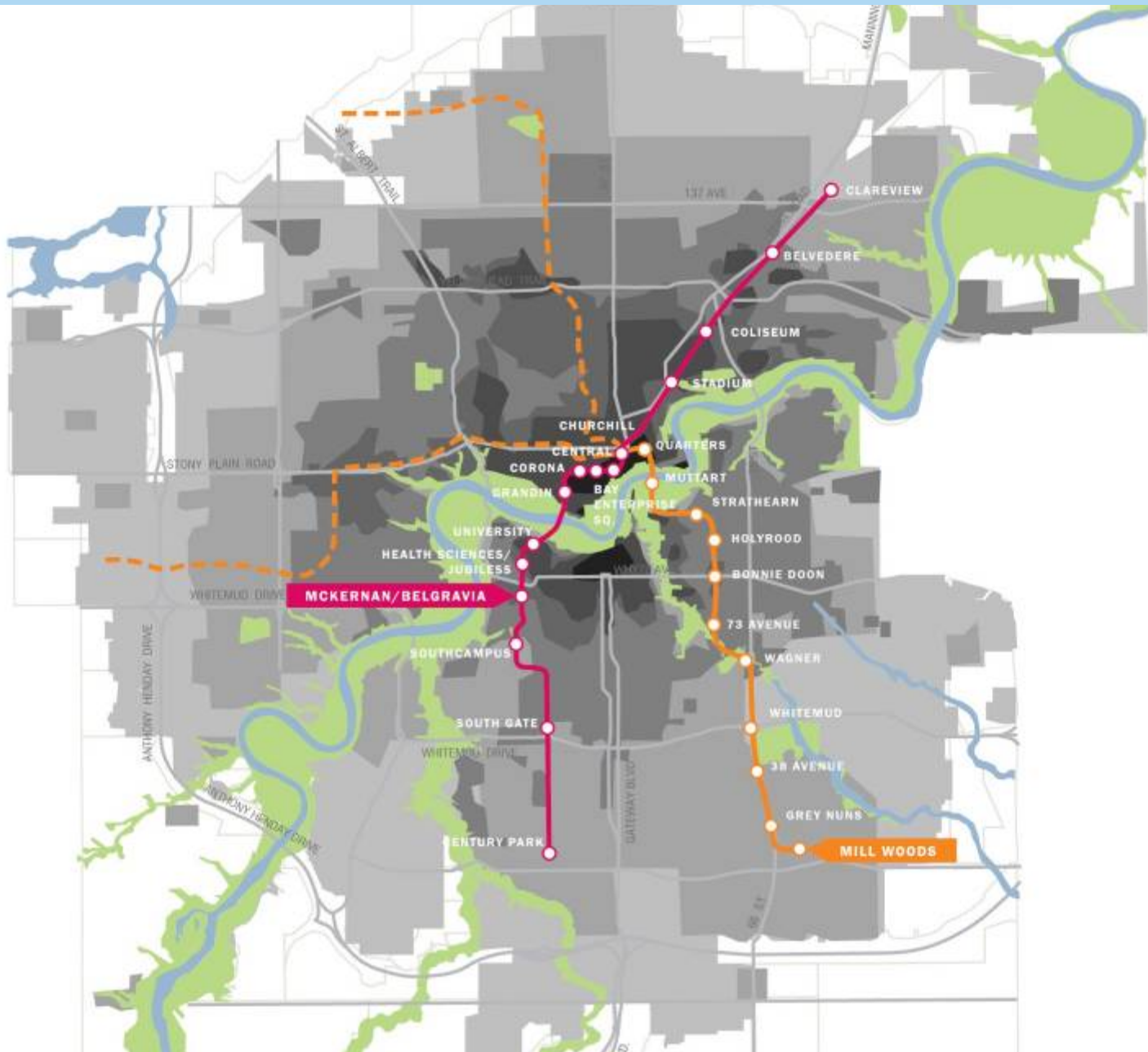
From the Municipal  
Development Plan:  
The Way We Grow



