

## Transit Oriented Development (TOD)

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# NEIGHBOURHOOD STATION

These stations are in or near existing neighbourhoods, where only limited amounts of land for development or re-development are available. Development in established neighbourhoods like this is referred to as “infill”, or development that fills vacant lots or parcels of land.

## Current Characteristics

- Mostly single family homes with some multi-family housing (apartment buildings and condominiums) in some cases
- Range from well-established neighbourhoods near downtown to neighbourhoods built in the 1970’s and 1980’s
- There may be some retail stores, services and commercial/professional businesses, particularly in more mature neighbourhoods closer to downtown
- Condition and value of the homes and businesses varies, depending on the age and location of the neighbourhood
- The majority of neighbourhoods have grid streets

## Appropriate Types of TOD

- Mostly duplexes or two-story townhomes
- Low to mid-rise apartment buildings may be appropriate along major roads or on large sites
- Neighbourhood-serving retail shops, restaurant and coffee shops, and small scale professional offices close to the station
- Improved pedestrian and cyclist access

## Proposed Neighbourhood Stations

- **LRT stations**
  - South - Mckernan - Belgravia
  - West - 182 Street, 95 Ave, 156 St, 149 St, 142 St, Glenora
  - SE - 38 Ave, 73 Ave, Holyrood, Strathearn
  - NW - Castledowns, 137 Ave, Grand Trunk
- **Transit centres**
  - Northgate
  - Abbotsfield
  - Westmount
  - Capilano
  - Lakewood
  - Leger

*Sample map*



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# NEW NEIGHBOURHOOD STATION

These stations are mostly in undeveloped areas with large parcels of vacant land. Development in areas like this is often referred to as “greenfield”.

## Current Characteristics

- Predominantly undeveloped land in newer areas of the city
- May include large undeveloped sites in some other areas of the city (for example, the Griesbach development)
- In some cases, portions of the area may include existing single-family housing

## Appropriate Types of TOD

Where the station is in or near existing development:

- Mostly duplexes or two-story townhomes
- Low to mid rise apartment buildings may be appropriate along major roads or on large sites
- Neighbourhood-serving retail shops, restaurant and coffee shops, and small scale professional offices close to the station
- Improved pedestrian and cyclist access

Where the station is in an undeveloped, or “greenfield” area:

- Two to three storey townhomes and duplex housing
- Low to mid rise apartment buildings
- Neighbourhood-serving retail shops, restaurant and coffee shops, and small scale professional offices close to the station
- Interconnected grid of streets, interspersed with neighbourhood parks
- Improved pedestrian and cyclist access

## Proposed New Neighbourhood Stations

- **LRT stations**
  - NW - 127 St/153 Ave, 145 Ave
  - West - Lewis Estates
  - South - Desroches/Allard

*Sample map*



- **Transit centres**
  - Big Lake
  - Eaux Claires
  - Meadows
  - Ellerslie
  - Windermere
  - Windermere South

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# ENHANCED NEIGHBOURHOOD STATION

These stations may be in or near existing neighbourhoods, where there is land available for development or re-development, or they may be in non-residential areas that have large parcels of vacant or re-developable land.

## Current Characteristics

- Stations near lands where a mix of new development and redevelopment is possible (for example, the City Centre Airport lands)

## Appropriate Types of TOD

- Higher density residential development, ranging from duplexes and row/townhomes to low, mid and high rise apartment buildings
- Neighbourhood-serving retail shops, restaurant and coffee shops
- Neighbourhood employment—professional offices and services close to the station
- Interconnected grid of streets, interspersed with neighbourhood parks
- Improved pedestrian and cyclist access throughout the neighbourhood and to surrounding neighbourhoods

## Proposed Enhanced Neighbourhood Stations

### LRT stations

- NW - City Centre Airport
- NE - Gorman, Coliseum, Stadium
- SE - Mill Woods
- South - Heritage Valley Town Centre, Century Park
- West - Meadowlark, 124 St, 120 St, 116 St, 112 St

Sample map



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## CENTRE STATION

These stations are near large or regional shopping centres, where some re-development of land may be possible (for example, parking lots, empty retail space)

### Current Characteristics

- Predominantly retail developments, including shopping destinations such as West Edmonton Mall
- Potential development sites consist mostly of parking lots or other low-intensity uses
- Street grids are typically absent and there is little or no pedestrian and bicycle access to and from residential areas
- Often next to major roadways, offering good regional auto access

### Appropriate Types of TOD

- Primary shopping destinations
- Higher density residential development, ranging from duplexes and row/townhomes to low, mid and high rise apartment buildings
- New parks and public facilities
- Neighbourhood employment—professional offices and services close to the station
- Street grid within development site
- Significant street-oriented retail uses
- Improved pedestrian and cyclist access to and from surrounding neighbourhoods

### Proposed Centre Stations

#### LRT stations

- West - West Edmonton Mall
- South - Southgate
- SE - Bonny Doon
- NE - Clareview

Sample map



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### EMPLOYMENT STATION

These stations are in industrial areas or near large centres of employment where there may be undeveloped or re-developable land.