# What does the LRT network look like today?



# What will the long-term LRT network look like?

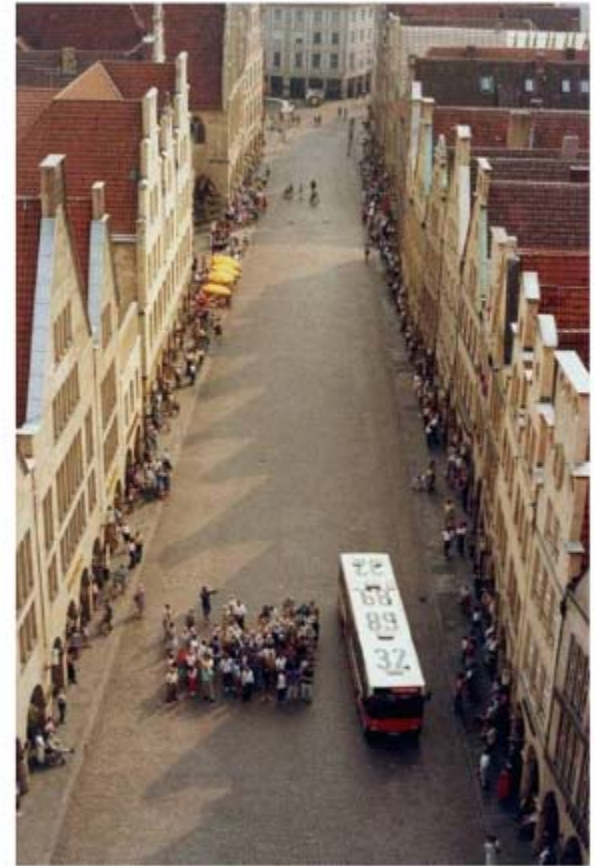


LRT is a smart alternative for getting around





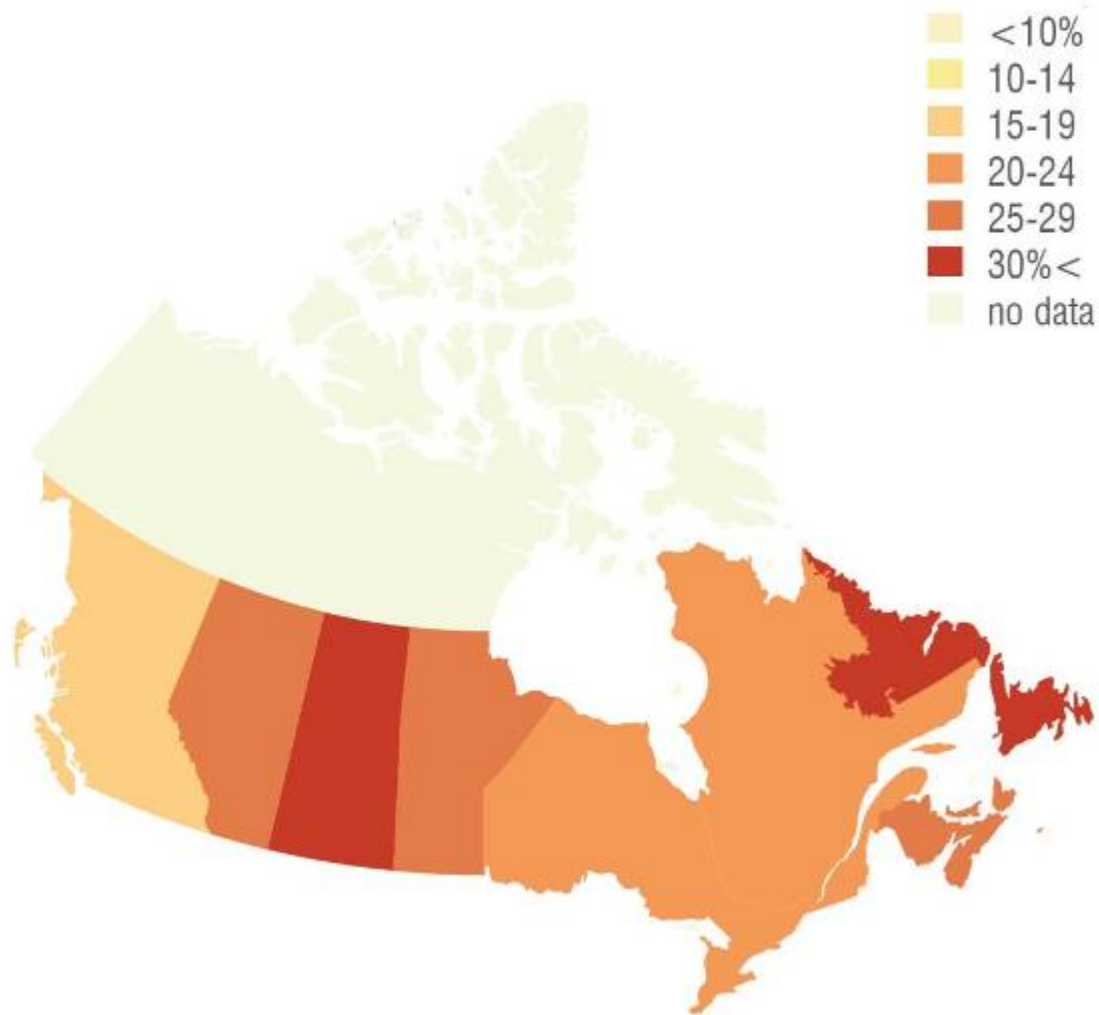
Cars take up a lot of space



# Active Transportation is good for people!

## Prevalence of Obesity in Canada

(source: Statistics Canada Labour Force Characteristics)



Courtesy of flickr Amsterdamize



# Transit is a catalyst for neighbourhood reinvestment in leading cities

San Diego



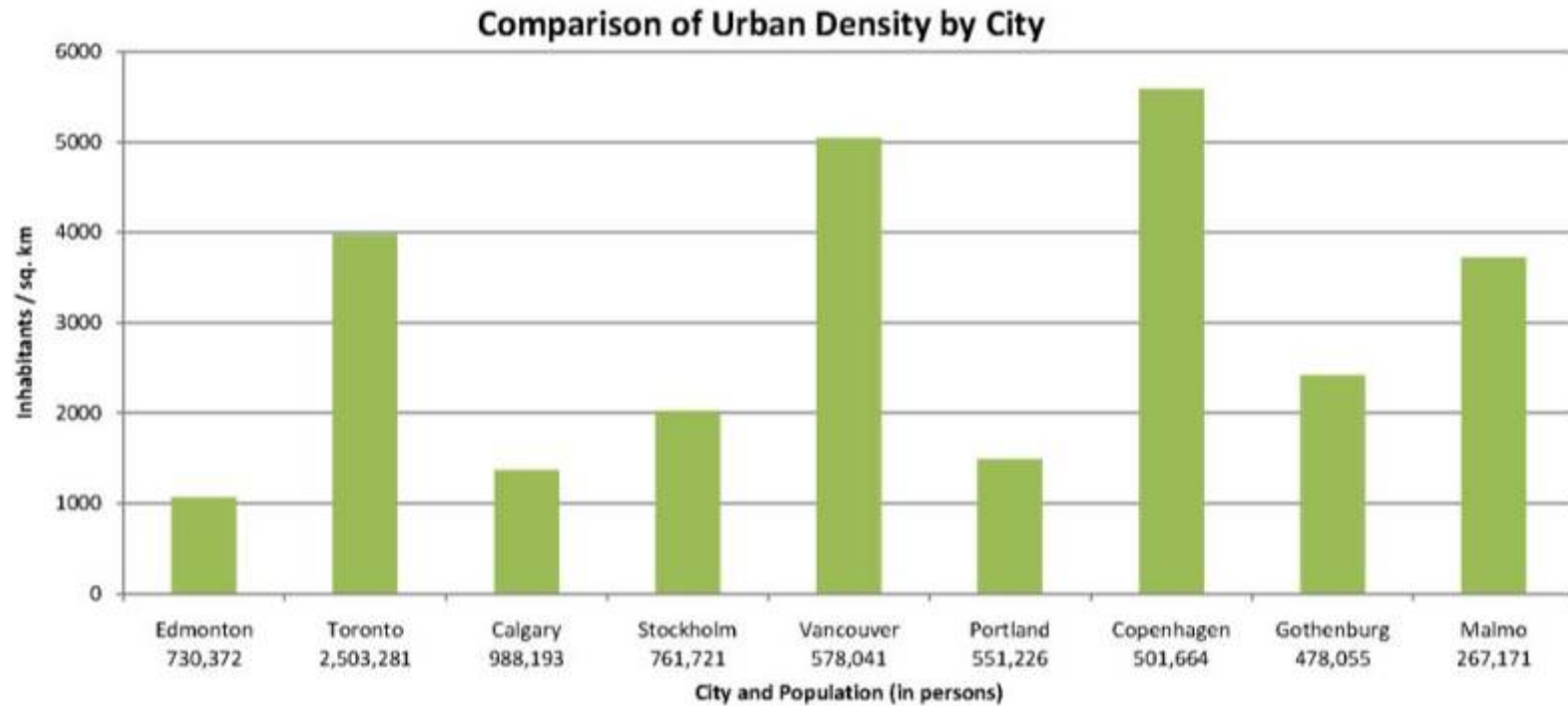
Toronto



Salt Lake City

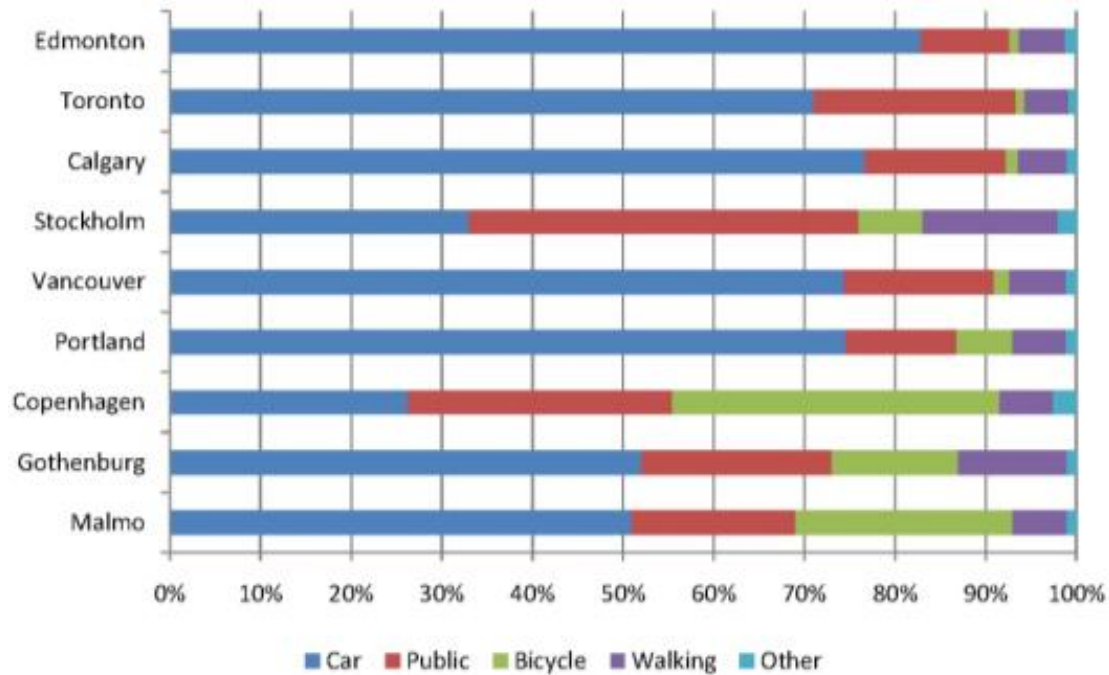


# TOD can encourage more compact development





# Compact development encourages active transportation





The goal is to create complete communities that support transit use





## And the benefits are significant...

- Efficient use of land and infrastructure to counter sprawl
- Supports sustainable urban development
- Safe and complete communities
- Mixed use and increased housing choice
- Creates opportunities to live and work
- Local economic and community development
- Vitality, energy and positive change
- Improved public places
- Healthy lifestyle through active transportation





# The Station Area



# The Station Area Types

Neighbourhood

New Neighbourhood

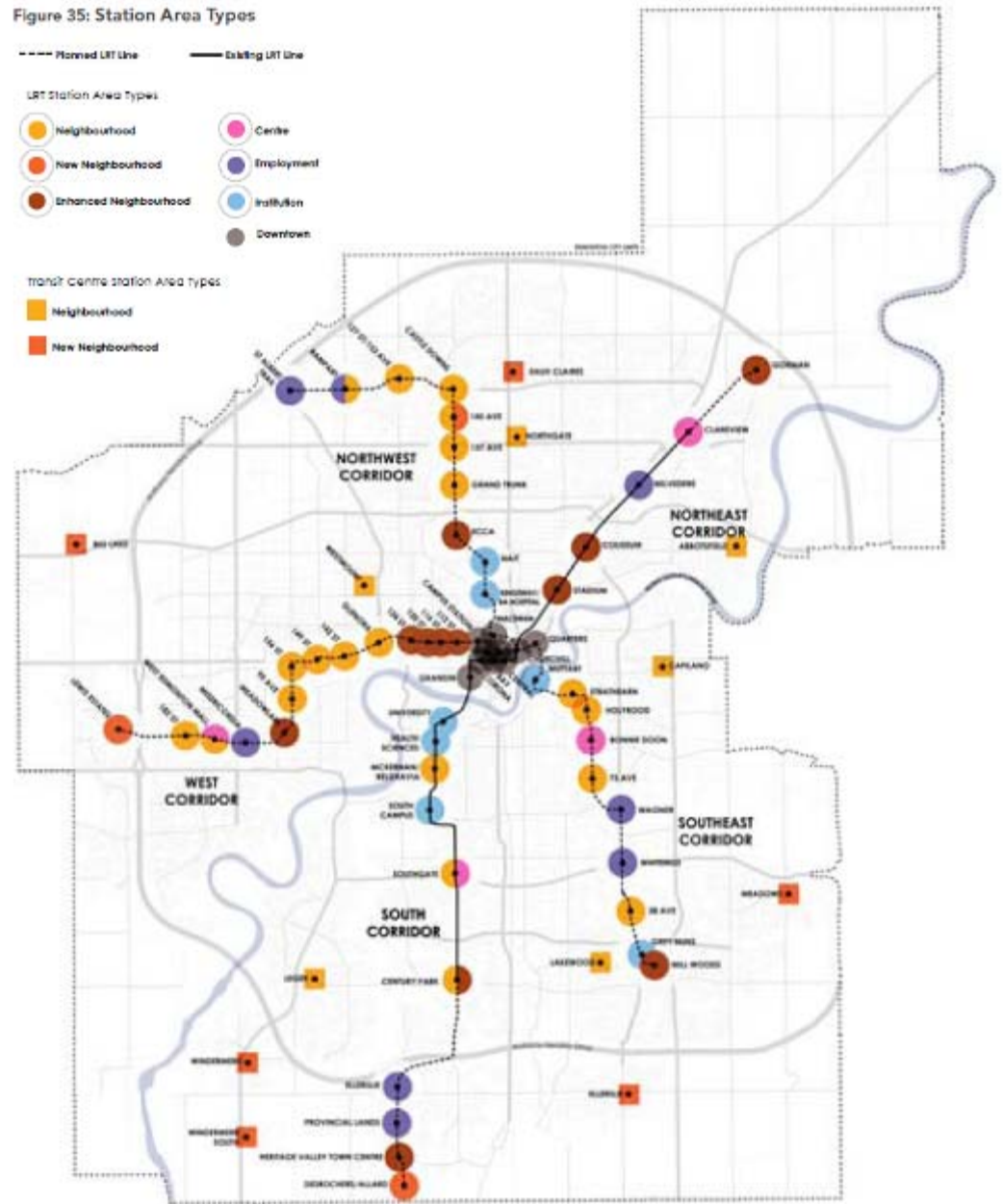
Enhanced Neighbourhood

Centre

Employment

Institution/Recreation

Downtown



# Neighbourhood Boundaries



- 200m from LRT Station
- 400m from LRT Station
- 600m from LRT Station
- 800m from LRT Station
- Mill Woods LRT Station
- Proposed Southeast LRT Line
- Study Boundary



# Historical Context

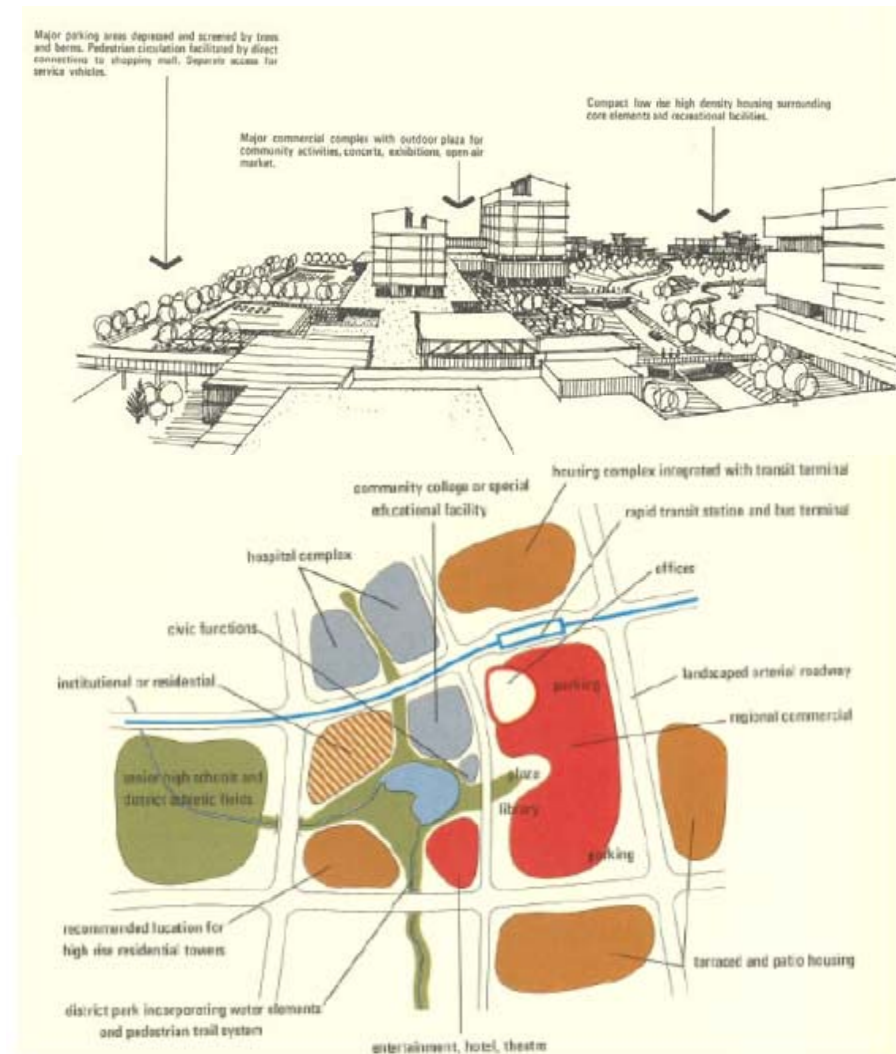
Envisioned as a transit oriented development; high density heart of Mill Woods