### Current Characteristics

- Predominantly undeveloped land, or lands with low intensity employment such as warehousing and storage
- Usually are adjacent to major roadways with good regional auto access
- No existing street grid within the development sites
- Poor or non-existent bicycle and pedestrian access to existing residential areas

### Appropriate Types of TOD

- Low-rise professional offices and services, such as corporate headquarters or research and development uses
- Medical campuses, or hospitals and associated facilities and services
- Major transit park and ride facilities at select stations adjacent to major roadways
- Street-oriented employment and neighbourhood serving retail
- Higher density residential development, ranging from duplexes and row/townhomes to low, mid and high rise apartment buildings
- Street grid throughout development site
- Improved pedestrian and cyclist access to and from surrounding neighbourhoods

### Proposed Employment Stations

#### LRT stations

- West - Misericordia
- NW - St. Albert Trail, Rampart
- NE - Belvedere
- SE - Wagner, Whitemud
- South - Ellerslie, Provincial Lands

Sample map



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# INSTITUTION/ RECREATION STATION

These stations are near education or medical campuses and facilities (for example, the University of Alberta's South Campus), or regional recreational facilities (for example, large multi-use sports and recreation facilities).

## Current Characteristics

- Current land use and circulation frameworks are dictated by campus master plans
- Medical and educational campuses have high transit ridership throughout the day
- Recreational uses have high peak ridership during events
- No existing street grid within the development sites
- There may be good pedestrian and bicycle access within campus boundaries, but not necessarily to surrounding neighbourhoods

## Appropriate Types of TOD

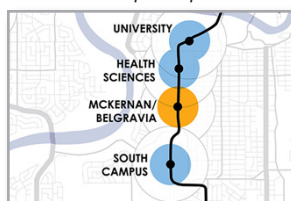
- Maintain and strengthen existing campus and recreation functions
- Areas adjacent to, but outside a campus or recreation facility should have the same TOD expectations as a neighbourhood station
- Neighbourhood-serving retail shops, restaurant and coffee shops, small grocery and drug stores
- Neighbourhood employment – professional offices and services close to the station
- Interconnected grid of streets, interspersed with neighbourhood parks
- Improved pedestrian and cyclist access to surrounding neighbourhoods

## Proposed Institution/ Recreation Stations

### LRT stations

- NW - NAIT, Kingsway
- South - University, Health Sciences, South Campus
- SE - Muttart, Grey Nuns

Sample map



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## DOWNTOWN STATION

These stations are in or immediately adjacent to Edmonton's downtown area.

### Current Characteristics

- There is a wide mix of uses – from high density housing, to employment, retail, education and recreation
- Development or re-development sites vary in size and location
- An interconnected street grid already exists
- Pedestrian and bicycle facilities vary – from very good in some areas to poor in others

### Appropriate Types of TOD

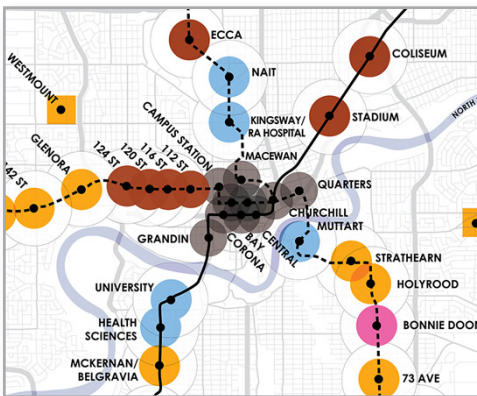
- Maintain and strengthen uses that support and encourage pedestrians, cyclists and greater use of transit

### Proposed Downtown Neighbourhood Stations

#### LRT stations

- Churchill
- Central
- Bay - Enterprise Square
- Corona
- Grandin - Government Centre
- MacEwan
- Quarters
- Centre West
- 105/106 St
- Campus

Sample map



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