Projected population (Mill Woods Town Centre): 10,000

Projected density (Mill Woods Town Centre): 50-60 people/ha



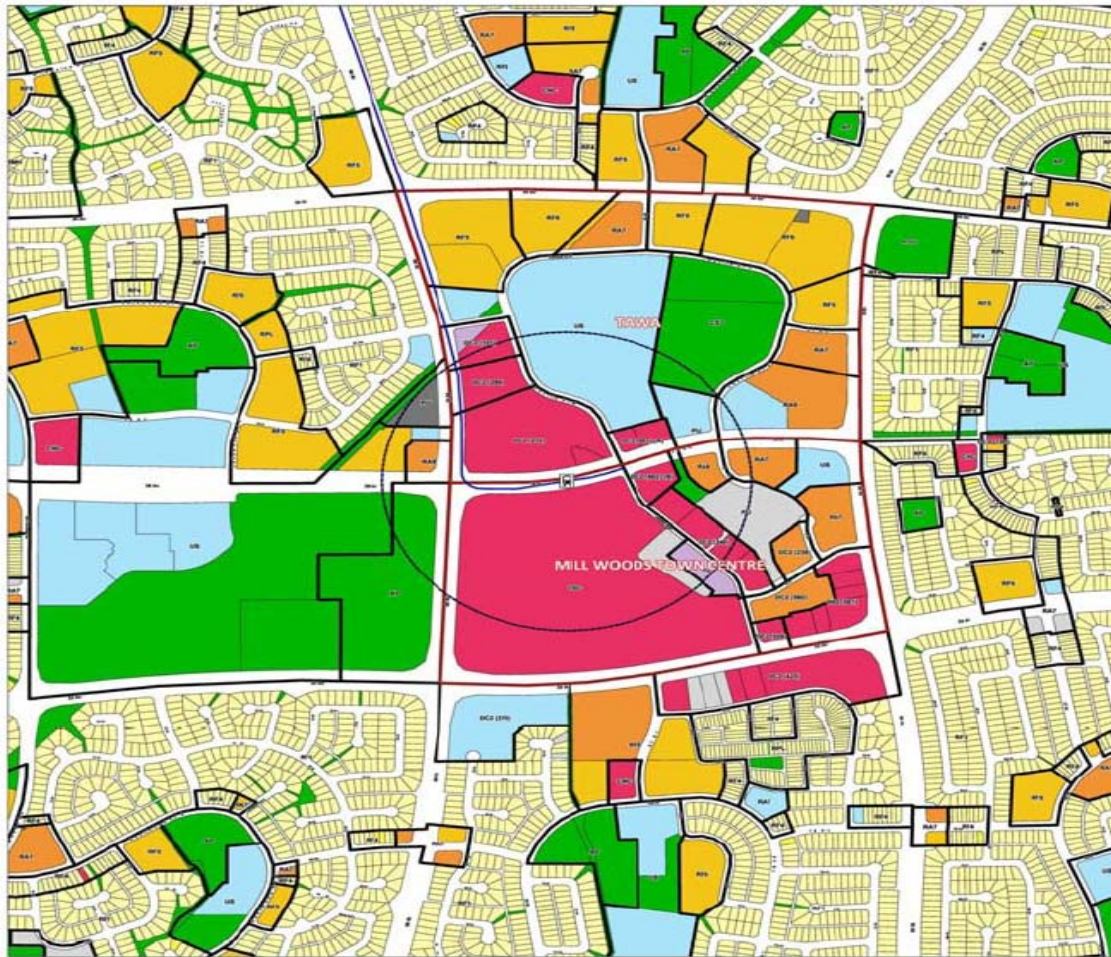
High Density Housing Near Central Core



Design Concept for the Mill Woods Town Centre: *Mill Woods Development Concept Report*. March 1971.



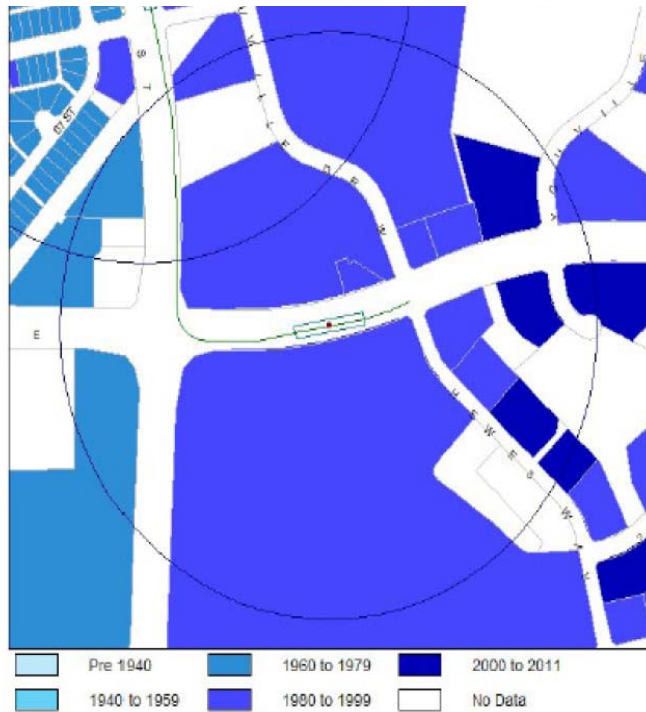
# Existing Land Use



- Mill Woods LRT Station
- Neighbourhood Boundary
- Zoning Boundary
- 400m Buffer of LRT Station
- Proposed Southeast LRT Line
  
- One Unit Dwelling
- Two Unit Dwelling
- Multiple Unit Dwelling
- Apartment
- Other Residential
  
- Recreation and Open Space
- Commercial
- Industrial and Utilities
- Transportation
- Vacant (Undeveloped)



# Building Development





## Station Area Demographics

### Mill Woods Town Centre

Total population\*: 1008  
Largest age group\*: 60+  
Gender ratio (M/F)\*: 44/56  
Certificate, diploma, degree: 37%  
Median income: 38,754  
Dwelling structure type\*:

- Apartment with less than 5 stories: 100%

Owner occupied dwellings\*: 55%  
2010 Unemployment rate: 3.92%

### Tawa

Total population\*: 1902  
Largest age group\*: 20-35  
Gender ratio (M/F)\*: 43/57  
Certificate, diploma degree: 49%  
Median income: 56,214  
Top 2 dwelling structure types\*:

- Semi-detached, triplex, flourplex: 26%
- Row house: 32%

Owner occupied dwellings\*: 83%  
2010 Unemployment rate: 2.11

*Population* within 400 metres of future LRT Station: 2,353

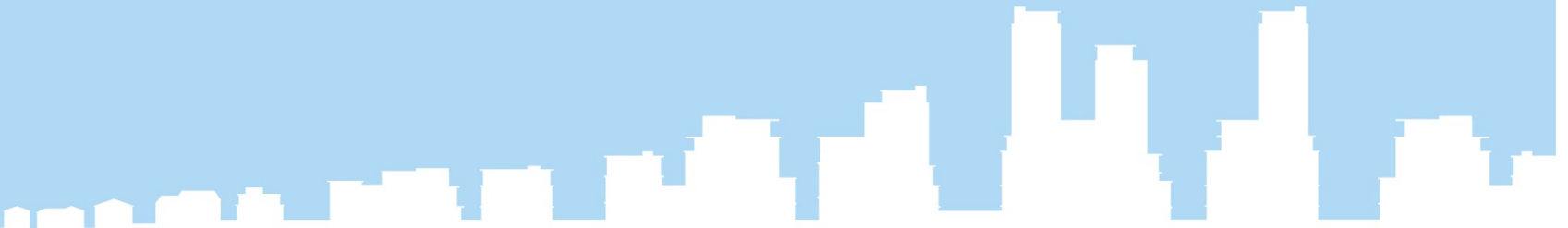
*Density* within 400 metres of future LRT Station: 47 persons/hectare

*Note: Data source is 2006 StatsCan; \*Source 2009 City Census Data.*

## What we've heard so far...

Area residents are supportive of LRT • Senior-friendly design is important • Lack of pedestrian connectivity in area • Missing sidewalks • Difficult for pedestrians to cross at 28 Ave and 66 Street • Lack of connectivity between open spaces • Opportunities for mixed use development and increased density in area • Urban design standards are needed • Consideration of CPTED principles in planning and design process • Integration of Transit Centre and LRT station are important long term goals • Concern that the station needs to accommodate pedestrian, transit and vehicular users • More distinct landscape types are needed

# The Analysis





Mill Woods will be an enhanced neighbourhood station type





The station will be along 28 Avenue adjacent to Mill Woods Town Centre

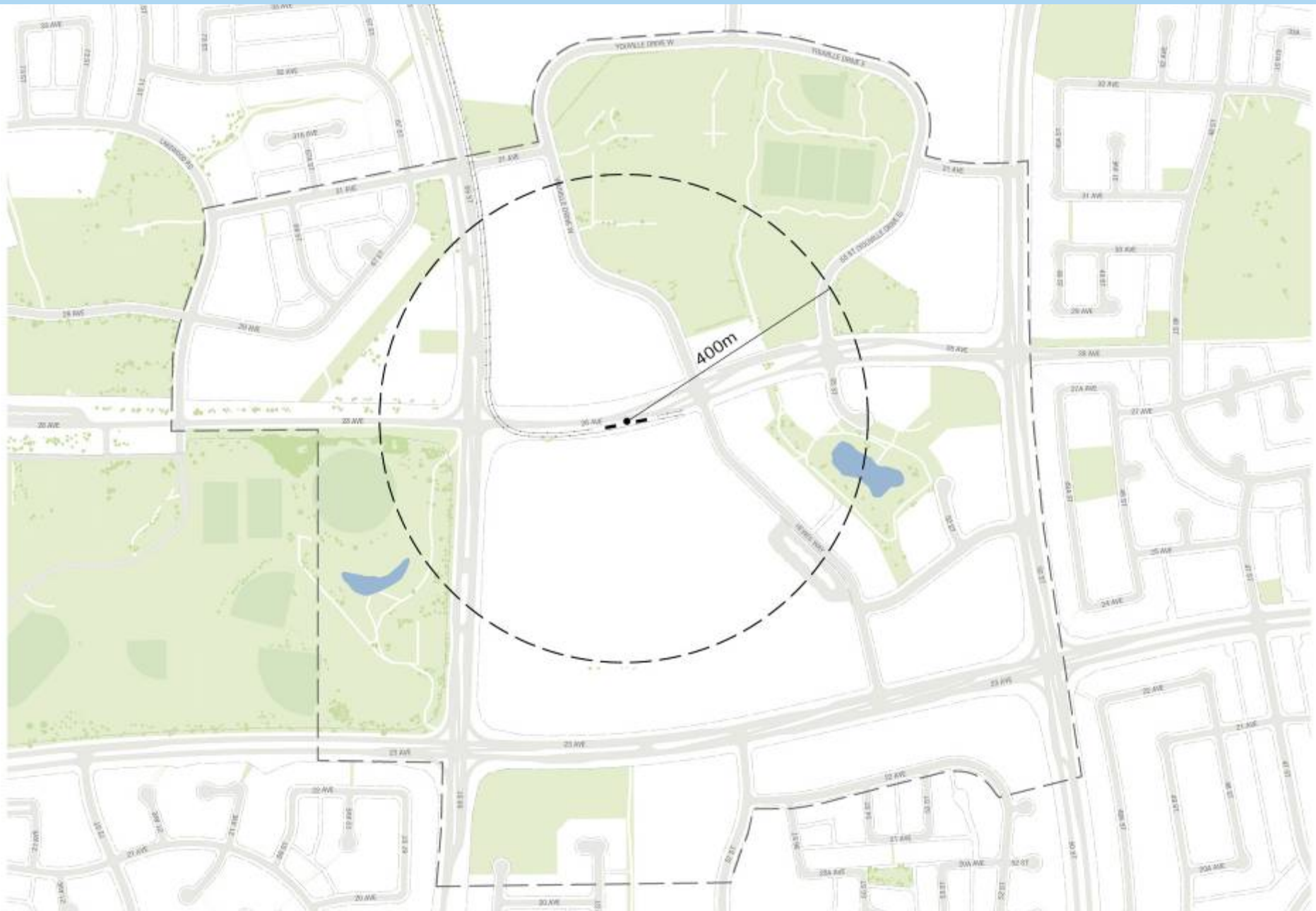


Today the area has a strong retail presence and acts as a hub for the community



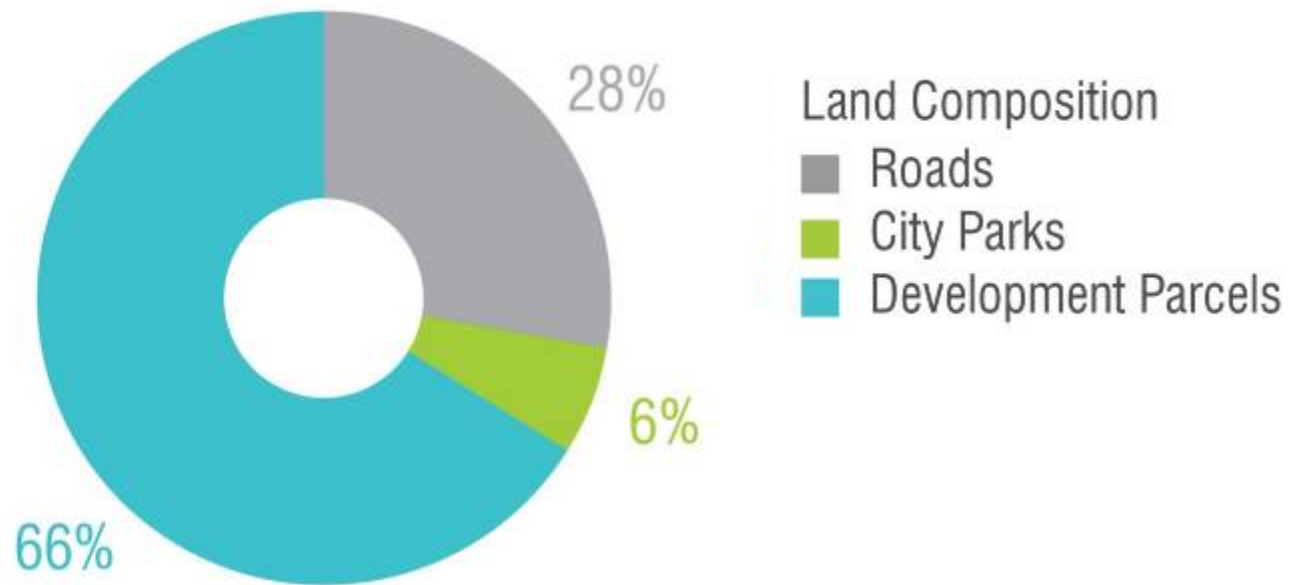


# Traditional TOD catchment area





# What does the 400m radius consist of?



# Land Base Composition



Roads



Parks



Development



# Large block structure separated by large roads

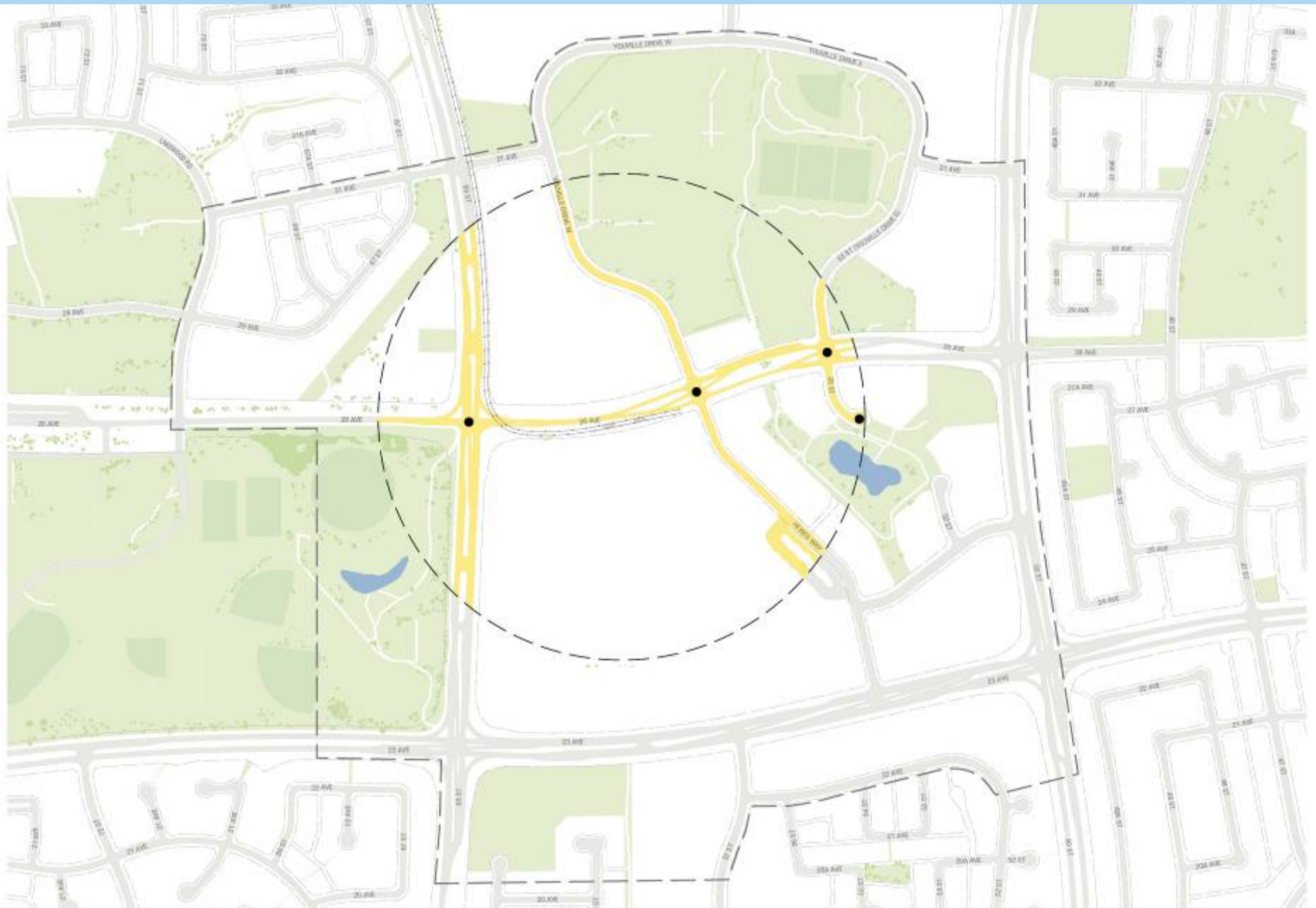




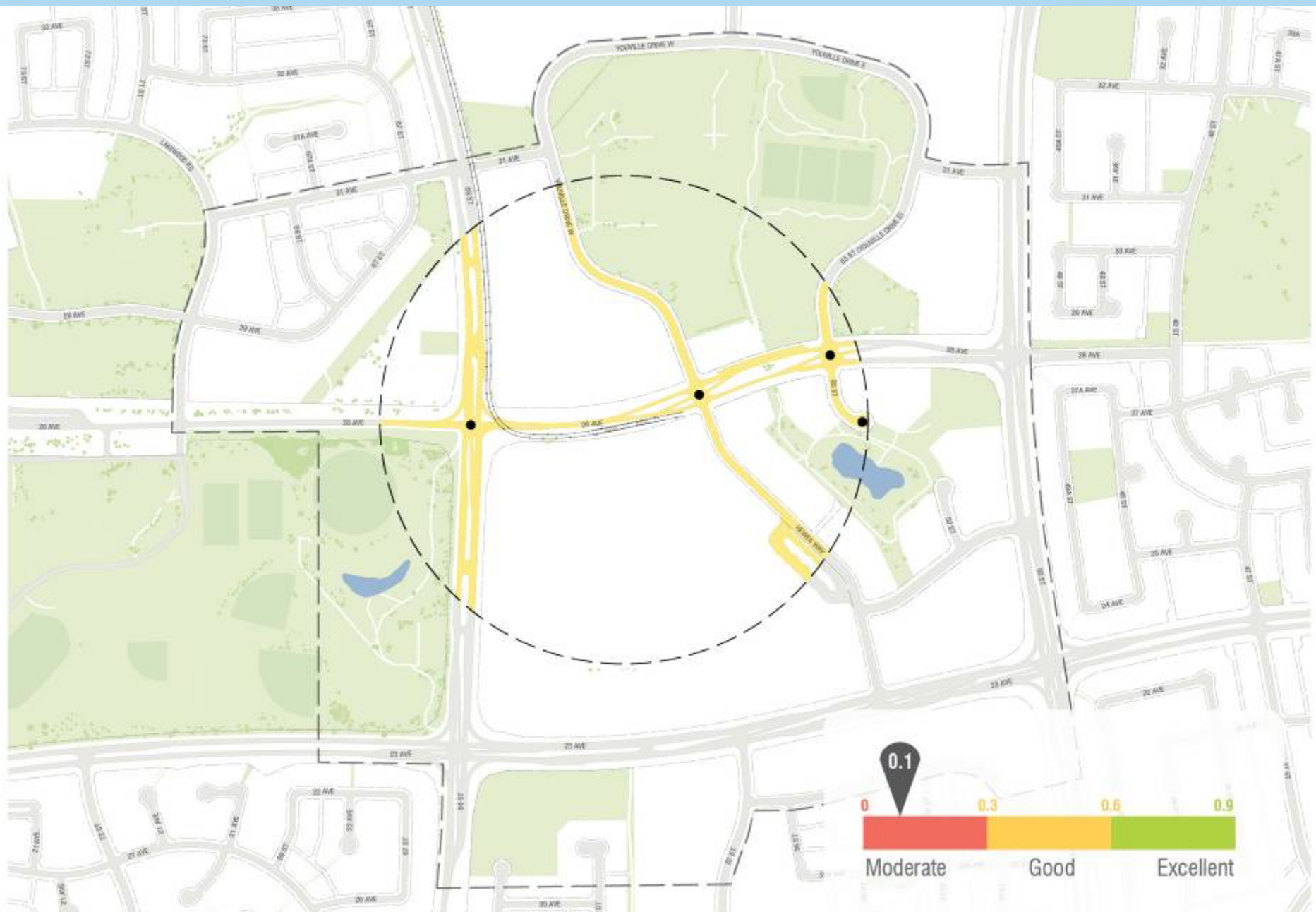
The Station Area is a place that has been designed for cars not pedestrians



# Grid density



# Grid density – is quite low





# Street Network and Block Structure

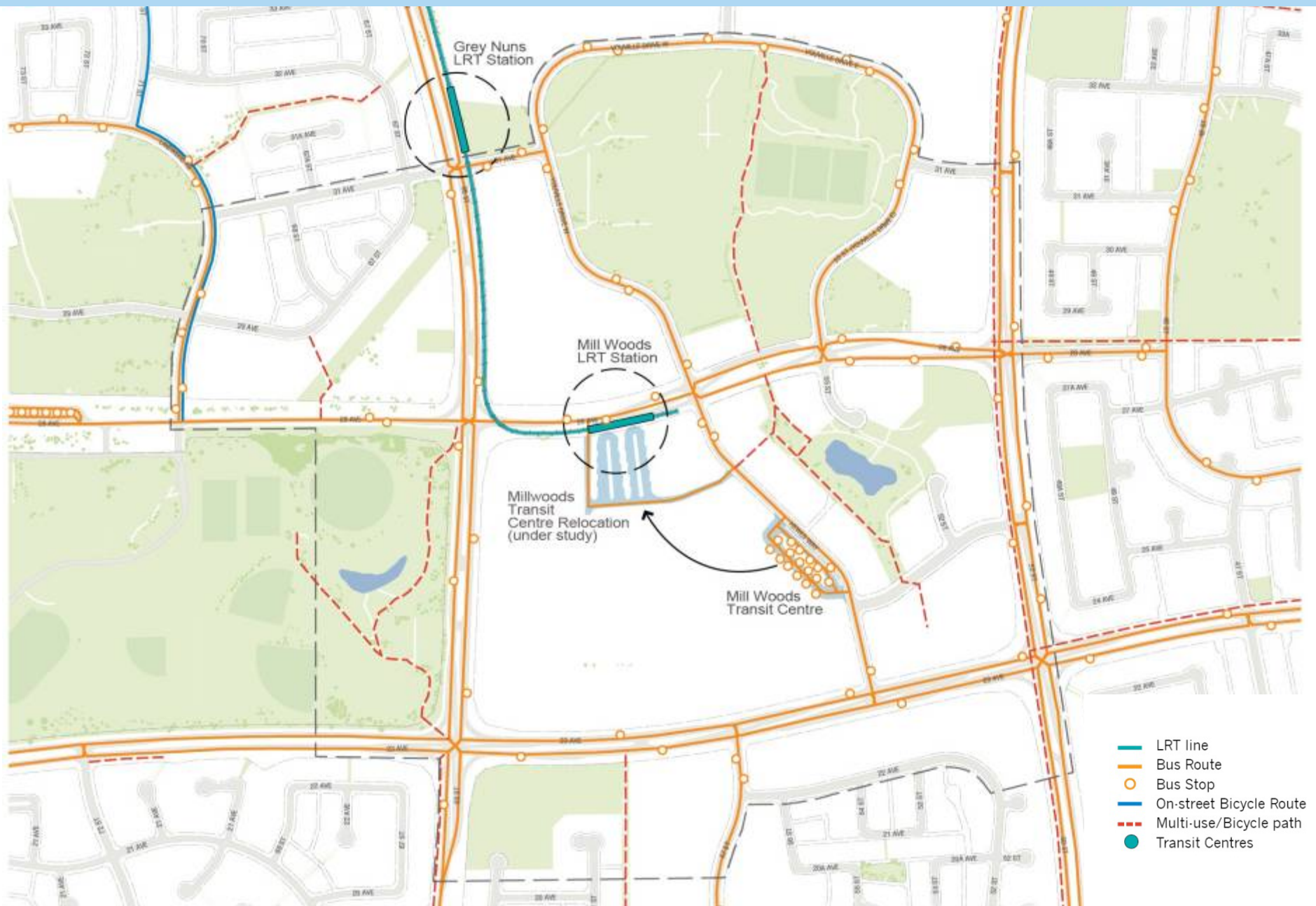


# Street Network and Block Structure





# Transit and active transportation networks





Mill Woods functions as a key transit centre.

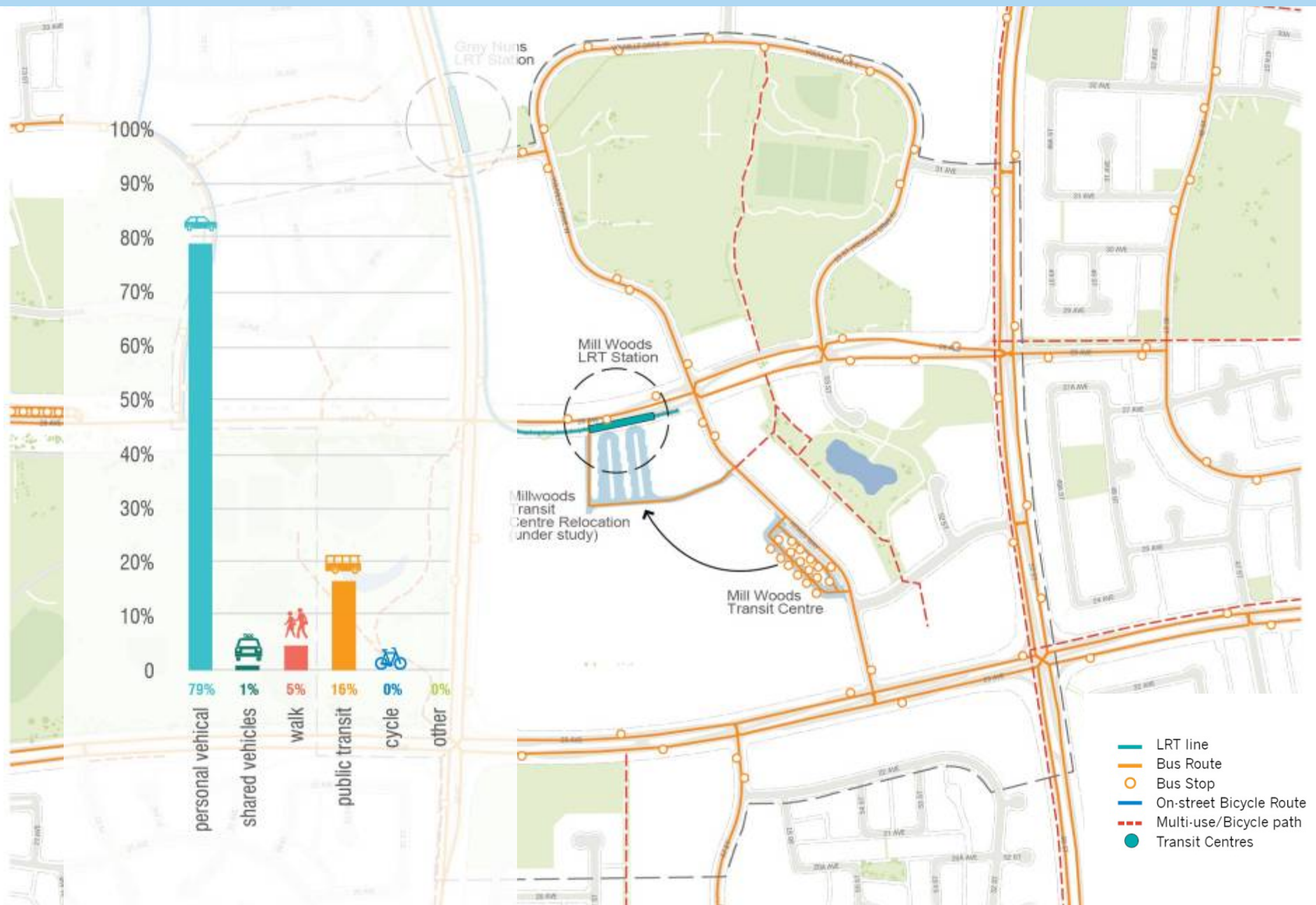




This function will be expanded with LRT development



# Mode Share – how are people getting around?





# Open Space and Community Amenities



## A need for a variety of parks ranging in scales and functions





# Ongoing investments in community resources and amenities





# Land use

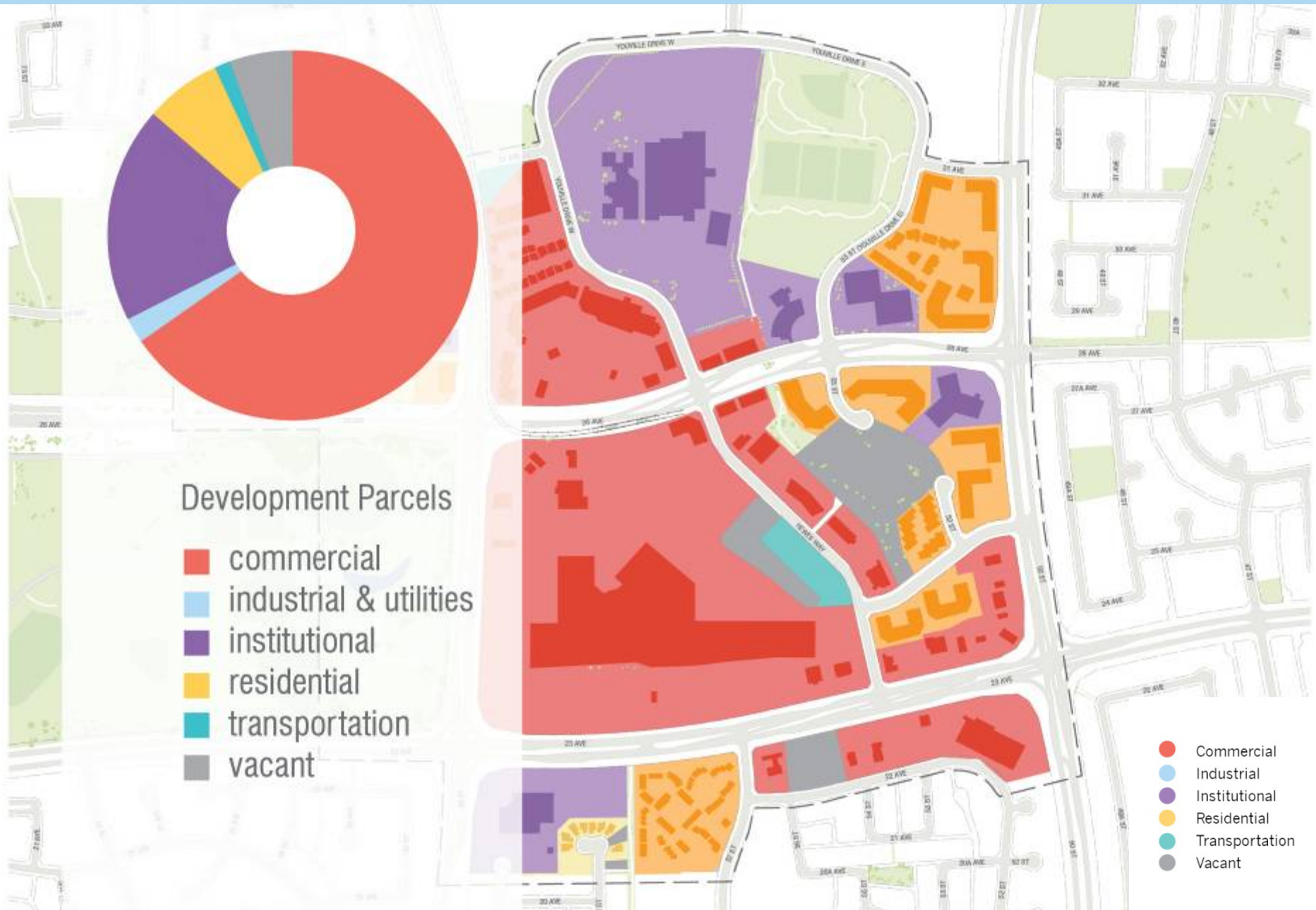


# Land use





# Land uses





# A mix of uses and a variety of building typologies

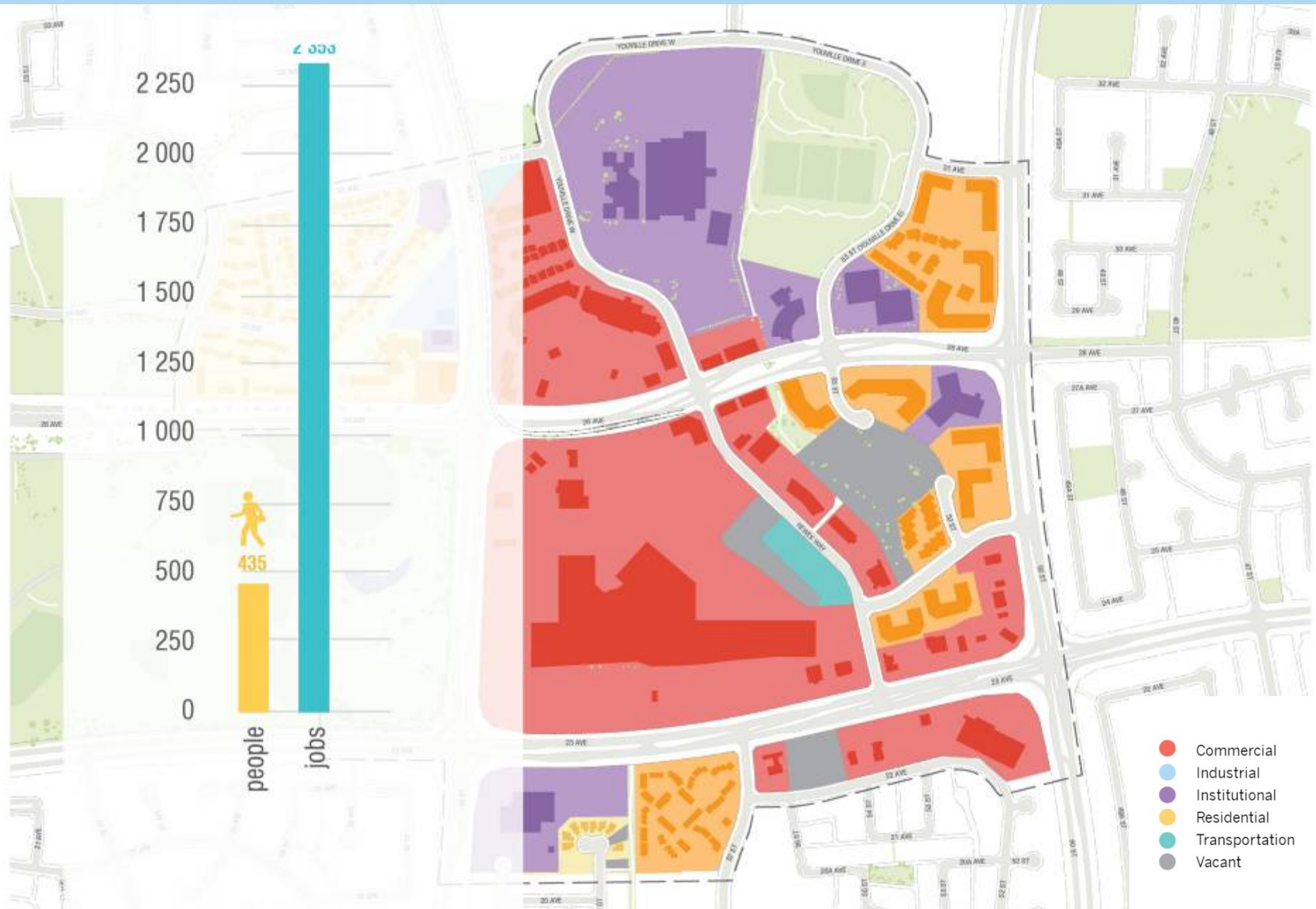


But no true mixed use development, only large single use buildings





# People and jobs





# Building orientation: fronts, backs and sides



Buildings sit back from the street and the area lacks character





## Areas of stability – minimal change





# Several underutilized sites present opportunities for redevelopment



# Areas of change – or have the potential to change over time





# Market Potential



## Market Trends and Potential

Significant local retail supply, but potential longer term opportunity for additional residential and office uses associated with integration of future LRT





## Office potential 5-10 years out

- Need demand to absorb existing inventory before additional office space is warranted – likely at least 5-10 years out and tied to LRT development.



## Good residential potential

- Existing residential development predominantly for seniors. Opportunities to broaden housing choice, including affordable housing for local workforce





# Thoughts about future change



# The introduction of a new logical network of local streets





That will create comfortable and inviting walking environments





# A series of connected open spaces that complement one another



And offer a menu of spaces with distinct experiences





And offer a menu of spaces with distinct experiences





# Short term redevelopment opportunities close to transit



That integrate uses both vertically and horizontally





## A more complete community built around the Station Area



# Consolidate Bus and LRT transfers in an attractive urban setting





# Longer term mixed use redevelopment opportunities





## Incremental Urbanization of the mall holds long term potential





We see this starting to happen in Canada





## Urban forms add value





# Neighbourhood intensification areas





That introduce new types of housing forms





That introduce new types of housing forms





And enhance the existing neighbourhood





**We want to hear  
from you...**



## Break-out Session

### **Introductions**

Break into assigned groups

Introduce yourselves to your team members

Select a speaker who will be responsible for reporting back for your group

### **Brainstorming**

Work your way through the workbook questions (spending 20min per questions)

Record your thoughts in your workbooks

Workbooks are to be left at the tables

### **Reporting**

The speaker will report back on the highlights of the group's discussion

### **Next Steps**

The project team will wrap up the session and discuss next steps